

## Appendix A:

# Scoping Meeting Notes

## SCOPE OF TRAFFIC IMPACT STUDY (TIS)

**TO:** Rick Davis  
Sedona West LLC  
8220 Louisiana Blvd NE, Ste B  
Albuquerque, NM 87113

**MEETING DATE:**

**ATTENDEES:**

**PROJECT:** Sedona West LLC

**REQUESTED CITY ACTION:** ☐ Zone Change ☒ Site Development Plan

☐ Subdivision ☐ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment

☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation ☐ Site Plan Amendment

**ASSOCIATED APPLICATION:** Proposed 20 units of multi-family housing (low-rise) and 198 units of multi-family housing (mid-rise) to be located on the east side of Eagle Ranch Rd north of Paradise Blvd within the City of Albuquerque, NM.

### 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, 10th Edition.  
ITE 934 – Fast Food Restaurant with Drive-thru  
AM Peak: 21 ingress; 55 egress  
PM Peak: 58 ingress; 38 egress
2. Appropriate study area:  
Signalized Intersections;
  - a. Irving Blvd & Eagle Ranch Rd
  - b. Eagle Ranch Rd & Paradise BlvdUnsignalized intersections:
  - a. Eagle Ranch Rd & Miramar Dr  
Driveway Intersections: all site drives.
  - a. Eagle Ranch Rd & Site Access/Agate Hills Rd
  - b. Eagle Ranch Rd & Site Access/Paradise Blvd
3. Intersection turning movement counts  
Weekday – 7-9 a.m. peak hour, 11 a.m.-1 p.m. peak hour, 4-6 p.m. peak hour
4. Type of intersection progression and factors to be used.  
Growth rate factor applied to existing traffic volumes.

5. Boundaries of area to be used for trip distribution.  
Irving Blvd & Eagle Ranch Rd, Eagle Ranch Rd & Paradise Blvd
6. Basis for trip distribution.  
Distribution, and assignment of site trips will be based on turning movement counts, peak hour traffic volumes, and the review of current and future regional traffic models.
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:  
None at this time.
9. Method of intersection capacity analysis – Highway Capacity Software (HCS) for all signal and stop controls.  
Implementation Year: 2022
10. Traffic conditions for analysis:
  - a. Existing analysis ☒ yes ☐ no - year (2021);
  - b. Project completion year without proposed development – 2022
  - c. Project completion year with proposed development – 2022
  - d. Horizon Year – 2032
11. Background traffic growth.  
Method: Growth based on standard data of study roadways from the 2016 and 2040 MRCOG Models (Peak Hour Load). Minimum growth rate to be used is 1%.
12. Planned (programmed) traffic improvements.  
List planned CIP improvements in study area and projected project implementation year:
  - a. Sedona West Apartments – 9620 Eagle Ranch Rd, Albuquerque, NM (2022)
13. Items to be included in the study:
  - a. Intersection analysis.
  - b. Recommended street, intersection and signal improvements.
  - c. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
  - d. If required, mitigated measures.
  - e. Accident analyses ☒ yes ☐ no; Location(s):
    - a. Irving Blvd & Eagle Ranch Rd
    - b. Eagle Ranch Rd & Site Access/Agate Hills Rd
    - c. Eagle Ranch Rd & Site Access/Paradise Blvd
    - d. Eagle Ranch Rd & Miramar Dr
    - e. Eagle Ranch Rd & Paradise Blvd
  - f. Weaving analyses ☐ yes ☒ no; Location(s):
14. Report documenting study procedures, assumptions, analyses, conclusions, and recommendations.

**SUBMITTAL REQUIREMENTS:**

1. Number of copies of report required
  - a. 1 digital copy
2. Submittal Fee – \$1300 for up to 3 reviews

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 me at 924-3991.

 P.E.

8/30/2021

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Matt Grush, P.E., PTOE  
Senior Engineer  
City of Albuquerque, Planning  
Transportation Development Section

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Date

via: email

C: TIS Task Force Attendees, file



# City of Albuquerque

Planning Department  
Development Review Services Division

## Traffic Scoping Form (REV 12/2020)

Project Title: \_\_\_\_\_ Building Permit #: \_\_\_\_\_ Hydrology File #: \_\_\_\_\_

Zone Atlas Page: \_\_\_\_\_ DRB#: \_\_\_\_\_ EPC#: \_\_\_\_\_ Work Order#: \_\_\_\_\_

Legal Description: \_\_\_\_\_

City Address: \_\_\_\_\_

Applicant: \_\_\_\_\_ Contact: \_\_\_\_\_

Address: \_\_\_\_\_

Phone#: \_\_\_\_\_ Fax#: \_\_\_\_\_ E-mail: \_\_\_\_\_

### Development Information

Build out/Implementation Year: \_\_\_\_\_ Current/Proposed Zoning: \_\_\_\_\_

Project Type: New: ( ) Change of Use: ( ) Same Use/Unchanged: ( ) Same Use/Increased Activity: ( )

Proposed Use (mark all that apply): Residential: ( ) Office: ( ) Retail: ( ) Mixed-Use: ( )

Describe development and Uses:

\_\_\_\_\_  
\_\_\_\_\_

Days and Hours of Operation (if known): \_\_\_\_\_

### Facility

Building Size (sq. ft.): \_\_\_\_\_

Number of Residential Units: \_\_\_\_\_

Number of Commercial Units: \_\_\_\_\_

### Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):\* \_\_\_\_\_

Expected Number of Employees (if known):\* \_\_\_\_\_

Expected Number of Delivery Trucks/Buses per Day (if known):\* \_\_\_\_\_

Trip Generations during PM/AM Peak Hour (if known):\* \_\_\_\_\_

Driveway(s) Located on: Street Name \_\_\_\_\_

Adjacent Roadway(s) Posted Speed: Street Name \_\_\_\_\_ Posted Speed \_\_\_\_\_

Street Name \_\_\_\_\_ Posted Speed \_\_\_\_\_

## **Roadway Information (adjacent to site)**

Comprehensive Plan Corridor Designation/Functional Classification: \_\_\_\_\_  
(arterial, collector, local, main street)

Comprehensive Plan Center Designation: \_\_\_\_\_  
(urban center, employment center, activity center)

Jurisdiction of roadway (NMDOT, City, County): \_\_\_\_\_

Adjacent Roadway(s) Traffic Volume: \_\_\_\_\_ Volume-to-Capacity Ratio: \_\_\_\_\_  
(if applicable)

Adjacent Transit Service(s): \_\_\_\_\_ Nearest Transit Stop(s): \_\_\_\_\_

Is site within 660 feet of Premium Transit?: \_\_\_\_\_

Current/Proposed Bicycle Infrastructure: \_\_\_\_\_  
(bike lanes, trails)

Current/Proposed Sidewalk Infrastructure: \_\_\_\_\_

## **Relevant Web-sites for Filling out Roadway Information:**

City GIS Information: <http://www.cabq.gov/gis/advanced-map-viewer>

Comprehensive Plan Corridor/Designation: <https://abc-zone.com/document/abc-comp-plan-chapter-5-land-use> (map after Page 5-5)

Road Corridor Classification: <https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-PDF?bidId=>

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/285/Traffic-Counts> and <https://public.mrcog-nm.gov/taqa/>

Bikeways: [http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL\\_Jun25.pdf](http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf) (Map Pages 75 to 81)

## **TIS Determination**

**Note:** Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

**Traffic Impact Study (TIS) Required:** Yes [ ☐ ] No [ ☐ ] Borderline [ ☐ ]

Thresholds Met? Yes [ ☐ ] No [ ☐ ]

Mitigating Reasons for Not Requiring TIS: \_\_\_\_\_ Previously Studied: [ ☐ ]

Notes:

\_\_\_\_\_  
TRAFFIC ENGINEER

\_\_\_\_\_  
DATE

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## **Submittal**

The Scoping Form must be submitted as part of any building permit application, DRB application, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to the City Traffic Engineer [mgrush@cabq.gov](mailto:mgrush@cabq.gov) . Call 924-3362 for information.

### **Site Plan/Traffic Scoping Checklist**

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

1. Access -- location and width of driveways
2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
3. Bike Lanes (check for designated bike routes, long range bikeway system) ([\*check MRCOG Bikeways and Trails in the 2040 MTP map\*](#))
4. Location of nearby multi-use trails, if applicable ([\*check MRCOG Bikeways and Trails in the 2040 MTP map\*](#))
5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
7. Distance from access point(s) to nearest adjacent driveways/intersections.
8. Note if site is within a Center and more specifically if it is within an Urban Center.
9. Note if site is adjacent to a Main Street.
10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify v/c ratio on this form.

## Appendix B:

# Turning Movement Count Sheets



Lee Engineering, LLC  
Phoenix, Arizona - Dallas, Texas  
Oklahoma City, Oklahoma - San Antonio, Texas  
Albuquerque, New Mexico, United States  
jkruse@lee-eng.com

Count Name: NM308.01  
Site Code:  
Start Date: 08/18/2021  
Page No: 1

## Turning Movement Data

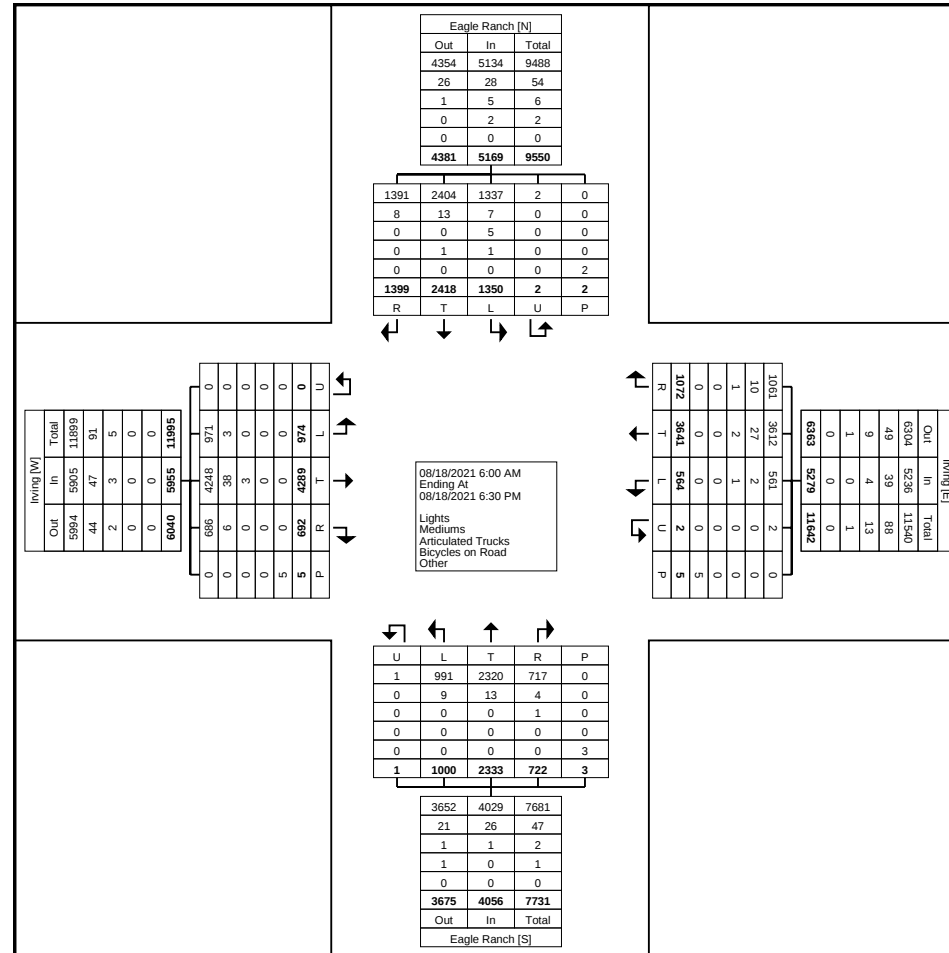
| Start Time    | Eagle Ranch Southbound |              |      |      |        |      |            | Irving Westbound |              |      |      |        |      |            | Eagle Ranch Northbound |              |      |      |        |      |            | Irving Eastbound |              |      |      |        |      |            | Int. Total |
|---------------|------------------------|--------------|------|------|--------|------|------------|------------------|--------------|------|------|--------|------|------------|------------------------|--------------|------|------|--------|------|------------|------------------|--------------|------|------|--------|------|------------|------------|
|               | Right                  | Right on Red | Thru | Left | U-Turn | Peds | App. Total | Right            | Right on Red | Thru | Left | U-Turn | Peds | App. Total | Right                  | Right on Red | Thru | Left | U-Turn | Peds | App. Total | Right            | Right on Red | Thru | Left | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 2                      | 2            | 8    | 10   | 0      | 0    | 22         | 5                | 0            | 11   | 3    | 0      | 0    | 19         | 3                      | 4            | 7    | 13   | 0      | 0    | 27         | 12               | 3            | 67   | 4    | 0      | 1    | 86         | 154        |
| 6:15 AM       | 2                      | 2            | 21   | 13   | 0      | 0    | 38         | 2                | 0            | 23   | 6    | 0      | 0    | 31         | 3                      | 3            | 7    | 6    | 0      | 0    | 19         | 9                | 4            | 96   | 3    | 0      | 0    | 112        | 200        |
| 6:30 AM       | 3                      | 3            | 14   | 12   | 0      | 0    | 32         | 5                | 0            | 21   | 1    | 0      | 0    | 27         | 3                      | 6            | 19   | 13   | 0      | 1    | 41         | 10               | 1            | 151  | 7    | 0      | 0    | 169        | 269        |
| 6:45 AM       | 1                      | 8            | 20   | 21   | 0      | 0    | 50         | 4                | 4            | 38   | 3    | 0      | 0    | 49         | 1                      | 4            | 28   | 19   | 0      | 0    | 52         | 15               | 4            | 161  | 14   | 0      | 0    | 194        | 345        |
| Hourly Total  | 8                      | 15           | 63   | 56   | 0      | 0    | 142        | 16               | 4            | 93   | 13   | 0      | 0    | 126        | 10                     | 17           | 61   | 51   | 0      | 1    | 139        | 46               | 12           | 475  | 28   | 0      | 1    | 561        | 968        |
| 7:00 AM       | 7                      | 7            | 35   | 23   | 0      | 0    | 72         | 9                | 3            | 31   | 2    | 0      | 0    | 45         | 6                      | 8            | 28   | 12   | 0      | 0    | 54         | 21               | 1            | 191  | 14   | 0      | 1    | 227        | 398        |
| 7:15 AM       | 6                      | 8            | 39   | 25   | 0      | 0    | 78         | 12               | 2            | 47   | 5    | 0      | 0    | 66         | 6                      | 6            | 36   | 16   | 0      | 0    | 64         | 23               | 2            | 241  | 24   | 0      | 0    | 290        | 498        |
| 7:30 AM       | 12                     | 6            | 41   | 34   | 0      | 0    | 93         | 13               | 2            | 60   | 9    | 0      | 0    | 84         | 3                      | 8            | 41   | 18   | 0      | 0    | 70         | 18               | 1            | 246  | 20   | 0      | 0    | 285        | 532        |
| 7:45 AM       | 7                      | 7            | 58   | 32   | 0      | 0    | 104        | 22               | 1            | 85   | 14   | 0      | 0    | 122        | 6                      | 15           | 41   | 24   | 0      | 0    | 86         | 23               | 2            | 212  | 23   | 0      | 0    | 260        | 572        |
| Hourly Total  | 32                     | 28           | 173  | 114  | 0      | 0    | 347        | 56               | 8            | 223  | 30   | 0      | 0    | 317        | 21                     | 37           | 146  | 70   | 0      | 0    | 274        | 85               | 6            | 890  | 81   | 0      | 1    | 1062       | 2000       |
| 8:00 AM       | 4                      | 9            | 37   | 31   | 0      | 0    | 81         | 18               | 1            | 88   | 13   | 0      | 0    | 120        | 5                      | 12           | 51   | 14   | 0      | 0    | 82         | 19               | 2            | 174  | 26   | 0      | 0    | 221        | 504        |
| 8:15 AM       | 7                      | 16           | 49   | 34   | 0      | 0    | 106        | 14               | 3            | 87   | 8    | 0      | 0    | 112        | 7                      | 12           | 65   | 22   | 0      | 0    | 106        | 21               | 1            | 142  | 24   | 0      | 0    | 188        | 512        |
| 8:30 AM       | 11                     | 7            | 42   | 28   | 0      | 0    | 88         | 13               | 3            | 62   | 9    | 0      | 0    | 87         | 9                      | 9            | 55   | 17   | 0      | 0    | 90         | 15               | 2            | 118  | 20   | 0      | 0    | 155        | 420        |
| 8:45 AM       | 9                      | 11           | 44   | 28   | 0      | 0    | 92         | 17               | 0            | 75   | 12   | 0      | 1    | 104        | 6                      | 8            | 61   | 21   | 0      | 1    | 96         | 23               | 3            | 127  | 19   | 0      | 0    | 172        | 464        |
| Hourly Total  | 31                     | 43           | 172  | 121  | 0      | 0    | 367        | 62               | 7            | 312  | 42   | 0      | 1    | 423        | 27                     | 41           | 232  | 74   | 0      | 1    | 374        | 78               | 8            | 561  | 89   | 0      | 0    | 736        | 1900       |
| *** BREAK *** | -                      | -            | -    | -    | -      | -    | -          | -                | -            | -    | -    | -      | -    | -          | -                      | -            | -    | -    | -      | -    | -          | -                | -            | -    | -    | -      | -    | -          | -          |
| 11:00 AM      | 16                     | 21           | 66   | 45   | 0      | 0    | 148        | 23               | 9            | 54   | 17   | 0      | 0    | 103        | 1                      | 18           | 104  | 27   | 0      | 0    | 150        | 8                | 2            | 87   | 37   | 0      | 1    | 134        | 535        |
| 11:15 AM      | 19                     | 24           | 59   | 52   | 0      | 0    | 154        | 23               | 4            | 81   | 15   | 0      | 0    | 123        | 8                      | 12           | 90   | 21   | 0      | 0    | 131        | 16               | 0            | 100  | 31   | 0      | 0    | 147        | 555        |
| 11:30 AM      | 22                     | 18           | 70   | 29   | 0      | 0    | 139        | 24               | 9            | 72   | 17   | 0      | 0    | 122        | 7                      | 21           | 80   | 19   | 0      | 0    | 127        | 19               | 1            | 103  | 28   | 0      | 0    | 151        | 539        |
| 11:45 AM      | 26                     | 24           | 72   | 56   | 0      | 0    | 178        | 28               | 6            | 68   | 14   | 1      | 1    | 117        | 4                      | 25           | 86   | 28   | 0      | 0    | 143        | 16               | 5            | 91   | 30   | 0      | 0    | 142        | 580        |
| Hourly Total  | 83                     | 87           | 267  | 182  | 0      | 0    | 619        | 98               | 28           | 275  | 63   | 1      | 1    | 465        | 20                     | 76           | 360  | 95   | 0      | 0    | 551        | 59               | 8            | 381  | 126  | 0      | 1    | 574        | 2209       |
| 12:00 PM      | 26                     | 16           | 85   | 40   | 0      | 0    | 167        | 33               | 8            | 75   | 28   | 0      | 0    | 144        | 13                     | 14           | 81   | 23   | 0      | 0    | 131        | 12               | 5            | 72   | 24   | 0      | 1    | 113        | 555        |
| 12:15 PM      | 25                     | 23           | 71   | 48   | 0      | 0    | 167        | 26               | 2            | 82   | 25   | 0      | 0    | 135        | 6                      | 11           | 66   | 15   | 0      | 0    | 98         | 13               | 3            | 80   | 32   | 0      | 0    | 128        | 528        |
| 12:30 PM      | 19                     | 20           | 74   | 50   | 0      | 0    | 163        | 35               | 12           | 87   | 23   | 0      | 0    | 157        | 5                      | 19           | 77   | 13   | 0      | 0    | 114        | 17               | 7            | 110  | 27   | 0      | 0    | 161        | 595        |
| 12:45 PM      | 16                     | 24           | 113  | 44   | 0      | 0    | 197        | 34               | 4            | 94   | 22   | 1      | 0    | 155        | 7                      | 19           | 62   | 28   | 1      | 0    | 117        | 18               | 3            | 119  | 36   | 0      | 0    | 176        | 645        |
| Hourly Total  | 86                     | 83           | 343  | 182  | 0      | 0    | 694        | 128              | 26           | 338  | 98   | 1      | 0    | 591        | 31                     | 63           | 286  | 79   | 1      | 0    | 460        | 60               | 18           | 381  | 119  | 0      | 1    | 578        | 2323       |
| 1:00 PM       | 21                     | 24           | 70   | 42   | 0      | 0    | 157        | 28               | 3            | 107  | 18   | 0      | 1    | 156        | 9                      | 15           | 80   | 27   | 0      | 0    | 131        | 18               | 6            | 99   | 28   | 0      | 0    | 151        | 595        |
| 1:15 PM       | 17                     | 21           | 94   | 40   | 1      | 0    | 173        | 46               | 4            | 98   | 20   | 0      | 0    | 168        | 9                      | 17           | 90   | 26   | 0      | 0    | 142        | 11               | 3            | 103  | 28   | 0      | 0    | 145        | 628        |
| 1:30 PM       | 17                     | 25           | 77   | 38   | 0      | 1    | 157        | 35               | 2            | 102  | 21   | 0      | 1    | 160        | 12                     | 7            | 80   | 21   | 0      | 0    | 120        | 11               | 2            | 95   | 25   | 0      | 1    | 133        | 570        |
| 1:45 PM       | 23                     | 26           | 73   | 39   | 0      | 0    | 161        | 40               | 0            | 91   | 16   | 0      | 0    | 147        | 3                      | 17           | 79   | 34   | 0      | 1    | 133        | 15               | 4            | 90   | 31   | 0      | 0    | 140        | 581        |
| Hourly Total  | 78                     | 96           | 314  | 159  | 1      | 1    | 648        | 149              | 9            | 398  | 75   | 0      | 2    | 631        | 33                     | 56           | 329  | 108  | 0      | 1    | 526        | 55               | 15           | 387  | 112  | 0      | 1    | 569        | 2374       |
| *** BREAK *** | -                      | -            | -    | -    | -      | -    | -          | -                | -            | -    | -    | -      | -    | -          | -                      | -            | -    | -    | -      | -    | -          | -                | -            | -    | -    | -      | -    | -          | -          |
| 3:30 PM       | 33                     | 17           | 81   | 52   | 0      | 0    | 183        | 41               | 3            | 151  | 20   | 0      | 0    | 215        | 14                     | 8            | 75   | 36   | 0      | 0    | 133        | 17               | 0            | 98   | 47   | 0      | 0    | 162        | 693        |
| 3:45 PM       | 31                     | 21           | 90   | 54   | 0      | 0    | 196        | 50               | 5            | 144  | 17   | 0      | 0    | 216        | 16                     | 13           | 75   | 33   | 0      | 0    | 137        | 17               | 0            | 116  | 41   | 0      | 0    | 174        | 723        |
| Hourly Total  | 64                     | 38           | 171  | 106  | 0      | 0    | 379        | 91               | 8            | 295  | 37   | 0      | 0    | 431        | 30                     | 21           | 150  | 69   | 0      | 0    | 270        | 34               | 0            | 214  | 88   | 0      | 0    | 336        | 1416       |

|                         |      |      |      |      |       |       |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |      |       |      |      |     |      |      |       |
|-------------------------|------|------|------|------|-------|-------|------|------|------|------|------|-------|------|------|------|------|------|------|-------|-------|------|------|-------|------|------|-----|------|------|-------|
| 4:00 PM                 | 31   | 20   | 87   | 49   | 0     | 1     | 187  | 33   | 3    | 142  | 24   | 0     | 0    | 202  | 13   | 8    | 92   | 46   | 0     | 0     | 159  | 15   | 3     | 86   | 31   | 0   | 0    | 135  | 683   |
| 4:15 PM                 | 37   | 15   | 97   | 50   | 0     | 0     | 199  | 39   | 4    | 180  | 19   | 0     | 0    | 242  | 12   | 7    | 59   | 54   | 0     | 0     | 132  | 19   | 5     | 76   | 33   | 0   | 0    | 133  | 706   |
| 4:30 PM                 | 54   | 18   | 96   | 39   | 0     | 0     | 207  | 48   | 0    | 185  | 18   | 0     | 1    | 251  | 16   | 14   | 84   | 42   | 0     | 0     | 156  | 13   | 2     | 120  | 31   | 0   | 0    | 166  | 780   |
| 4:45 PM                 | 52   | 12   | 97   | 44   | 1     | 0     | 206  | 36   | 4    | 147  | 23   | 0     | 0    | 210  | 12   | 20   | 97   | 37   | 0     | 0     | 166  | 16   | 3     | 96   | 36   | 0   | 0    | 151  | 733   |
| Hourly Total            | 174  | 65   | 377  | 182  | 1     | 1     | 799  | 156  | 11   | 654  | 84   | 0     | 1    | 905  | 53   | 49   | 332  | 179  | 0     | 0     | 613  | 63   | 13    | 378  | 131  | 0   | 0    | 585  | 2902  |
| 5:00 PM                 | 62   | 13   | 83   | 72   | 0     | 0     | 230  | 37   | 2    | 195  | 18   | 0     | 0    | 252  | 9    | 19   | 72   | 49   | 0     | 0     | 149  | 13   | 2     | 128  | 34   | 0   | 0    | 177  | 808   |
| 5:15 PM                 | 49   | 18   | 110  | 38   | 0     | 0     | 215  | 29   | 3    | 192  | 21   | 0     | 0    | 245  | 13   | 13   | 96   | 52   | 0     | 0     | 174  | 24   | 5     | 105  | 30   | 0   | 0    | 164  | 798   |
| 5:30 PM                 | 39   | 27   | 92   | 29   | 0     | 0     | 187  | 32   | 2    | 170  | 20   | 0     | 0    | 224  | 12   | 15   | 78   | 71   | 0     | 0     | 176  | 19   | 3     | 110  | 44   | 0   | 0    | 176  | 763   |
| 5:45 PM                 | 43   | 25   | 82   | 37   | 0     | 0     | 187  | 35   | 0    | 197  | 25   | 0     | 0    | 257  | 6    | 13   | 67   | 48   | 0     | 0     | 134  | 24   | 3     | 99   | 30   | 0   | 0    | 156  | 734   |
| Hourly Total            | 193  | 83   | 367  | 176  | 0     | 0     | 819  | 133  | 7    | 754  | 84   | 0     | 0    | 978  | 40   | 60   | 313  | 220  | 0     | 0     | 633  | 80   | 13    | 442  | 138  | 0   | 0    | 673  | 3103  |
| 6:00 PM                 | 29   | 30   | 92   | 30   | 0     | 0     | 181  | 33   | 3    | 145  | 22   | 0     | 0    | 203  | 7    | 14   | 62   | 28   | 0     | 0     | 111  | 16   | 2     | 69   | 29   | 0   | 0    | 116  | 611   |
| 6:15 PM                 | 23   | 30   | 79   | 42   | 0     | 0     | 174  | 36   | 3    | 154  | 16   | 0     | 0    | 209  | 10   | 6    | 62   | 27   | 0     | 0     | 105  | 18   | 3     | 111  | 33   | 0   | 0    | 165  | 653   |
| Grand Total             | 801  | 598  | 2418 | 1350 | 2     | 2     | 5169 | 958  | 114  | 3641 | 564  | 2     | 5    | 5279 | 282  | 440  | 2333 | 1000 | 1     | 3     | 4056 | 594  | 98    | 4289 | 974  | 0   | 5    | 5955 | 20459 |
| Approach %              | 15.5 | 11.6 | 46.8 | 26.1 | 0.0   | -     | -    | 18.1 | 2.2  | 69.0 | 10.7 | 0.0   | -    | -    | 7.0  | 10.8 | 57.5 | 24.7 | 0.0   | -     | -    | 10.0 | 1.6   | 72.0 | 16.4 | 0.0 | -    | -    | -     |
| Total %                 | 3.9  | 2.9  | 11.8 | 6.6  | 0.0   | -     | 25.3 | 4.7  | 0.6  | 17.8 | 2.8  | 0.0   | -    | 25.8 | 1.4  | 2.2  | 11.4 | 4.9  | 0.0   | -     | 19.8 | 2.9  | 0.5   | 21.0 | 4.8  | 0.0 | -    | 29.1 | -     |
| Lights                  | 794  | 597  | 2404 | 1337 | 2     | -     | 5134 | 950  | 111  | 3612 | 561  | 2     | -    | 5236 | 280  | 437  | 2320 | 991  | 1     | -     | 4029 | 588  | 98    | 4248 | 971  | 0   | -    | 5905 | 20304 |
| % Lights                | 99.1 | 99.8 | 99.4 | 99.0 | 100.0 | -     | 99.3 | 99.2 | 97.4 | 99.2 | 99.5 | 100.0 | -    | 99.2 | 99.3 | 99.3 | 99.4 | 99.1 | 100.0 | -     | 99.3 | 99.0 | 100.0 | 99.0 | 99.7 | -   | -    | 99.2 | 99.2  |
| Mediums                 | 7    | 1    | 13   | 7    | 0     | -     | 28   | 8    | 2    | 27   | 2    | 0     | -    | 39   | 1    | 3    | 13   | 9    | 0     | -     | 26   | 6    | 0     | 38   | 3    | 0   | -    | 47   | 140   |
| % Mediums               | 0.9  | 0.2  | 0.5  | 0.5  | 0.0   | -     | 0.5  | 0.8  | 1.8  | 0.7  | 0.4  | 0.0   | -    | 0.7  | 0.4  | 0.7  | 0.6  | 0.9  | 0.0   | -     | 0.6  | 1.0  | 0.0   | 0.9  | 0.3  | -   | -    | 0.8  | 0.7   |
| Articulated Trucks      | 0    | 0    | 0    | 5    | 0     | -     | 5    | 0    | 1    | 2    | 1    | 0     | -    | 4    | 1    | 0    | 0    | 0    | 0     | -     | 1    | 0    | 0     | 3    | 0    | 0   | -    | 3    | 13    |
| % Articulated Trucks    | 0.0  | 0.0  | 0.0  | 0.4  | 0.0   | -     | 0.1  | 0.0  | 0.9  | 0.1  | 0.2  | 0.0   | -    | 0.1  | 0.4  | 0.0  | 0.0  | 0.0  | 0.0   | -     | 0.0  | 0.0  | 0.0   | 0.1  | 0.0  | -   | -    | 0.1  | 0.1   |
| Bicycles on Road        | 0    | 0    | 1    | 1    | 0     | -     | 2    | 0    | 0    | 0    | 0    | 0     | -    | 0    | 0    | 0    | 0    | 0    | 0     | -     | 0    | 0    | 0     | 0    | 0    | 0   | -    | 0    | 2     |
| % Bicycles on Road      | 0.0  | 0.0  | 0.0  | 0.1  | 0.0   | -     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | -    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | -     | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | -   | -    | 0.0  | 0.0   |
| Bicycles on Crosswalk   | -    | -    | -    | -    | -     | 0     | -    | -    | -    | -    | -    | -     | 2    | -    | -    | -    | -    | -    | -     | 0     | -    | -    | -     | -    | -    | -   | 1    | -    | -     |
| % Bicycles on Crosswalk | -    | -    | -    | -    | -     | 0.0   | -    | -    | -    | -    | -    | -     | 40.0 | -    | -    | -    | -    | -    | -     | 0.0   | -    | -    | -     | -    | -    | -   | 20.0 | -    | -     |
| Pedestrians             | -    | -    | -    | -    | -     | 2     | -    | -    | -    | -    | -    | -     | 3    | -    | -    | -    | -    | -    | -     | 3     | -    | -    | -     | -    | -    | -   | 4    | -    | -     |
| % Pedestrians           | -    | -    | -    | -    | -     | 100.0 | -    | -    | -    | -    | -    | -     | 60.0 | -    | -    | -    | -    | -    | -     | 100.0 | -    | -    | -     | -    | -    | -   | 80.0 | -    | -     |

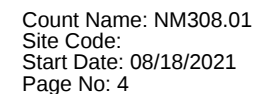


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Turning Movement Data Plot

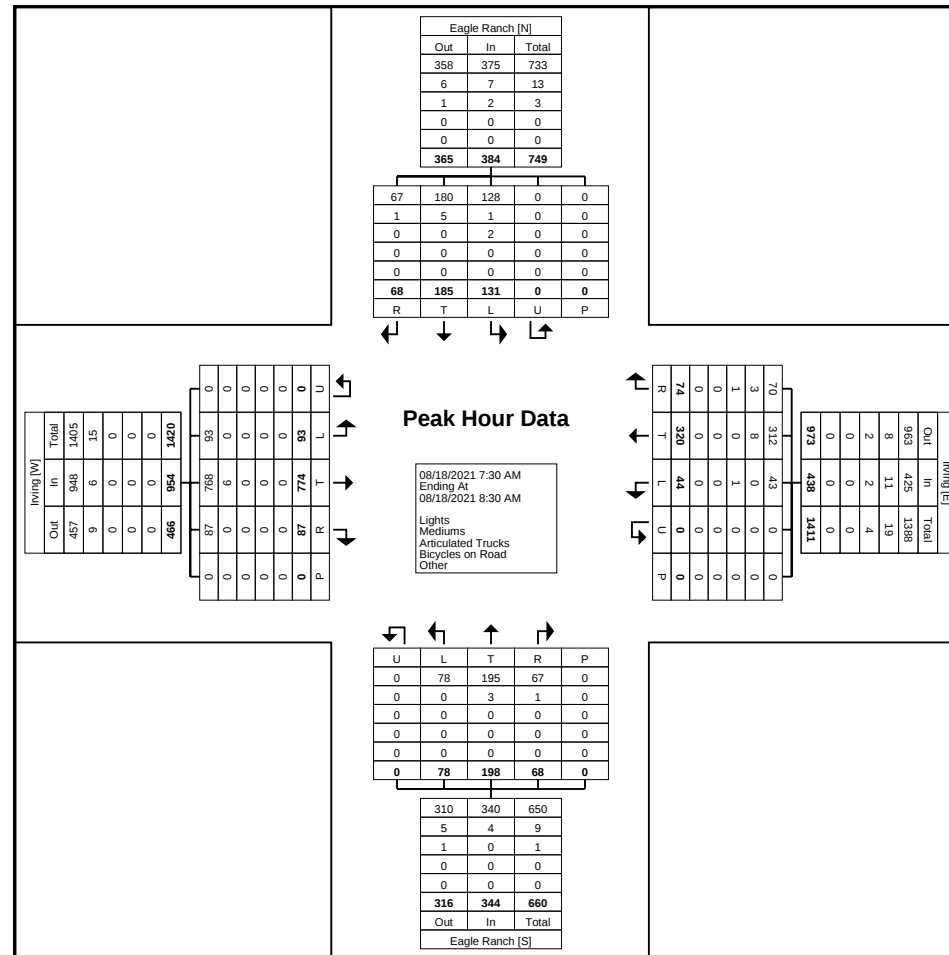


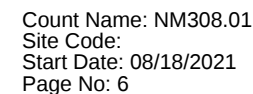
| Start Time              | Eagle Ranch<br>Southbound |              |       |       |        |      |            | Irving<br>Westbound |              |       |       |        |      |            | Eagle Ranch<br>Northbound |              |       |       |        |      |            | Irving<br>Eastbound |              |       |       |        |      |            | Int. Total |
|-------------------------|---------------------------|--------------|-------|-------|--------|------|------------|---------------------|--------------|-------|-------|--------|------|------------|---------------------------|--------------|-------|-------|--------|------|------------|---------------------|--------------|-------|-------|--------|------|------------|------------|
|                         | Right                     | Right on Red | Thru  | Left  | U-Turn | Peds | App. Total | Right               | Right on Red | Thru  | Left  | U-Turn | Peds | App. Total | Right                     | Right on Red | Thru  | Left  | U-Turn | Peds | App. Total | Right               | Right on Red | Thru  | Left  | U-Turn | Peds | App. Total |            |
| 7:30 AM                 | 12                        | 6            | 41    | 34    | 0      | 0    | 93         | 13                  | 2            | 60    | 9     | 0      | 0    | 84         | 3                         | 8            | 41    | 18    | 0      | 0    | 70         | 18                  | 1            | 246   | 20    | 0      | 0    | 285        | 532        |
| 7:45 AM                 | 7                         | 7            | 58    | 32    | 0      | 0    | 104        | 22                  | 1            | 85    | 14    | 0      | 0    | 122        | 6                         | 15           | 41    | 24    | 0      | 0    | 86         | 23                  | 2            | 212   | 23    | 0      | 0    | 260        | 572        |
| 8:00 AM                 | 4                         | 9            | 37    | 31    | 0      | 0    | 81         | 18                  | 1            | 88    | 13    | 0      | 0    | 120        | 5                         | 12           | 51    | 14    | 0      | 0    | 82         | 19                  | 2            | 174   | 26    | 0      | 0    | 221        | 504        |
| 8:15 AM                 | 7                         | 16           | 49    | 34    | 0      | 0    | 106        | 14                  | 3            | 87    | 8     | 0      | 0    | 112        | 7                         | 12           | 65    | 22    | 0      | 0    | 106        | 21                  | 1            | 142   | 24    | 0      | 0    | 188        | 512        |
| Total                   | 30                        | 38           | 185   | 131   | 0      | 0    | 384        | 67                  | 7            | 320   | 44    | 0      | 0    | 438        | 21                        | 47           | 198   | 78    | 0      | 0    | 344        | 81                  | 6            | 774   | 93    | 0      | 0    | 954        | 2120       |
| Approach %              | 7.8                       | 9.9          | 48.2  | 34.1  | 0.0    | -    | -          | 15.3                | 1.6          | 73.1  | 10.0  | 0.0    | -    | -          | 6.1                       | 13.7         | 57.6  | 22.7  | 0.0    | -    | -          | 8.5                 | 0.6          | 81.1  | 9.7   | 0.0    | -    | -          | -          |
| Total %                 | 1.4                       | 1.8          | 8.7   | 6.2   | 0.0    | -    | 18.1       | 3.2                 | 0.3          | 15.1  | 2.1   | 0.0    | -    | 20.7       | 1.0                       | 2.2          | 9.3   | 3.7   | 0.0    | -    | 16.2       | 3.8                 | 0.3          | 36.5  | 4.4   | 0.0    | -    | 45.0       | -          |
| PHF                     | 0.625                     | 0.594        | 0.797 | 0.963 | 0.000  | -    | 0.906      | 0.761               | 0.583        | 0.909 | 0.786 | 0.000  | -    | 0.898      | 0.750                     | 0.783        | 0.762 | 0.813 | 0.000  | -    | 0.811      | 0.880               | 0.750        | 0.787 | 0.894 | 0.000  | -    | 0.837      | 0.927      |
| Lights                  | 29                        | 38           | 180   | 128   | 0      | -    | 375        | 65                  | 5            | 312   | 43    | 0      | -    | 425        | 20                        | 47           | 195   | 78    | 0      | -    | 340        | 81                  | 6            | 768   | 93    | 0      | -    | 948        | 2088       |
| % Lights                | 96.7                      | 100.0        | 97.3  | 97.7  | -      | -    | 97.7       | 97.0                | 71.4         | 97.5  | 97.7  | -      | -    | 97.0       | 95.2                      | 100.0        | 98.5  | 100.0 | -      | -    | 98.8       | 100.0               | 100.0        | 99.2  | 100.0 | -      | -    | 99.4       | 98.5       |
| Mediums                 | 1                         | 0            | 5     | 1     | 0      | -    | 7          | 2                   | 1            | 8     | 0     | 0      | -    | 11         | 1                         | 0            | 3     | 0     | 0      | -    | 4          | 0                   | 0            | 6     | 0     | 0      | -    | 6          | 28         |
| % Mediums               | 3.3                       | 0.0          | 2.7   | 0.8   | -      | -    | 1.8        | 3.0                 | 14.3         | 2.5   | 0.0   | -      | -    | 2.5        | 4.8                       | 0.0          | 1.5   | 0.0   | -      | -    | 1.2        | 0.0                 | 0.0          | 0.8   | 0.0   | -      | -    | 0.6        | 1.3        |
| Articulated Trucks      | 0                         | 0            | 0     | 2     | 0      | -    | 2          | 0                   | 1            | 0     | 1     | 0      | -    | 2          | 0                         | 0            | 0     | 0     | 0      | -    | 0          | 0                   | 0            | 0     | 0     | 0      | -    | 0          | 4          |
| % Articulated Trucks    | 0.0                       | 0.0          | 0.0   | 1.5   | -      | -    | 0.5        | 0.0                 | 14.3         | 0.0   | 2.3   | -      | -    | 0.5        | 0.0                       | 0.0          | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                 | 0.0          | 0.0   | 0.0   | -      | -    | 0.0        | 0.2        |
| Bicycles on Road        | 0                         | 0            | 0     | 0     | 0      | -    | 0          | 0                   | 0            | 0     | 0     | 0      | -    | 0          | 0                         | 0            | 0     | 0     | 0      | -    | 0          | 0                   | 0            | 0     | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | 0.0                       | 0.0          | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                 | 0.0          | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                       | 0.0          | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                 | 0.0          | 0.0   | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                         | -            | -     | -     | -      | 0    | -          | -                   | -            | -     | -     | -      | 0    | -          | -                         | -            | -     | -     | -      | 0    | -          | -                   | -            | -     | -     | 0      | -    | -          |            |
| % Bicycles on Crosswalk | -                         | -            | -     | -     | -      | -    | -          | -                   | -            | -     | -     | -      | -    | -          | -                         | -            | -     | -     | -      | -    | -          | -                   | -            | -     | -     | -      | -    | -          |            |
| Pedestrians             | -                         | -            | -     | -     | -      | 0    | -          | -                   | -            | -     | -     | -      | 0    | -          | -                         | -            | -     | -     | -      | 0    | -          | -                   | -            | -     | -     | 0      | -    | -          |            |
| % Pedestrians           | -                         | -            | -     | -     | -      | -    | -          | -                   | -            | -     | -     | -      | -    | -          | -                         | -            | -     | -     | -      | -    | -          | -                   | -            | -     | -     | -      | -    | -          |            |



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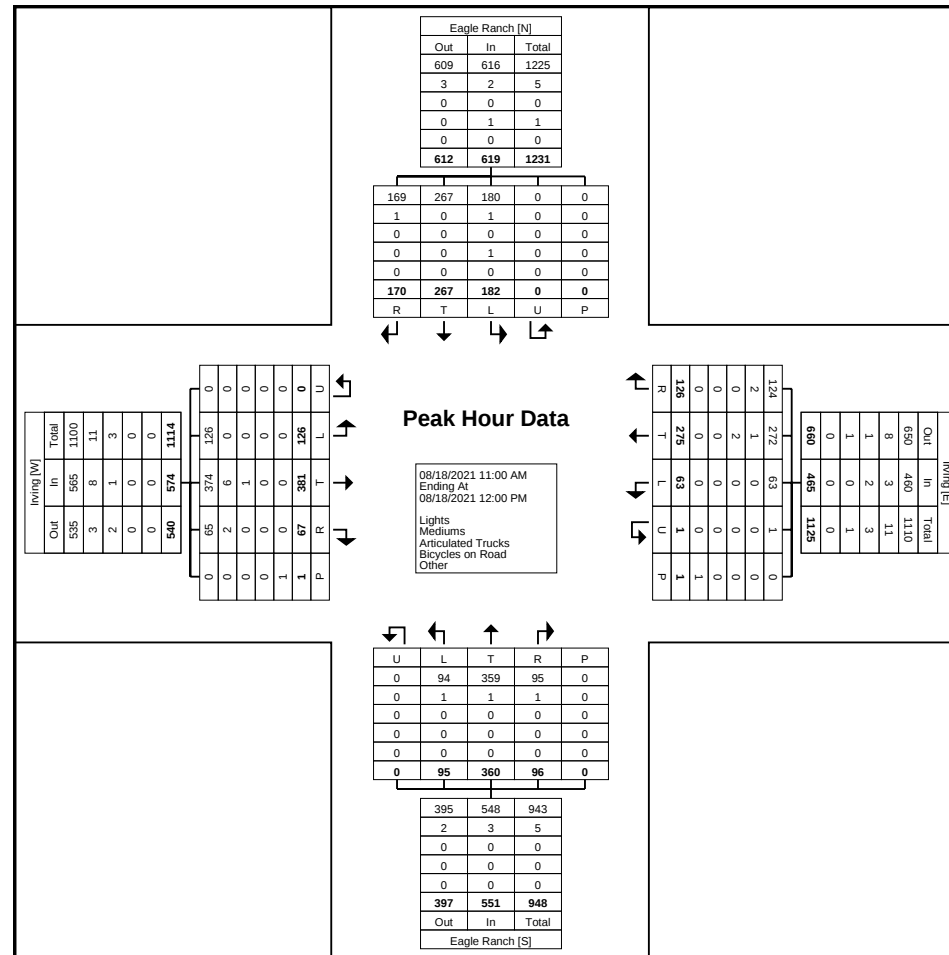






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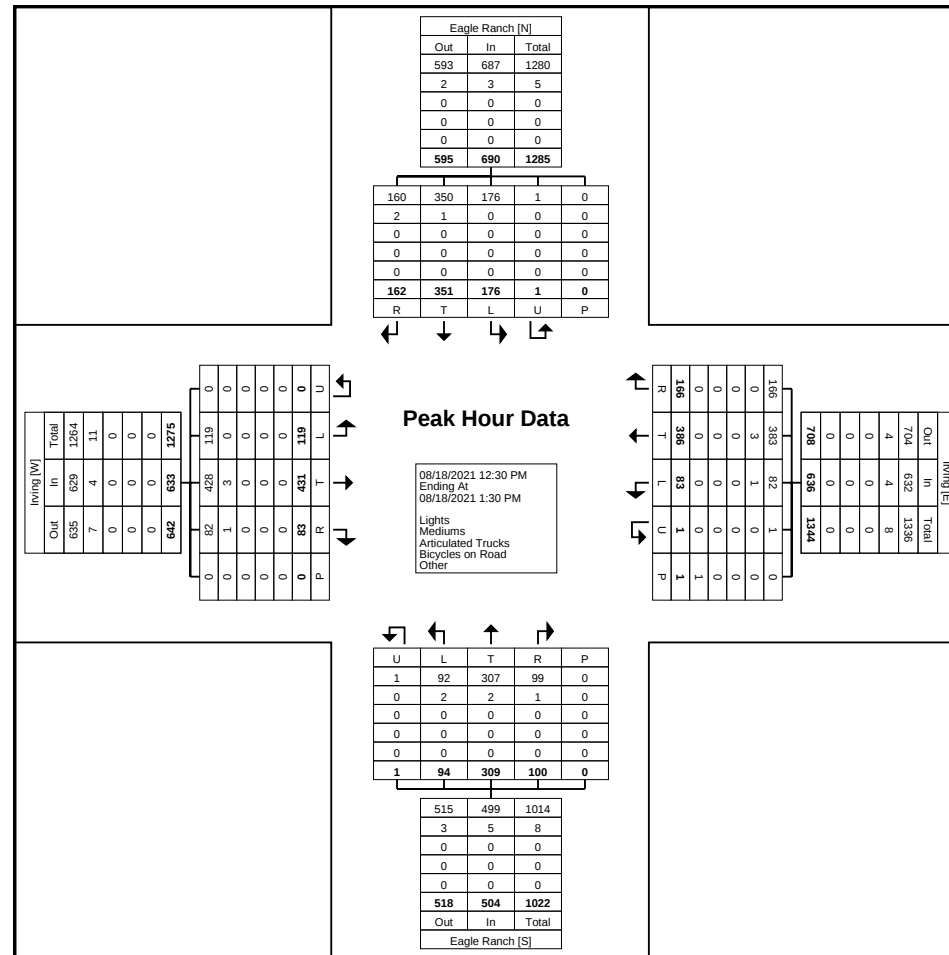
Turning Movement Peak Hour Data Plot (11:00 AM)





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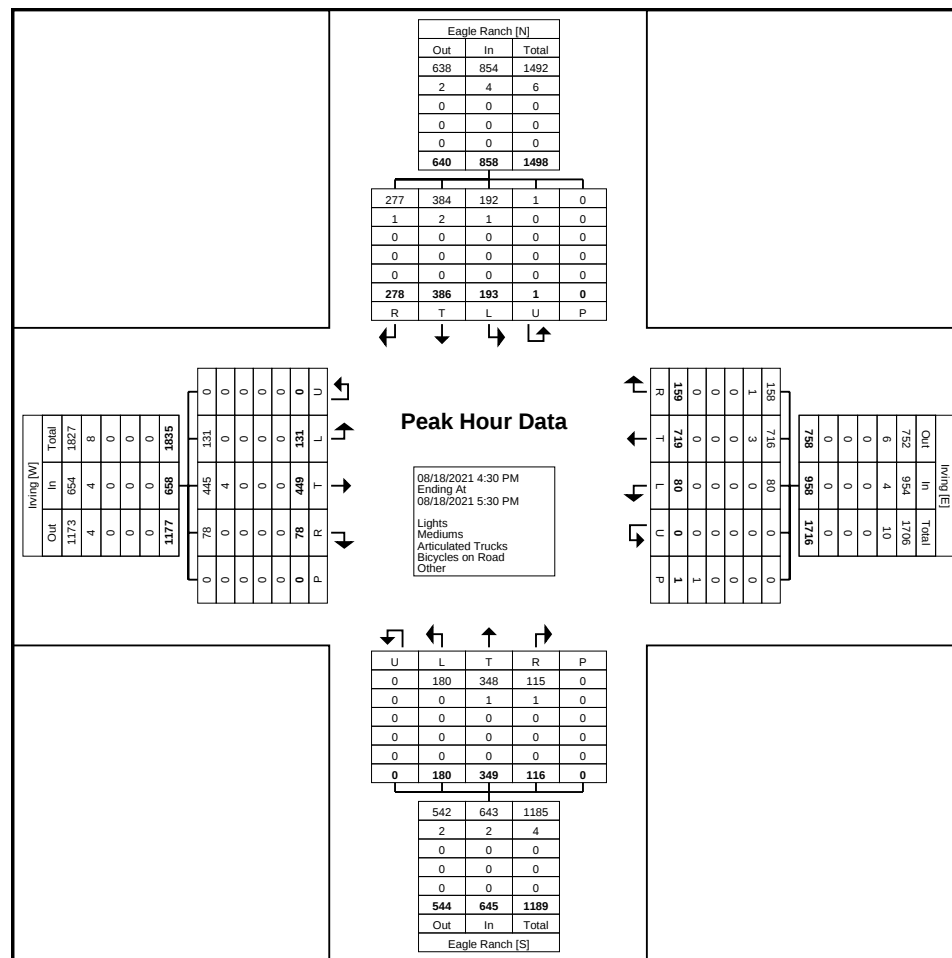






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## Turning Movement Data

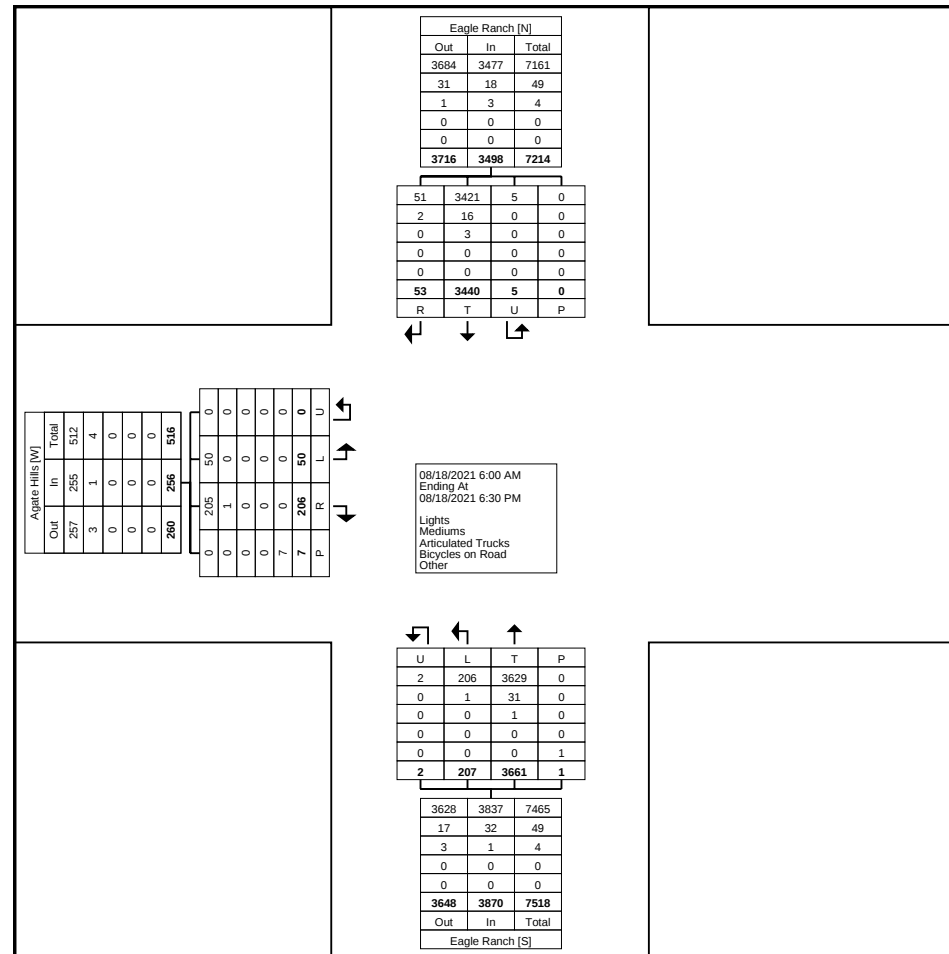
| Start Time    | Eagle Ranch Southbound |      |        |      |            | Eagle Ranch Northbound |      |        |      |            | Agate Hills Eastbound |      |        |      |            | Int. Total |
|---------------|------------------------|------|--------|------|------------|------------------------|------|--------|------|------------|-----------------------|------|--------|------|------------|------------|
|               | Right                  | Thru | U-Turn | Peds | App. Total | Thru                   | Left | U-Turn | Peds | App. Total | Right                 | Left | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 0                      | 11   | 0      | 0    | 11         | 12                     | 1    | 0      | 1    | 13         | 7                     | 0    | 0      | 0    | 7          | 31         |
| 6:15 AM       | 1                      | 35   | 0      | 0    | 36         | 20                     | 3    | 0      | 0    | 23         | 5                     | 0    | 0      | 0    | 5          | 64         |
| 6:30 AM       | 1                      | 30   | 0      | 0    | 31         | 32                     | 1    | 0      | 0    | 33         | 9                     | 3    | 0      | 2    | 12         | 76         |
| 6:45 AM       | 0                      | 38   | 0      | 0    | 38         | 34                     | 0    | 0      | 0    | 34         | 14                    | 1    | 0      | 0    | 15         | 87         |
| Hourly Total  | 2                      | 114  | 0      | 0    | 116        | 98                     | 5    | 0      | 1    | 103        | 35                    | 4    | 0      | 2    | 39         | 258        |
| 7:00 AM       | 0                      | 57   | 0      | 0    | 57         | 31                     | 1    | 0      | 0    | 32         | 17                    | 1    | 0      | 0    | 18         | 107        |
| 7:15 AM       | 2                      | 57   | 0      | 0    | 59         | 59                     | 1    | 0      | 0    | 60         | 8                     | 0    | 0      | 0    | 8          | 127        |
| 7:30 AM       | 0                      | 60   | 0      | 0    | 60         | 70                     | 1    | 0      | 0    | 71         | 17                    | 2    | 0      | 1    | 19         | 150        |
| 7:45 AM       | 0                      | 76   | 1      | 0    | 77         | 75                     | 7    | 0      | 0    | 82         | 2                     | 1    | 0      | 0    | 3          | 162        |
| Hourly Total  | 2                      | 250  | 1      | 0    | 253        | 235                    | 10   | 0      | 0    | 245        | 44                    | 4    | 0      | 1    | 48         | 546        |
| 8:00 AM       | 0                      | 65   | 0      | 0    | 65         | 89                     | 5    | 0      | 0    | 94         | 9                     | 0    | 0      | 0    | 9          | 168        |
| 8:15 AM       | 1                      | 74   | 0      | 0    | 75         | 96                     | 2    | 1      | 0    | 99         | 12                    | 1    | 0      | 0    | 13         | 187        |
| 8:30 AM       | 0                      | 65   | 0      | 0    | 65         | 81                     | 2    | 0      | 0    | 83         | 5                     | 0    | 0      | 0    | 5          | 153        |
| 8:45 AM       | 0                      | 61   | 1      | 0    | 62         | 96                     | 4    | 1      | 0    | 101        | 7                     | 1    | 0      | 0    | 8          | 171        |
| Hourly Total  | 1                      | 265  | 1      | 0    | 267        | 362                    | 13   | 2      | 0    | 377        | 33                    | 2    | 0      | 0    | 35         | 679        |
| *** BREAK *** | -                      | -    | -      | -    | -          | -                      | -    | -      | -    | -          | -                     | -    | -      | -    | -          | -          |
| 11:00 AM      | 1                      | 85   | 0      | 0    | 86         | 120                    | 4    | 0      | 0    | 124        | 3                     | 1    | 0      | 0    | 4          | 214        |
| 11:15 AM      | 0                      | 91   | 0      | 0    | 91         | 115                    | 3    | 0      | 0    | 118        | 6                     | 1    | 0      | 0    | 7          | 216        |
| 11:30 AM      | 1                      | 109  | 0      | 0    | 110        | 120                    | 1    | 0      | 0    | 121        | 4                     | 1    | 0      | 1    | 5          | 236        |
| 11:45 AM      | 1                      | 97   | 0      | 0    | 98         | 132                    | 7    | 0      | 0    | 139        | 3                     | 3    | 0      | 0    | 6          | 243        |
| Hourly Total  | 3                      | 382  | 0      | 0    | 385        | 487                    | 15   | 0      | 0    | 502        | 16                    | 6    | 0      | 1    | 22         | 909        |
| 12:00 PM      | 0                      | 129  | 0      | 0    | 129        | 117                    | 11   | 0      | 0    | 128        | 3                     | 1    | 0      | 0    | 4          | 261        |
| 12:15 PM      | 3                      | 114  | 0      | 0    | 117        | 81                     | 3    | 0      | 0    | 84         | 5                     | 0    | 0      | 1    | 5          | 206        |
| 12:30 PM      | 0                      | 121  | 0      | 0    | 121        | 102                    | 3    | 0      | 0    | 105        | 2                     | 3    | 0      | 0    | 5          | 231        |
| 12:45 PM      | 5                      | 138  | 1      | 0    | 144        | 105                    | 1    | 0      | 0    | 106        | 3                     | 0    | 0      | 0    | 3          | 253        |
| Hourly Total  | 8                      | 502  | 1      | 0    | 511        | 405                    | 18   | 0      | 0    | 423        | 13                    | 4    | 0      | 1    | 17         | 951        |
| 1:00 PM       | 1                      | 110  | 0      | 0    | 111        | 133                    | 10   | 0      | 0    | 143        | 5                     | 0    | 0      | 0    | 5          | 259        |
| 1:15 PM       | 2                      | 121  | 0      | 0    | 123        | 119                    | 7    | 0      | 0    | 126        | 3                     | 1    | 0      | 0    | 4          | 253        |
| 1:30 PM       | 1                      | 119  | 0      | 0    | 120        | 115                    | 4    | 0      | 0    | 119        | 4                     | 3    | 0      | 2    | 7          | 246        |
| 1:45 PM       | 5                      | 98   | 0      | 0    | 103        | 130                    | 4    | 0      | 0    | 134        | 5                     | 2    | 0      | 0    | 7          | 244        |
| Hourly Total  | 9                      | 448  | 0      | 0    | 457        | 497                    | 25   | 0      | 0    | 522        | 17                    | 6    | 0      | 2    | 23         | 1002       |
| *** BREAK *** | -                      | -    | -      | -    | -          | -                      | -    | -      | -    | -          | -                     | -    | -      | -    | -          | -          |
| 3:30 PM       | 3                      | 112  | 1      | 0    | 116        | 129                    | 11   | 0      | 0    | 140        | 11                    | 5    | 0      | 0    | 16         | 272        |
| 3:45 PM       | 3                      | 121  | 0      | 0    | 124        | 136                    | 8    | 0      | 0    | 144        | 4                     | 1    | 0      | 0    | 5          | 273        |
| Hourly Total  | 6                      | 233  | 1      | 0    | 240        | 265                    | 19   | 0      | 0    | 284        | 15                    | 6    | 0      | 0    | 21         | 545        |
| 4:00 PM       | 6                      | 113  | 0      | 0    | 119        | 137                    | 11   | 0      | 0    | 148        | 3                     | 1    | 0      | 0    | 4          | 271        |

|                         |      |      |       |   |      |      |      |       |       |      |      |       |     |      |      |      |
|-------------------------|------|------|-------|---|------|------|------|-------|-------|------|------|-------|-----|------|------|------|
| 4:15 PM                 | 1    | 134  | 0     | 0 | 135  | 125  | 9    | 0     | 0     | 134  | 3    | 0     | 0   | 0    | 3    | 272  |
| 4:30 PM                 | 3    | 121  | 1     | 0 | 125  | 164  | 16   | 0     | 0     | 180  | 3    | 3     | 0   | 0    | 6    | 311  |
| 4:45 PM                 | 2    | 123  | 0     | 0 | 125  | 134  | 7    | 0     | 0     | 141  | 2    | 3     | 0   | 0    | 5    | 271  |
| Hourly Total            | 12   | 491  | 1     | 0 | 504  | 560  | 43   | 0     | 0     | 603  | 11   | 7     | 0   | 0    | 18   | 1125 |
| 5:00 PM                 | 2    | 123  | 0     | 0 | 125  | 136  | 12   | 0     | 0     | 148  | 6    | 3     | 0   | 0    | 9    | 282  |
| 5:15 PM                 | 2    | 142  | 0     | 0 | 144  | 155  | 8    | 0     | 0     | 163  | 4    | 1     | 0   | 0    | 5    | 312  |
| 5:30 PM                 | 2    | 145  | 0     | 0 | 147  | 152  | 8    | 0     | 0     | 160  | 6    | 2     | 0   | 0    | 8    | 315  |
| 5:45 PM                 | 2    | 125  | 0     | 0 | 127  | 114  | 10   | 0     | 0     | 124  | 2    | 2     | 0   | 0    | 4    | 255  |
| Hourly Total            | 8    | 535  | 0     | 0 | 543  | 557  | 38   | 0     | 0     | 595  | 18   | 8     | 0   | 0    | 26   | 1164 |
| 6:00 PM                 | 1    | 117  | 0     | 0 | 118  | 101  | 13   | 0     | 0     | 114  | 3    | 3     | 0   | 0    | 6    | 238  |
| 6:15 PM                 | 1    | 103  | 0     | 0 | 104  | 94   | 8    | 0     | 0     | 102  | 1    | 0     | 0   | 0    | 1    | 207  |
| Grand Total             | 53   | 3440 | 5     | 0 | 3498 | 3661 | 207  | 2     | 1     | 3870 | 206  | 50    | 0   | 7    | 256  | 7624 |
| Approach %              | 1.5  | 98.3 | 0.1   | - | -    | 94.6 | 5.3  | 0.1   | -     | -    | 80.5 | 19.5  | 0.0 | -    | -    | -    |
| Total %                 | 0.7  | 45.1 | 0.1   | - | 45.9 | 48.0 | 2.7  | 0.0   | -     | 50.8 | 2.7  | 0.7   | 0.0 | -    | 3.4  | -    |
| Lights                  | 51   | 3421 | 5     | - | 3477 | 3629 | 206  | 2     | -     | 3837 | 205  | 50    | 0   | -    | 255  | 7569 |
| % Lights                | 96.2 | 99.4 | 100.0 | - | 99.4 | 99.1 | 99.5 | 100.0 | -     | 99.1 | 99.5 | 100.0 | -   | -    | 99.6 | 99.3 |
| Mediums                 | 2    | 16   | 0     | - | 18   | 31   | 1    | 0     | -     | 32   | 1    | 0     | 0   | -    | 1    | 51   |
| % Mediums               | 3.8  | 0.5  | 0.0   | - | 0.5  | 0.8  | 0.5  | 0.0   | -     | 0.8  | 0.5  | 0.0   | -   | -    | 0.4  | 0.7  |
| Articulated Trucks      | 0    | 3    | 0     | - | 3    | 1    | 0    | 0     | -     | 1    | 0    | 0     | 0   | -    | 0    | 4    |
| % Articulated Trucks    | 0.0  | 0.1  | 0.0   | - | 0.1  | 0.0  | 0.0  | 0.0   | -     | 0.0  | 0.0  | 0.0   | -   | -    | 0.0  | 0.1  |
| Bicycles on Road        | 0    | 0    | 0     | - | 0    | 0    | 0    | 0     | -     | 0    | 0    | 0     | 0   | -    | 0    | 0    |
| % Bicycles on Road      | 0.0  | 0.0  | 0.0   | - | 0.0  | 0.0  | 0.0  | 0.0   | -     | 0.0  | 0.0  | 0.0   | -   | -    | 0.0  | 0.0  |
| Bicycles on Crosswalk   | -    | -    | -     | 0 | -    | -    | -    | -     | 0     | -    | -    | -     | -   | -    | 1    | -    |
| % Bicycles on Crosswalk | -    | -    | -     | - | -    | -    | -    | -     | 0.0   | -    | -    | -     | -   | 14.3 | -    | -    |
| Pedestrians             | -    | -    | -     | 0 | -    | -    | -    | -     | 1     | -    | -    | -     | -   | 6    | -    | -    |
| % Pedestrians           | -    | -    | -     | - | -    | -    | -    | -     | 100.0 | -    | -    | -     | -   | 85.7 | -    | -    |



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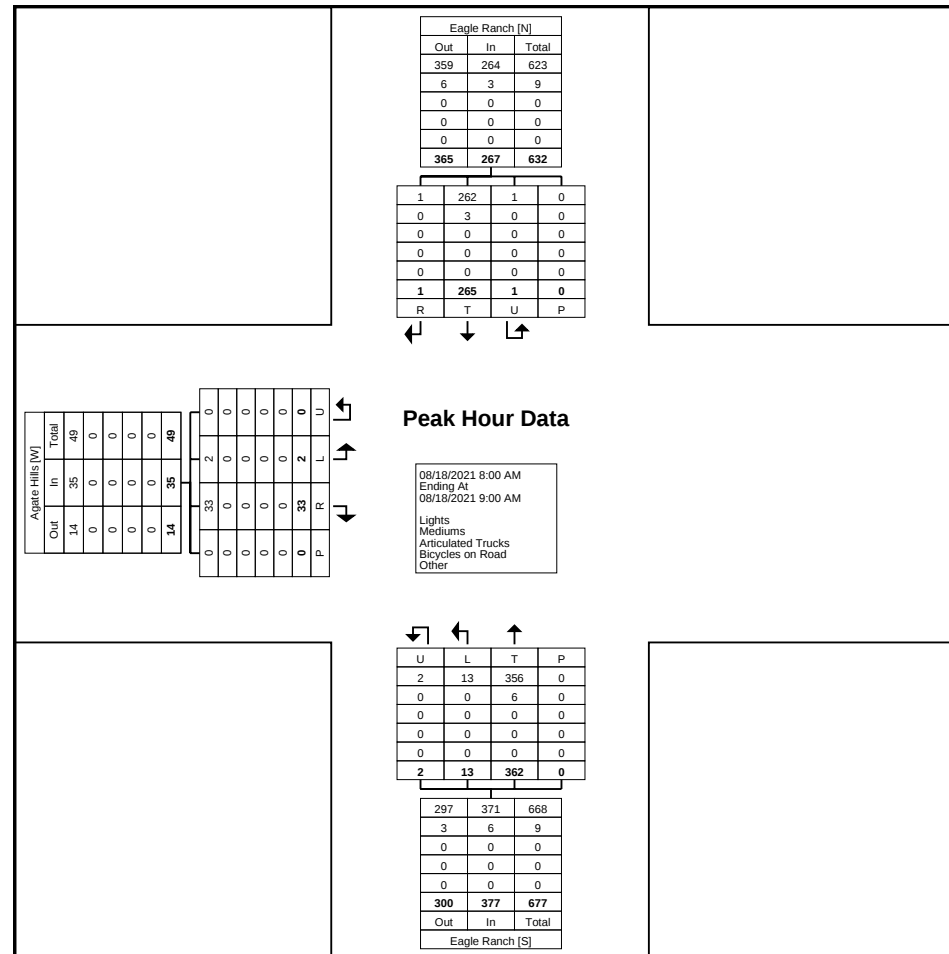
Turning Movement Data Plot





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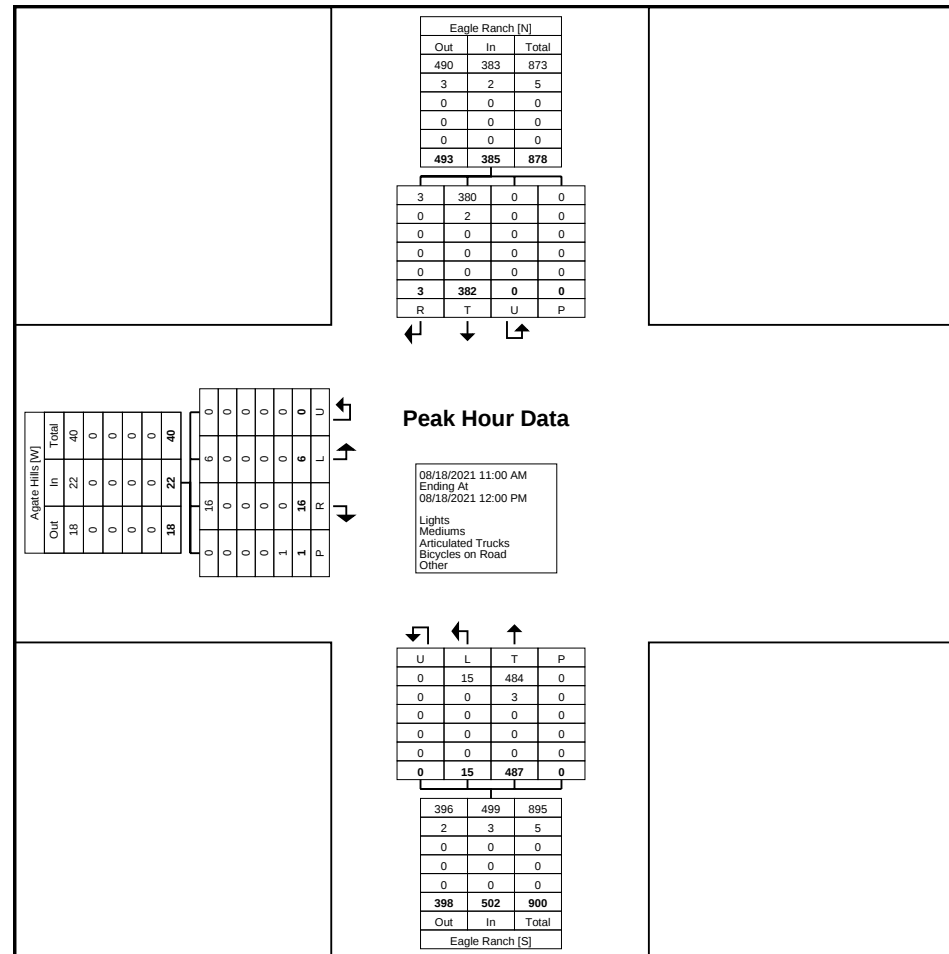
Turning Movement Peak Hour Data Plot (8:00 AM)





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Turning Movement Peak Hour Data Plot (11:00 AM)



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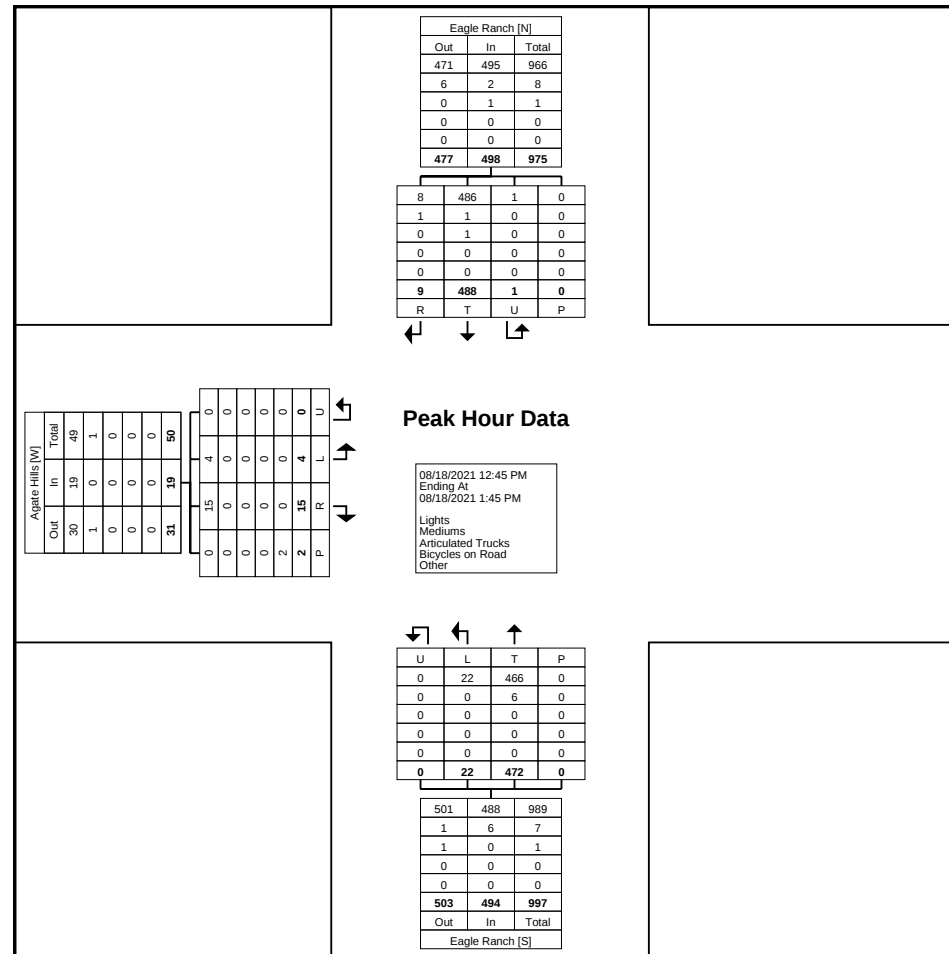
### Turning Movement Peak Hour Data (12:45 PM)

| Start Time              | Eagle Ranch Southbound |       |        |      |            | Eagle Ranch Northbound |       |        |      |            | Agate Hills Eastbound |       |        |       |            | Int. Total |
|-------------------------|------------------------|-------|--------|------|------------|------------------------|-------|--------|------|------------|-----------------------|-------|--------|-------|------------|------------|
|                         | Right                  | Thru  | U-Turn | Peds | App. Total | Thru                   | Left  | U-Turn | Peds | App. Total | Right                 | Left  | U-Turn | Peds  | App. Total |            |
| 12:45 PM                | 5                      | 138   | 1      | 0    | 144        | 105                    | 1     | 0      | 0    | 106        | 3                     | 0     | 0      | 0     | 3          | 253        |
| 1:00 PM                 | 1                      | 110   | 0      | 0    | 111        | 133                    | 10    | 0      | 0    | 143        | 5                     | 0     | 0      | 0     | 5          | 259        |
| 1:15 PM                 | 2                      | 121   | 0      | 0    | 123        | 119                    | 7     | 0      | 0    | 126        | 3                     | 1     | 0      | 0     | 4          | 253        |
| 1:30 PM                 | 1                      | 119   | 0      | 0    | 120        | 115                    | 4     | 0      | 0    | 119        | 4                     | 3     | 0      | 2     | 7          | 246        |
| Total                   | 9                      | 488   | 1      | 0    | 498        | 472                    | 22    | 0      | 0    | 494        | 15                    | 4     | 0      | 2     | 19         | 1011       |
| Approach %              | 1.8                    | 98.0  | 0.2    | -    | -          | 95.5                   | 4.5   | 0.0    | -    | -          | 78.9                  | 21.1  | 0.0    | -     | -          | -          |
| Total %                 | 0.9                    | 48.3  | 0.1    | -    | 49.3       | 46.7                   | 2.2   | 0.0    | -    | 48.9       | 1.5                   | 0.4   | 0.0    | -     | 1.9        | -          |
| PHF                     | 0.450                  | 0.884 | 0.250  | -    | 0.865      | 0.887                  | 0.550 | 0.000  | -    | 0.864      | 0.750                 | 0.333 | 0.000  | -     | 0.679      | 0.976      |
| Lights                  | 8                      | 486   | 1      | -    | 495        | 466                    | 22    | 0      | -    | 488        | 15                    | 4     | 0      | -     | 19         | 1002       |
| % Lights                | 88.9                   | 99.6  | 100.0  | -    | 99.4       | 98.7                   | 100.0 | -      | -    | 98.8       | 100.0                 | 100.0 | -      | -     | 100.0      | 99.1       |
| Mediums                 | 1                      | 1     | 0      | -    | 2          | 6                      | 0     | 0      | -    | 6          | 0                     | 0     | 0      | -     | 0          | 8          |
| % Mediums               | 11.1                   | 0.2   | 0.0    | -    | 0.4        | 1.3                    | 0.0   | -      | -    | 1.2        | 0.0                   | 0.0   | -      | -     | 0.0        | 0.8        |
| Articulated Trucks      | 0                      | 1     | 0      | -    | 1          | 0                      | 0     | 0      | -    | 0          | 0                     | 0     | 0      | -     | 0          | 1          |
| % Articulated Trucks    | 0.0                    | 0.2   | 0.0    | -    | 0.2        | 0.0                    | 0.0   | -      | -    | 0.0        | 0.0                   | 0.0   | -      | -     | 0.0        | 0.1        |
| Bicycles on Road        | 0                      | 0     | 0      | -    | 0          | 0                      | 0     | 0      | -    | 0          | 0                     | 0     | 0      | -     | 0          | 0          |
| % Bicycles on Road      | 0.0                    | 0.0   | 0.0    | -    | 0.0        | 0.0                    | 0.0   | -      | -    | 0.0        | 0.0                   | 0.0   | -      | -     | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                      | -     | -      | 0    | -          | -                      | -     | -      | 0    | -          | -                     | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                      | -     | -      | -    | -          | -                      | -     | -      | -    | -          | -                     | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                      | -     | -      | 0    | -          | -                      | -     | -      | 0    | -          | -                     | -     | -      | 2     | -          | -          |
| % Pedestrians           | -                      | -     | -      | -    | -          | -                      | -     | -      | -    | -          | -                     | -     | -      | 100.0 | -          | -          |



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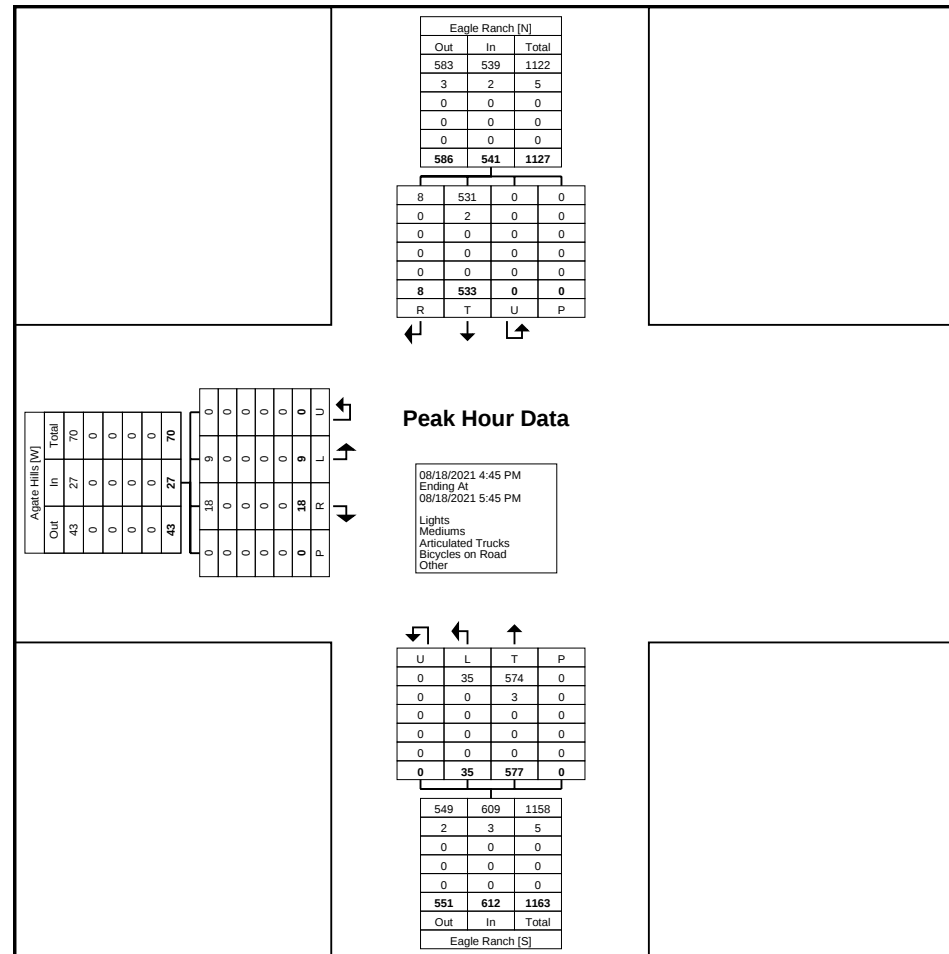
Turning Movement Peak Hour Data Plot (12:45 PM)





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Turning Movement Peak Hour Data Plot (4:45 PM)



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## Turning Movement Data

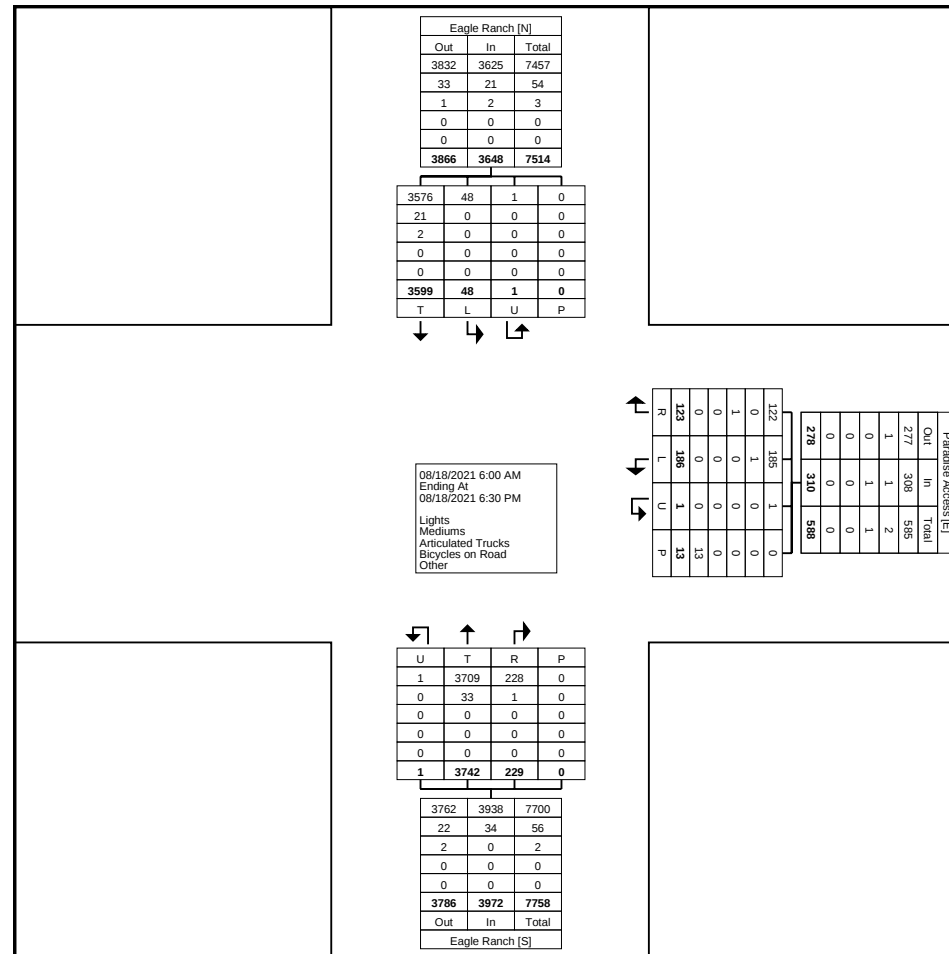
| Start Time    | Eagle Ranch Southbound |      |        |      |            | Paradise Access Westbound |      |        |      |            | Eagle Ranch Northbound |      |        |      |            | Int. Total |
|---------------|------------------------|------|--------|------|------------|---------------------------|------|--------|------|------------|------------------------|------|--------|------|------------|------------|
|               | Thru                   | Left | U-Turn | Peds | App. Total | Right                     | Left | U-Turn | Peds | App. Total | Right                  | Thru | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 18                     | 0    | 0      | 0    | 18         | 0                         | 6    | 0      | 1    | 6          | 6                      | 13   | 0      | 0    | 19         | 43         |
| 6:15 AM       | 40                     | 0    | 0      | 0    | 40         | 1                         | 6    | 0      | 0    | 7          | 5                      | 24   | 0      | 0    | 29         | 76         |
| 6:30 AM       | 39                     | 0    | 0      | 0    | 39         | 0                         | 7    | 0      | 0    | 7          | 7                      | 32   | 0      | 0    | 39         | 85         |
| 6:45 AM       | 52                     | 0    | 0      | 0    | 52         | 0                         | 8    | 0      | 3    | 8          | 3                      | 34   | 0      | 0    | 37         | 97         |
| Hourly Total  | 149                    | 0    | 0      | 0    | 149        | 1                         | 27   | 0      | 4    | 28         | 21                     | 103  | 0      | 0    | 124        | 301        |
| 7:00 AM       | 75                     | 0    | 0      | 0    | 75         | 0                         | 10   | 0      | 1    | 10         | 5                      | 32   | 0      | 0    | 37         | 122        |
| 7:15 AM       | 67                     | 2    | 0      | 0    | 69         | 0                         | 7    | 0      | 1    | 7          | 2                      | 60   | 0      | 0    | 62         | 138        |
| 7:30 AM       | 83                     | 0    | 0      | 0    | 83         | 2                         | 3    | 0      | 0    | 5          | 2                      | 71   | 0      | 0    | 73         | 161        |
| 7:45 AM       | 78                     | 0    | 0      | 0    | 78         | 1                         | 5    | 0      | 0    | 6          | 5                      | 81   | 0      | 0    | 86         | 170        |
| Hourly Total  | 303                    | 2    | 0      | 0    | 305        | 3                         | 25   | 0      | 2    | 28         | 14                     | 244  | 0      | 0    | 258        | 591        |
| 8:00 AM       | 72                     | 1    | 0      | 0    | 73         | 1                         | 3    | 0      | 1    | 4          | 5                      | 94   | 0      | 0    | 99         | 176        |
| 8:15 AM       | 84                     | 1    | 0      | 0    | 85         | 3                         | 0    | 0      | 0    | 3          | 8                      | 97   | 0      | 0    | 105        | 193        |
| 8:30 AM       | 71                     | 0    | 0      | 0    | 71         | 1                         | 2    | 0      | 1    | 3          | 7                      | 85   | 0      | 0    | 92         | 166        |
| 8:45 AM       | 66                     | 2    | 0      | 0    | 68         | 2                         | 2    | 0      | 0    | 4          | 7                      | 94   | 0      | 0    | 101        | 173        |
| Hourly Total  | 293                    | 4    | 0      | 0    | 297        | 7                         | 7    | 0      | 2    | 14         | 27                     | 370  | 0      | 0    | 397        | 708        |
| *** BREAK *** | -                      | -    | -      | -    | -          | -                         | -    | -      | -    | -          | -                      | -    | -      | -    | -          | -          |
| 11:00 AM      | 90                     | 1    | 1      | 0    | 92         | 4                         | 4    | 0      | 0    | 8          | 8                      | 122  | 0      | 0    | 130        | 230        |
| 11:15 AM      | 94                     | 0    | 0      | 0    | 94         | 3                         | 6    | 0      | 1    | 9          | 5                      | 114  | 0      | 0    | 119        | 222        |
| 11:30 AM      | 110                    | 2    | 0      | 0    | 112        | 4                         | 3    | 0      | 0    | 7          | 4                      | 117  | 0      | 0    | 121        | 240        |
| 11:45 AM      | 98                     | 3    | 0      | 0    | 101        | 3                         | 9    | 0      | 1    | 12         | 5                      | 133  | 1      | 0    | 139        | 252        |
| Hourly Total  | 392                    | 6    | 1      | 0    | 399        | 14                        | 22   | 0      | 2    | 36         | 22                     | 486  | 1      | 0    | 509        | 944        |
| 12:00 PM      | 126                    | 3    | 0      | 0    | 129        | 9                         | 6    | 0      | 0    | 15         | 6                      | 117  | 0      | 0    | 123        | 267        |
| 12:15 PM      | 118                    | 1    | 0      | 0    | 119        | 5                         | 4    | 0      | 1    | 9          | 9                      | 80   | 0      | 0    | 89         | 217        |
| 12:30 PM      | 122                    | 1    | 0      | 0    | 123        | 2                         | 5    | 0      | 0    | 7          | 6                      | 105  | 0      | 0    | 111        | 241        |
| 12:45 PM      | 133                    | 3    | 0      | 0    | 136        | 6                         | 6    | 0      | 0    | 12         | 4                      | 99   | 0      | 0    | 103        | 251        |
| Hourly Total  | 499                    | 8    | 0      | 0    | 507        | 22                        | 21   | 0      | 1    | 43         | 25                     | 401  | 0      | 0    | 426        | 976        |
| 1:00 PM       | 111                    | 1    | 0      | 0    | 112        | 5                         | 5    | 0      | 0    | 10         | 4                      | 136  | 0      | 0    | 140        | 262        |
| 1:15 PM       | 124                    | 0    | 0      | 0    | 124        | 6                         | 4    | 0      | 0    | 10         | 3                      | 121  | 0      | 0    | 124        | 258        |
| 1:30 PM       | 122                    | 2    | 0      | 0    | 124        | 2                         | 6    | 0      | 0    | 8          | 2                      | 120  | 0      | 0    | 122        | 254        |
| 1:45 PM       | 102                    | 0    | 0      | 0    | 102        | 7                         | 5    | 0      | 0    | 12         | 8                      | 127  | 0      | 0    | 135        | 249        |
| Hourly Total  | 459                    | 3    | 0      | 0    | 462        | 20                        | 20   | 0      | 0    | 40         | 17                     | 504  | 0      | 0    | 521        | 1023       |
| *** BREAK *** | -                      | -    | -      | -    | -          | -                         | -    | -      | -    | -          | -                      | -    | -      | -    | -          | -          |
| 3:30 PM       | 122                    | 1    | 0      | 0    | 123        | 3                         | 4    | 0      | 0    | 7          | 8                      | 132  | 0      | 0    | 140        | 270        |
| 3:45 PM       | 123                    | 4    | 0      | 0    | 127        | 8                         | 3    | 0      | 0    | 11         | 9                      | 141  | 0      | 0    | 150        | 288        |
| Hourly Total  | 245                    | 5    | 0      | 0    | 250        | 11                        | 7    | 0      | 0    | 18         | 17                     | 273  | 0      | 0    | 290        | 558        |
| 4:00 PM       | 116                    | 0    | 0      | 0    | 116        | 4                         | 4    | 0      | 1    | 8          | 14                     | 142  | 0      | 0    | 156        | 280        |

|                         |      |       |       |   |      |      |      |       |       |      |      |      |       |   |      |      |
|-------------------------|------|-------|-------|---|------|------|------|-------|-------|------|------|------|-------|---|------|------|
| 4:15 PM                 | 137  | 0     | 0     | 0 | 137  | 1    | 6    | 0     | 0     | 7    | 10   | 135  | 0     | 0 | 145  | 289  |
| 4:30 PM                 | 123  | 1     | 0     | 0 | 124  | 6    | 3    | 0     | 1     | 9    | 5    | 171  | 0     | 0 | 176  | 309  |
| 4:45 PM                 | 123  | 2     | 0     | 0 | 125  | 6    | 2    | 0     | 0     | 8    | 2    | 138  | 0     | 0 | 140  | 273  |
| Hourly Total            | 499  | 3     | 0     | 0 | 502  | 17   | 15   | 0     | 2     | 32   | 31   | 586  | 0     | 0 | 617  | 1151 |
| 5:00 PM                 | 125  | 4     | 0     | 0 | 129  | 3    | 8    | 0     | 0     | 11   | 11   | 145  | 0     | 0 | 156  | 296  |
| 5:15 PM                 | 144  | 2     | 0     | 0 | 146  | 7    | 10   | 1     | 0     | 18   | 13   | 153  | 0     | 0 | 166  | 330  |
| 5:30 PM                 | 145  | 5     | 0     | 0 | 150  | 8    | 8    | 0     | 0     | 16   | 9    | 153  | 0     | 0 | 162  | 328  |
| 5:45 PM                 | 124  | 2     | 0     | 0 | 126  | 5    | 8    | 0     | 0     | 13   | 6    | 115  | 0     | 0 | 121  | 260  |
| Hourly Total            | 538  | 13    | 0     | 0 | 551  | 23   | 34   | 1     | 0     | 58   | 39   | 566  | 0     | 0 | 605  | 1214 |
| 6:00 PM                 | 121  | 1     | 0     | 0 | 122  | 4    | 3    | 0     | 0     | 7    | 9    | 112  | 0     | 0 | 121  | 250  |
| 6:15 PM                 | 101  | 3     | 0     | 0 | 104  | 1    | 5    | 0     | 0     | 6    | 7    | 97   | 0     | 0 | 104  | 214  |
| Grand Total             | 3599 | 48    | 1     | 0 | 3648 | 123  | 186  | 1     | 13    | 310  | 229  | 3742 | 1     | 0 | 3972 | 7930 |
| Approach %              | 98.7 | 1.3   | 0.0   | - | -    | 39.7 | 60.0 | 0.3   | -     | -    | 5.8  | 94.2 | 0.0   | - | -    | -    |
| Total %                 | 45.4 | 0.6   | 0.0   | - | 46.0 | 1.6  | 2.3  | 0.0   | -     | 3.9  | 2.9  | 47.2 | 0.0   | - | 50.1 | -    |
| Lights                  | 3576 | 48    | 1     | - | 3625 | 122  | 185  | 1     | -     | 308  | 228  | 3709 | 1     | - | 3938 | 7871 |
| % Lights                | 99.4 | 100.0 | 100.0 | - | 99.4 | 99.2 | 99.5 | 100.0 | -     | 99.4 | 99.6 | 99.1 | 100.0 | - | 99.1 | 99.3 |
| Mediums                 | 21   | 0     | 0     | - | 21   | 0    | 1    | 0     | -     | 1    | 1    | 33   | 0     | - | 34   | 56   |
| % Mediums               | 0.6  | 0.0   | 0.0   | - | 0.6  | 0.0  | 0.5  | 0.0   | -     | 0.3  | 0.4  | 0.9  | 0.0   | - | 0.9  | 0.7  |
| Articulated Trucks      | 2    | 0     | 0     | - | 2    | 1    | 0    | 0     | -     | 1    | 0    | 0    | 0     | - | 0    | 3    |
| % Articulated Trucks    | 0.1  | 0.0   | 0.0   | - | 0.1  | 0.8  | 0.0  | 0.0   | -     | 0.3  | 0.0  | 0.0  | 0.0   | - | 0.0  | 0.0  |
| Bicycles on Road        | 0    | 0     | 0     | - | 0    | 0    | 0    | 0     | -     | 0    | 0    | 0    | 0     | - | 0    | 0    |
| % Bicycles on Road      | 0.0  | 0.0   | 0.0   | - | 0.0  | 0.0  | 0.0  | 0.0   | -     | 0.0  | 0.0  | 0.0  | 0.0   | - | 0.0  | 0.0  |
| Bicycles on Crosswalk   | -    | -     | -     | 0 | -    | -    | -    | -     | 0     | -    | -    | -    | -     | 0 | -    | -    |
| % Bicycles on Crosswalk | -    | -     | -     | - | -    | -    | -    | -     | 0.0   | -    | -    | -    | -     | - | -    | -    |
| Pedestrians             | -    | -     | -     | 0 | -    | -    | -    | -     | 13    | -    | -    | -    | -     | 0 | -    | -    |
| % Pedestrians           | -    | -     | -     | - | -    | -    | -    | -     | 100.0 | -    | -    | -    | -     | - | -    | -    |



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Turning Movement Data Plot



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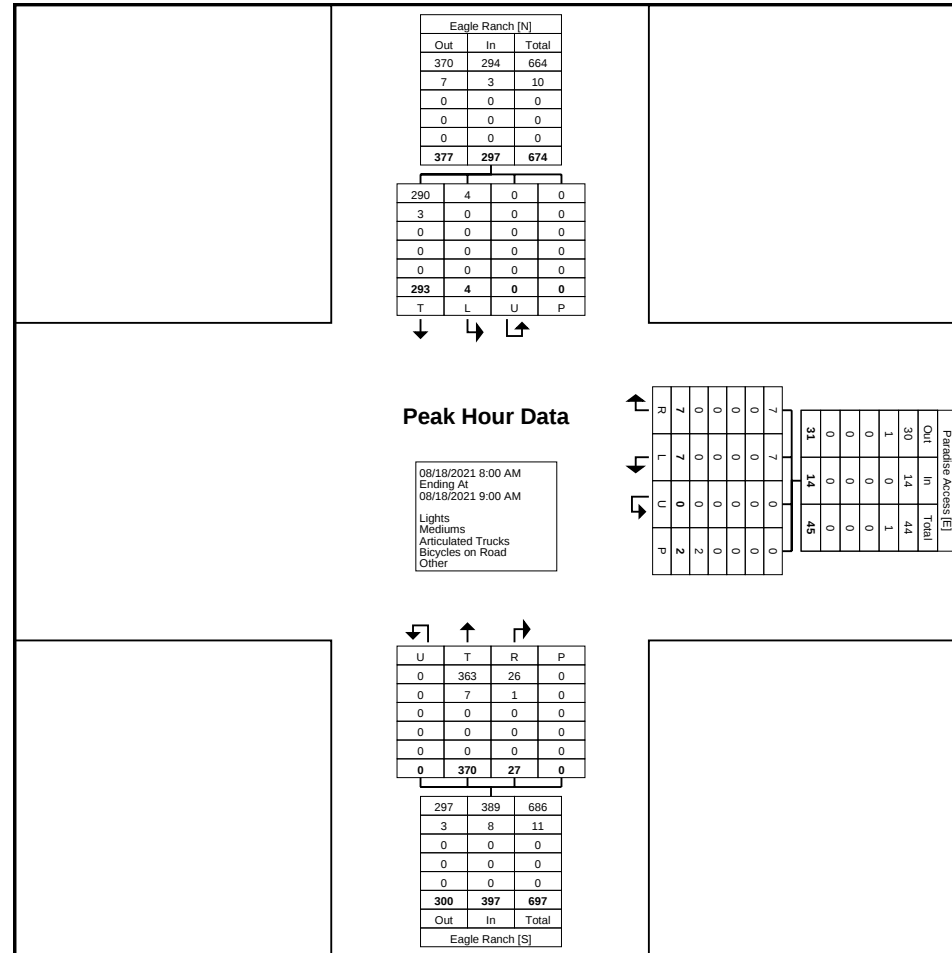
### Turning Movement Peak Hour Data (8:00 AM)

| Start Time              | Eagle Ranch Southbound |       |        |      |            | Paradise Access Westbound |       |        |       |            | Eagle Ranch Northbound |       |        |      |            | Int. Total |
|-------------------------|------------------------|-------|--------|------|------------|---------------------------|-------|--------|-------|------------|------------------------|-------|--------|------|------------|------------|
|                         | Thru                   | Left  | U-Turn | Peds | App. Total | Right                     | Left  | U-Turn | Peds  | App. Total | Right                  | Thru  | U-Turn | Peds | App. Total |            |
| 8:00 AM                 | 72                     | 1     | 0      | 0    | 73         | 1                         | 3     | 0      | 1     | 4          | 5                      | 94    | 0      | 0    | 99         | 176        |
| 8:15 AM                 | 84                     | 1     | 0      | 0    | 85         | 3                         | 0     | 0      | 0     | 3          | 8                      | 97    | 0      | 0    | 105        | 193        |
| 8:30 AM                 | 71                     | 0     | 0      | 0    | 71         | 1                         | 2     | 0      | 1     | 3          | 7                      | 85    | 0      | 0    | 92         | 166        |
| 8:45 AM                 | 66                     | 2     | 0      | 0    | 68         | 2                         | 2     | 0      | 0     | 4          | 7                      | 94    | 0      | 0    | 101        | 173        |
| Total                   | 293                    | 4     | 0      | 0    | 297        | 7                         | 7     | 0      | 2     | 14         | 27                     | 370   | 0      | 0    | 397        | 708        |
| Approach %              | 98.7                   | 1.3   | 0.0    | -    | -          | 50.0                      | 50.0  | 0.0    | -     | -          | 6.8                    | 93.2  | 0.0    | -    | -          | -          |
| Total %                 | 41.4                   | 0.6   | 0.0    | -    | 41.9       | 1.0                       | 1.0   | 0.0    | -     | 2.0        | 3.8                    | 52.3  | 0.0    | -    | 56.1       | -          |
| PHF                     | 0.872                  | 0.500 | 0.000  | -    | 0.874      | 0.583                     | 0.583 | 0.000  | -     | 0.875      | 0.844                  | 0.954 | 0.000  | -    | 0.945      | 0.917      |
| Lights                  | 290                    | 4     | 0      | -    | 294        | 7                         | 7     | 0      | -     | 14         | 26                     | 363   | 0      | -    | 389        | 697        |
| % Lights                | 99.0                   | 100.0 | -      | -    | 99.0       | 100.0                     | 100.0 | -      | -     | 100.0      | 96.3                   | 98.1  | -      | -    | 98.0       | 98.4       |
| Mediums                 | 3                      | 0     | 0      | -    | 3          | 0                         | 0     | 0      | -     | 0          | 1                      | 7     | 0      | -    | 8          | 11         |
| % Mediums               | 1.0                    | 0.0   | -      | -    | 1.0        | 0.0                       | 0.0   | -      | -     | 0.0        | 3.7                    | 1.9   | -      | -    | 2.0        | 1.6        |
| Articulated Trucks      | 0                      | 0     | 0      | -    | 0          | 0                         | 0     | 0      | -     | 0          | 0                      | 0     | 0      | -    | 0          | 0          |
| % Articulated Trucks    | 0.0                    | 0.0   | -      | -    | 0.0        | 0.0                       | 0.0   | -      | -     | 0.0        | 0.0                    | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Road        | 0                      | 0     | 0      | -    | 0          | 0                         | 0     | 0      | -     | 0          | 0                      | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | 0.0                    | 0.0   | -      | -    | 0.0        | 0.0                       | 0.0   | -      | -     | 0.0        | 0.0                    | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                      | -     | -      | 0    | -          | -                         | -     | -      | 0     | -          | -                      | -     | -      | 0    | -          | -          |
| % Bicycles on Crosswalk | -                      | -     | -      | -    | -          | -                         | -     | -      | 0.0   | -          | -                      | -     | -      | -    | -          | -          |
| Pedestrians             | -                      | -     | -      | 0    | -          | -                         | -     | -      | 2     | -          | -                      | -     | -      | 0    | -          | -          |
| % Pedestrians           | -                      | -     | -      | -    | -          | -                         | -     | -      | 100.0 | -          | -                      | -     | -      | -    | -          | -          |



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Turning Movement Peak Hour Data Plot (8:00 AM)

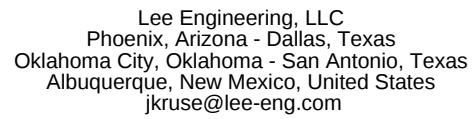


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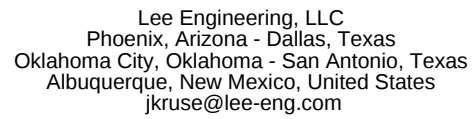
Count Name: NM308.01  
 Site Code:  
 Start Date: 08/18/2021  
 Page No: 6

### Turning Movement Peak Hour Data (11:00 AM)

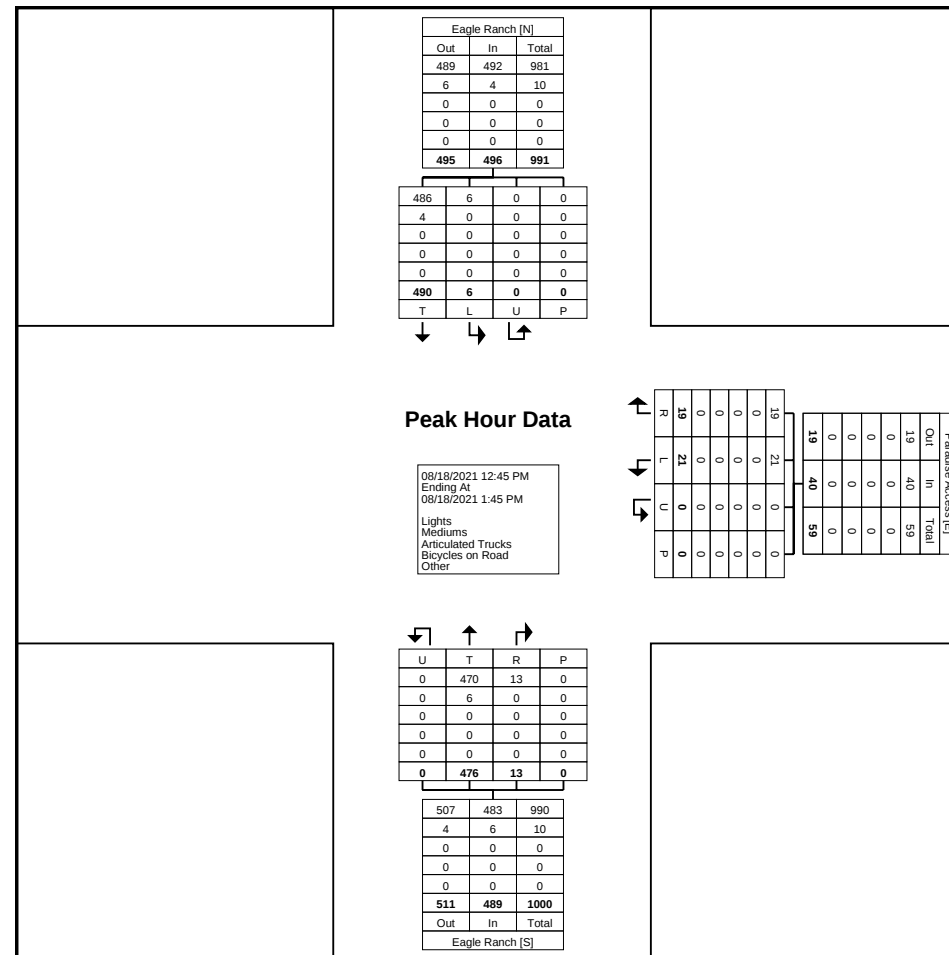
| Start Time              | Eagle Ranch Southbound |       |        |      |            | Paradise Access Westbound |       |        |       |            | Eagle Ranch Northbound |       |        |      |            | Int. Total |
|-------------------------|------------------------|-------|--------|------|------------|---------------------------|-------|--------|-------|------------|------------------------|-------|--------|------|------------|------------|
|                         | Thru                   | Left  | U-Turn | Peds | App. Total | Right                     | Left  | U-Turn | Peds  | App. Total | Right                  | Thru  | U-Turn | Peds | App. Total |            |
| 11:00 AM                | 90                     | 1     | 1      | 0    | 92         | 4                         | 4     | 0      | 0     | 8          | 8                      | 122   | 0      | 0    | 130        | 230        |
| 11:15 AM                | 94                     | 0     | 0      | 0    | 94         | 3                         | 6     | 0      | 1     | 9          | 5                      | 114   | 0      | 0    | 119        | 222        |
| 11:30 AM                | 110                    | 2     | 0      | 0    | 112        | 4                         | 3     | 0      | 0     | 7          | 4                      | 117   | 0      | 0    | 121        | 240        |
| 11:45 AM                | 98                     | 3     | 0      | 0    | 101        | 3                         | 9     | 0      | 1     | 12         | 5                      | 133   | 1      | 0    | 139        | 252        |
| Total                   | 392                    | 6     | 1      | 0    | 399        | 14                        | 22    | 0      | 2     | 36         | 22                     | 486   | 1      | 0    | 509        | 944        |
| Approach %              | 98.2                   | 1.5   | 0.3    | -    | -          | 38.9                      | 61.1  | 0.0    | -     | -          | 4.3                    | 95.5  | 0.2    | -    | -          | -          |
| Total %                 | 41.5                   | 0.6   | 0.1    | -    | 42.3       | 1.5                       | 2.3   | 0.0    | -     | 3.8        | 2.3                    | 51.5  | 0.1    | -    | 53.9       | -          |
| PHF                     | 0.891                  | 0.500 | 0.250  | -    | 0.891      | 0.875                     | 0.611 | 0.000  | -     | 0.750      | 0.688                  | 0.914 | 0.250  | -    | 0.915      | 0.937      |
| Lights                  | 389                    | 6     | 1      | -    | 396        | 14                        | 22    | 0      | -     | 36         | 22                     | 483   | 1      | -    | 506        | 938        |
| % Lights                | 99.2                   | 100.0 | 100.0  | -    | 99.2       | 100.0                     | 100.0 | -      | -     | 100.0      | 100.0                  | 99.4  | 100.0  | -    | 99.4       | 99.4       |
| Mediums                 | 3                      | 0     | 0      | -    | 3          | 0                         | 0     | 0      | -     | 0          | 0                      | 3     | 0      | -    | 3          | 6          |
| % Mediums               | 0.8                    | 0.0   | 0.0    | -    | 0.8        | 0.0                       | 0.0   | -      | -     | 0.0        | 0.0                    | 0.6   | 0.0    | -    | 0.6        | 0.6        |
| Articulated Trucks      | 0                      | 0     | 0      | -    | 0          | 0                         | 0     | 0      | -     | 0          | 0                      | 0     | 0      | -    | 0          | 0          |
| % Articulated Trucks    | 0.0                    | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0   | -      | -     | 0.0        | 0.0                    | 0.0   | 0.0    | -    | 0.0        | 0.0        |
| Bicycles on Road        | 0                      | 0     | 0      | -    | 0          | 0                         | 0     | 0      | -     | 0          | 0                      | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | 0.0                    | 0.0   | 0.0    | -    | 0.0        | 0.0                       | 0.0   | -      | -     | 0.0        | 0.0                    | 0.0   | 0.0    | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                      | -     | -      | 0    | -          | -                         | -     | -      | 0     | -          | -                      | -     | -      | 0    | -          | -          |
| % Bicycles on Crosswalk | -                      | -     | -      | -    | -          | -                         | -     | -      | 0.0   | -          | -                      | -     | -      | -    | -          | -          |
| Pedestrians             | -                      | -     | -      | 0    | -          | -                         | -     | -      | 2     | -          | -                      | -     | -      | 0    | -          | -          |
| % Pedestrians           | -                      | -     | -      | -    | -          | -                         | -     | -      | 100.0 | -          | -                      | -     | -      | -    | -          | -          |







Count Name: NM308.01  
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### Turning Movement Peak Hour Data Plot (12:45 PM)



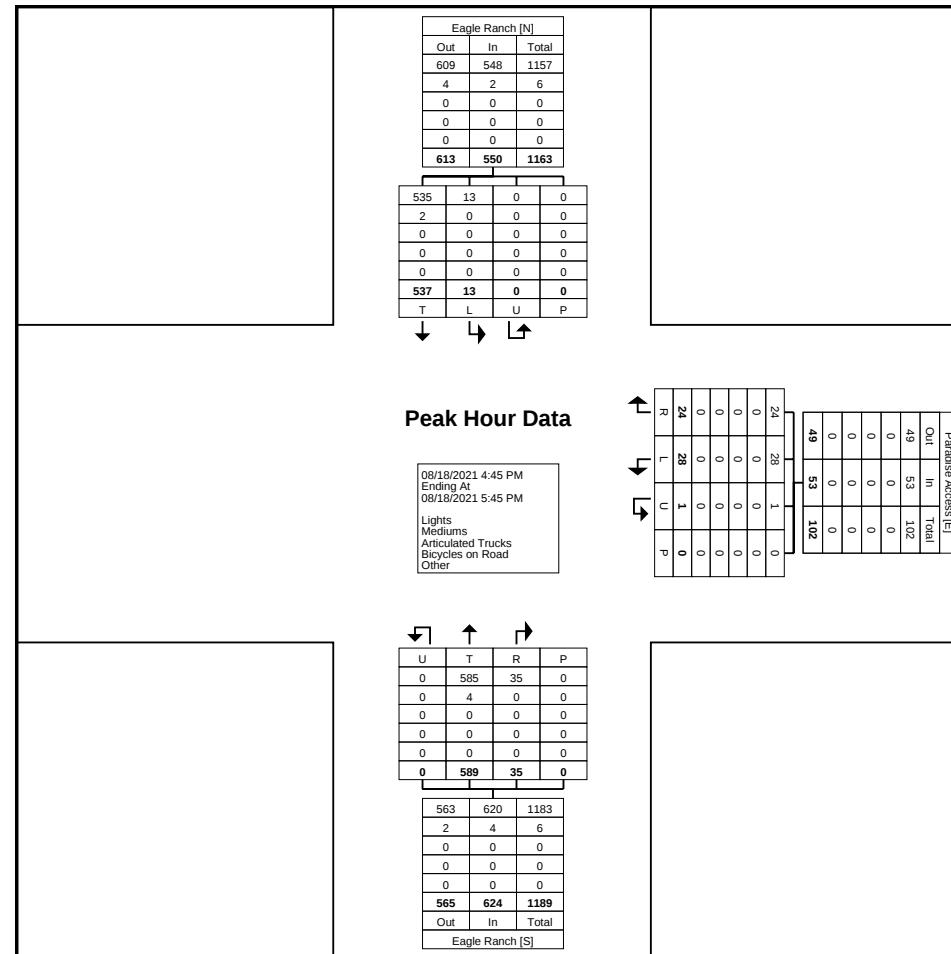
### Turning Movement Peak Hour Data (4:45 PM)

[illegible]



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Turning Movement Peak Hour Data Plot (4:45 PM)



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Site Code:  
Start Date: 08/18/2021  
Page No: 1

## Turning Movement Data

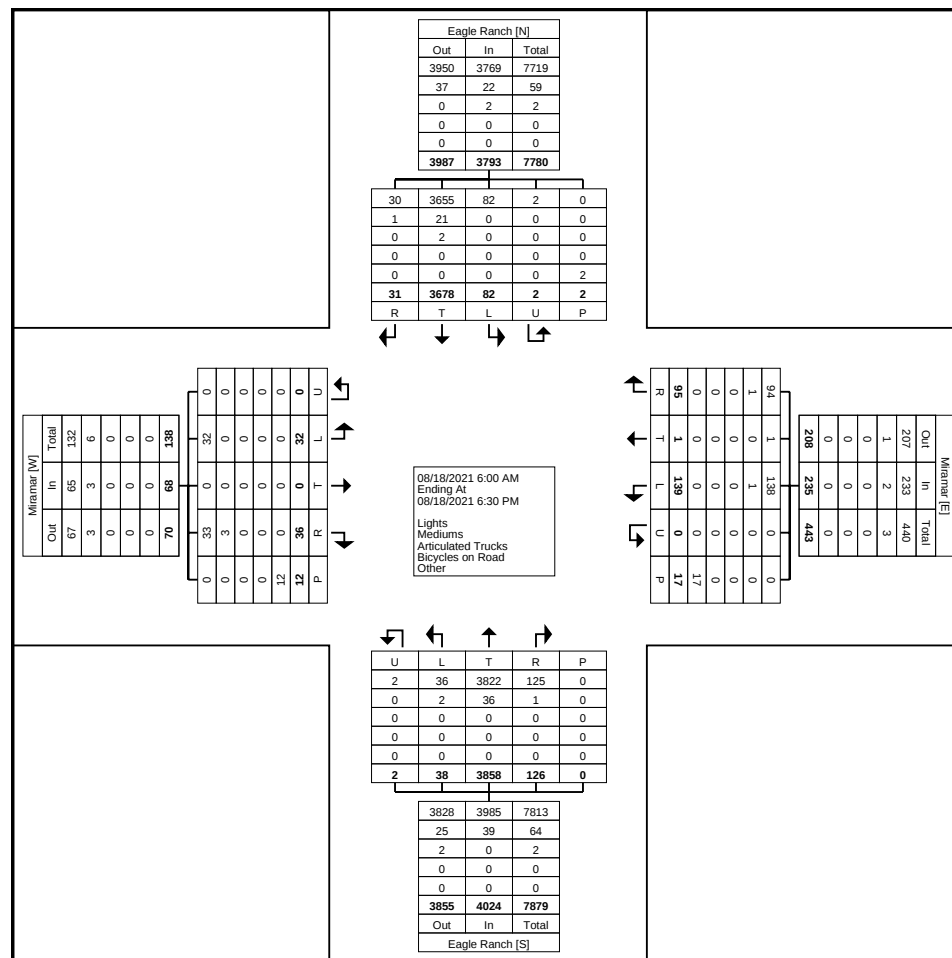
| Start Time    | Eagle Ranch Southbound |      |      |        |      |            | Miramar Westbound |      |      |        |      |            | Eagle Ranch Northbound |      |      |        |      |            | Miramar Eastbound |      |      |        |      |            | Int. Total |
|---------------|------------------------|------|------|--------|------|------------|-------------------|------|------|--------|------|------------|------------------------|------|------|--------|------|------------|-------------------|------|------|--------|------|------------|------------|
|               | Right                  | Thru | Left | U-Turn | Peds | App. Total | Right             | Thru | Left | U-Turn | Peds | App. Total | Right                  | Thru | Left | U-Turn | Peds | App. Total | Right             | Thru | Left | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 0                      | 22   | 1    | 0      | 0    | 23         | 1                 | 0    | 3    | 0      | 1    | 4          | 0                      | 17   | 0    | 0      | 0    | 17         | 3                 | 0    | 0    | 0      | 0    | 3          | 47         |
| 6:15 AM       | 0                      | 47   | 0    | 0      | 0    | 47         | 0                 | 0    | 6    | 0      | 0    | 6          | 0                      | 27   | 0    | 0      | 0    | 27         | 1                 | 0    | 1    | 0      | 0    | 2          | 82         |
| 6:30 AM       | 0                      | 44   | 0    | 0      | 0    | 44         | 3                 | 0    | 3    | 0      | 0    | 6          | 0                      | 37   | 0    | 0      | 0    | 37         | 1                 | 0    | 0    | 0      | 2    | 1          | 88         |
| 6:45 AM       | 1                      | 62   | 0    | 0      | 1    | 63         | 0                 | 0    | 7    | 0      | 0    | 7          | 0                      | 37   | 0    | 0      | 0    | 37         | 0                 | 0    | 1    | 0      | 1    | 1          | 108        |
| Hourly Total  | 1                      | 175  | 1    | 0      | 1    | 177        | 4                 | 0    | 19   | 0      | 1    | 23         | 0                      | 118  | 0    | 0      | 0    | 118        | 5                 | 0    | 2    | 0      | 3    | 7          | 325        |
| 7:00 AM       | 0                      | 81   | 0    | 0      | 0    | 81         | 2                 | 0    | 8    | 0      | 0    | 10         | 1                      | 35   | 0    | 0      | 0    | 36         | 0                 | 0    | 0    | 0      | 0    | 0          | 127        |
| 7:15 AM       | 0                      | 75   | 0    | 0      | 1    | 75         | 5                 | 0    | 6    | 0      | 2    | 11         | 4                      | 53   | 1    | 0      | 0    | 58         | 0                 | 0    | 0    | 0      | 2    | 0          | 144        |
| 7:30 AM       | 0                      | 83   | 1    | 0      | 0    | 84         | 4                 | 0    | 10   | 0      | 0    | 14         | 0                      | 71   | 0    | 0      | 0    | 71         | 0                 | 0    | 0    | 0      | 1    | 0          | 169        |
| 7:45 AM       | 0                      | 87   | 1    | 0      | 0    | 88         | 3                 | 0    | 8    | 0      | 0    | 11         | 3                      | 84   | 1    | 0      | 0    | 88         | 1                 | 0    | 0    | 0      | 2    | 1          | 188        |
| Hourly Total  | 0                      | 326  | 2    | 0      | 1    | 328        | 14                | 0    | 32   | 0      | 2    | 46         | 8                      | 243  | 2    | 0      | 0    | 253        | 1                 | 0    | 0    | 0      | 5    | 1          | 628        |
| 8:00 AM       | 2                      | 71   | 2    | 0      | 0    | 75         | 2                 | 0    | 6    | 0      | 0    | 8          | 3                      | 96   | 2    | 0      | 0    | 101        | 3                 | 0    | 1    | 0      | 0    | 4          | 188        |
| 8:15 AM       | 2                      | 77   | 2    | 0      | 0    | 81         | 2                 | 0    | 6    | 0      | 0    | 8          | 1                      | 101  | 1    | 0      | 0    | 103        | 1                 | 0    | 1    | 0      | 0    | 2          | 194        |
| 8:30 AM       | 0                      | 73   | 2    | 0      | 0    | 75         | 2                 | 0    | 3    | 0      | 1    | 5          | 3                      | 84   | 1    | 0      | 0    | 88         | 1                 | 0    | 2    | 0      | 0    | 3          | 171        |
| 8:45 AM       | 2                      | 69   | 1    | 0      | 0    | 72         | 4                 | 0    | 5    | 0      | 0    | 9          | 2                      | 98   | 1    | 0      | 0    | 101        | 1                 | 0    | 4    | 0      | 0    | 5          | 187        |
| Hourly Total  | 6                      | 290  | 7    | 0      | 0    | 303        | 10                | 0    | 20   | 0      | 1    | 30         | 9                      | 379  | 5    | 0      | 0    | 393        | 6                 | 0    | 8    | 0      | 0    | 14         | 740        |
| *** BREAK *** | -                      | -    | -    | -      | -    | -          | -                 | -    | -    | -      | -    | -          | -                      | -    | -    | -      | -    | -          | -                 | -    | -    | -      | -    | -          | -          |
| 11:00 AM      | 2                      | 81   | 5    | 0      | 0    | 88         | 0                 | 0    | 4    | 0      | 0    | 4          | 3                      | 123  | 3    | 0      | 0    | 129        | 2                 | 0    | 1    | 0      | 0    | 3          | 224        |
| 11:15 AM      | 1                      | 97   | 2    | 0      | 0    | 100        | 1                 | 0    | 2    | 0      | 1    | 3          | 0                      | 117  | 2    | 0      | 0    | 119        | 0                 | 0    | 2    | 0      | 0    | 2          | 224        |
| 11:30 AM      | 0                      | 115  | 1    | 0      | 0    | 116        | 2                 | 0    | 3    | 0      | 1    | 5          | 3                      | 120  | 1    | 0      | 0    | 124        | 0                 | 0    | 1    | 0      | 1    | 1          | 246        |
| 11:45 AM      | 2                      | 108  | 1    | 0      | 0    | 111        | 6                 | 1    | 1    | 0      | 2    | 8          | 0                      | 137  | 0    | 0      | 0    | 137        | 2                 | 0    | 2    | 0      | 0    | 4          | 260        |
| Hourly Total  | 5                      | 401  | 9    | 0      | 0    | 415        | 9                 | 1    | 10   | 0      | 4    | 20         | 6                      | 497  | 6    | 0      | 0    | 509        | 4                 | 0    | 6    | 0      | 1    | 10         | 954        |
| 12:00 PM      | 3                      | 122  | 2    | 0      | 0    | 127        | 2                 | 0    | 2    | 0      | 0    | 4          | 1                      | 119  | 2    | 0      | 0    | 122        | 2                 | 0    | 4    | 0      | 0    | 6          | 259        |
| 12:15 PM      | 1                      | 120  | 2    | 1      | 0    | 124        | 1                 | 0    | 1    | 0      | 2    | 2          | 6                      | 87   | 1    | 0      | 0    | 94         | 1                 | 0    | 0    | 0      | 1    | 1          | 221        |
| 12:30 PM      | 1                      | 129  | 2    | 0      | 0    | 132        | 6                 | 0    | 7    | 0      | 1    | 13         | 3                      | 101  | 2    | 0      | 0    | 106        | 0                 | 0    | 1    | 0      | 0    | 1          | 252        |
| 12:45 PM      | 0                      | 142  | 4    | 0      | 0    | 146        | 2                 | 0    | 4    | 0      | 0    | 6          | 2                      | 100  | 0    | 0      | 0    | 102        | 1                 | 0    | 2    | 0      | 0    | 3          | 257        |
| Hourly Total  | 5                      | 513  | 10   | 1      | 0    | 529        | 11                | 0    | 14   | 0      | 3    | 25         | 12                     | 407  | 5    | 0      | 0    | 424        | 4                 | 0    | 7    | 0      | 1    | 11         | 989        |
| 1:00 PM       | 0                      | 110  | 5    | 0      | 0    | 115        | 3                 | 0    | 2    | 0      | 0    | 5          | 4                      | 135  | 2    | 0      | 0    | 141        | 1                 | 0    | 1    | 0      | 0    | 2          | 263        |
| 1:15 PM       | 1                      | 129  | 3    | 0      | 0    | 133        | 3                 | 0    | 3    | 0      | 3    | 6          | 3                      | 121  | 0    | 0      | 0    | 124        | 2                 | 0    | 2    | 0      | 0    | 4          | 267        |
| 1:30 PM       | 0                      | 115  | 2    | 0      | 0    | 117        | 0                 | 0    | 0    | 0      | 0    | 0          | 1                      | 119  | 0    | 0      | 0    | 120        | 1                 | 0    | 0    | 0      | 2    | 1          | 238        |
| 1:45 PM       | 0                      | 109  | 2    | 0      | 0    | 111        | 2                 | 0    | 3    | 0      | 0    | 5          | 2                      | 133  | 2    | 0      | 0    | 137        | 2                 | 0    | 2    | 0      | 0    | 4          | 257        |
| Hourly Total  | 1                      | 463  | 12   | 0      | 0    | 476        | 8                 | 0    | 8    | 0      | 3    | 16         | 10                     | 508  | 4    | 0      | 0    | 522        | 6                 | 0    | 5    | 0      | 2    | 11         | 1025       |
| *** BREAK *** | -                      | -    | -    | -      | -    | -          | -                 | -    | -    | -      | -    | -          | -                      | -    | -    | -      | -    | -          | -                 | -    | -    | -      | -    | -          | -          |
| 3:30 PM       | 3                      | 115  | 3    | 0      | 0    | 121        | 4                 | 0    | 1    | 0      | 0    | 5          | 4                      | 143  | 1    | 0      | 0    | 148        | 1                 | 0    | 0    | 0      | 0    | 1          | 275        |
| 3:45 PM       | 2                      | 117  | 6    | 0      | 0    | 125        | 3                 | 0    | 5    | 0      | 0    | 8          | 7                      | 147  | 0    | 0      | 0    | 154        | 1                 | 0    | 1    | 0      | 0    | 2          | 289        |
| Hourly Total  | 5                      | 232  | 9    | 0      | 0    | 246        | 7                 | 0    | 6    | 0      | 0    | 13         | 11                     | 290  | 1    | 0      | 0    | 302        | 2                 | 0    | 1    | 0      | 0    | 3          | 564        |

|                         |      |      |       |       |       |      |      |       |      |     |       |      |      |      |      |       |   |      |      |     |       |     |       |      |      |
|-------------------------|------|------|-------|-------|-------|------|------|-------|------|-----|-------|------|------|------|------|-------|---|------|------|-----|-------|-----|-------|------|------|
| 4:00 PM                 | 0    | 121  | 4     | 0     | 0     | 125  | 1    | 0     | 3    | 0   | 0     | 4    | 6    | 157  | 0    | 0     | 0 | 163  | 2    | 0   | 0     | 0   | 0     | 2    | 294  |
| 4:15 PM                 | 0    | 131  | 3     | 0     | 0     | 134  | 3    | 0     | 1    | 0   | 0     | 4    | 8    | 142  | 0    | 0     | 0 | 150  | 1    | 0   | 0     | 0   | 0     | 1    | 289  |
| 4:30 PM                 | 1    | 128  | 0     | 0     | 0     | 129  | 4    | 0     | 2    | 0   | 3     | 6    | 6    | 170  | 3    | 0     | 0 | 179  | 2    | 0   | 0     | 0   | 0     | 2    | 316  |
| 4:45 PM                 | 1    | 124  | 4     | 0     | 0     | 129  | 3    | 0     | 3    | 0   | 0     | 6    | 6    | 139  | 2    | 0     | 0 | 147  | 0    | 0   | 0     | 0   | 0     | 0    | 282  |
| Hourly Total            | 2    | 504  | 11    | 0     | 0     | 517  | 11   | 0     | 9    | 0   | 3     | 20   | 26   | 608  | 5    | 0     | 0 | 639  | 5    | 0   | 0     | 0   | 0     | 5    | 1181 |
| 5:00 PM                 | 2    | 123  | 2     | 0     | 0     | 127  | 1    | 0     | 1    | 0   | 0     | 2    | 6    | 148  | 1    | 0     | 0 | 155  | 0    | 0   | 1     | 0   | 0     | 1    | 285  |
| 5:15 PM                 | 1    | 154  | 1     | 1     | 0     | 157  | 3    | 0     | 5    | 0   | 0     | 8    | 5    | 163  | 1    | 0     | 0 | 169  | 1    | 0   | 1     | 0   | 0     | 2    | 336  |
| 5:30 PM                 | 3    | 144  | 2     | 0     | 0     | 149  | 5    | 0     | 2    | 0   | 0     | 7    | 9    | 154  | 2    | 1     | 0 | 166  | 1    | 0   | 0     | 0   | 0     | 1    | 323  |
| 5:45 PM                 | 0    | 132  | 4     | 0     | 0     | 136  | 3    | 0     | 3    | 0   | 0     | 6    | 9    | 125  | 2    | 0     | 0 | 136  | 1    | 0   | 1     | 0   | 0     | 2    | 280  |
| Hourly Total            | 6    | 553  | 9     | 1     | 0     | 569  | 12   | 0     | 11   | 0   | 0     | 23   | 29   | 590  | 6    | 1     | 0 | 626  | 3    | 0   | 3     | 0   | 0     | 6    | 1224 |
| 6:00 PM                 | 0    | 121  | 3     | 0     | 0     | 124  | 3    | 0     | 3    | 0   | 0     | 6    | 8    | 118  | 4    | 0     | 0 | 130  | 0    | 0   | 0     | 0   | 0     | 0    | 260  |
| 6:15 PM                 | 0    | 100  | 9     | 0     | 0     | 109  | 6    | 0     | 7    | 0   | 0     | 13   | 7    | 100  | 0    | 1     | 0 | 108  | 0    | 0   | 0     | 0   | 0     | 0    | 230  |
| Grand Total             | 31   | 3678 | 82    | 2     | 2     | 3793 | 95   | 1     | 139  | 0   | 17    | 235  | 126  | 3858 | 38   | 2     | 0 | 4024 | 36   | 0   | 32    | 0   | 12    | 68   | 8120 |
| Approach %              | 0.8  | 97.0 | 2.2   | 0.1   | -     | -    | 40.4 | 0.4   | 59.1 | 0.0 | -     | -    | 3.1  | 95.9 | 0.9  | 0.0   | - | -    | 52.9 | 0.0 | 47.1  | 0.0 | -     | -    | -    |
| Total %                 | 0.4  | 45.3 | 1.0   | 0.0   | -     | 46.7 | 1.2  | 0.0   | 1.7  | 0.0 | -     | 2.9  | 1.6  | 47.5 | 0.5  | 0.0   | - | 49.6 | 0.4  | 0.0 | 0.4   | 0.0 | -     | 0.8  | -    |
| Lights                  | 30   | 3655 | 82    | 2     | -     | 3769 | 94   | 1     | 138  | 0   | -     | 233  | 125  | 3822 | 36   | 2     | - | 3985 | 33   | 0   | 32    | 0   | -     | 65   | 8052 |
| % Lights                | 96.8 | 99.4 | 100.0 | 100.0 | -     | 99.4 | 98.9 | 100.0 | 99.3 | -   | -     | 99.1 | 99.2 | 99.1 | 94.7 | 100.0 | - | 99.0 | 91.7 | -   | 100.0 | -   | -     | 95.6 | 99.2 |
| Mediums                 | 1    | 21   | 0     | 0     | -     | 22   | 1    | 0     | 1    | 0   | -     | 2    | 1    | 36   | 2    | 0     | - | 39   | 3    | 0   | 0     | 0   | -     | 3    | 66   |
| % Mediums               | 3.2  | 0.6  | 0.0   | 0.0   | -     | 0.6  | 1.1  | 0.0   | 0.7  | -   | -     | 0.9  | 0.8  | 0.9  | 5.3  | 0.0   | - | 1.0  | 8.3  | -   | 0.0   | -   | -     | 4.4  | 0.8  |
| Articulated Trucks      | 0    | 2    | 0     | 0     | -     | 2    | 0    | 0     | 0    | 0   | -     | 0    | 0    | 0    | 0    | 0     | - | 0    | 0    | 0   | 0     | 0   | -     | 0    | 2    |
| % Articulated Trucks    | 0.0  | 0.1  | 0.0   | 0.0   | -     | 0.1  | 0.0  | 0.0   | 0.0  | -   | -     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | - | 0.0  | 0.0  | -   | 0.0   | -   | -     | 0.0  | 0.0  |
| Bicycles on Road        | 0    | 0    | 0     | 0     | -     | 0    | 0    | 0     | 0    | 0   | -     | 0    | 0    | 0    | 0    | 0     | - | 0    | 0    | 0   | 0     | 0   | -     | 0    | 0    |
| % Bicycles on Road      | 0.0  | 0.0  | 0.0   | 0.0   | -     | 0.0  | 0.0  | 0.0   | 0.0  | -   | -     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | - | 0.0  | 0.0  | -   | 0.0   | -   | -     | 0.0  | 0.0  |
| Bicycles on Crosswalk   | -    | -    | -     | -     | 0     | -    | -    | -     | -    | -   | 0     | -    | -    | -    | -    | -     | 0 | -    | -    | -   | -     | -   | 0     | -    | -    |
| % Bicycles on Crosswalk | -    | -    | -     | -     | 0.0   | -    | -    | -     | -    | -   | 0.0   | -    | -    | -    | -    | -     | - | -    | -    | -   | -     | -   | 0.0   | -    | -    |
| Pedestrians             | -    | -    | -     | -     | 2     | -    | -    | -     | -    | -   | 17    | -    | -    | -    | -    | -     | 0 | -    | -    | -   | -     | -   | 12    | -    | -    |
| % Pedestrians           | -    | -    | -     | -     | 100.0 | -    | -    | -     | -    | -   | 100.0 | -    | -    | -    | -    | -     | - | -    | -    | -   | -     | -   | 100.0 | -    | -    |



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## Turning Movement Data Plot



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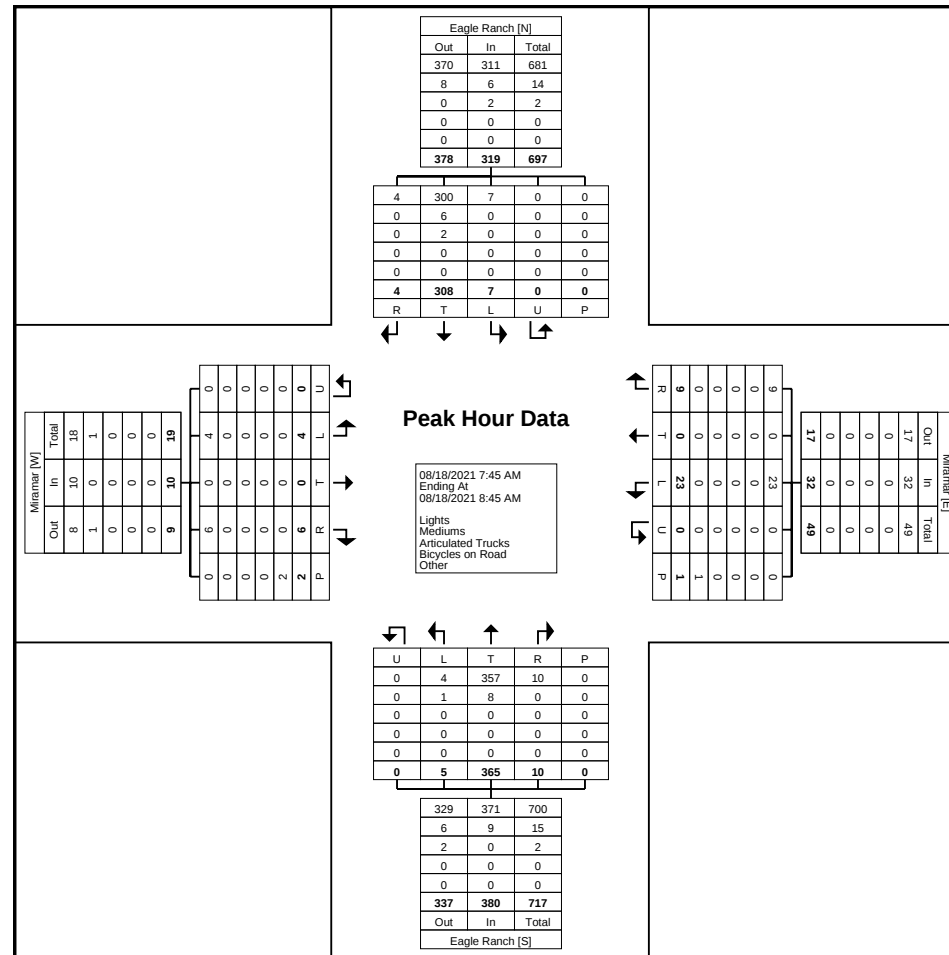
### Turning Movement Peak Hour Data (7:45 AM)

| Start Time              | Eagle Ranch Southbound |       |       |        |      |            | Miramar Westbound |       |       |        |       |            | Eagle Ranch Northbound |       |       |        |      |            | Miramar Eastbound |       |       |        |       |            | Int. Total |
|-------------------------|------------------------|-------|-------|--------|------|------------|-------------------|-------|-------|--------|-------|------------|------------------------|-------|-------|--------|------|------------|-------------------|-------|-------|--------|-------|------------|------------|
|                         | Right                  | Thru  | Left  | U-Turn | Peds | App. Total | Right             | Thru  | Left  | U-Turn | Peds  | App. Total | Right                  | Thru  | Left  | U-Turn | Peds | App. Total | Right             | Thru  | Left  | U-Turn | Peds  | App. Total |            |
| 7:45 AM                 | 0                      | 87    | 1     | 0      | 0    | 88         | 3                 | 0     | 8     | 0      | 0     | 11         | 3                      | 84    | 1     | 0      | 0    | 88         | 1                 | 0     | 0     | 0      | 2     | 1          | 188        |
| 8:00 AM                 | 2                      | 71    | 2     | 0      | 0    | 75         | 2                 | 0     | 6     | 0      | 0     | 8          | 3                      | 96    | 2     | 0      | 0    | 101        | 3                 | 0     | 1     | 0      | 0     | 4          | 188        |
| 8:15 AM                 | 2                      | 77    | 2     | 0      | 0    | 81         | 2                 | 0     | 6     | 0      | 0     | 8          | 1                      | 101   | 1     | 0      | 0    | 103        | 1                 | 0     | 1     | 0      | 0     | 2          | 194        |
| 8:30 AM                 | 0                      | 73    | 2     | 0      | 0    | 75         | 2                 | 0     | 3     | 0      | 1     | 5          | 3                      | 84    | 1     | 0      | 0    | 88         | 1                 | 0     | 2     | 0      | 0     | 3          | 171        |
| Total                   | 4                      | 308   | 7     | 0      | 0    | 319        | 9                 | 0     | 23    | 0      | 1     | 32         | 10                     | 365   | 5     | 0      | 0    | 380        | 6                 | 0     | 4     | 0      | 2     | 10         | 741        |
| Approach %              | 1.3                    | 96.6  | 2.2   | 0.0    | -    | -          | 28.1              | 0.0   | 71.9  | 0.0    | -     | -          | 2.6                    | 96.1  | 1.3   | 0.0    | -    | -          | 60.0              | 0.0   | 40.0  | 0.0    | -     | -          | -          |
| Total %                 | 0.5                    | 41.6  | 0.9   | 0.0    | -    | 43.0       | 1.2               | 0.0   | 3.1   | 0.0    | -     | 4.3        | 1.3                    | 49.3  | 0.7   | 0.0    | -    | 51.3       | 0.8               | 0.0   | 0.5   | 0.0    | -     | 1.3        | -          |
| PHF                     | 0.500                  | 0.885 | 0.875 | 0.000  | -    | 0.906      | 0.750             | 0.000 | 0.719 | 0.000  | -     | 0.727      | 0.833                  | 0.903 | 0.625 | 0.000  | -    | 0.922      | 0.500             | 0.000 | 0.500 | 0.000  | -     | 0.625      | 0.955      |
| Lights                  | 4                      | 300   | 7     | 0      | -    | 311        | 9                 | 0     | 23    | 0      | -     | 32         | 10                     | 357   | 4     | 0      | -    | 371        | 6                 | 0     | 4     | 0      | -     | 10         | 724        |
| % Lights                | 100.0                  | 97.4  | 100.0 | -      | -    | 97.5       | 100.0             | -     | 100.0 | -      | -     | 100.0      | 100.0                  | 97.8  | 80.0  | -      | -    | 97.6       | 100.0             | -     | 100.0 | -      | -     | 100.0      | 97.7       |
| Mediums                 | 0                      | 6     | 0     | 0      | -    | 6          | 0                 | 0     | 0     | 0      | -     | 0          | 0                      | 8     | 1     | 0      | -    | 9          | 0                 | 0     | 0     | 0      | -     | 0          | 15         |
| % Mediums               | 0.0                    | 1.9   | 0.0   | -      | -    | 1.9        | 0.0               | -     | 0.0   | -      | -     | 0.0        | 0.0                    | 2.2   | 20.0  | -      | -    | 2.4        | 0.0               | -     | 0.0   | -      | -     | 0.0        | 2.0        |
| Articulated Trucks      | 0                      | 2     | 0     | 0      | -    | 2          | 0                 | 0     | 0     | 0      | -     | 0          | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -     | 0          | 2          |
| % Articulated Trucks    | 0.0                    | 0.6   | 0.0   | -      | -    | 0.6        | 0.0               | -     | 0.0   | -      | -     | 0.0        | 0.0                    | 0.0   | 0.0   | -      | -    | 0.0        | 0.0               | -     | 0.0   | -      | -     | 0.0        | 0.3        |
| Bicycles on Road        | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -     | 0          | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -     | 0          | 0          |
| % Bicycles on Road      | 0.0                    | 0.0   | 0.0   | -      | -    | 0.0        | 0.0               | -     | 0.0   | -      | -     | 0.0        | 0.0                    | 0.0   | 0.0   | -      | -    | 0.0        | 0.0               | -     | 0.0   | -      | -     | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 0     | -          | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | 0.0   | -          | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 1     | -          | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 2     | -          | -          |
| % Pedestrians           | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | 100.0 | -          | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | 100.0 | -          | -          |



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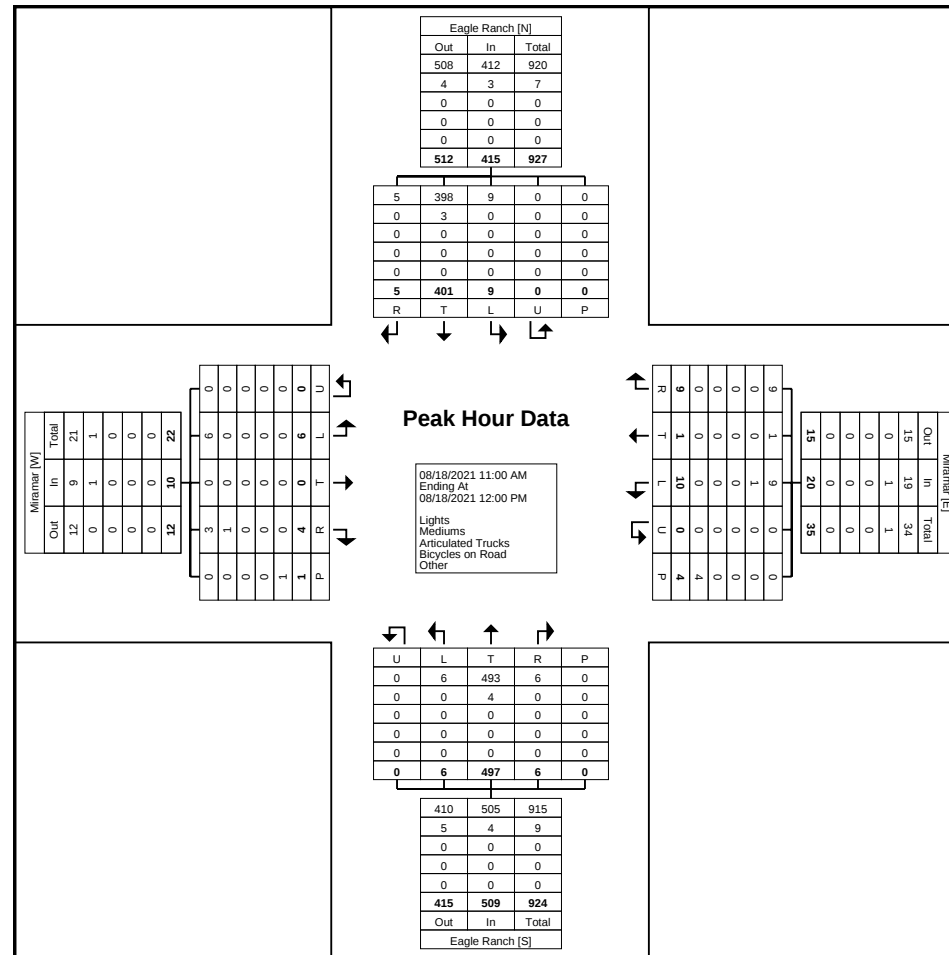
### Turning Movement Peak Hour Data (11:00 AM)

| Start Time              | Eagle Ranch Southbound |       |       |        |      |            | Miramar Westbound |       |       |        |       |            | Eagle Ranch Northbound |       |       |        |      |            | Miramar Eastbound |       |       |        |       |            | Int. Total |
|-------------------------|------------------------|-------|-------|--------|------|------------|-------------------|-------|-------|--------|-------|------------|------------------------|-------|-------|--------|------|------------|-------------------|-------|-------|--------|-------|------------|------------|
|                         | Right                  | Thru  | Left  | U-Turn | Peds | App. Total | Right             | Thru  | Left  | U-Turn | Peds  | App. Total | Right                  | Thru  | Left  | U-Turn | Peds | App. Total | Right             | Thru  | Left  | U-Turn | Peds  | App. Total |            |
| 11:00 AM                | 2                      | 81    | 5     | 0      | 0    | 88         | 0                 | 0     | 4     | 0      | 0     | 4          | 3                      | 123   | 3     | 0      | 0    | 129        | 2                 | 0     | 1     | 0      | 0     | 3          | 224        |
| 11:15 AM                | 1                      | 97    | 2     | 0      | 0    | 100        | 1                 | 0     | 2     | 0      | 1     | 3          | 0                      | 117   | 2     | 0      | 0    | 119        | 0                 | 0     | 2     | 0      | 0     | 2          | 224        |
| 11:30 AM                | 0                      | 115   | 1     | 0      | 0    | 116        | 2                 | 0     | 3     | 0      | 1     | 5          | 3                      | 120   | 1     | 0      | 0    | 124        | 0                 | 0     | 1     | 0      | 1     | 1          | 246        |
| 11:45 AM                | 2                      | 108   | 1     | 0      | 0    | 111        | 6                 | 1     | 1     | 0      | 2     | 8          | 0                      | 137   | 0     | 0      | 0    | 137        | 2                 | 0     | 2     | 0      | 0     | 4          | 260        |
| Total                   | 5                      | 401   | 9     | 0      | 0    | 415        | 9                 | 1     | 10    | 0      | 4     | 20         | 6                      | 497   | 6     | 0      | 0    | 509        | 4                 | 0     | 6     | 0      | 1     | 10         | 954        |
| Approach %              | 1.2                    | 96.6  | 2.2   | 0.0    | -    | -          | 45.0              | 5.0   | 50.0  | 0.0    | -     | -          | 1.2                    | 97.6  | 1.2   | 0.0    | -    | -          | 40.0              | 0.0   | 60.0  | 0.0    | -     | -          | -          |
| Total %                 | 0.5                    | 42.0  | 0.9   | 0.0    | -    | 43.5       | 0.9               | 0.1   | 1.0   | 0.0    | -     | 2.1        | 0.6                    | 52.1  | 0.6   | 0.0    | -    | 53.4       | 0.4               | 0.0   | 0.6   | 0.0    | -     | 1.0        | -          |
| PHF                     | 0.625                  | 0.872 | 0.450 | 0.000  | -    | 0.894      | 0.375             | 0.250 | 0.625 | 0.000  | -     | 0.625      | 0.500                  | 0.907 | 0.500 | 0.000  | -    | 0.929      | 0.500             | 0.000 | 0.750 | 0.000  | -     | 0.625      | 0.917      |
| Lights                  | 5                      | 398   | 9     | 0      | -    | 412        | 9                 | 1     | 9     | 0      | -     | 19         | 6                      | 493   | 6     | 0      | -    | 505        | 3                 | 0     | 6     | 0      | -     | 9          | 945        |
| % Lights                | 100.0                  | 99.3  | 100.0 | -      | -    | 99.3       | 100.0             | 100.0 | 90.0  | -      | -     | 95.0       | 100.0                  | 99.2  | 100.0 | -      | -    | 99.2       | 75.0              | -     | 100.0 | -      | -     | 90.0       | 99.1       |
| Mediums                 | 0                      | 3     | 0     | 0      | -    | 3          | 0                 | 0     | 1     | 0      | -     | 1          | 0                      | 4     | 0     | 0      | -    | 4          | 1                 | 0     | 0     | 0      | -     | 1          | 9          |
| % Mediums               | 0.0                    | 0.7   | 0.0   | -      | -    | 0.7        | 0.0               | 0.0   | 10.0  | -      | -     | 5.0        | 0.0                    | 0.8   | 0.0   | -      | -    | 0.8        | 25.0              | -     | 0.0   | -      | -     | 10.0       | 0.9        |
| Articulated Trucks      | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -     | 0          | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -     | 0          | 0          |
| % Articulated Trucks    | 0.0                    | 0.0   | 0.0   | -      | -    | 0.0        | 0.0               | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                    | 0.0   | 0.0   | -      | -    | 0.0        | 0.0               | -     | 0.0   | -      | -     | 0.0        | 0.0        |
| Bicycles on Road        | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -     | 0          | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -     | 0          | 0          |
| % Bicycles on Road      | 0.0                    | 0.0   | 0.0   | -      | -    | 0.0        | 0.0               | 0.0   | 0.0   | -      | -     | 0.0        | 0.0                    | 0.0   | 0.0   | -      | -    | 0.0        | 0.0               | -     | 0.0   | -      | -     | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 0     | -          | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 0     | -          | -          |
| % Bicycles on Crosswalk | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | 0.0   | -          | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | 0.0   | -          | -          |
| Pedestrians             | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 4     | -          | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 1     | -          | -          |
| % Pedestrians           | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | 100.0 | -          | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | 100.0 | -          | -          |

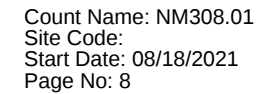


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Turning Movement Peak Hour Data Plot (11:00 AM)





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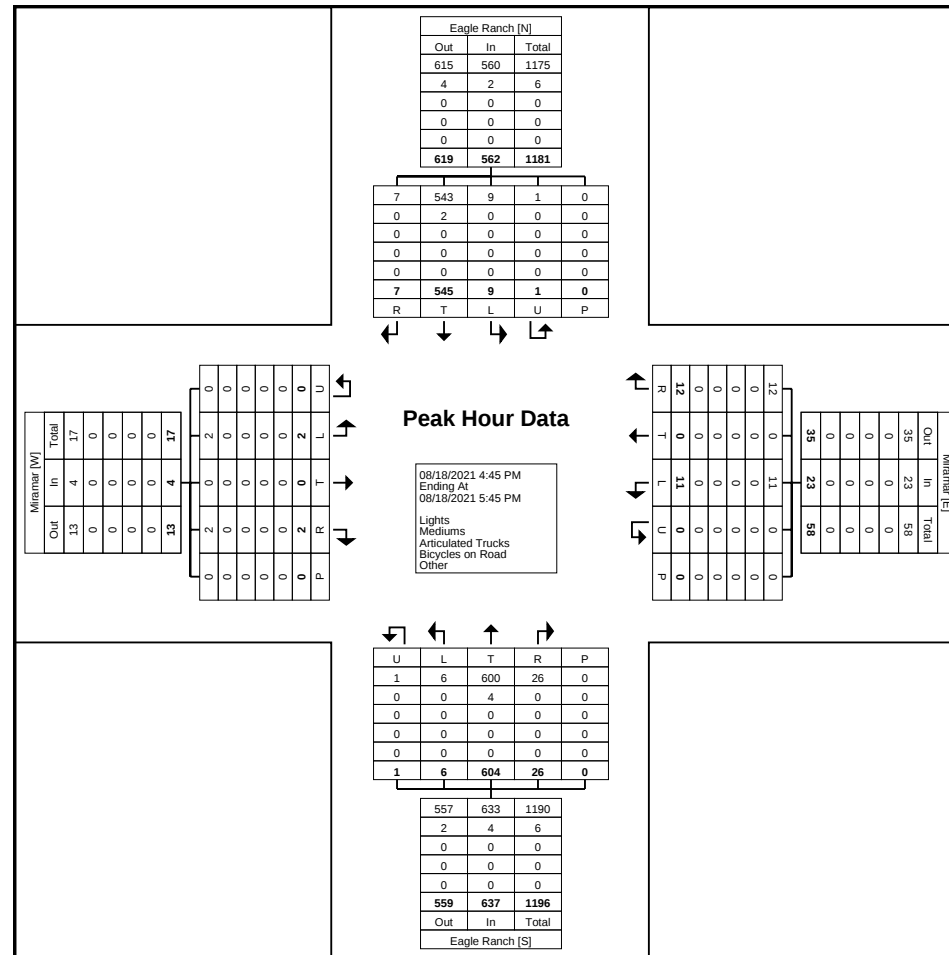
### Turning Movement Peak Hour Data (4:45 PM)

| Start Time              | Eagle Ranch Southbound |       |       |        |      |            | Miramar Westbound |       |       |        |      |            | Eagle Ranch Northbound |       |       |        |      |            | Miramar Eastbound |       |       |        |      |            | Int. Total |
|-------------------------|------------------------|-------|-------|--------|------|------------|-------------------|-------|-------|--------|------|------------|------------------------|-------|-------|--------|------|------------|-------------------|-------|-------|--------|------|------------|------------|
|                         | Right                  | Thru  | Left  | U-Turn | Peds | App. Total | Right             | Thru  | Left  | U-Turn | Peds | App. Total | Right                  | Thru  | Left  | U-Turn | Peds | App. Total | Right             | Thru  | Left  | U-Turn | Peds | App. Total |            |
| 4:45 PM                 | 1                      | 124   | 4     | 0      | 0    | 129        | 3                 | 0     | 3     | 0      | 0    | 6          | 6                      | 139   | 2     | 0      | 0    | 147        | 0                 | 0     | 0     | 0      | 0    | 0          | 282        |
| 5:00 PM                 | 2                      | 123   | 2     | 0      | 0    | 127        | 1                 | 0     | 1     | 0      | 0    | 2          | 6                      | 148   | 1     | 0      | 0    | 155        | 0                 | 0     | 1     | 0      | 0    | 1          | 285        |
| 5:15 PM                 | 1                      | 154   | 1     | 1      | 0    | 157        | 3                 | 0     | 5     | 0      | 0    | 8          | 5                      | 163   | 1     | 0      | 0    | 169        | 1                 | 0     | 1     | 0      | 0    | 2          | 336        |
| 5:30 PM                 | 3                      | 144   | 2     | 0      | 0    | 149        | 5                 | 0     | 2     | 0      | 0    | 7          | 9                      | 154   | 2     | 1      | 0    | 166        | 1                 | 0     | 0     | 0      | 0    | 1          | 323        |
| Total                   | 7                      | 545   | 9     | 1      | 0    | 562        | 12                | 0     | 11    | 0      | 0    | 23         | 26                     | 604   | 6     | 1      | 0    | 637        | 2                 | 0     | 2     | 0      | 0    | 4          | 1226       |
| Approach %              | 1.2                    | 97.0  | 1.6   | 0.2    | -    | -          | 52.2              | 0.0   | 47.8  | 0.0    | -    | -          | 4.1                    | 94.8  | 0.9   | 0.2    | -    | -          | 50.0              | 0.0   | 50.0  | 0.0    | -    | -          | -          |
| Total %                 | 0.6                    | 44.5  | 0.7   | 0.1    | -    | 45.8       | 1.0               | 0.0   | 0.9   | 0.0    | -    | 1.9        | 2.1                    | 49.3  | 0.5   | 0.1    | -    | 52.0       | 0.2               | 0.0   | 0.2   | 0.0    | -    | 0.3        | -          |
| PHF                     | 0.583                  | 0.885 | 0.563 | 0.250  | -    | 0.895      | 0.600             | 0.000 | 0.550 | 0.000  | -    | 0.719      | 0.722                  | 0.926 | 0.750 | 0.250  | -    | 0.942      | 0.500             | 0.000 | 0.500 | 0.000  | -    | 0.500      | 0.912      |
| Lights                  | 7                      | 543   | 9     | 1      | -    | 560        | 12                | 0     | 11    | 0      | -    | 23         | 26                     | 600   | 6     | 1      | -    | 633        | 2                 | 0     | 2     | 0      | -    | 4          | 1220       |
| % Lights                | 100.0                  | 99.6  | 100.0 | 100.0  | -    | 99.6       | 100.0             | -     | 100.0 | -      | -    | 100.0      | 100.0                  | 99.3  | 100.0 | 100.0  | -    | 99.4       | 100.0             | -     | 100.0 | -      | -    | 100.0      | 99.5       |
| Mediums                 | 0                      | 2     | 0     | 0      | -    | 2          | 0                 | 0     | 0     | 0      | -    | 0          | 0                      | 4     | 0     | 0      | -    | 4          | 0                 | 0     | 0     | 0      | -    | 0          | 6          |
| % Mediums               | 0.0                    | 0.4   | 0.0   | 0.0    | -    | 0.4        | 0.0               | -     | 0.0   | -      | -    | 0.0        | 0.0                    | 0.7   | 0.0   | 0.0    | -    | 0.6        | 0.0               | -     | 0.0   | -      | -    | 0.0        | 0.5        |
| Articulated Trucks      | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -    | 0          | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -    | 0          | 0          |
| % Articulated Trucks    | 0.0                    | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.0               | -     | 0.0   | -      | -    | 0.0        | 0.0                    | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.0               | -     | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Road        | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -    | 0          | 0                      | 0     | 0     | 0      | -    | 0          | 0                 | 0     | 0     | 0      | -    | 0          | 0          |
| % Bicycles on Road      | 0.0                    | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.0               | -     | 0.0   | -      | -    | 0.0        | 0.0                    | 0.0   | 0.0   | 0.0    | -    | 0.0        | 0.0               | -     | 0.0   | -      | -    | 0.0        | 0.0        |
| Bicycles on Crosswalk   | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 0    | -          | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 0    | -          | -          |
| % Bicycles on Crosswalk | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | -    | -          | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | -    | -          | -          |
| Pedestrians             | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 0    | -          | -                      | -     | -     | -      | 0    | -          | -                 | -     | -     | -      | 0    | -          | -          |
| % Pedestrians           | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | -    | -          | -                      | -     | -     | -      | -    | -          | -                 | -     | -     | -      | -    | -          | -          |



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## Turning Movement Data

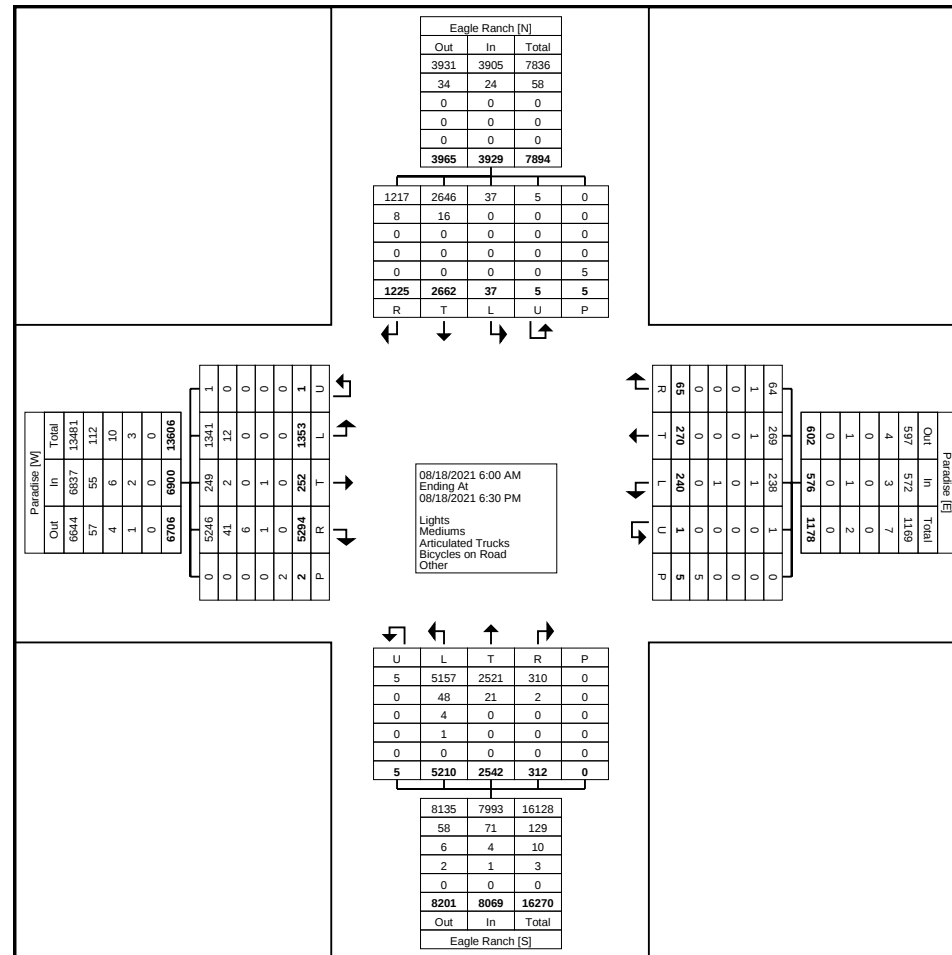
| Start Time    | Eagle Ranch Southbound |              |      |      |        |      |            | Paradise Westbound |              |      |      |        |      |            | Eagle Ranch Northbound |              |      |      |        |      |            | Paradise Eastbound |              |      |      |        |      |            | Int. Total |
|---------------|------------------------|--------------|------|------|--------|------|------------|--------------------|--------------|------|------|--------|------|------------|------------------------|--------------|------|------|--------|------|------------|--------------------|--------------|------|------|--------|------|------------|------------|
|               | Right                  | Right on Red | Thru | Left | U-Turn | Peds | App. Total | Right              | Right on Red | Thru | Left | U-Turn | Peds | App. Total | Right                  | Right on Red | Thru | Left | U-Turn | Peds | App. Total | Right              | Right on Red | Thru | Left | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 3                      | 1            | 29   | 0    | 0      | 0    | 33         | 0                  | 0            | 2    | 1    | 0      | 0    | 3          | 0                      | 1            | 15   | 30   | 0      | 0    | 46         | 100                | 59           | 0    | 3    | 0      | 0    | 162        | 244        |
| 6:15 AM       | 6                      | 1            | 49   | 0    | 0      | 1    | 56         | 0                  | 0            | 1    | 7    | 0      | 0    | 8          | 1                      | 2            | 20   | 37   | 0      | 0    | 60         | 91                 | 80           | 0    | 3    | 0      | 0    | 174        | 298        |
| 6:30 AM       | 6                      | 6            | 40   | 1    | 0      | 0    | 53         | 0                  | 2            | 0    | 2    | 0      | 1    | 4          | 1                      | 0            | 14   | 49   | 0      | 0    | 64         | 97                 | 130          | 0    | 12   | 0      | 0    | 239        | 360        |
| 6:45 AM       | 11                     | 3            | 63   | 0    | 0      | 1    | 77         | 0                  | 0            | 1    | 4    | 0      | 0    | 5          | 2                      | 1            | 25   | 72   | 0      | 0    | 100        | 212                | 47           | 2    | 12   | 0      | 0    | 273        | 455        |
| Hourly Total  | 26                     | 11           | 181  | 1    | 0      | 2    | 219        | 0                  | 2            | 4    | 14   | 0      | 1    | 20         | 4                      | 4            | 74   | 188  | 0      | 0    | 270        | 500                | 316          | 2    | 30   | 0      | 0    | 848        | 1357       |
| 7:00 AM       | 7                      | 13           | 77   | 0    | 1      | 0    | 98         | 0                  | 0            | 2    | 3    | 0      | 0    | 5          | 4                      | 1            | 21   | 74   | 0      | 0    | 100        | 168                | 79           | 1    | 13   | 0      | 0    | 261        | 464        |
| 7:15 AM       | 8                      | 8            | 85   | 0    | 0      | 1    | 101        | 0                  | 1            | 2    | 3    | 0      | 0    | 6          | 4                      | 1            | 35   | 100  | 0      | 0    | 140        | 186                | 63           | 4    | 20   | 0      | 0    | 273        | 520        |
| 7:30 AM       | 9                      | 19           | 72   | 3    | 0      | 0    | 103        | 0                  | 0            | 10   | 6    | 1      | 0    | 17         | 5                      | 3            | 41   | 94   | 0      | 0    | 143        | 207                | 49           | 6    | 30   | 0      | 0    | 292        | 555        |
| 7:45 AM       | 14                     | 11           | 91   | 2    | 2      | 0    | 120        | 0                  | 0            | 4    | 8    | 0      | 0    | 12         | 6                      | 5            | 48   | 109  | 1      | 0    | 169        | 144                | 86           | 4    | 32   | 0      | 0    | 266        | 567        |
| Hourly Total  | 38                     | 51           | 325  | 5    | 3      | 1    | 422        | 0                  | 1            | 18   | 20   | 1      | 0    | 40         | 19                     | 10           | 145  | 377  | 1      | 0    | 552        | 705                | 277          | 15   | 95   | 0      | 0    | 1092       | 2106       |
| 8:00 AM       | 17                     | 1            | 61   | 0    | 0      | 0    | 79         | 0                  | 0            | 2    | 8    | 0      | 0    | 10         | 2                      | 1            | 58   | 113  | 0      | 0    | 174        | 145                | 53           | 6    | 42   | 0      | 0    | 246        | 509        |
| 8:15 AM       | 8                      | 7            | 73   | 0    | 0      | 0    | 88         | 0                  | 0            | 6    | 2    | 0      | 0    | 8          | 3                      | 4            | 65   | 112  | 0      | 0    | 184        | 115                | 108          | 9    | 38   | 1      | 0    | 271        | 551        |
| 8:30 AM       | 20                     | 6            | 58   | 0    | 0      | 0    | 84         | 0                  | 0            | 5    | 1    | 0      | 2    | 6          | 4                      | 3            | 55   | 103  | 0      | 0    | 165        | 57                 | 121          | 5    | 30   | 0      | 0    | 213        | 468        |
| 8:45 AM       | 22                     | 13           | 42   | 0    | 0      | 0    | 77         | 0                  | 0            | 5    | 3    | 0      | 0    | 8          | 5                      | 0            | 51   | 100  | 0      | 0    | 156        | 64                 | 100          | 7    | 45   | 0      | 0    | 216        | 457        |
| Hourly Total  | 67                     | 27           | 234  | 0    | 0      | 0    | 328        | 0                  | 0            | 18   | 14   | 0      | 2    | 32         | 14                     | 8            | 229  | 428  | 0      | 0    | 679        | 381                | 382          | 27   | 155  | 1      | 0    | 946        | 1985       |
| *** BREAK *** | -                      | -            | -    | -    | -      | -    | -          | -                  | -            | -    | -    | -      | -    | -          | -                      | -            | -    | -    | -      | -    | -          | -                  | -            | -    | -    | -      | -    | -          | -          |
| 11:00 AM      | 14                     | 19           | 69   | 1    | 0      | 0    | 103        | 2                  | 0            | 7    | 2    | 0      | 0    | 11         | 6                      | 0            | 76   | 94   | 0      | 0    | 176        | 55                 | 58           | 4    | 56   | 0      | 0    | 173        | 463        |
| 11:15 AM      | 20                     | 17           | 52   | 1    | 0      | 0    | 90         | 1                  | 0            | 5    | 5    | 0      | 2    | 11         | 7                      | 1            | 59   | 106  | 0      | 0    | 173        | 55                 | 61           | 13   | 52   | 0      | 0    | 181        | 455        |
| 11:30 AM      | 17                     | 23           | 82   | 1    | 0      | 0    | 123        | 2                  | 1            | 4    | 5    | 0      | 0    | 12         | 5                      | 2            | 55   | 101  | 0      | 0    | 163        | 64                 | 37           | 5    | 62   | 0      | 0    | 168        | 466        |
| 11:45 AM      | 21                     | 14           | 73   | 0    | 0      | 0    | 108        | 2                  | 2            | 6    | 2    | 0      | 0    | 12         | 5                      | 3            | 77   | 120  | 0      | 0    | 205        | 67                 | 55           | 7    | 47   | 0      | 0    | 176        | 501        |
| Hourly Total  | 72                     | 73           | 276  | 3    | 0      | 0    | 424        | 7                  | 3            | 22   | 14   | 0      | 2    | 46         | 23                     | 6            | 267  | 421  | 0      | 0    | 717        | 241                | 211          | 29   | 217  | 0      | 0    | 698        | 1885       |
| 12:00 PM      | 14                     | 27           | 85   | 3    | 0      | 0    | 129        | 3                  | 1            | 7    | 7    | 0      | 0    | 18         | 7                      | 4            | 72   | 125  | 0      | 0    | 208        | 100                | 4            | 7    | 47   | 0      | 0    | 158        | 513        |
| 12:15 PM      | 23                     | 13           | 80   | 2    | 0      | 0    | 118        | 0                  | 2            | 12   | 8    | 0      | 0    | 22         | 8                      | 0            | 54   | 121  | 0      | 0    | 183        | 109                | 4            | 8    | 37   | 0      | 0    | 158        | 481        |
| 12:30 PM      | 32                     | 29           | 74   | 2    | 0      | 0    | 137        | 2                  | 4            | 11   | 4    | 0      | 0    | 21         | 10                     | 3            | 64   | 116  | 0      | 0    | 193        | 122                | 9            | 8    | 35   | 0      | 0    | 174        | 525        |
| 12:45 PM      | 26                     | 28           | 96   | 2    | 0      | 0    | 152        | 4                  | 1            | 8    | 8    | 0      | 0    | 21         | 4                      | 4            | 61   | 125  | 0      | 0    | 194        | 101                | 5            | 7    | 37   | 0      | 0    | 150        | 517        |
| Hourly Total  | 95                     | 97           | 335  | 9    | 0      | 0    | 536        | 9                  | 8            | 38   | 27   | 0      | 0    | 82         | 29                     | 11           | 251  | 487  | 0      | 0    | 778        | 432                | 22           | 30   | 156  | 0      | 0    | 640        | 2036       |
| 1:00 PM       | 22                     | 13           | 76   | 2    | 0      | 1    | 113        | 1                  | 0            | 11   | 9    | 0      | 0    | 21         | 4                      | 4            | 66   | 111  | 0      | 0    | 185        | 51                 | 64           | 11   | 71   | 0      | 0    | 197        | 516        |
| 1:15 PM       | 33                     | 16           | 83   | 1    | 0      | 0    | 133        | 1                  | 1            | 6    | 7    | 0      | 0    | 15         | 9                      | 2            | 66   | 151  | 1      | 0    | 229        | 56                 | 71           | 12   | 47   | 0      | 0    | 186        | 563        |
| 1:30 PM       | 28                     | 16           | 70   | 1    | 0      | 0    | 115        | 0                  | 0            | 14   | 6    | 0      | 0    | 20         | 2                      | 3            | 70   | 123  | 0      | 0    | 198        | 71                 | 56           | 8    | 44   | 0      | 1    | 179        | 512        |
| 1:45 PM       | 26                     | 15           | 62   | 2    | 0      | 0    | 105        | 0                  | 1            | 4    | 7    | 0      | 0    | 12         | 10                     | 2            | 79   | 140  | 0      | 0    | 231        | 64                 | 59           | 9    | 49   | 0      | 1    | 181        | 529        |
| Hourly Total  | 109                    | 60           | 291  | 6    | 0      | 1    | 466        | 2                  | 2            | 35   | 29   | 0      | 0    | 68         | 25                     | 11           | 281  | 525  | 1      | 0    | 843        | 242                | 250          | 40   | 211  | 0      | 2    | 743        | 2120       |
| *** BREAK *** | -                      | -            | -    | -    | -      | -    | -          | -                  | -            | -    | -    | -      | -    | -          | -                      | -            | -    | -    | -      | -    | -          | -                  | -            | -    | -    | -      | -    | -          | -          |
| 3:30 PM       | 25                     | 20           | 82   | 0    | 0      | 0    | 127        | 0                  | 0            | 11   | 9    | 0      | 0    | 20         | 11                     | 0            | 106  | 200  | 0      | 0    | 317        | 47                 | 87           | 14   | 46   | 0      | 0    | 194        | 658        |
| 3:45 PM       | 21                     | 11           | 87   | 0    | 0      | 0    | 119        | 1                  | 0            | 10   | 6    | 0      | 0    | 17         | 15                     | 1            | 115  | 224  | 0      | 0    | 355        | 32                 | 59           | 11   | 42   | 0      | 0    | 144        | 635        |
| Hourly Total  | 46                     | 31           | 169  | 0    | 0      | 0    | 246        | 1                  | 0            | 21   | 15   | 0      | 0    | 37         | 26                     | 1            | 221  | 424  | 0      | 0    | 672        | 79                 | 146          | 25   | 88   | 0      | 0    | 338        | 1293       |

|                         |      |      |      |       |       |      |      |      |       |      |      |       |     |      |      |       |      |      |       |   |      |      |      |      |      |       |   |      |       |
|-------------------------|------|------|------|-------|-------|------|------|------|-------|------|------|-------|-----|------|------|-------|------|------|-------|---|------|------|------|------|------|-------|---|------|-------|
| 4:00 PM                 | 30   | 18   | 78   | 0     | 0     | 0    | 126  | 4    | 0     | 20   | 8    | 0     | 0   | 32   | 9    | 3     | 117  | 217  | 0     | 0 | 346  | 39   | 67   | 5    | 51   | 0     | 0 | 162  | 666   |
| 4:15 PM                 | 28   | 18   | 86   | 0     | 0     | 0    | 132  | 1    | 0     | 16   | 7    | 0     | 0   | 24   | 8    | 0     | 108  | 270  | 2     | 0 | 388  | 43   | 81   | 4    | 48   | 0     | 0 | 176  | 720   |
| 4:30 PM                 | 18   | 26   | 83   | 5     | 0     | 0    | 132  | 3    | 4     | 9    | 18   | 0     | 0   | 34   | 7    | 1     | 107  | 241  | 0     | 0 | 356  | 27   | 81   | 9    | 65   | 0     | 0 | 182  | 704   |
| 4:45 PM                 | 23   | 10   | 87   | 0     | 1     | 1    | 121  | 0    | 2     | 10   | 18   | 0     | 0   | 30   | 7    | 7     | 93   | 267  | 1     | 0 | 375  | 35   | 90   | 9    | 46   | 0     | 0 | 180  | 706   |
| Hourly Total            | 99   | 72   | 334  | 5     | 1     | 1    | 511  | 8    | 6     | 55   | 51   | 0     | 0   | 120  | 31   | 11    | 425  | 995  | 3     | 0 | 1465 | 144  | 319  | 27   | 210  | 0     | 0 | 700  | 2796  |
| 5:00 PM                 | 22   | 15   | 90   | 0     | 1     | 0    | 128  | 0    | 3     | 11   | 3    | 0     | 0   | 17   | 16   | 0     | 121  | 231  | 0     | 0 | 368  | 47   | 94   | 15   | 37   | 0     | 0 | 193  | 706   |
| 5:15 PM                 | 35   | 18   | 99   | 4     | 0     | 0    | 156  | 0    | 1     | 10   | 12   | 0     | 0   | 23   | 12   | 1     | 136  | 241  | 0     | 0 | 390  | 43   | 71   | 8    | 41   | 0     | 0 | 163  | 732   |
| 5:30 PM                 | 35   | 15   | 95   | 1     | 0     | 0    | 146  | 1    | 3     | 9    | 12   | 0     | 0   | 25   | 11   | 2     | 126  | 235  | 0     | 0 | 374  | 16   | 111  | 10   | 28   | 0     | 0 | 165  | 710   |
| 5:45 PM                 | 35   | 12   | 86   | 1     | 0     | 0    | 134  | 1    | 2     | 8    | 10   | 0     | 0   | 21   | 11   | 7     | 93   | 238  | 0     | 0 | 349  | 10   | 93   | 9    | 29   | 0     | 0 | 141  | 645   |
| Hourly Total            | 127  | 60   | 370  | 6     | 1     | 0    | 564  | 2    | 9     | 38   | 37   | 0     | 0   | 86   | 50   | 10    | 476  | 945  | 0     | 0 | 1481 | 116  | 369  | 42   | 135  | 0     | 0 | 662  | 2793  |
| 6:00 PM                 | 20   | 14   | 74   | 2     | 0     | 0    | 110  | 1    | 0     | 14   | 11   | 0     | 0   | 26   | 7    | 5     | 98   | 232  | 0     | 0 | 342  | 10   | 68   | 8    | 36   | 0     | 0 | 122  | 600   |
| 6:15 PM                 | 25   | 5    | 73   | 0     | 0     | 0    | 103  | 2    | 2     | 7    | 8    | 0     | 0   | 19   | 5    | 2     | 75   | 188  | 0     | 0 | 270  | 14   | 70   | 7    | 20   | 0     | 0 | 111  | 503   |
| Grand Total             | 724  | 501  | 2662 | 37    | 5     | 5    | 3929 | 32   | 33    | 270  | 240  | 1     | 5   | 576  | 233  | 79    | 2542 | 5210 | 5     | 0 | 8069 | 2864 | 2430 | 252  | 1353 | 1     | 2 | 6900 | 19474 |
| Approach %              | 18.4 | 12.8 | 67.8 | 0.9   | 0.1   | -    | -    | 5.6  | 5.7   | 46.9 | 41.7 | 0.2   | -   | -    | 2.9  | 1.0   | 31.5 | 64.6 | 0.1   | - | -    | 41.5 | 35.2 | 3.7  | 19.6 | 0.0   | - | -    | -     |
| Total %                 | 3.7  | 2.6  | 13.7 | 0.2   | 0.0   | -    | 20.2 | 0.2  | 0.2   | 1.4  | 1.2  | 0.0   | -   | 3.0  | 1.2  | 0.4   | 13.1 | 26.8 | 0.0   | - | 41.4 | 14.7 | 12.5 | 1.3  | 6.9  | 0.0   | - | 35.4 | -     |
| Lights                  | 720  | 497  | 2646 | 37    | 5     | -    | 3905 | 31   | 33    | 269  | 238  | 1     | -   | 572  | 231  | 79    | 2521 | 5157 | 5     | - | 7993 | 2837 | 2409 | 249  | 1341 | 1     | - | 6837 | 19307 |
| % Lights                | 99.4 | 99.2 | 99.4 | 100.0 | 100.0 | -    | 99.4 | 96.9 | 100.0 | 99.6 | 99.2 | 100.0 | -   | 99.3 | 99.1 | 100.0 | 99.2 | 99.0 | 100.0 | - | 99.1 | 99.1 | 99.1 | 98.8 | 99.1 | 100.0 | - | 99.1 | 99.1  |
| Mediums                 | 4    | 4    | 16   | 0     | 0     | -    | 24   | 1    | 0     | 1    | 1    | 0     | -   | 3    | 2    | 0     | 21   | 48   | 0     | - | 71   | 21   | 20   | 2    | 12   | 0     | - | 55   | 153   |
| % Mediums               | 0.6  | 0.8  | 0.6  | 0.0   | 0.0   | -    | 0.6  | 3.1  | 0.0   | 0.4  | 0.4  | 0.0   | -   | 0.5  | 0.9  | 0.0   | 0.8  | 0.9  | 0.0   | - | 0.9  | 0.7  | 0.8  | 0.8  | 0.9  | 0.0   | - | 0.8  | 0.8   |
| Articulated Trucks      | 0    | 0    | 0    | 0     | 0     | -    | 0    | 0    | 0     | 0    | 0    | 0     | -   | 0    | 0    | 0     | 0    | 4    | 0     | - | 4    | 5    | 1    | 0    | 0    | 0     | - | 6    | 10    |
| % Articulated Trucks    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | -    | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | -   | 0.0  | 0.0  | 0.0   | 0.0  | 0.1  | 0.0   | - | 0.0  | 0.2  | 0.0  | 0.0  | 0.0  | 0.0   | - | 0.1  | 0.1   |
| Bicycles on Road        | 0    | 0    | 0    | 0     | 0     | -    | 0    | 0    | 0     | 1    | 0    | -     | 1   | 0    | 0    | 0     | 0    | 1    | 0     | - | 1    | 1    | 0    | 1    | 0    | 0     | - | 2    | 4     |
| % Bicycles on Road      | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | -    | 0.0  | 0.0  | 0.0   | 0.4  | 0.0  | -     | 0.2 | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | - | 0.0  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0   | - | 0.0  | 0.0   |
| Bicycles on Crosswalk   | -    | -    | -    | -     | -     | 2    | -    | -    | -     | -    | -    | 0     | -   | -    | -    | -     | -    | -    | -     | 0 | -    | -    | -    | -    | -    | 0     | - | -    | -     |
| % Bicycles on Crosswalk | -    | -    | -    | -     | -     | 40.0 | -    | -    | -     | -    | -    | 0.0   | -   | -    | -    | -     | -    | -    | -     | - | -    | -    | -    | -    | -    | 0.0   | - | -    | -     |
| Pedestrians             | -    | -    | -    | -     | -     | 3    | -    | -    | -     | -    | -    | 5     | -   | -    | -    | -     | -    | -    | 0     | - | -    | -    | -    | -    | -    | 2     | - | -    | -     |
| % Pedestrians           | -    | -    | -    | -     | -     | 60.0 | -    | -    | -     | -    | -    | 100.0 | -   | -    | -    | -     | -    | -    | -     | - | -    | -    | -    | -    | -    | 100.0 | - | -    | -     |

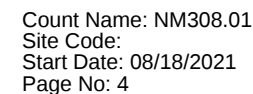


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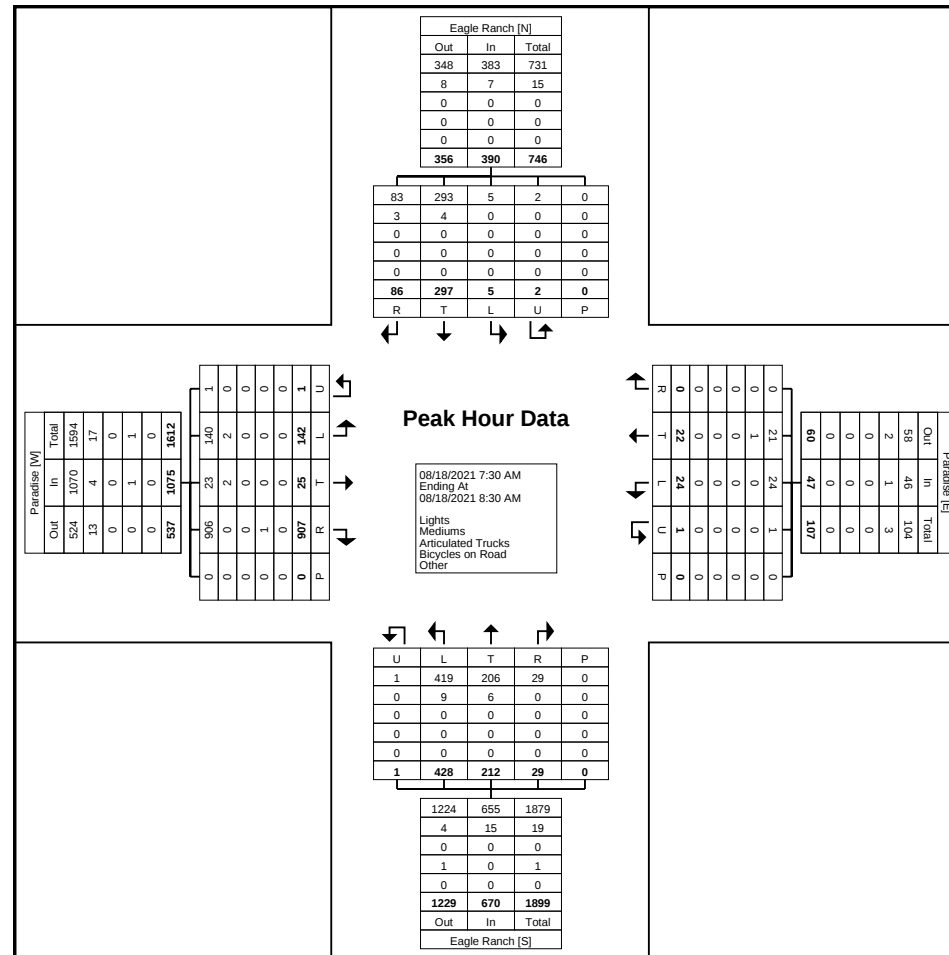
Turning Movement Data Plot

[illegible]



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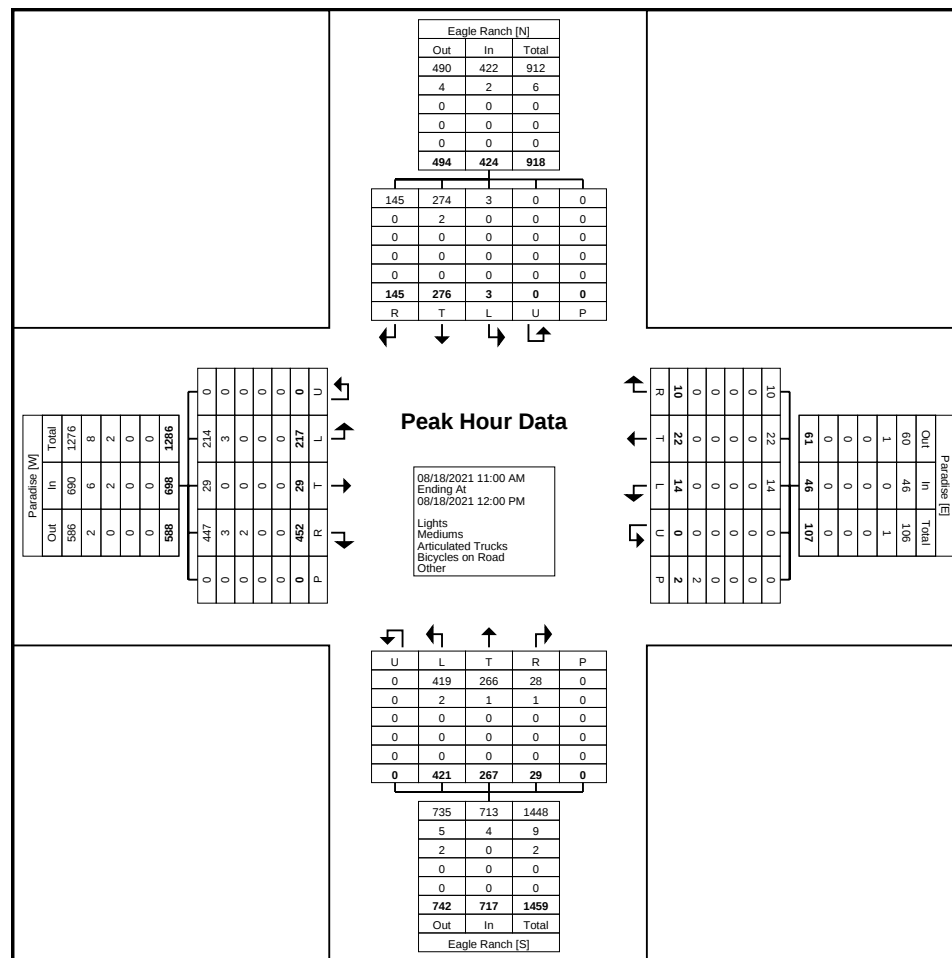




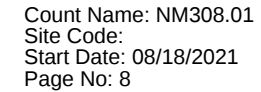


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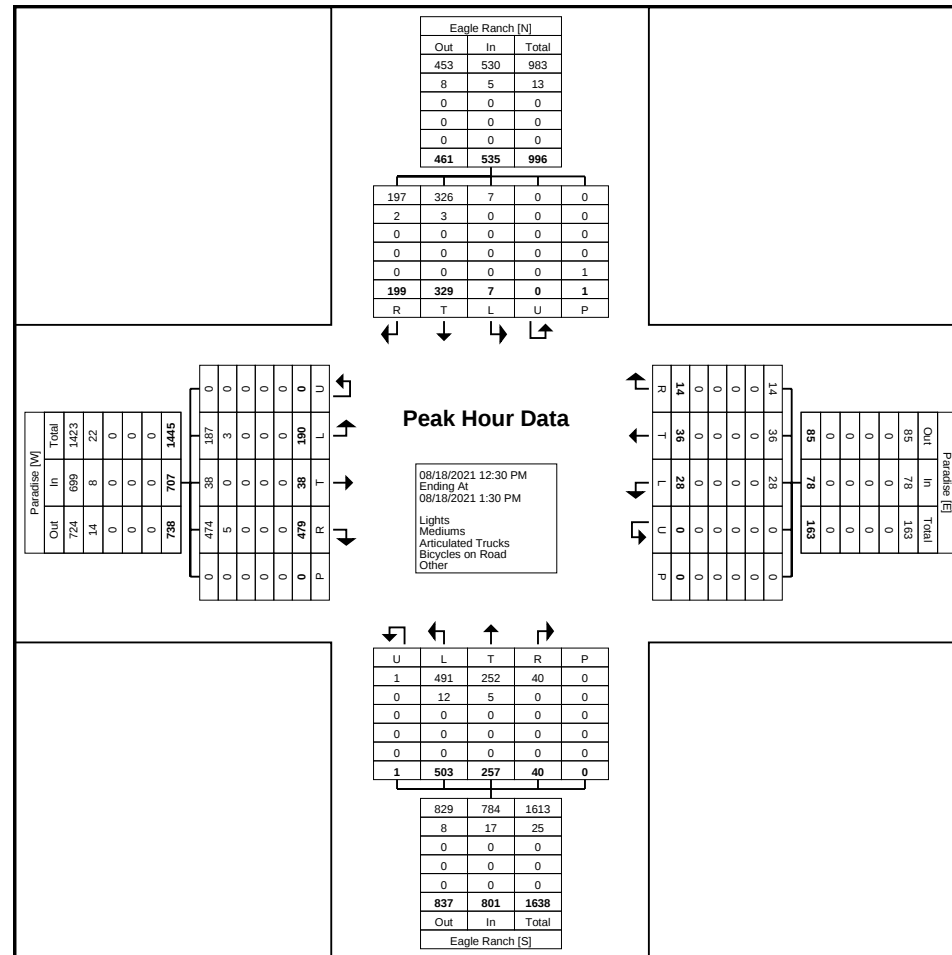
### Turning Movement Peak Hour Data Plot (11:00 AM)

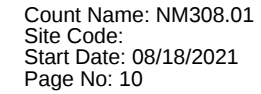




Lee Engineering, LLC  
Phoenix, Arizona - Dallas, Texas  
Oklahoma City, Oklahoma - San Antonio, Texas  
Albuquerque, New Mexico, United States  
jkruse@lee-eng.com

Count Name: NM308.01  
Site Code:  
Start Date: 08/18/2021  
Page No: 9

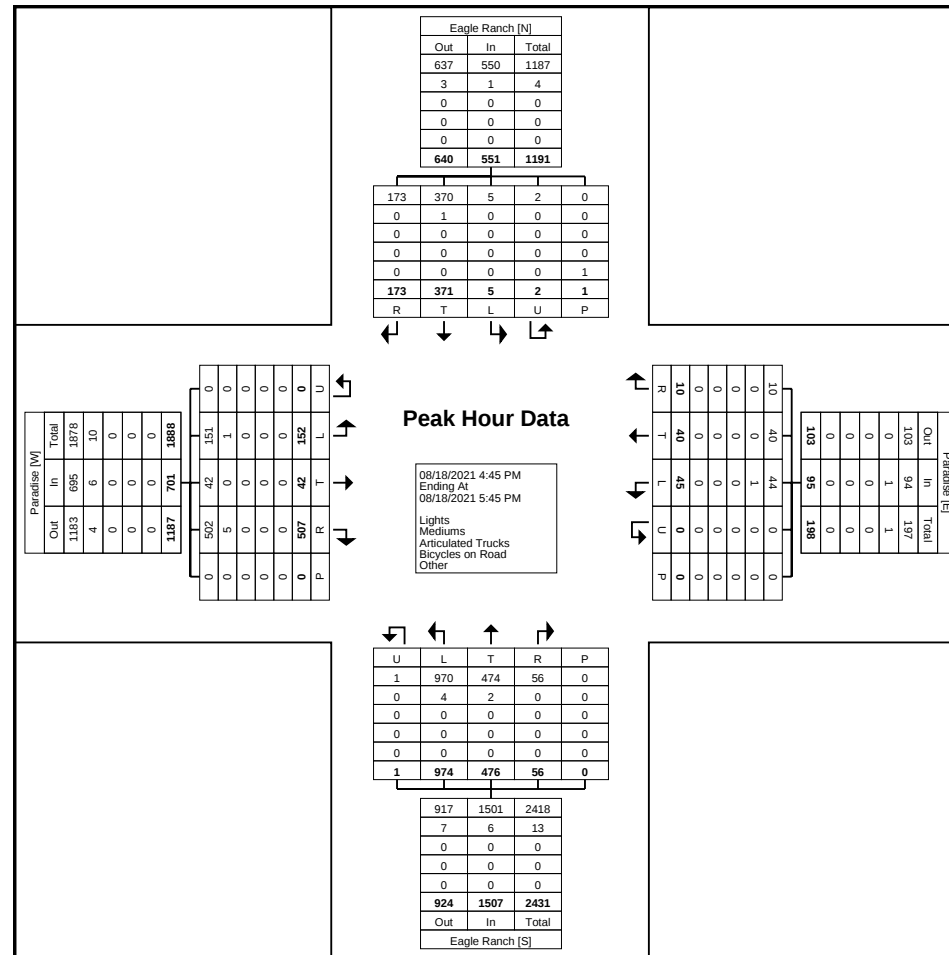






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Albuquerque, New Mexico, United States  
jkruse@lee-eng.com

Count Name: NM308.01  
Site Code:  
Start Date: 08/18/2021  
Page No: 11



## Appendix C:

# Trip Generation Manual Excerpts

# Multifamily Housing (Low-Rise) (220)

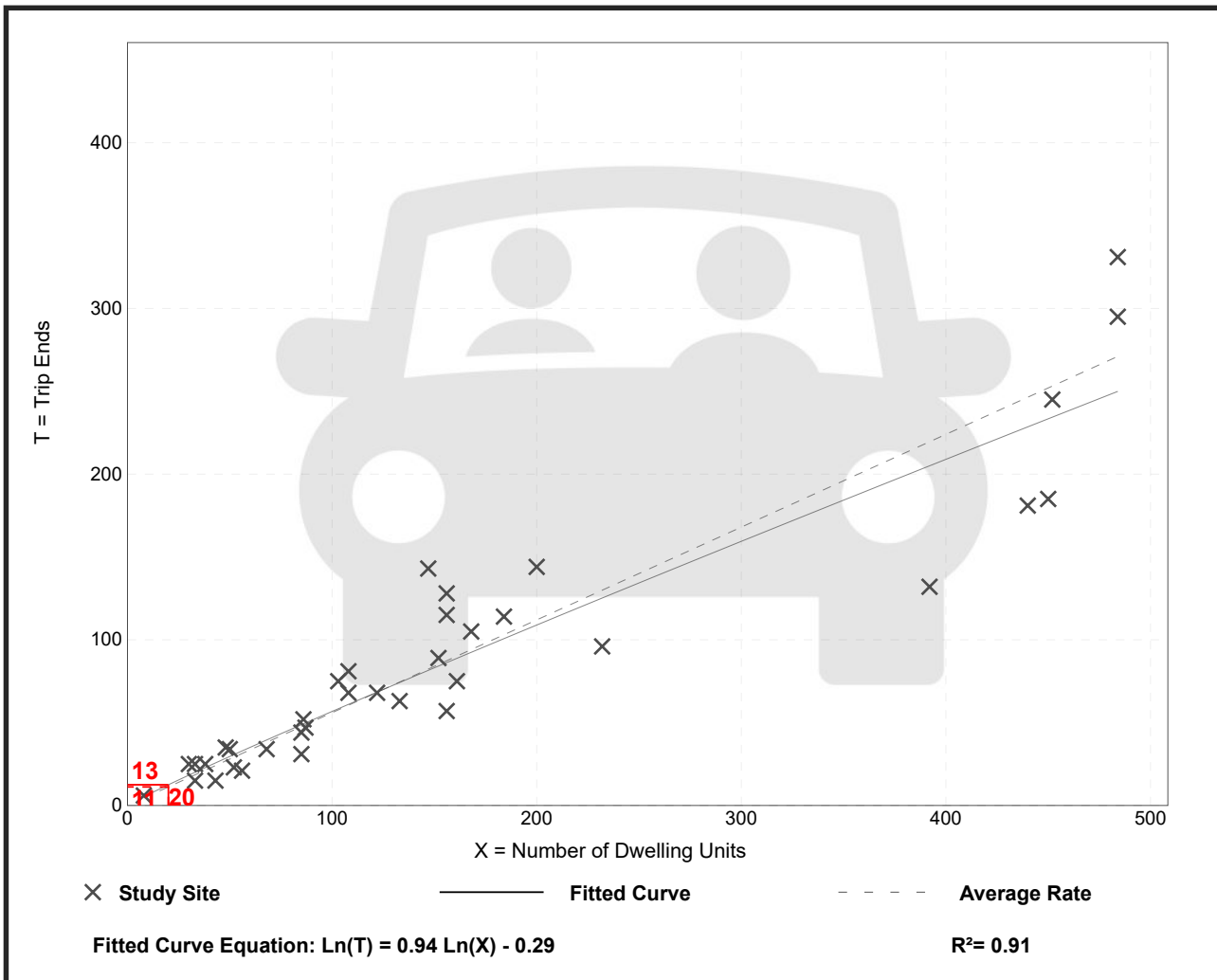
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 36  
Avg. Num. of Dwelling Units: 161  
Directional Distribution: 28% entering, 72% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.56         | 0.34 - 0.97    | 0.15               |

## Data Plot and Equation



# Multifamily Housing (Low-Rise) (220)

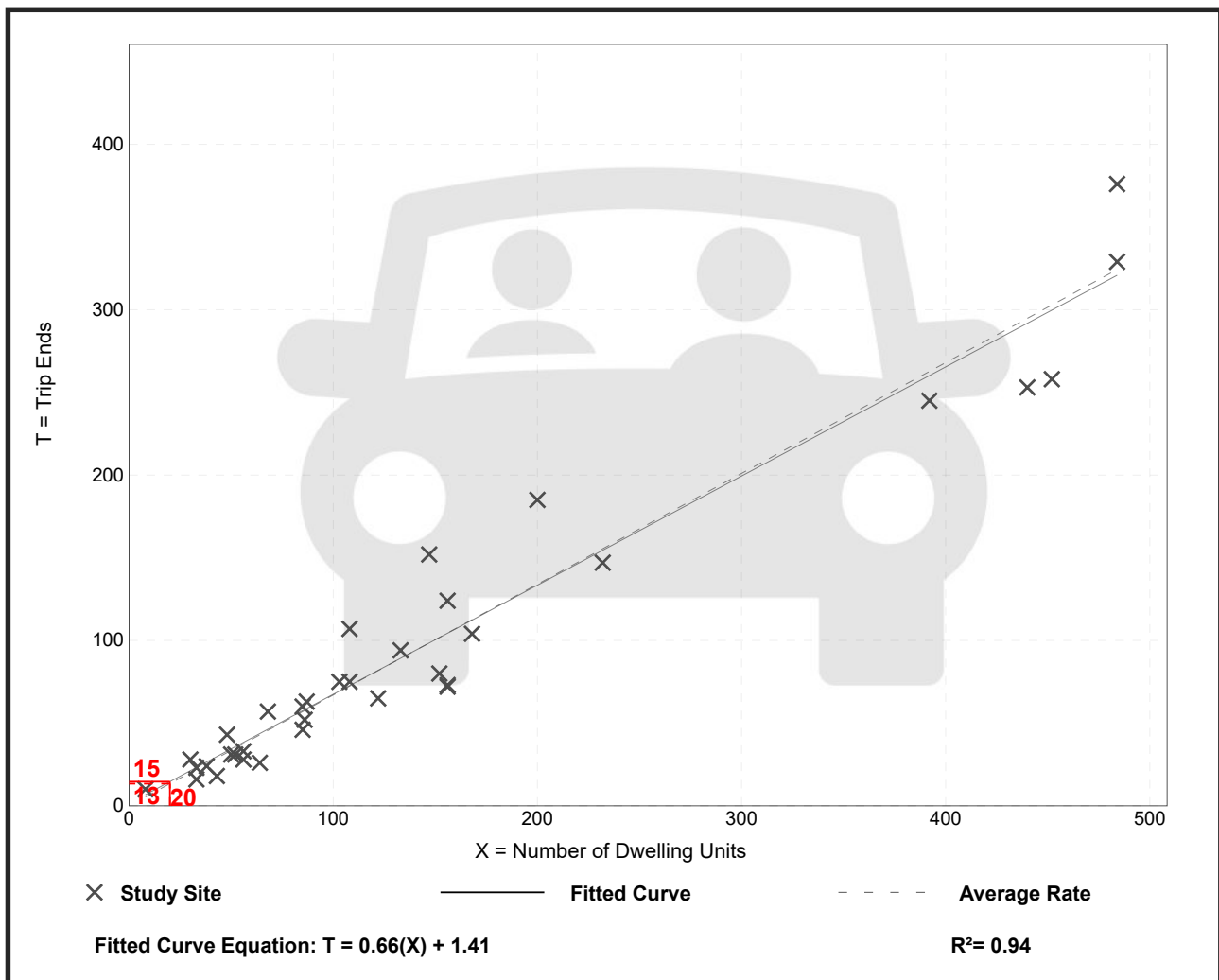
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 35  
Avg. Num. of Dwelling Units: 146  
Directional Distribution: 59% entering, 41% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.67         | 0.41 - 1.25    | 0.14               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) (221)

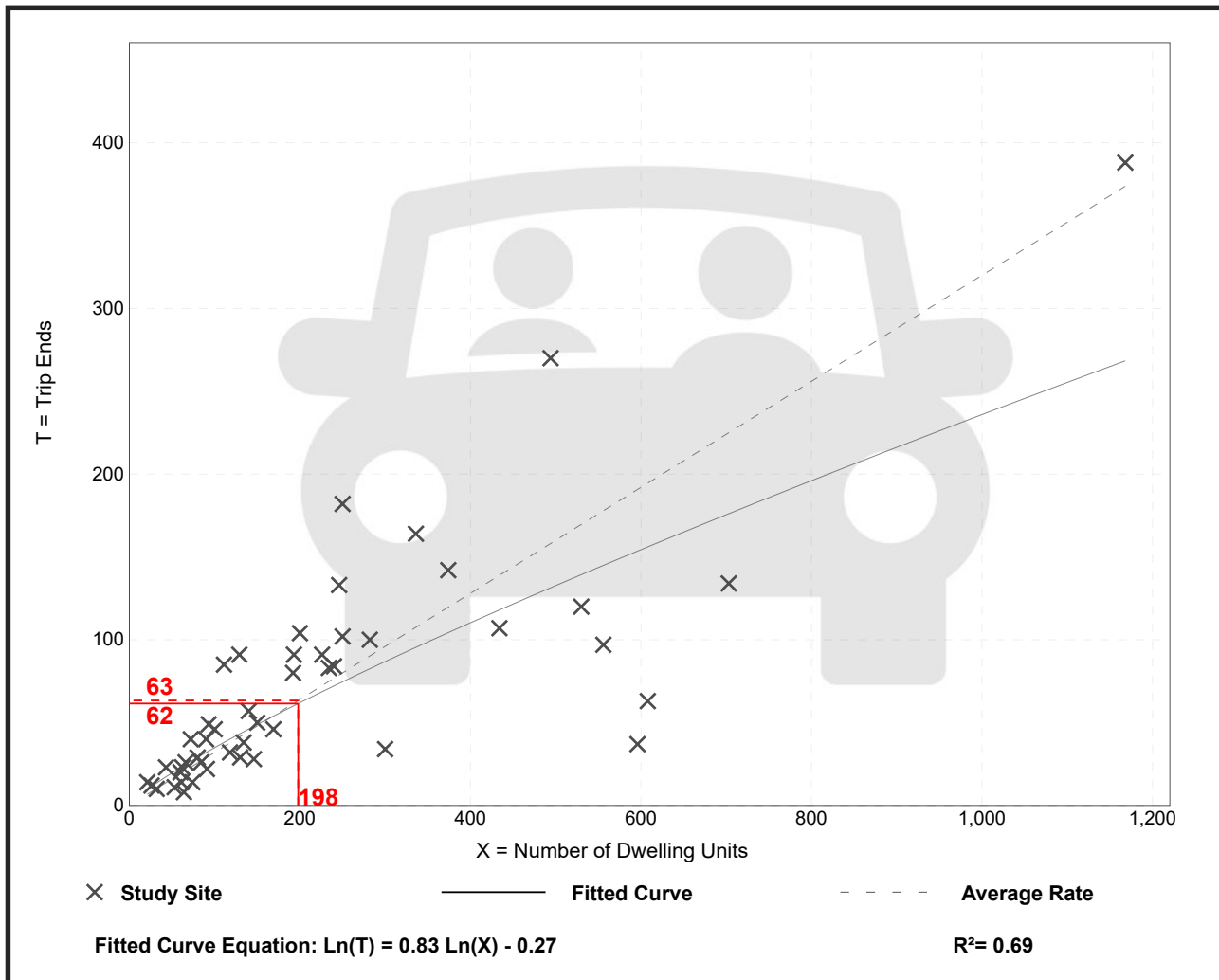
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 48  
Avg. Num. of Dwelling Units: 225  
Directional Distribution: 27% entering, 73% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.32         | 0.06 - 0.77    | 0.17               |

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) (221)

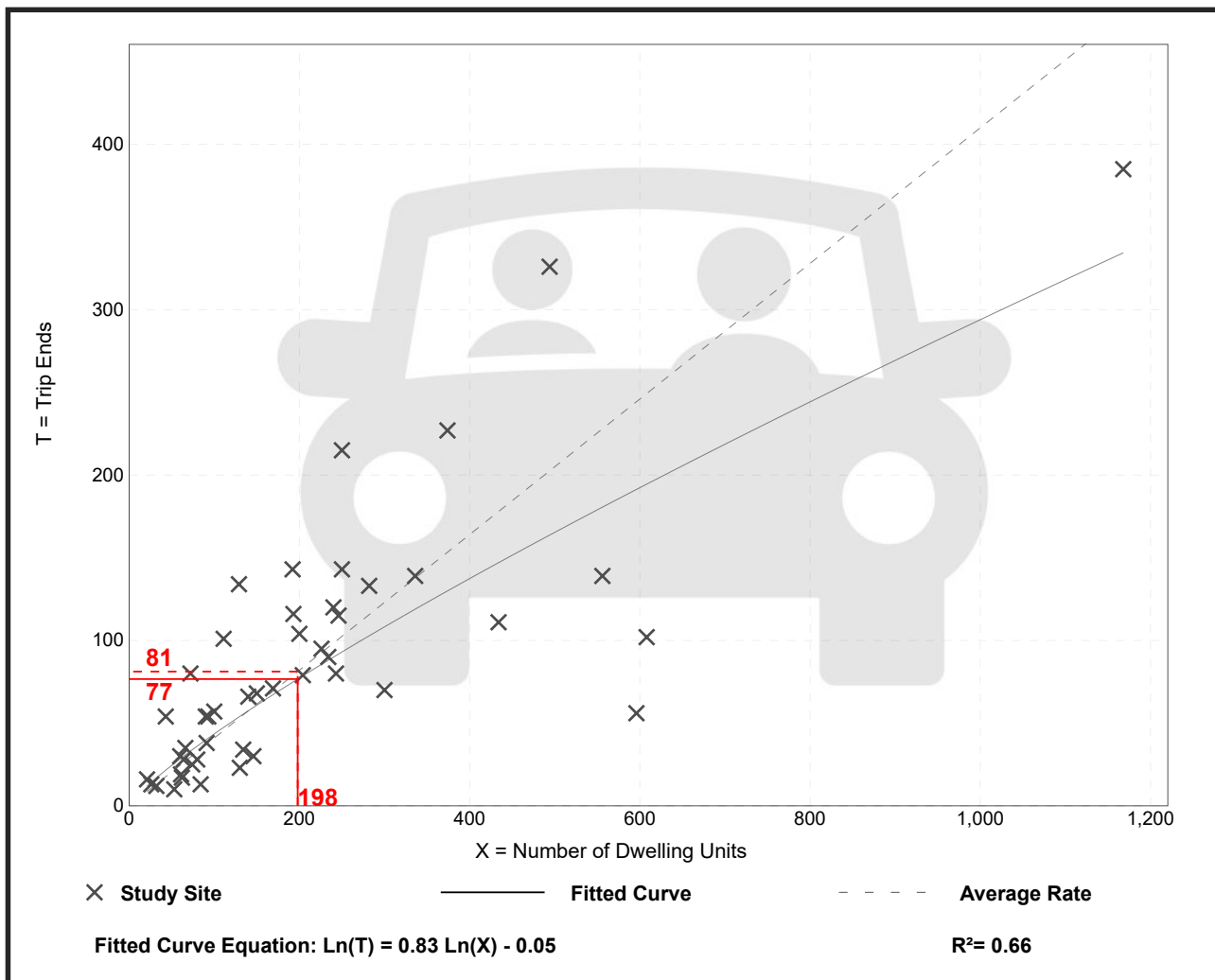
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 47  
Avg. Num. of Dwelling Units: 211  
Directional Distribution: 60% entering, 40% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.41         | 0.09 - 1.26    | 0.22               |

## Data Plot and Equation

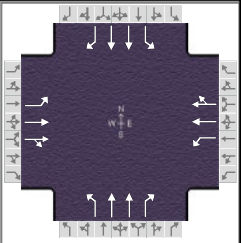
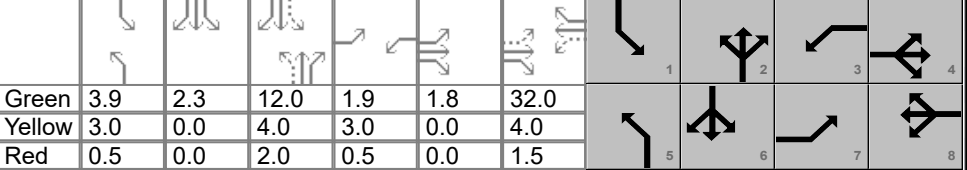


Appendix D:

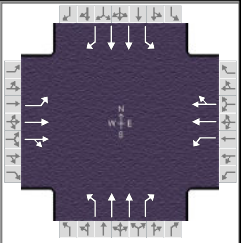
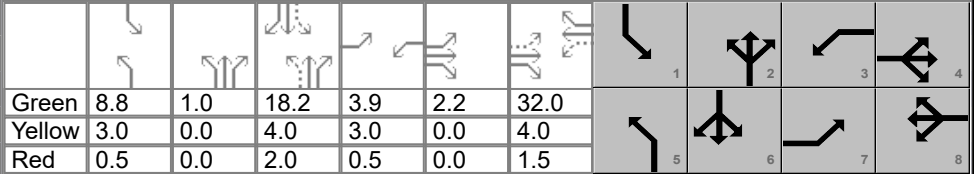
HCS Software LOS & Capacity Output Sheets

Eagle Ranch Rd and Irving Blvd

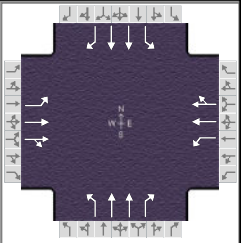
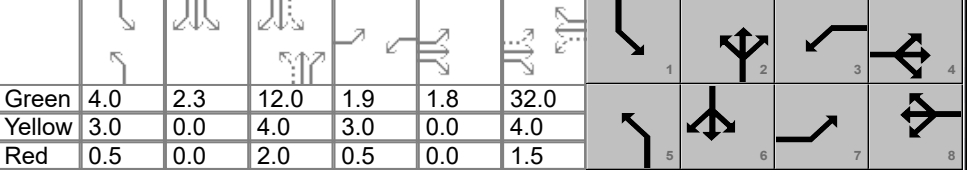
# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                            |     |               |      | Intersection Information                                                           |       |                 |       |         |  |       |       |      |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|----------------------------|-----|---------------|------|------------------------------------------------------------------------------------|-------|-----------------|-------|---------|-------------------------------------------------------------------------------------|-------|-------|------|-------|-------|-------|------|--|------|--|
| Agency                                          |       |                            |     |               |      | Duration, h                                                                        |       | 0.250           |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Analyst                                         |       |                            |     | Analysis Date |      | 8/26/2021                                                                          |       | Area Type       |       | Other   |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                            |     | Time Period   |      |                                                                                    |       | PHF             |       | 0.93    |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Urban Street                                    |       | Irving Blvd                |     | Analysis Year |      | 2021                                                                               |       | Analysis Period |       | 1> 7:30 |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Intersection                                    |       | Irving Blvd and Eagle R... |     | File Name     |      | 1-Existing AM Peak.xus                                                             |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Project Description                             |       | 2021 AM Existing           |     |               |      |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Demand Information                              |       |                            |     |               |      | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                            |     |               |      | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                            |     |               |      | 93                                                                                 | 774   | 87              | 44    | 320     | 74                                                                                  | 78    | 198   | 68   | 131   | 185   | 68    |      |  |      |  |
| Signal Information                              |       |                            |     |               |      |  |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Cycle, s                                        | 72.3  | Reference Phase            | 2   |               |      |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point            | End |               |      |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W            | On  |               |      |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Force Mode                                      | Fixed | Simult. Gap N/S            | On  |               |      |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
|                                                 |       | Green                      | 3.9 | 2.3           | 12.0 | 1.9                                                                                | 1.8   | 32.0            |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
|                                                 |       | Yellow                     | 3.0 | 0.0           | 4.0  | 3.0                                                                                | 0.0   | 4.0             |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
|                                                 |       | Red                        | 0.5 | 0.0           | 2.0  | 0.5                                                                                | 0.0   | 1.5             |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Timer Results                                   |       |                            |     |               |      | EBL                                                                                |       | EBT             |       | WBL     |                                                                                     | WBT   |       | NBL  |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                            |     |               |      | 7                                                                                  |       | 4               |       | 3       |                                                                                     | 8     |       | 5    |       | 2     |       | 1    |  | 6    |  |
| Case Number                                     |       |                            |     |               |      | 1.1                                                                                |       | 4.0             |       | 1.1     |                                                                                     | 4.0   |       | 1.1  |       | 3.0   |       | 1.1  |  | 3.0  |  |
| Phase Duration, s                               |       |                            |     |               |      | 7.1                                                                                |       | 39.3            |       | 5.4     |                                                                                     | 37.5  |       | 7.4  |       | 18.0  |       | 9.7  |  | 20.3 |  |
| Change Period, ( Y+R c ), s                     |       |                            |     |               |      | 3.5                                                                                |       | 5.5             |       | 3.5     |                                                                                     | 5.5   |       | 3.5  |       | 6.0   |       | 3.5  |  | 6.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                            |     |               |      | 2.6                                                                                |       | 4.5             |       | 2.6     |                                                                                     | 4.5   |       | 2.6  |       | 3.1   |       | 2.6  |  | 3.1  |  |
| Queue Clearance Time ( g s ), s                 |       |                            |     |               |      | 4.1                                                                                |       | 14.7            |       | 3.0     |                                                                                     | 7.3   |       | 4.7  |       | 5.8   |       | 6.5  |  | 5.4  |  |
| Green Extension Time ( g e ), s                 |       |                            |     |               |      | 0.1                                                                                |       | 6.1             |       | 0.0     |                                                                                     | 6.9   |       | 0.1  |       | 1.2   |       | 0.1  |  | 1.2  |  |
| Phase Call Probability                          |       |                            |     |               |      | 0.87                                                                               |       | 1.00            |       | 0.61    |                                                                                     | 1.00  |       | 0.81 |       | 1.00  |       | 0.94 |  | 1.00 |  |
| Max Out Probability                             |       |                            |     |               |      | 0.00                                                                               |       | 0.26            |       | 0.00    |                                                                                     | 0.12  |       | 0.00 |       | 0.00  |       | 0.00 |  | 0.00 |  |
| Movement Group Results                          |       |                            |     |               |      | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                            |     |               |      | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                            |     |               |      | 7                                                                                  | 4     | 14              | 3     | 8       | 18                                                                                  | 5     | 2     | 12   | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                            |     |               |      | 100                                                                                | 471   | 455             | 47    | 217     | 207                                                                                 | 84    | 213   | 73   | 141   | 199   | 73    |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                            |     |               |      | 1810                                                                               | 1900  | 1832            | 1810  | 1900    | 1777                                                                                | 1810  | 1809  |      | 1810  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                            |     |               |      | 2.1                                                                                | 12.7  | 12.7            | 1.0   | 5.2     | 5.3                                                                                 | 2.7   | 3.8   |      | 4.5   | 3.4   | 2.8   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                            |     |               |      | 2.1                                                                                | 12.7  | 12.7            | 1.0   | 5.2     | 5.3                                                                                 | 2.7   | 3.8   |      | 4.5   | 3.4   | 2.8   |      |  |      |  |
| Green Ratio ( g/C )                             |       |                            |     |               |      | 0.50                                                                               | 0.47  | 0.47            | 0.47  | 0.44    | 0.44                                                                                | 0.22  | 0.17  |      | 0.26  | 0.20  | 0.20  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                            |     |               |      | 551                                                                                | 886   | 855             | 308   | 840     | 786                                                                                 | 346   | 600   |      | 390   | 715   | 318   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                            |     |               |      | 0.181                                                                              | 0.532 | 0.532           | 0.154 | 0.258   | 0.263                                                                               | 0.243 | 0.355 |      | 0.361 | 0.278 | 0.230 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                            |     |               |      | 33.6                                                                               | 227.8 | 222             | 16.8  | 96.9    | 93.4                                                                                | 50.1  | 70    |      | 81.1  | 62    | 45.2  |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                            |     |               |      | 1.3                                                                                | 9.1   | 8.9             | 0.7   | 3.9     | 3.7                                                                                 | 2.0   | 2.8   |      | 3.2   | 2.5   | 1.8   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                            |     |               |      | 0.28                                                                               | 0.00  | 0.00            | 0.12  | 0.00    | 0.00                                                                                | 0.53  | 0.00  |      | 0.77  | 0.00  | 0.43  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                            |     |               |      | 10.0                                                                               | 13.7  | 13.7            | 11.8  | 12.7    | 12.7                                                                                | 23.2  | 26.7  |      | 21.5  | 24.6  | 24.4  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                            |     |               |      | 0.1                                                                                | 2.3   | 2.4             | 0.1   | 0.7     | 0.8                                                                                 | 0.1   | 0.1   |      | 0.2   | 0.1   | 0.1   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                            |     |               |      | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0     | 0.0                                                                                 | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                            |     |               |      | 10.0                                                                               | 16.0  | 16.1            | 11.9  | 13.4    | 13.5                                                                                | 23.3  | 26.9  | 0.0  | 21.7  | 24.7  | 24.5  |      |  |      |  |
| Level of Service (LOS)                          |       |                            |     |               |      | B                                                                                  | B     | B               | B     | B       | B                                                                                   | C     | C     | A    | C     | C     | C     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                            |     |               |      | 15.4                                                                               |       | B               |       | 13.3    |                                                                                     | B     |       | 20.7 |       | C     |       | 23.6 |  | C    |  |
| Intersection Delay, s/veh / LOS                 |       |                            |     |               |      | 17.3                                                                               |       |                 |       |         |                                                                                     | B     |       |      |       |       |       |      |  |      |  |
| Multimodal Results                              |       |                            |     |               |      | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                            |     |               |      | 2.40                                                                               |       | B               |       | 2.41    |                                                                                     | B     |       | 2.29 |       | B     |       | 2.28 |  | B    |  |
| Bicycle LOS Score / LOS                         |       |                            |     |               |      | 1.33                                                                               |       | A               |       | 0.88    |                                                                                     | A     |       | 0.79 |       | A     |       | 0.83 |  | A    |  |

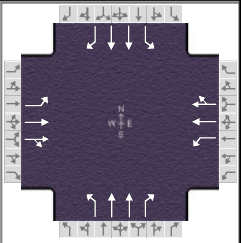
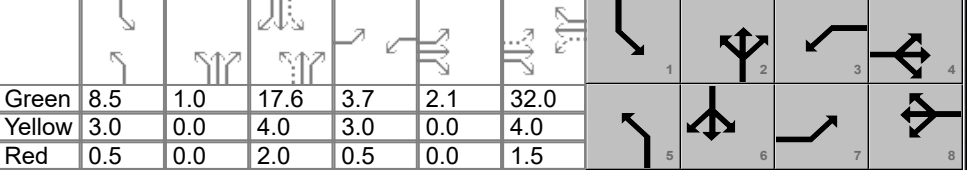
# HCS7 Signalized Intersection Results Summary

| General Information                             |  |                            |                 |               |     | Intersection Information                                                           |       |                 |       |          |  |       |       |      |       |       |       |      |  |      |  |
|-------------------------------------------------|--|----------------------------|-----------------|---------------|-----|------------------------------------------------------------------------------------|-------|-----------------|-------|----------|-------------------------------------------------------------------------------------|-------|-------|------|-------|-------|-------|------|--|------|--|
| Agency                                          |  |                            |                 |               |     | Duration, h                                                                        |       | 0.250           |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Analyst                                         |  |                            |                 | Analysis Date |     | 8/26/2021                                                                          |       | Area Type       |       | Other    |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Jurisdiction                                    |  |                            |                 | Time Period   |     |                                                                                    |       | PHF             |       | 0.96     |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Urban Street                                    |  | Irving Blvd                |                 | Analysis Year |     | 2021                                                                               |       | Analysis Period |       | 1> 16:45 |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Intersection                                    |  | Irving Blvd and Eagle R... |                 | File Name     |     | 2-Existing PM Peak.xus                                                             |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Project Description                             |  | 2021 PM Existing           |                 |               |     |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Demand Information                              |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |  |                            |                 |               |     | L                                                                                  | T     | R               | L     | T        | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |  |                            |                 |               |     | 144                                                                                | 439   | 85              | 82    | 704      | 145                                                                                 | 209   | 343   | 113  | 183   | 382   | 272   |      |  |      |  |
| Signal Information                              |  |                            |                 |               |     |  |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Cycle, s                                        |  | 84.6                       | Reference Phase |               | 2   |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Offset, s                                       |  | 0                          | Reference Point |               | End |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Uncoordinated                                   |  | Yes                        | Simult. Gap E/W |               | On  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Force Mode                                      |  | Fixed                      | Simult. Gap N/S |               | On  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Green                                                                              | 8.8   | 1.0             | 18.2  | 3.9      | 2.2                                                                                 | 32.0  |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Yellow                                                                             | 3.0   | 0.0             | 4.0   | 3.0      | 0.0                                                                                 | 4.0   |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Red                                                                                | 0.5   | 0.0             | 2.0   | 0.5      | 0.0                                                                                 | 1.5   |       |      |       |       |       |      |  |      |  |
| Timer Results                                   |  |                            |                 |               |     | EBL                                                                                |       | EBT             |       | WBL      |                                                                                     | WBT   |       | NBL  |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |  |                            |                 |               |     | 7                                                                                  |       | 4               |       | 3        |                                                                                     | 8     |       | 5    |       | 2     |       | 1    |  | 6    |  |
| Case Number                                     |  |                            |                 |               |     | 1.1                                                                                |       | 4.0             |       | 1.1      |                                                                                     | 4.0   |       | 1.1  |       | 3.0   |       | 1.1  |  | 3.0  |  |
| Phase Duration, s                               |  |                            |                 |               |     | 9.5                                                                                |       | 39.7            |       | 7.4      |                                                                                     | 37.5  |       | 13.3 |       | 25.2  |       | 12.3 |  | 24.2 |  |
| Change Period, ( Y+R c ), s                     |  |                            |                 |               |     | 3.5                                                                                |       | 5.5             |       | 3.5      |                                                                                     | 5.5   |       | 3.5  |       | 6.0   |       | 3.5  |  | 6.0  |  |
| Max Allow Headway ( MAH ), s                    |  |                            |                 |               |     | 2.6                                                                                |       | 3.8             |       | 2.6      |                                                                                     | 3.8   |       | 2.6  |       | 3.1   |       | 2.6  |  | 3.1  |  |
| Queue Clearance Time ( g s ), s                 |  |                            |                 |               |     | 6.1                                                                                |       | 10.8            |       | 4.4      |                                                                                     | 18.6  |       | 9.7  |       | 9.2   |       | 8.8  |  | 16.2 |  |
| Green Extension Time ( g e ), s                 |  |                            |                 |               |     | 0.1                                                                                |       | 5.0             |       | 0.0      |                                                                                     | 4.3   |       | 0.1  |       | 2.6   |       | 0.1  |  | 2.0  |  |
| Phase Call Probability                          |  |                            |                 |               |     | 0.97                                                                               |       | 1.00            |       | 0.87     |                                                                                     | 1.00  |       | 0.99 |       | 1.00  |       | 0.99 |  | 1.00 |  |
| Max Out Probability                             |  |                            |                 |               |     | 0.01                                                                               |       | 0.08            |       | 0.00     |                                                                                     | 0.25  |       | 0.01 |       | 0.02  |       | 0.00 |  | 0.23 |  |
| Movement Group Results                          |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |  |                            |                 |               |     | L                                                                                  | T     | R               | L     | T        | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |  |                            |                 |               |     | 7                                                                                  | 4     | 14              | 3     | 8        | 18                                                                                  | 5     | 2     | 12   | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |  |                            |                 |               |     | 150                                                                                | 279   | 266             | 85    | 456      | 429                                                                                 | 218   | 357   | 118  | 191   | 398   | 283   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |  |                            |                 |               |     | 1810                                                                               | 1900  | 1793            | 1810  | 1900     | 1787                                                                                | 1810  | 1809  |      | 1810  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |  |                            |                 |               |     | 4.1                                                                                | 8.7   | 8.8             | 2.4   | 16.6     | 16.6                                                                                | 7.7   | 7.2   |      | 6.8   | 8.2   | 14.2  |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |  |                            |                 |               |     | 4.1                                                                                | 8.7   | 8.8             | 2.4   | 16.6     | 16.6                                                                                | 7.7   | 7.2   |      | 6.8   | 8.2   | 14.2  |      |  |      |  |
| Green Ratio ( g/C )                             |  |                            |                 |               |     | 0.46                                                                               | 0.40  | 0.40            | 0.42  | 0.38     | 0.38                                                                                | 0.33  | 0.23  |      | 0.32  | 0.22  | 0.22  |      |  |      |  |
| Capacity ( c ), veh/h                           |  |                            |                 |               |     | 331                                                                                | 768   | 725             | 409   | 719      | 676                                                                                 | 414   | 822   |      | 397   | 779   | 347   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |  |                            |                 |               |     | 0.454                                                                              | 0.364 | 0.368           | 0.209 | 0.634    | 0.634                                                                               | 0.526 | 0.435 |      | 0.480 | 0.511 | 0.818 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |  |                            |                 |               |     | 72.2                                                                               | 173.1 | 166.2           | 42.3  | 307.2    | 294                                                                                 | 141.6 | 134.9 |      | 124.6 | 155.1 | 246.7 |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |  |                            |                 |               |     | 2.9                                                                                | 6.9   | 6.6             | 1.7   | 12.3     | 11.8                                                                                | 5.7   | 5.4   |      | 5.0   | 6.2   | 9.9   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |  |                            |                 |               |     | 0.60                                                                               | 0.00  | 0.00            | 0.29  | 0.00     | 0.00                                                                                | 1.49  | 0.00  |      | 1.19  | 0.00  | 2.35  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |  |                            |                 |               |     | 15.9                                                                               | 17.6  | 17.6            | 15.2  | 21.5     | 21.5                                                                                | 22.0  | 28.0  |      | 22.4  | 29.3  | 31.6  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |  |                            |                 |               |     | 0.4                                                                                | 1.3   | 1.4             | 0.1   | 4.2      | 4.5                                                                                 | 0.4   | 0.1   |      | 0.3   | 0.2   | 6.5   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |  |                            |                 |               |     | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0      | 0.0                                                                                 | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |  |                            |                 |               |     | 16.2                                                                               | 18.9  | 19.1            | 15.3  | 25.7     | 26.0                                                                                | 22.4  | 28.2  | 0.0  | 22.7  | 29.5  | 38.1  |      |  |      |  |
| Level of Service (LOS)                          |  |                            |                 |               |     | B                                                                                  | B     | B               | B     | C        | C                                                                                   | C     | C     | A    | C     | C     | D     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |  |                            |                 |               |     | 18.4                                                                               |       | B               |       | 24.9     |                                                                                     | C     |       | 21.6 |       | C     |       | 30.8 |  | C    |  |
| Intersection Delay, s/veh / LOS                 |  |                            |                 |               |     | 24.4                                                                               |       |                 |       |          |                                                                                     |       |       |      |       | C     |       |      |  |      |  |
| Multimodal Results                              |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |  |                            |                 |               |     | 2.42                                                                               |       | B               |       | 2.42     |                                                                                     | B     |       | 2.29 |       | B     |       | 2.29 |  | B    |  |
| Bicycle LOS Score / LOS                         |  |                            |                 |               |     | 1.06                                                                               |       | A               |       | 1.29     |                                                                                     | A     |       | 1.06 |       | A     |       | 1.21 |  | A    |  |

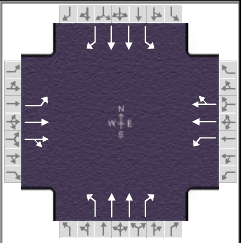
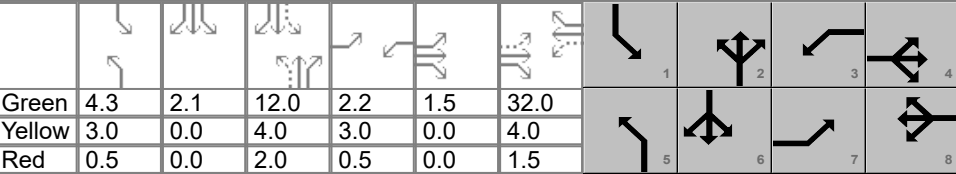
# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                            |      |               |     | Intersection Information                                                           |       |                 |       |         |  |       |       |     |       |       |       |
|-------------------------------------------------|-------|----------------------------|------|---------------|-----|------------------------------------------------------------------------------------|-------|-----------------|-------|---------|-------------------------------------------------------------------------------------|-------|-------|-----|-------|-------|-------|
| Agency                                          |       |                            |      |               |     | Duration, h                                                                        |       | 0.250           |       |         |                                                                                     |       |       |     |       |       |       |
| Analyst                                         |       |                            |      | Analysis Date |     | 8/26/2021                                                                          |       | Area Type       |       | Other   |                                                                                     |       |       |     |       |       |       |
| Jurisdiction                                    |       |                            |      | Time Period   |     |                                                                                    |       | PHF             |       | 0.93    |                                                                                     |       |       |     |       |       |       |
| Urban Street                                    |       | Irving Blvd                |      | Analysis Year |     | 2021                                                                               |       | Analysis Period |       | 1> 7:30 |                                                                                     |       |       |     |       |       |       |
| Intersection                                    |       | Irving Blvd and Eagle R... |      | File Name     |     | 3-Background AM Peak.xus                                                           |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Project Description                             |       | 2022 AM Background         |      |               |     |                                                                                    |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Demand Information                              |       |                            |      |               |     | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |     | SB    |       |       |
| Approach Movement                               |       |                            |      |               |     | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R   | L     | T     | R     |
| Demand ( v ), veh/h                             |       |                            |      |               |     | 94                                                                                 | 782   | 88              | 45    | 324     | 75                                                                                  | 79    | 200   | 69  | 133   | 187   | 69    |
| Signal Information                              |       |                            |      |               |     |  |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Cycle, s                                        | 72.5  | Reference Phase            | 2    |               |     |                                                                                    |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Offset, s                                       | 0     | Reference Point            | End  |               |     |                                                                                    |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Uncoordinated                                   | Yes   | Simult. Gap E/W            | On   |               |     |                                                                                    |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Force Mode                                      | Fixed | Simult. Gap N/S            | On   |               |     |                                                                                    |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Green                                           | 4.0   | 2.3                        | 12.0 | 1.9           | 1.8 | 32.0                                                                               |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Yellow                                          | 3.0   | 0.0                        | 4.0  | 3.0           | 0.0 | 4.0                                                                                |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Red                                             | 0.5   | 0.0                        | 2.0  | 0.5           | 0.0 | 1.5                                                                                |       |                 |       |         |                                                                                     |       |       |     |       |       |       |
| Timer Results                                   |       |                            |      |               |     | EBL                                                                                | EBT   | WBL             | WBT   | NBL     | NBT                                                                                 | SBL   | SBT   |     |       |       |       |
| Assigned Phase                                  |       |                            |      |               |     | 7                                                                                  | 4     | 3               | 8     | 5       | 2                                                                                   | 1     | 6     |     |       |       |       |
| Case Number                                     |       |                            |      |               |     | 1.1                                                                                | 4.0   | 1.1             | 4.0   | 1.1     | 3.0                                                                                 | 1.1   | 3.0   |     |       |       |       |
| Phase Duration, s                               |       |                            |      |               |     | 7.2                                                                                | 39.3  | 5.4             | 37.5  | 7.5     | 18.0                                                                                | 9.8   | 20.3  |     |       |       |       |
| Change Period, ( Y+R c ), s                     |       |                            |      |               |     | 3.5                                                                                | 5.5   | 3.5             | 5.5   | 3.5     | 6.0                                                                                 | 3.5   | 6.0   |     |       |       |       |
| Max Allow Headway ( MAH ), s                    |       |                            |      |               |     | 2.6                                                                                | 4.5   | 2.6             | 4.5   | 2.6     | 3.1                                                                                 | 2.6   | 3.1   |     |       |       |       |
| Queue Clearance Time ( g s ), s                 |       |                            |      |               |     | 4.2                                                                                | 15.0  | 3.1             | 7.4   | 4.8     | 5.8                                                                                 | 6.6   | 5.4   |     |       |       |       |
| Green Extension Time ( g e ), s                 |       |                            |      |               |     | 0.1                                                                                | 6.1   | 0.0             | 7.0   | 0.1     | 1.2                                                                                 | 0.1   | 1.2   |     |       |       |       |
| Phase Call Probability                          |       |                            |      |               |     | 0.87                                                                               | 1.00  | 0.62            | 1.00  | 0.82    | 1.00                                                                                | 0.94  | 1.00  |     |       |       |       |
| Max Out Probability                             |       |                            |      |               |     | 0.00                                                                               | 0.27  | 0.00            | 0.12  | 0.00    | 0.00                                                                                | 0.00  | 0.00  |     |       |       |       |
| Movement Group Results                          |       |                            |      |               |     | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |     | SB    |       |       |
| Approach Movement                               |       |                            |      |               |     | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R   | L     | T     | R     |
| Assigned Movement                               |       |                            |      |               |     | 7                                                                                  | 4     | 14              | 3     | 8       | 18                                                                                  | 5     | 2     | 12  | 1     | 6     | 16    |
| Adjusted Flow Rate ( v ), veh/h                 |       |                            |      |               |     | 101                                                                                | 476   | 459             | 48    | 220     | 210                                                                                 | 85    | 215   | 74  | 143   | 201   | 74    |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                            |      |               |     | 1810                                                                               | 1900  | 1832            | 1810  | 1900    | 1777                                                                                | 1810  | 1809  |     | 1810  | 1809  | 1610  |
| Queue Service Time ( g s ), s                   |       |                            |      |               |     | 2.2                                                                                | 13.0  | 13.0            | 1.1   | 5.3     | 5.4                                                                                 | 2.8   | 3.8   |     | 4.6   | 3.4   | 2.8   |
| Cycle Queue Clearance Time ( g c ), s           |       |                            |      |               |     | 2.2                                                                                | 13.0  | 13.0            | 1.1   | 5.3     | 5.4                                                                                 | 2.8   | 3.8   |     | 4.6   | 3.4   | 2.8   |
| Green Ratio ( g/C )                             |       |                            |      |               |     | 0.50                                                                               | 0.47  | 0.47            | 0.47  | 0.44    | 0.44                                                                                | 0.22  | 0.17  |     | 0.26  | 0.20  | 0.20  |
| Capacity ( c ), veh/h                           |       |                            |      |               |     | 548                                                                                | 885   | 853             | 305   | 839     | 785                                                                                 | 346   | 599   |     | 391   | 716   | 319   |
| Volume-to-Capacity Ratio ( X )                  |       |                            |      |               |     | 0.184                                                                              | 0.538 | 0.538           | 0.159 | 0.262   | 0.267                                                                               | 0.245 | 0.359 |     | 0.366 | 0.281 | 0.233 |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                            |      |               |     | 34.1                                                                               | 231.8 | 225.9           | 17.2  | 98.8    | 95.1                                                                                | 50.9  | 70.9  |     | 82.6  | 62.8  | 46.1  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                            |      |               |     | 1.4                                                                                | 9.3   | 9.0             | 0.7   | 4.0     | 3.8                                                                                 | 2.0   | 2.8   |     | 3.3   | 2.5   | 1.8   |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                            |      |               |     | 0.28                                                                               | 0.00  | 0.00            | 0.12  | 0.00    | 0.00                                                                                | 0.54  | 0.00  |     | 0.79  | 0.00  | 0.44  |
| Uniform Delay ( d 1 ), s/veh                    |       |                            |      |               |     | 10.0                                                                               | 13.8  | 13.8            | 11.8  | 12.8    | 12.8                                                                                | 23.2  | 26.8  |     | 21.5  | 24.7  | 24.4  |
| Incremental Delay ( d 2 ), s/veh                |       |                            |      |               |     | 0.1                                                                                | 2.3   | 2.4             | 0.1   | 0.8     | 0.8                                                                                 | 0.1   | 0.1   |     | 0.2   | 0.1   | 0.1   |
| Initial Queue Delay ( d 3 ), s/veh              |       |                            |      |               |     | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0     | 0.0                                                                                 | 0.0   | 0.0   |     | 0.0   | 0.0   | 0.0   |
| Control Delay ( d ), s/veh                      |       |                            |      |               |     | 10.1                                                                               | 16.2  | 16.2            | 11.9  | 13.5    | 13.6                                                                                | 23.3  | 27.0  | 0.0 | 21.7  | 24.8  | 24.6  |
| Level of Service (LOS)                          |       |                            |      |               |     | B                                                                                  | B     | B               | B     | B       | B                                                                                   | C     | C     | A   | C     | C     | C     |
| Approach Delay, s/veh / LOS                     |       |                            |      |               |     | 15.6                                                                               | B     |                 | 13.4  | B       |                                                                                     | 20.8  | C     |     | 23.7  | C     |       |
| Intersection Delay, s/veh / LOS                 |       |                            |      |               |     | 17.5                                                                               |       |                 |       |         |                                                                                     | B     |       |     |       |       |       |
| Multimodal Results                              |       |                            |      |               |     | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |     | SB    |       |       |
| Pedestrian LOS Score / LOS                      |       |                            |      |               |     | 2.40                                                                               | B     |                 | 2.41  | B       |                                                                                     | 2.29  | B     |     | 2.28  | B     |       |
| Bicycle LOS Score / LOS                         |       |                            |      |               |     | 1.34                                                                               | A     |                 | 0.88  | A       |                                                                                     | 0.80  | A     |     | 0.83  | A     |       |

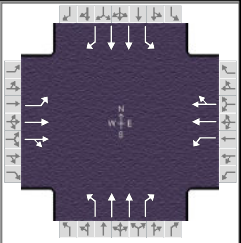
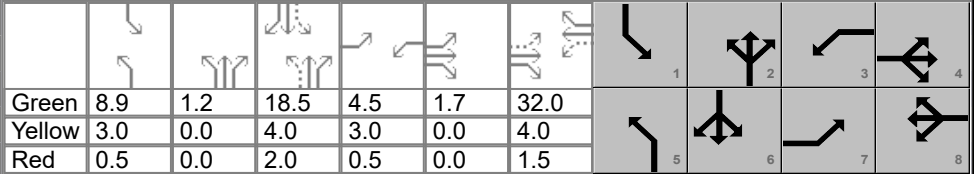
# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                            |     |               |  | Intersection Information                                                           |       |                 |       |          |  |       |       |      |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|----------------------------|-----|---------------|--|------------------------------------------------------------------------------------|-------|-----------------|-------|----------|-------------------------------------------------------------------------------------|-------|-------|------|-------|-------|-------|------|--|------|--|
| Agency                                          |       |                            |     |               |  | Duration, h                                                                        |       | 0.250           |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Analyst                                         |       |                            |     | Analysis Date |  | 8/26/2021                                                                          |       | Area Type       |       | Other    |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                            |     | Time Period   |  |                                                                                    |       | PHF             |       | 1.00     |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Urban Street                                    |       | Irving Blvd                |     | Analysis Year |  | 2021                                                                               |       | Analysis Period |       | 1> 16:45 |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Intersection                                    |       | Irving Blvd and Eagle R... |     | File Name     |  | 4-Background PM Peak.xus                                                           |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Project Description                             |       | 2022 PM Background         |     |               |  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Demand Information                              |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                            |     |               |  | L                                                                                  | T     | R               | L     | T        | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                            |     |               |  | 146                                                                                | 444   | 86              | 83    | 712      | 147                                                                                 | 212   | 347   | 115  | 185   | 386   | 275   |      |  |      |  |
| Signal Information                              |       |                            |     |               |  |  |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Cycle, s                                        | 83.5  | Reference Phase            | 2   |               |  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point            | End |               |  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W            | On  |               |  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Force Mode                                      | Fixed | Simult. Gap N/S            | On  |               |  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
|                                                 |       |                            |     |               |  | Green                                                                              | 8.5   | 1.0             | 17.6  | 3.7      | 2.1                                                                                 | 32.0  |       |      |       |       |       |      |  |      |  |
|                                                 |       |                            |     |               |  | Yellow                                                                             | 3.0   | 0.0             | 4.0   | 3.0      | 0.0                                                                                 | 4.0   |       |      |       |       |       |      |  |      |  |
|                                                 |       |                            |     |               |  | Red                                                                                | 0.5   | 0.0             | 2.0   | 0.5      | 0.0                                                                                 | 1.5   |       |      |       |       |       |      |  |      |  |
| Timer Results                                   |       |                            |     |               |  | EBL                                                                                |       | EBT             |       | WBL      |                                                                                     | WBT   |       | NBL  |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                            |     |               |  | 7                                                                                  |       | 4               |       | 3        |                                                                                     | 8     |       | 5    |       | 2     |       | 1    |  | 6    |  |
| Case Number                                     |       |                            |     |               |  | 1.1                                                                                |       | 4.0             |       | 1.1      |                                                                                     | 4.0   |       | 1.1  |       | 3.0   |       | 1.1  |  | 3.0  |  |
| Phase Duration, s                               |       |                            |     |               |  | 9.3                                                                                |       | 39.6            |       | 7.2      |                                                                                     | 37.5  |       | 13.0 |       | 24.6  |       | 12.0 |  | 23.6 |  |
| Change Period, ( Y+R c ), s                     |       |                            |     |               |  | 3.5                                                                                |       | 5.5             |       | 3.5      |                                                                                     | 5.5   |       | 3.5  |       | 6.0   |       | 3.5  |  | 6.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                            |     |               |  | 2.6                                                                                |       | 3.8             |       | 2.6      |                                                                                     | 3.8   |       | 2.6  |       | 3.1   |       | 2.6  |  | 3.1  |  |
| Queue Clearance Time ( g s ), s                 |       |                            |     |               |  | 6.0                                                                                |       | 10.3            |       | 4.3      |                                                                                     | 17.7  |       | 9.5  |       | 8.9   |       | 8.5  |  | 15.6 |  |
| Green Extension Time ( g e ), s                 |       |                            |     |               |  | 0.1                                                                                |       | 4.8             |       | 0.0      |                                                                                     | 4.3   |       | 0.1  |       | 2.5   |       | 0.1  |  | 2.0  |  |
| Phase Call Probability                          |       |                            |     |               |  | 0.97                                                                               |       | 1.00            |       | 0.85     |                                                                                     | 1.00  |       | 0.99 |       | 1.00  |       | 0.99 |  | 1.00 |  |
| Max Out Probability                             |       |                            |     |               |  | 0.01                                                                               |       | 0.07            |       | 0.00     |                                                                                     | 0.21  |       | 0.01 |       | 0.02  |       | 0.00 |  | 0.18 |  |
| Movement Group Results                          |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                            |     |               |  | L                                                                                  | T     | R               | L     | T        | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                            |     |               |  | 7                                                                                  | 4     | 14              | 3     | 8        | 18                                                                                  | 5     | 2     | 12   | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                            |     |               |  | 146                                                                                | 271   | 259             | 83    | 443      | 416                                                                                 | 212   | 347   | 115  | 185   | 386   | 275   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                            |     |               |  | 1810                                                                               | 1900  | 1793            | 1810  | 1900     | 1786                                                                                | 1810  | 1809  |      | 1810  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                            |     |               |  | 4.0                                                                                | 8.2   | 8.3             | 2.3   | 15.6     | 15.7                                                                                | 7.5   | 6.9   |      | 6.5   | 7.9   | 13.6  |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                            |     |               |  | 4.0                                                                                | 8.2   | 8.3             | 2.3   | 15.6     | 15.7                                                                                | 7.5   | 6.9   |      | 6.5   | 7.9   | 13.6  |      |  |      |  |
| Green Ratio ( g/C )                             |       |                            |     |               |  | 0.46                                                                               | 0.41  | 0.41            | 0.43  | 0.38     | 0.38                                                                                | 0.33  | 0.22  |      | 0.31  | 0.21  | 0.21  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                            |     |               |  | 340                                                                                | 777   | 733             | 419   | 728      | 685                                                                                 | 412   | 807   |      | 394   | 763   | 340   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                            |     |               |  | 0.429                                                                              | 0.349 | 0.353           | 0.198 | 0.608    | 0.608                                                                               | 0.515 | 0.430 |      | 0.470 | 0.506 | 0.810 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                            |     |               |  | 68.1                                                                               | 162.8 | 156.6           | 40    | 290.4    | 278                                                                                 | 136.8 | 129.3 |      | 120   | 148.6 | 235   |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                            |     |               |  | 2.7                                                                                | 6.5   | 6.3             | 1.6   | 11.6     | 11.1                                                                                | 5.5   | 5.2   |      | 4.8   | 5.9   | 9.4   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                            |     |               |  | 0.57                                                                               | 0.00  | 0.00            | 0.28  | 0.00     | 0.00                                                                                | 1.44  | 0.00  |      | 1.14  | 0.00  | 2.24  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                            |     |               |  | 15.3                                                                               | 17.0  | 17.1            | 14.8  | 20.7     | 20.7                                                                                | 22.0  | 27.9  |      | 22.4  | 29.1  | 31.3  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                            |     |               |  | 0.3                                                                                | 1.2   | 1.3             | 0.1   | 3.7      | 4.0                                                                                 | 0.4   | 0.1   |      | 0.3   | 0.2   | 5.4   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                            |     |               |  | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0      | 0.0                                                                                 | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                            |     |               |  | 15.6                                                                               | 18.3  | 18.4            | 14.9  | 24.4     | 24.7                                                                                | 22.4  | 28.0  | 0.0  | 22.7  | 29.3  | 36.7  |      |  |      |  |
| Level of Service (LOS)                          |       |                            |     |               |  | B                                                                                  | B     | B               | B     | C        | C                                                                                   | C     | C     | A    | C     | C     | D     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                            |     |               |  | 17.7                                                                               | B     |                 | 23.7  | C        |                                                                                     | 21.5  | C     |      | 30.3  | C     |       |      |  |      |  |
| Intersection Delay, s/veh / LOS                 |       |                            |     |               |  | 23.7                                                                               |       |                 |       |          |                                                                                     | C     |       |      |       |       |       |      |  |      |  |
| Multimodal Results                              |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                            |     |               |  | 2.42                                                                               | B     |                 | 2.42  | B        |                                                                                     | 2.29  | B     |      | 2.29  | B     |       |      |  |      |  |
| Bicycle LOS Score / LOS                         |       |                            |     |               |  | 1.05                                                                               | A     |                 | 1.26  | A        |                                                                                     | 1.04  | A     |      | 1.19  | A     |       |      |  |      |  |

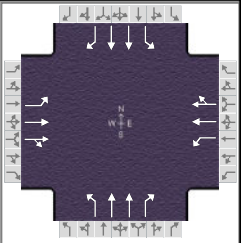
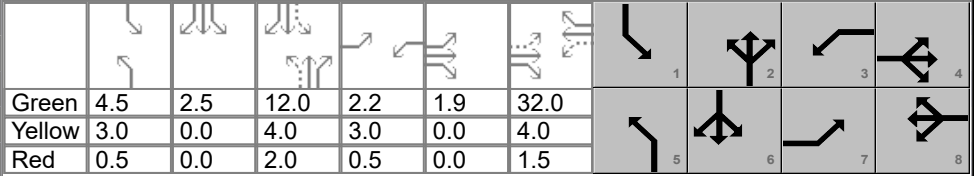
# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                            |     |               |  | Intersection Information                                                           |       |                 |       |  |       |       |       |         |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|----------------------------|-----|---------------|--|------------------------------------------------------------------------------------|-------|-----------------|-------|-------------------------------------------------------------------------------------|-------|-------|-------|---------|-------|-------|-------|------|--|------|--|
| Agency                                          |       |                            |     |               |  | Duration, h                                                                        |       | 0.250           |       |                                                                                     |       |       |       |         |       |       |       |      |  |      |  |
| Analyst                                         |       |                            |     | Analysis Date |  | 8/26/2021                                                                          |       | Area Type       |       |                                                                                     |       |       |       | Other   |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                            |     | Time Period   |  |                                                                                    |       | PHF             |       |                                                                                     |       |       |       | 0.93    |       |       |       |      |  |      |  |
| Urban Street                                    |       | Irving Blvd                |     | Analysis Year |  | 2021                                                                               |       | Analysis Period |       |                                                                                     |       |       |       | 1> 7:30 |       |       |       |      |  |      |  |
| Intersection                                    |       | Irving Blvd and Eagle R... |     | File Name     |  | 5-Full Build AM Peak.xus                                                           |       |                 |       |                                                                                     |       |       |       |         |       |       |       |      |  |      |  |
| Project Description                             |       | 2022 AM Full Build         |     |               |  |                                                                                    |       |                 |       |                                                                                     |       |       |       |         |       |       |       |      |  |      |  |
| Demand Information                              |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |                                                                                     |       | NB    |       |         | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                            |     |               |  | L                                                                                  | T     | R               | L     | T                                                                                   | R     | L     | T     | R       | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                            |     |               |  | 94                                                                                 | 782   | 91              | 51    | 324                                                                                 | 75    | 85    | 206   | 83      | 133   | 190   | 69    |      |  |      |  |
| Signal Information                              |       |                            |     |               |  |  |       |                 |       |                                                                                     |       |       |       |         |       |       |       |      |  |      |  |
| Cycle, s                                        | 72.5  | Reference Phase            | 2   |               |  |                                                                                    |       |                 |       |                                                                                     |       |       |       |         |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point            | End |               |  |                                                                                    |       |                 |       |                                                                                     |       |       |       |         |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W            | On  |               |  |                                                                                    |       |                 |       |                                                                                     |       |       |       |         |       |       |       |      |  |      |  |
| Force Mode                                      | Fixed | Simult. Gap N/S            | On  |               |  |                                                                                    |       |                 |       |                                                                                     |       |       |       |         |       |       |       |      |  |      |  |
|                                                 |       |                            |     |               |  | Green                                                                              | 4.3   | 2.1             | 12.0  | 2.2                                                                                 | 1.5   | 32.0  |       |         |       |       |       |      |  |      |  |
|                                                 |       |                            |     |               |  | Yellow                                                                             | 3.0   | 0.0             | 4.0   | 3.0                                                                                 | 0.0   | 4.0   |       |         |       |       |       |      |  |      |  |
|                                                 |       |                            |     |               |  | Red                                                                                | 0.5   | 0.0             | 2.0   | 0.5                                                                                 | 0.0   | 1.5   |       |         |       |       |       |      |  |      |  |
| Timer Results                                   |       |                            |     |               |  | EBL                                                                                |       | EBT             |       | WBL                                                                                 |       | WBT   |       | NBL     |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                            |     |               |  | 7                                                                                  |       | 4               |       | 3                                                                                   |       | 8     |       | 5       |       | 2     |       | 1    |  | 6    |  |
| Case Number                                     |       |                            |     |               |  | 1.1                                                                                |       | 4.0             |       | 1.1                                                                                 |       | 4.0   |       | 1.1     |       | 3.0   |       | 1.1  |  | 3.0  |  |
| Phase Duration, s                               |       |                            |     |               |  | 7.2                                                                                |       | 39.0            |       | 5.7                                                                                 |       | 37.5  |       | 7.8     |       | 18.0  |       | 9.8  |  | 20.1 |  |
| Change Period, ( Y+R c ), s                     |       |                            |     |               |  | 3.5                                                                                |       | 5.5             |       | 3.5                                                                                 |       | 5.5   |       | 3.5     |       | 6.0   |       | 3.5  |  | 6.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                            |     |               |  | 2.6                                                                                |       | 4.5             |       | 2.6                                                                                 |       | 4.5   |       | 2.6     |       | 3.1   |       | 2.6  |  | 3.1  |  |
| Queue Clearance Time ( g s ), s                 |       |                            |     |               |  | 4.2                                                                                |       | 15.1            |       | 3.2                                                                                 |       | 7.4   |       | 5.0     |       | 5.9   |       | 6.6  |  | 5.5  |  |
| Green Extension Time ( g e ), s                 |       |                            |     |               |  | 0.1                                                                                |       | 6.1             |       | 0.0                                                                                 |       | 7.0   |       | 0.1     |       | 1.2   |       | 0.1  |  | 1.3  |  |
| Phase Call Probability                          |       |                            |     |               |  | 0.87                                                                               |       | 1.00            |       | 0.67                                                                                |       | 1.00  |       | 0.84    |       | 1.00  |       | 0.94 |  | 1.00 |  |
| Max Out Probability                             |       |                            |     |               |  | 0.00                                                                               |       | 0.28            |       | 0.00                                                                                |       | 0.12  |       | 0.00    |       | 0.00  |       | 0.00 |  | 0.00 |  |
| Movement Group Results                          |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |                                                                                     |       | NB    |       |         | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                            |     |               |  | L                                                                                  | T     | R               | L     | T                                                                                   | R     | L     | T     | R       | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                            |     |               |  | 7                                                                                  | 4     | 14              | 3     | 8                                                                                   | 18    | 5     | 2     | 12      | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                            |     |               |  | 101                                                                                | 478   | 461             | 55    | 220                                                                                 | 210   | 91    | 222   | 89      | 143   | 204   | 74    |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                            |     |               |  | 1810                                                                               | 1900  | 1830            | 1810  | 1900                                                                                | 1777  | 1810  | 1809  |         | 1810  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                            |     |               |  | 2.2                                                                                | 13.1  | 13.1            | 1.2   | 5.3                                                                                 | 5.4   | 3.0   | 3.9   |         | 4.6   | 3.5   | 2.8   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                            |     |               |  | 2.2                                                                                | 13.1  | 13.1            | 1.2   | 5.3                                                                                 | 5.4   | 3.0   | 3.9   |         | 4.6   | 3.5   | 2.8   |      |  |      |  |
| Green Ratio ( g/C )                             |       |                            |     |               |  | 0.49                                                                               | 0.46  | 0.46            | 0.47  | 0.44                                                                                | 0.44  | 0.22  | 0.17  |         | 0.26  | 0.19  | 0.19  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                            |     |               |  | 548                                                                                | 878   | 846             | 307   | 838                                                                                 | 784   | 347   | 599   |         | 388   | 702   | 313   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                            |     |               |  | 0.184                                                                              | 0.544 | 0.544           | 0.179 | 0.262                                                                               | 0.267 | 0.263 | 0.370 |         | 0.368 | 0.291 | 0.237 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                            |     |               |  | 34.5                                                                               | 234.3 | 228.1           | 19.4  | 99.1                                                                                | 95.4  | 54.6  | 73.3  |         | 83.1  | 64.3  | 46.4  |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                            |     |               |  | 1.4                                                                                | 9.4   | 9.1             | 0.8   | 4.0                                                                                 | 3.8   | 2.2   | 2.9   |         | 3.3   | 2.6   | 1.9   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                            |     |               |  | 0.29                                                                               | 0.00  | 0.00            | 0.13  | 0.00                                                                                | 0.00  | 0.57  | 0.00  |         | 0.79  | 0.00  | 0.44  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                            |     |               |  | 10.1                                                                               | 14.0  | 14.0            | 11.9  | 12.8                                                                                | 12.8  | 23.1  | 26.9  |         | 21.7  | 25.0  | 24.7  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                            |     |               |  | 0.1                                                                                | 2.4   | 2.5             | 0.1   | 0.8                                                                                 | 0.8   | 0.1   | 0.1   |         | 0.2   | 0.1   | 0.1   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                            |     |               |  | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0                                                                                 | 0.0   | 0.0   | 0.0   |         | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                            |     |               |  | 10.2                                                                               | 16.4  | 16.5            | 12.0  | 13.6                                                                                | 13.7  | 23.2  | 27.0  | 0.0     | 21.9  | 25.0  | 24.8  |      |  |      |  |
| Level of Service (LOS)                          |       |                            |     |               |  | B                                                                                  | B     | B               | B     | B                                                                                   | B     | C     | C     | A       | C     | C     | C     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                            |     |               |  | 15.9                                                                               |       | B               |       | 13.4                                                                                |       | B     |       | 20.2    |       | C     |       | 23.9 |  | C    |  |
| Intersection Delay, s/veh / LOS                 |       |                            |     |               |  | 17.5                                                                               |       |                 |       |                                                                                     |       | B     |       |         |       |       |       |      |  |      |  |
| Multimodal Results                              |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |                                                                                     |       | NB    |       |         | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                            |     |               |  | 2.40                                                                               |       | B               |       | 2.41                                                                                |       | B     |       | 2.29    |       | B     |       | 2.28 |  | B    |  |
| Bicycle LOS Score / LOS                         |       |                            |     |               |  | 1.35                                                                               |       | A               |       | 0.89                                                                                |       | A     |       | 0.82    |       | A     |       | 0.84 |  | A    |  |

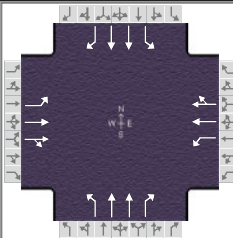
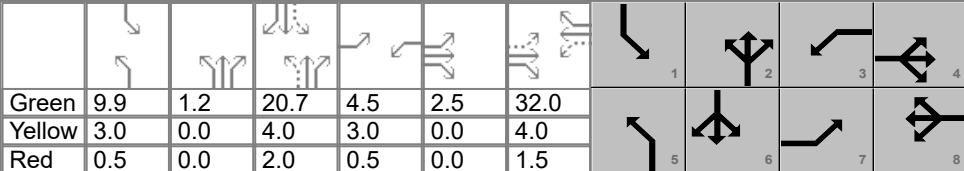
# HCS7 Signalized Intersection Results Summary

| General Information                             |  |                            |                 |               |     | Intersection Information                                                           |       |                 |       |          |  |       |       |      |       |       |       |      |  |      |  |
|-------------------------------------------------|--|----------------------------|-----------------|---------------|-----|------------------------------------------------------------------------------------|-------|-----------------|-------|----------|-------------------------------------------------------------------------------------|-------|-------|------|-------|-------|-------|------|--|------|--|
| Agency                                          |  |                            |                 |               |     | Duration, h                                                                        |       | 0.250           |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Analyst                                         |  |                            |                 | Analysis Date |     | 8/26/2021                                                                          |       | Area Type       |       | Other    |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Jurisdiction                                    |  |                            |                 | Time Period   |     |                                                                                    |       | PHF             |       | 0.96     |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Urban Street                                    |  | Irving Blvd                |                 | Analysis Year |     | 2021                                                                               |       | Analysis Period |       | 1> 16:45 |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Intersection                                    |  | Irving Blvd and Eagle R... |                 | File Name     |     | 6-Full Build PM Peak.xus                                                           |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Project Description                             |  | 2022 PM Full Build         |                 |               |     |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Demand Information                              |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |  |                            |                 |               |     | L                                                                                  | T     | R               | L     | T        | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |  |                            |                 |               |     | 146                                                                                | 444   | 92              | 98    | 712      | 147                                                                                 | 217   | 352   | 126  | 185   | 392   | 275   |      |  |      |  |
| Signal Information                              |  |                            |                 |               |     |  |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Cycle, s                                        |  | 85.5                       | Reference Phase |               | 2   |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Offset, s                                       |  | 0                          | Reference Point |               | End |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Uncoordinated                                   |  | Yes                        | Simult. Gap E/W |               | On  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Force Mode                                      |  | Fixed                      | Simult. Gap N/S |               | On  |                                                                                    |       |                 |       |          |                                                                                     |       |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Green                                                                              | 8.9   | 1.2             | 18.5  | 4.5      | 1.7                                                                                 | 32.0  |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Yellow                                                                             | 3.0   | 0.0             | 4.0   | 3.0      | 0.0                                                                                 | 4.0   |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Red                                                                                | 0.5   | 0.0             | 2.0   | 0.5      | 0.0                                                                                 | 1.5   |       |      |       |       |       |      |  |      |  |
| Timer Results                                   |  |                            |                 |               |     | EBL                                                                                |       | EBT             |       | WBL      |                                                                                     | WBT   |       | NBL  |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |  |                            |                 |               |     | 7                                                                                  |       | 4               |       | 3        |                                                                                     | 8     |       | 5    |       | 2     |       | 1    |  | 6    |  |
| Case Number                                     |  |                            |                 |               |     | 1.1                                                                                |       | 4.0             |       | 1.1      |                                                                                     | 4.0   |       | 1.1  |       | 3.0   |       | 1.1  |  | 3.0  |  |
| Phase Duration, s                               |  |                            |                 |               |     | 9.7                                                                                |       | 39.2            |       | 8.0      |                                                                                     | 37.5  |       | 13.7 |       | 25.8  |       | 12.4 |  | 24.5 |  |
| Change Period, ( Y+R c ), s                     |  |                            |                 |               |     | 3.5                                                                                |       | 5.5             |       | 3.5      |                                                                                     | 5.5   |       | 3.5  |       | 6.0   |       | 3.5  |  | 6.0  |  |
| Max Allow Headway ( MAH ), s                    |  |                            |                 |               |     | 2.6                                                                                |       | 3.8             |       | 2.6      |                                                                                     | 3.8   |       | 2.6  |       | 3.1   |       | 2.6  |  | 3.1  |  |
| Queue Clearance Time ( g s ), s                 |  |                            |                 |               |     | 6.3                                                                                |       | 11.3            |       | 4.9      |                                                                                     | 19.1  |       | 10.1 |       | 9.4   |       | 8.9  |  | 16.5 |  |
| Green Extension Time ( g e ), s                 |  |                            |                 |               |     | 0.1                                                                                |       | 5.0             |       | 0.1      |                                                                                     | 4.3   |       | 0.1  |       | 2.6   |       | 0.1  |  | 2.0  |  |
| Phase Call Probability                          |  |                            |                 |               |     | 0.97                                                                               |       | 1.00            |       | 0.91     |                                                                                     | 1.00  |       | 1.00 |       | 1.00  |       | 0.99 |  | 1.00 |  |
| Max Out Probability                             |  |                            |                 |               |     | 0.01                                                                               |       | 0.10            |       | 0.00     |                                                                                     | 0.29  |       | 0.02 |       | 0.03  |       | 0.00 |  | 0.26 |  |
| Movement Group Results                          |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |  |                            |                 |               |     | L                                                                                  | T     | R               | L     | T        | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |  |                            |                 |               |     | 7                                                                                  | 4     | 14              | 3     | 8        | 18                                                                                  | 5     | 2     | 12   | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |  |                            |                 |               |     | 152                                                                                | 286   | 272             | 102   | 461      | 434                                                                                 | 226   | 367   | 131  | 193   | 408   | 286   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |  |                            |                 |               |     | 1810                                                                               | 1900  | 1787            | 1810  | 1900     | 1786                                                                                | 1810  | 1809  |      | 1810  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |  |                            |                 |               |     | 4.3                                                                                | 9.2   | 9.3             | 2.9   | 17.1     | 17.1                                                                                | 8.1   | 7.4   |      | 6.9   | 8.5   | 14.5  |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |  |                            |                 |               |     | 4.3                                                                                | 9.2   | 9.3             | 2.9   | 17.1     | 17.1                                                                                | 8.1   | 7.4   |      | 6.9   | 8.5   | 14.5  |      |  |      |  |
| Green Ratio ( g/C )                             |  |                            |                 |               |     | 0.45                                                                               | 0.39  | 0.39            | 0.43  | 0.37     | 0.37                                                                                | 0.34  | 0.23  |      | 0.32  | 0.22  | 0.22  |      |  |      |  |
| Capacity ( c ), veh/h                           |  |                            |                 |               |     | 326                                                                                | 749   | 704             | 407   | 711      | 669                                                                                 | 417   | 838   |      | 399   | 785   | 349   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |  |                            |                 |               |     | 0.467                                                                              | 0.382 | 0.386           | 0.251 | 0.648    | 0.648                                                                               | 0.542 | 0.438 |      | 0.483 | 0.520 | 0.820 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |  |                            |                 |               |     | 75.7                                                                               | 184.9 | 176.7           | 51.4  | 317.3    | 303.6                                                                               | 148.5 | 139.6 |      | 127.4 | 161.2 | 252.9 |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |  |                            |                 |               |     | 3.0                                                                                | 7.4   | 7.1             | 2.1   | 12.7     | 12.1                                                                                | 5.9   | 5.6   |      | 5.1   | 6.4   | 10.1  |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |  |                            |                 |               |     | 0.63                                                                               | 0.00  | 0.00            | 0.35  | 0.00     | 0.00                                                                                | 1.56  | 0.00  |      | 1.21  | 0.00  | 2.41  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |  |                            |                 |               |     | 16.5                                                                               | 18.5  | 18.5            | 15.5  | 22.1     | 22.1                                                                                | 22.1  | 28.1  |      | 22.5  | 29.5  | 31.9  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |  |                            |                 |               |     | 0.4                                                                                | 1.5   | 1.6             | 0.1   | 4.5      | 4.8                                                                                 | 0.4   | 0.1   |      | 0.3   | 0.2   | 7.0   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |  |                            |                 |               |     | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0      | 0.0                                                                                 | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |  |                            |                 |               |     | 16.8                                                                               | 19.9  | 20.1            | 15.6  | 26.6     | 26.9                                                                                | 22.5  | 28.2  | 0.0  | 22.8  | 29.7  | 38.9  |      |  |      |  |
| Level of Service (LOS)                          |  |                            |                 |               |     | B                                                                                  | B     | C               | B     | C        | C                                                                                   | C     | C     | A    | C     | C     | D     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |  |                            |                 |               |     | 19.3                                                                               |       | B               |       | 25.6     |                                                                                     | C     |       | 21.3 |       | C     |       | 31.2 |  | C    |  |
| Intersection Delay, s/veh / LOS                 |  |                            |                 |               |     | 24.8                                                                               |       |                 |       |          |                                                                                     |       |       |      |       | C     |       |      |  |      |  |
| Multimodal Results                              |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |          |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |  |                            |                 |               |     | 2.42                                                                               |       | B               |       | 2.42     |                                                                                     | B     |       | 2.29 |       | B     |       | 2.29 |  | B    |  |
| Bicycle LOS Score / LOS                         |  |                            |                 |               |     | 1.07                                                                               |       | A               |       | 1.31     |                                                                                     | A     |       | 1.08 |       | A     |       | 1.22 |  | A    |  |

# HCS7 Signalized Intersection Results Summary

| General Information                             |  |                            |                 |               |     | Intersection Information                                                           |       |                 |       |         |  |       |       |      |       |       |       |      |  |      |  |
|-------------------------------------------------|--|----------------------------|-----------------|---------------|-----|------------------------------------------------------------------------------------|-------|-----------------|-------|---------|-------------------------------------------------------------------------------------|-------|-------|------|-------|-------|-------|------|--|------|--|
| Agency                                          |  |                            |                 |               |     | Duration, h                                                                        |       | 0.250           |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Analyst                                         |  |                            |                 | Analysis Date |     | 8/26/2021                                                                          |       | Area Type       |       | Other   |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Jurisdiction                                    |  |                            |                 | Time Period   |     |                                                                                    |       | PHF             |       | 0.93    |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Urban Street                                    |  | Irving Blvd                |                 | Analysis Year |     | 2021                                                                               |       | Analysis Period |       | 1> 7:30 |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Intersection                                    |  | Irving Blvd and Eagle R... |                 | File Name     |     | 7-Horizon AM Peak - Copy.xus                                                       |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Project Description                             |  | 2032 AM Horizon            |                 |               |     |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Demand Information                              |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |  |                            |                 |               |     | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |  |                            |                 |               |     | 105                                                                                | 867   | 98              | 50    | 359     | 83                                                                                  | 88    | 222   | 77   | 147   | 208   | 77    |      |  |      |  |
| Signal Information                              |  |                            |                 |               |     |  |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Cycle, s                                        |  | 73.5                       | Reference Phase |               | 2   |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Offset, s                                       |  | 0                          | Reference Point |               | End |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Uncoordinated                                   |  | Yes                        | Simult. Gap E/W |               | On  |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
| Force Mode                                      |  | Fixed                      | Simult. Gap N/S |               | On  |                                                                                    |       |                 |       |         |                                                                                     |       |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Green                                                                              | 4.5   | 2.5             | 12.0  | 2.2     | 1.9                                                                                 | 32.0  |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Yellow                                                                             | 3.0   | 0.0             | 4.0   | 3.0     | 0.0                                                                                 | 4.0   |       |      |       |       |       |      |  |      |  |
|                                                 |  |                            |                 |               |     | Red                                                                                | 0.5   | 0.0             | 2.0   | 0.5     | 0.0                                                                                 | 1.5   |       |      |       |       |       |      |  |      |  |
| Timer Results                                   |  |                            |                 |               |     | EBL                                                                                |       | EBT             |       | WBL     |                                                                                     | WBT   |       | NBL  |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |  |                            |                 |               |     | 7                                                                                  |       | 4               |       | 3       |                                                                                     | 8     |       | 5    |       | 2     |       | 1    |  | 6    |  |
| Case Number                                     |  |                            |                 |               |     | 1.1                                                                                |       | 4.0             |       | 1.1     |                                                                                     | 4.0   |       | 1.1  |       | 3.0   |       | 1.1  |  | 3.0  |  |
| Phase Duration, s                               |  |                            |                 |               |     | 7.6                                                                                |       | 39.4            |       | 5.7     |                                                                                     | 37.5  |       | 8.0  |       | 18.0  |       | 10.5 |  | 20.5 |  |
| Change Period, ( Y+R c ), s                     |  |                            |                 |               |     | 3.5                                                                                |       | 5.5             |       | 3.5     |                                                                                     | 5.5   |       | 3.5  |       | 6.0   |       | 3.5  |  | 6.0  |  |
| Max Allow Headway ( MAH ), s                    |  |                            |                 |               |     | 2.6                                                                                |       | 4.5             |       | 2.6     |                                                                                     | 4.5   |       | 2.6  |       | 3.1   |       | 2.6  |  | 3.1  |  |
| Queue Clearance Time ( g s ), s                 |  |                            |                 |               |     | 4.5                                                                                |       | 17.3            |       | 3.2     |                                                                                     | 8.2   |       | 5.1  |       | 6.3   |       | 7.1  |  | 5.9  |  |
| Green Extension Time ( g e ), s                 |  |                            |                 |               |     | 0.1                                                                                |       | 6.5             |       | 0.0     |                                                                                     | 7.9   |       | 0.1  |       | 1.3   |       | 0.1  |  | 1.3  |  |
| Phase Call Probability                          |  |                            |                 |               |     | 0.90                                                                               |       | 1.00            |       | 0.67    |                                                                                     | 1.00  |       | 0.86 |       | 1.00  |       | 0.96 |  | 1.00 |  |
| Max Out Probability                             |  |                            |                 |               |     | 0.00                                                                               |       | 0.41            |       | 0.00    |                                                                                     | 0.19  |       | 0.00 |       | 0.00  |       | 0.00 |  | 0.00 |  |
| Movement Group Results                          |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |  |                            |                 |               |     | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R    | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |  |                            |                 |               |     | 7                                                                                  | 4     | 14              | 3     | 8       | 18                                                                                  | 5     | 2     | 12   | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |  |                            |                 |               |     | 113                                                                                | 528   | 509             | 54    | 244     | 232                                                                                 | 95    | 239   | 83   | 158   | 224   | 83    |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |  |                            |                 |               |     | 1810                                                                               | 1900  | 1832            | 1810  | 1900    | 1777                                                                                | 1810  | 1809  |      | 1810  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |  |                            |                 |               |     | 2.5                                                                                | 15.3  | 15.3            | 1.2   | 6.1     | 6.2                                                                                 | 3.1   | 4.3   |      | 5.1   | 3.9   | 3.2   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |  |                            |                 |               |     | 2.5                                                                                | 15.3  | 15.3            | 1.2   | 6.1     | 6.2                                                                                 | 3.1   | 4.3   |      | 5.1   | 3.9   | 3.2   |      |  |      |  |
| Green Ratio ( g/C )                             |  |                            |                 |               |     | 0.50                                                                               | 0.46  | 0.46            | 0.46  | 0.44    | 0.44                                                                                | 0.22  | 0.16  |      | 0.27  | 0.20  | 0.20  |      |  |      |  |
| Capacity ( c ), veh/h                           |  |                            |                 |               |     | 525                                                                                | 877   | 845             | 276   | 827     | 773                                                                                 | 345   | 590   |      | 390   | 713   | 317   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |  |                            |                 |               |     | 0.215                                                                              | 0.603 | 0.603           | 0.195 | 0.295   | 0.300                                                                               | 0.274 | 0.404 |      | 0.405 | 0.314 | 0.261 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |  |                            |                 |               |     | 39.2                                                                               | 267.9 | 261.1           | 19.8  | 115.3   | 110.7                                                                               | 57.7  | 81    |      | 92.7  | 71.7  | 52.7  |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |  |                            |                 |               |     | 1.6                                                                                | 10.7  | 10.4            | 0.8   | 4.6     | 4.4                                                                                 | 2.3   | 3.2   |      | 3.7   | 2.9   | 2.1   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |  |                            |                 |               |     | 0.33                                                                               | 0.00  | 0.00            | 0.14  | 0.00    | 0.00                                                                                | 0.61  | 0.00  |      | 0.88  | 0.00  | 0.50  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |  |                            |                 |               |     | 10.3                                                                               | 14.8  | 14.8            | 12.6  | 13.5    | 13.5                                                                                | 23.5  | 27.6  |      | 21.6  | 25.3  | 25.0  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |  |                            |                 |               |     | 0.1                                                                                | 3.1   | 3.2             | 0.1   | 0.9     | 1.0                                                                                 | 0.2   | 0.2   |      | 0.3   | 0.1   | 0.2   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |  |                            |                 |               |     | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0     | 0.0                                                                                 | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |  |                            |                 |               |     | 10.4                                                                               | 17.8  | 18.0            | 12.8  | 14.4    | 14.5                                                                                | 23.6  | 27.7  | 0.0  | 21.9  | 25.4  | 25.1  |      |  |      |  |
| Level of Service (LOS)                          |  |                            |                 |               |     | B                                                                                  | B     | B               | B     | B       | B                                                                                   | C     | C     | A    | C     | C     | C     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |  |                            |                 |               |     | 17.2                                                                               |       | B               |       | 14.3    |                                                                                     | B     |       | 21.3 |       | C     |       | 24.1 |  | C    |  |
| Intersection Delay, s/veh / LOS                 |  |                            |                 |               |     | 18.5                                                                               |       |                 |       |         |                                                                                     | B     |       |      |       |       |       |      |  |      |  |
| Multimodal Results                              |  |                            |                 |               |     | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |      | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |  |                            |                 |               |     | 2.41                                                                               |       | B               |       | 2.41    |                                                                                     | B     |       | 2.29 |       | B     |       | 2.28 |  | B    |  |
| Bicycle LOS Score / LOS                         |  |                            |                 |               |     | 1.44                                                                               |       | A               |       | 0.92    |                                                                                     | A     |       | 0.83 |       | A     |       | 0.87 |  | A    |  |

# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                            |     |               |  | Intersection Information                                                           |       |                 |       |          |       |  |       |      |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|----------------------------|-----|---------------|--|------------------------------------------------------------------------------------|-------|-----------------|-------|----------|-------|-------------------------------------------------------------------------------------|-------|------|-------|-------|-------|------|--|------|--|
| Agency                                          |       |                            |     |               |  | Duration, h                                                                        |       | 0.250           |       |          |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Analyst                                         |       |                            |     | Analysis Date |  | 8/26/2021                                                                          |       | Area Type       |       | Other    |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                            |     | Time Period   |  |                                                                                    |       | PHF             |       | 0.96     |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Urban Street                                    |       | Irving Blvd                |     | Analysis Year |  | 2021                                                                               |       | Analysis Period |       | 1> 16:45 |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Intersection                                    |       | Irving Blvd and Eagle R... |     | File Name     |  | 8-Horizon PM Peak - Copy.xus                                                       |       |                 |       |          |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Project Description                             |       | 2022 PM Full Build         |     |               |  |                                                                                    |       |                 |       |          |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Demand Information                              |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |          |       | NB                                                                                  |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                            |     |               |  | L                                                                                  | T     | R               | L     | T        | R     | L                                                                                   | T     | R    | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                            |     |               |  | 162                                                                                | 492   | 96              | 92    | 789      | 163   | 235                                                                                 | 385   | 127  | 205   | 428   | 305   |      |  |      |  |
| Signal Information                              |       |                            |     |               |  |  |       |                 |       |          |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Cycle, s                                        | 89.3  | Reference Phase            | 2   |               |  |                                                                                    |       |                 |       |          |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point            | End |               |  |                                                                                    |       |                 |       |          |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W            | On  |               |  |                                                                                    |       |                 |       |          |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Force Mode                                      | Fixed | Simult. Gap N/S            | On  |               |  |                                                                                    |       |                 |       |          |       |                                                                                     |       |      |       |       |       |      |  |      |  |
| Green                                           |       |                            |     |               |  | 9.9                                                                                | 1.2   | 20.7            | 4.5   | 2.5      | 32.0  |                                                                                     |       |      |       |       |       |      |  |      |  |
| Yellow                                          |       |                            |     |               |  | 3.0                                                                                | 0.0   | 4.0             | 3.0   | 0.0      | 4.0   |                                                                                     |       |      |       |       |       |      |  |      |  |
| Red                                             |       |                            |     |               |  | 0.5                                                                                | 0.0   | 2.0             | 0.5   | 0.0      | 1.5   |                                                                                     |       |      |       |       |       |      |  |      |  |
| Timer Results                                   |       |                            |     |               |  | EBL                                                                                |       | EBT             |       | WBL      |       | WBT                                                                                 |       | NBL  |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                            |     |               |  | 7                                                                                  |       | 4               |       | 3        |       | 8                                                                                   |       | 5    |       | 2     |       | 1    |  | 6    |  |
| Case Number                                     |       |                            |     |               |  | 1.1                                                                                |       | 4.0             |       | 1.1      |       | 4.0                                                                                 |       | 1.1  |       | 3.0   |       | 1.1  |  | 3.0  |  |
| Phase Duration, s                               |       |                            |     |               |  | 10.5                                                                               |       | 40.0            |       | 8.0      |       | 37.5                                                                                |       | 14.6 |       | 27.9  |       | 13.4 |  | 26.7 |  |
| Change Period, ( Y+R c ), s                     |       |                            |     |               |  | 3.5                                                                                |       | 5.5             |       | 3.5      |       | 5.5                                                                                 |       | 3.5  |       | 6.0   |       | 3.5  |  | 6.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                            |     |               |  | 2.6                                                                                |       | 3.8             |       | 2.6      |       | 3.8                                                                                 |       | 2.6  |       | 3.1   |       | 2.6  |  | 3.1  |  |
| Queue Clearance Time ( g s ), s                 |       |                            |     |               |  | 7.1                                                                                |       | 13.0            |       | 5.0      |       | 23.1                                                                                |       | 11.0 |       | 10.4  |       | 9.9  |  | 18.9 |  |
| Green Extension Time ( g e ), s                 |       |                            |     |               |  | 0.1                                                                                |       | 5.6             |       | 0.0      |       | 4.0                                                                                 |       | 0.1  |       | 2.8   |       | 0.1  |  | 1.8  |  |
| Phase Call Probability                          |       |                            |     |               |  | 0.98                                                                               |       | 1.00            |       | 0.91     |       | 1.00                                                                                |       | 1.00 |       | 1.00  |       | 1.00 |  | 1.00 |  |
| Max Out Probability                             |       |                            |     |               |  | 0.05                                                                               |       | 0.16            |       | 0.00     |       | 0.55                                                                                |       | 0.07 |       | 0.06  |       | 0.01 |  | 0.58 |  |
| Movement Group Results                          |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |          |       | NB                                                                                  |       |      | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                            |     |               |  | L                                                                                  | T     | R               | L     | T        | R     | L                                                                                   | T     | R    | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                            |     |               |  | 7                                                                                  | 4     | 14              | 3     | 8        | 18    | 5                                                                                   | 2     | 12   | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                            |     |               |  | 169                                                                                | 314   | 298             | 96    | 511      | 481   | 245                                                                                 | 401   | 132  | 214   | 446   | 318   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                            |     |               |  | 1810                                                                               | 1900  | 1792            | 1810  | 1900     | 1786  | 1810                                                                                | 1809  |      | 1810  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                            |     |               |  | 5.1                                                                                | 10.9  | 11.0            | 3.0   | 21.1     | 21.1  | 9.0                                                                                 | 8.4   |      | 7.9   | 9.7   | 16.9  |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                            |     |               |  | 5.1                                                                                | 10.9  | 11.0            | 3.0   | 21.1     | 21.1  | 9.0                                                                                 | 8.4   |      | 7.9   | 9.7   | 16.9  |      |  |      |  |
| Green Ratio ( g/C )                             |       |                            |     |               |  | 0.45                                                                               | 0.39  | 0.39            | 0.41  | 0.36     | 0.36  | 0.36                                                                                | 0.24  |      | 0.34  | 0.23  | 0.23  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                            |     |               |  | 294                                                                                | 734   | 692             | 371   | 680      | 640   | 424                                                                                 | 885   |      | 410   | 837   | 373   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                            |     |               |  | 0.575                                                                              | 0.428 | 0.431           | 0.259 | 0.751    | 0.751 | 0.577                                                                               | 0.453 |      | 0.521 | 0.533 | 0.853 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                            |     |               |  | 90.8                                                                               | 214.4 | 207.1           | 53.1  | 391.8    | 374.8 | 166.2                                                                               | 159.4 |      | 145.6 | 183.5 | 302   |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                            |     |               |  | 3.6                                                                                | 8.6   | 8.3             | 2.1   | 15.7     | 15.0  | 6.6                                                                                 | 6.4   |      | 5.8   | 7.3   | 12.1  |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                            |     |               |  | 0.76                                                                               | 0.00  | 0.00            | 0.37  | 0.00     | 0.00  | 1.75                                                                                | 0.00  |      | 1.39  | 0.00  | 2.88  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                            |     |               |  | 18.9                                                                               | 20.2  | 20.2            | 17.2  | 25.2     | 25.2  | 22.1                                                                                | 28.7  |      | 22.5  | 30.1  | 32.9  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                            |     |               |  | 0.7                                                                                | 1.8   | 2.0             | 0.1   | 7.5      | 7.9   | 0.5                                                                                 | 0.1   |      | 0.4   | 0.2   | 12.1  |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                            |     |               |  | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0      | 0.0   | 0.0                                                                                 | 0.0   |      | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                            |     |               |  | 19.5                                                                               | 22.0  | 22.2            | 17.3  | 32.7     | 33.1  | 22.6                                                                                | 28.8  | 0.0  | 22.9  | 30.3  | 45.0  |      |  |      |  |
| Level of Service (LOS)                          |       |                            |     |               |  | B                                                                                  | C     | C               | B     | C        | C     | C                                                                                   | C     | A    | C     | C     | D     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                            |     |               |  | 21.5                                                                               |       | C               |       | 31.5     |       | C                                                                                   |       | 22.0 |       | C     |       | 33.4 |  | C    |  |
| Intersection Delay, s/veh / LOS                 |       |                            |     |               |  | 27.8                                                                               |       |                 |       |          |       | C                                                                                   |       |      |       |       |       |      |  |      |  |
| Multimodal Results                              |       |                            |     |               |  | EB                                                                                 |       |                 | WB    |          |       | NB                                                                                  |       |      | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                            |     |               |  | 2.42                                                                               |       | B               |       | 2.43     |       | B                                                                                   |       | 2.29 |       | B     |       | 2.29 |  | B    |  |
| Bicycle LOS Score / LOS                         |       |                            |     |               |  | 1.13                                                                               |       | A               |       | 1.38     |       | A                                                                                   |       | 1.13 |       | A     |       | 1.29 |  | A    |  |

Eagle Ranch Rd and Site Access/Agate Hills Rd

# HCS7 Two-Way Stop-Control Report

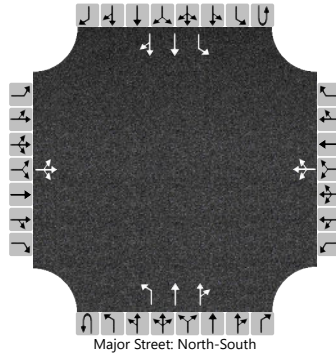
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2021                   |
| Time Analyzed            | Existing-AM Peak       |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                           |
|----------------------------|---------------------------|
| Intersection               | Eagle Ranch & Agate Hills |
| Jurisdiction               | CABQ                      |
| East/West Street           | Agate Hills Dr            |
| North/South Street         | Eagle Ranch Rd            |
| Peak Hour Factor           | 0.89                      |
| Analysis Time Period (hrs) | 1.00                      |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11  | 12 |           | 7 | 8   | 9 | 1U         | 1  | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0 | 1   | 0 | 0          | 1  | 2   | 0  | 0          | 1 | 2   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |   |            | L  | T   | TR |            | L | T   | TR |
| Volume (veh/h)             |           | 4  | 0   | 40 |           | 0 | 0   | 0 | 1          | 15 | 330 | 0  | 1          | 0 | 275 | 1  |
| Percent Heavy Vehicles (%) |           | 0  | 0   | 0  |           | 0 | 0   | 0 | 0          | 0  |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Percent Grade (%)          | 0         |    |     |    | 0         |   |     |   |            |    |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |     |    |           |   |     |   | 4          |    |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |      |      |  |  |      |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|------|------|--|--|------|------|--|--|
| Base Critical Headway (sec)  |  | 7.5  | 6.5  | 6.9  |  | 7.5  | 6.5  | 6.9  | 6.4  | 4.1  |  |  | 6.4  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.50 | 6.50 | 6.90 |  | 7.50 | 6.50 | 6.90 | 6.40 | 4.10 |  |  | 6.40 | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  | 2.5  | 2.2  |  |  | 2.5  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.50 | 4.00 | 3.30 |  | 3.50 | 4.00 | 3.30 | 2.50 | 2.20 |  |  | 2.50 | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |  |  |   |  |     |  |      |  |     |  |      |  |
|-----------------------------------------|-----|--|------|--|--|--|---|--|-----|--|------|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     |  | 49   |  |  |  | 0 |  |     |  | 18   |  |     |  | 1    |  |
| Capacity, c (veh/h)                     |     |  | 841  |  |  |  |   |  |     |  | 1228 |  |     |  | 845  |  |
| v/c Ratio                               |     |  | 0.06 |  |  |  |   |  |     |  | 0.01 |  |     |  | 0.00 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.2  |  |  |  |   |  |     |  | 0.0  |  |     |  | 0.0  |  |
| Control Delay (s/veh)                   |     |  | 9.5  |  |  |  |   |  |     |  | 8.0  |  |     |  | 9.3  |  |
| Level of Service (LOS)                  |     |  | A    |  |  |  |   |  |     |  | A    |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 9.5 |  |      |  |  |  |   |  | 0.4 |  |      |  | 0.0 |  |      |  |
| Approach LOS                            | A   |  |      |  |  |  |   |  |     |  |      |  |     |  |      |  |

# HCS7 Two-Way Stop-Control Report

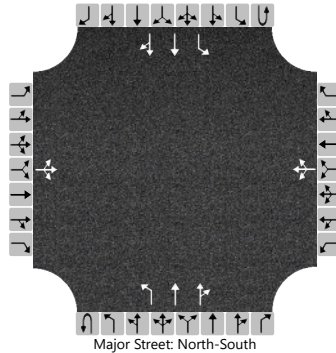
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2021                   |
| Time Analyzed            | Existing-PM Peak       |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                           |
|----------------------------|---------------------------|
| Intersection               | Eagle Ranch & Agate Hills |
| Jurisdiction               | CABQ                      |
| East/West Street           | Agate Hills Dr            |
| North/South Street         | Eagle Ranch Rd            |
| Peak Hour Factor           | 0.94                      |
| Analysis Time Period (hrs) | 1.00                      |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11  | 12 |           | 7 | 8   | 9 | 1U         | 1  | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0 | 1   | 0 | 0          | 1  | 2   | 0  | 0          | 1 | 2   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |   |            | L  | T   | TR |            | L | T   | TR |
| Volume (veh/h)             |           | 9  | 0   | 18 |           | 0 | 0   | 0 | 0          | 35 | 577 | 0  | 0          | 0 | 533 | 8  |
| Percent Heavy Vehicles (%) |           | 0  | 0   | 0  |           | 0 | 0   | 0 | 0          | 0  |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Percent Grade (%)          | 0         |    |     |    | 0         |   |     |   |            |    |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |     |    |           |   |     |   | 4          |    |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.5  | 6.5  | 6.9  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.50 | 6.50 | 6.90 |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.50 | 4.00 | 3.30 |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|------|--|------|--|--|--|---|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |      |  | 29   |  |  |  | 0 |  |     | 37   |  |  |     | 0    |  |  |
| Capacity, c (veh/h)                     |      |  | 594  |  |  |  |   |  |     | 1008 |  |  |     | 975  |  |  |
| v/c Ratio                               |      |  | 0.05 |  |  |  |   |  |     | 0.04 |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 0.2  |  |  |  |   |  |     | 0.1  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |      |  | 11.4 |  |  |  |   |  |     | 8.7  |  |  |     | 8.7  |  |  |
| Level of Service (LOS)                  |      |  | B    |  |  |  |   |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 11.4 |  |      |  |  |  |   |  | 0.5 |      |  |  | 0.0 |      |  |  |
| Approach LOS                            | B    |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

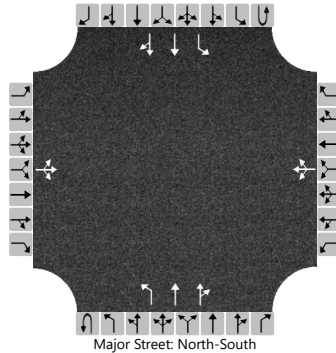
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Background-AM Peak     |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                           |
|----------------------------|---------------------------|
| Intersection               | Eagle Ranch & Agate Hills |
| Jurisdiction               | CABQ                      |
| East/West Street           | Agate Hills Dr            |
| North/South Street         | Eagle Ranch Rd            |
| Peak Hour Factor           | 0.89                      |
| Analysis Time Period (hrs) | 1.00                      |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11  | 12 |           | 7 | 8   | 9 | 1U         | 1  | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0 | 1   | 0 | 0          | 1  | 2   | 0  | 0          | 1 | 2   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |   |            | L  | T   | TR |            | L | T   | TR |
| Volume (veh/h)             |           | 5  | 0   | 41 |           | 0 | 0   | 0 | 2          | 16 | 334 | 0  | 2          | 0 | 278 | 2  |
| Percent Heavy Vehicles (%) |           | 3  | 3   | 3  |           | 3 | 3   | 3 | 3          | 3  |     |    | 3          | 3 |     |    |
| Proportion Time Blocked    |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Percent Grade (%)          | 0         |    |     |    | 0         |   |     |   |            |    |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |     |    |           |   |     |   | 4          |    |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |      |      |  |  |      |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|------|------|--|--|------|------|--|--|
| Base Critical Headway (sec)  |  | 7.5  | 6.5  | 6.9  |  | 7.5  | 6.5  | 6.9  | 6.4  | 4.1  |  |  | 6.4  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.56 | 6.56 | 6.96 |  | 7.56 | 6.56 | 6.96 | 6.46 | 4.16 |  |  | 6.46 | 4.16 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  | 2.5  | 2.2  |  |  | 2.5  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.53 | 4.03 | 3.33 |  | 3.53 | 4.03 | 3.33 | 2.53 | 2.23 |  |  | 2.53 | 2.23 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|--|--|---|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 52   |  |  |  | 0 |  |     | 20   |  |  |     | 2    |  |  |
| Capacity, c (veh/h)                     |     |  | 823  |  |  |  |   |  |     | 1177 |  |  |     | 826  |  |  |
| v/c Ratio                               |     |  | 0.06 |  |  |  |   |  |     | 0.02 |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.2  |  |  |  |   |  |     | 0.1  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.7  |  |  |  |   |  |     | 8.1  |  |  |     | 9.4  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |  |  |   |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.7 |  |      |  |  |  |   |  | 0.4 |      |  |  | 0.1 |      |  |  |
| Approach LOS                            | A   |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

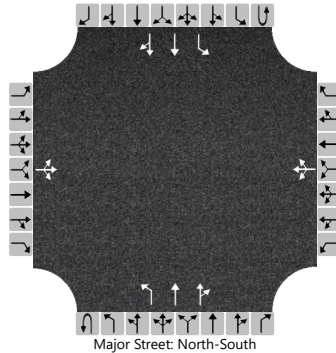
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Background-PM Peak     |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                           |
|----------------------------|---------------------------|
| Intersection               | Eagle Ranch & Agate Hills |
| Jurisdiction               | CABQ                      |
| East/West Street           | Agate Hills Dr            |
| North/South Street         | Eagle Ranch Rd            |
| Peak Hour Factor           | 0.94                      |
| Analysis Time Period (hrs) | 1.00                      |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11  | 12 |           | 7 | 8   | 9 | 1U         | 1  | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0 | 1   | 0 | 0          | 1  | 2   | 0  | 0          | 1 | 2   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |   |            | L  | T   | TR |            | L | T   | TR |
| Volume (veh/h)             |           | 10 | 0   | 19 |           | 0 | 0   | 0 | 0          | 35 | 583 | 0  | 0          | 0 | 539 | 9  |
| Percent Heavy Vehicles (%) |           | 0  | 0   | 0  |           | 0 | 0   | 0 | 0          | 0  |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Percent Grade (%)          | 0         |    |     |    | 0         |   |     |   |            |    |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |     |    |           |   |     |   | 4          |    |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.5  | 6.5  | 6.9  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.50 | 6.50 | 6.90 |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.50 | 4.00 | 3.30 |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|------|--|------|--|--|--|---|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |      |  | 31   |  |  |  | 0 |  |     | 37   |  |  |     | 0    |  |  |
| Capacity, c (veh/h)                     |      |  | 587  |  |  |  |   |  |     | 1001 |  |  |     | 970  |  |  |
| v/c Ratio                               |      |  | 0.05 |  |  |  |   |  |     | 0.04 |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 0.2  |  |  |  |   |  |     | 0.1  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |      |  | 11.5 |  |  |  |   |  |     | 8.7  |  |  |     | 8.7  |  |  |
| Level of Service (LOS)                  |      |  | B    |  |  |  |   |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 11.5 |  |      |  |  |  |   |  | 0.5 |      |  |  | 0.0 |      |  |  |
| Approach LOS                            | B    |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

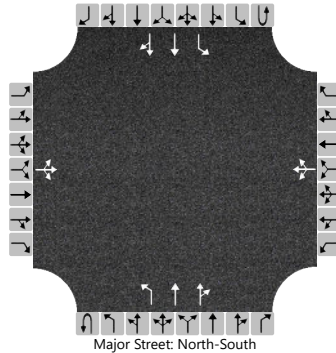
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Full Build-AM Peak     |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                           |
|----------------------------|---------------------------|
| Intersection               | Eagle Ranch & Agate Hills |
| Jurisdiction               | CABQ                      |
| East/West Street           | Agate Hills Dr            |
| North/South Street         | Eagle Ranch Rd            |
| Peak Hour Factor           | 0.89                      |
| Analysis Time Period (hrs) | 1.00                      |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11  | 12 |           | 7 | 8   | 9 | 1U         | 1  | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0 | 1   | 0 | 0          | 1  | 2   | 0  | 0          | 1 | 2   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |   |            | L  | T   | TR |            | L | T   | TR |
| Volume (veh/h)             |           | 5  | 0   | 41 |           | 3 | 0   | 8 | 2          | 16 | 340 | 3  | 2          | 8 | 281 | 2  |
| Percent Heavy Vehicles (%) |           | 0  | 0   | 0  |           | 0 | 0   | 0 | 0          | 0  |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Percent Grade (%)          | 0         |    |     |    | 0         |   |     |   |            |    |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |     |    |           |   |     |   | 4          |    |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |      |      |  |  |      |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|------|------|--|--|------|------|--|--|
| Base Critical Headway (sec)  |  | 7.5  | 6.5  | 6.9  |  | 7.5  | 6.5  | 6.9  | 6.4  | 4.1  |  |  | 6.4  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.50 | 6.50 | 6.90 |  | 7.50 | 6.50 | 6.90 | 6.40 | 4.10 |  |  | 6.40 | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  | 2.5  | 2.2  |  |  | 2.5  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.50 | 4.00 | 3.30 |  | 3.50 | 4.00 | 3.30 | 2.50 | 2.20 |  |  | 2.50 | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |      |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 52   |  |      | 12   |  |  |     | 20   |  |  |     | 11   |  |  |
| Capacity, c (veh/h)                     |     |  | 826  |  |      | 725  |  |  |     | 1194 |  |  |     | 1087 |  |  |
| v/c Ratio                               |     |  | 0.06 |  |      | 0.02 |  |  |     | 0.02 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.2  |  |      | 0.1  |  |  |     | 0.1  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.6  |  |      | 10.1 |  |  |     | 8.1  |  |  |     | 8.3  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.6 |  |      |  | 10.1 |      |  |  | 0.4 |      |  |  | 0.3 |      |  |  |
| Approach LOS                            | A   |  |      |  | B    |      |  |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

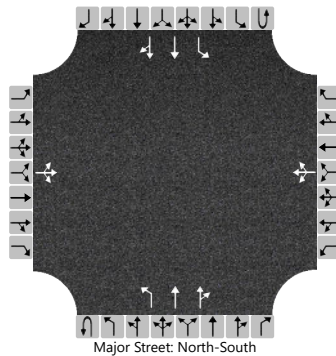
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Full Build-PM Peak     |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                           |
|----------------------------|---------------------------|
| Intersection               | Eagle Ranch & Agate Hills |
| Jurisdiction               | CABQ                      |
| East/West Street           | Agate Hills Dr            |
| North/South Street         | Eagle Ranch Rd            |
| Peak Hour Factor           | 0.94                      |
| Analysis Time Period (hrs) | 1.00                      |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   |           | 10 | 11  | 12 |           | 7 | 8   | 9  | 1U         | 1  | 2   | 3  | 4U         | 4  | 5   | 6  |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0 | 1   | 0  | 0          | 1  | 2   | 0  | 0          | 1  | 2   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |    |            | L  | T   | TR |            | L  | T   | TR |
| Volume (veh/h)             |           | 10 | 0   | 19 |           | 6 | 0   | 21 | 0          | 36 | 588 | 6  | 0          | 21 | 545 | 9  |
| Percent Heavy Vehicles (%) |           | 0  | 0   | 0  |           | 0 | 0   | 0  | 0          | 0  |     |    | 0          | 0  |     |    |
| Proportion Time Blocked    |           |    |     |    |           |   |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          | 0         |    |     |    | 0         |   |     |    |            |    |     |    |            |    |     |    |
| Right Turn Channelized     |           |    |     |    |           |   |     |    |            |    |     |    |            |    |     |    |
| Median Type   Storage      | Left Only |    |     |    |           |   |     |    | 4          |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.5  | 6.5  | 6.9  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.50 | 6.50 | 6.90 |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.50 | 4.00 | 3.30 |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |      |  |      |  |      |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|------|--|------|--|------|--|------|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |      |  | 31   |  |      |  | 29   |  |     | 38   |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |      |  | 560  |  |      |  | 575  |  |     | 996  |  |  |     | 960  |  |  |
| v/c Ratio                               |      |  | 0.06 |  |      |  | 0.05 |  |     | 0.04 |  |  |     | 0.02 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 0.2  |  |      |  | 0.2  |  |     | 0.1  |  |  |     | 0.1  |  |  |
| Control Delay (s/veh)                   |      |  | 11.8 |  |      |  | 11.6 |  |     | 8.8  |  |  |     | 8.8  |  |  |
| Level of Service (LOS)                  |      |  | B    |  |      |  | B    |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 11.8 |  |      |  | 11.6 |  |      |  | 0.5 |      |  |  | 0.3 |      |  |  |
| Approach LOS                            | B    |  |      |  | B    |  |      |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

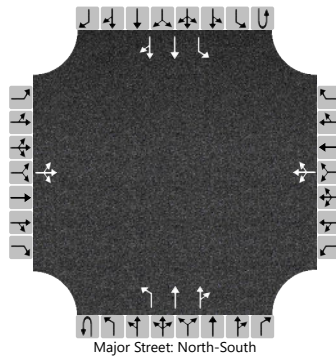
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2032                   |
| Time Analyzed            | Horizon-AM Peak        |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                           |
|----------------------------|---------------------------|
| Intersection               | Eagle Ranch & Agate Hills |
| Jurisdiction               | CABQ                      |
| East/West Street           | Agate Hills Dr            |
| North/South Street         | Eagle Ranch Rd            |
| Peak Hour Factor           | 0.89                      |
| Analysis Time Period (hrs) | 1.00                      |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11  | 12 |           | 7 | 8   | 9 | 1U         | 1  | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0 | 1   | 0 | 0          | 1  | 2   | 0  | 0          | 1 | 2   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |   |            | L  | T   | TR |            | L | T   | TR |
| Volume (veh/h)             |           | 5  | 0   | 45 |           | 0 | 0   | 0 | 2          | 17 | 370 | 0  | 2          | 0 | 308 | 2  |
| Percent Heavy Vehicles (%) |           | 0  | 0   | 0  |           | 0 | 0   | 0 | 0          | 0  |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Percent Grade (%)          | 0         |    |     |    | 0         |   |     |   |            |    |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |     |    |           |   |     |   | 4          |    |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |      |      |  |  |      |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|------|------|--|--|------|------|--|--|
| Base Critical Headway (sec)  |  | 7.5  | 6.5  | 6.9  |  | 7.5  | 6.5  | 6.9  | 6.4  | 4.1  |  |  | 6.4  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.50 | 6.50 | 6.90 |  | 7.50 | 6.50 | 6.90 | 6.40 | 4.10 |  |  | 6.40 | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  | 2.5  | 2.2  |  |  | 2.5  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.50 | 4.00 | 3.30 |  | 3.50 | 4.00 | 3.30 | 2.50 | 2.20 |  |  | 2.50 | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|-----|--|------|--|--|--|---|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |     |  | 56   |  |  |  | 0 |  |     | 21   |  |  |     | 2    |  |  |
| Capacity, c (veh/h)                     |     |  | 812  |  |  |  |   |  |     | 1162 |  |  |     | 792  |  |  |
| v/c Ratio                               |     |  | 0.07 |  |  |  |   |  |     | 0.02 |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.2  |  |  |  |   |  |     | 0.1  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |     |  | 9.8  |  |  |  |   |  |     | 8.2  |  |  |     | 9.6  |  |  |
| Level of Service (LOS)                  |     |  | A    |  |  |  |   |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 9.8 |  |      |  |  |  |   |  | 0.4 |      |  |  | 0.1 |      |  |  |
| Approach LOS                            | A   |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

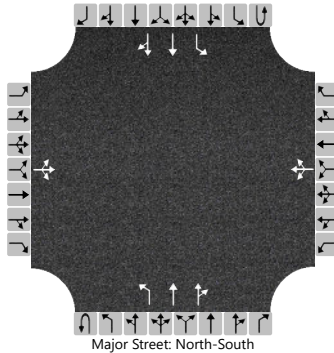
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2032                   |
| Time Analyzed            | Horizon-PM Peak        |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                           |
|----------------------------|---------------------------|
| Intersection               | Eagle Ranch & Agate Hills |
| Jurisdiction               | CABQ                      |
| East/West Street           | Agate Hills Dr            |
| North/South Street         | Eagle Ranch Rd            |
| Peak Hour Factor           | 0.94                      |
| Analysis Time Period (hrs) | 1.00                      |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |   | Northbound |    |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|---|------------|----|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R | U          | L  | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11  | 12 |           | 7 | 8   | 9 | 1U         | 1  | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1   | 0  |           | 0 | 1   | 0 | 0          | 1  | 2   | 0  | 0          | 1 | 2   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |   |            | L  | T   | TR |            | L | T   | TR |
| Volume (veh/h)             |           | 11 | 0   | 21 |           | 0 | 0   | 0 | 0          | 40 | 647 | 0  | 0          | 0 | 597 | 9  |
| Percent Heavy Vehicles (%) |           | 0  | 0   | 0  |           | 0 | 0   | 0 | 0          | 0  |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Percent Grade (%)          | 0         |    |     |    | 0         |   |     |   |            |    |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |     |    |           |   |     |   |            |    |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |     |    |           |   |     |   | 4          |    |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |      |      |      |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|------|------|------|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  | 7.5  | 6.5  | 6.9  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  | 7.50 | 6.50 | 6.90 |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  | 3.5  | 4.0  | 3.3  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  | 3.50 | 4.00 | 3.30 |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |      |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|------|--|------|--|--|--|---|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |      |  | 34   |  |  |  | 0 |  |     | 43   |  |  |     | 0    |  |  |
| Capacity, c (veh/h)                     |      |  | 550  |  |  |  |   |  |     | 950  |  |  |     | 915  |  |  |
| v/c Ratio                               |      |  | 0.06 |  |  |  |   |  |     | 0.04 |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |      |  | 0.2  |  |  |  |   |  |     | 0.1  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |      |  | 12.0 |  |  |  |   |  |     | 9.0  |  |  |     | 8.9  |  |  |
| Level of Service (LOS)                  |      |  | B    |  |  |  |   |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  | 12.0 |  |      |  |  |  |   |  | 0.5 |      |  |  | 0.0 |      |  |  |
| Approach LOS                            | B    |  |      |  |  |  |   |  |     |      |  |  |     |      |  |  |

Eagle Ranch Rd and Site Access/Paradise Blvd

# HCS7 Two-Way Stop-Control Report

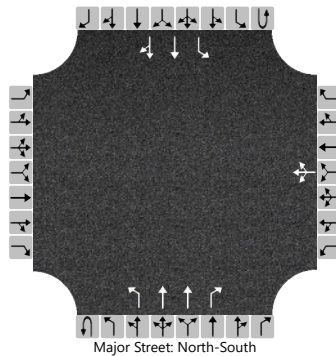
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2021                   |
| Time Analyzed            | Existing-AM Peak       |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Eagle Ranch & Paradise |
| Jurisdiction               | CABQ                   |
| East/West Street           | Paradise Blvd          |
| North/South Street         | Eagle Ranch Rd         |
| Peak Hour Factor           | 0.91                   |
| Analysis Time Period (hrs) | 1.00                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |     |   | Northbound |   |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|----|----|-----------|----|-----|---|------------|---|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L  | T   | R | U          | L | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8   | 9 | 1U         | 1 | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0  | 1   | 0 | 0          | 1 | 2   | 1  | 0          | 1 | 2   | 0  |
| Configuration              |           |    |    |    |           |    | LTR |   |            | L | T   | R  |            | L | T   | TR |
| Volume (veh/h)             |           |    |    |    |           | 11 | 0   | 7 | 0          | 0 | 343 | 20 | 0          | 2 | 317 | 0  |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 0  | 0   | 0 | 0          | 0 |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |    |    |           |    |     |   |            |   |     |    |            |   |     |    |
| Percent Grade (%)          |           |    |    |    | 0         |    |     |   |            |   |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |    |    |           |    |     |   | No         |   |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |    |    |           |    |     |   | 4          |   |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 20   |  |  |     | 0    |  |  |     | 2    |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 672  |  |  |     | 1222 |  |  |     | 1171 |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.03 |  |  |     | 0.00 |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      | 0.1  |  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      | 10.5 |  |  |     | 7.9  |  |  |     | 8.1  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 10.5 |      |  |  | 0.0 |      |  |  | 0.1 |      |  |  |
| Approach LOS                            |  |  |  |  | B    |      |  |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

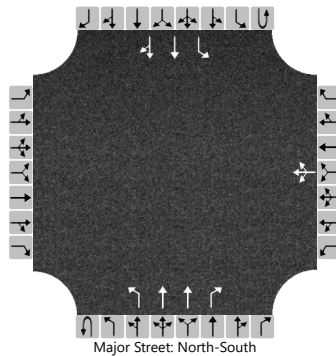
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2021                   |
| Time Analyzed            | Existing-PM Peak       |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Eagle Ranch & Paradise |
| Jurisdiction               | CABQ                   |
| East/West Street           | Paradise Blvd          |
| North/South Street         | Eagle Ranch Rd         |
| Peak Hour Factor           | 0.93                   |
| Analysis Time Period (hrs) | 1.00                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6  |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0  | 1   | 0  | 0          | 1 | 2   | 1  | 0          | 1  | 2   | 0  |
| Configuration              |           |    |    |    |           |    | LTR |    |            | L | T   | R  |            | L  | T   | TR |
| Volume (veh/h)             |           |    |    |    |           | 28 | 0   | 24 | 0          | 0 | 589 | 35 | 0          | 13 | 537 | 0  |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 0  | 0   | 0  | 0          | 0 |     |    | 0          | 0  |     |    |
| Proportion Time Blocked    |           |    |    |    |           |    |     |    |            |   |     |    |            |    |     |    |
| Percent Grade (%)          |           |    |    |    | 0         |    |     |    |            |   |     |    |            |    |     |    |
| Right Turn Channelized     |           |    |    |    |           |    |     |    | No         |   |     |    |            |    |     |    |
| Median Type   Storage      |           |    |    |    | Left Only |    |     |    |            |   |     |    | 4          |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |      |  |  |      |  |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|------|--|--|------|--|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 56   |  |  | 0    |  |  |  |     | 14   |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 513  |  |  | 1006 |  |  |  |     | 929  |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.11 |  |  | 0.00 |  |  |  |     | 0.02 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      | 0.4  |  |  | 0.0  |  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      | 12.9 |  |  | 8.6  |  |  |  |     | 8.9  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      | B    |  |  | A    |  |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 12.9 |      |  |  | 0.0  |  |  |  | 0.2 |      |  |  |
| Approach LOS                            |  |  |  |  | B    |      |  |  |      |  |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

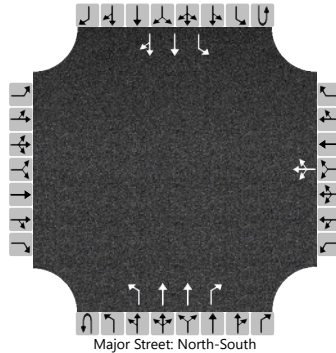
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Background-AM Peak     |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Eagle Ranch & Paradise |
| Jurisdiction               | CABQ                   |
| East/West Street           | Paradise Blvd          |
| North/South Street         | Eagle Ranch Rd         |
| Peak Hour Factor           | 0.91                   |
| Analysis Time Period (hrs) | 1.00                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |     |   | Northbound |   |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|----|----|-----------|----|-----|---|------------|---|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L  | T   | R | U          | L | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8   | 9 | 1U         | 1 | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0  | 1   | 0 | 0          | 1 | 2   | 1  | 0          | 1 | 2   | 0  |
| Configuration              |           |    |    |    |           |    | LTR |   |            | L | T   | R  |            | L | T   | TR |
| Volume (veh/h)             |           |    |    |    |           | 12 | 0   | 8 | 0          | 0 | 347 | 21 | 0          | 3 | 321 | 0  |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 0  | 0   | 0 | 0          | 0 |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |    |    |           |    |     |   |            |   |     |    |            |   |     |    |
| Percent Grade (%)          |           |    |    |    | 0         |    |     |   |            |   |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |    |    |           |    |     |   | No         |   |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |    |    |           |    |     |   | 4          |   |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |  |      |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|--|------|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      |  | 22   |  |     | 0    |  |  |     | 3    |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      |  | 670  |  |     | 1217 |  |  |     | 1165 |  |  |
| v/c Ratio                               |  |  |  |  |      |  | 0.03 |  |     | 0.00 |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      |  | 0.1  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      |  | 10.6 |  |     | 8.0  |  |  |     | 8.1  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      |  | B    |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 10.6 |  |      |  | 0.0 |      |  |  | 0.1 |      |  |  |
| Approach LOS                            |  |  |  |  | B    |  |      |  |     |      |  |  |     |      |  |  |

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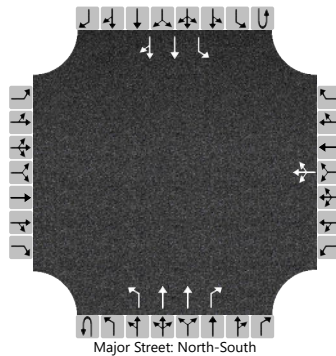
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Background-PM Peak     |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Eagle Ranch & Paradise |
| Jurisdiction               | CABQ                   |
| East/West Street           | Paradise Blvd          |
| North/South Street         | Eagle Ranch Rd         |
| Peak Hour Factor           | 0.93                   |
| Analysis Time Period (hrs) | 1.00                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6  |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0  | 1   | 0  | 0          | 1 | 2   | 1  | 0          | 1  | 2   | 0  |
| Configuration              |           |    |    |    |           |    | LTR |    |            | L | T   | R  |            | L  | T   | TR |
| Volume (veh/h)             |           |    |    |    |           | 29 | 0   | 25 | 0          | 0 | 595 | 36 | 0          | 14 | 543 | 0  |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 0  | 0   | 0  | 0          | 0 |     |    | 0          | 0  |     |    |
| Proportion Time Blocked    |           |    |    |    |           |    |     |    |            |   |     |    |            |    |     |    |
| Percent Grade (%)          |           |    |    |    | 0         |    |     |    |            |   |     |    |            |    |     |    |
| Right Turn Channelized     |           |    |    |    |           |    |     |    | No         |   |     |    |            |    |     |    |
| Median Type   Storage      |           |    |    |    | Left Only |    |     |    |            |   |     |    | 4          |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |      |  |  |      |  |  |  |      |  |  |  |
|-----------------------------------------|--|--|--|--|------|------|--|--|------|--|--|--|------|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 58   |  |  | 0    |  |  |  | 15   |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 509  |  |  | 1001 |  |  |  | 923  |  |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.11 |  |  | 0.00 |  |  |  | 0.02 |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      | 0.4  |  |  | 0.0  |  |  |  | 0.0  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      | 13.0 |  |  | 8.6  |  |  |  | 9.0  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      | B    |  |  | A    |  |  |  | A    |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 13.0 |      |  |  | 0.0  |  |  |  | 0.2  |  |  |  |
| Approach LOS                            |  |  |  |  | B    |      |  |  |      |  |  |  |      |  |  |  |

# HCS7 Two-Way Stop-Control Report

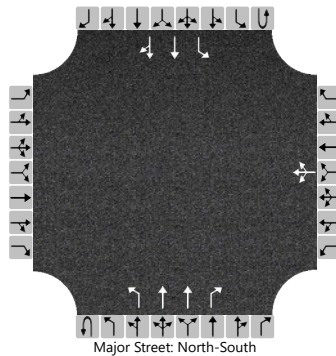
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Full Build-AM Peak     |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Eagle Ranch & Paradise |
| Jurisdiction               | CABQ                   |
| East/West Street           | Paradise Blvd          |
| North/South Street         | Eagle Ranch Rd         |
| Peak Hour Factor           | 0.91                   |
| Analysis Time Period (hrs) | 1.00                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|----|----|-----------|----|-----|----|------------|---|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0  | 1   | 0  | 0          | 1 | 2   | 1  | 0          | 1 | 2   | 0  |
| Configuration              |           |    |    |    |           |    | LTR |    |            | L | T   | R  |            | L | T   | TR |
| Volume (veh/h)             |           |    |    |    |           | 21 | 0   | 11 | 0          | 0 | 350 | 30 | 0          | 6 | 327 | 0  |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 0  | 0   | 0  | 0          | 0 |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |    |    |           |    |     |    |            |   |     |    |            |   |     |    |
| Percent Grade (%)          |           |    |    |    | 0         |    |     |    |            |   |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |    |    |           |    |     |    | No         |   |     |    |            |   |     |    |
| Median Type   Storage      | Left Only |    |    |    |           |    |     |    | 4          |   |     |    |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |  |      |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|--|------|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      |  | 35   |  |     | 0    |  |  |     | 7    |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      |  | 655  |  |     | 1210 |  |  |     | 1152 |  |  |
| v/c Ratio                               |  |  |  |  |      |  | 0.05 |  |     | 0.00 |  |  |     | 0.01 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      |  | 0.2  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      |  | 10.8 |  |     | 8.0  |  |  |     | 8.1  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      |  | B    |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 10.8 |  |      |  | 0.0 |      |  |  | 0.1 |      |  |  |
| Approach LOS                            |  |  |  |  | B    |  |      |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

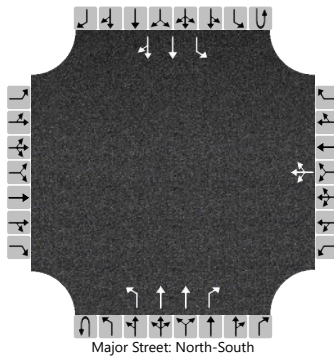
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Full Build-PM Peak     |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Eagle Ranch & Paradise |
| Jurisdiction               | CABQ                   |
| East/West Street           | Paradise Blvd          |
| North/South Street         | Eagle Ranch Rd         |
| Peak Hour Factor           | 0.93                   |
| Analysis Time Period (hrs) | 1.00                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6  |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0  | 1   | 0  | 0          | 1 | 2   | 1  | 0          | 1  | 2   | 0  |
| Configuration              |           |    |    |    |           |    | LTR |    |            | L | T   | R  |            | L  | T   | TR |
| Volume (veh/h)             |           |    |    |    |           | 53 | 0   | 31 | 0          | 0 | 601 | 60 | 0          | 20 | 548 | 0  |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 0  | 0   | 0  | 0          | 0 |     |    | 0          | 0  |     |    |
| Proportion Time Blocked    |           |    |    |    |           |    |     |    |            |   |     |    |            |    |     |    |
| Percent Grade (%)          |           |    |    |    | 0         |    |     |    |            |   |     |    |            |    |     |    |
| Right Turn Channelized     |           |    |    |    |           |    |     |    | No         |   |     |    |            |    |     |    |
| Median Type   Storage      |           |    |    |    | Left Only |    |     |    |            |   |     |    | 4          |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |  |      |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|--|------|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      |  | 90   |  |     | 0    |  |  |     | 22   |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      |  | 482  |  |     | 996  |  |  |     | 898  |  |  |
| v/c Ratio                               |  |  |  |  |      |  | 0.19 |  |     | 0.00 |  |  |     | 0.02 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      |  | 0.7  |  |     | 0.0  |  |  |     | 0.1  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      |  | 14.2 |  |     | 8.6  |  |  |     | 9.1  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      |  | B    |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 14.2 |  |      |  | 0.0 |      |  |  | 0.3 |      |  |  |
| Approach LOS                            |  |  |  |  | B    |  |      |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

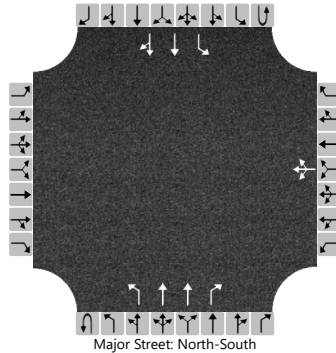
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2022                   |
| Time Analyzed            | Horizon-AM Peak        |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Eagle Ranch & Paradise |
| Jurisdiction               | CABQ                   |
| East/West Street           | Paradise Blvd          |
| North/South Street         | Eagle Ranch Rd         |
| Peak Hour Factor           | 0.91                   |
| Analysis Time Period (hrs) | 1.00                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |     |   | Northbound |   |     |    | Southbound |   |     |    |
|----------------------------|-----------|----|----|----|-----------|----|-----|---|------------|---|-----|----|------------|---|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L  | T   | R | U          | L | T   | R  | U          | L | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8   | 9 | 1U         | 1 | 2   | 3  | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0  | 1   | 0 | 0          | 1 | 2   | 1  | 0          | 1 | 2   | 0  |
| Configuration              |           |    |    |    |           |    | LTR |   |            | L | T   | R  |            | L | T   | TR |
| Volume (veh/h)             |           |    |    |    |           | 13 | 0   | 8 | 0          | 0 | 385 | 23 | 0          | 3 | 356 | 0  |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 0  | 0   | 0 | 0          | 0 |     |    | 0          | 0 |     |    |
| Proportion Time Blocked    |           |    |    |    |           |    |     |   |            |   |     |    |            |   |     |    |
| Percent Grade (%)          |           |    |    |    | 0         |    |     |   |            |   |     |    |            |   |     |    |
| Right Turn Channelized     |           |    |    |    |           |    |     |   | No         |   |     |    |            |   |     |    |
| Median Type   Storage      |           |    |    |    | Left Only |    |     |   |            |   |     |    | 4          |   |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |  |      |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|--|------|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      |  | 23   |  |     | 0    |  |  |     | 3    |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      |  | 635  |  |     | 1178 |  |  |     | 1123 |  |  |
| v/c Ratio                               |  |  |  |  |      |  | 0.04 |  |     | 0.00 |  |  |     | 0.00 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      |  | 0.1  |  |     | 0.0  |  |  |     | 0.0  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      |  | 10.9 |  |     | 8.1  |  |  |     | 8.2  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      |  | B    |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 10.9 |  |      |  | 0.0 |      |  |  | 0.1 |      |  |  |
| Approach LOS                            |  |  |  |  | B    |  |      |  |     |      |  |  |     |      |  |  |

# HCS7 Two-Way Stop-Control Report

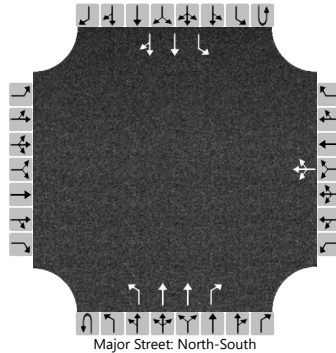
## General Information

|                          |                        |
|--------------------------|------------------------|
| Analyst                  | MRM                    |
| Agency/Co.               | Lee Engineering        |
| Date Performed           | 8/26/2021              |
| Analysis Year            | 2023                   |
| Time Analyzed            | Horizon-PM Peak        |
| Intersection Orientation | North-South            |
| Project Description      | Sedona West Apartments |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Eagle Ranch & Paradise |
| Jurisdiction               | CABQ                   |
| East/West Street           | Paradise Blvd          |
| North/South Street         | Eagle Ranch Rd         |
| Peak Hour Factor           | 0.93                   |
| Analysis Time Period (hrs) | 1.00                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |    |     |    | Northbound |   |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|----|----|-----------|----|-----|----|------------|---|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L  | T   | R  | U          | L | T   | R  | U          | L  | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7  | 8   | 9  | 1U         | 1 | 2   | 3  | 4U         | 4  | 5   | 6  |
| Number of Lanes            |           | 0  | 0  | 0  |           | 0  | 1   | 0  | 0          | 1 | 2   | 1  | 0          | 1  | 2   | 0  |
| Configuration              |           |    |    |    |           |    | LTR |    |            | L | T   | R  |            | L  | T   | TR |
| Volume (veh/h)             |           |    |    |    |           | 32 | 0   | 27 | 0          | 0 | 660 | 40 | 0          | 15 | 602 | 0  |
| Percent Heavy Vehicles (%) |           |    |    |    |           | 0  | 0   | 0  | 0          | 0 |     |    | 0          | 0  |     |    |
| Proportion Time Blocked    |           |    |    |    |           |    |     |    |            |   |     |    |            |    |     |    |
| Percent Grade (%)          |           |    |    |    | 0         |    |     |    |            |   |     |    |            |    |     |    |
| Right Turn Channelized     |           |    |    |    |           |    |     |    | No         |   |     |    |            |    |     |    |
| Median Type   Storage      | Left Only |    |    |    |           |    |     |    | 4          |   |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |      |      |  |      |  |  |  |      |  |  |
|------------------------------|--|--|--|--|--|------|------|------|--|------|--|--|--|------|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 7.5  | 6.5  | 6.9  |  | 4.1  |  |  |  | 4.1  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 7.50 | 6.50 | 6.90 |  | 4.10 |  |  |  | 4.10 |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 3.5  | 4.0  | 3.3  |  | 2.2  |  |  |  | 2.2  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 3.50 | 4.00 | 3.30 |  | 2.20 |  |  |  | 2.20 |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |      |      |  |  |     |      |  |  |     |      |  |  |
|-----------------------------------------|--|--|--|--|------|------|--|--|-----|------|--|--|-----|------|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 63   |  |  |     | 0    |  |  |     | 16   |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 468  |  |  |     | 948  |  |  |     | 866  |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.14 |  |  |     | 0.00 |  |  |     | 0.02 |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      | 0.5  |  |  |     | 0.0  |  |  |     | 0.1  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      | 13.9 |  |  |     | 8.8  |  |  |     | 9.2  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      | B    |  |  |     | A    |  |  |     | A    |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 13.9 |      |  |  | 0.0 |      |  |  | 0.2 |      |  |  |
| Approach LOS                            |  |  |  |  | B    |      |  |  |     |      |  |  |     |      |  |  |

Eagle Ranch Rd and Miramar Dr

# HCS7 All-Way Stop Control Report

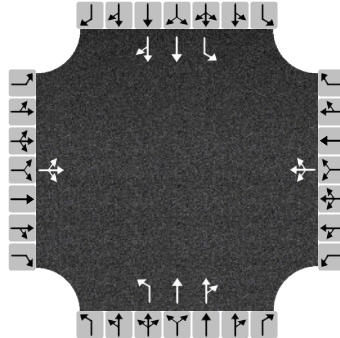
## General Information

|                            |                        |
|----------------------------|------------------------|
| Analyst                    | MRM                    |
| Agency/Co.                 | Lee Engineering        |
| Date Performed             | 8/26/2021              |
| Analysis Year              | 2021                   |
| Analysis Time Period (hrs) | 1.00                   |
| Time Analyzed              | Existing-AM Peak       |
| Project Description        | Sedona West Apartments |

## Site Information

|                    |                       |
|--------------------|-----------------------|
| Intersection       | Eagle Ranch & Miramar |
| Jurisdiction       | CABQ                  |
| East/West Street   | Miramar Dr            |
| North/South Street | Eagle Ranch Rd        |
| Peak Hour Factor   | 0.95                  |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R   |
| Volume                 | 2         | 0  | 5  | 30        | 0  | 11 | 4          | 352 | 7   | 6          | 318 | 4   |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50  |            |     | 50  |
| Lane                   | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2  | L3  | L1         | L2  | L3  |
| Configuration          | LTR       |    |    | LTR       |    |    | L          | T   | TR  | L          | T   | TR  |
| Flow Rate, v (veh/h)   | 7         |    |    | 43        |    |    | 4          | 185 | 193 | 6          | 167 | 172 |
| Percent Heavy Vehicles | 2         |    |    | 2         |    |    | 2          | 2   | 2   | 2          | 2   | 2   |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |       |       |       |       |       |
|-----------------------------------|-------|--|--|-------|--|--|-------|-------|-------|-------|-------|-------|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  |
| Initial Degree of Utilization, x  | 0.007 |  |  | 0.038 |  |  | 0.004 | 0.165 | 0.171 | 0.006 | 0.149 | 0.153 |
| Final Departure Headway, hd (s)   | 5.82  |  |  | 6.28  |  |  | 5.51  | 5.01  | 4.98  | 5.54  | 5.04  | 5.02  |
| Final Degree of Utilization, x    | 0.012 |  |  | 0.075 |  |  | 0.006 | 0.258 | 0.267 | 0.010 | 0.234 | 0.239 |
| Move-Up Time, m (s)               | 2.3   |  |  | 2.3   |  |  | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   |
| Service Time, ts (s)              | 3.52  |  |  | 3.98  |  |  | 3.21  | 2.71  | 2.68  | 3.24  | 2.74  | 2.72  |

## Capacity, Delay and Level of Service

|                                         |     |  |  |     |  |  |     |     |     |     |     |     |
|-----------------------------------------|-----|--|--|-----|--|--|-----|-----|-----|-----|-----|-----|
| Flow Rate, v (veh/h)                    | 7   |  |  | 43  |  |  | 4   | 185 | 193 | 6   | 167 | 172 |
| Capacity                                | 618 |  |  | 573 |  |  | 653 | 719 | 723 | 649 | 714 | 717 |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.0 |  |  | 0.2 |  |  | 0.0 | 1.0 | 1.1 | 0.0 | 0.9 | 0.9 |
| Control Delay (s/veh)                   | 8.6 |  |  | 9.5 |  |  | 8.2 | 9.4 | 9.5 | 8.3 | 9.3 | 9.3 |
| Level of Service, LOS                   | A   |  |  | A   |  |  | A   | A   | A   | A   | A   | A   |
| Approach Delay (s/veh)                  | 8.6 |  |  | 9.5 |  |  | 9.5 |     |     | 9.3 |     |     |
| Approach LOS                            | A   |  |  | A   |  |  | A   |     |     | A   |     |     |
| Intersection Delay, s/veh   LOS         | 9.4 |  |  |     |  |  | A   |     |     |     |     |     |

# HCS7 All-Way Stop Control Report

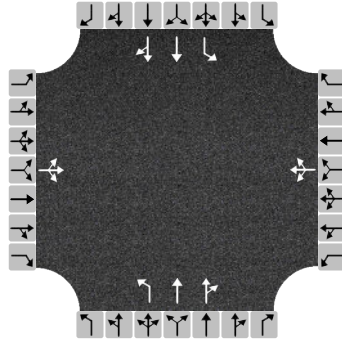
## General Information

|                            |                        |
|----------------------------|------------------------|
| Analyst                    | MRM                    |
| Agency/Co.                 | Lee Engineering        |
| Date Performed             | 8/26/2021              |
| Analysis Year              | 2021                   |
| Analysis Time Period (hrs) | 1.00                   |
| Time Analyzed              | Existing-PM Peak       |
| Project Description        | Sedona West Apartments |

## Site Information

|                    |                       |
|--------------------|-----------------------|
| Intersection       | Eagle Ranch & Miramar |
| Jurisdiction       | CABQ                  |
| East/West Street   | Miramar Dr            |
| North/South Street | Eagle Ranch Rd        |
| Peak Hour Factor   | 0.91                  |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R   |
| Volume                 | 2         | 0  | 2  | 11        | 0  | 12 | 6          | 604 | 26  | 9          | 545 | 7   |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50  |            |     | 50  |
| Lane                   | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2  | L3  | L1         | L2  | L3  |
| Configuration          | LTR       |    |    | LTR       |    |    | L          | T   | TR  | L          | T   | TR  |
| Flow Rate, v (veh/h)   | 4         |    |    | 25        |    |    | 7          | 332 | 360 | 10         | 299 | 307 |
| Percent Heavy Vehicles | 2         |    |    | 2         |    |    | 2          | 2   | 2   | 2          | 2   | 2   |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |       |       |       |       |       |
|-----------------------------------|-------|--|--|-------|--|--|-------|-------|-------|-------|-------|-------|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  |
| Initial Degree of Utilization, x  | 0.004 |  |  | 0.022 |  |  | 0.006 | 0.295 | 0.320 | 0.009 | 0.266 | 0.273 |
| Final Departure Headway, hd (s)   | 7.08  |  |  | 6.99  |  |  | 5.76  | 5.25  | 5.20  | 5.84  | 5.34  | 5.32  |
| Final Degree of Utilization, x    | 0.009 |  |  | 0.049 |  |  | 0.011 | 0.484 | 0.521 | 0.016 | 0.444 | 0.454 |
| Move-Up Time, m (s)               | 2.3   |  |  | 2.3   |  |  | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   |
| Service Time, ts (s)              | 4.78  |  |  | 4.69  |  |  | 3.46  | 2.95  | 2.90  | 3.54  | 3.04  | 3.02  |

## Capacity, Delay and Level of Service

|                                         |      |  |  |      |  |  |      |      |      |      |      |      |
|-----------------------------------------|------|--|--|------|--|--|------|------|------|------|------|------|
| Flow Rate, v (veh/h)                    | 4    |  |  | 25   |  |  | 7    | 332  | 360  | 10   | 299  | 307  |
| Capacity                                | 509  |  |  | 515  |  |  | 625  | 685  | 692  | 617  | 674  | 677  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.0  |  |  | 0.2  |  |  | 0.0  | 2.8  | 3.2  | 0.0  | 2.4  | 2.5  |
| Control Delay (s/veh)                   | 9.8  |  |  | 10.0 |  |  | 8.5  | 12.9 | 13.5 | 8.6  | 12.3 | 12.4 |
| Level of Service, LOS                   | A    |  |  | B    |  |  | A    | B    | B    | A    | B    | B    |
| Approach Delay (s/veh)                  | 9.8  |  |  | 10.0 |  |  | 13.2 |      |      | 12.3 |      |      |
| Approach LOS                            | A    |  |  | B    |  |  | B    |      |      | B    |      |      |
| Intersection Delay, s/veh   LOS         | 12.7 |  |  |      |  |  | B    |      |      |      |      |      |

# HCS7 All-Way Stop Control Report

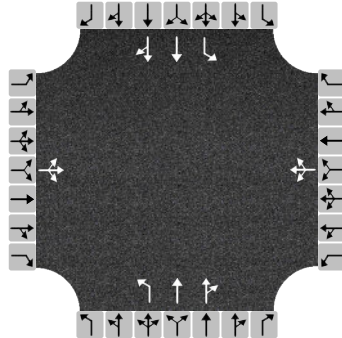
## General Information

|                            |                        |
|----------------------------|------------------------|
| Analyst                    | MRM                    |
| Agency/Co.                 | Lee Engineering        |
| Date Performed             | 8/26/2021              |
| Analysis Year              | 2022                   |
| Analysis Time Period (hrs) | 1.00                   |
| Time Analyzed              | Background-AM Peak     |
| Project Description        | Sedona West Apartments |

## Site Information

|                    |                       |
|--------------------|-----------------------|
| Intersection       | Eagle Ranch & Miramar |
| Jurisdiction       | CABQ                  |
| East/West Street   | Miramar Dr            |
| North/South Street | Eagle Ranch Rd        |
| Peak Hour Factor   | 0.95                  |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R   |
| Volume                 | 3         | 0  | 6  | 31        | 0  | 12 | 5          | 356 | 8   | 7          | 322 | 5   |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50  |            |     | 50  |
| Lane                   | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2  | L3  | L1         | L2  | L3  |
| Configuration          | LTR       |    |    | LTR       |    |    | L          | T   | TR  | L          | T   | TR  |
| Flow Rate, v (veh/h)   | 9         |    |    | 45        |    |    | 5          | 187 | 196 | 7          | 169 | 175 |
| Percent Heavy Vehicles | 2         |    |    | 2         |    |    | 2          | 2   | 2   | 2          | 2   | 2   |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |       |       |       |       |       |
|-----------------------------------|-------|--|--|-------|--|--|-------|-------|-------|-------|-------|-------|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  |
| Initial Degree of Utilization, x  | 0.008 |  |  | 0.040 |  |  | 0.005 | 0.167 | 0.174 | 0.007 | 0.151 | 0.155 |
| Final Departure Headway, hd (s)   | 5.91  |  |  | 6.30  |  |  | 5.54  | 5.03  | 5.00  | 5.57  | 5.07  | 5.05  |
| Final Degree of Utilization, x    | 0.016 |  |  | 0.079 |  |  | 0.008 | 0.262 | 0.272 | 0.011 | 0.239 | 0.245 |
| Move-Up Time, m (s)               | 2.3   |  |  | 2.3   |  |  | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   |
| Service Time, ts (s)              | 3.61  |  |  | 4.00  |  |  | 3.24  | 2.73  | 2.70  | 3.27  | 2.77  | 2.75  |

## Capacity, Delay and Level of Service

|                                         |     |  |  |     |  |  |     |     |     |     |     |     |
|-----------------------------------------|-----|--|--|-----|--|--|-----|-----|-----|-----|-----|-----|
| Flow Rate, v (veh/h)                    | 9   |  |  | 45  |  |  | 5   | 187 | 196 | 7   | 169 | 175 |
| Capacity                                | 609 |  |  | 571 |  |  | 650 | 715 | 720 | 647 | 711 | 714 |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.0 |  |  | 0.3 |  |  | 0.0 | 1.1 | 1.1 | 0.0 | 0.9 | 1.0 |
| Control Delay (s/veh)                   | 8.7 |  |  | 9.5 |  |  | 8.3 | 9.5 | 9.6 | 8.3 | 9.4 | 9.4 |
| Level of Service, LOS                   | A   |  |  | A   |  |  | A   | A   | A   | A   | A   | A   |
| Approach Delay (s/veh)                  | 8.7 |  |  | 9.5 |  |  | 9.5 |     |     | 9.3 |     |     |
| Approach LOS                            | A   |  |  | A   |  |  | A   |     |     | A   |     |     |
| Intersection Delay, s/veh   LOS         | 9.4 |  |  |     |  |  | A   |     |     |     |     |     |

# HCS7 All-Way Stop Control Report

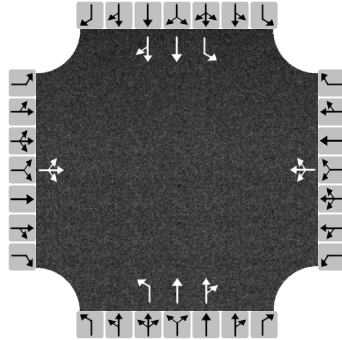
## General Information

|                            |                        |
|----------------------------|------------------------|
| Analyst                    | MRM                    |
| Agency/Co.                 | Lee Engineering        |
| Date Performed             | 8/26/2021              |
| Analysis Year              | 2022                   |
| Analysis Time Period (hrs) | 1.00                   |
| Time Analyzed              | Background-PM Peak     |
| Project Description        | Sedona West Apartments |

## Site Information

|                    |                       |
|--------------------|-----------------------|
| Intersection       | Eagle Ranch & Miramar |
| Jurisdiction       | CABQ                  |
| East/West Street   | Miramar Dr            |
| North/South Street | Eagle Ranch Rd        |
| Peak Hour Factor   | 0.91                  |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R   |
| Volume                 | 3         | 0  | 3  | 12        | 0  | 13 | 7          | 611 | 27  | 10         | 551 | 8   |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50  |            |     | 50  |
| Lane                   | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2  | L3  | L1         | L2  | L3  |
| Configuration          | LTR       |    |    | LTR       |    |    | L          | T   | TR  | L          | T   | TR  |
| Flow Rate, v (veh/h)   | 7         |    |    | 27        |    |    | 8          | 336 | 365 | 11         | 303 | 312 |
| Percent Heavy Vehicles | 2         |    |    | 2         |    |    | 2          | 2   | 2   | 2          | 2   | 2   |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |       |       |       |       |       |
|-----------------------------------|-------|--|--|-------|--|--|-------|-------|-------|-------|-------|-------|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  |
| Initial Degree of Utilization, x  | 0.006 |  |  | 0.024 |  |  | 0.007 | 0.298 | 0.325 | 0.010 | 0.269 | 0.277 |
| Final Departure Headway, hd (s)   | 7.12  |  |  | 7.03  |  |  | 5.79  | 5.29  | 5.24  | 5.88  | 5.38  | 5.36  |
| Final Degree of Utilization, x    | 0.013 |  |  | 0.054 |  |  | 0.012 | 0.494 | 0.531 | 0.018 | 0.452 | 0.464 |
| Move-Up Time, m (s)               | 2.3   |  |  | 2.3   |  |  | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   |
| Service Time, ts (s)              | 4.82  |  |  | 4.73  |  |  | 3.49  | 2.99  | 2.94  | 3.58  | 3.08  | 3.06  |

## Capacity, Delay and Level of Service

|                                         |      |  |  |      |  |  |      |      |      |      |      |      |
|-----------------------------------------|------|--|--|------|--|--|------|------|------|------|------|------|
| Flow Rate, v (veh/h)                    | 7    |  |  | 27   |  |  | 8    | 336  | 365  | 11   | 303  | 312  |
| Capacity                                | 506  |  |  | 512  |  |  | 621  | 680  | 688  | 612  | 670  | 672  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.0  |  |  | 0.2  |  |  | 0.0  | 2.9  | 3.3  | 0.1  | 2.4  | 2.6  |
| Control Delay (s/veh)                   | 9.9  |  |  | 10.1 |  |  | 8.6  | 13.1 | 13.8 | 8.7  | 12.5 | 12.7 |
| Level of Service, LOS                   | A    |  |  | B    |  |  | A    | B    | B    | A    | B    | B    |
| Approach Delay (s/veh)                  | 9.9  |  |  | 10.1 |  |  | 13.4 |      |      | 12.5 |      |      |
| Approach LOS                            | A    |  |  | B    |  |  | B    |      |      | B    |      |      |
| Intersection Delay, s/veh   LOS         | 12.9 |  |  |      |  |  | B    |      |      |      |      |      |

# HCS7 All-Way Stop Control Report

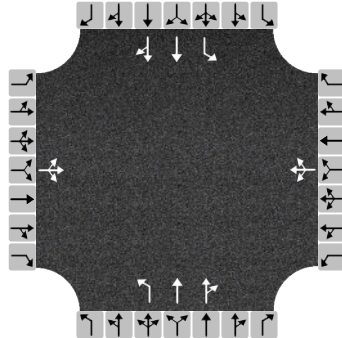
## General Information

|                            |                        |
|----------------------------|------------------------|
| Analyst                    | MRM                    |
| Agency/Co.                 | Lee Engineering        |
| Date Performed             | 8/26/2021              |
| Analysis Year              | 2022                   |
| Analysis Time Period (hrs) | 1.00                   |
| Time Analyzed              | Fuill Build-AM Peak    |
| Project Description        | Sedona West Apartments |

## Site Information

|                    |                       |
|--------------------|-----------------------|
| Intersection       | Eagle Ranch & Miramar |
| Jurisdiction       | CABQ                  |
| East/West Street   | Miramar Dr            |
| North/South Street | Eagle Ranch Rd        |
| Peak Hour Factor   | 0.95                  |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R   |
| Volume                 | 3         | 0  | 6  | 31        | 0  | 12 | 5          | 367 | 8   | 7          | 349 | 5   |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50  |            |     | 50  |
| Lane                   | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2  | L3  | L1         | L2  | L3  |
| Configuration          | LTR       |    |    | LTR       |    |    | L          | T   | TR  | L          | T   | TR  |
| Flow Rate, v (veh/h)   | 9         |    |    | 45        |    |    | 5          | 193 | 202 | 7          | 184 | 189 |
| Percent Heavy Vehicles | 2         |    |    | 2         |    |    | 2          | 2   | 2   | 2          | 2   | 2   |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |       |       |       |       |       |
|-----------------------------------|-------|--|--|-------|--|--|-------|-------|-------|-------|-------|-------|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  |
| Initial Degree of Utilization, x  | 0.008 |  |  | 0.040 |  |  | 0.005 | 0.172 | 0.179 | 0.007 | 0.163 | 0.168 |
| Final Departure Headway, hd (s)   | 5.99  |  |  | 6.38  |  |  | 5.57  | 5.06  | 5.04  | 5.58  | 5.08  | 5.06  |
| Final Degree of Utilization, x    | 0.016 |  |  | 0.080 |  |  | 0.008 | 0.272 | 0.282 | 0.011 | 0.259 | 0.266 |
| Move-Up Time, m (s)               | 2.3   |  |  | 2.3   |  |  | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   |
| Service Time, ts (s)              | 3.69  |  |  | 4.08  |  |  | 3.27  | 2.76  | 2.74  | 3.28  | 2.78  | 2.76  |

## Capacity, Delay and Level of Service

|                                         |     |  |  |     |  |  |     |     |     |     |     |     |
|-----------------------------------------|-----|--|--|-----|--|--|-----|-----|-----|-----|-----|-----|
| Flow Rate, v (veh/h)                    | 9   |  |  | 45  |  |  | 5   | 193 | 202 | 7   | 184 | 189 |
| Capacity                                | 601 |  |  | 564 |  |  | 647 | 711 | 715 | 645 | 708 | 711 |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.0 |  |  | 0.3 |  |  | 0.0 | 1.1 | 1.2 | 0.0 | 1.0 | 1.1 |
| Control Delay (s/veh)                   | 8.8 |  |  | 9.6 |  |  | 8.3 | 9.7 | 9.7 | 8.3 | 9.6 | 9.6 |
| Level of Service, LOS                   | A   |  |  | A   |  |  | A   | A   | A   | A   | A   | A   |
| Approach Delay (s/veh)                  | 8.8 |  |  | 9.6 |  |  | 9.7 |     |     | 9.6 |     |     |
| Approach LOS                            | A   |  |  | A   |  |  | A   |     |     | A   |     |     |
| Intersection Delay, s/veh   LOS         | 9.6 |  |  |     |  |  | A   |     |     |     |     |     |

# HCS7 All-Way Stop Control Report

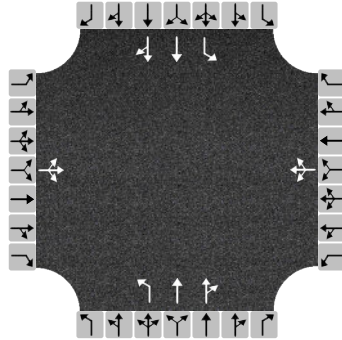
## General Information

|                            |                        |
|----------------------------|------------------------|
| Analyst                    | MRM                    |
| Agency/Co.                 | Lee Engineering        |
| Date Performed             | 8/26/2021              |
| Analysis Year              | 2022                   |
| Analysis Time Period (hrs) | 1.00                   |
| Time Analyzed              | Full Build-PM Peak     |
| Project Description        | Sedona West Apartments |

## Site Information

|                    |                       |
|--------------------|-----------------------|
| Intersection       | Eagle Ranch & Miramar |
| Jurisdiction       | CABQ                  |
| East/West Street   | Miramar Dr            |
| North/South Street | Eagle Ranch Rd        |
| Peak Hour Factor   | 0.91                  |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R   |
| Volume                 | 3         | 0  | 3  | 12        | 0  | 13 | 7          | 640 | 27  | 10         | 571 | 8   |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50  |            |     | 50  |
| Lane                   | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2  | L3  | L1         | L2  | L3  |
| Configuration          | LTR       |    |    | LTR       |    |    | L          | T   | TR  | L          | T   | TR  |
| Flow Rate, v (veh/h)   | 7         |    |    | 27        |    |    | 8          | 352 | 381 | 11         | 314 | 323 |
| Percent Heavy Vehicles | 2         |    |    | 2         |    |    | 2          | 2   | 2   | 2          | 2   | 2   |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |       |       |       |       |       |
|-----------------------------------|-------|--|--|-------|--|--|-------|-------|-------|-------|-------|-------|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  |
| Initial Degree of Utilization, x  | 0.006 |  |  | 0.024 |  |  | 0.007 | 0.313 | 0.339 | 0.010 | 0.279 | 0.287 |
| Final Departure Headway, hd (s)   | 7.21  |  |  | 7.12  |  |  | 5.83  | 5.33  | 5.27  | 5.92  | 5.42  | 5.40  |
| Final Degree of Utilization, x    | 0.013 |  |  | 0.054 |  |  | 0.012 | 0.520 | 0.558 | 0.018 | 0.473 | 0.484 |
| Move-Up Time, m (s)               | 2.3   |  |  | 2.3   |  |  | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   |
| Service Time, ts (s)              | 4.91  |  |  | 4.82  |  |  | 3.53  | 3.03  | 2.97  | 3.62  | 3.12  | 3.10  |

## Capacity, Delay and Level of Service

|                                         |      |  |  |      |  |  |      |      |      |      |      |      |
|-----------------------------------------|------|--|--|------|--|--|------|------|------|------|------|------|
| Flow Rate, v (veh/h)                    | 7    |  |  | 27   |  |  | 8    | 352  | 381  | 11   | 314  | 323  |
| Capacity                                | 499  |  |  | 506  |  |  | 618  | 676  | 683  | 608  | 664  | 666  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.0  |  |  | 0.2  |  |  | 0.0  | 3.2  | 3.7  | 0.1  | 2.6  | 2.8  |
| Control Delay (s/veh)                   | 10.0 |  |  | 10.2 |  |  | 8.6  | 13.8 | 14.6 | 8.7  | 13.0 | 13.1 |
| Level of Service, LOS                   | B    |  |  | B    |  |  | A    | B    | B    | A    | B    | B    |
| Approach Delay (s/veh)                  | 10.0 |  |  | 10.2 |  |  | 14.1 |      |      | 13.0 |      |      |
| Approach LOS                            | B    |  |  | B    |  |  | B    |      |      | B    |      |      |
| Intersection Delay, s/veh   LOS         | 13.5 |  |  |      |  |  | B    |      |      |      |      |      |

# HCS7 All-Way Stop Control Report

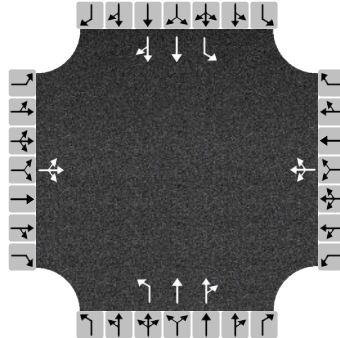
## General Information

|                            |                        |
|----------------------------|------------------------|
| Analyst                    | MRM                    |
| Agency/Co.                 | Lee Engineering        |
| Date Performed             | 8/26/2021              |
| Analysis Year              | 2022                   |
| Analysis Time Period (hrs) | 1.00                   |
| Time Analyzed              | Horizon-AM Peak        |
| Project Description        | Sedona West Apartments |

## Site Information

|                    |                       |
|--------------------|-----------------------|
| Intersection       | Eagle Ranch & Miramar |
| Jurisdiction       | CABQ                  |
| East/West Street   | Miramar Dr            |
| North/South Street | Eagle Ranch Rd        |
| Peak Hour Factor   | 0.95                  |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R   |
| Volume                 | 3         | 0  | 6  | 34        | 0  | 13 | 5          | 395 | 8   | 7          | 357 | 5   |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50  |            |     | 50  |
| Lane                   | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2  | L3  | L1         | L2  | L3  |
| Configuration          | LTR       |    |    | LTR       |    |    | L          | T   | TR  | L          | T   | TR  |
| Flow Rate, v (veh/h)   | 9         |    |    | 49        |    |    | 5          | 208 | 216 | 7          | 188 | 193 |
| Percent Heavy Vehicles | 2         |    |    | 2         |    |    | 2          | 2   | 2   | 2          | 2   | 2   |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |       |       |       |       |       |
|-----------------------------------|-------|--|--|-------|--|--|-------|-------|-------|-------|-------|-------|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  |
| Initial Degree of Utilization, x  | 0.008 |  |  | 0.044 |  |  | 0.005 | 0.185 | 0.192 | 0.007 | 0.167 | 0.172 |
| Final Departure Headway, hd (s)   | 6.08  |  |  | 6.46  |  |  | 5.60  | 5.10  | 5.07  | 5.64  | 5.13  | 5.12  |
| Final Degree of Utilization, x    | 0.016 |  |  | 0.089 |  |  | 0.008 | 0.294 | 0.305 | 0.012 | 0.268 | 0.274 |
| Move-Up Time, m (s)               | 2.3   |  |  | 2.3   |  |  | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   |
| Service Time, ts (s)              | 3.78  |  |  | 4.16  |  |  | 3.30  | 2.80  | 2.77  | 3.34  | 2.83  | 2.82  |

## Capacity, Delay and Level of Service

|                                         |     |  |  |     |  |  |     |     |      |     |     |     |
|-----------------------------------------|-----|--|--|-----|--|--|-----|-----|------|-----|-----|-----|
| Flow Rate, v (veh/h)                    | 9   |  |  | 49  |  |  | 5   | 208 | 216  | 7   | 188 | 193 |
| Capacity                                | 592 |  |  | 557 |  |  | 643 | 706 | 710  | 639 | 701 | 704 |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.0 |  |  | 0.3 |  |  | 0.0 | 1.2 | 1.3  | 0.0 | 1.1 | 1.1 |
| Control Delay (s/veh)                   | 8.9 |  |  | 9.8 |  |  | 8.3 | 9.9 | 10.0 | 8.4 | 9.7 | 9.7 |
| Level of Service, LOS                   | A   |  |  | A   |  |  | A   | A   | A    | A   | A   | A   |
| Approach Delay (s/veh)                  | 8.9 |  |  | 9.8 |  |  | 9.9 |     |      | 9.7 |     |     |
| Approach LOS                            | A   |  |  | A   |  |  | A   |     |      | A   |     |     |
| Intersection Delay, s/veh   LOS         | 9.8 |  |  |     |  |  | A   |     |      |     |     |     |

# HCS7 All-Way Stop Control Report

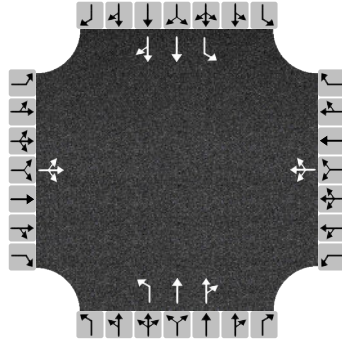
## General Information

|                            |                        |
|----------------------------|------------------------|
| Analyst                    | MRM                    |
| Agency/Co.                 | Lee Engineering        |
| Date Performed             | 8/26/2021              |
| Analysis Year              | 2022                   |
| Analysis Time Period (hrs) | 1.00                   |
| Time Analyzed              | Horizon-PM Peak        |
| Project Description        | Sedona West Apartments |

## Site Information

|                    |                       |
|--------------------|-----------------------|
| Intersection       | Eagle Ranch & Miramar |
| Jurisdiction       | CABQ                  |
| East/West Street   | Miramar Dr            |
| North/South Street | Eagle Ranch Rd        |
| Peak Hour Factor   | 0.91                  |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |    |    | Westbound |    |    | Northbound |     |     | Southbound |     |     |
|------------------------|-----------|----|----|-----------|----|----|------------|-----|-----|------------|-----|-----|
| Movement               | L         | T  | R  | L         | T  | R  | L          | T   | R   | L          | T   | R   |
| Volume                 | 3         | 0  | 3  | 13        | 0  | 14 | 7          | 677 | 30  | 11         | 611 | 8   |
| % Thrus in Shared Lane |           |    |    |           |    |    |            |     | 50  |            |     | 50  |
| Lane                   | L1        | L2 | L3 | L1        | L2 | L3 | L1         | L2  | L3  | L1         | L2  | L3  |
| Configuration          | LTR       |    |    | LTR       |    |    | L          | T   | TR  | L          | T   | TR  |
| Flow Rate, v (veh/h)   | 7         |    |    | 30        |    |    | 8          | 372 | 405 | 12         | 336 | 345 |
| Percent Heavy Vehicles | 2         |    |    | 2         |    |    | 2          | 2   | 2   | 2          | 2   | 2   |

## Departure Headway and Service Time

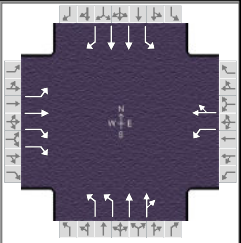
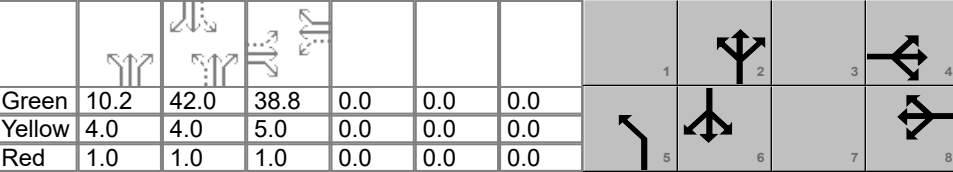
|                                   |       |  |  |       |  |  |       |       |       |       |       |       |
|-----------------------------------|-------|--|--|-------|--|--|-------|-------|-------|-------|-------|-------|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  | 3.20  |
| Initial Degree of Utilization, x  | 0.006 |  |  | 0.026 |  |  | 0.007 | 0.331 | 0.360 | 0.011 | 0.298 | 0.306 |
| Final Departure Headway, hd (s)   | 7.37  |  |  | 7.27  |  |  | 5.91  | 5.41  | 5.35  | 6.01  | 5.50  | 5.49  |
| Final Degree of Utilization, x    | 0.013 |  |  | 0.060 |  |  | 0.013 | 0.559 | 0.602 | 0.020 | 0.513 | 0.525 |
| Move-Up Time, m (s)               | 2.3   |  |  | 2.3   |  |  | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   | 2.3   |
| Service Time, ts (s)              | 5.07  |  |  | 4.97  |  |  | 3.61  | 3.11  | 3.05  | 3.71  | 3.20  | 3.19  |

## Capacity, Delay and Level of Service

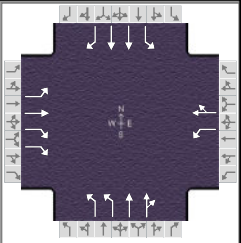
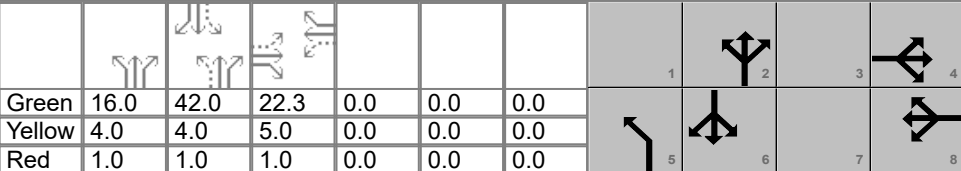
|                                         |      |  |  |      |  |  |      |      |      |      |      |      |
|-----------------------------------------|------|--|--|------|--|--|------|------|------|------|------|------|
| Flow Rate, v (veh/h)                    | 7    |  |  | 30   |  |  | 8    | 372  | 405  | 12   | 336  | 345  |
| Capacity                                | 489  |  |  | 495  |  |  | 609  | 666  | 673  | 599  | 654  | 656  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 0.0  |  |  | 0.2  |  |  | 0.0  | 3.7  | 4.4  | 0.1  | 3.1  | 3.2  |
| Control Delay (s/veh)                   | 10.2 |  |  | 10.4 |  |  | 8.7  | 14.9 | 16.0 | 8.8  | 14.0 | 14.2 |
| Level of Service, LOS                   | B    |  |  | B    |  |  | A    | B    | C    | A    | B    | B    |
| Approach Delay (s/veh)                  | 10.2 |  |  | 10.4 |  |  | 15.4 |      |      | 14.0 |      |      |
| Approach LOS                            | B    |  |  | B    |  |  | C    |      |      | B    |      |      |
| Intersection Delay, s/veh   LOS         | 14.7 |  |  |      |  |  | B    |      |      |      |      |      |

Eagle Ranch Rd and Site Access/Paradise Blvd

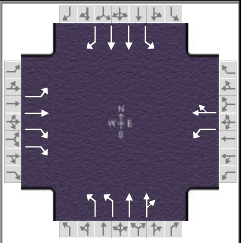
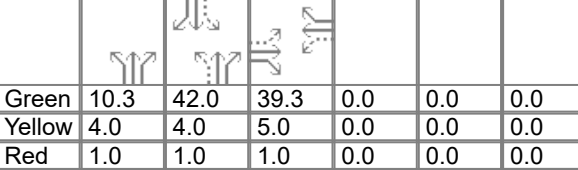
# HCS7 Signalized Intersection Results Summary

| General Information                               |       |                           |       |               |      | Intersection Information                                                           |       |                 |       |         |  |       |       |       |       |       |       |      |      |      |     |     |
|---------------------------------------------------|-------|---------------------------|-------|---------------|------|------------------------------------------------------------------------------------|-------|-----------------|-------|---------|-------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|-------|------|------|------|-----|-----|
| Agency                                            |       |                           |       |               |      | Duration, h                                                                        |       | 0.250           |       |         |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Analyst                                           |       |                           |       | Analysis Date |      | 9/13/2021                                                                          |       | Area Type       |       | Other   |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Jurisdiction                                      |       |                           |       | Time Period   |      |                                                                                    |       | PHF             |       | 0.96    |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Urban Street                                      |       | Paradise Blvd             |       | Analysis Year |      | 2021                                                                               |       | Analysis Period |       | 1> 7:30 |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Intersection                                      |       | Paradise Blvd and Eagl... |       | File Name     |      | 1-Existing AM Peak.xus                                                             |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Project Description                               |       | 2021 AM Existing          |       |               |      |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Demand Information                                |       |                           |       |               |      | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |       | SB    |       |       |      |      |      |     |     |
| Approach Movement                                 |       |                           |       |               |      | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R     | L     | T     | R     |      |      |      |     |     |
| Demand ( $\nu$ ), veh/h                           |       |                           |       |               |      | 142                                                                                | 25    | 907             | 24    | 22      | 0                                                                                   | 428   | 212   | 29    | 5     | 297   | 86    |      |      |      |     |     |
| Signal Information                                |       |                           |       |               |      |  |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Cycle, s                                          | 107.0 | Reference Phase           | 2     |               |      |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Offset, s                                         | 0     | Reference Point           | Begin |               |      |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |      |      |     |     |
| Uncoordinated                                     | Yes   | Simult. Gap E/W           | On    | Green         | 10.2 |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       | 42.0 | 38.8 | 0.0  | 0.0 | 0.0 |
| Force Mode                                        | Float | Simult. Gap N/S           | On    | Yellow        | 4.0  |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       | 4.0  | 5.0  | 0.0  | 0.0 | 0.0 |
|                                                   |       |                           |       |               |      | Red                                                                                | 1.0   | 1.0             | 1.0   | 0.0     | 0.0                                                                                 | 0.0   |       |       |       |       |       |      |      |      |     |     |
| Timer Results                                     |       |                           |       |               |      | EBL                                                                                |       | EBT             |       | WBL     |                                                                                     | WBT   |       | NBL   |       | NBT   |       | SBL  |      | SBT  |     |     |
| Assigned Phase                                    |       |                           |       |               |      |                                                                                    |       | 4               |       |         |                                                                                     | 8     |       | 5     |       | 2     |       |      |      | 6    |     |     |
| Case Number                                       |       |                           |       |               |      |                                                                                    |       | 5.0             |       |         |                                                                                     | 6.0   |       | 1.0   |       | 4.0   |       |      |      | 5.3  |     |     |
| Phase Duration, s                                 |       |                           |       |               |      |                                                                                    |       | 44.8            |       |         |                                                                                     | 44.8  |       | 15.2  |       | 62.2  |       |      |      | 47.0 |     |     |
| Change Period, ( $Y+R_c$ ), s                     |       |                           |       |               |      |                                                                                    |       | 6.0             |       |         |                                                                                     | 6.0   |       | 5.0   |       | 5.0   |       |      |      | 5.0  |     |     |
| Max Allow Headway ( $MAH$ ), s                    |       |                           |       |               |      |                                                                                    |       | 4.3             |       |         |                                                                                     | 4.3   |       | 2.6   |       | 5.1   |       |      |      | 5.1  |     |     |
| Queue Clearance Time ( $g_s$ ), s                 |       |                           |       |               |      |                                                                                    |       | 35.8            |       |         |                                                                                     | 4.2   |       | 9.7   |       | 5.7   |       |      |      | 8.1  |     |     |
| Green Extension Time ( $g_e$ ), s                 |       |                           |       |               |      |                                                                                    |       | 3.0             |       |         |                                                                                     | 6.6   |       | 0.5   |       | 4.2   |       |      |      | 4.2  |     |     |
| Phase Call Probability                            |       |                           |       |               |      |                                                                                    |       | 1.00            |       |         |                                                                                     | 1.00  |       | 1.00  |       | 1.00  |       |      |      | 1.00 |     |     |
| Max Out Probability                               |       |                           |       |               |      |                                                                                    |       | 0.75            |       |         |                                                                                     | 0.01  |       | 0.03  |       | 0.00  |       |      |      | 0.00 |     |     |
| Movement Group Results                            |       |                           |       |               |      | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |       | SB    |       |       |      |      |      |     |     |
| Approach Movement                                 |       |                           |       |               |      | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R     | L     | T     | R     |      |      |      |     |     |
| Assigned Movement                                 |       |                           |       |               |      | 7                                                                                  | 4     | 14              | 3     | 8       | 18                                                                                  | 5     | 2     | 12    | 1     | 6     | 16    |      |      |      |     |     |
| Adjusted Flow Rate ( $\nu$ ), veh/h               |       |                           |       |               |      | 148                                                                                | 26    | 945             | 25    | 0       |                                                                                     | 446   | 127   | 124   | 5     | 309   | 90    |      |      |      |     |     |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   |       |                           |       |               |      | 1410                                                                               | 1900  | 1425            | 1407  | 0       |                                                                                     | 1757  | 1900  | 1820  | 1147  | 1809  | 1610  |      |      |      |     |     |
| Queue Service Time ( $g_s$ ), s                   |       |                           |       |               |      | 8.1                                                                                | 0.9   | 33.8            | 1.3   | 0.0     |                                                                                     | 7.7   | 3.6   | 3.7   | 0.3   | 6.1   | 3.8   |      |      |      |     |     |
| Cycle Queue Clearance Time ( $g_c$ ), s           |       |                           |       |               |      | 8.9                                                                                | 0.9   | 33.8            | 2.2   | 0.0     |                                                                                     | 7.7   | 3.6   | 3.7   | 0.3   | 6.1   | 3.8   |      |      |      |     |     |
| Green Ratio ( $g/C$ )                             |       |                           |       |               |      | 0.36                                                                               | 0.36  | 0.36            | 0.36  |         |                                                                                     | 0.51  | 0.53  | 0.53  | 0.39  | 0.39  | 0.39  |      |      |      |     |     |
| Capacity ( $c$ ), veh/h                           |       |                           |       |               |      | 568                                                                                | 690   | 1034            | 566   |         |                                                                                     | 1198  | 1015  | 973   | 517   | 1420  | 632   |      |      |      |     |     |
| Volume-to-Capacity Ratio ( $X$ )                  |       |                           |       |               |      | 0.260                                                                              | 0.038 | 0.913           | 0.044 | 0.000   |                                                                                     | 0.372 | 0.125 | 0.128 | 0.010 | 0.218 | 0.142 |      |      |      |     |     |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  |       |                           |       |               |      | 121                                                                                | 19    | 464.7           | 18.6  | 0       |                                                                                     | 133.2 | 68.8  | 67.8  | 3.8   | 117   | 67.5  |      |      |      |     |     |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) |       |                           |       |               |      | 4.8                                                                                | 0.8   | 18.6            | 0.7   | 0.0     |                                                                                     | 5.3   | 2.8   | 2.7   | 0.2   | 4.7   | 2.7   |      |      |      |     |     |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  |       |                           |       |               |      | 0.54                                                                               | 0.00  | 0.00            | 0.22  | 0.00    |                                                                                     | 0.81  | 0.00  | 0.00  | 0.03  | 0.00  | 0.64  |      |      |      |     |     |
| Uniform Delay ( $d_1$ ), s/veh                    |       |                           |       |               |      | 24.8                                                                               | 22.0  | 32.5            | 22.7  |         |                                                                                     | 15.3  | 12.4  | 12.5  | 19.8  | 21.6  | 20.9  |      |      |      |     |     |
| Incremental Delay ( $d_2$ ), s/veh                |       |                           |       |               |      | 0.2                                                                                | 0.0   | 10.9            | 0.0   | 0.0     |                                                                                     | 0.1   | 0.3   | 0.3   | 0.0   | 0.4   | 0.5   |      |      |      |     |     |
| Initial Queue Delay ( $d_3$ ), s/veh              |       |                           |       |               |      | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0     |                                                                                     | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |      |      |     |     |
| Control Delay ( $d$ ), s/veh                      |       |                           |       |               |      | 25.1                                                                               | 22.0  | 43.3            | 22.7  |         |                                                                                     | 15.4  | 12.7  | 12.7  | 19.9  | 21.9  | 21.4  |      |      |      |     |     |
| Level of Service (LOS)                            |       |                           |       |               |      | C                                                                                  | C     | D               | C     |         |                                                                                     | B     | B     | B     | B     | C     | C     |      |      |      |     |     |
| Approach Delay, s/veh / LOS                       |       |                           |       |               |      | 40.4                                                                               |       | D               |       | 22.4    |                                                                                     | C     |       | 14.4  |       | B     |       | 21.8 |      | C    |     |     |
| Intersection Delay, s/veh / LOS                   |       |                           |       |               |      | 28.7                                                                               |       |                 |       |         |                                                                                     | C     |       |       |       |       |       |      |      |      |     |     |
| Multimodal Results                                |       |                           |       |               |      | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |       | SB    |       |       |      |      |      |     |     |
| Pedestrian LOS Score / LOS                        |       |                           |       |               |      | 2.43                                                                               |       | B               |       | 2.43    |                                                                                     | B     |       | 1.90  |       | B     |       | 2.43 |      | B    |     |     |
| Bicycle LOS Score / LOS                           |       |                           |       |               |      | 2.33                                                                               |       | B               |       | 0.57    |                                                                                     | A     |       | 1.06  |       | A     |       | 0.82 |      | A    |     |     |

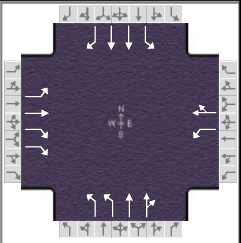
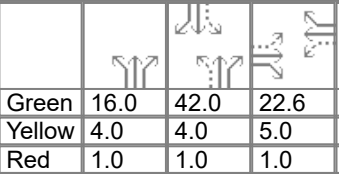
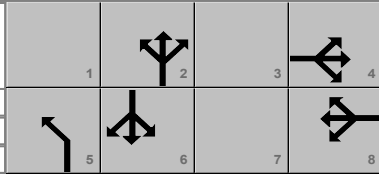
# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                           |       |                                                                                    |       | Intersection Information |       |                 |     |          |  |       |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|---------------------------|-------|------------------------------------------------------------------------------------|-------|--------------------------|-------|-----------------|-----|----------|-------------------------------------------------------------------------------------|-------|-------|-------|-------|------|--|------|--|
| Agency                                          |       |                           |       |                                                                                    |       | Duration, h              |       | 0.250           |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Analyst                                         |       |                           |       | Analysis Date                                                                      |       | 9/13/2021                |       | Area Type       |     | Other    |                                                                                     |       |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                           |       | Time Period                                                                        |       |                          |       | PHF             |     | 0.97     |                                                                                     |       |       |       |       |      |  |      |  |
| Urban Street                                    |       | Paradise Blvd             |       | Analysis Year                                                                      |       | 2021                     |       | Analysis Period |     | 1> 16:45 |                                                                                     |       |       |       |       |      |  |      |  |
| Intersection                                    |       | Paradise Blvd and Eagl... |       | File Name                                                                          |       | 2-Existing PM Peak.xus   |       |                 |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Project Description                             |       | 2021 PM Existing          |       |                                                                                    |       |                          |       |                 |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Demand Information                              |       |                           |       | EB                                                                                 |       |                          | WB    |                 |     | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                           |       | L                                                                                  | T     | R                        | L     | T               | R   | L        | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                           |       | 152                                                                                | 42    | 507                      | 45    | 40              | 10  | 974      | 476                                                                                 | 56    | 5     | 371   | 173   |      |  |      |  |
| Signal Information                              |       |                           |       |  |       |                          |       |                 |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Cycle, s                                        | 96.3  | Reference Phase           | 2     |                                                                                    |       |                          |       |                 |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point           | Begin |                                                                                    |       |                          |       |                 |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W           | On    |                                                                                    |       |                          |       |                 |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Force Mode                                      | Float | Simult. Gap N/S           | On    |                                                                                    |       |                          |       |                 |     |          |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                           |       | Green                                                                              | 16.0  | 42.0                     | 22.3  | 0.0             | 0.0 | 0.0      |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                           |       | Yellow                                                                             | 4.0   | 4.0                      | 5.0   | 0.0             | 0.0 | 0.0      |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                           |       | Red                                                                                | 1.0   | 1.0                      | 1.0   | 0.0             | 0.0 | 0.0      |                                                                                     |       |       |       |       |      |  |      |  |
| Timer Results                                   |       |                           |       | EBL                                                                                |       | EBT                      |       | WBL             |     | WBT      |                                                                                     | NBL   |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                           |       |                                                                                    |       | 4                        |       |                 |     | 8        |                                                                                     | 5     |       | 2     |       |      |  | 6    |  |
| Case Number                                     |       |                           |       |                                                                                    |       | 5.0                      |       |                 |     | 6.0      |                                                                                     | 1.0   |       | 4.0   |       |      |  | 5.3  |  |
| Phase Duration, s                               |       |                           |       |                                                                                    |       | 28.3                     |       |                 |     | 28.3     |                                                                                     | 21.0  |       | 68.0  |       |      |  | 47.0 |  |
| Change Period, ( Y+R c ), s                     |       |                           |       |                                                                                    |       | 6.0                      |       |                 |     | 6.0      |                                                                                     | 5.0   |       | 5.0   |       |      |  | 5.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                           |       |                                                                                    |       | 4.3                      |       |                 |     | 4.3      |                                                                                     | 2.6   |       | 5.1   |       |      |  | 5.1  |  |
| Queue Clearance Time ( g s ), s                 |       |                           |       |                                                                                    |       | 18.6                     |       |                 |     | 6.3      |                                                                                     | 16.5  |       | 7.8   |       |      |  | 8.8  |  |
| Green Extension Time ( g e ), s                 |       |                           |       |                                                                                    |       | 3.7                      |       |                 |     | 3.9      |                                                                                     | 0.0   |       | 7.7   |       |      |  | 7.9  |  |
| Phase Call Probability                          |       |                           |       |                                                                                    |       | 1.00                     |       |                 |     | 1.00     |                                                                                     | 1.00  |       | 1.00  |       |      |  | 1.00 |  |
| Max Out Probability                             |       |                           |       |                                                                                    |       | 0.01                     |       |                 |     | 0.00     |                                                                                     | 1.00  |       | 0.06  |       |      |  | 0.05 |  |
| Movement Group Results                          |       |                           |       | EB                                                                                 |       |                          | WB    |                 |     | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                           |       | L                                                                                  | T     | R                        | L     | T               | R   | L        | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                           |       | 7                                                                                  | 4     | 14                       | 3     | 8               | 18  | 5        | 2                                                                                   | 12    | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                           |       | 157                                                                                | 43    | 523                      | 46    | 52              |     | 1004     | 278                                                                                 | 270   | 5     | 382   | 178   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                           |       | 1374                                                                               | 1900  | 1425                     | 1385  | 1834            |     | 1757     | 1900                                                                                | 1830  | 872   | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                           |       | 9.8                                                                                | 1.7   | 16.6                     | 2.6   | 2.1             |     | 14.5     | 5.7                                                                                 | 5.8   | 0.3   | 6.4   | 6.8   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                           |       | 11.9                                                                               | 1.7   | 16.6                     | 4.3   | 2.1             |     | 14.5     | 5.7                                                                                 | 5.8   | 0.3   | 6.4   | 6.8   |      |  |      |  |
| Green Ratio ( g/C )                             |       |                           |       | 0.23                                                                               | 0.23  | 0.23                     | 0.23  | 0.23            |     | 0.62     | 0.65                                                                                | 0.65  | 0.44  | 0.44  | 0.44  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                           |       | 363                                                                                | 440   | 660                      | 371   | 425             |     | 1484     | 1243                                                                                | 1197  | 455   | 1578  | 702   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                           |       | 0.432                                                                              | 0.098 | 0.792                    | 0.125 | 0.121           |     | 0.677    | 0.224                                                                               | 0.226 | 0.011 | 0.242 | 0.254 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                           |       | 147.3                                                                              | 35.3  | 243.2                    | 39.4  | 42.3            |     | 220.3    | 97                                                                                  | 94.3  | 3.1   | 119.1 | 115.8 |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                           |       | 5.9                                                                                | 1.4   | 9.7                      | 1.6   | 1.7             |     | 8.8      | 3.9                                                                                 | 3.8   | 0.1   | 4.8   | 4.6   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                           |       | 0.65                                                                               | 0.00  | 0.00                     | 0.46  | 0.00            |     | 1.33     | 0.00                                                                                | 0.00  | 0.02  | 0.00  | 1.10  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                           |       | 34.0                                                                               | 29.1  | 34.8                     | 30.8  | 29.3            |     | 10.3     | 6.7                                                                                 | 6.8   | 15.4  | 17.1  | 17.2  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                           |       | 0.8                                                                                | 0.1   | 2.2                      | 0.1   | 0.1             |     | 1.0      | 0.4                                                                                 | 0.4   | 0.0   | 0.4   | 0.9   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                           |       | 0.0                                                                                | 0.0   | 0.0                      | 0.0   | 0.0             |     | 0.0      | 0.0                                                                                 | 0.0   | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                           |       | 34.8                                                                               | 29.2  | 37.0                     | 30.9  | 29.4            |     | 11.3     | 7.2                                                                                 | 7.2   | 15.5  | 17.5  | 18.1  |      |  |      |  |
| Level of Service (LOS)                          |       |                           |       | C                                                                                  | C     | D                        | C     | C               |     | B        | A                                                                                   | A     | B     | B     | B     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                           |       | 36.1                                                                               |       | D                        |       | 30.1            |     | C        |                                                                                     | 9.9   |       | A     |       | 17.7 |  | B    |  |
| Intersection Delay, s/veh / LOS                 |       |                           |       | 18.5                                                                               |       |                          |       |                 |     | B        |                                                                                     |       |       |       |       |      |  |      |  |
| Multimodal Results                              |       |                           |       | EB                                                                                 |       |                          | WB    |                 |     | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                           |       | 2.44                                                                               |       | B                        |       | 2.44            |     | B        |                                                                                     | 1.87  |       | B     |       | 2.42 |  | B    |  |
| Bicycle LOS Score / LOS                         |       |                           |       | 1.68                                                                               |       | B                        |       | 0.65            |     | A        |                                                                                     | 1.77  |       | B     |       | 0.95 |  | A    |  |

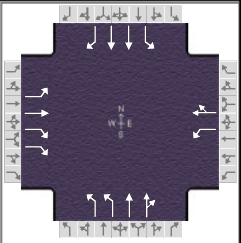
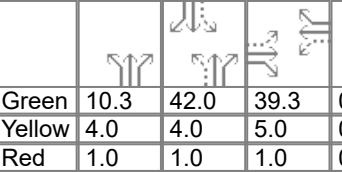
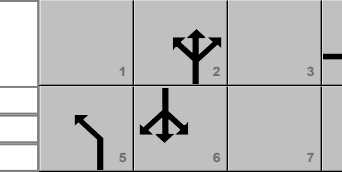
# HCS7 Signalized Intersection Results Summary

| General Information                               |  |                           |                 |               |       | Intersection Information                                                           |       |                 |       |         |  |       |       |       |       |       |       |      |  |      |  |
|---------------------------------------------------|--|---------------------------|-----------------|---------------|-------|------------------------------------------------------------------------------------|-------|-----------------|-------|---------|-------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|-------|------|--|------|--|
| Agency                                            |  |                           |                 |               |       | Duration, h                                                                        |       | 0.250           |       |         |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Analyst                                           |  |                           |                 | Analysis Date |       | 9/13/2021                                                                          |       | Area Type       |       | Other   |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Jurisdiction                                      |  |                           |                 | Time Period   |       |                                                                                    |       | PHF             |       | 0.96    |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Urban Street                                      |  | Paradise Blvd             |                 | Analysis Year |       | 2021                                                                               |       | Analysis Period |       | 1> 7:30 |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Intersection                                      |  | Paradise Blvd and Eagl... |                 | File Name     |       | 3-Background AM Peak.xus                                                           |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Project Description                               |  | 2022 AM Background        |                 |               |       |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Demand Information                                |  |                           |                 |               |       | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |       | SB    |       |       |      |  |      |  |
| Approach Movement                                 |  |                           |                 |               |       | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R     | L     | T     | R     |      |  |      |  |
| Demand ( $v$ ), veh/h                             |  |                           |                 |               |       | 144                                                                                | 26    | 917             | 25    | 23      | 0                                                                                   | 433   | 215   | 30    | 6     | 300   | 87    |      |  |      |  |
| Signal Information                                |  |                           |                 |               |       |  |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Cycle, s                                          |  | 107.6                     | Reference Phase |               | 2     |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Offset, s                                         |  | 0                         | Reference Point |               | Begin |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Uncoordinated                                     |  | Yes                       | Simult. Gap E/W |               | On    |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |  |      |  |
| Force Mode                                        |  | Float                     | Simult. Gap N/S |               | On    |                                                                                    |       |                 |       |         |                                                                                     |       |       |       |       |       |       |      |  |      |  |
|                                                   |  |                           |                 |               |       | Green                                                                              | 10.3  | 42.0            | 39.3  | 0.0     | 0.0                                                                                 | 0.0   |       |       |       |       |       |      |  |      |  |
|                                                   |  |                           |                 |               |       | Yellow                                                                             | 4.0   | 4.0             | 5.0   | 0.0     | 0.0                                                                                 | 0.0   |       |       |       |       |       |      |  |      |  |
|                                                   |  |                           |                 |               |       | Red                                                                                | 1.0   | 1.0             | 1.0   | 0.0     | 0.0                                                                                 | 0.0   |       |       |       |       |       |      |  |      |  |
| Timer Results                                     |  |                           |                 |               |       | EBL                                                                                |       | EBT             |       | WBL     |                                                                                     | WBT   |       | NBL   |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                    |  |                           |                 |               |       |                                                                                    |       | 4               |       |         |                                                                                     | 8     |       | 5     |       | 2     |       |      |  | 6    |  |
| Case Number                                       |  |                           |                 |               |       |                                                                                    |       | 5.0             |       |         |                                                                                     | 6.0   |       | 1.0   |       | 4.0   |       |      |  | 5.3  |  |
| Phase Duration, s                                 |  |                           |                 |               |       |                                                                                    |       | 45.3            |       |         |                                                                                     | 45.3  |       | 15.3  |       | 62.3  |       |      |  | 47.0 |  |
| Change Period, ( $Y+R_c$ ), s                     |  |                           |                 |               |       |                                                                                    |       | 6.0             |       |         |                                                                                     | 6.0   |       | 5.0   |       | 5.0   |       |      |  | 5.0  |  |
| Max Allow Headway ( $MAH$ ), s                    |  |                           |                 |               |       |                                                                                    |       | 4.3             |       |         |                                                                                     | 4.3   |       | 2.6   |       | 5.1   |       |      |  | 5.1  |  |
| Queue Clearance Time ( $g_s$ ), s                 |  |                           |                 |               |       |                                                                                    |       | 36.5            |       |         |                                                                                     | 4.3   |       | 9.8   |       | 5.8   |       |      |  | 8.2  |  |
| Green Extension Time ( $g_e$ ), s                 |  |                           |                 |               |       |                                                                                    |       | 2.8             |       |         |                                                                                     | 6.8   |       | 0.5   |       | 4.3   |       |      |  | 4.3  |  |
| Phase Call Probability                            |  |                           |                 |               |       |                                                                                    |       | 1.00            |       |         |                                                                                     | 1.00  |       | 1.00  |       | 1.00  |       |      |  | 1.00 |  |
| Max Out Probability                               |  |                           |                 |               |       |                                                                                    |       | 0.83            |       |         |                                                                                     | 0.01  |       | 0.03  |       | 0.00  |       |      |  | 0.00 |  |
| Movement Group Results                            |  |                           |                 |               |       | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |       | SB    |       |       |      |  |      |  |
| Approach Movement                                 |  |                           |                 |               |       | L                                                                                  | T     | R               | L     | T       | R                                                                                   | L     | T     | R     | L     | T     | R     |      |  |      |  |
| Assigned Movement                                 |  |                           |                 |               |       | 7                                                                                  | 4     | 14              | 3     | 8       | 18                                                                                  | 5     | 2     | 12    | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( $v$ ), veh/h                 |  |                           |                 |               |       | 150                                                                                | 27    | 955             | 26    | 0       |                                                                                     | 451   | 129   | 126   | 6     | 313   | 91    |      |  |      |  |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   |  |                           |                 |               |       | 1409                                                                               | 1900  | 1425            | 1405  | 0       |                                                                                     | 1757  | 1900  | 1819  | 1142  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( $g_s$ ), s                   |  |                           |                 |               |       | 8.2                                                                                | 1.0   | 34.5            | 1.3   | 0.0     |                                                                                     | 7.8   | 3.7   | 3.8   | 0.4   | 6.2   | 3.9   |      |  |      |  |
| Cycle Queue Clearance Time ( $g_c$ ), s           |  |                           |                 |               |       | 9.1                                                                                | 1.0   | 34.5            | 2.3   | 0.0     |                                                                                     | 7.8   | 3.7   | 3.8   | 0.4   | 6.2   | 3.9   |      |  |      |  |
| Green Ratio ( $g/C$ )                             |  |                           |                 |               |       | 0.36                                                                               | 0.36  | 0.36            | 0.36  |         |                                                                                     | 0.50  | 0.53  | 0.53  | 0.39  | 0.39  | 0.39  |      |  |      |  |
| Capacity ( $c$ ), veh/h                           |  |                           |                 |               |       | 570                                                                                | 693   | 1040            | 567   |         |                                                                                     | 1192  | 1012  | 969   | 513   | 1412  | 628   |      |  |      |  |
| Volume-to-Capacity Ratio ( $X$ )                  |  |                           |                 |               |       | 0.263                                                                              | 0.039 | 0.918           | 0.046 | 0.000   |                                                                                     | 0.378 | 0.127 | 0.130 | 0.012 | 0.221 | 0.144 |      |  |      |  |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  |  |                           |                 |               |       | 123.4                                                                              | 19.8  | 474.9           | 19.5  | 0       |                                                                                     | 136.1 | 70.8  | 69.7  | 4.6   | 119.6 | 69.2  |      |  |      |  |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) |  |                           |                 |               |       | 4.9                                                                                | 0.8   | 19.0            | 0.8   | 0.0     |                                                                                     | 5.4   | 2.8   | 2.8   | 0.2   | 4.8   | 2.8   |      |  |      |  |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  |  |                           |                 |               |       | 0.55                                                                               | 0.00  | 0.00            | 0.23  | 0.00    |                                                                                     | 0.83  | 0.00  | 0.00  | 0.04  | 0.00  | 0.66  |      |  |      |  |
| Uniform Delay ( $d_1$ ), s/veh                    |  |                           |                 |               |       | 24.9                                                                               | 22.0  | 32.6            | 22.7  |         |                                                                                     | 15.5  | 12.6  | 12.6  | 20.1  | 21.9  | 21.2  |      |  |      |  |
| Incremental Delay ( $d_2$ ), s/veh                |  |                           |                 |               |       | 0.2                                                                                | 0.0   | 11.5            | 0.0   | 0.0     |                                                                                     | 0.1   | 0.3   | 0.3   | 0.0   | 0.4   | 0.5   |      |  |      |  |
| Initial Queue Delay ( $d_3$ ), s/veh              |  |                           |                 |               |       | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0     |                                                                                     | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( $d$ ), s/veh                      |  |                           |                 |               |       | 25.1                                                                               | 22.0  | 44.2            | 22.8  |         |                                                                                     | 15.6  | 12.9  | 12.9  | 20.2  | 22.3  | 21.7  |      |  |      |  |
| Level of Service (LOS)                            |  |                           |                 |               |       | C                                                                                  | C     | D               | C     |         |                                                                                     | B     | B     | B     | C     | C     | C     |      |  |      |  |
| Approach Delay, s/veh / LOS                       |  |                           |                 |               |       | 41.1                                                                               |       | D               |       | 22.4    |                                                                                     | C     |       | 14.6  |       | B     |       | 22.1 |  | C    |  |
| Intersection Delay, s/veh / LOS                   |  |                           |                 |               |       | 29.2                                                                               |       |                 |       |         |                                                                                     | C     |       |       |       |       |       |      |  |      |  |
| Multimodal Results                                |  |                           |                 |               |       | EB                                                                                 |       |                 | WB    |         |                                                                                     | NB    |       |       | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                        |  |                           |                 |               |       | 2.43                                                                               |       | B               |       | 2.43    |                                                                                     | B     |       | 1.90  |       | B     |       | 2.43 |  | B    |  |
| Bicycle LOS Score / LOS                           |  |                           |                 |               |       | 2.36                                                                               |       | B               |       | 0.57    |                                                                                     | A     |       | 1.07  |       | A     |       | 0.83 |  | A    |  |

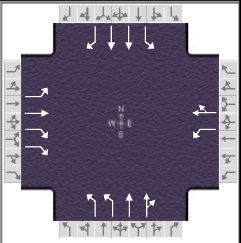
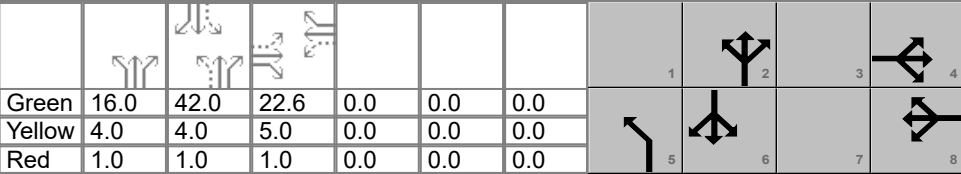
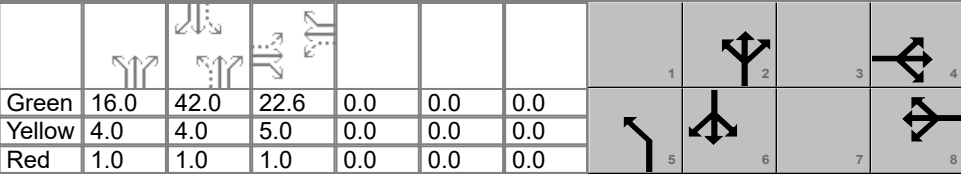
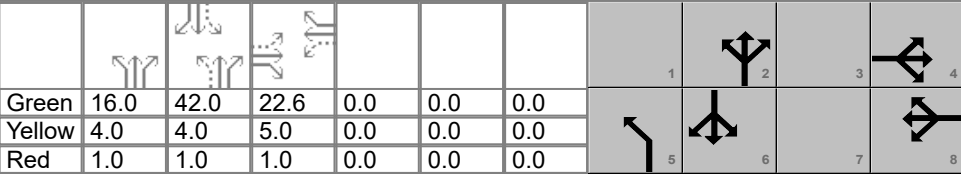
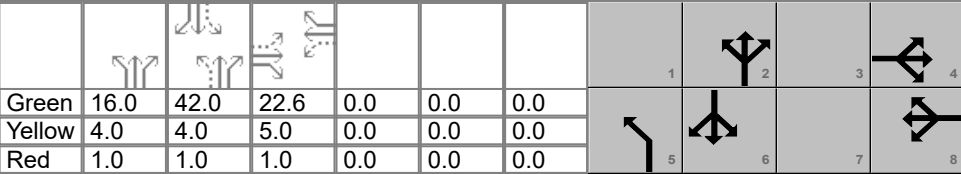
# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                           |       |               |  | Intersection Information                                                          |       |                 |       |          |     |  |       |       |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|---------------------------|-------|---------------|--|-----------------------------------------------------------------------------------|-------|-----------------|-------|----------|-----|-------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|------|--|------|--|
| Agency                                          |       |                           |       |               |  | Duration, h                                                                       |       | 0.250           |       |          |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Analyst                                         |       |                           |       | Analysis Date |  | 9/13/2021                                                                         |       | Area Type       |       | Other    |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                           |       | Time Period   |  |                                                                                   |       | PHF             |       | 0.97     |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Urban Street                                    |       | Paradise Blvd             |       | Analysis Year |  | 2021                                                                              |       | Analysis Period |       | 1> 16:45 |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Intersection                                    |       | Paradise Blvd and Eagl... |       | File Name     |  | 4-Background PM Peak.xus                                                          |       |                 |       |          |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Project Description                             |       | 2022 PM Background        |       |               |  |                                                                                   |       |                 |       |          |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Demand Information                              |       |                           |       |               |  | EB                                                                                |       |                 | WB    |          |     | NB                                                                                  |       |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                           |       |               |  | L                                                                                 | T     | R               | L     | T        | R   | L                                                                                   | T     | R     | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                           |       |               |  | 154                                                                               | 43    | 513             | 46    | 41       | 11  | 984                                                                                 | 481   | 57    | 6     | 375   | 175   |      |  |      |  |
| Signal Information                              |       |                           |       |               |  |  |       |                 |       |          |     |  |       |       |       |       |       |      |  |      |  |
| Cycle, s                                        | 96.6  | Reference Phase           | 2     |               |  |                                                                                   |       |                 |       |          |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point           | Begin |               |  |                                                                                   |       |                 |       |          |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W           | On    |               |  |                                                                                   |       |                 |       |          |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Force Mode                                      | Float | Simult. Gap N/S           | On    |               |  |                                                                                   |       |                 |       |          |     |                                                                                     |       |       |       |       |       |      |  |      |  |
| Green                                           |       |                           |       |               |  | 16.0                                                                              | 42.0  | 22.6            | 0.0   | 0.0      | 0.0 |                                                                                     |       |       |       |       |       |      |  |      |  |
| Yellow                                          |       |                           |       |               |  | 4.0                                                                               | 4.0   | 5.0             | 0.0   | 0.0      | 0.0 |                                                                                     |       |       |       |       |       |      |  |      |  |
| Red                                             |       |                           |       |               |  | 1.0                                                                               | 1.0   | 1.0             | 0.0   | 0.0      | 0.0 |                                                                                     |       |       |       |       |       |      |  |      |  |
| Timer Results                                   |       |                           |       |               |  | EBL                                                                               |       | EBT             |       | WBL      |     | WBT                                                                                 |       | NBL   |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                           |       |               |  |                                                                                   |       | 4               |       |          |     | 8                                                                                   |       | 5     |       | 2     |       |      |  | 6    |  |
| Case Number                                     |       |                           |       |               |  |                                                                                   |       | 5.0             |       |          |     | 6.0                                                                                 |       | 1.0   |       | 4.0   |       |      |  | 5.3  |  |
| Phase Duration, s                               |       |                           |       |               |  |                                                                                   |       | 28.6            |       |          |     | 28.6                                                                                |       | 21.0  |       | 68.0  |       |      |  | 47.0 |  |
| Change Period, ( Y+R c ), s                     |       |                           |       |               |  |                                                                                   |       | 6.0             |       |          |     | 6.0                                                                                 |       | 5.0   |       | 5.0   |       |      |  | 5.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                           |       |               |  |                                                                                   |       | 4.3             |       |          |     | 4.3                                                                                 |       | 2.6   |       | 5.1   |       |      |  | 5.1  |  |
| Queue Clearance Time ( g s ), s                 |       |                           |       |               |  |                                                                                   |       | 18.9            |       |          |     | 6.4                                                                                 |       | 16.9  |       | 7.9   |       |      |  | 8.9  |  |
| Green Extension Time ( g e ), s                 |       |                           |       |               |  |                                                                                   |       | 3.7             |       |          |     | 3.9                                                                                 |       | 0.0   |       | 7.8   |       |      |  | 8.0  |  |
| Phase Call Probability                          |       |                           |       |               |  |                                                                                   |       | 1.00            |       |          |     | 1.00                                                                                |       | 1.00  |       | 1.00  |       |      |  | 1.00 |  |
| Max Out Probability                             |       |                           |       |               |  |                                                                                   |       | 0.01            |       |          |     | 0.00                                                                                |       | 1.00  |       | 0.07  |       |      |  | 0.05 |  |
| Movement Group Results                          |       |                           |       |               |  | EB                                                                                |       |                 | WB    |          |     | NB                                                                                  |       |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                           |       |               |  | L                                                                                 | T     | R               | L     | T        | R   | L                                                                                   | T     | R     | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                           |       |               |  | 7                                                                                 | 4     | 14              | 3     | 8        | 18  | 5                                                                                   | 2     | 12    | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                           |       |               |  | 159                                                                               | 44    | 529             | 47    | 54       |     | 1014                                                                                | 282   | 273   | 6     | 387   | 180   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                           |       |               |  | 1372                                                                              | 1900  | 1425            | 1383  | 1830     |     | 1757                                                                                | 1900  | 1829  | 867   | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                           |       |               |  | 10.0                                                                              | 1.8   | 16.9            | 2.7   | 2.2      |     | 14.9                                                                                | 5.8   | 5.9   | 0.4   | 6.5   | 6.9   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                           |       |               |  | 12.2                                                                              | 1.8   | 16.9            | 4.4   | 2.2      |     | 14.9                                                                                | 5.8   | 5.9   | 0.4   | 6.5   | 6.9   |      |  |      |  |
| Green Ratio ( g/C )                             |       |                           |       |               |  | 0.23                                                                              | 0.23  | 0.23            | 0.23  | 0.23     |     | 0.62                                                                                | 0.65  | 0.65  | 0.43  | 0.43  | 0.43  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                           |       |               |  | 364                                                                               | 445   | 667             | 373   | 428      |     | 1474                                                                                | 1239  | 1193  | 452   | 1573  | 700   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                           |       |               |  | 0.436                                                                             | 0.100 | 0.793           | 0.127 | 0.125    |     | 0.688                                                                               | 0.227 | 0.229 | 0.014 | 0.246 | 0.258 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                           |       |               |  | 149.8                                                                             | 36.2  | 245.9           | 40.3  | 44       |     | 225.6                                                                               | 99.5  | 96.8  | 3.7   | 121.3 | 118.1 |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                           |       |               |  | 6.0                                                                               | 1.4   | 9.8             | 1.6   | 1.8      |     | 9.0                                                                                 | 4.0   | 3.9   | 0.1   | 4.9   | 4.7   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                           |       |               |  | 0.67                                                                              | 0.00  | 0.00            | 0.47  | 0.00     |     | 1.37                                                                                | 0.00  | 0.00  | 0.03  | 0.00  | 1.12  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                           |       |               |  | 34.0                                                                              | 29.0  | 34.8            | 30.8  | 29.2     |     | 10.5                                                                                | 6.9   | 6.9   | 15.5  | 17.3  | 17.4  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                           |       |               |  | 0.8                                                                               | 0.1   | 2.2             | 0.2   | 0.1      |     | 1.1                                                                                 | 0.4   | 0.4   | 0.1   | 0.4   | 0.9   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                           |       |               |  | 0.0                                                                               | 0.0   | 0.0             | 0.0   | 0.0      |     | 0.0                                                                                 | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                           |       |               |  | 34.8                                                                              | 29.1  | 37.0            | 30.9  | 29.3     |     | 11.6                                                                                | 7.3   | 7.3   | 15.6  | 17.6  | 18.3  |      |  |      |  |
| Level of Service (LOS)                          |       |                           |       |               |  | C                                                                                 | C     | D               | C     | C        |     | B                                                                                   | A     | A     | B     | B     | B     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                           |       |               |  | 36.0                                                                              |       | D               |       | 30.1     |     | C                                                                                   |       | 10.1  |       | B     |       | 17.8 |  | B    |  |
| Intersection Delay, s/veh / LOS                 |       |                           |       |               |  | 18.7                                                                              |       |                 |       |          |     | B                                                                                   |       |       |       |       |       |      |  |      |  |
| Multimodal Results                              |       |                           |       |               |  | EB                                                                                |       |                 | WB    |          |     | NB                                                                                  |       |       | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                           |       |               |  | 2.44                                                                              |       | B               |       | 2.44     |     | B                                                                                   |       | 1.87  |       | B     |       | 2.42 |  | B    |  |
| Bicycle LOS Score / LOS                         |       |                           |       |               |  | 1.70                                                                              |       | B               |       | 0.65     |     | A                                                                                   |       | 1.78  |       | B     |       | 0.96 |  | A    |  |

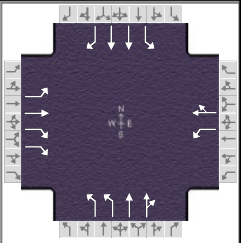
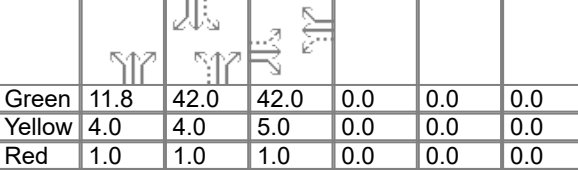
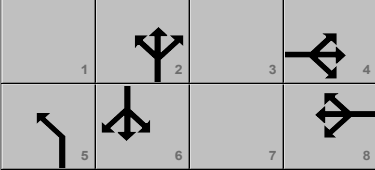
# HCS7 Signalized Intersection Results Summary

| General Information                               |       |                           |       |                                                                                   |       | Intersection Information |       |                 |     |                                                                                     |  |       |       |       |       |      |  |      |  |
|---------------------------------------------------|-------|---------------------------|-------|-----------------------------------------------------------------------------------|-------|--------------------------|-------|-----------------|-----|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------|-------|-------|-------|------|--|------|--|
| Agency                                            |       |                           |       |                                                                                   |       | Duration, h              |       | 0.250           |     |                                                                                     |                                                                                     |       |       |       |       |      |  |      |  |
| Analyst                                           |       |                           |       | Analysis Date                                                                     |       | 9/13/2021                |       | Area Type       |     | Other                                                                               |                                                                                     |       |       |       |       |      |  |      |  |
| Jurisdiction                                      |       |                           |       | Time Period                                                                       |       |                          |       | PHF             |     | 0.96                                                                                |                                                                                     |       |       |       |       |      |  |      |  |
| Urban Street                                      |       | Paradise Blvd             |       | Analysis Year                                                                     |       | 2021                     |       | Analysis Period |     | 1> 7:30                                                                             |                                                                                     |       |       |       |       |      |  |      |  |
| Intersection                                      |       | Paradise Blvd and Eagl... |       | File Name                                                                         |       | 5-Full Build AM Peak.xus |       |                 |     |                                                                                     |                                                                                     |       |       |       |       |      |  |      |  |
| Project Description                               |       | 2022 AM Full Build        |       |                                                                                   |       |                          |       |                 |     |                                                                                     |                                                                                     |       |       |       |       |      |  |      |  |
|                                                   |       |                           |       |                                                                                   |       |                          |       |                 |     |                                                                                     |                                                                                     |       |       |       |       |      |  |      |  |
| Demand Information                                |       |                           |       | EB                                                                                |       |                          | WB    |                 |     | NB                                                                                  |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                                 |       |                           |       | L                                                                                 | T     | R                        | L     | T               | R   | L                                                                                   | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Demand ( $v$ ), veh/h                             |       |                           |       | 147                                                                               | 26    | 917                      | 25    | 23              | 0   | 433                                                                                 | 224                                                                                 | 30    | 6     | 323   | 93    |      |  |      |  |
| Signal Information                                |       |                           |       |  |       |                          |       |                 |     |  |                                                                                     |       |       |       |       |      |  |      |  |
| Cycle, s                                          | 107.6 | Reference Phase           | 2     |                                                                                   |       |                          |       |                 |     |                                                                                     |                                                                                     |       |       |       |       |      |  |      |  |
| Offset, s                                         | 0     | Reference Point           | Begin |                                                                                   |       |                          |       |                 |     |                                                                                     |                                                                                     |       |       |       |       |      |  |      |  |
| Uncoordinated                                     | Yes   | Simult. Gap E/W           | On    |                                                                                   |       |                          |       |                 |     |                                                                                     |                                                                                     |       |       |       |       |      |  |      |  |
| Force Mode                                        | Float | Simult. Gap N/S           | On    |                                                                                   |       |                          |       |                 |     |                                                                                     |                                                                                     |       |       |       |       |      |  |      |  |
|                                                   |       |                           |       | Green                                                                             | 10.3  | 42.0                     | 39.3  | 0.0             | 0.0 | 0.0                                                                                 |                                                                                     |       |       |       |       |      |  |      |  |
|                                                   |       |                           |       | Yellow                                                                            | 4.0   | 4.0                      | 5.0   | 0.0             | 0.0 | 0.0                                                                                 |                                                                                     |       |       |       |       |      |  |      |  |
|                                                   |       |                           |       | Red                                                                               | 1.0   | 1.0                      | 1.0   | 0.0             | 0.0 | 0.0                                                                                 |                                                                                     |       |       |       |       |      |  |      |  |
| Timer Results                                     |       |                           |       | EBL                                                                               |       | EBT                      |       | WBL             |     | WBT                                                                                 |                                                                                     | NBL   |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                    |       |                           |       |                                                                                   |       | 4                        |       |                 |     | 8                                                                                   |                                                                                     | 5     |       | 2     |       |      |  | 6    |  |
| Case Number                                       |       |                           |       |                                                                                   |       | 5.0                      |       |                 |     | 6.0                                                                                 |                                                                                     | 1.0   |       | 4.0   |       |      |  | 5.3  |  |
| Phase Duration, s                                 |       |                           |       |                                                                                   |       | 45.3                     |       |                 |     | 45.3                                                                                |                                                                                     | 15.3  |       | 62.3  |       |      |  | 47.0 |  |
| Change Period, ( $Y+R_c$ ), s                     |       |                           |       |                                                                                   |       | 6.0                      |       |                 |     | 6.0                                                                                 |                                                                                     | 5.0   |       | 5.0   |       |      |  | 5.0  |  |
| Max Allow Headway ( $MAH$ ), s                    |       |                           |       |                                                                                   |       | 4.3                      |       |                 |     | 4.3                                                                                 |                                                                                     | 2.6   |       | 5.1   |       |      |  | 5.1  |  |
| Queue Clearance Time ( $g_s$ ), s                 |       |                           |       |                                                                                   |       | 36.5                     |       |                 |     | 4.3                                                                                 |                                                                                     | 9.8   |       | 5.9   |       |      |  | 8.7  |  |
| Green Extension Time ( $g_e$ ), s                 |       |                           |       |                                                                                   |       | 2.8                      |       |                 |     | 6.8                                                                                 |                                                                                     | 0.5   |       | 4.6   |       |      |  | 4.6  |  |
| Phase Call Probability                            |       |                           |       |                                                                                   |       | 1.00                     |       |                 |     | 1.00                                                                                |                                                                                     | 1.00  |       | 1.00  |       |      |  | 1.00 |  |
| Max Out Probability                               |       |                           |       |                                                                                   |       | 0.83                     |       |                 |     | 0.01                                                                                |                                                                                     | 0.03  |       | 0.00  |       |      |  | 0.00 |  |
| Movement Group Results                            |       |                           |       | EB                                                                                |       |                          | WB    |                 |     | NB                                                                                  |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                                 |       |                           |       | L                                                                                 | T     | R                        | L     | T               | R   | L                                                                                   | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Assigned Movement                                 |       |                           |       | 7                                                                                 | 4     | 14                       | 3     | 8               | 18  | 5                                                                                   | 2                                                                                   | 12    | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( $v$ ), veh/h                 |       |                           |       | 153                                                                               | 27    | 955                      | 26    | 0               |     | 451                                                                                 | 134                                                                                 | 131   | 6     | 336   | 97    |      |  |      |  |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   |       |                           |       | 1409                                                                              | 1900  | 1425                     | 1405  | 0               |     | 1757                                                                                | 1900                                                                                | 1822  | 1132  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( $g_s$ ), s                   |       |                           |       | 8.4                                                                               | 1.0   | 34.5                     | 1.3   | 0.0             |     | 7.8                                                                                 | 3.8                                                                                 | 3.9   | 0.4   | 6.7   | 4.2   |      |  |      |  |
| Cycle Queue Clearance Time ( $g_c$ ), s           |       |                           |       | 9.3                                                                               | 1.0   | 34.5                     | 2.3   | 0.0             |     | 7.8                                                                                 | 3.8                                                                                 | 3.9   | 0.4   | 6.7   | 4.2   |      |  |      |  |
| Green Ratio ( $g/C$ )                             |       |                           |       | 0.36                                                                              | 0.36  | 0.36                     | 0.36  |                 |     | 0.50                                                                                | 0.53                                                                                | 0.53  | 0.39  | 0.39  | 0.39  |      |  |      |  |
| Capacity ( $c$ ), veh/h                           |       |                           |       | 570                                                                               | 694   | 1040                     | 567   |                 |     | 1166                                                                                | 1012                                                                                | 971   | 509   | 1412  | 628   |      |  |      |  |
| Volume-to-Capacity Ratio ( $X$ )                  |       |                           |       | 0.269                                                                             | 0.039 | 0.918                    | 0.046 | 0.000           |     | 0.387                                                                               | 0.132                                                                               | 0.135 | 0.012 | 0.238 | 0.154 |      |  |      |  |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  |       |                           |       | 126.2                                                                             | 19.8  | 474.8                    | 19.5  | 0               |     | 136.2                                                                               | 73.6                                                                                | 72.4  | 4.6   | 129.7 | 74.2  |      |  |      |  |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) |       |                           |       | 5.0                                                                               | 0.8   | 19.0                     | 0.8   | 0.0             |     | 5.4                                                                                 | 2.9                                                                                 | 2.9   | 0.2   | 5.2   | 3.0   |      |  |      |  |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  |       |                           |       | 0.56                                                                              | 0.00  | 0.00                     | 0.23  | 0.00            |     | 0.83                                                                                | 0.00                                                                                | 0.00  | 0.04  | 0.00  | 0.71  |      |  |      |  |
| Uniform Delay ( $d_1$ ), s/veh                    |       |                           |       | 25.0                                                                              | 22.0  | 32.6                     | 22.7  |                 |     | 15.6                                                                                | 12.6                                                                                | 12.7  | 20.1  | 22.1  | 21.3  |      |  |      |  |
| Incremental Delay ( $d_2$ ), s/veh                |       |                           |       | 0.3                                                                               | 0.0   | 11.5                     | 0.0   | 0.0             |     | 0.1                                                                                 | 0.3                                                                                 | 0.3   | 0.0   | 0.4   | 0.5   |      |  |      |  |
| Initial Queue Delay ( $d_3$ ), s/veh              |       |                           |       | 0.0                                                                               | 0.0   | 0.0                      | 0.0   | 0.0             |     | 0.0                                                                                 | 0.0                                                                                 | 0.0   | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( $d$ ), s/veh                      |       |                           |       | 25.2                                                                              | 22.0  | 44.2                     | 22.8  |                 |     | 15.7                                                                                | 12.9                                                                                | 12.9  | 20.2  | 22.5  | 21.8  |      |  |      |  |
| Level of Service (LOS)                            |       |                           |       | C                                                                                 | C     | D                        | C     |                 |     | B                                                                                   | B                                                                                   | B     | C     | C     | C     |      |  |      |  |
| Approach Delay, s/veh / LOS                       |       |                           |       | 41.1                                                                              |       | D                        |       | 22.4            |     | C                                                                                   |                                                                                     | 14.7  |       | B     |       | 22.3 |  | C    |  |
| Intersection Delay, s/veh / LOS                   |       |                           |       | 29.1                                                                              |       |                          |       |                 |     | C                                                                                   |                                                                                     |       |       |       |       |      |  |      |  |
| Multimodal Results                                |       |                           |       | EB                                                                                |       |                          | WB    |                 |     | NB                                                                                  |                                                                                     |       | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                        |       |                           |       | 2.43                                                                              |       | B                        |       | 2.43            |     | B                                                                                   |                                                                                     | 1.90  |       | B     |       | 2.43 |  | B    |  |
| Bicycle LOS Score / LOS                           |       |                           |       | 2.36                                                                              |       | B                        |       | 0.57            |     | A                                                                                   |                                                                                     | 1.08  |       | A     |       | 0.85 |  | A    |  |

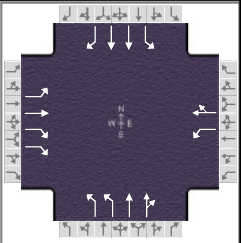
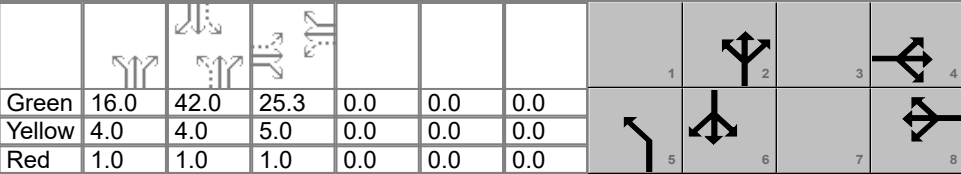
# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                           |       |                                                                                    |                                                                                    | Intersection Information |       |                                                                                    |     |          |  |       |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|---------------------------|-------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------|-------|------------------------------------------------------------------------------------|-----|----------|-------------------------------------------------------------------------------------|-------|-------|-------|-------|------|--|------|--|
| Agency                                          |       |                           |       |                                                                                    |                                                                                    | Duration, h              |       | 0.250                                                                              |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Analyst                                         |       |                           |       | Analysis Date                                                                      |                                                                                    | 9/13/2021                |       | Area Type                                                                          |     | Other    |                                                                                     |       |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                           |       | Time Period                                                                        |                                                                                    |                          |       | PHF                                                                                |     | 0.97     |                                                                                     |       |       |       |       |      |  |      |  |
| Urban Street                                    |       | Paradise Blvd             |       | Analysis Year                                                                      |                                                                                    | 2021                     |       | Analysis Period                                                                    |     | 1> 16:45 |                                                                                     |       |       |       |       |      |  |      |  |
| Intersection                                    |       | Paradise Blvd and Eagl... |       | File Name                                                                          |                                                                                    | 6-Full Build PM Peak.xus |       |                                                                                    |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Project Description                             |       | 2022 PM Full Build        |       |                                                                                    |                                                                                    |                          |       |                                                                                    |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Demand Information                              |       |                           |       | EB                                                                                 |                                                                                    |                          | WB    |                                                                                    |     | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                           |       | L                                                                                  | T                                                                                  | R                        | L     | T                                                                                  | R   | L        | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                           |       | 160                                                                                | 43                                                                                 | 513                      | 46    | 41                                                                                 | 11  | 984      | 505                                                                                 | 57    | 6     | 391   | 180   |      |  |      |  |
| Signal Information                              |       |                           |       |  |  |                          |       |  |     |          |   |       |       |       |       |      |  |      |  |
| Cycle, s                                        | 96.6  | Reference Phase           | 2     |                                                                                    |                                                                                    |                          |       |                                                                                    |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point           | Begin |                                                                                    |                                                                                    |                          |       |                                                                                    |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W           | On    |                                                                                    |                                                                                    |                          |       |                                                                                    |     |          |                                                                                     |       |       |       |       |      |  |      |  |
| Force Mode                                      | Float | Simult. Gap N/S           | On    |                                                                                    |                                                                                    |                          |       |                                                                                    |     |          |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                           |       | Green                                                                              | 16.0                                                                               | 42.0                     | 22.6  | 0.0                                                                                | 0.0 | 0.0      |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                           |       | Yellow                                                                             | 4.0                                                                                | 4.0                      | 5.0   | 0.0                                                                                | 0.0 | 0.0      |                                                                                     |       |       |       |       |      |  |      |  |
|                                                 |       |                           |       | Red                                                                                | 1.0                                                                                | 1.0                      | 1.0   | 0.0                                                                                | 0.0 | 0.0      |                                                                                     |       |       |       |       |      |  |      |  |
| Timer Results                                   |       |                           |       | EBL                                                                                |                                                                                    | EBT                      |       | WBL                                                                                |     | WBT      |                                                                                     | NBL   |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                           |       |                                                                                    |                                                                                    | 4                        |       |                                                                                    |     | 8        |                                                                                     | 5     |       | 2     |       |      |  | 6    |  |
| Case Number                                     |       |                           |       |                                                                                    |                                                                                    | 5.0                      |       |                                                                                    |     | 6.0      |                                                                                     | 1.0   |       | 4.0   |       |      |  | 5.3  |  |
| Phase Duration, s                               |       |                           |       |                                                                                    |                                                                                    | 28.6                     |       |                                                                                    |     | 28.6     |                                                                                     | 21.0  |       | 68.0  |       |      |  | 47.0 |  |
| Change Period, ( Y+R c ), s                     |       |                           |       |                                                                                    |                                                                                    | 6.0                      |       |                                                                                    |     | 6.0      |                                                                                     | 5.0   |       | 5.0   |       |      |  | 5.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                           |       |                                                                                    |                                                                                    | 4.3                      |       |                                                                                    |     | 4.3      |                                                                                     | 2.6   |       | 5.1   |       |      |  | 5.1  |  |
| Queue Clearance Time ( g s ), s                 |       |                           |       |                                                                                    |                                                                                    | 18.9                     |       |                                                                                    |     | 6.4      |                                                                                     | 16.9  |       | 8.2   |       |      |  | 9.1  |  |
| Green Extension Time ( g e ), s                 |       |                           |       |                                                                                    |                                                                                    | 3.8                      |       |                                                                                    |     | 4.0      |                                                                                     | 0.0   |       | 8.2   |       |      |  | 8.4  |  |
| Phase Call Probability                          |       |                           |       |                                                                                    |                                                                                    | 1.00                     |       |                                                                                    |     | 1.00     |                                                                                     | 1.00  |       | 1.00  |       |      |  | 1.00 |  |
| Max Out Probability                             |       |                           |       |                                                                                    |                                                                                    | 0.01                     |       |                                                                                    |     | 0.00     |                                                                                     | 1.00  |       | 0.08  |       |      |  | 0.06 |  |
| Movement Group Results                          |       |                           |       | EB                                                                                 |                                                                                    |                          | WB    |                                                                                    |     | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                           |       | L                                                                                  | T                                                                                  | R                        | L     | T                                                                                  | R   | L        | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                           |       | 7                                                                                  | 4                                                                                  | 14                       | 3     | 8                                                                                  | 18  | 5        | 2                                                                                   | 12    | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                           |       | 165                                                                                | 44                                                                                 | 529                      | 47    | 54                                                                                 |     | 1014     | 294                                                                                 | 285   | 6     | 403   | 186   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                           |       | 1372                                                                               | 1900                                                                               | 1425                     | 1383  | 1830                                                                               |     | 1757     | 1900                                                                                | 1832  | 848   | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                           |       | 10.4                                                                               | 1.8                                                                                | 16.9                     | 2.7   | 2.2                                                                                |     | 14.9     | 6.2                                                                                 | 6.2   | 0.4   | 6.9   | 7.1   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                           |       | 12.6                                                                               | 1.8                                                                                | 16.9                     | 4.4   | 2.2                                                                                |     | 14.9     | 6.2                                                                                 | 6.2   | 0.4   | 6.9   | 7.1   |      |  |      |  |
| Green Ratio ( g/C )                             |       |                           |       | 0.23                                                                               | 0.23                                                                               | 0.23                     | 0.23  | 0.23                                                                               |     | 0.62     | 0.65                                                                                | 0.65  | 0.43  | 0.43  | 0.43  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                           |       | 364                                                                                | 445                                                                                | 667                      | 373   | 429                                                                                |     | 1456     | 1239                                                                                | 1194  | 443   | 1572  | 700   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                           |       | 0.453                                                                              | 0.100                                                                              | 0.792                    | 0.127 | 0.125                                                                              |     | 0.697    | 0.237                                                                               | 0.239 | 0.014 | 0.256 | 0.265 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                           |       | 156.4                                                                              | 36.2                                                                               | 245.9                    | 40.3  | 44                                                                                 |     | 226.2    | 104.8                                                                               | 101.9 | 3.7   | 127.1 | 122   |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                           |       | 6.3                                                                                | 1.4                                                                                | 9.8                      | 1.6   | 1.8                                                                                |     | 9.0      | 4.2                                                                                 | 4.1   | 0.1   | 5.1   | 4.9   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                           |       | 0.70                                                                               | 0.00                                                                               | 0.00                     | 0.47  | 0.00                                                                               |     | 1.37     | 0.00                                                                                | 0.00  | 0.03  | 0.00  | 1.16  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                           |       | 34.2                                                                               | 29.0                                                                               | 34.8                     | 30.8  | 29.2                                                                               |     | 10.6     | 6.9                                                                                 | 6.9   | 15.6  | 17.4  | 17.5  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                           |       | 0.9                                                                                | 0.1                                                                                | 2.2                      | 0.2   | 0.1                                                                                |     | 1.2      | 0.5                                                                                 | 0.5   | 0.1   | 0.4   | 0.9   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                           |       | 0.0                                                                                | 0.0                                                                                | 0.0                      | 0.0   | 0.0                                                                                |     | 0.0      | 0.0                                                                                 | 0.0   | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                           |       | 35.1                                                                               | 29.1                                                                               | 37.0                     | 30.9  | 29.3                                                                               |     | 11.8     | 7.4                                                                                 | 7.4   | 15.6  | 17.8  | 18.4  |      |  |      |  |
| Level of Service (LOS)                          |       |                           |       | D                                                                                  | C                                                                                  | D                        | C     | C                                                                                  |     | B        | A                                                                                   | A     | B     | B     | B     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                           |       | 36.1                                                                               |                                                                                    | D                        |       | 30.1                                                                               |     | C        |                                                                                     | 10.2  |       | B     |       | 17.9 |  | B    |  |
| Intersection Delay, s/veh / LOS                 |       |                           |       | 18.7                                                                               |                                                                                    |                          |       |                                                                                    |     | B        |                                                                                     |       |       |       |       |      |  |      |  |
| Multimodal Results                              |       |                           |       | EB                                                                                 |                                                                                    |                          | WB    |                                                                                    |     | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                           |       | 2.44                                                                               |                                                                                    | B                        |       | 2.44                                                                               |     | B        |                                                                                     | 1.87  |       | B     |       | 2.42 |  | B    |  |
| Bicycle LOS Score / LOS                         |       |                           |       | 1.71                                                                               |                                                                                    | B                        |       | 0.65                                                                               |     | A        |                                                                                     | 1.80  |       | B     |       | 0.98 |  | A    |  |

# HCS7 Signalized Intersection Results Summary

| General Information                             |  |                           |                 |               |       | Intersection Information                                                           |       |                 |       |  |     |       |       |         |       |       |       |      |  |      |  |
|-------------------------------------------------|--|---------------------------|-----------------|---------------|-------|------------------------------------------------------------------------------------|-------|-----------------|-------|-------------------------------------------------------------------------------------|-----|-------|-------|---------|-------|-------|-------|------|--|------|--|
| Agency                                          |  |                           |                 |               |       | Duration, h                                                                        |       | 0.250           |       |                                                                                     |     |       |       |         |       |       |       |      |  |      |  |
| Analyst                                         |  |                           |                 | Analysis Date |       | 9/13/2021                                                                          |       | Area Type       |       |                                                                                     |     |       |       | Other   |       |       |       |      |  |      |  |
| Jurisdiction                                    |  |                           |                 | Time Period   |       |                                                                                    |       | PHF             |       |                                                                                     |     |       |       | 0.96    |       |       |       |      |  |      |  |
| Urban Street                                    |  | Paradise Blvd             |                 | Analysis Year |       | 2021                                                                               |       | Analysis Period |       |                                                                                     |     |       |       | 1> 7:30 |       |       |       |      |  |      |  |
| Intersection                                    |  | Paradise Blvd and Eagl... |                 | File Name     |       | 7-Horizon AM Peak - Copy.xus                                                       |       |                 |       |                                                                                     |     |       |       |         |       |       |       |      |  |      |  |
| Project Description                             |  | 2032 AM Horizon           |                 |               |       |                                                                                    |       |                 |       |                                                                                     |     |       |       |         |       |       |       |      |  |      |  |
| Demand Information                              |  |                           |                 |               |       | EB                                                                                 |       |                 | WB    |                                                                                     |     | NB    |       |         | SB    |       |       |      |  |      |  |
| Approach Movement                               |  |                           |                 |               |       | L                                                                                  | T     | R               | L     | T                                                                                   | R   | L     | T     | R       | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |  |                           |                 |               |       | 160                                                                                | 28    | 1016            | 27    | 25                                                                                  | 0   | 480   | 238   | 33      | 6     | 333   | 97    |      |  |      |  |
| Signal Information                              |  |                           |                 |               |       |  |       |                 |       |  |     |       |       |         |       |       |       |      |  |      |  |
| Cycle, s                                        |  | 111.8                     | Reference Phase |               | 2     |                                                                                    |       |                 |       |                                                                                     |     |       |       |         |       |       |       |      |  |      |  |
| Offset, s                                       |  | 0                         | Reference Point |               | Begin |                                                                                    |       |                 |       |                                                                                     |     |       |       |         |       |       |       |      |  |      |  |
| Uncoordinated                                   |  | Yes                       | Simult. Gap E/W |               | On    |                                                                                    |       |                 |       |                                                                                     |     |       |       |         |       |       |       |      |  |      |  |
| Force Mode                                      |  | Float                     | Simult. Gap N/S |               | On    |                                                                                    |       |                 |       |                                                                                     |     |       |       |         |       |       |       |      |  |      |  |
| Green                                           |  |                           |                 |               |       | 11.8                                                                               | 42.0  | 42.0            | 0.0   | 0.0                                                                                 | 0.0 |       |       |         |       |       |       |      |  |      |  |
| Yellow                                          |  |                           |                 |               |       | 4.0                                                                                | 4.0   | 5.0             | 0.0   | 0.0                                                                                 | 0.0 |       |       |         |       |       |       |      |  |      |  |
| Red                                             |  |                           |                 |               |       | 1.0                                                                                | 1.0   | 1.0             | 0.0   | 0.0                                                                                 | 0.0 |       |       |         |       |       |       |      |  |      |  |
| Timer Results                                   |  |                           |                 |               |       | EBL                                                                                |       | EBT             |       | WBL                                                                                 |     | WBT   |       | NBL     |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |  |                           |                 |               |       |                                                                                    |       | 4               |       |                                                                                     |     | 8     |       | 5       |       | 2     |       |      |  | 6    |  |
| Case Number                                     |  |                           |                 |               |       |                                                                                    |       | 5.0             |       |                                                                                     |     | 6.0   |       | 1.0     |       | 4.0   |       |      |  | 5.3  |  |
| Phase Duration, s                               |  |                           |                 |               |       |                                                                                    |       | 48.0            |       |                                                                                     |     | 48.0  |       | 16.8    |       | 63.8  |       |      |  | 47.0 |  |
| Change Period, ( Y+R c ), s                     |  |                           |                 |               |       |                                                                                    |       | 6.0             |       |                                                                                     |     | 6.0   |       | 5.0     |       | 5.0   |       |      |  | 5.0  |  |
| Max Allow Headway ( MAH ), s                    |  |                           |                 |               |       |                                                                                    |       | 4.3             |       |                                                                                     |     | 4.3   |       | 2.6     |       | 5.1   |       |      |  | 5.1  |  |
| Queue Clearance Time ( g s ), s                 |  |                           |                 |               |       |                                                                                    |       | 43.2            |       |                                                                                     |     | 4.5   |       | 11.3    |       | 6.4   |       |      |  | 9.4  |  |
| Green Extension Time ( g e ), s                 |  |                           |                 |               |       |                                                                                    |       | 0.0             |       |                                                                                     |     | 7.8   |       | 0.5     |       | 4.8   |       |      |  | 4.8  |  |
| Phase Call Probability                          |  |                           |                 |               |       |                                                                                    |       | 1.00            |       |                                                                                     |     | 1.00  |       | 1.00    |       | 1.00  |       |      |  | 1.00 |  |
| Max Out Probability                             |  |                           |                 |               |       |                                                                                    |       | 1.00            |       |                                                                                     |     | 0.01  |       | 0.15    |       | 0.01  |       |      |  | 0.00 |  |
| Movement Group Results                          |  |                           |                 |               |       | EB                                                                                 |       |                 | WB    |                                                                                     |     | NB    |       |         | SB    |       |       |      |  |      |  |
| Approach Movement                               |  |                           |                 |               |       | L                                                                                  | T     | R               | L     | T                                                                                   | R   | L     | T     | R       | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |  |                           |                 |               |       | 7                                                                                  | 4     | 14              | 3     | 8                                                                                   | 18  | 5     | 2     | 12      | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |  |                           |                 |               |       | 167                                                                                | 29    | 1058            | 28    | 0                                                                                   |     | 500   | 143   | 140     | 6     | 347   | 101   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |  |                           |                 |               |       | 1407                                                                               | 1900  | 1425            | 1403  | 0                                                                                   |     | 1757  | 1900  | 1819    | 1114  | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |  |                           |                 |               |       | 9.5                                                                                | 1.1   | 41.2            | 1.4   | 0.0                                                                                 |     | 9.3   | 4.3   | 4.4     | 0.4   | 7.4   | 4.7   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |  |                           |                 |               |       | 10.5                                                                               | 1.1   | 41.2            | 2.5   | 0.0                                                                                 |     | 9.3   | 4.3   | 4.4     | 0.4   | 7.4   | 4.7   |      |  |      |  |
| Green Ratio ( g/C )                             |  |                           |                 |               |       | 0.38                                                                               | 0.38  | 0.38            | 0.38  |                                                                                     |     | 0.50  | 0.53  | 0.53    | 0.38  | 0.38  | 0.38  |      |  |      |  |
| Capacity ( c ), veh/h                           |  |                           |                 |               |       | 581                                                                                | 714   | 1071            | 578   |                                                                                     |     | 1149  | 999   | 957     | 483   | 1359  | 605   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |  |                           |                 |               |       | 0.287                                                                              | 0.041 | 0.988           | 0.049 | 0.000                                                                               |     | 0.435 | 0.143 | 0.146   | 0.013 | 0.255 | 0.167 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |  |                           |                 |               |       | 142.8                                                                              | 21.9  | 604             | 21.7  | 0                                                                                   |     | 163.5 | 84.5  | 82.9    | 4.9   | 144.3 | 83.4  |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |  |                           |                 |               |       | 5.7                                                                                | 0.9   | 24.2            | 0.9   | 0.0                                                                                 |     | 6.5   | 3.4   | 3.3     | 0.2   | 5.8   | 3.3   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |  |                           |                 |               |       | 0.63                                                                               | 0.00  | 0.00            | 0.25  | 0.00                                                                                |     | 0.99  | 0.00  | 0.00    | 0.04  | 0.00  | 0.79  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |  |                           |                 |               |       | 25.4                                                                               | 22.1  | 34.6            | 22.9  |                                                                                     |     | 16.9  | 13.6  | 13.6    | 21.9  | 24.1  | 23.2  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |  |                           |                 |               |       | 0.3                                                                                | 0.0   | 24.5            | 0.0   | 0.0                                                                                 |     | 0.1   | 0.3   | 0.3     | 0.0   | 0.5   | 0.6   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |  |                           |                 |               |       | 0.0                                                                                | 0.0   | 0.0             | 0.0   | 0.0                                                                                 |     | 0.0   | 0.0   | 0.0     | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |  |                           |                 |               |       | 25.7                                                                               | 22.1  | 59.2            | 23.0  |                                                                                     |     | 17.0  | 13.9  | 13.9    | 22.0  | 24.5  | 23.8  |      |  |      |  |
| Level of Service (LOS)                          |  |                           |                 |               |       | C                                                                                  | C     | E               | C     |                                                                                     |     | B     | B     | B       | C     | C     | C     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |  |                           |                 |               |       | 53.9                                                                               |       | D               |       | 22.5                                                                                |     | C     |       | 15.9    |       | B     |       | 24.3 |  | C    |  |
| Intersection Delay, s/veh / LOS                 |  |                           |                 |               |       | 36.2                                                                               |       |                 |       |                                                                                     |     | D     |       |         |       |       |       |      |  |      |  |
| Multimodal Results                              |  |                           |                 |               |       | EB                                                                                 |       |                 | WB    |                                                                                     |     | NB    |       |         | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |  |                           |                 |               |       | 2.43                                                                               |       | B               |       | 2.43                                                                                |     | B     |       | 1.90    |       | B     |       | 2.43 |  | B    |  |
| Bicycle LOS Score / LOS                         |  |                           |                 |               |       | 2.56                                                                               |       | C               |       | 0.58                                                                                |     | A     |       | 1.13    |       | A     |       | 0.86 |  | A    |  |

# HCS7 Signalized Intersection Results Summary

| General Information                             |       |                           |       |                                                                                    |       | Intersection Information     |       |                 |      |          |  |       |       |       |       |      |  |      |  |
|-------------------------------------------------|-------|---------------------------|-------|------------------------------------------------------------------------------------|-------|------------------------------|-------|-----------------|------|----------|-------------------------------------------------------------------------------------|-------|-------|-------|-------|------|--|------|--|
| Agency                                          |       |                           |       |                                                                                    |       | Duration, h                  |       | 0.250           |      |          |                                                                                     |       |       |       |       |      |  |      |  |
| Analyst                                         |       |                           |       | Analysis Date                                                                      |       | 9/13/2021                    |       | Area Type       |      | Other    |                                                                                     |       |       |       |       |      |  |      |  |
| Jurisdiction                                    |       |                           |       | Time Period                                                                        |       |                              |       | PHF             |      | 0.97     |                                                                                     |       |       |       |       |      |  |      |  |
| Urban Street                                    |       | Paradise Blvd             |       | Analysis Year                                                                      |       | 2021                         |       | Analysis Period |      | 1> 16:45 |                                                                                     |       |       |       |       |      |  |      |  |
| Intersection                                    |       | Paradise Blvd and Eagl... |       | File Name                                                                          |       | 8-Horizon PM Peak - Copy.xus |       |                 |      |          |                                                                                     |       |       |       |       |      |  |      |  |
| Project Description                             |       | 2022 PM Horizon           |       |                                                                                    |       |                              |       |                 |      |          |                                                                                     |       |       |       |       |      |  |      |  |
| Demand Information                              |       |                           |       | EB                                                                                 |       |                              | WB    |                 |      | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                           |       | L                                                                                  | T     | R                            | L     | T               | R    | L        | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Demand ( v ), veh/h                             |       |                           |       | 171                                                                                | 48    | 568                          | 51    | 45              | 12   | 1091     | 534                                                                                 | 63    | 6     | 416   | 194   |      |  |      |  |
| Signal Information                              |       |                           |       |  |       |                              |       |                 |      |          |                                                                                     |       |       |       |       |      |  |      |  |
| Cycle, s                                        | 99.3  | Reference Phase           | 2     |                                                                                    |       |                              |       |                 |      |          |                                                                                     |       |       |       |       |      |  |      |  |
| Offset, s                                       | 0     | Reference Point           | Begin |                                                                                    |       |                              |       |                 |      |          |                                                                                     |       |       |       |       |      |  |      |  |
| Uncoordinated                                   | Yes   | Simult. Gap E/W           | On    |                                                                                    |       | Green                        | 16.0  | 42.0            | 25.3 | 0.0      | 0.0                                                                                 | 0.0   |       |       |       |      |  |      |  |
| Force Mode                                      | Float | Simult. Gap N/S           | On    |                                                                                    |       | Yellow                       | 4.0   | 4.0             | 5.0  | 0.0      | 0.0                                                                                 | 0.0   |       |       |       |      |  |      |  |
|                                                 |       |                           |       | Red                                                                                | 1.0   | 1.0                          | 1.0   | 0.0             | 0.0  | 0.0      |                                                                                     |       |       |       |       |      |  |      |  |
| Timer Results                                   |       |                           |       | EBL                                                                                |       | EBT                          |       | WBL             |      | WBT      |                                                                                     | NBL   |       | NBT   |       | SBL  |  | SBT  |  |
| Assigned Phase                                  |       |                           |       |                                                                                    |       | 4                            |       |                 |      | 8        |                                                                                     | 5     |       | 2     |       |      |  | 6    |  |
| Case Number                                     |       |                           |       |                                                                                    |       | 5.0                          |       |                 |      | 6.0      |                                                                                     | 1.0   |       | 4.0   |       |      |  | 5.3  |  |
| Phase Duration, s                               |       |                           |       |                                                                                    |       | 31.3                         |       |                 |      | 31.3     |                                                                                     | 21.0  |       | 68.0  |       |      |  | 47.0 |  |
| Change Period, ( Y+R c ), s                     |       |                           |       |                                                                                    |       | 6.0                          |       |                 |      | 6.0      |                                                                                     | 5.0   |       | 5.0   |       |      |  | 5.0  |  |
| Max Allow Headway ( MAH ), s                    |       |                           |       |                                                                                    |       | 4.3                          |       |                 |      | 4.3      |                                                                                     | 2.6   |       | 5.1   |       |      |  | 5.1  |  |
| Queue Clearance Time ( g s ), s                 |       |                           |       |                                                                                    |       | 21.1                         |       |                 |      | 7.0      |                                                                                     | 18.0  |       | 9.2   |       |      |  | 10.1 |  |
| Green Extension Time ( g e ), s                 |       |                           |       |                                                                                    |       | 4.1                          |       |                 |      | 4.5      |                                                                                     | 0.0   |       | 8.8   |       |      |  | 9.1  |  |
| Phase Call Probability                          |       |                           |       |                                                                                    |       | 1.00                         |       |                 |      | 1.00     |                                                                                     | 1.00  |       | 1.00  |       |      |  | 1.00 |  |
| Max Out Probability                             |       |                           |       |                                                                                    |       | 0.03                         |       |                 |      | 0.00     |                                                                                     | 1.00  |       | 0.12  |       |      |  | 0.09 |  |
| Movement Group Results                          |       |                           |       | EB                                                                                 |       |                              | WB    |                 |      | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Approach Movement                               |       |                           |       | L                                                                                  | T     | R                            | L     | T               | R    | L        | T                                                                                   | R     | L     | T     | R     |      |  |      |  |
| Assigned Movement                               |       |                           |       | 7                                                                                  | 4     | 14                           | 3     | 8               | 18   | 5        | 2                                                                                   | 12    | 1     | 6     | 16    |      |  |      |  |
| Adjusted Flow Rate ( v ), veh/h                 |       |                           |       | 176                                                                                | 49    | 586                          | 53    | 59              |      | 1125     | 313                                                                                 | 303   | 6     | 429   | 200   |      |  |      |  |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln   |       |                           |       | 1366                                                                               | 1900  | 1425                         | 1377  | 1831            |      | 1757     | 1900                                                                                | 1829  | 820   | 1809  | 1610  |      |  |      |  |
| Queue Service Time ( g s ), s                   |       |                           |       | 11.3                                                                               | 2.0   | 19.1                         | 3.0   | 2.5             |      | 16.0     | 7.1                                                                                 | 7.2   | 0.4   | 7.7   | 8.1   |      |  |      |  |
| Cycle Queue Clearance Time ( g c ), s           |       |                           |       | 13.8                                                                               | 2.0   | 19.1                         | 5.0   | 2.5             |      | 16.0     | 7.1                                                                                 | 7.2   | 0.4   | 7.7   | 8.1   |      |  |      |  |
| Green Ratio ( g/C )                             |       |                           |       | 0.25                                                                               | 0.25  | 0.25                         | 0.25  | 0.25            |      | 0.60     | 0.63                                                                                | 0.63  | 0.42  | 0.42  | 0.42  |      |  |      |  |
| Capacity ( c ), veh/h                           |       |                           |       | 386                                                                                | 484   | 725                          | 396   | 466             |      | 1384     | 1206                                                                                | 1161  | 419   | 1531  | 681   |      |  |      |  |
| Volume-to-Capacity Ratio ( X )                  |       |                           |       | 0.456                                                                              | 0.102 | 0.807                        | 0.133 | 0.126           |      | 0.812    | 0.259                                                                               | 0.261 | 0.015 | 0.280 | 0.294 |      |  |      |  |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  |       |                           |       | 169.1                                                                              | 40.4  | 271.8                        | 45    | 48.3            |      | 286.8    | 125.2                                                                               | 121.4 | 3.9   | 144.6 | 140.8 |      |  |      |  |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) |       |                           |       | 6.8                                                                                | 1.6   | 10.9                         | 1.8   | 1.9             |      | 11.5     | 5.0                                                                                 | 4.9   | 0.2   | 5.8   | 5.6   |      |  |      |  |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  |       |                           |       | 0.75                                                                               | 0.00  | 0.00                         | 0.53  | 0.00            |      | 1.74     | 0.00                                                                                | 0.00  | 0.03  | 0.00  | 1.34  |      |  |      |  |
| Uniform Delay ( d 1 ), s/veh                    |       |                           |       | 33.8                                                                               | 28.3  | 34.7                         | 30.2  | 28.5            |      | 13.9     | 7.9                                                                                 | 7.9   | 16.6  | 18.7  | 18.9  |      |  |      |  |
| Incremental Delay ( d 2 ), s/veh                |       |                           |       | 0.8                                                                                | 0.1   | 2.2                          | 0.2   | 0.1             |      | 3.5      | 0.5                                                                                 | 0.5   | 0.1   | 0.5   | 1.1   |      |  |      |  |
| Initial Queue Delay ( d 3 ), s/veh              |       |                           |       | 0.0                                                                                | 0.0   | 0.0                          | 0.0   | 0.0             |      | 0.0      | 0.0                                                                                 | 0.0   | 0.0   | 0.0   | 0.0   |      |  |      |  |
| Control Delay ( d ), s/veh                      |       |                           |       | 34.6                                                                               | 28.4  | 36.9                         | 30.4  | 28.6            |      | 17.4     | 8.5                                                                                 | 8.5   | 16.7  | 19.2  | 20.0  |      |  |      |  |
| Level of Service (LOS)                          |       |                           |       | C                                                                                  | C     | D                            | C     | C               |      | B        | A                                                                                   | A     | B     | B     | B     |      |  |      |  |
| Approach Delay, s/veh / LOS                     |       |                           |       | 35.9                                                                               |       | D                            |       | 29.5            |      | C        |                                                                                     | 14.3  |       | B     |       | 19.4 |  | B    |  |
| Intersection Delay, s/veh / LOS                 |       |                           |       | 21.1                                                                               |       |                              |       |                 |      | C        |                                                                                     |       |       |       |       |      |  |      |  |
| Multimodal Results                              |       |                           |       | EB                                                                                 |       |                              | WB    |                 |      | NB       |                                                                                     |       | SB    |       |       |      |  |      |  |
| Pedestrian LOS Score / LOS                      |       |                           |       | 2.44                                                                               |       | B                            |       | 2.44            |      | B        |                                                                                     | 1.87  |       | B     |       | 2.42 |  | B    |  |
| Bicycle LOS Score / LOS                         |       |                           |       | 1.83                                                                               |       | B                            |       | 0.67            |      | A        |                                                                                     | 1.92  |       | B     |       | 1.01 |  | A    |  |

Appendix E:

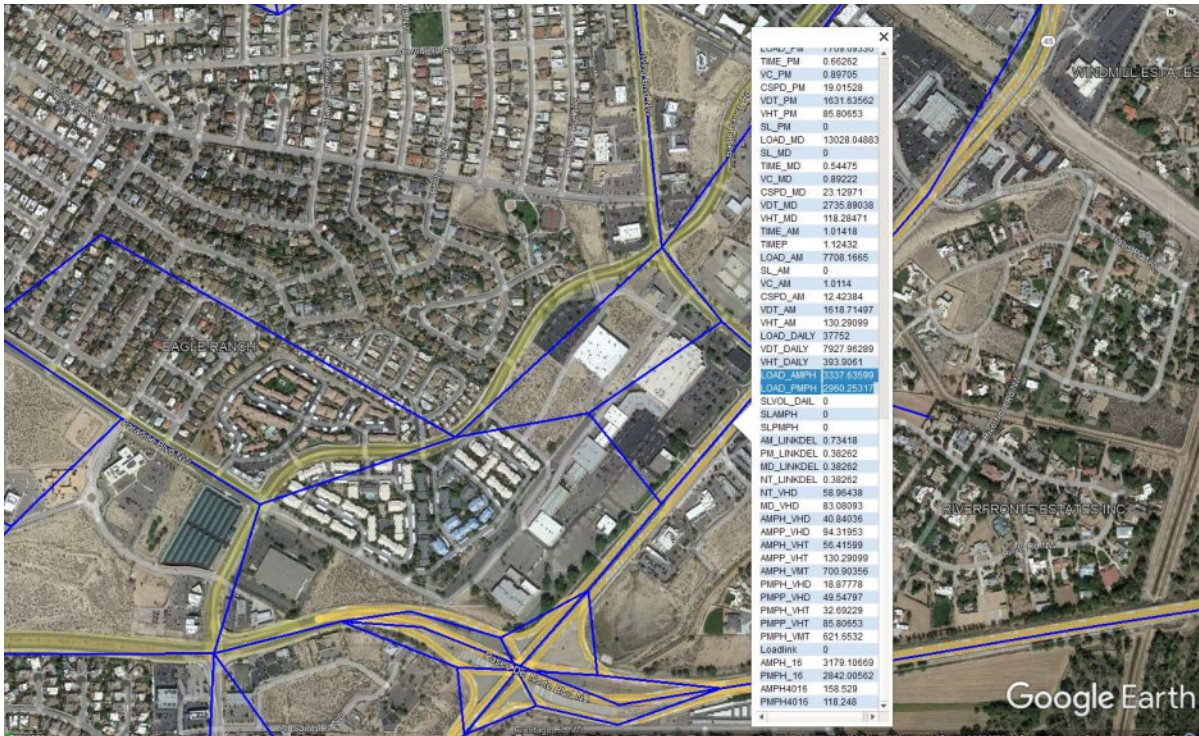
MRCOG Traffic Growth Data

## Coors Blvd – North of Irving Blvd

### MRCOG 2016 Traffic Model



### MRCOG 2040 Traffic Projection Model



## Coors Blvd – South of Irving Blvd

### MRCOG 2016 Traffic Model

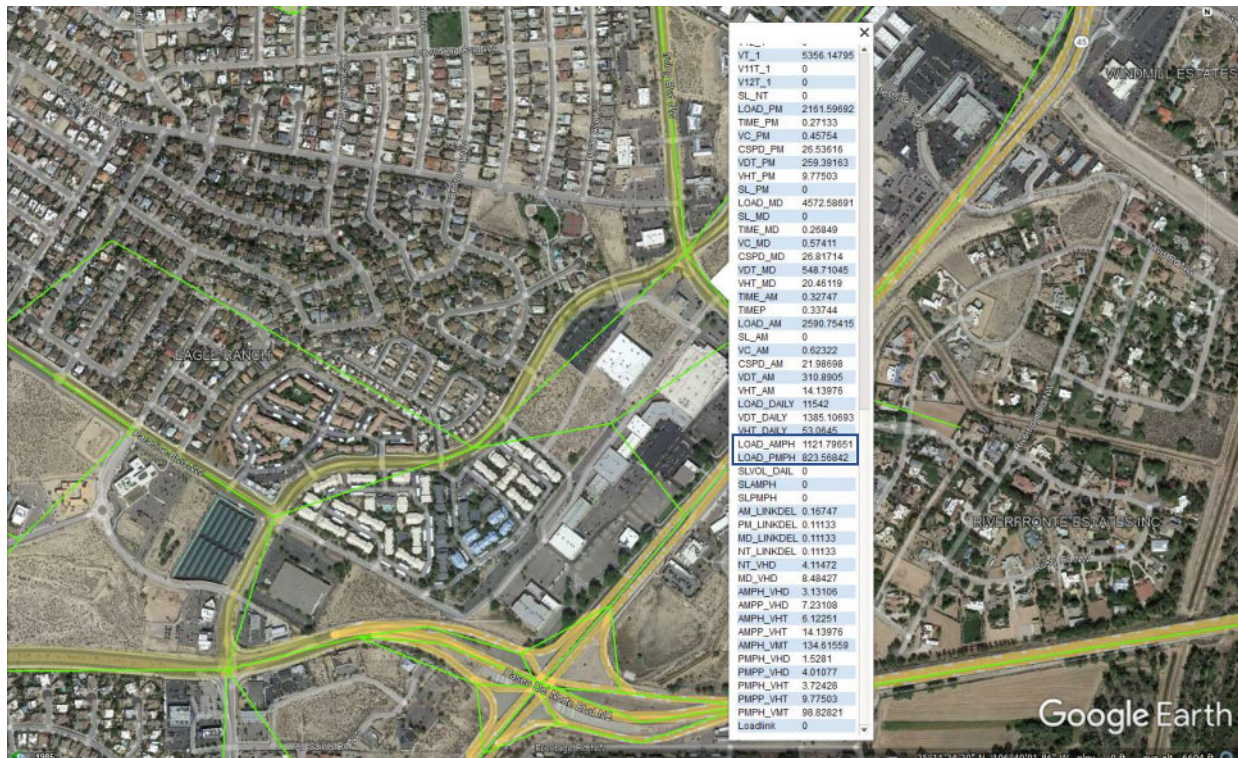


### MRCOG 2040 Traffic Projection Model



## Irving Blvd – East of Eagle Ranch Rd

### MRCOG 2016 Traffic Model

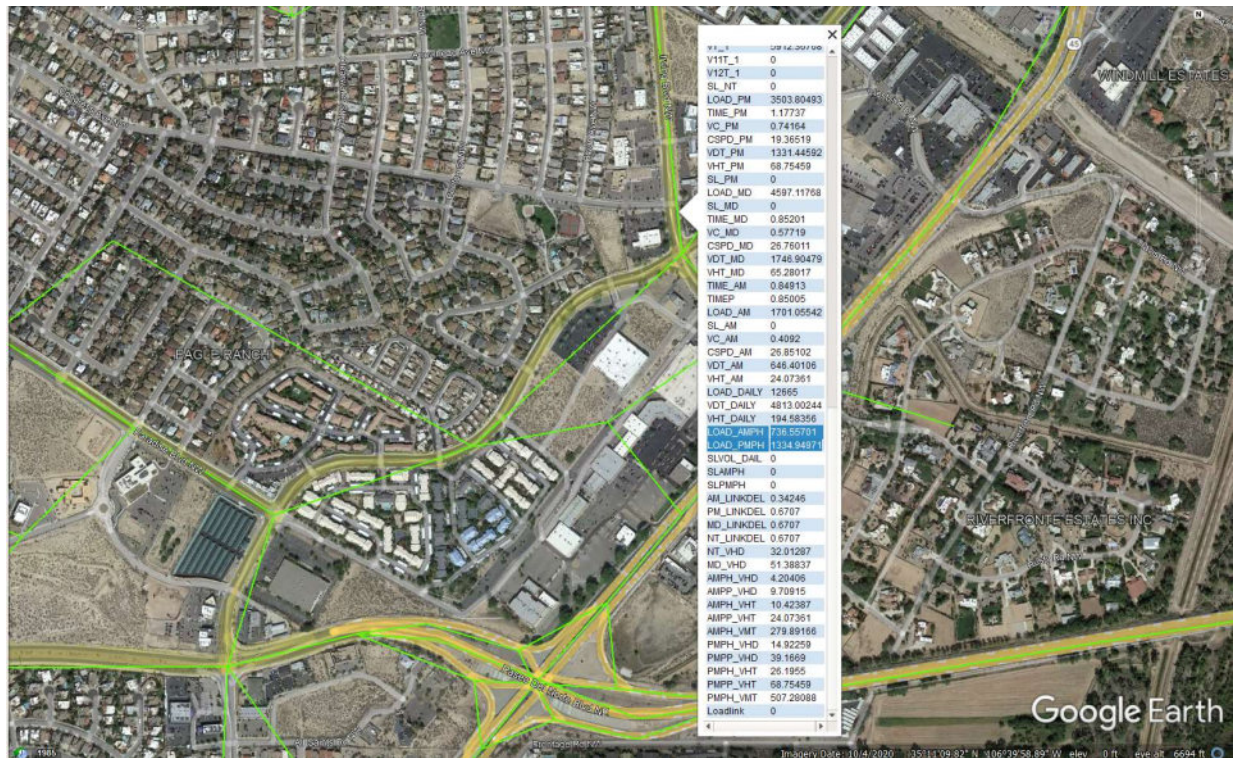


### MRCOG 2040 Traffic Projection Model

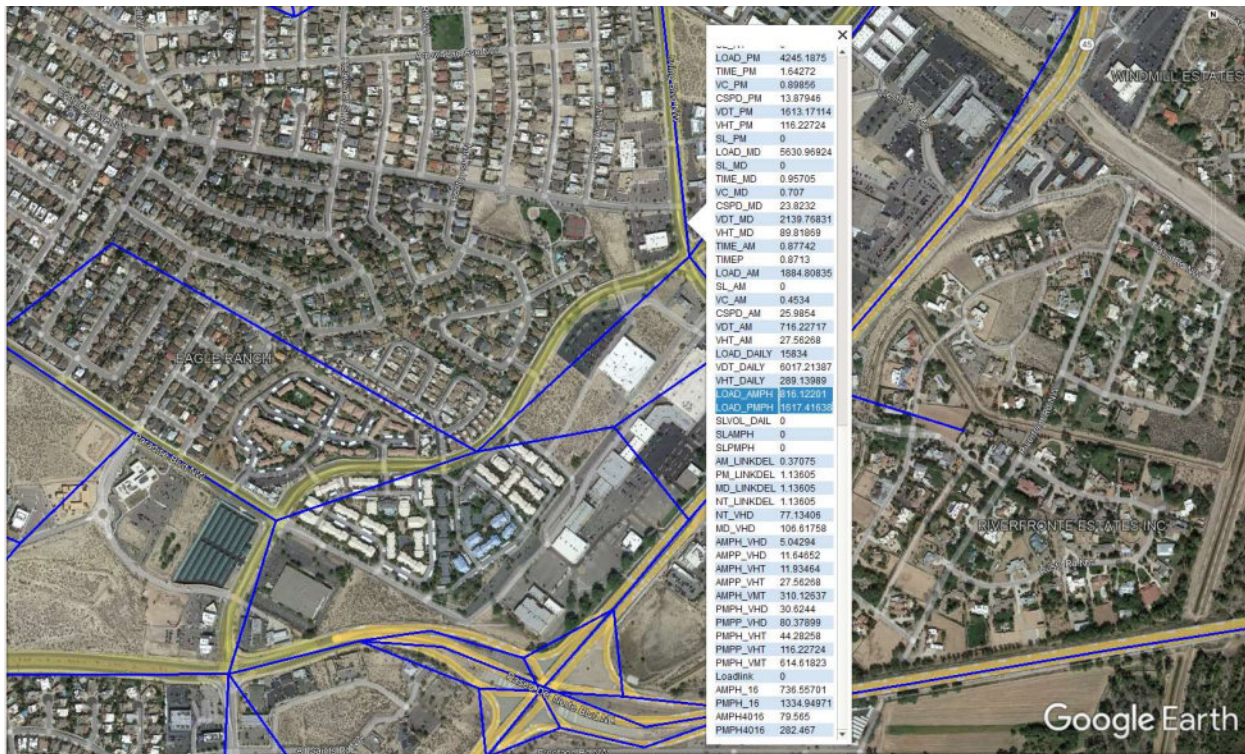


## Irving Blvd – West of Eagle Ranch Rd

### MRCOG 2016 Traffic Model



### MRCOG 2040 Traffic Projection Model

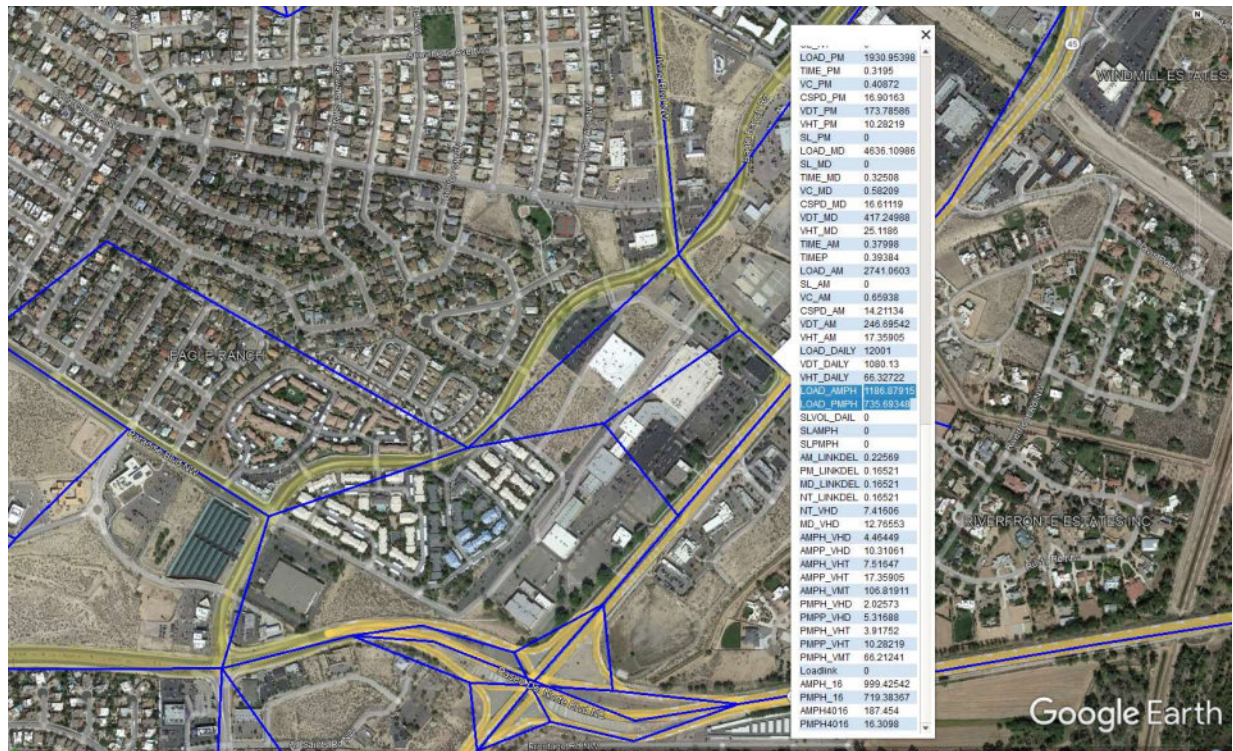


## Irving Blvd – West of Coors Blvd

### MRCOG 2016 Traffic Model

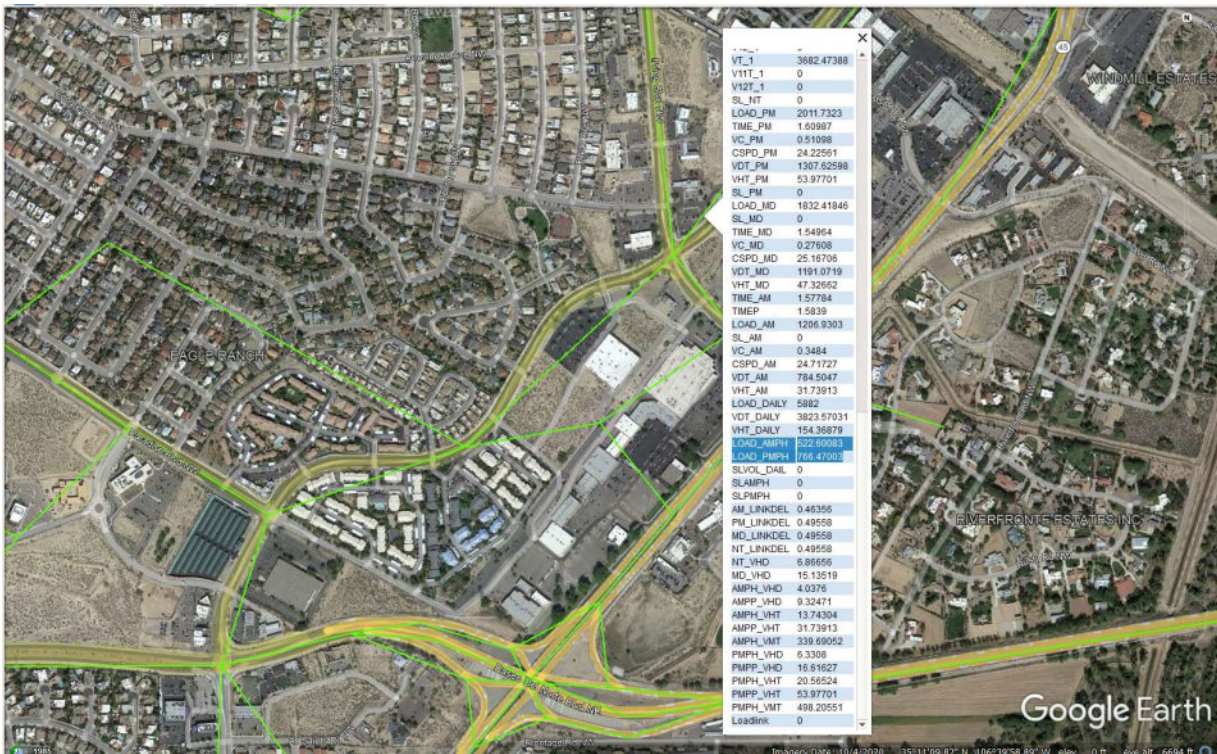


### MRCOG 2040 Traffic Projection Model

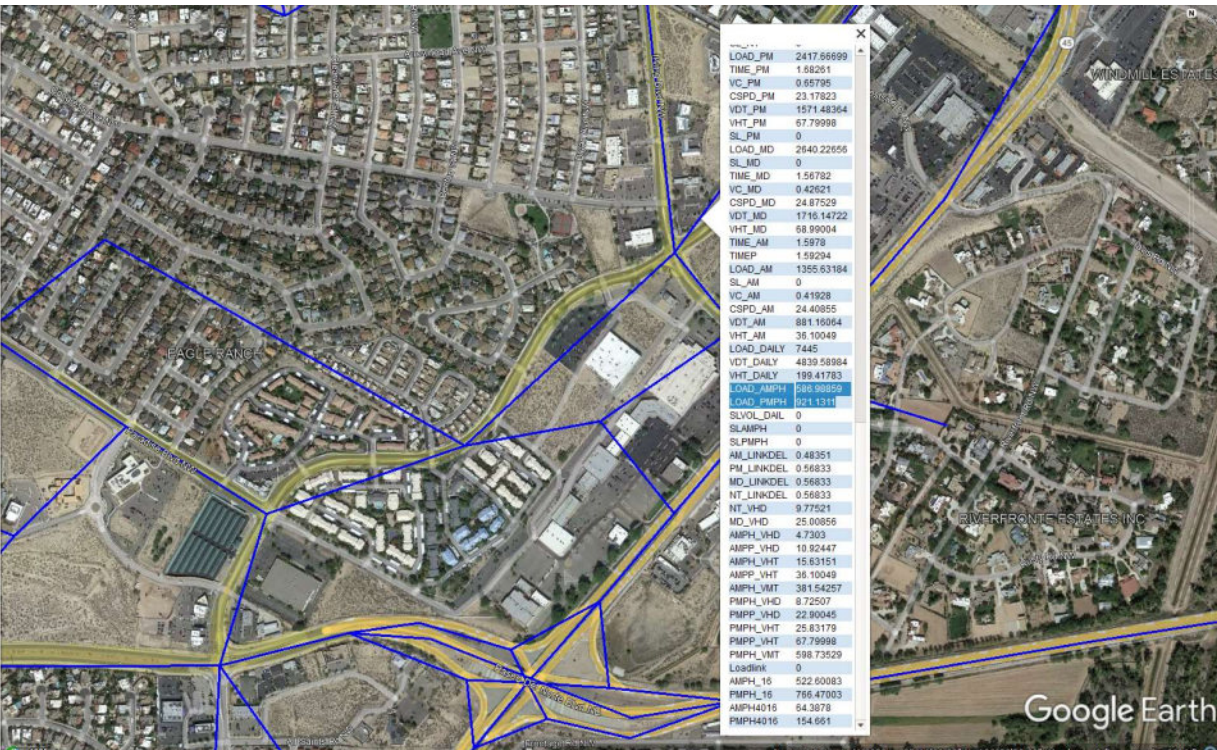


## Eagle Ranch Rd – North of Irving Blvd

### MRCOG 2016 Traffic Model



### MRCOG 2040 Traffic Projection Model

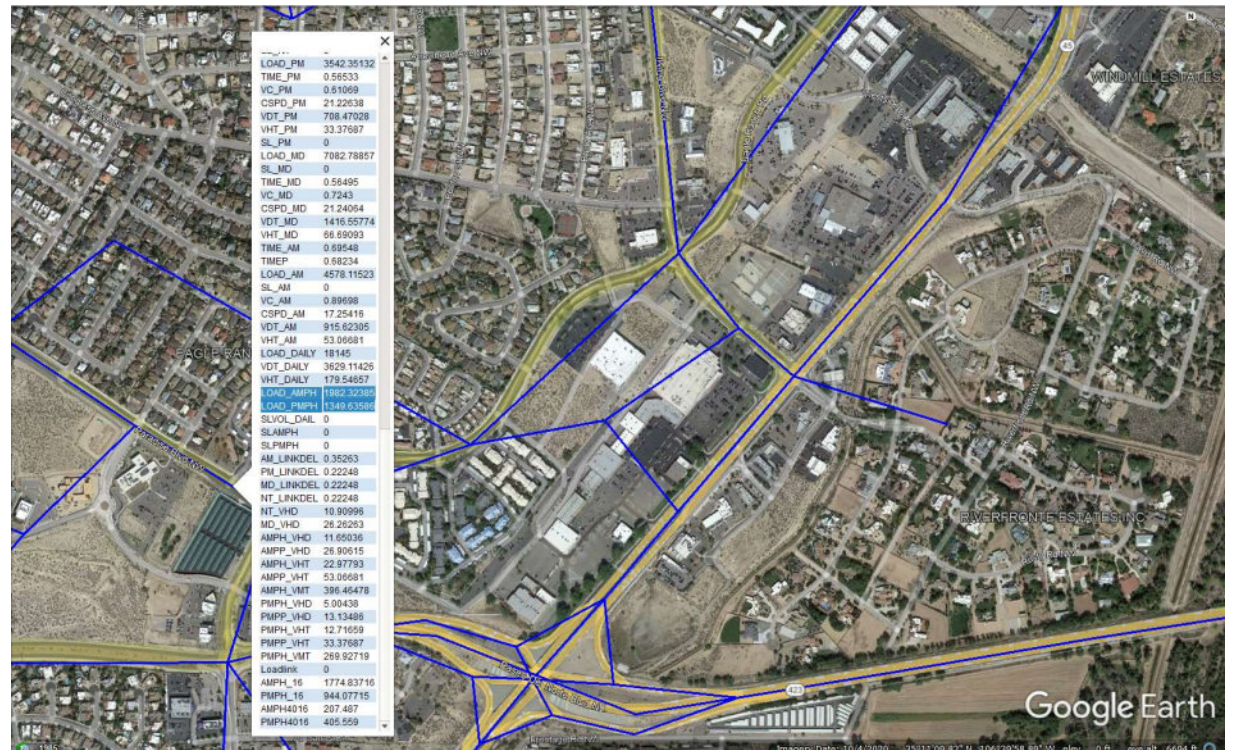


Paradise Blvd – West of Eagle Ranch Rd

MRCOG 2016 Traffic Model



MRCOG 2040 Traffic Projection Model



Appendix F:  
AASHTO Greenbook Intersection Sight  
Distances Calculations

Table 9-6. Time Gap for Case B1, Left Turn from Stop

| Design Vehicle    | Time Gap ( $t_g$ )(s) at Design Speed of Major Road |
|-------------------|-----------------------------------------------------|
| Passenger car     | 7.5                                                 |
| Single-unit truck | 9.5                                                 |
| Combination truck | 11.5                                                |

Note: Time gaps are for a stopped vehicle to turn left onto a two-lane highway with no median and with minor-road approach grades of 3 percent or less. The time gaps are applicable to determining sight distance to the right in left-turn maneuvers. The table values should be adjusted as follows:

*For multilane roadways or medians*—For left turns onto two-way roadways with more than two lanes, including turn lanes, add 0.5 s for passenger cars or 0.7 s for trucks for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle. Median widths should be converted to an equivalent number of lanes in applying the 0.5 and 0.7 s criteria presented above; for example, an 18-ft [5.5-m] median is equivalent to one and a half lanes, and would require an additional 0.75 s for a passenger to cross and an additional 1.05 s for a truck to cross.

*For minor-road approach grades*—If the approach grade is an upgrade that exceeds 3 percent, add 0.2 s for each percent grade by which the approach grade exceeds zero percent.

Table 9-8. Time Gap for Case B2—Right Turn from Stop

| Design Vehicle    | Time Gap ( $t_g$ )(s) at Design Speed of Major Road |
|-------------------|-----------------------------------------------------|
| Passenger car     | 6.5                                                 |
| Single-unit truck | 8.5                                                 |
| Combination truck | 10.5                                                |

Note: Time gaps are for a stopped vehicle to turn right onto or to cross a two-lane roadway with no median and with minor-road approach grades of 3 percent or less. The table values should be adjusted as follows:

*For minor-road approach grades*—If the approach grade is an upgrade that exceeds 3 percent, add 0.1 s for each percent grade by which the approach grade exceeds zero percent.

| U.S. Customary                                                                                                                                                                                                                                                       | Metric                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| $ISD = 1.47 V_{major} t_g$<br>where:<br>$ISD$ = intersection sight distance (length of the leg of sight triangle along the major road) (ft)<br>$V_{major}$ = design speed of major road (mph)<br>$t_g$ = time gap for minor road vehicle to enter the major road (s) | $ISD = 0.278 V_{major} t_g$ (9-1)<br>where:<br>$ISD$ = intersection sight distance (length of the leg of sight triangle along the major road) (m)<br>$V_{major}$ = design speed of major road (km/h)<br>$t_g$ = time gap for minor road vehicle to enter the major road (s) |

Table 9-7. Design Intersection Sight Distance—Case B1, Left Turn from Stop

| U.S. Customary        |                                 |                                                |                | Metric                 |                                |                                                |               |
|-----------------------|---------------------------------|------------------------------------------------|----------------|------------------------|--------------------------------|------------------------------------------------|---------------|
| Design Speed<br>(mph) | Stopping Sight Distance<br>(ft) | Intersection Sight Distance for Passenger Cars |                | Design Speed<br>(km/h) | Stopping Sight Distance<br>(m) | Intersection Sight Distance for Passenger Cars |               |
|                       |                                 | Calculated<br>(ft)                             | Design<br>(ft) |                        |                                | Calculated<br>(m)                              | Design<br>(m) |
| 15                    | 80                              | 165.4                                          | 170            | 20                     | 20                             | 41.7                                           | 45            |
| 20                    | 115                             | 220.5                                          | 225            | 30                     | 35                             | 62.6                                           | 65            |
| 25                    | 155                             | 275.6                                          | 280            | 40                     | 50                             | 83.4                                           | 85            |
| 30                    | 200                             | 330.8                                          | 335            | 50                     | 65                             | 104.3                                          | 105           |
| 35                    | 250                             | 385.9                                          | 390            | 60                     | 85                             | 125.1                                          | 130           |
| 40                    | 305                             | 441.0                                          | 445            | 70                     | 105                            | 146.0                                          | 150           |
| 45                    | 360                             | 496.1                                          | 500            | 80                     | 130                            | 166.8                                          | 170           |
| 50                    | 425                             | 551.3                                          | 555            | 90                     | 160                            | 187.7                                          | 190           |
| 55                    | 495                             | 606.4                                          | 610            | 100                    | 185                            | 208.5                                          | 210           |
| 60                    | 570                             | 661.5                                          | 665            | 110                    | 220                            | 229.4                                          | 230           |
| 65                    | 645                             | 716.6                                          | 720            | 120                    | 250                            | 250.2                                          | 255           |
| 70                    | 730                             | 771.8                                          | 775            | 130                    | 285                            | 271.1                                          | 275           |
| 75                    | 820                             | 826.9                                          | 830            |                        |                                |                                                |               |
| 80                    | 910                             | 882.0                                          | 885            |                        |                                |                                                |               |

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

Table 9-9. Design Intersection Sight Distance—Case B2, Right Turn from Stop

| U.S. Customary     |                              |                                                |             | Metric              |                             |                                                |            |
|--------------------|------------------------------|------------------------------------------------|-------------|---------------------|-----------------------------|------------------------------------------------|------------|
| Design Speed (mph) | Stopping Sight Distance (ft) | Intersection Sight Distance for Passenger Cars |             | Design Speed (km/h) | Stopping Sight Distance (m) | Intersection Sight Distance for Passenger Cars |            |
|                    |                              | Calculated (ft)                                | Design (ft) |                     |                             | Calculated (m)                                 | Design (m) |
| 15                 | 80                           | 143.3                                          | 145         | 20                  | 20                          | 36.1                                           | 40         |
| 20                 | 115                          | 191.1                                          | 195         | 30                  | 35                          | 54.2                                           | 55         |
| 25                 | 155                          | 238.9                                          | 240         | 40                  | 50                          | 72.3                                           | 75         |
| 30                 | 200                          | 286.7                                          | 290         | 50                  | 65                          | 90.4                                           | 95         |
| 35                 | 250                          | 334.4                                          | 335         | 60                  | 85                          | 108.4                                          | 110        |
| 40                 | 305                          | 382.2                                          | 385         | 70                  | 105                         | 126.5                                          | 130        |
| 45                 | 360                          | 430.0                                          | 430         | 80                  | 130                         | 144.6                                          | 145        |
| 50                 | 425                          | 477.8                                          | 480         | 90                  | 160                         | 162.6                                          | 165        |
| 55                 | 495                          | 525.5                                          | 530         | 100                 | 185                         | 180.7                                          | 185        |
| 60                 | 570                          | 573.3                                          | 575         | 110                 | 220                         | 198.8                                          | 200        |
| 65                 | 645                          | 621.1                                          | 625         | 120                 | 250                         | 216.8                                          | 220        |
| 70                 | 730                          | 668.9                                          | 670         | 130                 | 285                         | 234.9                                          | 235        |
| 75                 | 820                          | 716.6                                          | 720         |                     |                             |                                                |            |
| 80                 | 910                          | 764.4                                          | 765         |                     |                             |                                                |            |

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.