Bosquecito Commercial Development

(Bosque Meadows Rd. / Coors Blvd.)

Traffic Impact Study

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Terry O. Brown, P.E.

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Transportation Development Division
City of Albuquerque
&
New Mexico Department of Transportation
District No. 3

Developers:

Raylee Vantage Homes
P. O. Box 1443
Corrales, NM 87048

Terry O. Brown, P.E.
P. O. Box 92051
Albuquerque, NM 87199
(505) 883-8807

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TRAFFIC IMPACT STUDY

STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of a zone change request proposing a new commercial center at the location shown in the Appendix (Page A-1) of this report. The purpose of this study is to identify the impact of the Development on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system resulting from the implementation of the site development plan. This study is being prepared to meet the requirements of the City of Albuquerque Transportation Development Section and the New Mexico Department of Transportation (NMDOT).

STUDY PROCEDURES

The scope of this study was established via an exchange of e-mail with NMDOT staff (Tony Abbo) prior to beginning the study to discuss scope and methodology to be utilized within the report. In addition, a more formal scoping meeting was held with the City of Albuquerque Transportation Development Section (Tony Loyd and Steele Nowak) to establish the requirements of this study from the City's perspective. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition. A horizon year analysis was not required for this study.

The basic procedure followed is described as follows:

1) Calculate the generated trips for the proposed development consisting of the following assumed lane uses based on a Floor-Area Ratio of 0.30 for this property:

    - *Shopping Center (79,250 SF Floor Area)*
    - *High Turnover Sit-Down Restaurant (10,000 S.F. Floor Area)*

2) Calculate trip distribution for the new trips generated by this development. The new trips will be distributed based on year 2008 population within a two (2) mile radius boundary of the proposed site as shown in the Appendix of this report (Page A-6).
3) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site (See Appendix Pages A-11 thru A-13 of this report).
4) Acquire recent traffic counts for the intersections of La Orilla Rd. / Coors Blvd., Montano Rd. / Coors Blvd., Montano Plaza / Coors Blvd. Eagle Ranch Rd. / Coors Blvd., SIPI Entrance / Coors Blvd., Paseo del Norte / Coors Blvd., and Bosque Meadows Rd. / Coors Blvd.
5) Calculate annual growth rates for the area based Mid-Region Council of Governments' Traffic Flow data from 2001 thru 2005 (See Appendix Pages A-14 thru A-25 of this report).

6) Consider trips generated from the following recently approved developments that have not been fully implemented at this time
   a) Andalucia / Montaño Shoppes
   b) NE & SE corners of La Orilla / Coors Blvd
   c) NW corner of La Orilla Rd. / Coors Blvd.
7) Determine 2008 NO BUILD Volumes by growing the existing turning movement counts to the year 200 utilizing the calculated annual historic growth rate for the area, and then adding in generated traffic volumes from the other approved projects.
8) Add in data from Trip Assignments Maps and Tables to the 2008 NO BUILD Volumes to obtain 2008 BUILD Volumes for this project.
9) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Montano Rd. / Coors Blvd.	Traffic Signal	2008	2008
2) Montano Plaza Dr. / Coors Blvd.	Traffic Signal	2008	2008
3) La Orilla Rd. / Coors Blvd.	Traffic Signal	2008	2008
4) Eagle Ranch Rd. / Coors Blvd.	Traffic Signal	2008	2008
5) SIPI Entrance / Coors Blvd.	Traffic Signal	2008	2008
6) Paseo del Norte / Coors Blvd.	Traffic Signal	2008	2008
7) Bosque Meadows Rd. / Coors Blvd.	Traffic Signal?	N/A	2008
8) Bosque Meadows Rd. / Bosque Meadows Pl.	Stop Sign	N/A	2008
9) Bosque Meadows Rd. / Driveway "A"	Stop Sign	N/A	2008
10) Driveway "B" / Coors Blvd.	Stop Sign	2008	2008

PREVIOUS RELATED TRAFFIC IMPACT STUDIES

Base data for this Traffic Impact Study were obtained from the previous Traffic Impact Study:

1) *Andalucia / Montaño Shoppes Traffic Impact Study by the consulting engineer.*
2) *NE & SE Corners of La Orilla / Coors Traffic Impact Study by the consulting engineer.*
3) *SW Corner of La Orilla / Coors Traffic Impact Study by the consulting engineer.*

The Implementation Year Trips Generated Volumes from those reports were added into the 2008 Background Subtotal Volumes in this report to obtain the 2008 NO BUILD Volumes.

GENERAL AREA CHARACTERISTICS

The proposed request is a zone change request and there is no site development plan for the project yet. Properties surrounding this site are a mix of commercial and residential uses. The property across to the west of Coors Blvd. is zoned County A-1. Most of the land south of this site is substantially developed. More detailed zoning information may be obtained upon inspection of the Vicinity Map on Page A-1 in the Appendix.

AREA STREET NETWORK

Coors Boulevard is classified as a Limited Access Principal Arterial roadway on the Long Range Roadway System for the Albuquerque Urban Area. It is currently a six lane paved urban roadway with no curbs and gutters on either side of the roadway and raised medians in the center. There is a paved shoulder on each side of Coors Blvd and the posted speed limit is 45 MPH.

Paseo del Norte is classified as an existing freeway with flyover lanes on the Long Range Roadway System for the Albuquerque Urban Area. It has four flyover lanes with curb & gutter and medians. There is a paved shoulder on each side of Paseo del Norte and the posted speed limit is 55 MPH.

Montano Road is classified as a Principal Arterial Roadway on the Long Range Roadway System for the Albuquerque Urban Area. It is a four lane paved urban section roadway with curbs and gutters on both side of the street and a raised median. The posted speed limit on Montano Rd. at Coors Blvd. is 40 MPH.

La Orilla Rd., Dellyne Ave. and Eagle Ranch Rd. are classified as Collector Streets on the Long Range Roadway System for the Albuquerque Metropolitan Area. All three streets are currently two lane paved facilities. Near Coors Blvd., La Orilla Rd is paved with a temporary pavement section. The speed limit on all three streets is 35 MPH.
median. The speed limit on Western Trail is 35 MPH.

Montano Plaza Drive is not classified on the Long Range Roadway System for the Albuquerque Urban Area. Montano Plaza Drive is currently a paved urban roadway with curbs and gutters on both sides of the street and no median. The speed limit is 30 MPH.

SIPPI Entrance Rd. and Bosque Meadows Rd. are not classified on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area.

EXISTING TRAFFIC VOLUMES

2005 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-2a in the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for this project were acquired from recent field counts conducted by the Mid-Region Council of Governments (M.R.C.O.G.).

Existing AM and PM Peak Hour turning movement counts were provided by the City of Albuquerque for the following intersections:

Montano Rd. / Coors Blvd. (2003)
Montano Plaza Dr. / Coors Blvd. (2002)
La Orilla Rd. / Coors Blvd. (2005)
Eagle Ranch Rd. / Coors Blvd. (2002)
SIPI Entrance / Coors Blvd. (2001)

AM and PM Peak Hour turning movement counts for 2003 ere obtained by field traffic counts taken for the following intersections:

Paseo del Norte / Coors Blvd.

Additionally, new field traffic counts were taken for the intersections of Bosque Meadows Rd. / Coors Blvd. and Bosque Meadows Rd. / Bosque Meadows Pl. to utilize in this Traffic Impact Study.

The counts are included in Appendix "Z".

EXISTING (2006) LEVELS OF SERVICE

The Highway Capacity Manual defines Level of Service (LOS) for signalized intersections in terms of average controlled delay per vehicle as follows:

LOS A	10.0" or less	Most Vehicles do not stop
LOS B	10.1 to 20.0"	Some Vehicles stop
LOS C	20.1 to 35.0"	Significant number of vehicles stop
LOS D	35.1 to 55.0"	Many vehicles stop.
LOS E	55.1 to 80.0"	Limit of acceptable delay.
LOS F	> 80.0"	Unacceptable delay.

Level of Service D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study. In addition to consideration of the overall level-of-service of the signalized intersection, the levels-of-service of each individual movement should be considered.

An analysis of the current (2006) levels-of-service for the intersections targeted for analysis are not reported in this study.

PROPOSED DEVELOPMENT

This proposed development is approximately 6.82 acres developed into approximately 70,200 S.F. of retail commercial floor space. The floor-area ratio is approximately 0.30. The following uses are proposed for this property:

- *Shopping Center (79,250 SF Floor Area)*
- *High Turnover Sit-Down Restaurant (10,000 S.F. Floor Area)*

The assumed land uses are very conceptual at this point in time and are subject to some changes as progress takes place in the development review process. The assumed uses should, however, provide a reliable basis upon which to analyze the impact of the zone change on the adjacent transportation system and provide guidelines for mitigating the impact and establishing access criteria. The conceptual plan for this commercial project proposes two (2) primary access points or driveways into the site. One of these driveways accesses Coors Blvd. near the north property line of the development and the other driveway accesses Bosque Meadows Rd. near the southeast corner of the development. Driveway "A" is a proposed full access driveway on the north side of Bosque Meadows Rd. located east of Coors Blvd. Driveway "B" is a proposed right-turn-in, right-turn-out access driveway on the east side of Coors Blvd. located near the north end of the project. A graphical depiction of the proposed driveway configuration can be seen on Page A-12 in the Appendix of this study.

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation report (7th Edition, 2003). Trips for the development were determined based on land uses assumed considering the project is 6.82 acres of commercial development with a 0.30 floor-area ratio. The resulting number of trips generated for the proposed development is summarized in the following tables:

Bosquecito Commercial (Bosque Meadows Rd. / Coors Blvd.)

Trip Generation Data

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
	Shopping Center (820)	79.25	5,838	83	53	259	280
	High Turnover (Sit-Down) Restaurant (932)	10.00	1,272	60	55	67	43
	Subtotal		**7,110**	**143**	**108**	**326**	**323**
	Pass-by Trip Credit	20%	(1,422)	(29)	(22)	(65)	(65)
	Net New Trips to Offsite System		**5,688**	**114**	**86**	**261**	**258**

A 20% pass-by trip reduction was taken for this project based on the commercial uses proposed.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Trips were distributed as follows:

Commercial Land Use

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2008 projected population of Data Analysis Subzones within a two mile radius of the proposed development. Population data for the years 2000 and 2025 were taken from the 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico, S-03-01 (2000), Appendix B and Appendix C, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2000 and 2025 was interpolated linearly to obtain 2008 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones is shown in the Appendix. The Trip Distribution map can be found in the Appendix on Page A-11.

TRIP ASSIGNMENT

Trip assignments are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments are shown on Appendix Pages A-12 thru A-13.

BACKGROUND TRAFFIC GROWTH

Recent Traffic Impact Studies performed in the area have utilized a consistent annual growth of 3.3% for about the past three years. New data is now available (including 2005 Traffic Flow rates) and, therefore, this study calculated the historic annual growth rate based on the new data. It results in significantly lower growth rates in most parts of the transportation system than the 3.3% utilized in the previous studies. The annual growth rate based on the most recent data is utilized in this study.

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2008 BUILDOUT

The established growth rates were applied to the most recent peak hour traffic counts (furnished by the City of Albuquerque for this study), and then the trips from the *Andalucia Traffic Impact Stud and the NE & SE Corners and the SW Corner of La Orilla / Coors Blvd Traffic Impact Study* were added in to establish the 2008 background NO BUILD traffic volumes. To these volumes, the generated trips based on implementation of the proposed Bosquecito Commercial Development were added to obtain 2008 BUILD volumes for the intersection analyses. See Appendix Pages A-26 thru A-48 for further information regarding 2008 turning movement counts.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000, using Synchro Version 6 software by Trafficware for both signalized and unsignalized intersections. For signalized intersections, the operational method of analysis was used for forecast 2008 conditions (NO BUILD and BUILD). In addition to utilizing the operational analysis for the intersections, the 1985 planning method was also used to provide additional information at the intersection to help define critical lane volumes and to help analyze a solution.

Capacity analyses were performed for the following traffic conditions.

Implementation Year (2008) - NO BUILD
Implementation Year (2008) - BUILD

The results of the implementation year (2008) capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses.*

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

Intersection #1 - Montano Road / Coors Blvd.

The results of the analysis of the signalized intersection of Montano Rd. / Coors Blvd. are summarized in the following table:

Montano Rd. / Coors Blvd.	AM Peak Hour		PM Peak Hour	
2008	NO BUILD	BUILD	NO BUILD	BUILD
Existing Geometry	*E - 78.4*	*E - 78.7*	*F - 123*	*F - 134*

C - 23.2 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

The intersection of Montano Rd. / Coors Blvd. is moderately impacted by the implementation of Bosquecito Commercial Development. The analysis in the study assumes that the developer of the Andalucia, Tract 6 development at the southeast corner of Montano Rd. / Coors Blvd. will construct a fourth northbound thru lane on Coors Blvd. at Montano Rd. That being constructed, there are no more improvements that can be constructed for the intersection of Montano Rd. / Coors Blvd. within the existing right-of-way.

The Queuing Analysis for this intersection results in the lanes length changes summarized in the following table:

Queueing Analysis Summary Sheet

Project: Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)
Intersection: **Montano Rd. / Coors Blvd.**

2008

Eastbound Approach	Left Turns # Lanes	Left Turns Vol.	Left Turns Length (Ft.)	Thru Movements # Lanes	Thru Movements Vol.	Thru Movements Length (Ft.)	Right Turns # Lanes	Right Turns Vol.	Right Turns Length (Ft.)
Existing Lane Length	*2*	*74*	*300*	*2*	*743*	*Cont*	*1*	*274*	*250*
AM NO BUILD Queue	2	150	150	2	1,000	675	1	392	525
AM BUILD Queue	**2**	**172**	**175**	**2**	**1,000**	**675**	**1**	**392**	**525**
Existing Lane Length	*2*	*268*	*300*	*2*	*312*	*Cont*	*1*	*245*	*250*
PM NO BUILD Queue	2	441	**350**	2	658	475	1	432	550
PM BUILD Queue	**2**	**492**	**375**	**2**	**658**	**475**	**1**	**432**	**550**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*166*	*450*	*2*	*252*	*Cont*	*0*	*59*	*0*
AM NO BUILD Queue	2	227	200	2	395	325	0	141	225
AM BUILD Queue	**2**	**227**	**200**	**2**	**395**	**325**	**0**	**155**	**250**
Existing Lane Length	*2*	*369*	*450*	*2*	*837*	*Cont*	*0*	*105*	*0*
PM NO BUILD Queue	2	556	425	2	1,217	825	0	273	**375**
PM BUILD Queue	**2**	**556**	**425**	**2**	**1,217**	**825**	**0**	**304**	**425**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*213*	*775*	*4*	*1,238*	*Cont*	*1*	*310*	*570*
AM NO BUILD Queue	2	318	275	4	1,452	575	1	388	500
AM BUILD Queue	**2**	**318**	**275**	**4**	**1,454**	**575**	**1**	**388**	**500**
Existing Lane Length	*2*	*649*	*775*	*4*	*1,658*	*Cont*	*1*	*225*	*570*
PM NO BUILD Queue	2	846	600	4	1,927	725	1	322	425
PM BUILD Queue	**2**	**846**	**600**	**4**	**1,932**	**725**	**1**	**322**	**425**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*286*	*450*	*3*	*1,288*	*Cont*	*1*	*56*	*375*
AM NO BUILD Queue	2	373	300	3	1,473	700	1	111	200
AM BUILD Queue	**2**	**383**	**300**	**3**	**1,475**	**700**	**1**	**128**	**200**
Existing Lane Length	*2*	*162*	*450*	*3*	*1,301*	*Cont*	*1*	*126*	*375*
PM NO BUILD Queue	2	315	275	3	1,644	775	1	269	**375**
PM BUILD Queue	**2**	**346**	**275**	**3**	**1,649**	**775**	**1**	**319**	**425**

	AM	PM
Cycle Length:	130	130

It is acceptable to reduce the calculated queue length for right turn lanes by one-half to account for right-turns-on-red and overlap phases.

Intersection #2 - Montano Plaza Drive / Coors Blvd.

The results of the analysis of the signalized intersection of Montano Plaza / Coors Blvd. are summarized in the following table:

Montano Plaza / Coors Blvd.	AM Peak Hour		PM Peak Hour	
2008	NO BUILD	BUILD	NO BUILD	BUILD
Existing Geometry	B - 10.2	B - 10.4	***C - 27.5***	***C - 32.4***

C - 23.2 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

The intersection of Montano Plaza / Coors Blvd. is moderately impacted by the implementation of the Bosquecito Commercial Development. This study does not recommend improvements for the intersection of Montano Plaza / Coors Blvd.

The Queuing Analysis for this intersection results in the lanes length changes summarized in the following table:

Queueing Analysis Summary Sheet

Project: Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)
Intersection: Montano Plaza / Coors Blvd.

2008

Eastbound Approach	Left Turns # Lanes	Left Turns Vol.	Left Turns Length (Ft.)	Thru Movements # Lanes	Thru Movements Vol.	Thru Movements Length (Ft.)	Right Turns # Lanes	Right Turns Vol.	Right Turns Length (Ft.)
Existing Lane Length	*1*	*105*	*115*	*1*	*17*	*Cont*	*1*	*69*	*150*
AM NO BUILD Queue	1	142	225	1	22	50	1	90	150
AM BUILD Queue	**1**	**150**	**225**	**1**	**22**	**50**	**1**	**90**	**150**
Existing Lane Length	*1*	*32*	*115*	*1*	*33*	*Cont*	*1*	*16*	*150*
PM NO BUILD Queue	1	98	**175**	1	44	100	1	51	100
PM BUILD Queue	**1**	**116**	**200**	**1**	**44**	**100**	**1**	**51**	**100**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*64*	*225*	*2*	*11*	*Cont*	*0*	*53*	*225*
AM NO BUILD Queue	1	67	125	2	15	25	0	70	125
AM BUILD Queue	**1**	**67**	**125**	**2**	**15**	**25**	**0**	**70**	**125**
Existing Lane Length	*1*	*251*	*225*	*2*	*168*	*Cont*	*0*	*156*	*225*
PM NO BUILD Queue	1	264	375	2	187	175	0	213	325
PM BUILD Queue	**1**	**264**	**375**	**2**	**187**	**175**	**0**	**214**	**325**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*5*	*325*	*3*	*1,307*	*Cont*	*1*	*44*	*275*
AM NO BUILD Queue	1	21	50	3	1,667	775	1	47	100
AM BUILD Queue	**1**	**21**	**50**	**3**	**1,705**	**800**	**1**	**47**	**100**
Existing Lane Length	*1*	*35*	*325*	*3*	*1,835*	*Cont*	*1*	*124*	*275*
PM NO BUILD Queue	1	68	125	3	2,395	>1,000	1	132	225
PM BUILD Queue	**1**	**68**	**125**	**3**	**2,482**	**>1,000**	**1**	**132**	**225**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*59*	*550*	*3*	*1,649*	*Cont*	*0*	*16*	*0*
AM NO BUILD Queue	1	75	150	3	1,956	900	0	42	100
AM BUILD Queue	**1**	**75**	**150**	**3**	**1,985**	**900**	**0**	**48**	**100**
Existing Lane Length	*1*	*310*	*550*	*3*	*1,488*	*Cont*	*0*	*27*	*0*
PM NO BUILD Queue	1	364	475	3	2,084	>1,000	0	93	**175**
PM BUILD Queue	**1**	**365**	**475**	**3**	**2,170**	**>1,000**	**0**	**111**	**200**

	AM	PM
Cycle Length:	130	130

It is acceptable to reduce the calculated right turn queue length by one-half to account for right-turns-on-red and overlap phases.

Intersection #3 - La Orilla Rd. / Coors Blvd.

The results of the analysis of the signalized intersection of La Orilla Rd. / Coors Blvd. are summarized in the following table:

La Orilla Rd. / Coors Blvd.		AM Peak Hour		PM Peak Hour	
	2008	NO BUILD	BUILD	NO BUILD	BUILD
Existing Geometry		B - 13.9	B - 15.6	***D - 42.3***	***D - 49.2***

C - 23.2 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

The existing geometry for the intersection is La Orilla Rd. / Coors Blvd. is based on the recommended geometry from the La Orilla / Coors Commercial Development (SW Corner) Traffic Impact Study and is outlined in the following table:

Recommended Geometry (La Orilla Rd. / Coors Blvd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB La Orilla Rd.	1	0	1	0	1
WB La Orilla Rd.	1	0	1	1	0
NB Coors Blvd.	2	0	3	1	0
SB Coors Blvd.	2	0	3	0	1

The Queuing Analysis for this intersection results in the lanes length changes summarized in the following table:

Queueing Analysis Summary Sheet

Project: Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)
Intersection: **La Orilla Rd. / Coors Blvd.**

2008

Eastbound Approach	**Left Turns** # Lanes	Vol.	Length (Ft.)	**Thru Movements** # Lanes	Vol.	Length (Ft.)	**Right Turns** # Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*154*	*350*	*1*	*1*	*Cont*	*1*	*87*	*200*
AM NO BUILD Queue	1	224	325	1	216	325	1	112	200
AM BUILD Queue	**1**	**246**	**350**	**1**	**216**	**325**	**1**	**112**	**200**
Existing Lane Length	*1*	*57*	*350*	*1*	*0*	*Cont*	*1*	*25*	*200*
PM NO BUILD Queue	1	195	**300**	1	425	550	1	69	125
PM BUILD Queue	**1**	**245**	**350**	**1**	**425**	**550**	**1**	**69**	**125**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*1*	*300*	*2*	*2*	*Cont*	*0*	*0*	*225*
AM NO BUILD Queue	1	76	150	2	198	175	0	36	75
AM BUILD Queue	**1**	**76**	**150**	**2**	**198**	**175**	**0**	**36**	**75**
Existing Lane Length	*1*	*3*	*300*	*2*	*2*	*Cont*	*0*	*0*	*225*
PM NO BUILD Queue	1	200	300	2	523	400	0	99	175
PM BUILD Queue	**1**	**200**	**300**	**2**	**523**	**400**	**0**	**100**	**175**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*27*	*300*	*4*	*1,711*	*Cont*	*0*	*2*	*540*
AM NO BUILD Queue	2	116	125	4	1,956	725	0	29	75
AM BUILD Queue	**2**	**116**	**125**	**4**	**2,003**	**750**	**0**	**29**	**75**
Existing Lane Length	*2*	*159*	*300*	*4*	*2,286*	*Cont*	*0*	*1*	*540*
PM NO BUILD Queue	2	364	300	4	2,586	>1,000	0	53	100
PM BUILD Queue	**2**	**364**	**300**	**4**	**2,693**	**>1,000**	**0**	**53**	**100**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*6*	*150*	*3*	*1,230*	*Cont*	*0*	*36*	*350*
AM NO BUILD Queue	2	107	125	3	1,434	675	0	54	100
AM BUILD Queue	**2**	**107**	**125**	**3**	**1,469**	**700**	**0**	**70**	**125**
Existing Lane Length	*2*	*3*	*150*	*3*	*1,818*	*Cont*	*0*	*136*	*350*
PM NO BUILD Queue	2	198	175	3	2,176	>1,000	0	182	**275**
PM BUILD Queue	**2**	**199**	**175**	**3**	**2,281**	**>1,000**	**0**	**231**	**325**

	AM	PM
Cycle Length:	130	130

It is acceptable to reduce the calculated queue length by one-half to account for right-turns-on-red and overlap phases.

Intersection #4 – Eagle Ranch Rd. / Coors Blvd.

The results of the analysis of the signalized intersection of Eagle Ranch Rd. / Coors Blvd. are summarized in the following table:

Eagle Ranch Rd. / Coors Blvd.	AM Peak Hour		PM Peak Hour	
2008	NO BUILD	BUILD	NO BUILD	BUILD
Existing Geometry	A – 9.8	A – 9.4	C - 22.9	C - 24.4

C - 23.2 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

The intersection of Eagle Ranch Rd. / Coors Blvd. is not significantly impacted by the implementation of the Bosquecito Commercial Development. This study does not recommend major improvements for the intersection of Eagle Ranch Rd. / Coors Blvd.

The Queuing Analysis for this intersection results in the lanes length changes summarized in the following table:

Queueing Analysis Summary Sheet

Project: Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)
Intersection: Eagle Ranch Rd. / Coors Blvd.

2008

Eastbound Approach	Left Turns # Lanes	Left Turns Vol.	Left Turns Length (Ft.)	Thru Movements # Lanes	Thru Movements Vol.	Thru Movements Length (Ft.)	Right Turns # Lanes	Right Turns Vol.	Right Turns Length (Ft.)
Existing Lane Length	*1*	*14*	*140*	*1*	*8*	*Cont*	*1*	*217*	*140*
AM NO BUILD Queue	1	16	50	1	9	25	1	259	375
AM BUILD Queue	**1**	**16**	**50**	**1**	**9**	**25**	**1**	**273**	**375**
Existing Lane Length	*1*	*6*	*140*	*1*	*22*	*Cont*	*1*	*185*	*140*
PM NO BUILD Queue	1	7	25	1	25	75	1	236	**350**
PM BUILD Queue	**1**	**7**	**25**	**1**	**25**	**75**	**1**	**269**	**375**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*19*	*900*	*1*	*1*	*Cont*	*0*	*41*	*0*
AM NO BUILD Queue	1	31	75	1	1	0	0	48	100
AM BUILD Queue	**1**	**35**	**75**	**1**	**1**	**0**	**0**	**48**	**100**
Existing Lane Length	*1*	*71*	*900*	*1*	*52*	*Cont*	*0*	*94*	*0*
PM NO BUILD Queue	1	102	**175**	1	61	125	0	111	200
PM BUILD Queue	**1**	**112**	**200**	**1**	**61**	**125**	**0**	**111**	**200**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*106*	*300*	*3*	*1,339*	*Cont*	*1*	*4*	*450*
AM NO BUILD Queue	1	129	200	3	1,591	750	1	11	50
AM BUILD Queue	**1**	**140**	**225**	**3**	**1,610**	**750**	**1**	**14**	**50**
Existing Lane Length	*1*	*325*	*300*	*3*	*1,614*	*Cont*	*1*	*36*	*450*
PM NO BUILD Queue	1	394	**525**	3	2,022	>1,000	1	58	125
PM BUILD Queue	**1**	**427**	**550**	**3**	**2,078**	**>1,000**	**1**	**68**	**125**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*29*	*175*	*3*	*962*	*Cont*	*0*	*5*	*0*
AM NO BUILD Queue	1	31	75	3	1,115	550	0	5	25
AM BUILD Queue	**1**	**31**	**75**	**3**	**1,140**	**575**	**0**	**5**	**25**
Existing Lane Length	*1*	*152*	*175*	*3*	*1,900*	*Cont*	*0*	*11*	*0*
PM NO BUILD Queue	1	161	250	3	2,205	>1,000	0	12	50
PM BUILD Queue	**1**	**161**	**250**	**3**	**2,262**	**>1,000**	**0**	**12**	**50**

	AM	PM
Cycle Length:	130	130

It is acceptable to reduce the calculated queue length for right turn movements by one-half to account for right-turns-on-red and overlap phases.

The length of the northbound left turn lane on Coors Blvd. at Eagle Ranch Rd. should be increased from 300 feet long to 550 feet long.

Intersection #5 - SIPI Entrance / Coors Blvd.

The results of the analysis of the signalized intersection of SIPI Entrance / Coors Blvd. are summarized in the following table:

SIPI Entrance / Coors Blvd.	AM Peak Hour		PM Peak Hour	
2008	NO BUILD	BUILD	NO BUILD	BUILD
Existing Geometry	A – 7.8	A – 7.7	A – 8.9	A – 9.4

C - 23.2 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

The intersection of SIPI Entrance / Coors Blvd. is insignificantly impacted by the implementation of the Bosquecito Commercial Development. This study does not recommend improvements for the intersection of SIPI Entrance / Coors Blvd. The intersection is projected to operate at satisfactory levels-of-service for all conditions analyzed in this study.

It should be noted that, according to the current Coors Corridor Plan, the intersection of the SIPI Entrance / Coors Blvd. is designated to become a right-turn-in, right-turn-out driveway at some time in the future. The signal at the intersection of the SIPI Entrance / Coors Blvd. is temporary based on the stipulations of the Coors Corridor Plan.

The Queuing Analysis for this intersection results in the lanes length changes summarized in the following table:

Queueing Analysis Summary Sheet

Project: Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)
Intersection: SIPPI Entr. / Coors Blvd.

2008

Eastbound Approach	Left Turns # Lanes	Left Turns Vol.	Left Turns Length (Ft.)	Thru Movements # Lanes	Thru Movements Vol.	Thru Movements Length (Ft.)	Right Turns # Lanes	Right Turns Vol.	Right Turns Length (Ft.)
Existing Lane Length	*0*	*0*	*0*	*0*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0
AM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Existing Lane Length	*0*	*0*	*0*	*0*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0
PM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*68*	*115*	*0*	*0*	*Cont*	*1*	*179*	*150*
AM NO BUILD Queue	1	83	150	0	0	0	1	217	325
AM BUILD Queue	**1**	**84**	**150**	**0**	**0**	**0**	**1**	**217**	**325**
Existing Lane Length	*1*	*128*	*115*	*0*	*0*	*Cont*	*1*	*109*	*150*
PM NO BUILD Queue	1	158	250	0	0	0	1	132	225
PM BUILD Queue	**1**	**160**	**250**	**0**	**0**	**0**	**1**	**132**	**225**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*0*	*0*	*0*	*3*	*1,402*	*Cont*	*1*	*115*	*500*
AM NO BUILD Queue	0	0	0	3	1,627	775	1	134	225
AM BUILD Queue	**0**	**0**	**0**	**3**	**1,645**	**775**	**1**	**135**	**225**
Existing Lane Length	*0*	*0*	*0*	*3*	*1,378*	*Cont*	*1*	*89*	*500*
PM NO BUILD Queue	0	0	0	3	1,614	**750**	1	106	175
PM BUILD Queue	**0**	**0**	**0**	**3**	**1,668**	**775**	**1**	**108**	**175**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*215*	*300*	*3*	*955*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	230	325	3	1,033	525	0	0	0
AM BUILD Queue	**1**	**230**	**325**	**3**	**1,057**	**525**	**0**	**0**	**0**
Existing Lane Length	*1*	*225*	*300*	*3*	*1,897*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	241	350	3	2,055	>1,000	0	0	0
PM BUILD Queue	**1**	**241**	**350**	**3**	**2,110**	**>1,000**	**0**	**0**	**0**

	AM	PM
Cycle Length:	130	130

It is acceptable to reduce the calculated queue length of the right turn movement by one-half to account for right-turns-on-red and overlap phases.

Intersection #6 - Paseo del Norte / Coors Blvd.

The results of the analysis of the signalized intersection of Paseo del Norte / Coors Blvd. are summarized in the following table:

Paseo del Norte / Coors Blvd.	AM Peak Hour		PM Peak Hour	
2008	NO BUILD	BUILD	NO BUILD	BUILD
Existing Geometry	***F - 121***	***F – 121***	***D - 50.9***	***D - 53.1***

C - 23.2 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

The intersection of Paseo del Norte / Coors Blvd. is on the extreme north edge of the market area for this project. As a result, there is very little traffic generated by the proposed Bosquecito Commercial Development that travels through the intersection of Paseo del Norte / Coors Blvd. Therefore, the impact is minimal.

The Queuing Analysis for this intersection results in the lanes length changes summarized in the following table:

RESULTS OF UNSIGNALIZED INTERSECTION (DRIVEWAY) CAPACITY ANALYSES

Intersection #7 – Bosque Meadows Rd. / Coors Blvd.

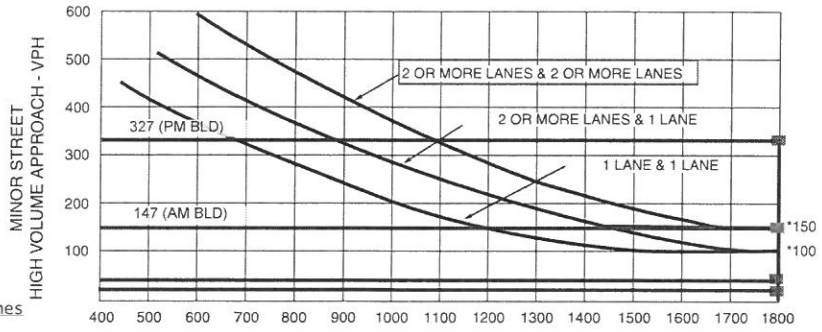
The results of the analysis of the unsignalized intersection of Bosque Meadows Rd. / Coors Blvd. are summarized in the following table:

	2008 BUILD		2008 BUILD	
	AM	PM	AM	PM
Bosque Meadows Rd. / Coors Blvd.				
Minor Street (Bosque Meadows Rd.)				
WB Left	N/A	N/A	F - *	F - *
WB Right	N/A	N/A	C – 16.4	D – 26.4
Major Street (La Orilla Rd.)				
SB Left	N/A	N/A	E – 39.6	F - *

The westbound left turn from Driveway "A" is projected to operate at LOS "F" for the 2008 AM and PM Peak Hour BUILD Conditions associated with this project. Since the delays at this intersection are projected to be excessive, a traffic signal warrant analysis was performed utilizing the Peak Hour Warrant Criteria from the Manual on Uniform Traffic Control Devices (2003 Edition). Following is the Peak Hour Warrant Graph with the projected 2008 NO BUILD and BUILD Volumes plotted:

Figure 4C-3. Warrant 3, Peak Hour

Bosque Meadows Rd. / Coors Blvd.



Projected Volumes

2008	Minor	Major
AM Peak		
NO BUILD	36	3,601
BUILD	147	3,711
PM Peak		
NO BUILD	11	5,396
BUILD	327	5,650

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal is Warranted based on Projected 2008 Volumes

A traffic signal is warranted based on the projected 2008 PM Peak Hour Volumes at the intersection of Bosque Meadows Rd. / Coors Blvd.

The intersection of Bosque Meadows Rd. / Coors is located approximately 2,850 feet to the north of the signalized intersection of La Orilla Rd. / Coors Blvd. It is located

approximately 2,750 feet south of the signalized intersection of Eagle Ranch Rd. / Coors Blvd. The location of Bosque Meadows Rd. is favorable for signalization due to its spacing between La Orilla Rd. and Eagle Ranch Rd.

This study recommends that the City and the New Mexico Department of Transportation consider permitting the construction of a new traffic signal at this location. Signalization of the intersection will result in the following operational delays and levels-of-service:

Bosque Meadows Rd. / Coors Blvd.	AM Peak Hour		PM Peak Hour	
2008	NO BUILD	BUILD	NO BUILD	BUILD
Recommended Geometry	***N/A***	***A - 4.0***	***N/A***	***B - 14.4***

C - 23.2 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

The Queuing Analysis for this intersection results in the lanes length changes summarized in the following table:

Queueing Analysis Summary Sheet

Project: Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)
Intersection: **Bosque Meadows / Coors Blvd.**

2008

Eastbound Approach	**Left Turns** # Lanes	Vol.	Length (Ft.)	**Thru Movements** # Lanes	Vol.	Length (Ft.)	**Right Turns** # Lanes	Vol.	Length (Ft.)
Existing Lane Length	*0*	*0*	*0*	*0*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0
AM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Existing Lane Length	*0*	*0*	*0*	*0*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0
PM BUILD Queue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*21*	*N/A*	*0*	*0*	*Cont*	*1*	*26*	*N/A*
AM NO BUILD Queue	2	22	50	0	0	0	1	28	75
AM BUILD Queue	**2**	**117**	**125**	**0**	**0**	**0**	**1**	**59**	**125**
Existing Lane Length	*2*	*7*	*N/A*	*0*	*0*	*Cont*	*1*	*8*	*N/A*
PM NO BUILD Queue	2	7	**25**	0	0	0	1	8	**25**
PM BUILD Queue	**2**	**291**	**250**	**0**	**0**	**0**	**1**	**71**	**125**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*0*	*0*	*0*	*4*	*1,635*	*Cont*	*0*	*5*	*225*
AM NO BUILD Queue	0	0	0	4	1,797	675	0	5	25
AM BUILD Queue	**0**	**0**	**0**	**4**	**1,762**	**675**	**0**	**108**	**175**
Existing Lane Length	*0*	*0*	*0*	*4*	*2,223*	*Cont*	*0*	*21*	*225*
PM NO BUILD Queue	0	0	0	4	2,559	**>1,000**	0	22	**50**
PM BUILD Queue	**0**	**0**	**0**	**4**	**2,480**	**900**	**0**	**258**	**375**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*14*	*225*	*3*	*1,598*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	15	50	3	1,784	825	0	0	0
AM BUILD Queue	**1**	**114**	**200**	**3**	**1,727**	**800**	**0**	**0**	**0**
Existing Lane Length	*1*	*25*	*225*	*3*	*2,447*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	26	**75**	3	2,789	>1,000	0	0	0
PM BUILD Queue	**1**	**254**	**350**	**3**	**2,658**	**>1,000**	**0**	**0**	**0**

	AM	PM
Cycle Length:	130	130

The intersection of Bosque Meadows Rd. / Coors Blvd., if reconstructed and signalized, should be constructed with left turn and right turn auxiliary lanes that will accommodate the calculated queue lengths defined in the preceding table. The calculated right turn queue length can be reduced by one-half to account for right-turns-on-red and overlap phases. However, the minimum length of right turn lane should be 150 feet.

Intersection #8 – Bosque Meadows Rd. / Bosque Meadows Pl.

The results of the analysis of the unsignalized intersection of Bosque Meadows Rd. / Bosque Meadows Pl. are summarized in the following table:

	2008 NO BUILD		2008 BUILD	
	AM	PM	AM	PM
Bosque Meadows Rd. / Bosque Meadows Pl.				
Minor Street (Bosque Meadows Pl.)				
NB Left	N/A	N/A	B – 11.6	C – 19.2
NB Right	N/A	N/A	B – 11.6	C – 19.2
Major Street (Bosque Meadows Rd.)				
WB Left	N/A	N/A	A – 1	A – 1

Intersection #9 – Bosque Meadows Rd. / Driveway "A"

The results of the analysis of the unsignalized intersection of Bosque Meadows Rd. / Driveway "A" are summarized in the following table:

	2008 BUILD	
	AM	PM
Bosque Meadows Rd. / Driveway "A"		
Minor Street (Driveway "A")		
SB Left	B – 12.8	D – 28.9
SB Right	A – 8.9	B – 10.4
Major Street (Bosque Meadows Rd.)		
EB Left	A – 7.6	A – 8.4

Intersection #10 –Driveway "B" / Coors Blvd.

The results of the analysis of the unsignalized intersection of Driveway "B" / Coors Blvd. are summarized in the following table:

Right-in, right-out only

	2008 BUILD	
	AM	PM
Driveway "C" / Coors Blvd.		
Minor Street (Driveway "C")		
WB Right	B – 10.7	C – 15.0
Major Street (Coors Blvd.)		
SB Left	N/A	N/A

The approved Coors Corridor Plan adopted by the City of Albuquerque in 1989 states that "driveways shall not be permitted within 400 feet on the approach to a major signalized intersection and within 150 feet on the departure side." Driveway "C" should, therefore, be located a minimum of 150 feet south of La Orilla Rd (on the west side of Coors, or the departure side) to meet the requirements of the Coors Corridor Plan.

However, the New Mexico Department of Transportation's State Access Management Manual requires a northbound right turn deceleration lane into Driveway "B" that is required to be constructed to a length of 550 feet plus a 16.5:1 transition taper. Therefore, the new right-turn-in, right-turn-out Driveway "B" should be constructed a minimum distance of 800 feet north of Bosque Meadows Rd. to accommodate the northbound right turn deceleration lane.

It should be noted that Levels of Service (LOS) for unsignalized intersections cannot be compared directly with Levels of Service for signalized intersections.

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Average Delay (secs)	Level-of-Service
≤ 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E

Generally speaking, a Level-of-Service D or better is an acceptable parameter for design purposes.

COORS CORRIDOR PLAN UPDATE

Recently, efforts have been made to update the Coors Corridor Plan to address modern Transit linkages, respect the river Bosque as it abuts the Rio Grande Valley State Park, recognize Coors as a commuter route with limited access, provide updated guidelines for pedestrian crossings and pedestrian safety, and provide a plan that is easy to follow. Since November, 2005, there have been four public hearings relative to the Coors Corridor Plan Update. A report on the first meeting held on November 1, 2005 and the second meeting (Design Workshop) held on December 9, 2005 are included at the back of the Appendix of this report. Also, a copy of Pages 50 through 59 of the draft report is included in the back of the Appendix of this report. Section C on Page 53 of the report

states that 'Driveways shall not be permitted within 400 feet of the approach and departure sides of a signalized intersection. Since this report finds that a traffic signal is warranted at the intersection of Bosque Meadows Rd. / Coors, then it is considered possible that the intersection may be signalized in the future. A right-turn-in, right-turn-out driveway is proposed on this project approximately 800 feet north of Bosque Meadows Rd. which meets the new criteria in the updated plan. However, on Page 56 of the draft report, Section E (Intersection Spacing) states that "Partial intersections shall be spaced a minimum distance of approximately one-quarter mile from full access intersections or from other partial-access intersections." This statement seems inconsistent with the previous statement regarding the location of driveways relative to signalized intersections. Since the document is in draft form at this time, it is assumed that the matter will be resolved in the final version which closely approximates one of the two statements in the draft.

The proposed right-turn-in, right-turn-out driveway on this project at a distance of approximately 800 feet north of Bosque Meadows Rd. which locates it approximately midway between Bosque Meadows Rd. and Caminito Coors to the north. Locating the driveway at a distance of one-quarter mile north of Bosque Meadows Rd. will push the driveway too close to the next intersection to the north.

CONCLUSIONS

The results of this analysis of the adjacent transportation system associated with this proposed commercial development indicates that there will be moderate operational problems along Coors Blvd. at the intersections analyzed in this study. The major factor contributing to these problems is the shortage of thru lanes on Coors Blvd. from Dellyne Ave. to Paseo del Norte. Coors Blvd. should be an eight-lane facility north of Dellyne. This analysis indicated that the impact of this development at Bosque Meadows Rd. / Coors Blvd. caused minimal impact at the intersections of Montano Rd. / Coors Blvd., Montano Plaza / Coors Blvd., Eagle Ranch Rd. / Coors Blvd., and Paseo del Norte / Coors Blvd. Therefore, no major improvements will be recommended for those intersections.

The impact of this development on the intersection of Bosque Meadows Rd. / Coors Blvd. is significant. This study recommends that the City of Albuquerque and the New Mexico Department of Transportation consider approving the installation of a traffic signal at the intersection of Bosque Meadows Rd. / Coors Blvd. since the Peak Hour Warrant criteria was satisfied by the projected 2008 PM Peak Hour BUILD Volumes.

In summary, the proposed site development plan for this development present minimized adverse impact to the adjacent transportation system if the recommendations (for the year 2008) are implemented as follows:

RECOMMENDATIONS

- All design and construction for this project shall maintain adequate site distances at the proposed driveways along Bosque Meadows Rd. and along Coors Blvd. to the extent possible.
- Driveways shall be constructed using a minimum of 25-foot radius curb returns or larger if required for delivery trucks.

- The proposed driveway (Driveway "B") on Coors Blvd. shall be restricted to a right-turn-in, right-turn-out movements only. To comply with the current Coors Corridor Plan, it should be located a minimum of 150 feet south of La Orilla Rd. However, a northbound right turn deceleration lane is warranted on Coors Blvd. at Driveway "B". The right turn deceleration lane will be required to be constructed to the standards established by the New Mexico Department of Transportation's State Access Management Manual. The minimum length of the southbound right turn deceleration lane required by the New Mexico Department of Transportation is 550 feet plus transition (16.5:1 taper). Therefore, Driveway "B" should be located a minimum of approximately 800 feet north of Bosque Meadows Rd.
- The proposed driveway (Driveway "A") on Bosque Meadows Rd. should be a full access unsignalized driveway designed to serve as primary access to this project. An eastbound left turn lane should be constructed on Bosque Meadows Rd. at Driveway "A". The eastbound left turn lane should be constructed to a length of 150 feet plus transition if possible. The north leg of Driveway "A" should be constructed with two southbound approach lanes (one for left turns and one for right turns) and one northbound lane.
- The City of Albuquerque and the New Mexico Department of Transportation should consider approving the installation of a new traffic signal at Bosque Meadows Rd. / Coors Blvd. If signalized, intersection of Bosque Meadows Rd. / Coors Blvd. should be modified to provide the geometry summarized in the following table:

Recommended Geometry (Bosque Meadows Rd. / Coors Blvd.)

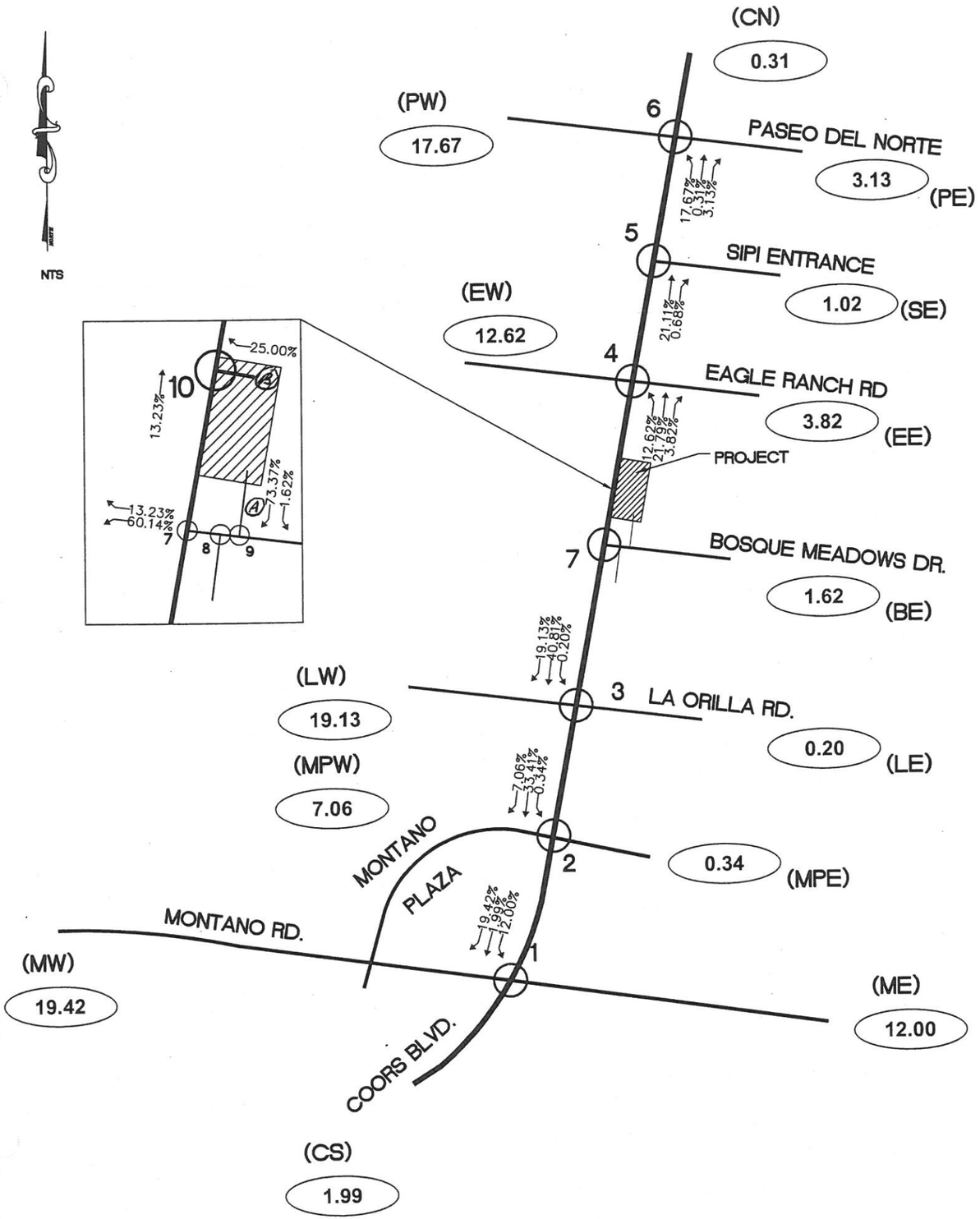
Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB N/A	0	0	0	0	0
WB Bosque Meadows Rd.	2	0	0	0	1
NB Coors Blvd.	0	0	3	0	1
SB Coors Blvd.	1	0	3	0	0

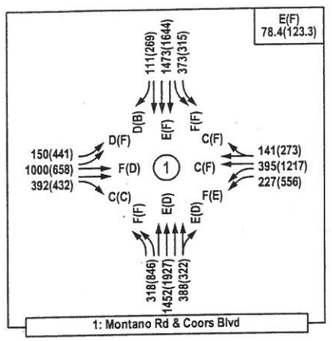
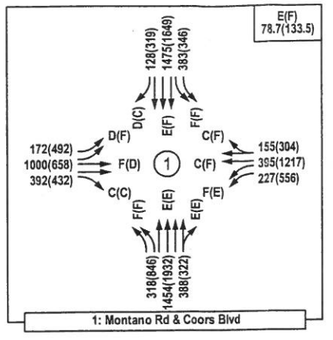
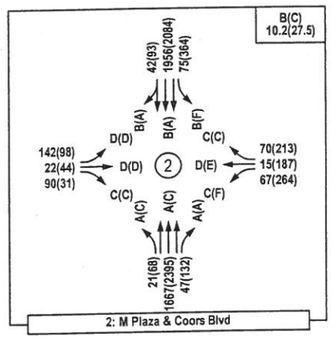
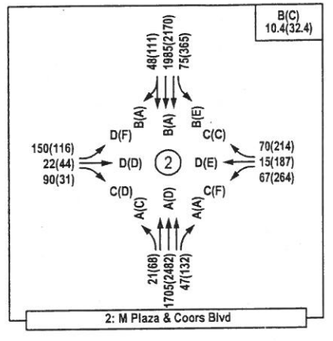
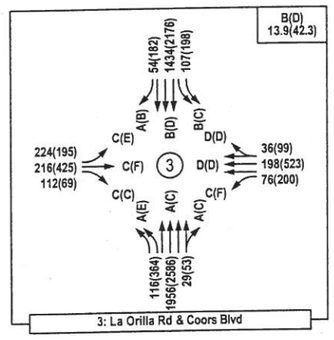
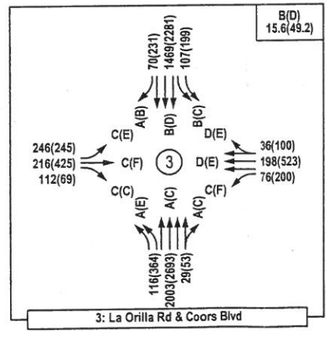
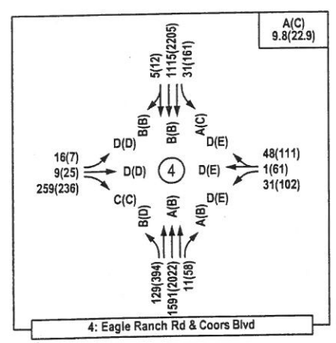
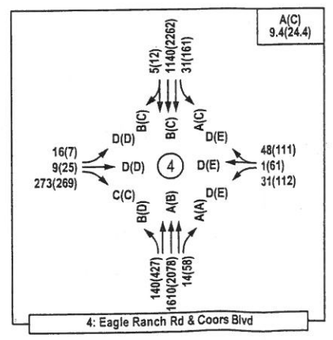
Also, right turn overlaps should be provided at the signal for the westbound right turn movements at the intersection.
The length of the existing northbound left turn lane on Coors Blvd. at Eagle Ranch Rd. should be lengthened to achieve a total length for a single left turn lane of 550 feet.

Appendix

Appendix

NTS



NO BUILD Analysis	BUILD Analysis	BUILD Analysis (Mitigated)
		NO MITIGATION RECOMMENDED
		NO MITIGATION RECOMMENDED
		NO MITIGATION RECOMMENDED
		NO MITIGATION RECOMMENDED

Bosquecita Commercial Development

Bosque Meadows Rd. / Coors Blvd.

2008 AM (PM) LOS / Volume Analysis Map

BUILD Analysis
(Mitigated)

N/A

(PW)

17.67 4)
1)

PROPOSED DRIVEWAY

NTS

(E

A(B)
0.2(1.1)

I

7(165)

(0)

PROPOSED DRIVEWAY

25.00%

10

13.23%

B

73.37%

1.62%

A

13.23%
60.14%

7

8

9

(LW)

19.13

(MPW)

7.06

MONTANO

PLAZA

MONTANO RD.

(MW)

19.42

COORS BLVD.

(CS)

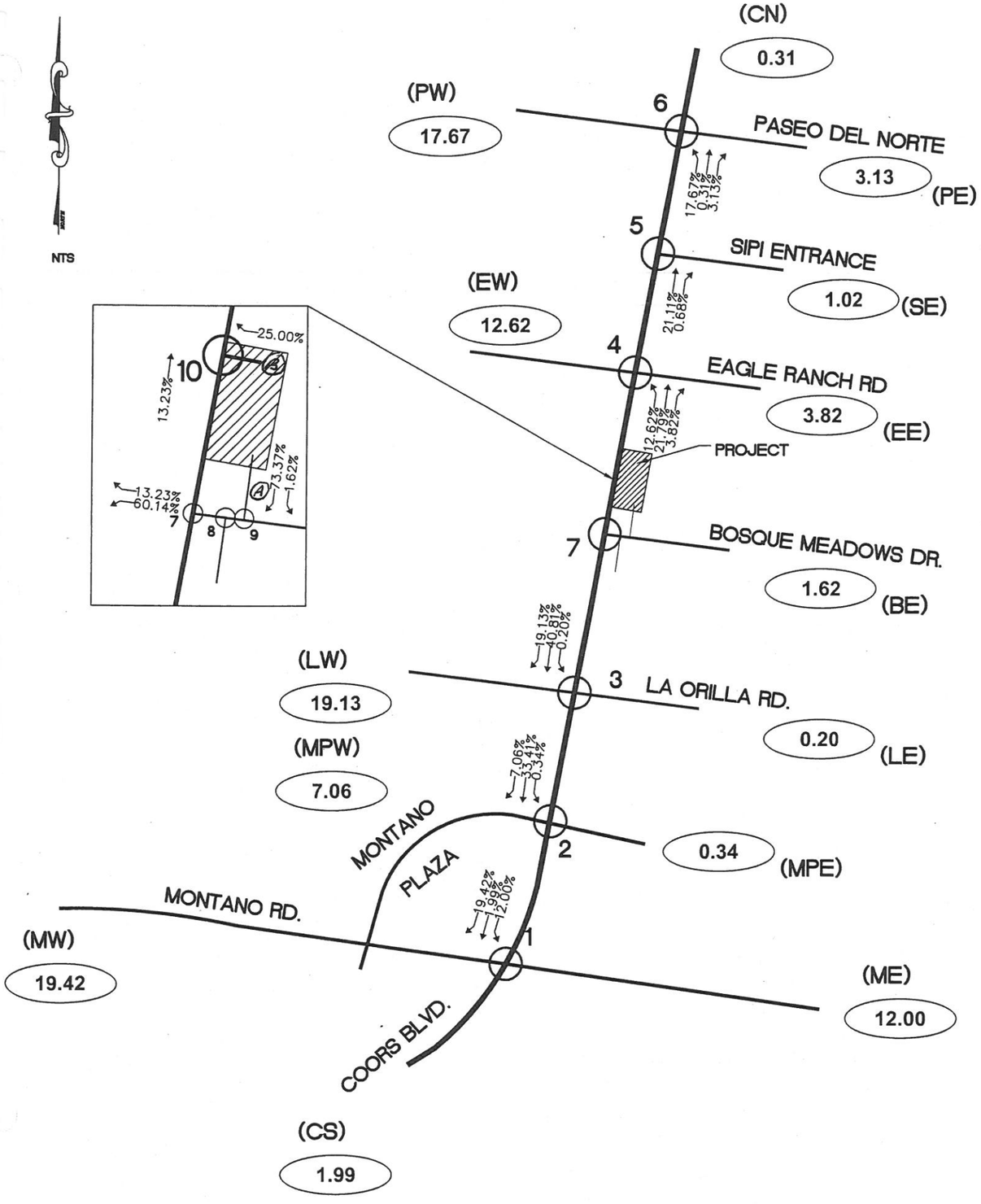
1.99

Basgueccita Commercial Development

Bosque Meadows Rd. / Coors Blvd.

2008 AM (PM) LOS / Volume Analysis Map

NTS



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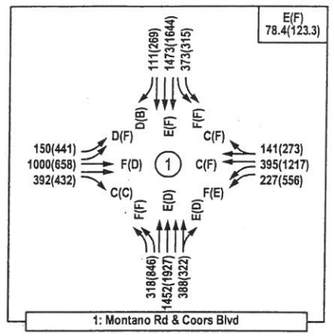
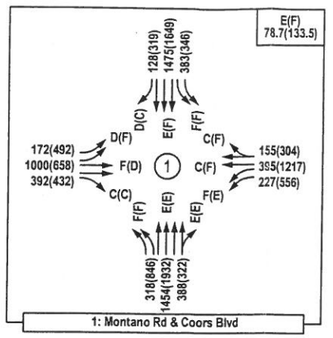
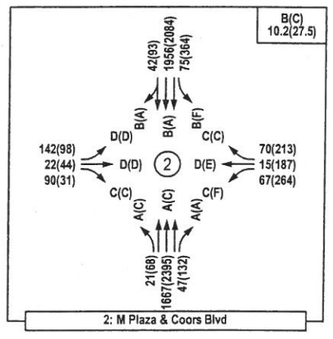
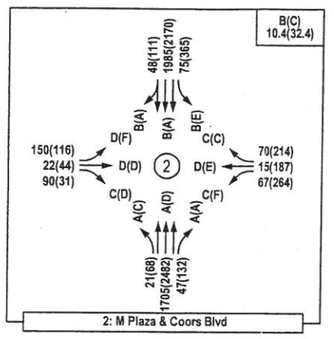
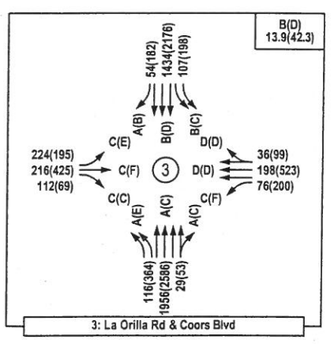
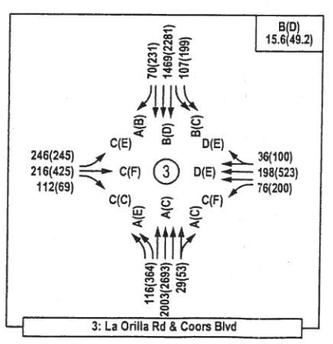
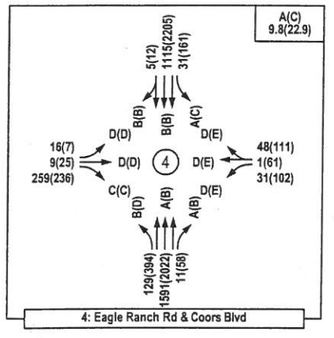
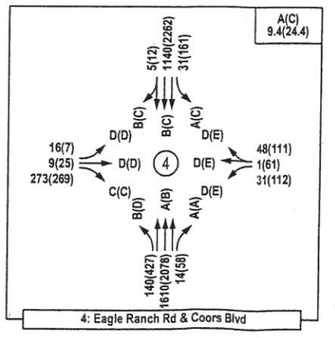
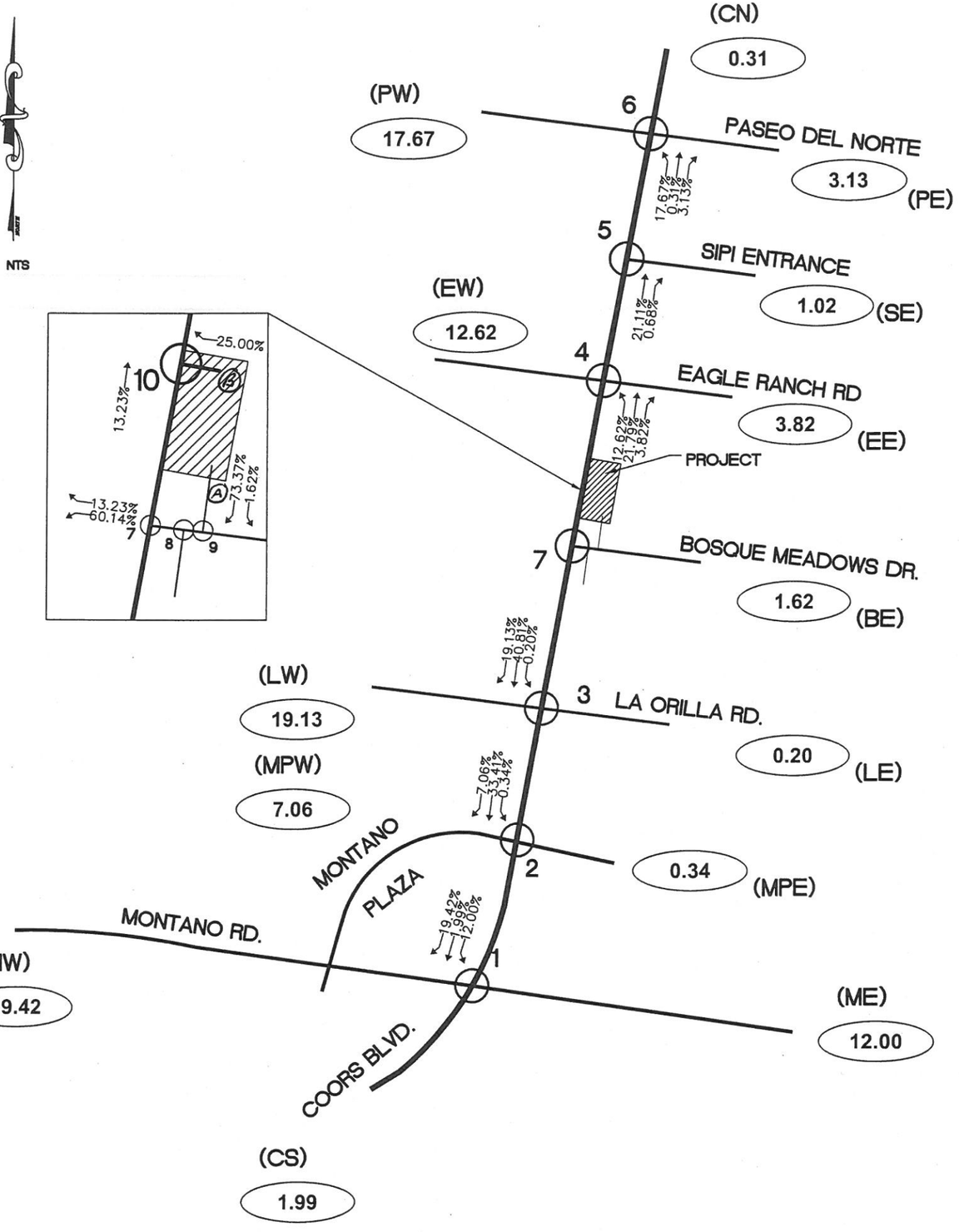
		NO MITIGATION RECOMMENDED
		NO MITIGATION RECOMMENDED
		NO MITIGATION RECOMMENDED
		NO MITIGATION RECOMMENDED

Basquecita Commercial Development

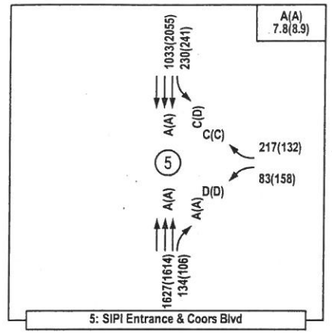
Bosque Meadows Rd. / Coors Blvd.

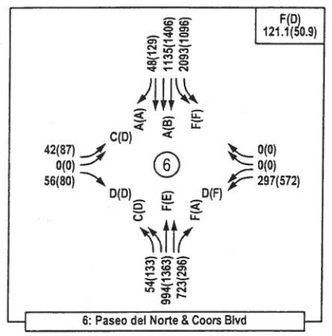
2008 AM (PM) LOS / Volume Analysis Map

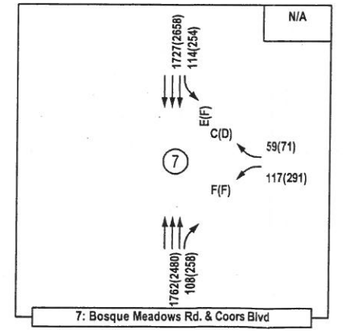
NTS

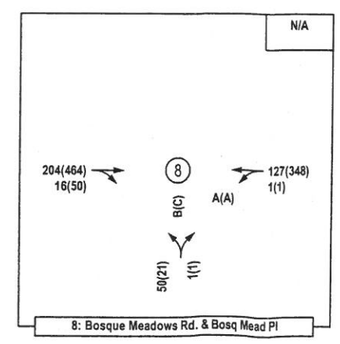


NO BUILD Analysis

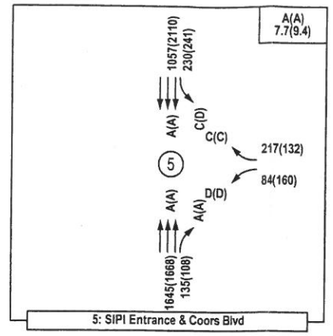


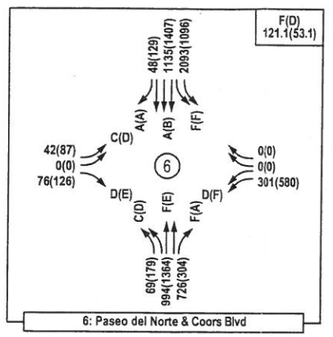


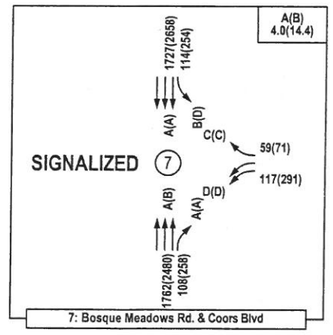




BUILD Analysis







BUILD Analysis (Mitigated)

NO MITIGATION RECOMMENDED

NO MITIGATION RECOMMENDED

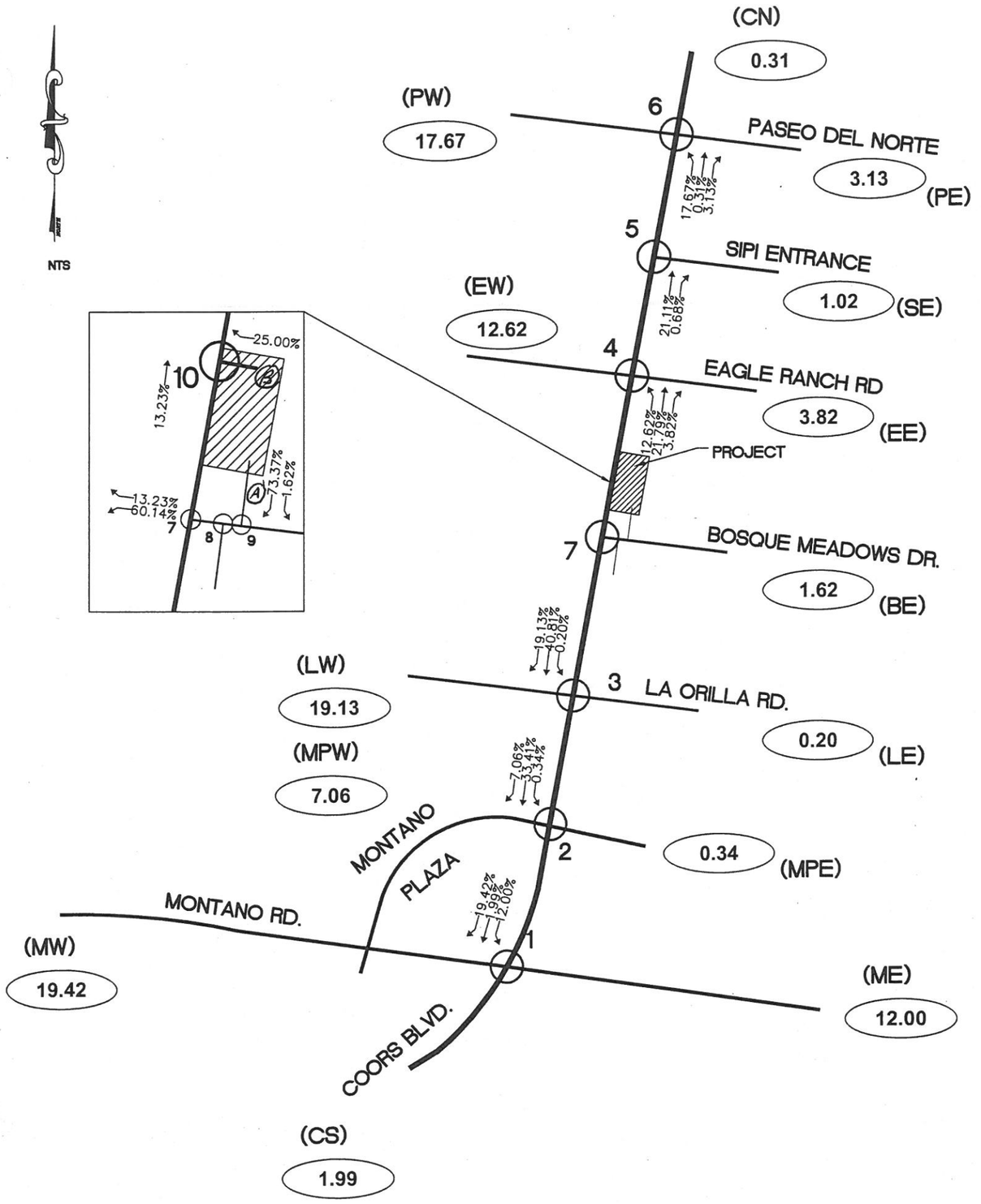
NO MITIGATION RECOMMENDED

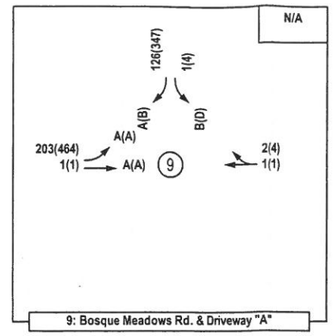
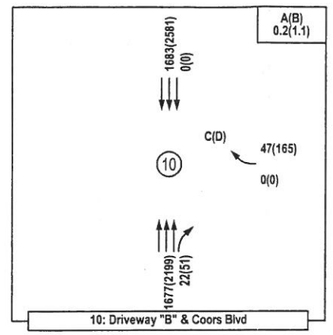
Bosquecito Commercial Development

Bosque Meadows Rd. / Coors Blvd.

2008 AM (PM) LOS / Volume Analysis Map

NTS

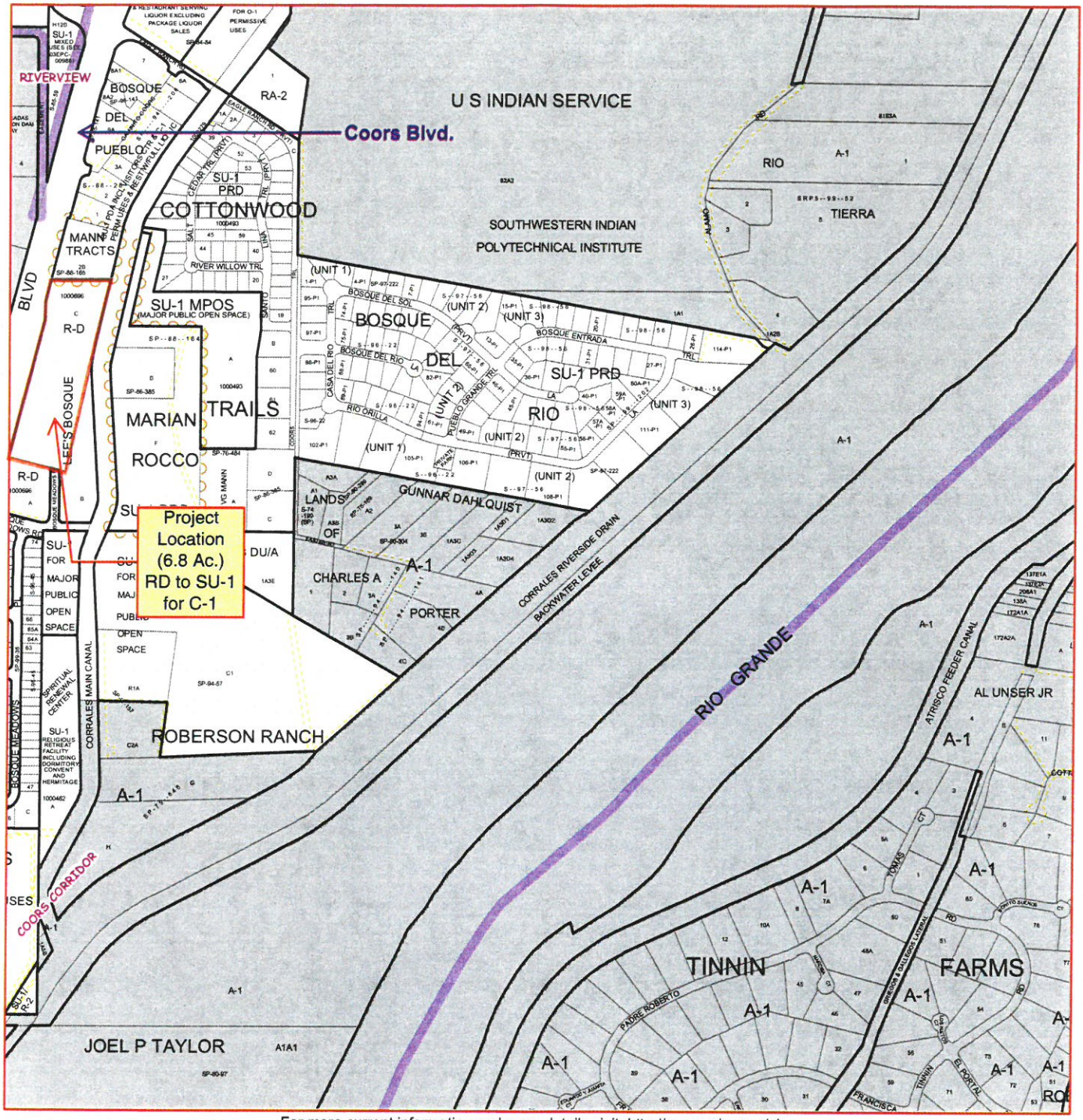


NO BUILD Analysis	BUILD Analysis	BUILD Analysis (Mitigated)
		PROPOSED DRIVEWAY
		PROPOSED DRIVEWAY

Basquecita Commercial Development

Bosque Meadows Rd. / Coors Blvd.

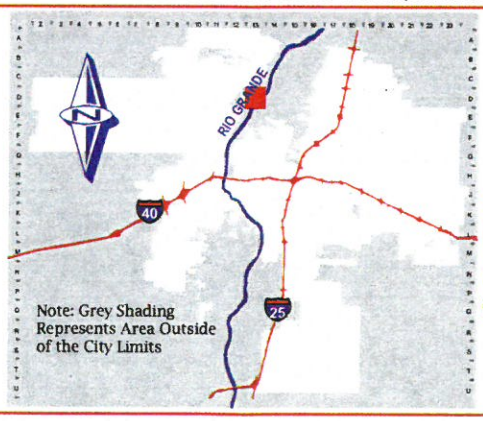
2008 AM (PM) LOS / Volume Analysis Map



For more current information and more details visit: http://www.cabq.gov/gis

Albuquerque Geographic Information System

Map amended through: 11/2/2005



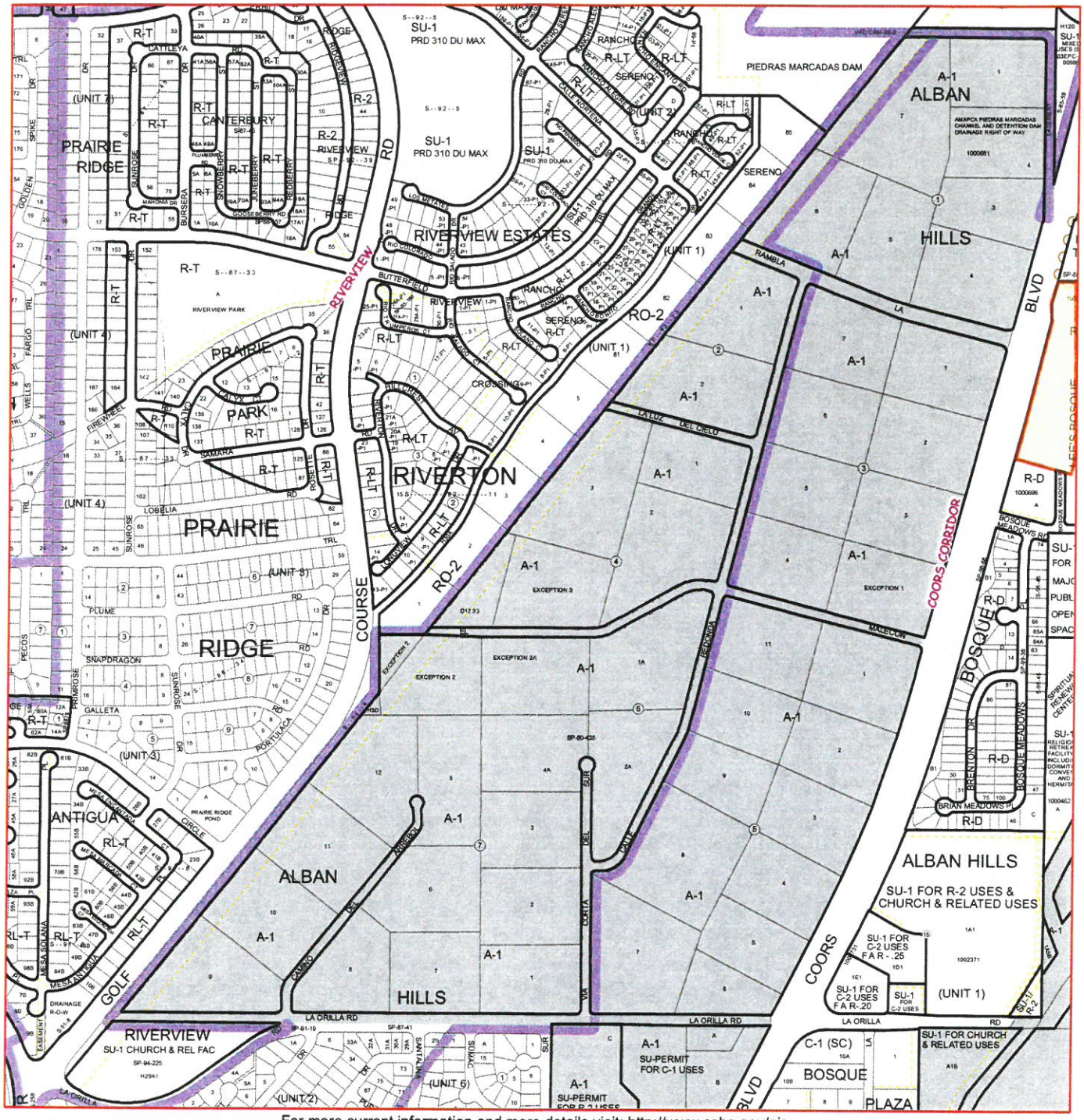
Zone Atlas Page:

D-13-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

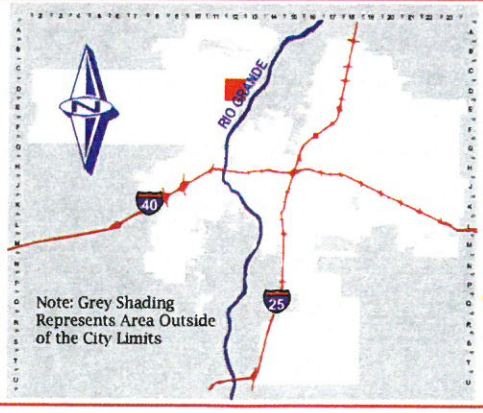
0 750 1,500 Feet



For more current information and more details visit: http://www.cabq.gov/gis

AGIS
Albuquerque Geographic Information System

Map amended through: 11/2/2005



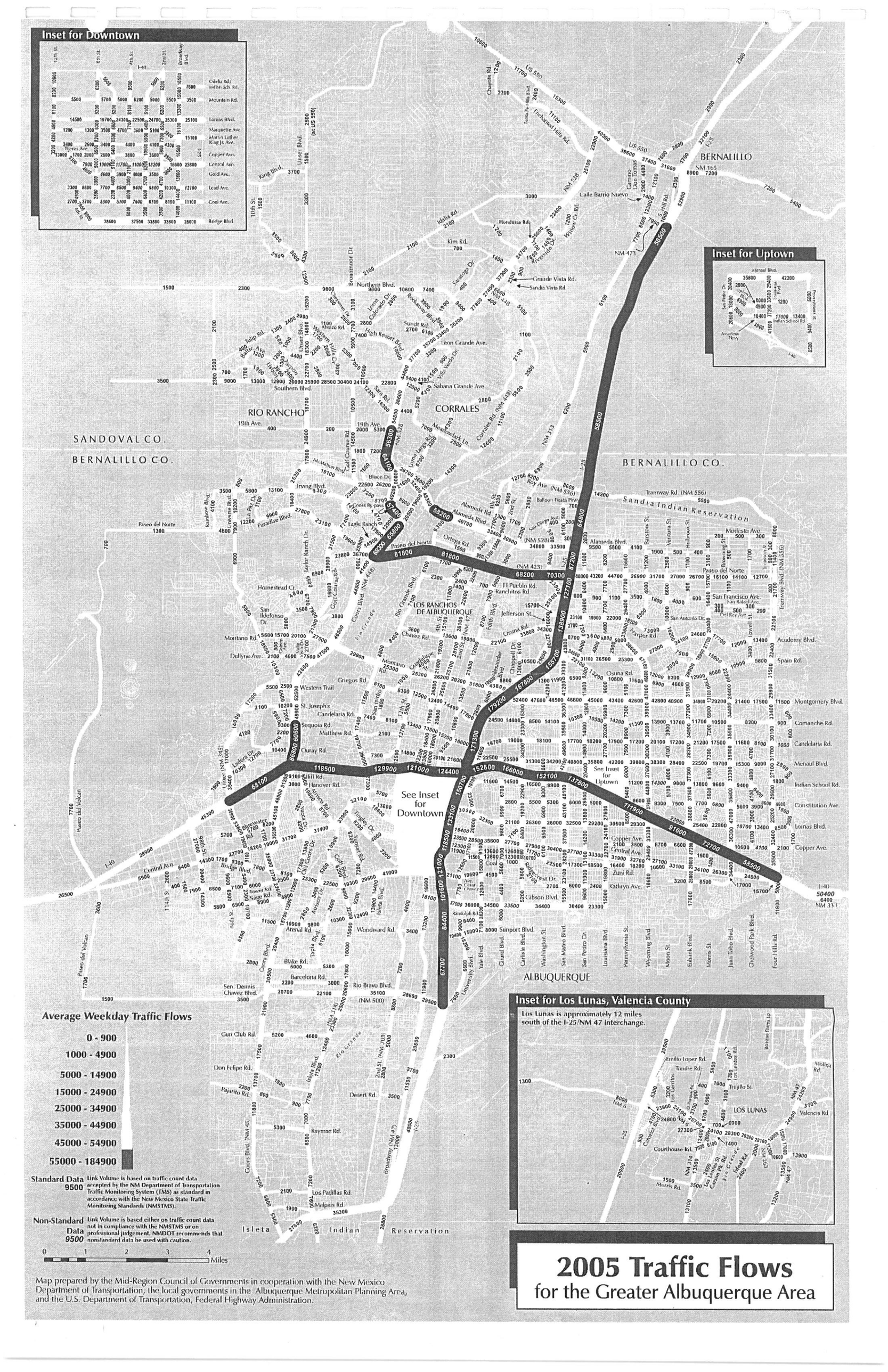
Zone Atlas Page:

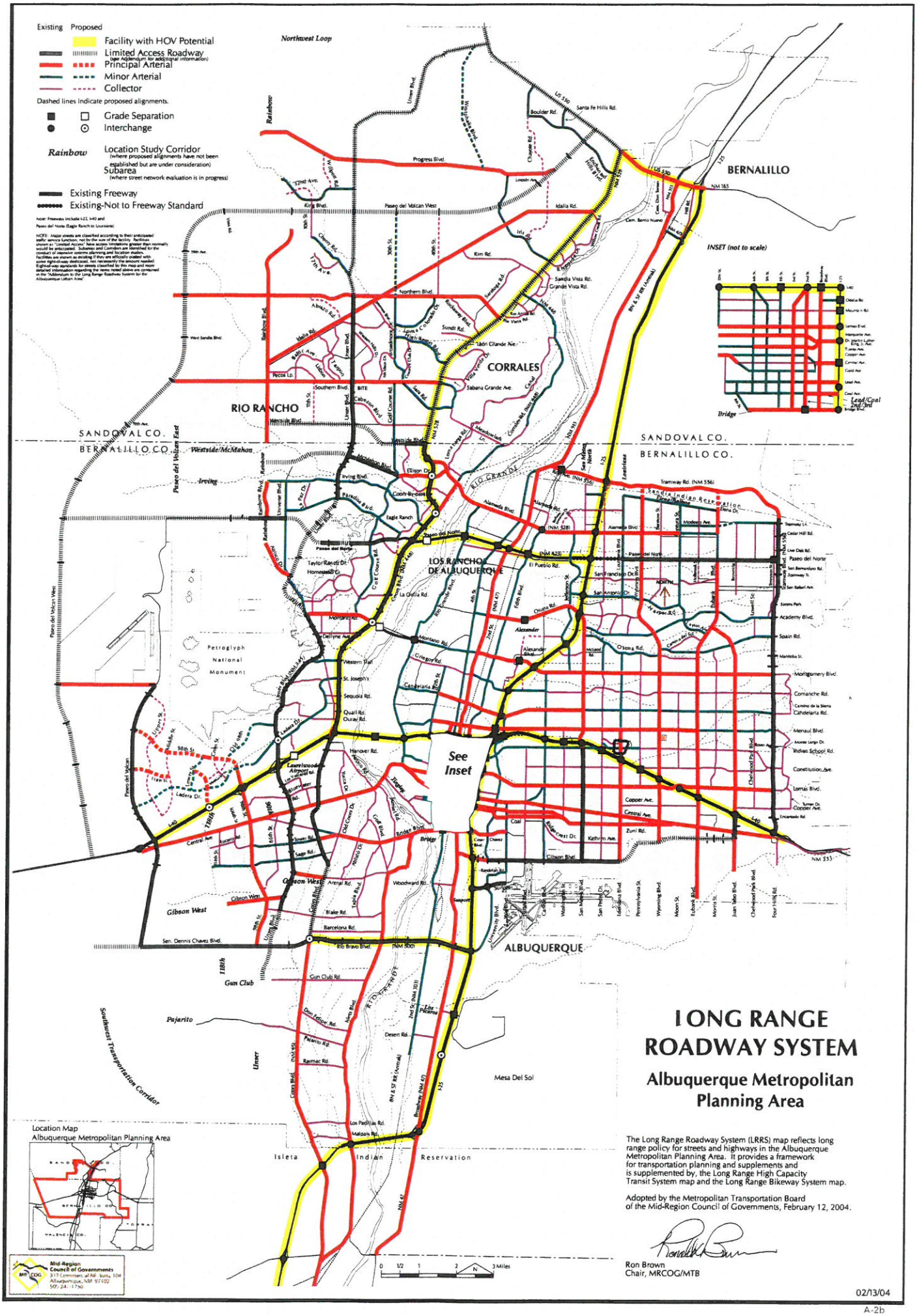
D-12-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

0 750 1,500 Feet


Inset for Downtown
Inset for Uptown
Inset for Los Lunas, Valencia County
Los Lunas is approximately 12 miles south of the I-25/NM 47 interchange.
See Inset for Downtown
See Inset for Uptown
BERNALILLO
RIO RANCHO
CORRALES
SANDOVAL CO.
BERNALILLO CO.
LOS RANCHOS DE ALBUQUERQUE
ALBUQUERQUE
Sandia Indian Reservation
Isleta Indian Reservation
Average Weekday Traffic Flows
0 - 900
1000 - 4900
5000 - 14900
15000 - 24900
25000 - 34900
35000 - 44900
45000 - 54900
55000 - 184900
Standard Data 9500 Link Volume is based on traffic count data accepted by the NM Department of Transportation Traffic Monitoring System (TMS) as standard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS).
Non-Standard Data 9500 Link Volume is based either on traffic count data not in compliance with the NMSTMS or on professional judgement. NMDOT recommends that nonstandard data be used with caution.
0 1 2 3 4 Miles
Map prepared by the Mid-Region Council of Governments in cooperation with the New Mexico Department of Transportation, the local governments in the Albuquerque Metropolitan Planning Area, and the U.S. Department of Transportation, Federal Highway Administration.
2005 Traffic Flows
for the Greater Albuquerque Area


Existing Proposed
Facility with HOV Potential
Limited Access Roadway
(see Addendum for additional information)
Principal Arterial
Minor Arterial
Collector
Dashed lines indicate proposed alignments.
Grade Separation
Interchange
Rainbow
Location Study Corridor
(where proposed alignments have not been established but are under consideration)
Subarea
(where street network evaluation is in progress)
Existing Freeway
Existing-Not to Freeway Standard
Northwest Loop
BERNALILLO
RIO RANCHO
CORRALES
LOS RANCHOS DE ALBUQUERQUE
ALBUQUERQUE
SANDOVAL CO.
BERNALILLO CO.
Westside/McMahon
Irving
Petroglyph National Monument
Gibson West
Gun Club
Pajarito
Unser
Southwest Transportation Corridor
Mesa Del Sol
Isleta Indian Reservation
See Inset
INSET (not to scale)
Location Map
Albuquerque Metropolitan Planning Area
Mid-Region Council of Governments
0 1/2 1 2 3 Miles
LONG RANGE ROADWAY SYSTEM
Albuquerque Metropolitan Planning Area
The Long Range Roadway System (LRRS) map reflects long range policy for streets and highways in the Albuquerque Metropolitan Planning Area. It provides a framework for transportation planning and supplements and is supplemented by, the Long Range High Capacity Transit System map and the Long Range Bikeway System map.
Adopted by the Metropolitan Transportation Board of the Mid-Region Council of Governments, February 12, 2004.
Ron Brown
Chair, MRCOG/MTB
02/13/04

Bosquecito Commercial (Bosque Meadows Rd. / Coors Blvd.)

Trip Generation Data

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
	Shopping Center (820)	79.25	5,838	83	53	259	280
	High Turnover (Sit-Down) Restaurant (932)	10.00	1,272	60	55	67	43
	Subtotal		**7,110**	**143**	**108**	**326**	**323**
	Pass-by Trip Credit	20%	(1,422)	(29)	(22)	(65)	(65)
	Net New Trips to Offsite System		**5,688**	**114**	**86**	**261**	**258**

Bosquecito Commercial (Bosque Meadows Rd. / Coors Blvd.)

Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Center (820)	***79.25***	5,838	83	53	259	280
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

Ln(T) = ***0.65*** **Ln(X) +** ***5.83***
50% Enter, ***50%*** Exit

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

Ln(T) = ***0.6*** **Ln(X) +** ***2.29***
61% Enter, ***39%*** Exit

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

Ln(T) = ***0.66*** **Ln(X) +** ***3.403***
48% Enter, ***52%*** Exit

Comments:
0.30 F.A.R. Commercial

Based on ITE Trip Generation Manual - 7th Edition

Bosquecito Commercial (Bosque Meadows Rd. / Coors Blvd.)

Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
High Turnover (Sit-Down) Restaurant (932)	***10.00***	1,272	60	55	67	43
	1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = ***127.15*** **(X) +** ***0***
50% Enter, ***50%*** Exit

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

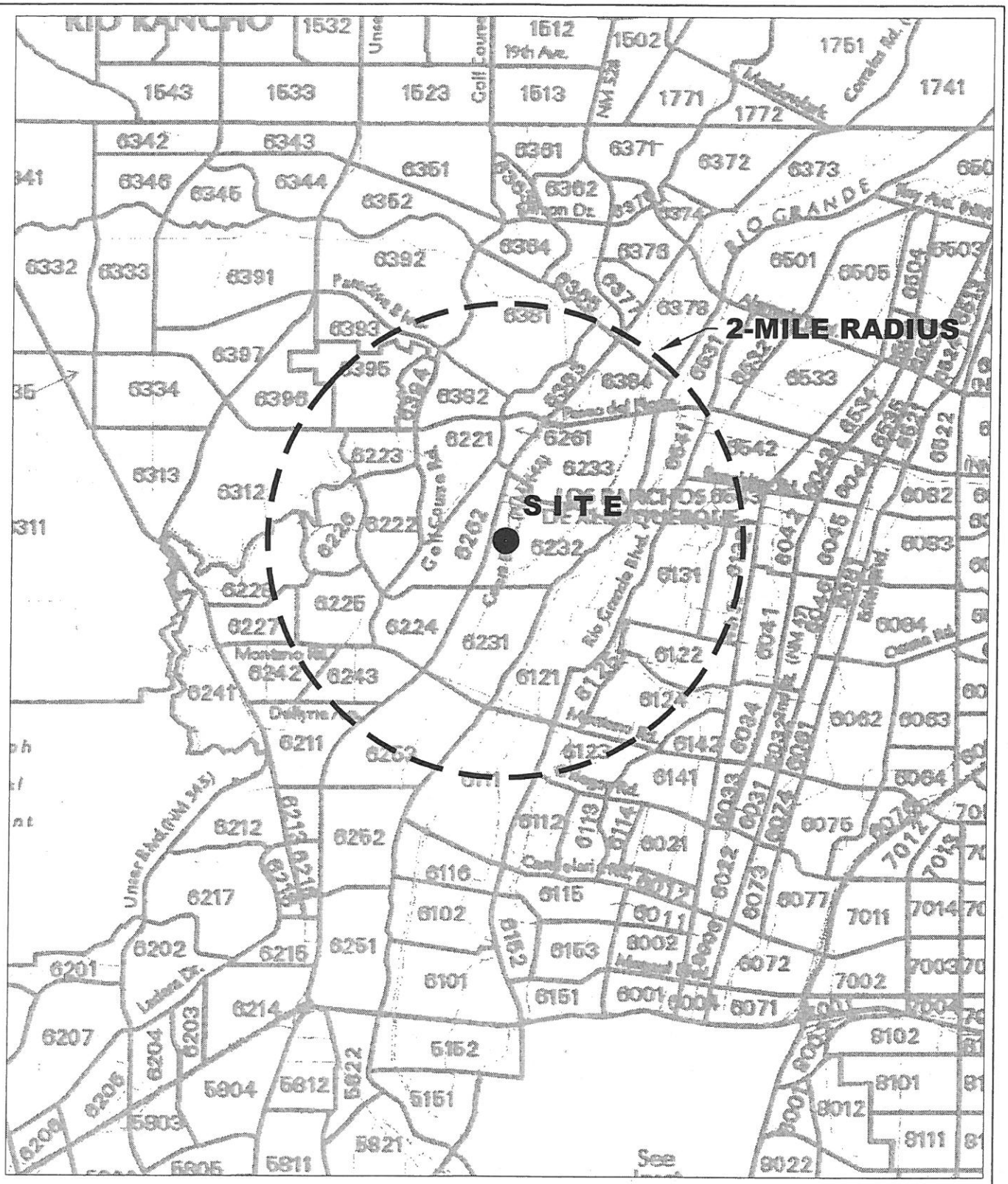
T = ***11.52*** **(X) +** ***0***
52% Enter, ***48%*** Exit

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

T = ***10.92*** **(X) +** ***0***
61% Enter, ***39%*** Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 7th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Bosquecito Commercial Development

(Bosque Meadows Rd. / Coors Blvd.)

Trip Distribution Table

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Retail Commercial Trips

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

								(CN) Coors Blvd. N	
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Population / Distance**	**Percent Population**	% Utilizing	% Populatic Utilizing
		2000	**2025**	**2008**					
Boundary Specified on DASZ Map									
6111	50%	1080	1081	1,080	540	**540**	**1.87%**	0%	0.00
6121	100%	672	690	678	678	**678**	**2.35%**	0%	0.00
6122	80%	868	851	863	690	**690**	**2.39%**	0%	0.00
6123	50%	657	766	692	346	**346**	**1.20%**	0%	0.00
6124	70%	727	796	749	524	**524**	**1.81%**	0%	0.00
6125	100%	79	167	107	107	**107**	**0.37%**	0%	0.00
6131	100%	483	591	518	518	**518**	**1.79%**	0%	0.00
6132	80%	716	711	714	571	**571**	**1.98%**	0%	0.00
6211	10%	1125	2073	1,428	143	**143**	**0.49%**	0%	0.00
6221	100%	2719	2624	2,689	2,689	**2,689**	**9.30%**	0%	0.00
6222	100%	3377	3107	3,291	3,291	**3,291**	**11.39%**	0%	0.00
6223	100%	924	864	905	905	**905**	**3.13%**	0%	0.00
6224	100%	2421	3356	2,720	2,720	**2,720**	**9.41%**	0%	0.00
6225	100%	2045	1882	1,993	1,993	**1,993**	**6.90%**	0%	0.00
6226	100%	1728	1629	1,696	1,696	**1,696**	**5.87%**	0%	0.00
6227	20%	1097	1500	1,226	245	**245**	**0.85%**	0%	0.00
6228	30%	1561	1597	1,573	472	**472**	**1.63%**	0%	0.00
6231	100%	40	529	196	196	**196**	**0.68%**	0%	0.00
6232	100%	339	1378	671	671	**671**	**2.32%**	0%	0.00
6233	100%	937	1077	982	982	**982**	**3.40%**	0%	0.00
6242	20%	2072	2036	2,060	412	**412**	**1.43%**	0%	0.00
6243	100%	2096	1942	2,047	2,047	**2,047**	**7.08%**	0%	0.00
6253	70%	145	1622	618	433	**433**	**1.50%**	0%	0.00
6261	100%	3	451	146	146	**146**	**0.51%**	0%	0.00
6262	100%	82	144	102	102	**102**	**0.35%**	0%	0.00
6312	30%	1	1053	338	101	**101**	**0.35%**	0%	0.00
6381	70%	3454	5850	4,221	2,955	**2,955**	**10.22%**	0%	0.00
6382	100%	770	1298	939	939	**939**	**3.25%**	0%	0.00
6383	100%	647	1413	892	892	**892**	**3.09%**	0%	0.00
6384	100%	58	161	91	91	**91**	**0.31%**	**100%**	0.31
6394	100%	399	652	480	480	**480**	**1.66%**	0%	0.00
6395	90%	0	0	0	0	**0**	**0.00%**	0%	0.00
6396	20%	0	3	1	0	**0**	**0.00%**	0%	0.00
6541	100%	129	161	139	139	**139**	**0.48%**	0%	0.00
6542	30%	522	882	637	191	**191**	**0.66%**	0%	0.00
				37,482	28,905	28,905	100.00%		

Trip Distribution Table

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Retail Commercial Trips

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

								(BE) Bosque Meadows Rd. East			(LE) La Orilla Rd. East			(MPE) Montano Plaza East			(ME) Montano Rd. East		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Population / Distance**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	**2025**	**2008**															
Boundary Specified on DASZ Map																			
6111	50%	1080	1081	1,080	540	**540**	**1.87%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	1.87%	540
6121	100%	672	690	678	678	**678**	**2.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	2.35%	678
6122	80%	868	851	863	690	**690**	**2.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	2.39%	690
6123	50%	657	766	692	346	**346**	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	1.20%	346
6124	70%	727	796	749	524	**524**	**1.81%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	1.81%	524
6125	100%	79	167	107	107	**107**	**0.37%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.37%	107
6131	100%	483	591	518	518	**518**	**1.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.90%	259
6132	80%	716	711	714	571	**571**	**1.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.99%	286
6211	10%	1125	2073	1,428	143	**143**	**0.49%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	100%	2719	2624	2,689	2,689	**2,689**	**9.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	100%	3377	3107	3,291	3,291	**3,291**	**11.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6223	100%	924	864	905	905	**905**	**3.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2421	3356	2,720	2,720	**2,720**	**9.41%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	2045	1882	1,993	1,993	**1,993**	**6.90%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	100%	1728	1629	1,696	1,696	**1,696**	**5.87%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	20%	1097	1500	1,226	245	**245**	**0.85%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	30%	1561	1597	1,573	472	**472**	**1.63%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	40	529	196	196	**196**	**0.68%**	0%	0.00%	0	**30%**	0.20%	59	**50%**	0.34%	98	**20%**	0.14%	39
6232	100%	339	1378	671	671	**671**	**2.32%**	**70%**	1.62%	470	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6233	100%	937	1077	982	982	**982**	**3.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	20%	2072	2036	2,060	412	**412**	**1.43%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2096	1942	2,047	2,047	**2,047**	**7.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	70%	145	1622	618	433	**433**	**1.50%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6261	100%	3	451	146	146	**146**	**0.51%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	100%	82	144	102	102	**102**	**0.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	30%	1	1053	338	101	**101**	**0.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6381	70%	3454	5850	4,221	2,955	**2,955**	**10.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6382	100%	770	1298	939	939	**939**	**3.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6383	100%	647	1413	892	892	**892**	**3.09%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6384	100%	58	161	91	91	**91**	**0.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6394	100%	399	652	480	480	**480**	**1.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6395	90%	0	0	0	0	**0**	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6396	20%	0	3	1	0	**0**	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6541	100%	129	161	139	139	**139**	**0.48%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6542	30%	522	882	637	191	**191**	**0.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				37,482	28,905	28,905	100.00%			**470**			**59**			**98**			**3,469**
										1.62%			0.20%			0.34%			12.00%

Trip Distribution Table

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Retail Commercial Trips

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

									(CS) Coors Sou
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Population / Distance**	**Percent Population**	% Utilizing	% Populatio Utilizing
		2000	**2025**	**2008**					
Boundary Specified on DASZ Map									
6111	50%	1080	1081	1,080	540	**540**	**1.87%**	0%	0.00
6121	100%	672	690	678	678	**678**	**2.35%**	0%	0.00
6122	80%	868	851	863	690	**690**	**2.39%**	0%	0.00
6123	50%	657	766	692	346	**346**	**1.20%**	0%	0.00
6124	70%	727	796	749	524	**524**	**1.81%**	0%	0.00
6125	100%	79	167	107	107	**107**	**0.37%**	0%	0.00
6131	100%	483	591	518	518	**518**	**1.79%**	0%	0.00
6132	80%	716	711	714	571	**571**	**1.98%**	0%	0.00
6211	10%	1125	2073	1,428	143	**143**	**0.49%**	100%	0.49
6221	100%	2719	2624	2,689	2,689	**2,689**	**9.30%**	0%	0.00
6222	100%	3377	3107	3,291	3,291	**3,291**	**11.39%**	0%	0.00
6223	100%	924	864	905	905	**905**	**3.13%**	0%	0.00
6224	100%	2421	3356	2,720	2,720	**2,720**	**9.41%**	0%	0.00
6225	100%	2045	1882	1,993	1,993	**1,993**	**6.90%**	0%	0.00
6226	100%	1728	1629	1,696	1,696	**1,696**	**5.87%**	0%	0.00
6227	20%	1097	1500	1,226	245	**245**	**0.85%**	0%	0.00
6228	30%	1561	1597	1,573	472	**472**	**1.63%**	0%	0.00
6231	100%	40	529	196	196	**196**	**0.68%**	0%	0.00
6232	100%	339	1378	671	671	**671**	**2.32%**	0%	0.00
6233	100%	937	1077	982	982	**982**	**3.40%**	0%	0.00
6242	20%	2072	2036	2,060	412	**412**	**1.43%**	0%	0.00
6243	100%	2096	1942	2,047	2,047	**2,047**	**7.08%**	0%	0.00
6253	70%	145	1622	618	433	**433**	**1.50%**	100%	1.50
6261	100%	3	451	146	146	**146**	**0.51%**	0%	0.00
6262	100%	82	144	102	102	**102**	**0.35%**	0%	0.00
6312	30%	1	1053	338	101	**101**	**0.35%**	0%	0.00
6381	70%	3454	5850	4,221	2,955	**2,955**	**10.22%**	0%	0.00
6382	100%	770	1298	939	939	**939**	**3.25%**	0%	0.00
6383	100%	647	1413	892	892	**892**	**3.09%**	0%	0.00
6384	100%	58	161	91	91	**91**	**0.31%**	0%	0.00
6394	100%	399	652	480	480	**480**	**1.66%**	0%	0.00
6395	90%	0	0	0	0	**0**	**0.00%**	0%	0.00
6396	20%	0	3	1	0	**0**	**0.00%**	0%	0.00
6541	100%	129	161	139	139	**139**	**0.48%**	0%	0.00
6542	30%	522	882	637	191	**191**	**0.66%**	0%	0.00
				37,482	28,905	28,905	100.00%		

Trip Distribution Table

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

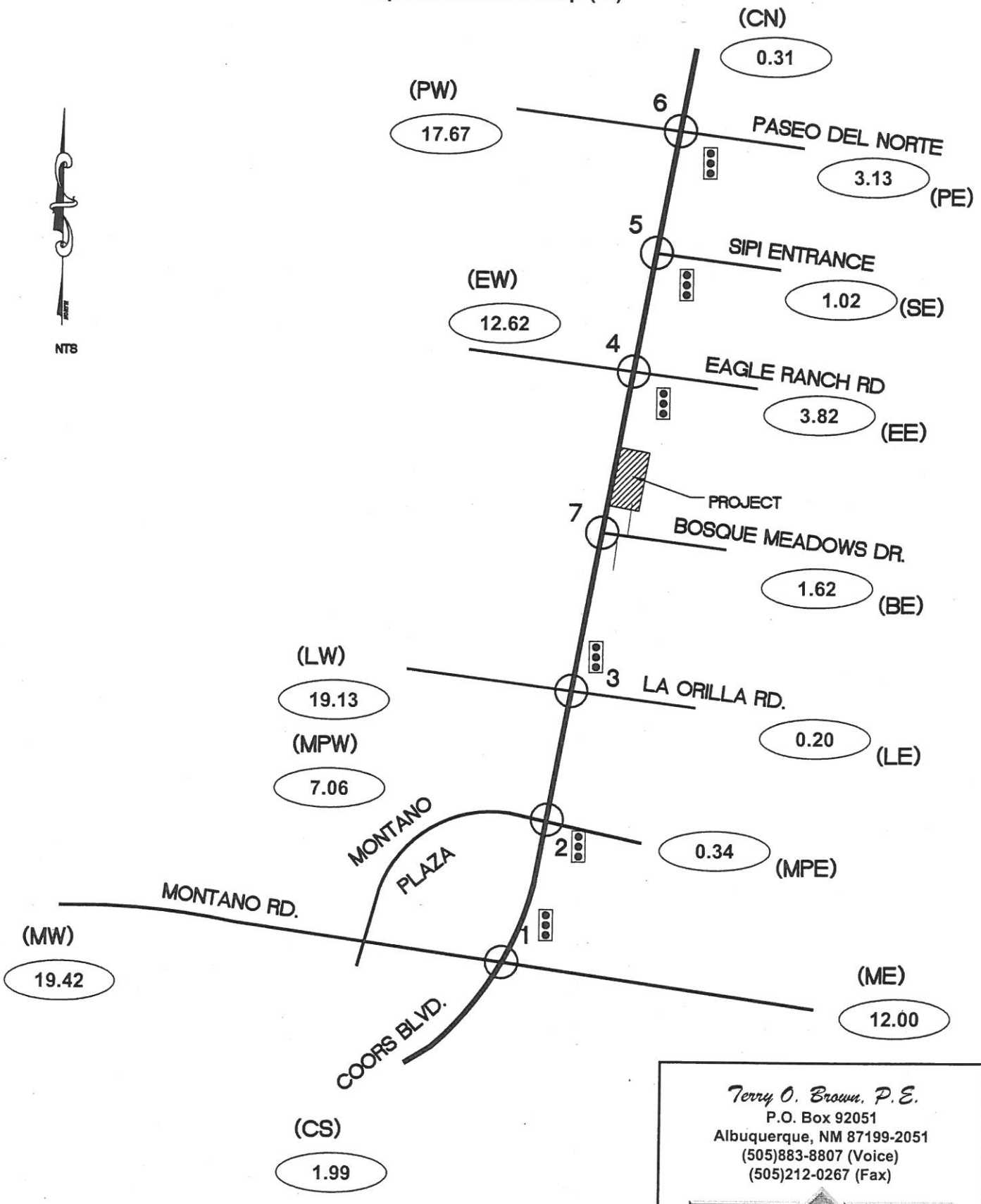
Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Retail Commercial Trips

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Population / Distance
		2000	2025	2008		
Boundary Specified on DASZ Map						
6111	50%	1080	1081	1,080	540	54
6121	100%	672	690	678	678	67
6122	80%	868	851	863	690	69
6123	50%	657	766	692	346	34
6124	70%	727	796	749	524	52
6125	100%	79	167	107	107	10
6131	100%	483	591	518	518	51
6132	80%	716	711	714	571	57
6211	10%	1125	2073	1,428	143	14
6221	100%	2719	2624	2,689	2,689	2,68
6222	100%	3377	3107	3,291	3,291	3,29
6223	100%	924	864	905	905	90
6224	100%	2421	3356	2,720	2,720	2,72
6225	100%	2045	1882	1,993	1,993	1,99
6226	100%	1728	1629	1,696	1,696	1,69
6227	20%	1097	1500	1,226	245	24
6228	30%	1561	1597	1,573	472	47
6231	100%	40	529	196	196	19
6232	100%	339	1378	671	671	67
6233	100%	937	1077	982	982	98
6242	20%	2072	2036	2,060	412	41
6243	100%	2096	1942	2,047	2,047	2,04
6253	70%	145	1622	618	433	43
6261	100%	3	451	146	146	14
6262	100%	82	144	102	102	10
6312	30%	1	1053	338	101	10
6381	70%	3454	5850	4,221	2,955	2,95
6382	100%	770	1298	939	939	93
6383	100%	647	1413	892	892	89
6384	100%	58	161	91	91	91
6394	100%	399	652	480	480	48
6395	90%	0	0	0	0	0
6396	20%	0	3	1	0	0
6541	100%	129	161	139	139	13
6542	30%	522	882	637	191	19
				37,482	28,905	28,90

Bosquecito Commercial Development

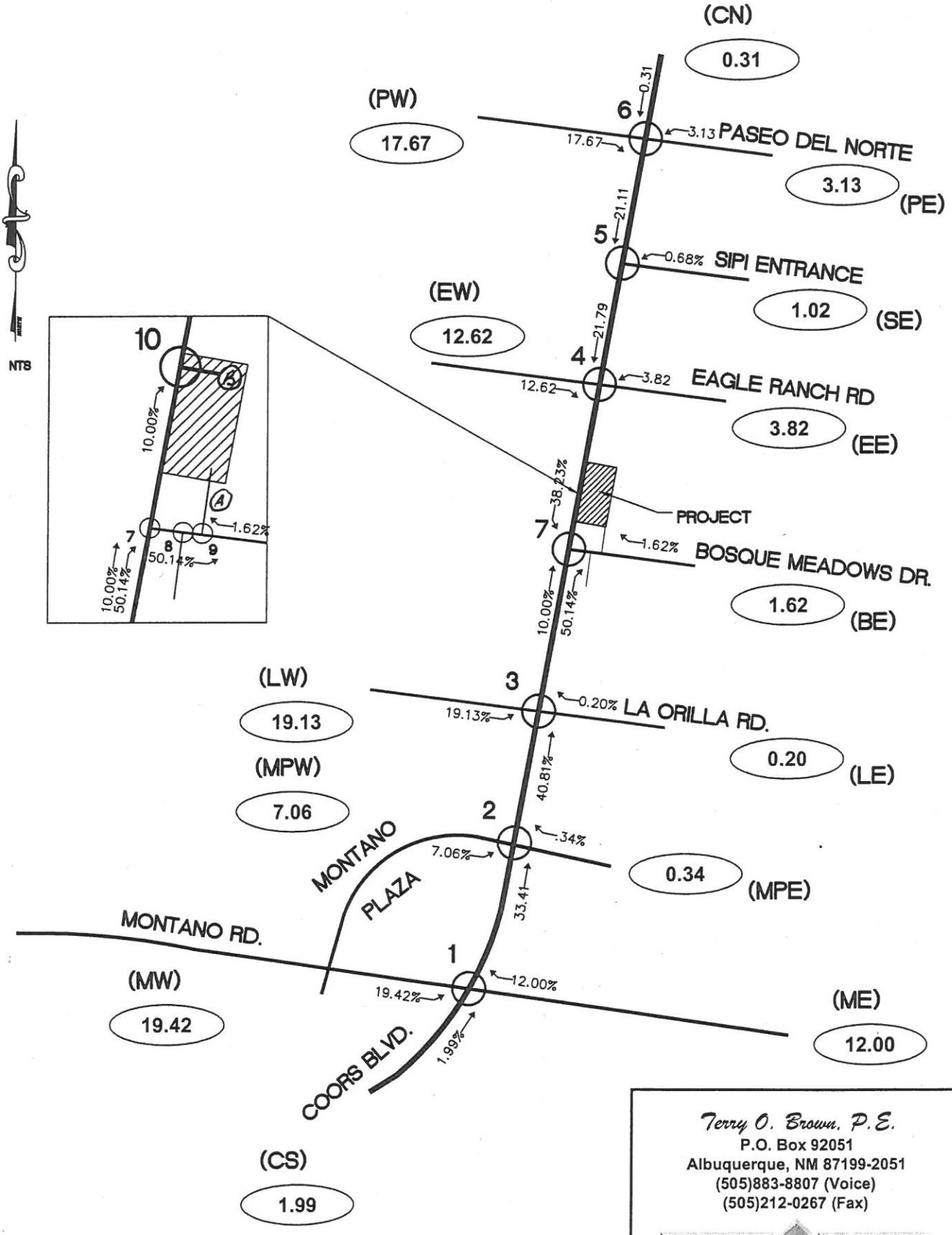
Trip Distribution Map (%)



Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Bosquecito Commercial Development

Trip Distribution Assignments (% Entering)



Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
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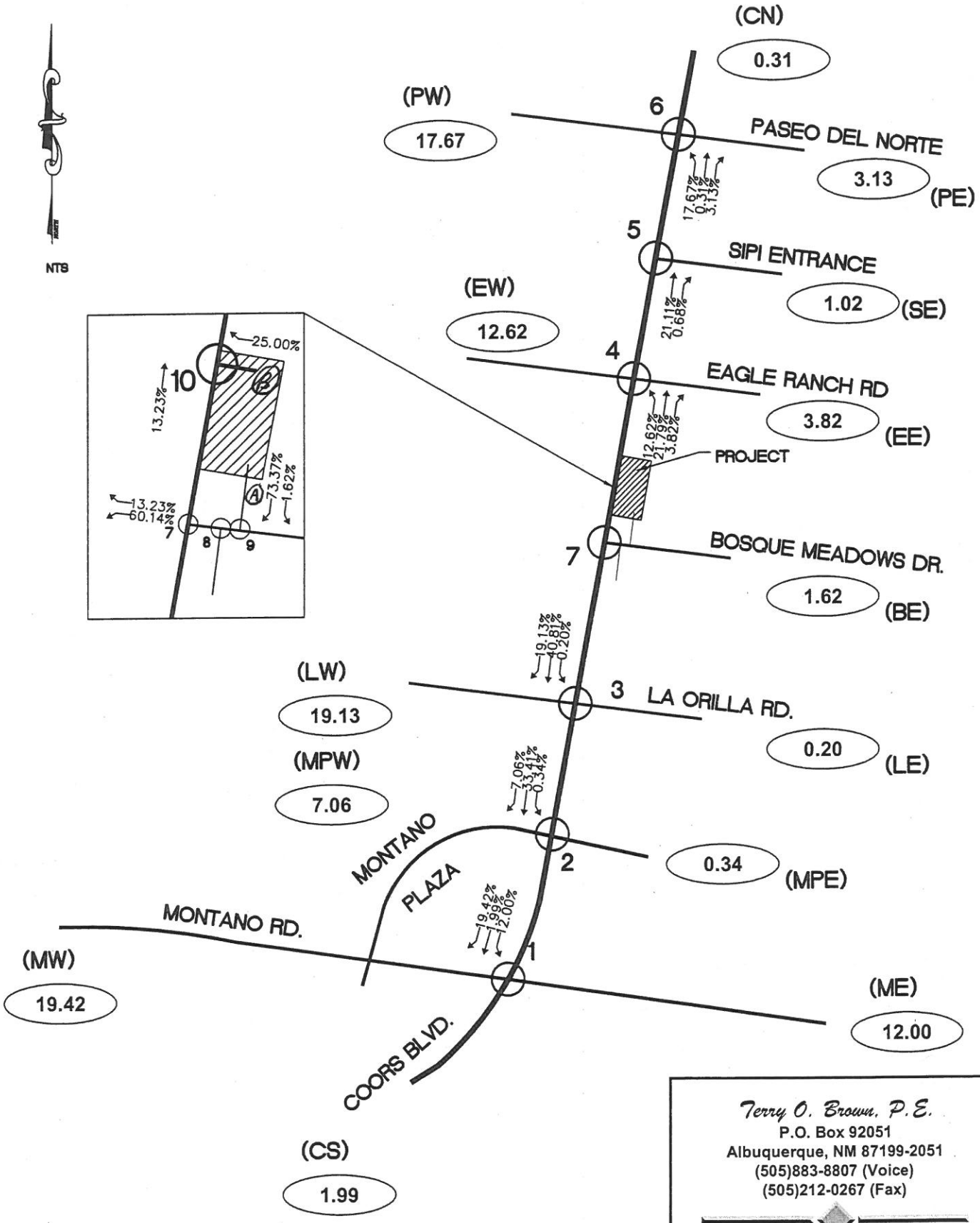
Bosquecito Commercial Development

Trip Distribution Assignments (% Exiting)



Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
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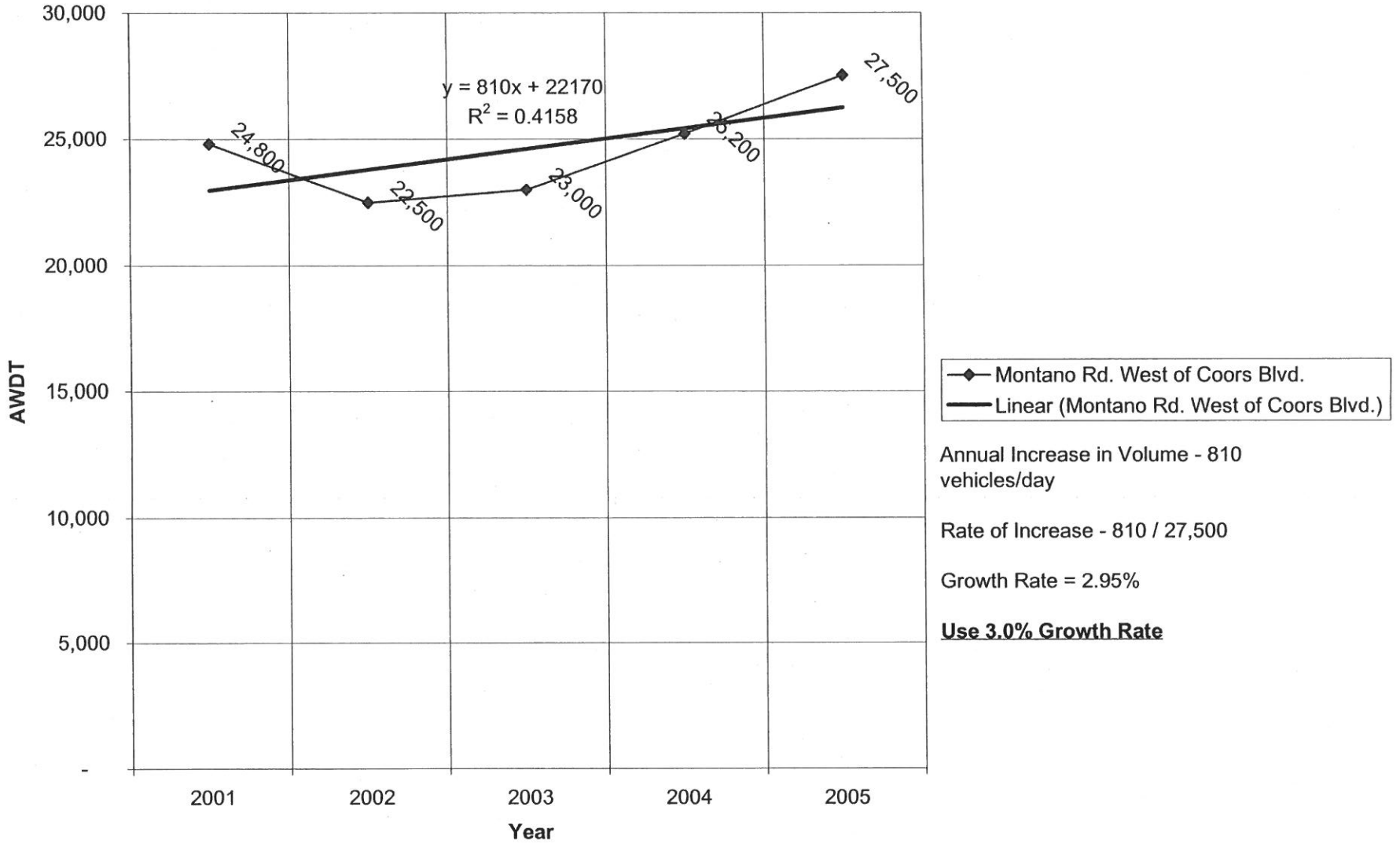
Traffic Flow Table for Bosquecito Development

	2001	2002	2003	2004	2005
Montano Rd. West of Coors Blvd.	24,800	22,500	23,000	25,200	27,500
Coors Blvd. North of Montano Rd.	44,100	43,900	44,900	44,900	46,500
Montano Rd. East of Coors Blvd.	26,400	25,600	25,700	26,600	29,900
Coors Blvd. South of Montano Rd.	48,400	49,800	49,000	48,600	48,500
La Orilla Rd. West of Coors Blvd.	3,500	3,600	3,200	3,300	3,800
Coors Blvd. North of La Orilla Rd.	40,900	40,600	41,600	43,000	44,500
PdN West of Coors Blvd.	33,200	34,100	34,300	35,500	36,700
Coors Blvd. North of PdN	73,900	69,500	71,100	73,500	68,300
PdN East of Coors Blvd.	70,200	73,100	75,700	77,800	81,800
Coors Blvd. South of PdN	N/A	45,500	46,500	40,000	41,400
Eagle Ranch Rd. West of Coors	N/A	N/A	N/A	N/A	7,000

Growth Chart for Montano Rd. West of Coors Blvd.



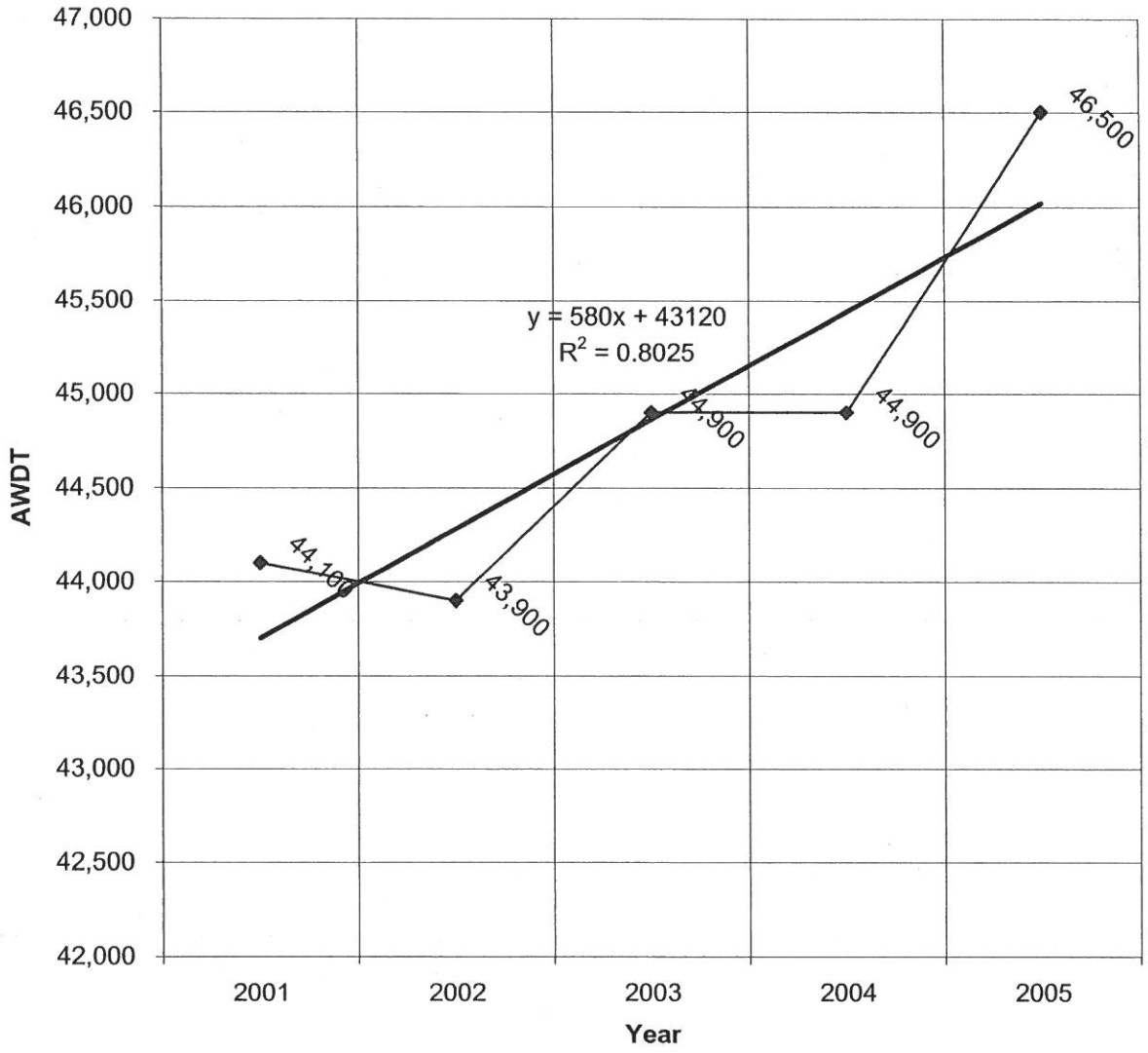
Annual Increase in Volume - 810 vehicles/day

Rate of Increase - 810 / 27,500

Growth Rate = 2.95%

Use 3.0% Growth Rate

Growth Chart for Coors Blvd. North of Montano Rd.



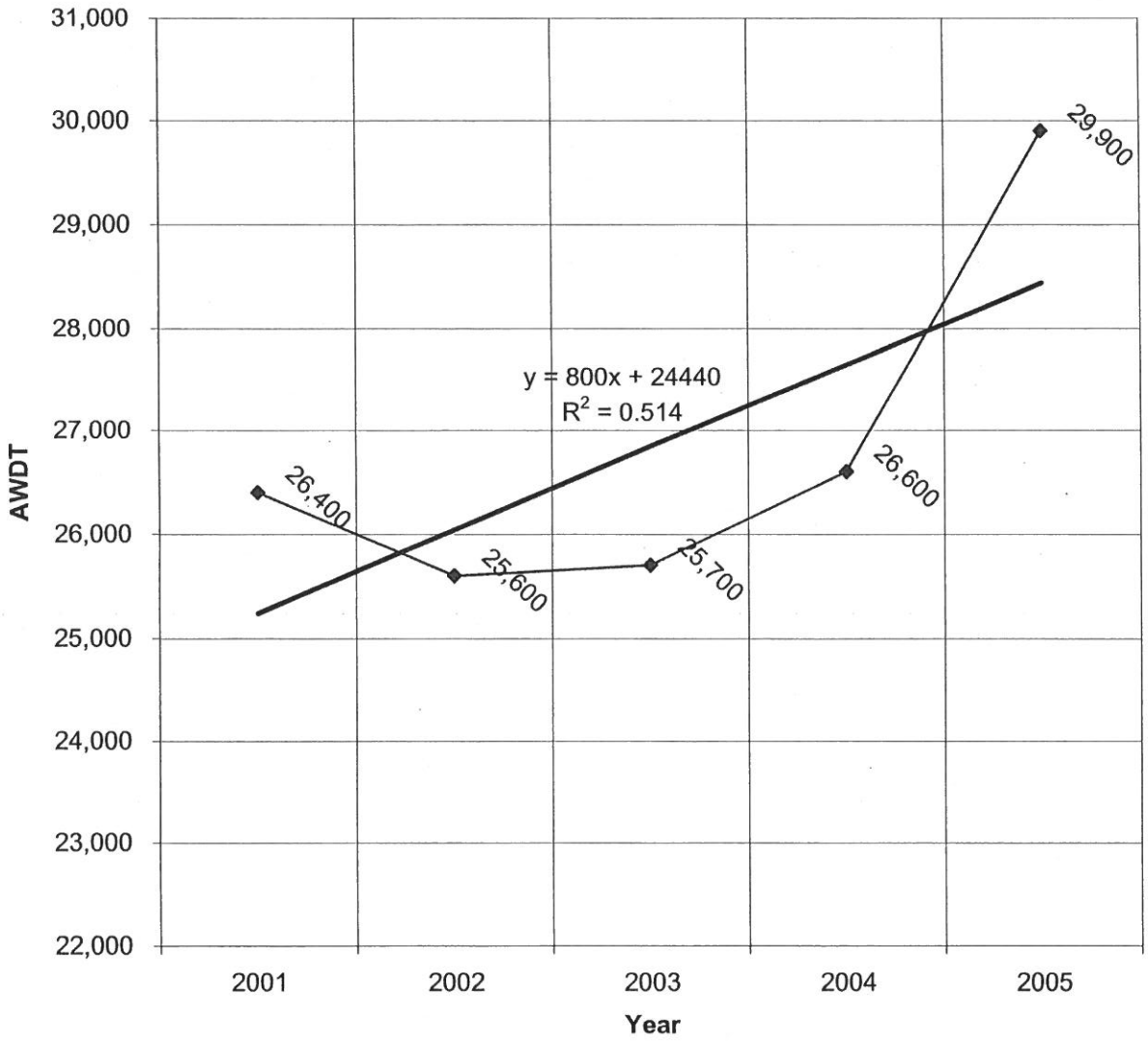
Annual Increase in Volume - 580 vehicles/day

Rate of Increase - 580 / 46,500

Growth Rate = 1.25%

Use 1.3% Growth Rate

Growth Chart for Montano Rd. East of Coors Blvd.



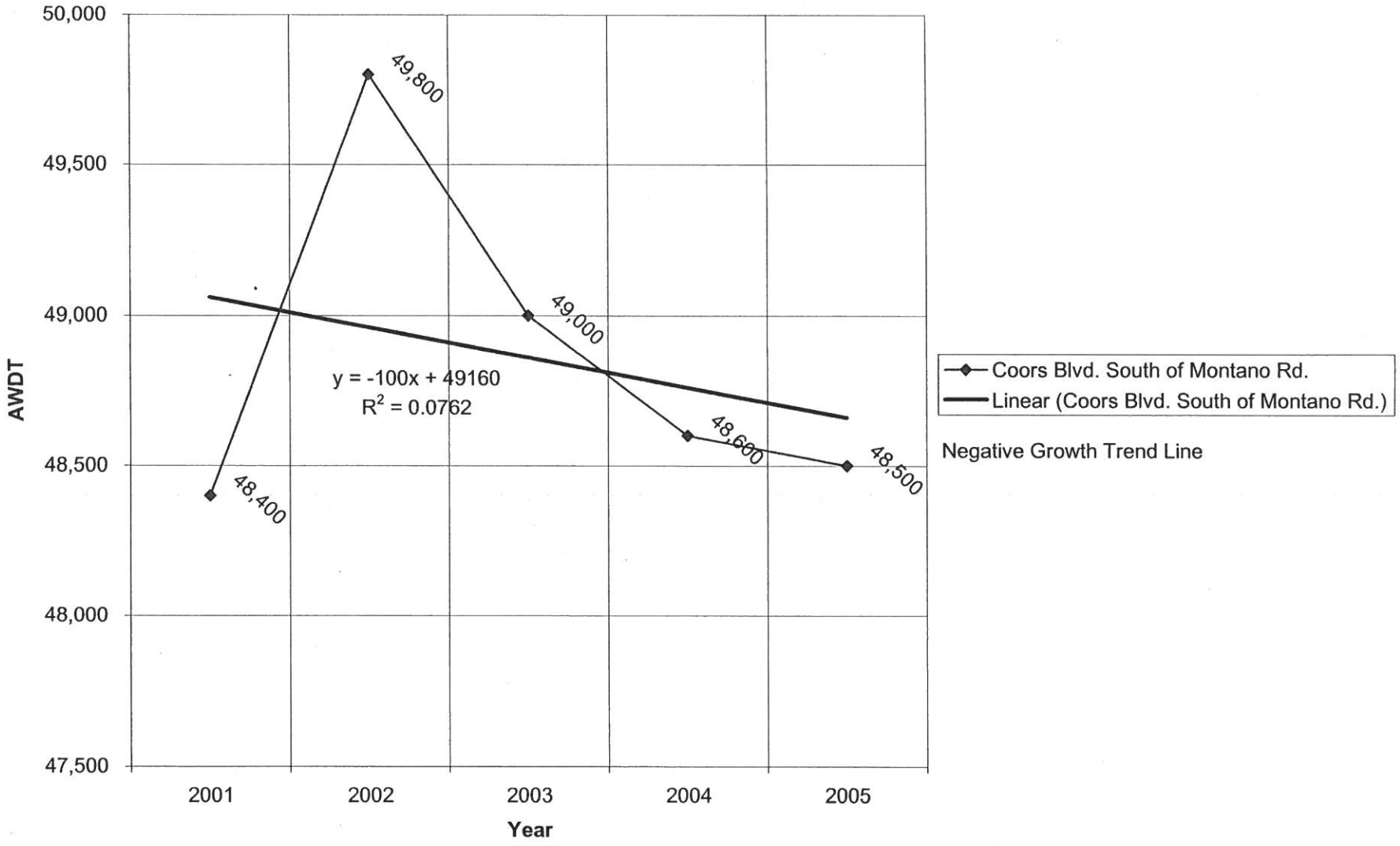
Annual Increase in Volume - 800 vehicles/day

Rate of Increase - 800 / 29,900

Growth Rate = 2.68%

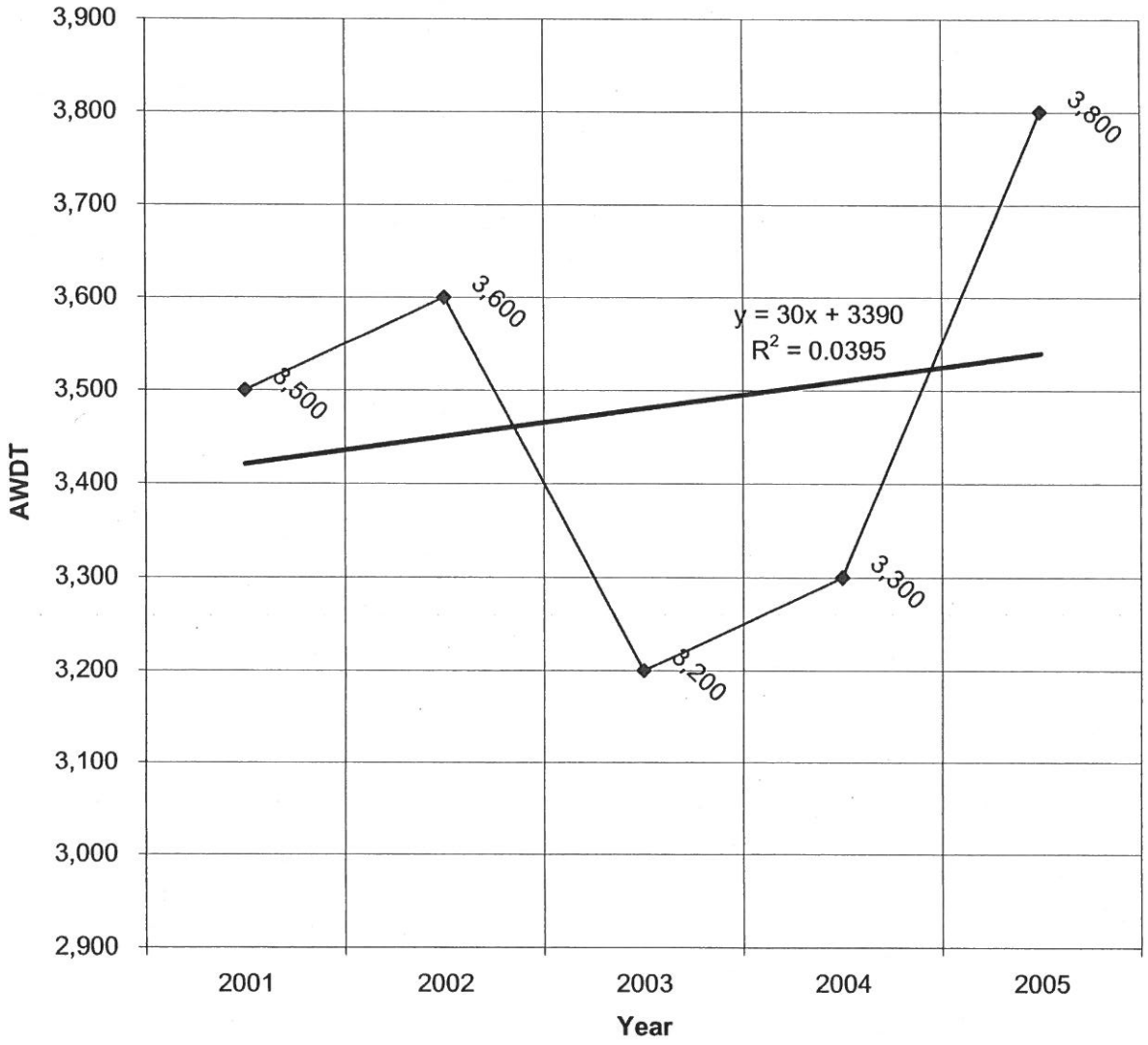
Use 2.7% Growth Rate

Growth Chart for Coors Blvd. South of Montano Rd.



Negative Growth Trend Line

Growth Chart for La Orilla Rd. West of Coors Blvd.



La Orilla Rd. West of Coors Blvd.
Linear (La Orilla Rd. West of Coors Blvd.)

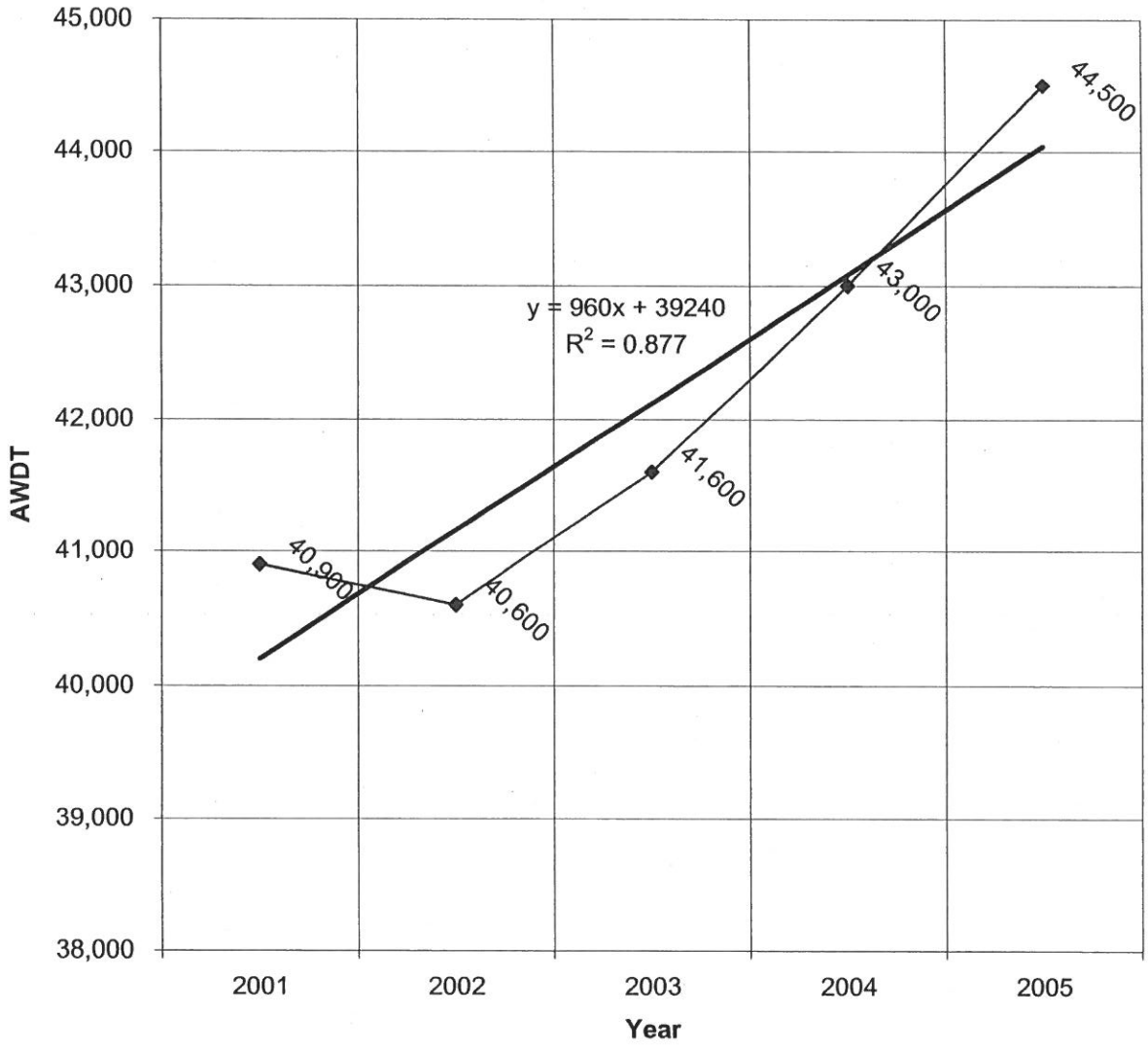
Annual Increase in Volume - 30 vehicles/day

Rate of Increase - 30 / 3,800

Growth Rate = 0.79%

Use 1.0% Growth Rate

Growth Chart for Coors Blvd. North of La Orilla Rd.



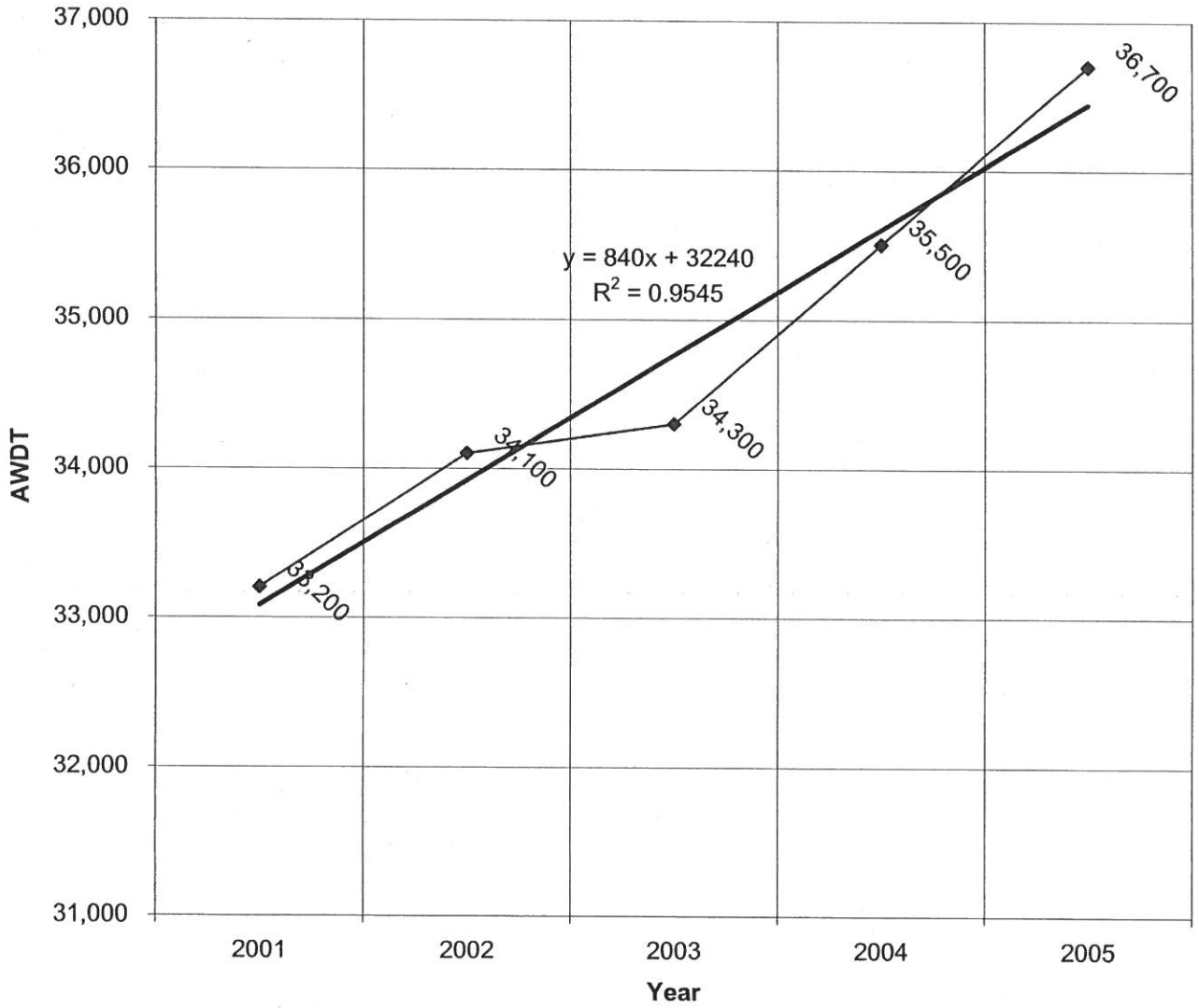
Annual Increase in Volume - 960 vehicles/day

Rate of Increase - 960 / 44,500

Growth Rate = 2.16%

Use 2.2% Growth Rate

Growth Chart for Paseo del Norte West Coors Blvd.



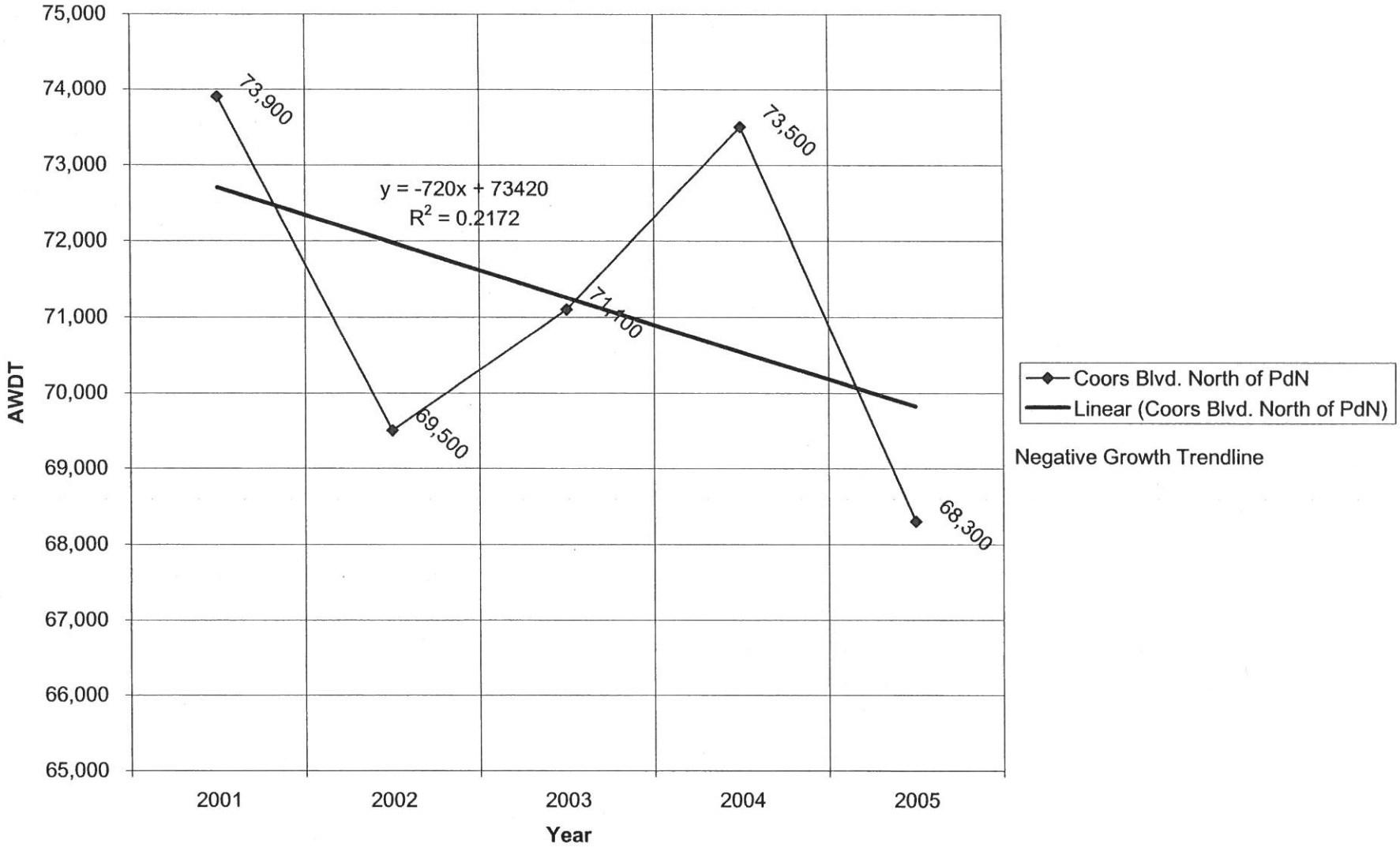
Annual Increase in Volume - 840 veh/day

Rate of Increase - 840 / 36,700

Growth Rate = 2.29%

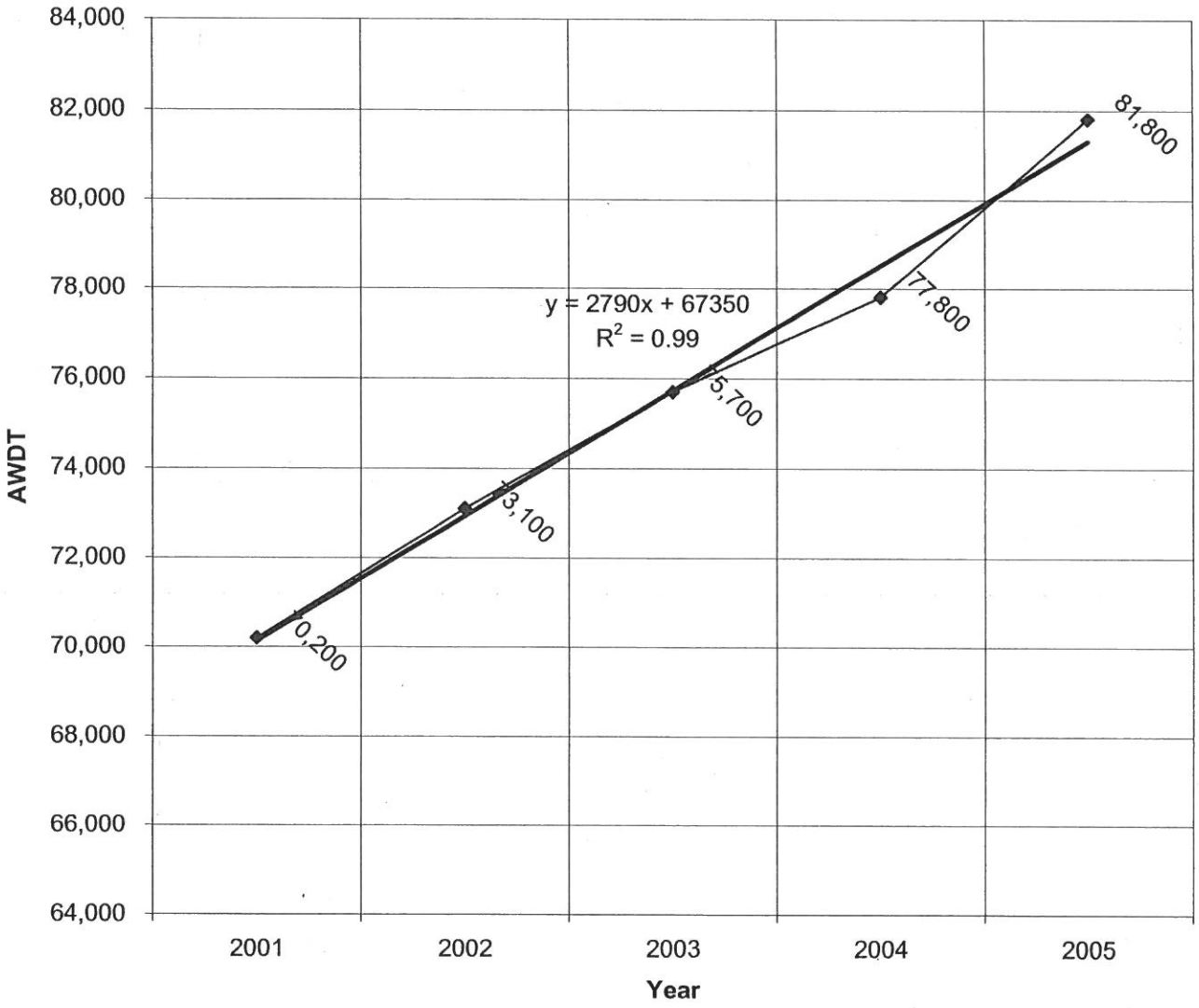
Use 2.3% Growth Rate

Growth Chart for Coors Blvd. North of Paseo del Norte



Negative Growth Trendline

Growth Chart for Paseo del Norte East of Coors Blvd.



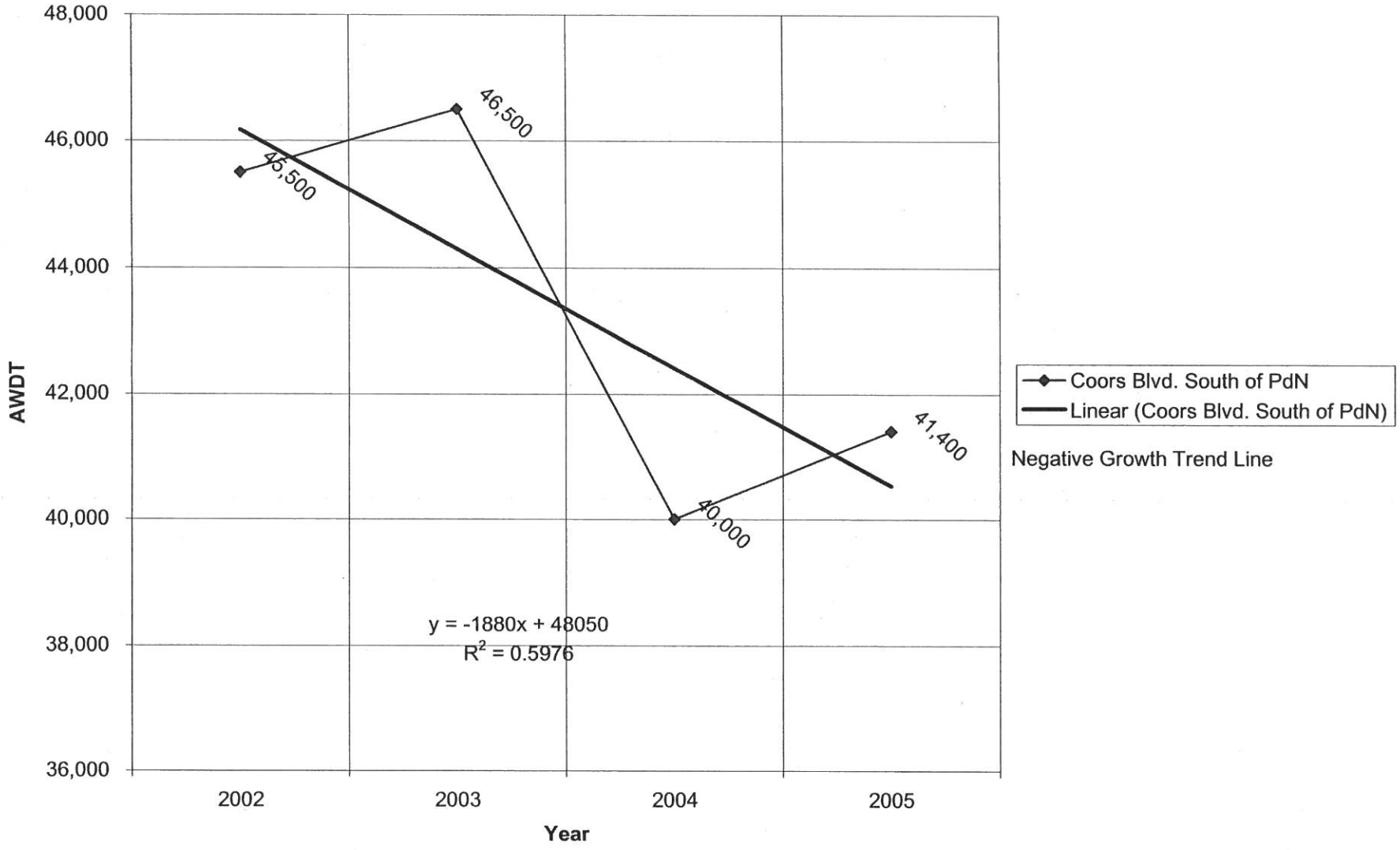
Annual Increase in Vol - 2,790 veh/day

Rate of Increase - 2,790 / 81,800

Growth Rate = 3.41%

Use 3.4% Growth Rate

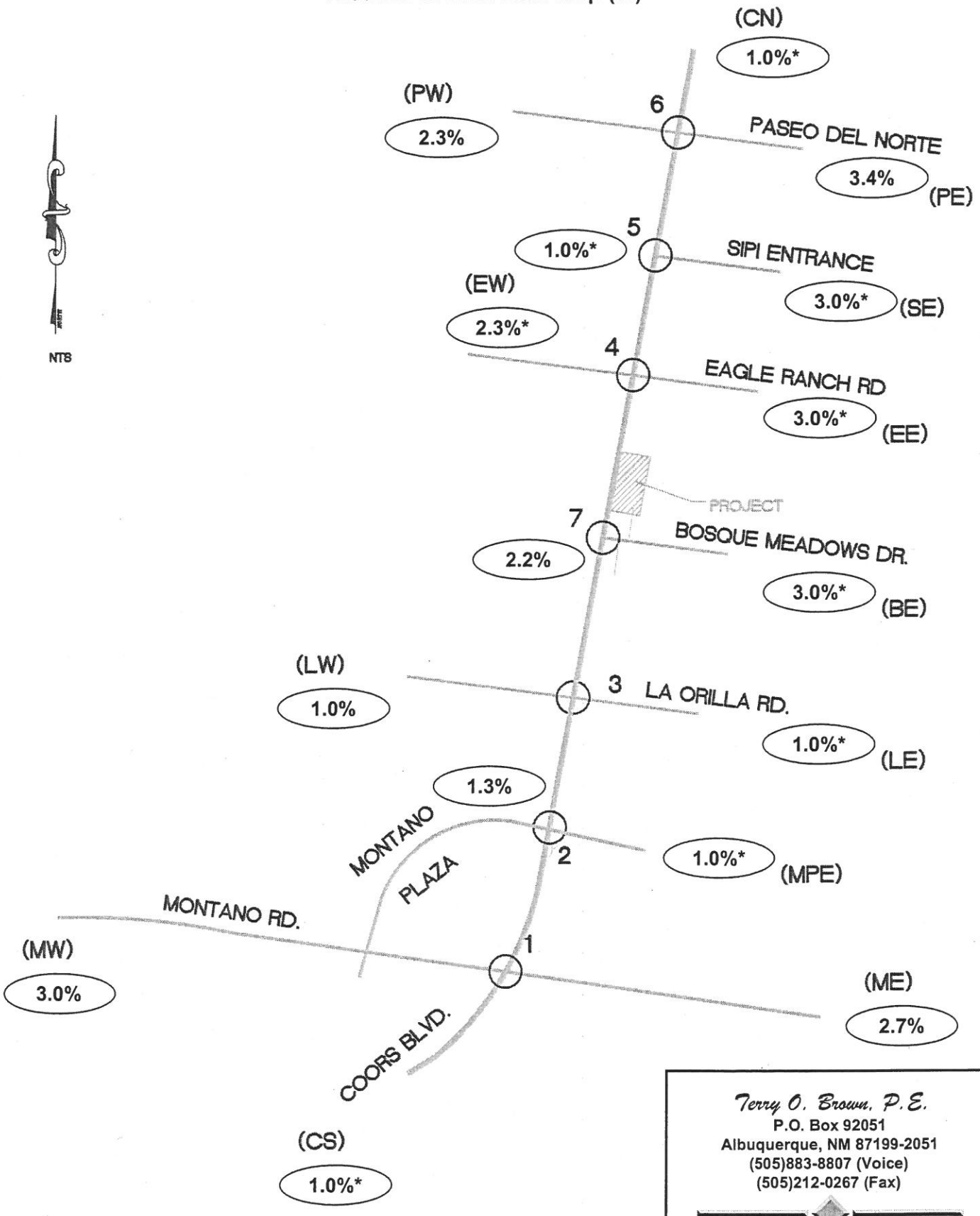
Growth Chart for Coors Blvd. South of Paseo del Norte



Negative Growth Trend Line

Bosquecito Commercial Development

Historic Growth Rate Map (%)



Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2008) - 100% Development

INTERSECTION: **Summary**

Montano Rd. / Coors Blvd.

(1)

1.6% Truck

	0.66			0.77			0.84			0.85		PHF
	Eastbound (Montano Rd.)			Westbound (Montano Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	81	810	299	179	272	64	219	1,275	319	297	1,338	58
2008 (NO BUILD - A.M.)	*150*	*1,000*	*392*	*227*	*395*	*141*	*318*	*1,452*	*388*	*373*	*1,473*	*111*
2008 (BUILD - A.M.)	***172***	***1,000***	***392***	***227***	***395***	***155***	***318***	***1,454***	***388***	***383***	***1,475***	***128***

	0.97			0.96			0.90			0.96		PHF
	Eastbound (Montano Rd.)			Westbound (Montano Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	292	340	267	399	905	114	668	1,708	232	168	1,352	131
2008 (NO BUILD - P.M.)	*441*	*658*	*432*	*556*	*1,217*	*273*	*846*	*1,927*	*322*	*315*	*1,644*	*269*
2008 (BUILD - P.M.)	***492***	***658***	***432***	***556***	***1,217***	***304***	***846***	***1,932***	***322***	***346***	***1,649***	***319***

Montano Plaza / Coors Blvd.

(2)

2.2% Truck

	0.90			0.89			0.82			0.81		PHF
	Eastbound (Montano Plaza)			Westbound (Montano Plaza)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	108	18	71	66	11	55	5	1,358	46	61	1,713	17
2008 (NO BUILD - A.M.)	*142*	*22*	*90*	*67*	*15*	*70*	*21*	*1,667*	*47*	*75*	*1,956*	*42*
2008 (BUILD - A.M.)	***150***	***22***	***90***	***67***	***15***	***70***	***21***	***1,705***	***47***	***75***	***1,985***	***48***

	0.83			0.75			0.93			0.94		PHF
	Eastbound (Montano Plaza)			Westbound (Montano Plaza)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	33	34	16	259	173	161	36	1,907	129	322	1,546	28
2008 (NO BUILD - P.M.)	*98*	*44*	*51*	*264*	*187*	*213*	*68*	*2,395*	*132*	*364*	*2,084*	*93*
2008 (BUILD - P.M.)	***116***	***44***	***51***	***264***	***187***	***214***	***68***	***2,482***	***132***	***365***	***2,170***	***111***

La Orilla Rd. / Coors Blvd.

(3)

4.4% Truck

	0.83			0.75			0.93			0.94		PHF
	Eastbound (La Orilla Rd.)			Westbound (La Orilla Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	157	1	89	1	2	0	28	1,755	2	6	1,284	38
2008 (NO BUILD - A.M.)	*224*	*216*	*112*	*76*	*198*	*36*	*116*	*1,956*	*29*	*107*	*1,434*	*54*
2008 (BUILD - A.M.)	***246***	***216***	***112***	***76***	***198***	***36***	***116***	***2,003***	***29***	***107***	***1,469***	***70***

	0.82			0.75			0.93			0.96		PHF
	Eastbound (La Orilla Rd.)			Westbound (La Orilla Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	58	0	26	3	2	0	163	2,345	1	3	1,898	142
2008 (NO BUILD - P.M.)	*195*	*425*	*69*	*200*	*523*	*99*	*364*	*2,586*	*53*	*198*	*2,176*	*182*
2008 (BUILD - P.M.)	***245***	***425***	***69***	***200***	***523***	***100***	***364***	***2,693***	***53***	***199***	***2,281***	***231***

Eagle Ranch Rd. / Coors Blvd.

(4)

3.4% Truck

	0.72			0.80			0.88			0.91		PHF
	Eastbound (Eagle Ranch Rd.)			Westbound (Eagle Ranch Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	15	9	237	21	1	46	115	1,457	4	30	1,000	5
2008 (NO BUILD - A.M.)	*16*	*9*	*259*	*31*	*1*	*48*	*129*	*1,591*	*11*	*31*	*1,115*	*5*
2008 (BUILD - A.M.)	***16***	***9***	***273***	***35***	***1***	***48***	***140***	***1,610***	***14***	***31***	***1,140***	***5***

	0.90			0.73			0.93			0.92		PHF
	Eastbound (Eagle Ranch Rd.)			Westbound (Eagle Ranch Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	7	24	202	80	58	105	354	1,756	39	158	1,976	11
2008 (NO BUILD - P.M.)	*7*	*25*	*236*	*102*	*61*	*111*	*394*	*2,022*	*58*	*161*	*2,205*	*12*
2008 (BUILD - P.M.)	***7***	***25***	***269***	***112***	***61***	***111***	***427***	***2,078***	***68***	***161***	***2,262***	***12***

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2008) - 100% Development

INTERSECTION: **Summary**

SIPPI Entr. / Coors Blvd.

(5)

3.4% Truck

		0.85			0.86			0.82			0.89		PHF
		Eastbound (SIPPI Entr.)			Westbound (SIPPI Entr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)		0	0	0	78	0	206	0	1,556	128	226	1,003	0
2008 (NO BUILD - A.M.)		*0*	*0*	*0*	*83*	*0*	*217*	*0*	*1,627*	*134*	*230*	*1,033*	*0*
2008 (BUILD - A.M.)		***0***	***0***	***0***	***84***	***0***	***217***	***0***	***1,645***	***135***	***230***	***1,057***	***0***
		0.85			0.80			0.89			0.96		PHF
		Eastbound (SIPPI Entr.)			Westbound (SIPPI Entr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)		0	0	0	147	0	125	0	1,530	99	236	1,992	0
2008 (NO BUILD - P.M.)		*0*	*0*	*0*	*158*	*0*	*132*	*0*	*1,614*	*106*	*241*	*2,055*	*0*
2008 (BUILD - P.M.)		***0***	***0***	***0***	***160***	***0***	***132***	***0***	***1,668***	***108***	***241***	***2,110***	***0***

PdN / Coors Blvd.

(6)

3.0% Truck

		0.73			0.76			0.93			0.87		PHF
		Eastbound (PdN)			Westbound (PdN)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)		41	0	47	279	0	0	47	972	709	2,053	1,110	47
2008 (NO BUILD - A.M.)		*42*	*0*	*56*	*297*	*0*	*0*	*54*	*994*	*723*	*2,093*	*1,135*	*48*
2008 (BUILD - A.M.)		***42***	***0***	***76***	***301***	***0***	***0***	***69***	***994***	***726***	***2,093***	***1,135***	***48***
		0.91			0.78			0.93			0.96		PHF
		Eastbound (PdN)			Westbound (PdN)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)		83	0	61	537	0	0	114	1,330	288	1,075	1,372	127
2008 (NO BUILD - P.M.)		*87*	*0*	*80*	*572*	*0*	*0*	*133*	*1,363*	*296*	*1,096*	*1,406*	*129*
2008 (BUILD - P.M.)		***87***	***0***	***126***	***580***	***0***	***0***	***179***	***1,364***	***304***	***1,096***	***1,407***	***129***

Bosque Meadows / Coors Blvd.

(7)

3.0% Truck

		0.85			0.85			0.95			0.90		PHF
		Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)		0	0	0	21	0	26	0	1,635	5	14	1,598	0
2008 (NO BUILD - A.M.)		*0*	*0*	*0*	*22*	*0*	*28*	*0*	*1,797*	*5*	*15*	*1,784*	*0*
2008 (BUILD - A.M.)		***0***	***0***	***0***	***117***	***0***	***59***	***0***	***1,762***	***108***	***114***	***1,727***	***0***
		0.85			0.85			0.95			0.95		PHF
		Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)		0	0	0	7	0	8	0	2,223	21	25	2,447	0
2008 (NO BUILD - P.M.)		*0*	*0*	*0*	*7*	*0*	*8*	*0*	*2,559*	*22*	*26*	*2,789*	*0*
2008 (BUILD - P.M.)		***0***	***0***	***0***	***291***	***0***	***71***	***0***	***2,480***	***258***	***254***	***2,658***	***0***

Bosque Meadows / Bosq. Mead. Pl.

(8)

: 2.0% Truck

		0.85			0.85			0.85			0.85		PHF
		Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq. Mead. Pl.)			Southbound (Bosq. Mead. Pl.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)		0	1	15	0	1	0	47	0	0	0	0	0
2008 (NO BUILD - A.M.)		*0*	*1*	*16*	*0*	*1*	*0*	*50*	*0*	*0*	*0*	*0*	*0*
2008 (BUILD - A.M.)		***0***	***204***	***16***	***0***	***127***	***0***	***50***	***0***	***0***	***0***	***0***	***0***
		0.85			0.85			0.85			0.85		PHF
		Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq. Mead. Pl.)			Southbound (Bosq. Mead. Pl.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)		0	0	47	0	1	0	20	0	0	0	0	0
2008 (NO BUILD - P.M.)		*0*	*0*	*50*	*0*	*1*	*0*	*21*	*0*	*0*	*0*	*0*	*0*
2008 (BUILD - P.M.)		***0***	***464***	***50***	***0***	***348***	***0***	***21***	***0***	***0***	***0***	***0***	***0***

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2008) - 100% Development

INTERSECTION: **Summary**

Bosque Meadows / Bosq Mead North *0.85* *0.85* *0.85* *0.85* *PHF*

(9)

2.0% Truck

	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq Mead North)			Southbound (Bosq Mead North)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	0	1	0	0	1	0	0	0	0	0	0	0
2008 (NO BUILD - A.M.)	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2008 (BUILD - A.M.)	***203***	***1***	***0***	***0***	***1***	***2***	***0***	***0***	***0***	***1***	***0***	***126***

0.85 *0.85* *0.85* *0.85* *PHF*

	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq Mead North)			Southbound (Bosq Mead North)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	0	0	0	0	1	0	0	0	0	0	0	0
2008 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2008 (BUILD - P.M.)	***464***	***0***	***0***	***0***	***1***	***4***	***0***	***0***	***0***	***4***	***0***	***347***

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

Montano Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Montano Rd.** (1)

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

Year of Existing Counts 2003

Implementation Year **2008**

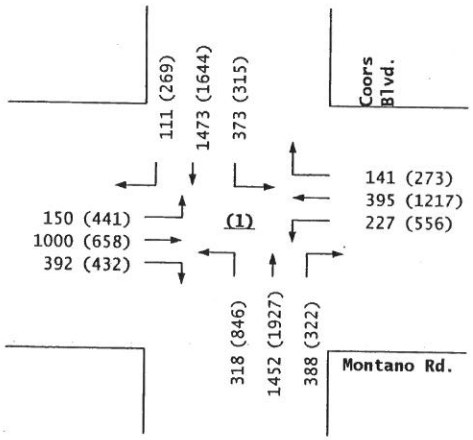
Growth Rates	**3.00%**			**2.70%**			**1.00%**			**1.30%**		
	Eastbound (Montano Rd.)			**Westbound (Montano Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	74	743	274	166	252	59	213	1,238	310	286	1,288	56
Background Traffic Growth	11	111	41	22	34	8	11	62	16	19	84	4
Subtotal	85	854	315	188	286	67	224	1,300	326	305	1,372	60
La Orilla / Coors corners Trips	46	0	0	0	0	0	0	27	0	0	21	35
Andalucia / Montaño Shoppes Trips	0	146	77	39	109	53	94	106	62	50	64	0
La Orilla / Coors SW Corner Trips	19	0	0	0	0	21	0	19	0	18	16	16
Subtotal (NO BUILD - A.M.)	***150***	***1,000***	***392***	***227***	***395***	***141***	***318***	***1,452***	***388***	***373***	***1,473***	***111***
Percent Commercial Trips Generated(Entering)	***19.42%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***	*0.00%*	***1.99%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***1.99%***	***19.42%***
Total Trips Generated	22	0	0	0	0	14	0	2	0	10	2	17
Total AM Peak Hour BUILD Volumes	**172**	**1,000**	**392**	**227**	**395**	**155**	**318**	**1,454**	**388**	**383**	**1,475**	**128**

	Eastbound (Montano Rd.)			**Westbound (Montano Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	268	312	245	369	837	105	649	1,658	225	162	1,301	126
Background Traffic Growth	40	47	37	50	113	14	32	83	11	11	85	8
Subtotal	308	359	282	419	950	119	681	1,741	236	173	1,386	134
La Orilla / Coors corners Trips	90	0	0	0	0	0	0	53	0	0	55	93
Andalucia / Montaño Shoppes Trips	0	299	150	137	267	106	165	91	86	95	163	0
La Orilla / Coors SW Corner Trips	43	0	0	0	0	48	0	42	0	47	40	42
Subtotal (NO BUILD - P.M.)	***441***	***658***	***432***	***556***	***1,217***	***273***	***846***	***1,927***	***322***	***315***	***1,644***	***269***
Percent Commercial Trips Generated(Entering)	***19.42%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***	*0.00%*	***1.99%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***1.99%***	***19.42%***
Total Trips Generated	51	0	0	0	0	31	0	5	0	31	5	50
Total PM Peak Hour BUILD Volumes	**492**	**658**	**432**	**556**	**1,217**	**304**	**846**	**1,932**	**322**	**346**	**1,649**	**319**

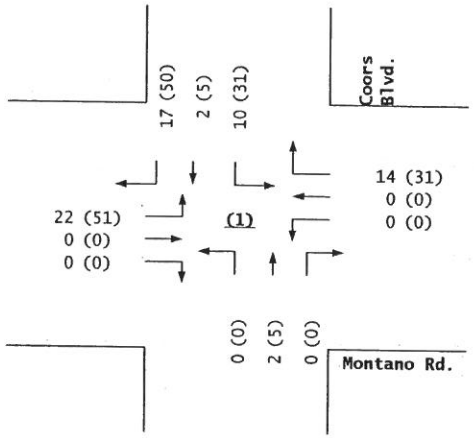
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (Montano Rd.)			**Westbound (Montano Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
2006 AM Peak Hr. Volumes	81	810	299	179	272	64	219	1,275	319	297	1,338	58
2006 PM Peak Hr. Volumes	292	340	267	399	905	114	668	1,708	232	168	1,352	131

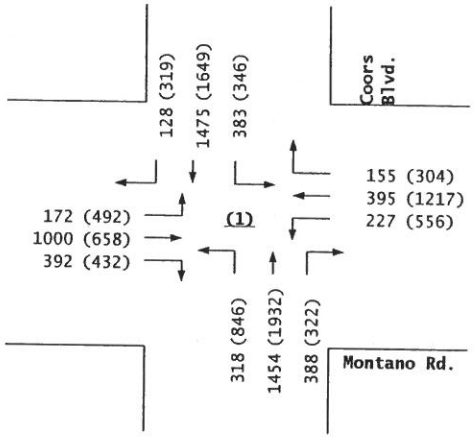
2008
NO BUILD



Trips



2008
BUILD



Montano Rd. / Coors Blvd.

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

Montano Plaza / Coors Blvd.

INTERSECTION: E-W Street: **Montano Plaza** (2)

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

Year of Existing Counts 2003 (Late 2002)

Implementation Year **2008**

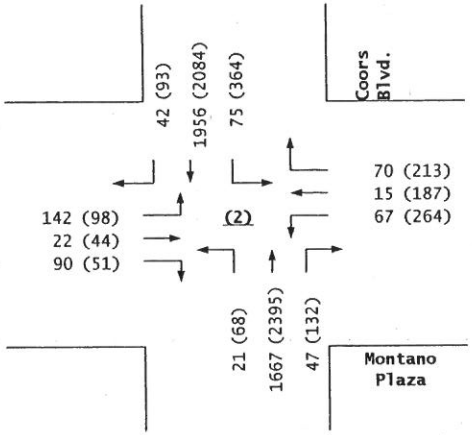
Growth Rates	**1.00%**			**1.00%**			**1.30%**			**1.30%**		
	Eastbound (Montano Plaza)			**Westbound (Montano Plaza)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	105	17	69	64	11	53	5	1,307	44	59	1,649	16
Background Traffic Growth	5	1	3	3	1	3	0	85	3	4	107	1
Subtotal	110	18	72	67	12	56	5	1,392	47	63	1,756	17
La Orilla / Coors corners Trips	22	0	0	0	0	3	0	74	0	2	56	17
Andalucia / Montaño Shoppes Trips	0	4	18	0	3	11	16	142	0	10	94	0
La Orilla / Coors SW Corner Trips	10	0	0	0	0	0	0	59	0	0	50	8
Subtotal (NO BUILD - A.M.)	***142***	***22***	***90***	***67***	***15***	***70***	***21***	***1,667***	***47***	***75***	***1,956***	***42***
Percent Commercial Trips Generated(Entering)	*7.06%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*	*0.00%*	*33.41%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*	*33.41%*	*7.06%*
Total Trips Generated	8	0	0	0	0	0	0	38	0	0	29	6
Total AM Peak Hour BUILD Volumes	**150**	**22**	**90**	**67**	**15**	**70**	**21**	**1,705**	**47**	**75**	**1,985**	**48**

	Eastbound (Montano Plaza)			**Westbound (Montano Plaza)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	32	33	16	251	168	156	35	1,835	124	310	1,488	27
Background Traffic Growth	2	2	1	13	8	8	2	119	8	20	97	2
Subtotal	34	35	17	264	176	164	37	1,954	132	330	1,585	29
La Orilla / Coors corners Trips	42	0	0	0	0	7	0	143	0	7	147	43
Andalucia / Montaño Shoppes Trips	0	9	34	0	11	42	31	165	0	27	223	0
La Orilla / Coors SW Corner Trips	22	0	0	0	0	0	0	133	0	0	129	21
Subtotal (NO BUILD - P.M.)	***98***	***44***	***51***	***264***	***187***	***213***	***68***	***2,395***	***132***	***364***	***2,084***	***93***
Percent Commercial Trips Generated(Entering)	*7.06%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*	*0.00%*	*33.41%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*	*33.41%*	*7.06%*
Total Trips Generated	18	0	0	0	0	1	0	87	0	1	86	18
Total PM Peak Hour BUILD Volumes	**116**	**44**	**51**	**264**	**187**	**214**	**68**	**2,482**	**132**	**365**	**2,170**	**111**

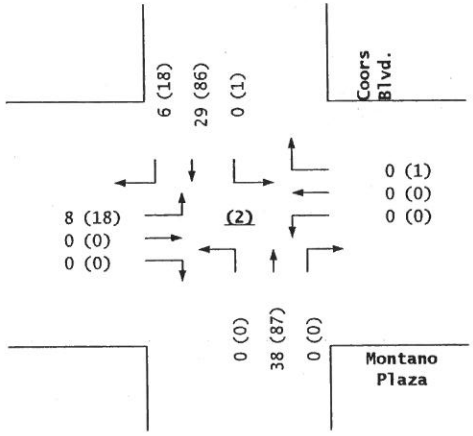
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (Montano Plaza)			**Westbound (Montano Plaza)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
2006 AM Peak Hr. Volumes	108	18	71	66	11	55	5	1,358	46	61	1,713	17
2006 PM Peak Hr. Volumes	33	34	16	259	173	161	36	1,907	129	322	1,546	28

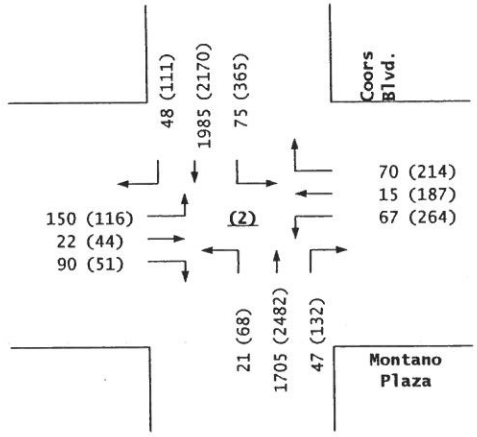
2008
NO BUILD



Trips



2008
BUILD



Montano Plaza / Coors Blvd.

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

La Orilla Rd. / Coors Blvd.

INTERSECTION: E-W Street: **La Orilla Rd.** (3)
N-S Street: **Coors Blvd.**

Year of Existing Counts: 2004
Implementation Year: **2008**
Growth Rates

	1.00% Eastbound (La Orilla Rd.)			1.00% Westbound (La Orilla Rd.)			1.30% Northbound (Coors Blvd.)			2.20% Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	154	1	87	1	2	0	27	1,711	2	6	1,230	36
Background Traffic Growth	6	0	3	0	0	0	1	89	0	1	108	3
Subtotal	160	1	90	1	2	0	28	1,800	2	7	1,338	39
La Orilla / Coors corners Trips	39	215	0	75	196	36	0	22	27	100	0	0
Andalucia / Montaño Shoppes Trips	0	0	22	0	0	0	19	134	0	0	81	0
La Orilla / Coors SW Corner Trips	25	0	0	0	0	0	69	0	0	0	15	15
Subtotal (NO BUILD - A.M.)	***224***	***216***	***112***	***76***	***198***	***36***	***116***	***1,956***	***29***	***107***	***1,434***	***54***
Percent Commercial Trips Generated(Entering)	*19.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.20%*	*0.00%*	*40.81%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.20%*	*40.81%*	*19.13%*
Total Trips Generated	22	0	0	0	0	0	0	47	0	0	35	16
Total AM Peak Hour BUILD Volumes	**246**	**216**	**112**	**76**	**198**	**36**	**116**	**2,003**	**29**	**107**	**1,469**	**70**

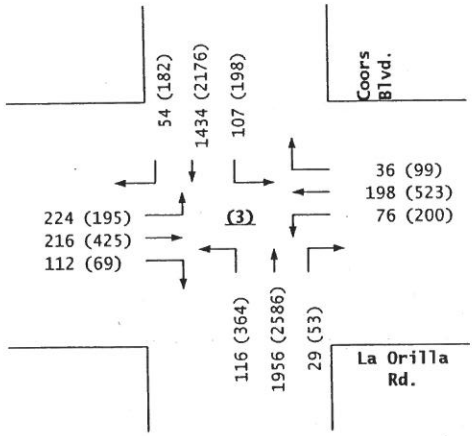
	Eastbound (La Orilla Rd.)			Westbound (La Orilla Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	57	0	25	3	2	0	159	2,286	1	3	1,818	136
Background Traffic Growth	2	0	1	0	0	0	8	119	0	0	160	12
Subtotal	59	0	26	3	2	0	167	2,405	1	3	1,978	148
La Orilla / Coors corners Trips	71	425	0	197	521	99	0	41	52	195	0	0
Andalucia / Montaño Shoppes Trips	0	0	43	0	0	0	42	140	0	0	164	0
La Orilla / Coors SW Corner Trips	65	0	0	0	0	0	155	0	0	0	34	34
Subtotal (NO BUILD - P.M.)	***195***	***425***	***69***	***200***	***523***	***99***	***364***	***2,586***	***53***	***198***	***2,176***	***182***
Percent Commercial Trips Generated(Entering)	*19.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.20%*	*0.00%*	*40.81%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.20%*	*40.81%*	*19.13%*
Total Trips Generated	50	0	0	0	0	1	0	107	0	1	105	49
Total PM Peak Hour BUILD Volumes	**245**	**425**	**69**	**200**	**523**	**100**	**364**	**2,693**	**53**	**199**	**2,281**	**231**

Number of Commercial Trips Generated

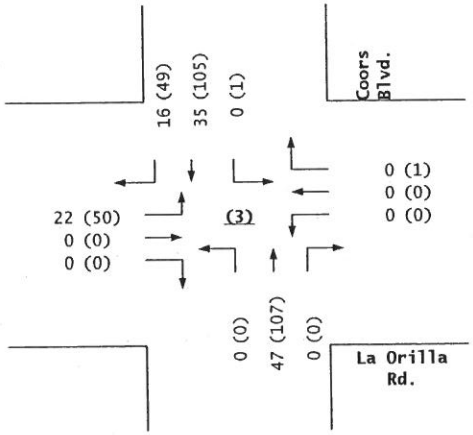
Entering	Exiting		
114	**86**	A.M.	100% Commercial Development
261	**258**	P.M.	

	Eastbound (La Orilla Rd.)			Westbound (La Orilla Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2006 AM Peak Hr. Volumes	157	1	89	1	2	0	28	1,755	2	6	1,284	38
2006 PM Peak Hr. Volumes	58	0	26	3	2	0	163	2,345	1	3	1,898	142

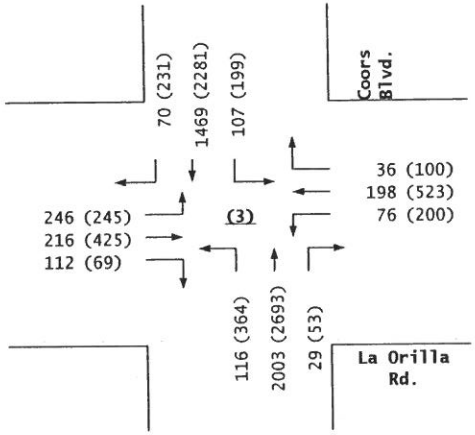
2008
NO BUILD



Trips



2008
BUILD



La Orilla Rd. / Coors Blvd.

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

Eagle Ranch Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Eagle Ranch Rd.** (4)
N-S Street: **Coors Blvd.**

Year of Existing Counts: 2002
Implementation Year: **2008**

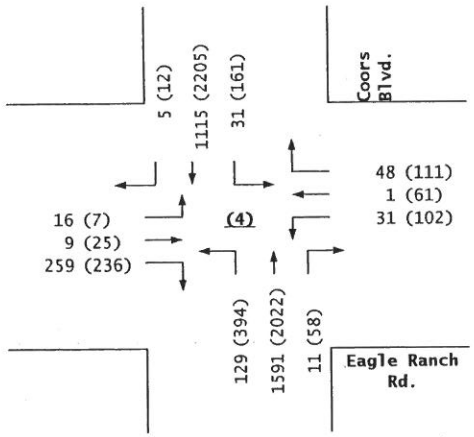
Growth Rates	**2.30%**			**3.00%**			**2.20%**			**1.00%**		
	Eastbound (Eagle Ranch Rd.)			**Westbound (Eagle Ranch Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	14	8	217	19	1	41	106	1,339	4	29	962	5
Background Traffic Growth	2	1	30	3	0	7	14	177	1	2	58	0
Subtotal	16	9	247	22	1	48	120	1,516	5	31	1,020	5
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	6	4	0	0	4	64	2	0	83	0
La Orilla / Coors SW Corner Trips	0	0	6	5	0	0	5	11	4	0	12	0
Subtotal (NO BUILD - A.M.)	***16***	***9***	***259***	***31***	***1***	***48***	***129***	***1,591***	***11***	***31***	***1,115***	***5***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*12.62%*	*3.82%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.79%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.62%*	*21.79%*	*3.82%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	14	4	0	0	11	19	3	0	25	0
Total AM Peak Hour BUILD Volumes	**16**	**9**	**273**	**35**	**1**	**48**	**140**	**1,610**	**14**	**31**	**1,140**	**5**

	Eastbound (Eagle Ranch Rd.)			**Westbound (Eagle Ranch Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	6	22	185	71	52	94	325	1,614	36	152	1,900	11
Background Traffic Growth	1	3	26	13	9	17	43	213	5	9	114	1
Subtotal	7	25	211	84	61	111	368	1,827	41	161	2,014	12
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	11	7	0	0	12	168	7	0	163	0
La Orilla / Coors SW Corner Trips	0	0	14	11	0	0	14	27	10	0	28	0
Subtotal (NO BUILD - P.M.)	***7***	***25***	***236***	***102***	***61***	***111***	***394***	***2,022***	***58***	***161***	***2,205***	***12***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*12.62%*	*3.82%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.79%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.62%*	*21.79%*	*3.82%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	33	10	0	0	33	56	10	0	57	0
Total PM Peak Hour BUILD Volumes	**7**	**25**	**269**	**112**	**61**	**111**	**427**	**2,078**	**68**	**161**	**2,262**	**12**

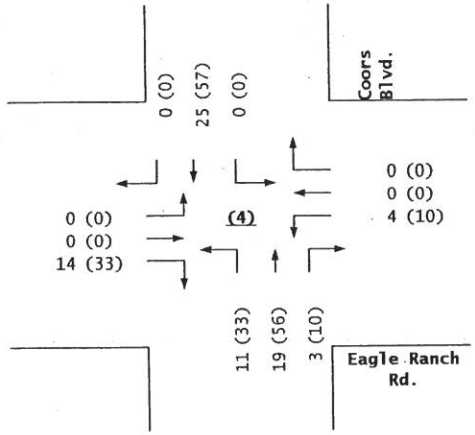
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (Eagle Ranch Rd.)			**Westbound (Eagle Ranch Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
2006 AM Peak Hr. Volumes	15	9	237	21	1	46	115	1,457	4	30	1,000	5
2006 PM Peak Hr. Volumes	7	24	202	80	58	105	354	1,756	39	158	1,976	11

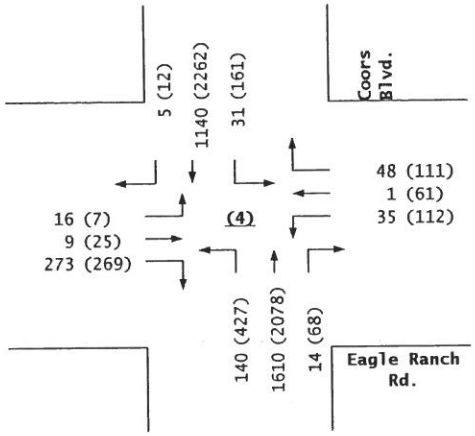
2008
NO BUILD



Trips



2008
BUILD



Eagle Ranch Rd. / Coors Blvd.

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

SIPPI Entr. / Coors Blvd.

INTERSECTION: E-W Street: **SIPPI Entr.** (5)

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

Year of Existing Counts: 2001

Implementation Year: **2008**

Growth Rates

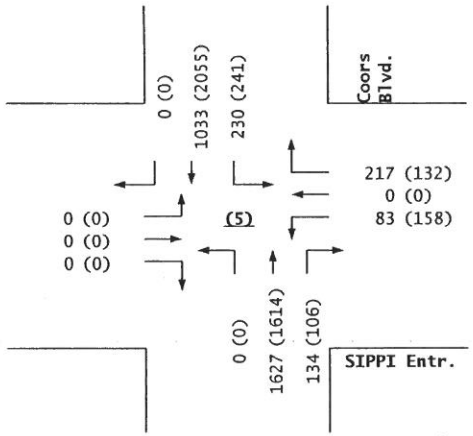
	0.00%			3.00%			2.20%			1.00%		
	Eastbound (SIPPI Entr.)			Westbound (SIPPI Entr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	68	0	179	0	1,402	115	215	955	0
Background Traffic Growth	0	0	0	14	0	38	0	216	18	15	67	0
Subtotal	0	0	0	82	0	217	0	1,618	133	230	1,022	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	0	1	0	0	0	9	1	0	11	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***83***	***0***	***217***	***0***	***1,627***	***134***	***230***	***1,033***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.68%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.11%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.11%*	*0.68%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	1	0	0	0	18	1	0	24	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**84**	**0**	**217**	**0**	**1,645**	**135**	**230**	**1,057**	**0**

	Eastbound (SIPPI Entr.)			Westbound (SIPPI Entr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	128	0	109	0	1,378	89	225	1,897	0
Background Traffic Growth	0	0	0	27	0	23	0	212	14	16	133	0
Subtotal	0	0	0	155	0	132	0	1,590	103	241	2,030	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	0	3	0	0	0	24	3	0	25	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***158***	***0***	***132***	***0***	***1,614***	***106***	***241***	***2,055***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.68%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.11%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.11%*	*0.68%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	2	0	0	0	54	2	0	55	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**160**	**0**	**132**	**0**	**1,668**	**108**	**241**	**2,110**	**0**

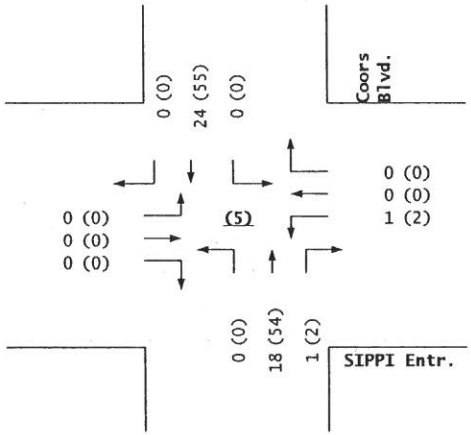
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (SIPPI Entr.)			Westbound (SIPPI Entr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2006 AM Peak Hr. Volumes	0	0	0	78	0	206	0	1,556	128	226	1,003	0
2006 PM Peak Hr. Volumes	0	0	0	147	0	125	0	1,530	99	236	1,992	0

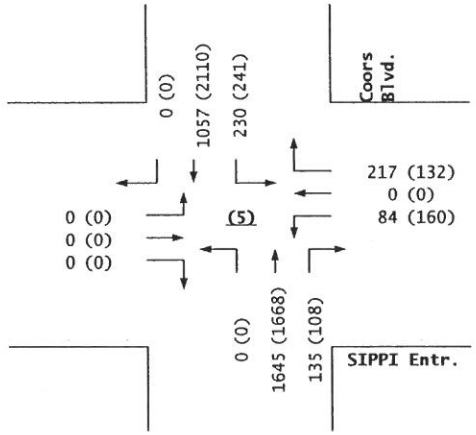
2008
NO BUILD



Trips



2008
BUILD



SIPPI Entr. / Coors Blvd.

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

PdN / Coors Blvd.

INTERSECTION: E-W Street: **PdN** (6)

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

Year of Existing Counts: 2003

Implementation Year: **2008**

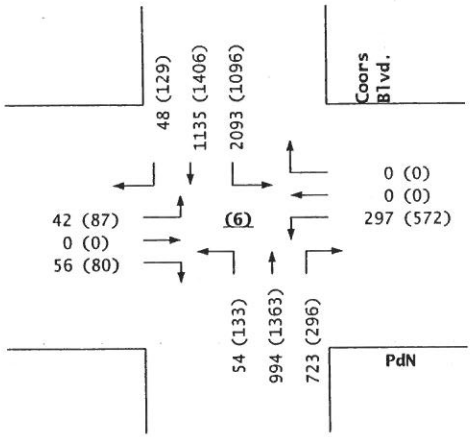
	Growth Rates	2.30%			3.40%			1.00%			1.00%		
		Eastbound (PdN)			Westbound (PdN)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		38	0	44	253	0	0	46	944	688	1,993	1,078	46
Background Traffic Growth		4	0	5	43	0	0	2	47	34	100	54	2
Subtotal		42	0	49	296	0	0	48	991	722	2,093	1,132	48
La Orilla / Coors corners Trips		0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips		0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips		0	0	7	1	0	0	6	3	1	0	3	0
Subtotal (NO BUILD - A.M.)		***42***	***0***	***56***	***297***	***0***	***0***	***54***	***994***	***723***	***2,093***	***1,135***	***48***
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*17.67%*	*3.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.31%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*17.67%*	*0.31%*	*3.13%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	20	4	0	0	15	0	3	0	0	0
Total AM Peak Hour BUILD Volumes		**42**	**0**	**76**	**301**	**0**	**0**	**69**	**994**	**726**	**2,093**	**1,135**	**48**

	Eastbound (PdN)			Westbound (PdN)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	78	0	57	487	0	0	111	1,291	280	1,044	1,332	123
Background Traffic Growth	9	0	7	83	0	0	6	65	14	52	67	6
Subtotal	87	0	64	570	0	0	117	1,356	294	1,096	1,399	129
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	16	2	0	0	16	7	2	0	7	0
Subtotal (NO BUILD - P.M.)	***87***	***0***	***80***	***572***	***0***	***0***	***133***	***1,363***	***296***	***1,096***	***1,406***	***129***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*17.67%*	*3.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.31%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*17.67%*	*0.31%*	*3.13%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	46	8	0	0	46	1	8	0	1	0
Total PM Peak Hour BUILD Volumes	**87**	**0**	**126**	**580**	**0**	**0**	**179**	**1,364**	**304**	**1,096**	**1,407**	**129**

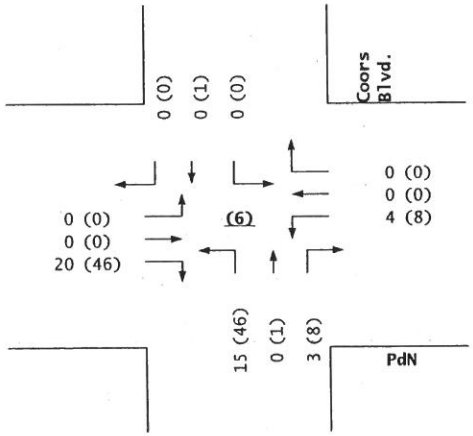
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (PdN)			Westbound (PdN)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2006 AM Peak Hr. Volumes	41	0	47	279	0	0	47	972	709	2,053	1,110	47
2006 PM Peak Hr. Volumes	83	0	61	537	0	0	114	1,330	288	1,075	1,372	127

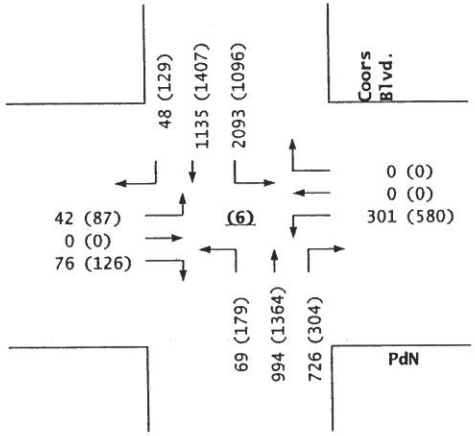
2008
NO BUILD



Trips



2008
BUILD



PdN / Coors Blvd.

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

Bosque Meadows / Coors Blvd.

INTERSECTION: E-W Street: **Bosque Meadows** (7)

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

Year of Existing Counts: 2006

Implementation Year: **2008**

Growth Rates: 3.00% | 3.00% | 2.20% | 2.20%

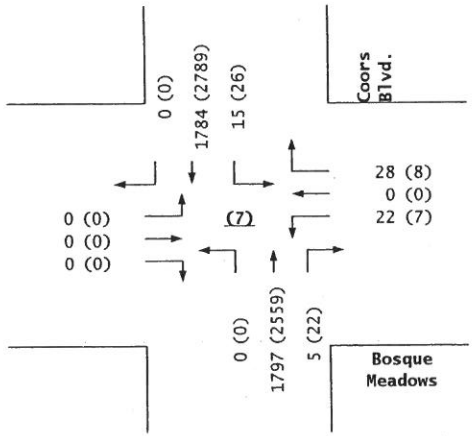
	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	21	0	26	0	1,635	5	14	1,598	0
Background Traffic Growth	0	0	0	1	0	2	0	72	0	1	70	0
Subtotal	0	0	0	22	0	28	0	1,707	5	15	1,668	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	70	0	0	93	0
La Orilla / Coors SW Corner Trips	0	0	0	0	0	0	0	20	0	0	23	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***22***	***0***	***28***	***0***	***1,797***	***5***	***15***	***1,784***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***50.14%***	***37.23%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***60.14%***	*0.00%*	***13.23%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	52	0	11	0	11	57	42	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**74**	**0**	**39**	**0**	**1,808**	**62**	**57**	**1,784**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*43*	*0*	*20*	*0*	*-46*	*46*	*57*	*-57*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**117**	**0**	**59**	**0**	**1,762**	**108**	**114**	**1,727**	**0**

	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	7	0	8	0	2,223	21	25	2,447	0
Background Traffic Growth	0	0	0	0	0	0	0	98	1	1	108	0
Subtotal	0	0	0	7	0	8	0	2,321	22	26	2,555	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	187	0	0	181	0
La Orilla / Coors SW Corner Trips	0	0	0	0	0	0	0	51	0	0	53	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***7***	***0***	***8***	***0***	***2,559***	***22***	***26***	***2,789***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***50.14%***	***37.23%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***60.14%***	*0.00%*	***13.23%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	155	0	34	0	26	131	97	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**162**	**0**	**42**	**0**	**2,585**	**153**	**123**	**2,789**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*129*	*0*	*29*	*0*	*-105*	*105*	*131*	*-131*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**291**	**0**	**71**	**0**	**2,480**	**258**	**254**	**2,658**	**0**

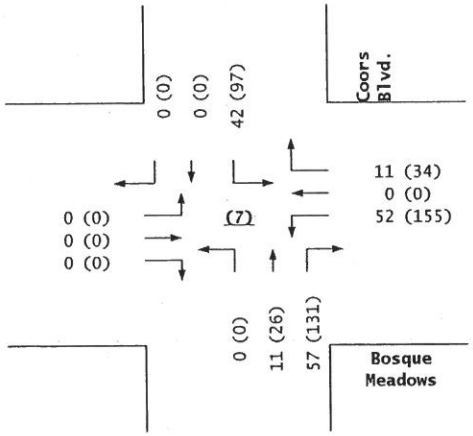
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2006 AM Peak Hr. Volumes	0	0	0	21	0	26	0	1,635	5	14	1,598	0
2006 PM Peak Hr. Volumes	0	0	0	7	0	8	0	2,223	21	25	2,447	0

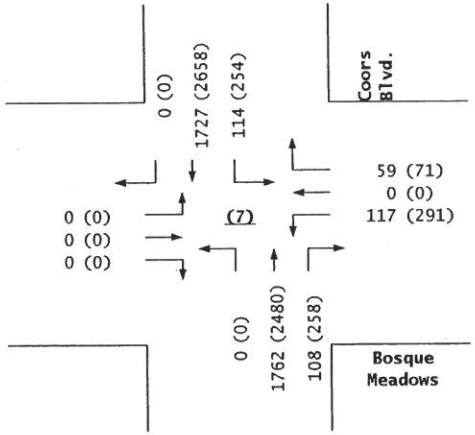
2008
NO BUILD



Trips



2008
BUILD



Bosque Meadows / Coors Blvd.

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

Bosque Meadows / Bosq. Mead. Pl.

INTERSECTION: E-W Street: **Bosque Meadows** (8)

N-S Street: **Bosq. Mead. Pl.**

Year of Existing Counts 2006

Implementation Year **2008**

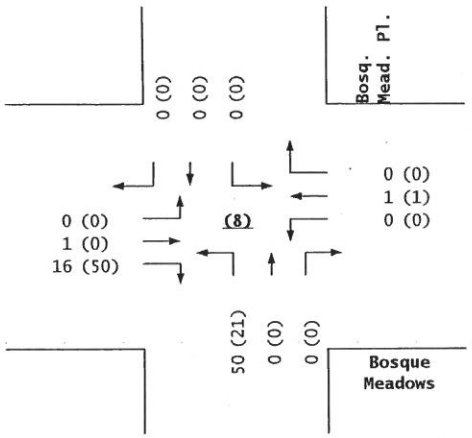
Growth Rates	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq. Mead. Pl.)			Southbound (Bosq. Mead. Pl.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1	15	0	1	0	47	0	0	0	0	0
Background Traffic Growth	0	0	1	0	0	0	3	0	0	0	0	0
Subtotal	0	1	16	0	1	0	50	0	0	0	0	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***1***	***16***	***0***	***1***	***0***	***50***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*87.37%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*73.37%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	100	0	0	63	0	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**101**	**16**	**0**	**64**	**0**	**50**	**0**	**0**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*103*	*0*	*0*	*63*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**204**	**16**	**0**	**127**	**0**	**50**	**0**	**0**	**0**	**0**	**0**

	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq. Mead. Pl.)			Southbound (Bosq. Mead. Pl.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	47	0	1	0	20	0	0	0	0	0
Background Traffic Growth	0	0	3	0	0	0	1	0	0	0	0	0
Subtotal	0	0	50	0	1	0	21	0	0	0	0	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***50***	***0***	***1***	***0***	***21***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*87.37%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*73.37%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	228	0	0	189	0	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**228**	**50**	**0**	**190**	**0**	**21**	**0**	**0**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*236*	*0*	*0*	*158*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**464**	**50**	**0**	**348**	**0**	**21**	**0**	**0**	**0**	**0**	**0**

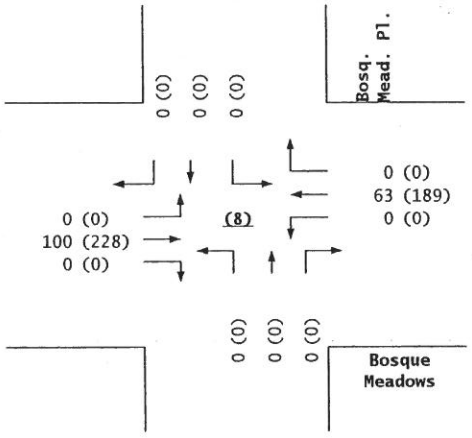
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq. Mead. Pl.)			Southbound (Bosq. Mead. Pl.)		
2006 AM Peak Hr. Volumes	0	1	15	0	1	0	47	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	0	47	0	1	0	20	0	0	0	0	0

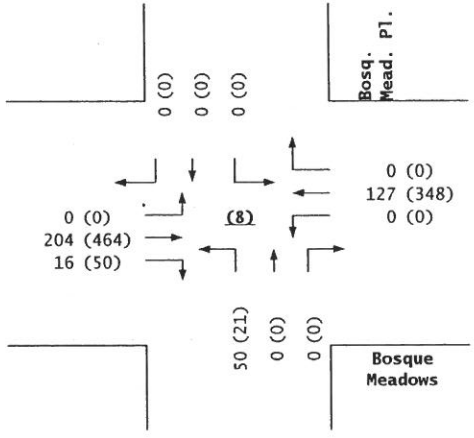
2008
NO BUILD



Trips



2008
BUILD



Bosque Meadows / Bosq. Mead. Pl.

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

Bosque Meadows / Bosq Mead North

INTERSECTION: E-W Street: **Bosque Meadows** (9)
N-S Street: **Bosq Mead North**

Year of Existing Counts 2006
Implementation Year **2008**
Growth Rates 3.00% 3.00% 3.00% 3.00%

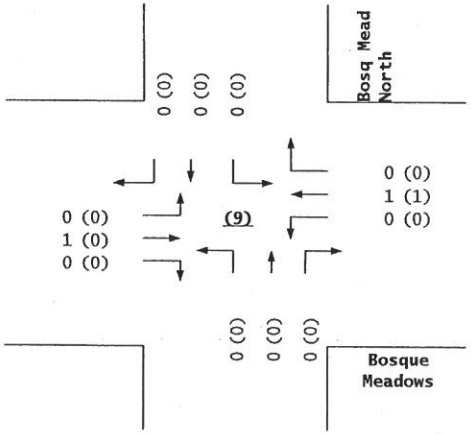
	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq Mead North)			Southbound (Bosq Mead North)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	1	0	0	1	0	0	0	0	0	0	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***1***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*87.37%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.62%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.62%*	*0.00%*	*73.37%*
Total Trips Generated	100	0	0	0	0	2	0	0	0	1	0	63
Subtotal AM Pk Hr. BUILD Volumes	**100**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**63**
Pass-by Trip Adjustments	*103*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*63*
Total AM Peak Hour BUILD Volumes	**203**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**126**

	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq Mead North)			Southbound (Bosq Mead North)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	1	0	0	0	0	0	0	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*87.37%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.62%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.62%*	*0.00%*	*73.37%*
Total Trips Generated	228	0	0	0	0	4	0	0	0	4	0	189
Subtotal PM Pk Hr. BUILD Volumes	**228**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**4**	**0**	**189**
Pass-by Trip Adjustments	*236*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*158*
Total PM Peak Hour BUILD Volumes	**464**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**4**	**0**	**347**

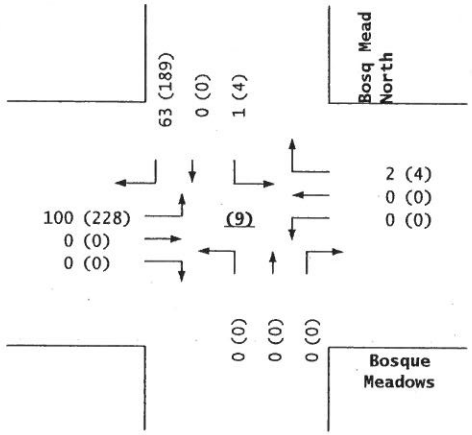
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosq Mead North)			Southbound (Bosq Mead North)		
2006 AM Peak Hr. Volumes	0	1	0	0	1	0	0	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	0	0	0	1	0	0	0	0	0	0	0

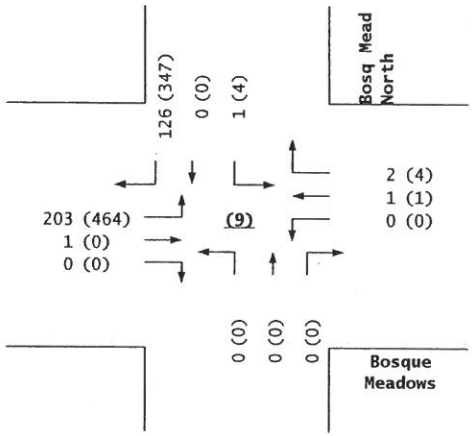
2008
NO BUILD



Trips



2008
BUILD



Bosque Meadows / Bosq Mead North

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors Blvd.)

Projected Turning Movements Worksheet

Driveway "B" / Coors Blvd.

INTERSECTION: E-W Street: **Driveway "B"** (10)

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

Year of Existing Counts: 2006

Implementation Year: **2008**

Growth Rates

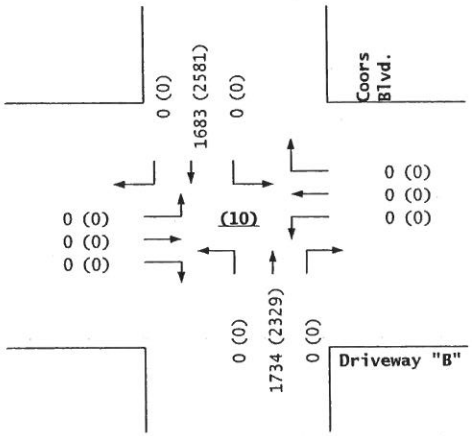
	3.00%			3.00%			2.20%			2.20%		
	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,661	0	0	1,612	0
Background Traffic Growth	0	0	0	0	0	0	0	73	0	0	71	0
Subtotal	0	0	0	0	0	0	0	1,734	0	0	1,683	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1,734***	***0***	***0***	***1,683***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	22	0	0	11	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**1,734**	**11**	**0**	**1,683**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*25*	*0*	*-57*	*11*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**1,677**	**22**	**0**	**1,683**	**0**

	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	2,231	0	0	2,472	0
Background Traffic Growth	0	0	0	0	0	0	0	98	0	0	109	0
Subtotal	0	0	0	0	0	0	0	2,329	0	0	2,581	0
La Orilla / Coors corners Trips	0	0	0	0	0	0	0	0	0	0	0	0
Andalucia / Montaño Shoppes Trips	0	0	0	0	0	0	0	0	0	0	0	0
La Orilla / Coors SW Corner Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,329***	***0***	***0***	***2,581***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	65	0	0	26	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**65**	**0**	**2,329**	**26**	**0**	**2,581**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*100*	*0*	*-130*	*25*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**165**	**0**	**2,199**	**51**	**0**	**2,581**	**0**

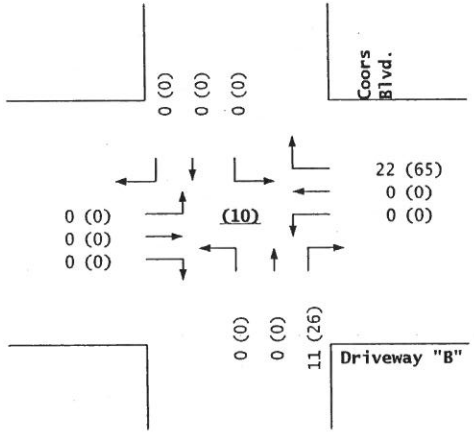
	Entering	Exiting		
Number of Commercial Trips Generated	**114**	**86**	A.M.	100% Commercial Development
	261	**258**	P.M.	

	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2006 AM Peak Hr. Volumes	0	0	0	0	0	0	0	1,661	0	0	1,612	0
2006 PM Peak Hr. Volumes	0	0	0	0	0	0	0	2,231	0	0	2,472	0

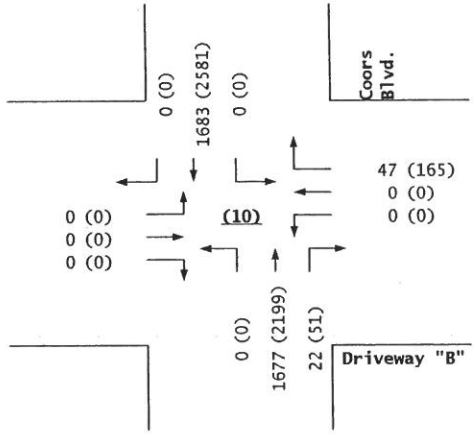
2008
NO BUILD



Trips



2008
BUILD



Driveway "B" / Coors Blvd.

Analysis of

2008 AM Peak Hour NO BUILD Conditions

Timings
1: Montano Rd & Coors Blvd

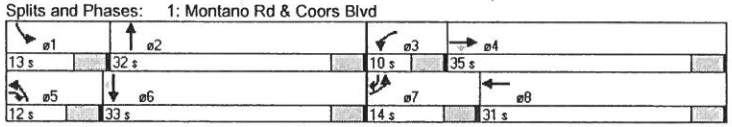
Terry O. Brown, P.E.
7/31/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	150	1000	392	227	395	318	1452	373	1473	111
Turn Type	Prot		pm+ov	Prot		Prot		Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	1	6	7
Permitted Phases			4							6
Detector Phases	7	4	5	3	8	5	2	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	9.5	9.5	20.5	9.5	20.5	9.5	20.5	9.5
Total Split (s)	14.0	35.0	12.0	10.0	31.0	12.0	32.0	13.0	33.0	14.0
Total Split (%)	15.6%	38.9%	13.3%	11.1%	34.4%	13.3%	35.6%	14.4%	36.7%	15.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	Min
Act Effct Green (s)	10.7	32.0	44.0	7.0	28.3	9.0	29.0	10.0	30.0	43.7
Actuated g/C Ratio	0.12	0.36	0.49	0.08	0.31	0.10	0.32	0.11	0.33	0.49
v/c Ratio	0.56	1.20	0.77	1.10	0.63	1.10	1.07	1.15	1.02	0.16
Control Delay	42.9	128.2	26.9	126.6	27.1	119.4	70.5	114.6	62.3	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	128.2	26.9	126.6	27.1	119.4	70.5	114.6	62.3	14.9
LOS	D	F	C	F	C	F	E	F	E	B
Approach Delay		94.2			56.7		77.7		69.5	
Approach LOS		F			E		E		E	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 77.6 Intersection LOS: E
Intersection Capacity Utilization 85.6% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
1: Montano Rd & Coors Blvd

Terry O. Brown, P.E.
7/31/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.86		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3400		3433	6205		3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3400		3433	6205		3433	5085	1583
Volume (vph)	150	1000	392	227	395	141	318	1452	388	373	1473	111
Peak-hour factor, PHF	0.66	0.66	0.66	0.77	0.77	0.77	0.84	0.84	0.84	0.85	0.85	0.85
Adj. Flow (vph)	227	1515	594	295	513	183	379	1729	462	439	1733	131
RTOR Reduction (vph)	0	0	1	0	40	0	0	54	0	0	0	54
Lane Group Flow (vph)	227	1515	593	295	656	0	379	2137	0	439	1733	77
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	9.2	30.5	38.0	5.5	26.8		7.5	27.5		8.5	28.5	37.7
Effective Green, g (s)	10.7	32.0	41.0	7.0	28.3		9.0	29.0		10.0	30.0	40.7
Actuated g/C Ratio	0.12	0.36	0.46	0.08	0.31		0.10	0.32		0.11	0.33	0.45
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	408	1258	774	267	1069		343	1999		381	1695	769
v/s Ratio Prot	c0.07	c0.43	0.08	c0.09	0.19		0.11	c0.34		c0.13	0.34	0.01
v/s Ratio Perm			0.30									0.04
v/c Ratio	0.56	1.20	0.77	1.10	0.61		1.10	1.07		1.15	1.02	0.10
Uniform Delay, d1	37.4	29.0	20.5	41.5	26.2		40.5	30.5		40.0	30.0	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.64	1.30	3.31
Incremental Delay, d2	1.6	99.7	4.6	86.1	1.1		79.9	41.6		86.7	23.5	0.0
Delay (s)	39.1	128.7	25.0	127.6	27.3		120.4	72.1		112.5	62.4	46.9
Level of Service	D	F	C	F	C		F	E		F	E	D
Approach Delay (s)		93.6			57.1			79.2			71.1	
Approach LOS		F			E			E			E	

Intersection Summary

HCM Average Control Delay	78.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

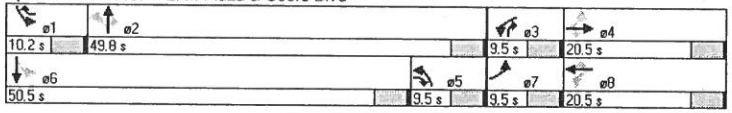
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	142	22	90	67	15	70	21	1667	47	75	1956
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phases	7	4	5	3	8	1	5	2	3	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	9.5	9.5	20.5	9.5	9.5	20.5	9.5	9.5	20.5
Total Split (s)	9.5	20.5	9.5	9.5	20.5	10.2	9.5	49.8	9.5	10.2	50.5
Total Split (%)	10.6%	22.8%	10.6%	10.6%	22.8%	11.3%	10.6%	55.3%	10.6%	11.3%	56.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	15.6	8.6	15.2	14.8	8.2	19.5	54.4	54.4	64.1	56.2	56.2
Actuated g/C Ratio	0.17	0.10	0.17	0.16	0.09	0.22	0.60	0.60	0.71	0.62	0.62
v/c Ratio	0.58	0.14	0.30	0.29	0.10	0.21	0.11	0.66	0.05	0.35	0.78
Control Delay	41.8	38.9	10.7	33.3	38.3	13.8	2.6	3.5	0.0	9.4	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	38.9	10.7	33.3	38.3	13.8	2.6	3.5	0.0	9.4	11.9
LOS	D	D	B	C	D	B	A	A	A	A	B
Approach Delay		30.5			24.8			3.4			11.8
Approach LOS		C			C			A			B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 31 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 9.8 Intersection LOS: A
Intersection Capacity Utilization 67.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: M Plaza & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5069	
Flt Permitted	0.71	1.00	1.00	0.74	1.00	1.00	0.08	1.00	1.00	0.08	1.00	
Satd. Flow (perm)	1326	1863	1583	1381	1863	1583	156	5085	1583	156	5069	
Volume (vph)	142	22	90	67	15	70	21	1667	47	75	1956	42
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.82	0.82	0.82	0.81	0.81	0.81
Adj. Flow (vph)	158	24	100	75	17	79	26	2033	57	93	2415	52
RTOR Reduction (vph)	0	0	65	0	0	42	0	0	18	0	2	0
Lane Group Flow (vph)	158	24	35	75	17	37	26	2033	39	93	2465	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	12.6	7.1	12.2	11.8	6.7	13.6	52.9	52.9	58.0	54.7	54.7	
Effective Green, g (s)	15.6	8.6	15.2	14.8	8.2	16.6	54.4	54.4	61.0	56.2	56.2	
Actuated g/C Ratio	0.17	0.10	0.17	0.16	0.09	0.18	0.60	0.60	0.68	0.62	0.62	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	264	178	267	256	170	345	213	3074	1126	248	3165	
v/s Ratio Prot	c0.05	0.01	0.01	0.02	0.01	0.01	0.01	c0.40	0.00	0.04	c0.49	
v/s Ratio Perm	c0.06		0.01	0.03		0.01	0.06		0.02	0.20		
v/c Ratio	0.60	0.13	0.13	0.29	0.10	0.11	0.12	0.66	0.03	0.38	0.78	
Uniform Delay, d1	33.8	37.3	31.8	32.8	37.5	30.5	18.8	11.7	4.8	11.6	12.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.22	0.26	0.00	0.88	0.80	
Incremental Delay, d2	3.6	0.3	0.2	0.6	0.3	0.1	0.1	0.3	0.0	0.9	1.8	
Delay (s)	37.4	37.6	32.0	33.4	37.8	30.7	4.1	3.4	0.0	11.1	11.7	
Level of Service	D	D	C	C	D	C	A	A	A	B	B	
Approach Delay (s)		35.5			32.6			3.3			11.7	
Approach LOS		D			C			A			B	

Intersection Summary

HCM Average Control Delay	10.2	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.70				
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		6.0	
Intersection Capacity Utilization	67.4%	ICU Level of Service		C	
Analysis Period (min)	15				

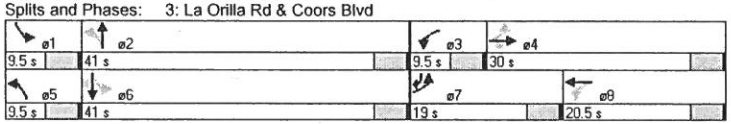
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	224	216	112	76	198	116	1956	107	1434	54
Turn Type	pm+pt		Perm	pm+pt		pm+pt		pm+pt		pm+ov
Protected Phases	7	4		3	8	5	2	1	6	7
Permitted Phases	4		4	8		2		6		6
Detector Phases	7	4	4	3	8	5	2	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	20.5	9.5	20.5	9.5	20.5	9.5	20.5	9.5
Total Split (s)	19.0	30.0	30.0	9.5	20.5	9.5	41.0	9.5	41.0	19.0
Total Split (%)	21.1%	33.3%	33.3%	10.6%	22.8%	10.6%	45.6%	10.6%	45.6%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	Min
Act Effct Green (s)	32.5	22.8	22.8	20.9	14.2	48.1	41.0	48.9	41.4	59.7
Actuated g/C Ratio	0.36	0.25	0.25	0.23	0.16	0.53	0.46	0.54	0.46	0.66
v/c Ratio	0.64	0.56	0.27	0.33	0.57	0.29	0.75	0.25	0.67	0.05
Control Delay	28.6	33.6	6.0	22.5	36.4	7.8	8.0	8.8	12.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	33.6	6.0	22.5	36.4	7.8	8.0	8.8	12.3	1.1
LOS	C	C	A	C	D	A	A	A	B	A
Approach Delay		26.0			33.0		8.0		11.7	
Approach LOS		C			C		A		B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 66 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 65.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: La Orilla Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		0.97	0.86		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	3391		3367	6271		3367	4988	1553
Flt Permitted	0.31	1.00	1.00	0.60	1.00		0.10	1.00		0.10	1.00	1.00
Satd. Flow (perm)	573	1827	1553	1093	3391		346	6271		342	4988	1553
Volume (vph)	224	216	112	76	198	36	116	1956	29	107	1434	54
Peak-hour factor, PHF	0.83	0.83	0.83	0.75	0.75	0.75	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	270	260	135	101	264	48	125	2103	31	114	1526	57
RTOR Reduction (vph)	0	0	101	0	18	0	0	2	0	0	0	21
Lane Group Flow (vph)	270	260	34	101	294	0	125	2132	0	114	1526	36
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	31.0	21.3	21.3	17.9	12.7		45.1	39.5		45.9	39.9	53.7
Effective Green, g (s)	32.5	22.8	22.8	20.9	14.2		48.1	41.0		48.9	41.4	56.7
Actuated g/C Ratio	0.36	0.25	0.25	0.23	0.16		0.53	0.46		0.54	0.46	0.63
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	405	463	393	302	535		423	2857		438	2294	1030
v/s Ratio Prot	c0.11	0.14		0.02	0.09		c0.02	c0.34		0.02	0.31	0.01
v/s Ratio Perm	c0.13		0.02	0.05			0.13			0.12		0.02
v/c Ratio	0.67	0.56	0.09	0.33	0.55		0.30	0.75		0.26	0.67	0.03
Uniform Delay, d1	22.2	29.2	25.7	28.2	35.0		12.5	20.2		13.2	18.9	6.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.69	0.31		0.80	0.55	0.57
Incremental Delay, d2	4.1	1.6	0.1	0.7	1.2		0.3	1.4		0.3	1.4	0.0
Delay (s)	26.3	30.8	25.7	28.8	36.2		8.9	7.7		10.8	11.8	3.6
Level of Service	C	C	C	C	D		A	A		B	B	A
Approach Delay (s)		28.0			34.4			7.8			11.5	
Approach LOS		C			C			A			B	

Intersection Summary

HCM Average Control Delay	13.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0	
Intersection Capacity Utilization	65.4%	ICU Level of Service	C	
Analysis Period (min)	15			

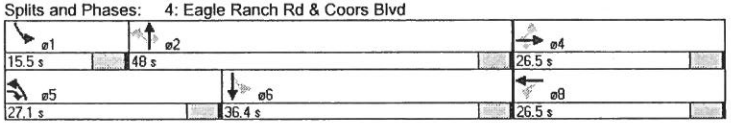
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	16	9	259	31	1	129	1591	11	31	1115
Turn Type	Perm		pm+ov	Perm		pm+pt		Perm	pm+pt	
Protected Phases		4	5		8	5	2		1	6
Permitted Phases	4		4	8		2		2	6	
Detector Phases	4	4	5	8	8	5	2	2	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	20.5	9.5	20.5	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	26.5	26.5	27.1	26.5	26.5	27.1	48.0	48.0	15.5	36.4
Total Split (%)	29.4%	29.4%	30.1%	29.4%	29.4%	30.1%	53.3%	53.3%	17.2%	40.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag			Lead			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min
Act Effct Green (s)	9.4	9.4	28.4	9.4	9.4	74.4	64.1	64.1	63.1	55.6
Actuated g/C Ratio	0.10	0.10	0.32	0.10	0.10	0.83	0.71	0.71	0.70	0.62
v/c Ratio	0.16	0.06	0.72	0.27	0.28	0.33	0.50	0.01	0.12	0.40
Control Delay	38.3	35.7	33.7	41.1	13.7	12.7	1.4	0.0	5.5	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	35.7	33.7	41.1	13.7	12.7	1.4	0.0	5.5	14.3
LOS	D	D	C	D	B	B	A	A	A	B
Approach Delay		34.0			24.4		2.2			14.0
Approach LOS		C			C		A			B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 10.2 — Intersection LOS: B
Intersection Capacity Utilization 53.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Eagle Ranch Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1568	1752	1572		1752	5036	1568	1752	5033	
Flt Permitted	0.72	1.00	1.00	0.75	1.00		0.17	1.00	1.00	0.11	1.00	
Satd. Flow (perm)	1323	1845	1568	1383	1572		320	5036	1568	201	5033	
Volume (vph)	16	9	259	31	1	48	129	1591	11	31	1115	5
Peak-hour factor, PHF	0.72	0.72	0.72	0.80	0.80	0.80	0.88	0.88	0.88	0.91	0.91	0.91
Adj. Flow (vph)	22	12	360	39	1	60	147	1808	12	34	1225	5
RTOR Reduction (vph)	0	0	9	0	54	0	0	0	3	0	0	0
Lane Group Flow (vph)	22	12	351	39	7	0	147	1808	9	34	1230	0
Turn Type	Perm		pm+ov	Perm			pm+pt		Perm	pm+pt		
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	7.9	7.9	22.4	7.9	7.9		73.1	62.6	62.6	60.1	54.1	
Effective Green, g (s)	9.4	9.4	25.4	9.4	9.4		74.6	64.1	64.1	63.1	55.6	
Actuated g/C Ratio	0.10	0.10	0.28	0.10	0.10		0.83	0.71	0.71	0.70	0.62	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	138	193	495	144	164		520	3587	1117	270	3109	
v/s Ratio Prot		0.01	c0.13		0.00		0.05	c0.36		0.01	0.24	
v/s Ratio Perm	0.02		0.10	0.03			0.18		0.01	0.08		
v/c Ratio	0.16	0.06	0.71	0.27	0.04		0.28	0.50	0.01	0.13	0.40	
Uniform Delay, d1	36.7	36.3	29.0	37.1	36.3		2.6	5.8	3.7	4.2	8.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		3.78	0.18	0.01	1.25	1.40	
Incremental Delay, d2	0.5	0.1	4.6	1.0	0.1		0.2	0.3	0.0	0.2	0.4	
Delay (s)	37.2	36.5	33.6	38.2	36.4		10.0	1.4	0.0	5.4	12.5	
Level of Service	D	D	C	D	D		B	A	A	A	B	
Approach Delay (s)		33.9			37.1			2.0			12.3	
Approach LOS		C			D			A			B	

Intersection Summary

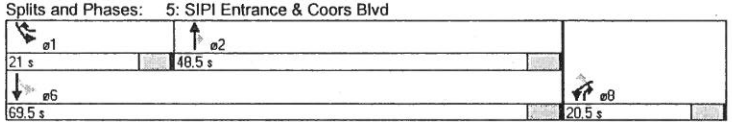
HCM Average Control Delay	9.8	HCM Level of Service		A	
HCM Volume to Capacity ratio	0.57				
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		3.0	
Intersection Capacity Utilization	53.3%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	83	217	1627	134	230	1033
Turn Type		pm+ov		pm+ov	pm+pt	
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phases	8	1	2	8	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	20.5	21.0	48.5	20.5	21.0	69.5
Total Split (%)	22.8%	23.3%	53.9%	22.8%	23.3%	77.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	11.5	29.5	54.5	69.1	72.5	72.5
Actuated g/C Ratio	0.13	0.33	0.61	0.77	0.81	0.81
v/c Ratio	0.43	0.49	0.65	0.13	0.67	0.29
Control Delay	41.5	25.6	5.1	0.2	28.4	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	25.6	5.1	0.2	28.4	1.9
LOS	D	C	A	A	C	A
Approach Delay	30.0		4.7			6.7
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88 (98%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: SIPI Entrance & Coors Blvd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1568	5036	1568	1752	5036
Flt Permitted	0.95	1.00	1.00	1.00	0.07	1.00
Satd. Flow (perm)	1752	1568	5036	1568	128	5036
Volume (vph)	83	217	1627	134	230	1033
Peak-hour factor, PHF	0.86	0.86	0.82	0.82	0.89	0.89
Adj. Flow (vph)	97	252	1984	163	258	1161
RTOR Reduction (vph)	0	4	0	43	0	0
Lane Group Flow (vph)	97	248	1984	120	258	1161
Turn Type		pm+ov		pm+ov	pm+pt	
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	10.0	23.4	53.1	63.1	71.0	71.0
Effective Green, g (s)	11.5	26.4	54.6	66.1	72.5	72.5
Actuated g/C Ratio	0.13	0.29	0.61	0.73	0.81	0.81
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	224	512	3055	1204	372	4057
v/s Ratio Prot	0.06	c0.08	0.39	0.01	c0.11	0.23
v/s Ratio Perm		0.08		0.06	c0.44	
v/c Ratio	0.43	0.49	0.65	0.10	0.69	0.29
Uniform Delay, d1	36.2	26.2	11.5	3.4	22.5	2.2
Progression Factor	1.00	1.00	0.31	0.01	1.31	0.70
Incremental Delay, d2	1.3	0.7	1.0	0.0	5.0	0.2
Delay (s)	37.6	26.9	4.6	0.1	34.4	1.7
Level of Service	D	C	A	A	C	A
Approach Delay (s)	29.9		4.2			7.7
Approach LOS	C		A			A

Intersection Summary

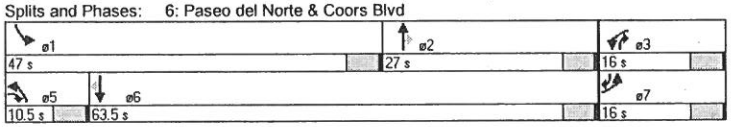
HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	42	56	297	54	994	723	2093	1135	48
Turn Type	Prot	Over	Prot	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	5	3	5	2	3	1	6	7
Permitted Phases						2			6
Detector Phases	7	5	3	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	20.5	9.5	9.5	20.5	9.5
Total Split (s)	16.0	10.5	16.0	10.5	27.0	16.0	47.0	63.5	16.0
Total Split (%)	17.8%	11.7%	17.8%	11.7%	30.0%	17.8%	52.2%	70.6%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	13.0	7.4	13.0	7.4	24.0	40.0	44.0	60.6	76.6
Actuated g/C Ratio	0.14	0.08	0.14	0.08	0.27	0.44	0.49	0.67	0.85
v/c Ratio	0.12	0.39	0.80	0.21	1.14	1.11	1.45	0.38	0.04
Control Delay	34.3	17.3	50.7	33.6	99.7	85.3	228.7	6.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	17.3	50.7	33.6	99.7	85.3	228.7	6.9	0.4
LOS	C	B	D	C	F	F	F	A	A
Approach Delay					91.8			148.5	
Approach LOS					F			F	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 21 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 122.2 Intersection LOS: F
Intersection Capacity Utilization 111.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 6: Paseo del Norte & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.97		1.00	0.97			0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00			1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400		1568	3400			3400	3505	1568	3400	5036	1568
Flt Permitted	0.95		1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400		1568	3400			3400	3505	1568	3400	5036	1568
Volume (vph)	42	0	56	297	0	0	54	994	723	2093	1135	48
Peak-hour factor, PHF	0.73	0.73	0.73	0.76	0.76	0.76	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	58	0	77	391	0	0	58	1069	777	2406	1305	55
RTOR Reduction (vph)	0	0	67	0	0	0	0	0	1	0	0	10
Lane Group Flow (vph)	58	0	10	391	0	0	58	1069	776	2406	1305	45
Turn Type	Prot		Over	Prot		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	7		5	3			5	2	3	1	6	7
Permitted Phases						Free			2			6
Actuated Green, G (s)	11.5		5.9	11.5			5.9	22.5	34.0	42.5	59.1	70.6
Effective Green, g (s)	13.0		7.4	13.0			7.4	24.0	37.0	44.0	60.6	73.6
Actuated g/C Ratio	0.14		0.08	0.14			0.08	0.27	0.41	0.49	0.67	0.82
Clearance Time (s)	4.5		4.5	4.5			4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	491		129	491			280	935	697	1662	3391	1335
v/s Ratio Prot	0.02		0.01	0.12			0.02	c0.31	c0.16	c0.71	0.26	0.00
v/s Ratio Perm									0.33			0.02
v/c Ratio	0.12		0.08	0.80			0.21	1.14	1.11	1.45	0.38	0.03
Uniform Delay, d1	33.5		38.1	37.2			38.6	33.0	26.5	23.0	6.5	1.5
Progression Factor	1.00		1.00	1.00			0.83	0.70	0.59	1.00	1.00	1.00
Incremental Delay, d2	0.1		0.3	8.7			0.3	74.7	66.4	204.9	0.3	0.0
Delay (s)	33.6		38.4	45.9			32.4	97.9	81.9	227.9	6.8	1.5
Level of Service	C		D	D			C	F	F	F	A	A
Approach Delay (s)		36.3			45.9			89.4			148.0	
Approach LOS		D			D			F			F	

Intersection Summary

HCM Average Control Delay	121.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	111.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Analysis of

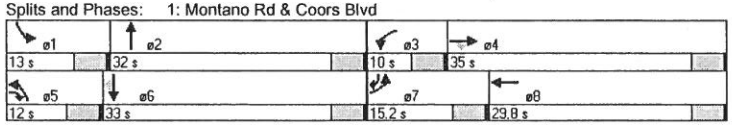
2008 AM Peak Hour BUILD Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	172	1000	392	227	395	318	1454	383	1475	128
Turn Type	Prot		pm+ov	Prot		Prot		Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	1	6	7
Permitted Phases			4							6
Detector Phases	7	4	5	3	8	5	2	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	9.5	9.5	20.5	9.5	20.5	9.5	20.5	9.5
Total Split (s)	15.2	35.0	12.0	10.0	29.8	12.0	32.0	13.0	33.0	15.2
Total Split (%)	16.9%	38.9%	13.3%	11.1%	33.1%	13.3%	35.6%	14.4%	36.7%	16.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	Min
Act Effct Green (s)	11.8	32.0	44.0	7.0	27.2	9.0	29.0	10.0	30.0	44.8
Actuated g/C Ratio	0.13	0.36	0.49	0.08	0.30	0.10	0.32	0.11	0.33	0.50
v/c Ratio	0.58	1.20	0.77	1.10	0.67	1.10	1.07	1.18	1.02	0.18
Control Delay	42.3	128.2	26.9	126.6	28.6	119.4	70.8	126.3	62.1	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	128.2	26.9	126.6	28.6	119.4	70.8	126.3	62.1	16.0
LOS	D	F	C	F	C	F	E	F	E	B
Approach Delay		93.4			57.2		78.0		71.5	
Approach LOS		F			E		E		E	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 78.0 Intersection LOS: E
Intersection Capacity Utilization 85.9% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.86		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3390		3433	6205		3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3390		3433	6205		3433	5085	1583
Volume (vph)	172	1000	392	227	395	155	318	1454	388	383	1475	128
Peak-hour factor, PHF	0.66	0.66	0.66	0.77	0.77	0.77	0.84	0.84	0.84	0.85	0.85	0.85
Adj. Flow (vph)	261	1515	594	295	513	201	379	1731	462	451	1735	151
RTOR Reduction (vph)	0	0	1	0	45	0	0	54	0	0	0	47
Lane Group Flow (vph)	261	1515	593	295	669	0	379	2139	0	451	1735	104
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	10.3	30.5	38.0	5.5	25.7		7.5	27.5		8.5	28.5	38.8
Effective Green, g (s)	11.8	32.0	41.0	7.0	27.2		9.0	29.0		10.0	30.0	41.8
Actuated g/C Ratio	0.13	0.36	0.46	0.08	0.30		0.10	0.32		0.11	0.33	0.46
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	450	1258	774	267	1025		343	1999		381	1695	788
v/s Ratio Prot	0.08	c0.43	0.08	c0.09	0.20		0.11	c0.34		c0.13	0.34	0.02
v/s Ratio Perm			0.30									0.05
v/c Ratio	0.58	1.20	0.77	1.10	0.65		1.10	1.07		1.18	1.02	0.13
Uniform Delay, d1	36.8	29.0	20.5	41.5	27.3		40.5	30.5		40.0	30.0	13.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.64	1.29	2.78
Incremental Delay, d2	1.8	99.7	4.6	86.1	1.5		79.9	42.0		98.8	23.7	0.0
Delay (s)	38.6	128.7	25.0	127.6	28.8		120.4	72.5		124.6	62.3	38.2
Level of Service	D	F	C	F	C		F	E		F	E	D
Approach Delay (s)		92.8			57.7			79.5			72.7	
Approach LOS		F			E			E			E	

Intersection Summary

HCM Average Control Delay	78.7	HCM Level of Service		E	
HCM Volume to Capacity ratio	1.13				
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	85.9%	ICU Level of Service		E	
Analysis Period (min)	15				

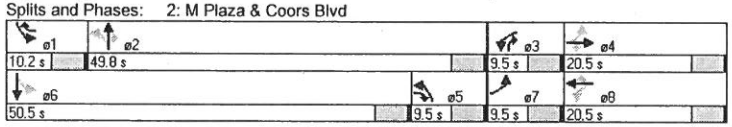
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	150	22	90	67	15	70	21	1705	47	75	1985
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phases	7	4	5	3	8	1	5	2	3	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	9.5	9.5	20.5	9.5	9.5	20.5	9.5	9.5	20.5
Total Split (s)	9.5	20.5	9.5	9.5	20.5	10.2	9.5	49.8	9.5	10.2	50.5
Total Split (%)	10.6%	22.8%	10.6%	10.6%	22.8%	11.3%	10.6%	55.3%	10.6%	11.3%	56.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	15.0	8.2	14.8	14.8	8.2	19.4	54.8	54.8	64.5	56.5	56.5
Actuated g/C Ratio	0.17	0.09	0.16	0.16	0.09	0.22	0.61	0.61	0.72	0.63	0.63
v/c Ratio	0.64	0.14	0.31	0.29	0.10	0.21	0.11	0.67	0.05	0.36	0.79
Control Delay	45.0	39.0	10.8	33.3	38.3	14.5	2.9	3.8	0.0	9.8	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	39.0	10.8	33.3	38.3	14.5	2.9	3.8	0.0	9.8	11.9
LOS	D	D	B	C	D	B	A	A	A	A	B
Approach Delay		32.8			25.1			3.6			11.8
Approach LOS		C			C			A			B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 28 (31%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 10.0 Intersection LOS: B
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: M Plaza & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5067	
Flt Permitted	0.74	1.00	1.00	0.74	1.00	1.00	0.08	1.00	1.00	0.08	1.00	
Satd. Flow (perm)	1374	1863	1583	1381	1863	1583	155	5085	1583	155	5067	
Volume (vph)	150	22	90	67	15	70	21	1705	47	75	1985	48
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.82	0.82	0.82	0.81	0.81	0.81
Adj. Flow (vph)	167	24	100	75	17	79	26	2079	57	93	2451	59
RTOR Reduction (vph)	0	0	65	0	0	40	0	0	18	0	2	0
Lane Group Flow (vph)	167	24	35	75	17	39	26	2079	39	93	2508	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	12.0	6.8	11.9	11.8	6.7	13.5	53.3	53.3	58.4	55.0	55.0	
Effective Green, g (s)	15.0	8.3	14.9	14.8	8.2	16.5	54.8	54.8	61.4	56.5	56.5	
Actuated g/C Ratio	0.17	0.09	0.17	0.16	0.09	0.18	0.61	0.61	0.68	0.63	0.63	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	258	172	262	256	170	343	213	3096	1133	246	3181	
v/s Ratio Prot	c0.05	0.01	0.01	0.02	0.01	0.01	0.01	c0.41	0.00	0.03	c0.49	
v/s Ratio Perm	c0.06		0.01	0.03		0.01	0.07		0.02	0.20		
v/c Ratio	0.65	0.14	0.13	0.29	0.10	0.11	0.12	0.67	0.03	0.38	0.79	
Uniform Delay, d1	34.5	37.6	32.0	32.8	37.5	30.7	19.2	11.6	4.7	11.7	12.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.28	0.00	0.94	0.79	
Incremental Delay, d2	5.5	0.4	0.2	0.6	0.3	0.1	0.1	0.3	0.0	0.9	1.9	
Delay (s)	40.0	37.9	32.3	33.4	37.8	30.8	4.7	3.6	0.0	11.9	11.6	
Level of Service	D	D	C	C	D	C	A	A	A	B	B	
Approach Delay (s)		37.2			32.7			3.5			11.6	
Approach LOS		D			C			A			B	

Intersection Summary

HCM Average Control Delay	10.4	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.72				
Actuated Cycle Length (s)	90.0	Sum of lost time (s)		6.0	
Intersection Capacity Utilization	68.6%	ICU Level of Service		C	
Analysis Period (min)	15				

c Critical Lane Group

Timings
3: La Orilla Rd & Coors Blvd

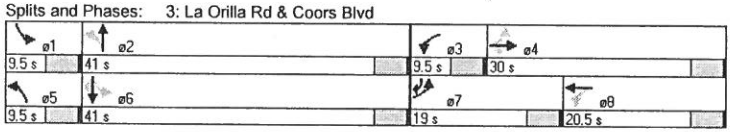
Terry O. Brown, P.E.
7/31/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	246	216	112	76	198	116	2003	107	1469	70
Turn Type	pm+pt		Perm	pm+pt		pm+pt		pm+pt		pm+ov
Protected Phases	7	4		3	8	5	2	1	6	7
Permitted Phases	4		4	8		2		6		6
Detector Phases	7	4	4	3	8	5	2	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	20.5	9.5	20.5	9.5	20.5	9.5	20.5	9.5
Total Split (s)	19.0	30.0	30.0	9.5	20.5	9.5	41.0	9.5	41.0	19.0
Total Split (%)	21.1%	33.3%	33.3%	10.6%	22.8%	10.6%	45.6%	10.6%	45.6%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	Min
Act Effct Green (s)	32.7	23.0	23.0	20.9	14.2	47.9	40.8	48.7	41.2	59.7
Actuated g/C Ratio	0.36	0.26	0.26	0.23	0.16	0.53	0.45	0.54	0.46	0.66
v/c Ratio	0.69	0.56	0.27	0.33	0.57	0.29	0.77	0.25	0.68	0.07
Control Delay	30.8	33.4	6.0	22.5	36.4	7.4	8.9	8.3	16.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	33.4	6.0	22.5	36.4	7.4	8.9	8.3	16.6	1.0
LOS	C	C	A	C	D	A	A	A	B	A
Approach Delay		26.9			33.0		8.8		15.4	
Approach LOS		C			C		A		B	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 67.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: La Orilla Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
3: La Orilla Rd & Coors Blvd

Terry O. Brown, P.E.
7/31/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		0.97	0.86		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	3391		3367	6271		3367	4988	1553
Flt Permitted	0.31	1.00	1.00	0.60	1.00		0.10	1.00		0.10	1.00	1.00
Satd. Flow (perm)	573	1827	1553	1093	3391		347	6271		344	4988	1553
Volume (vph)	246	216	112	76	198	36	116	2003	29	107	1469	70
Peak-hour factor, PHF	0.83	0.83	0.83	0.75	0.75	0.75	0.93	0.93	0.93	0.94	0.94	0.94
Adj. Flow (vph)	296	260	135	101	264	48	125	2154	31	114	1563	74
RTOR Reduction (vph)	0	0	101	0	18	0	0	2	0	0	0	27
Lane Group Flow (vph)	296	260	35	101	294	0	125	2183	0	114	1563	47
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	31.2	21.5	21.5	17.9	12.7		44.9	39.3		45.7	39.7	53.7
Effective Green, g (s)	32.7	23.0	23.0	20.9	14.2		47.9	40.8		48.7	41.2	56.7
Actuated g/C Ratio	0.36	0.26	0.26	0.23	0.16		0.53	0.45		0.54	0.46	0.63
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	408	467	397	302	535		423	2843		438	2283	1030
v/s Ratio Prot	c0.12	0.14		0.02	0.09		c0.02	c0.35		0.02	0.31	0.01
v/s Ratio Perm	c0.14		0.02	0.05			0.13			0.12		0.02
v/c Ratio	0.73	0.56	0.09	0.33	0.55		0.30	0.77		0.26	0.68	0.05
Uniform Delay, d1	22.4	29.1	25.5	28.2	35.0		12.8	20.6		13.6	19.3	6.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.64	0.34		0.74	0.75	0.52
Incremental Delay, d2	6.3	1.4	0.1	0.7	1.2		0.3	1.6		0.3	1.6	0.0
Delay (s)	28.7	30.5	25.6	28.8	36.2		8.5	8.7		10.4	16.0	3.3
Level of Service	C	C	C	C	D		A	A		B	B	A
Approach Delay (s)		28.8			34.4			8.6			15.1	
Approach LOS		C			C			A			B	

Intersection Summary

HCM Average Control Delay	15.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.70			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.0	
Intersection Capacity Utilization	67.3%	ICU Level of Service	C	
Analysis Period (min)	15			

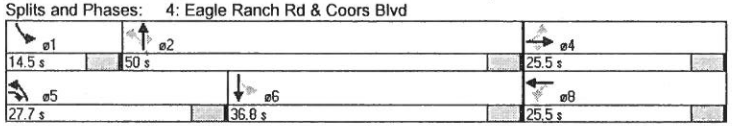
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	16	9	273	31	1	140	1610	14	31	1140
Turn Type	Perm		pm+ov	Perm		pm+pt		Perm	pm+pt	
Protected Phases		4	5		8	5	2		1	6
Permitted Phases	4		4	8		2		2	6	
Detector Phases	4	4	5	8	8	5	2	2	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	20.5	9.5	20.5	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	25.5	25.5	27.7	25.5	25.5	27.7	50.0	50.0	14.5	36.8
Total Split (%)	28.3%	28.3%	30.8%	28.3%	28.3%	30.8%	55.6%	55.6%	16.1%	40.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag			Lead			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min
Act Effct Green (s)	9.4	9.4	29.5	9.4	9.4	74.5	64.2	64.2	61.9	54.5
Actuated g/C Ratio	0.10	0.10	0.33	0.10	0.10	0.83	0.71	0.71	0.69	0.61
v/c Ratio	0.16	0.06	0.73	0.27	0.28	0.34	0.51	0.01	0.12	0.41
Control Delay	38.3	35.7	33.2	41.1	13.7	15.0	1.4	0.0	3.7	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	35.7	33.2	41.1	13.7	15.0	1.4	0.0	3.7	12.5
LOS	D	D	C	D	B	B	A	A	A	B
Approach Delay		33.6			24.4		2.5			12.2
Approach LOS		C			C		A			B

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 53.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Eagle Ranch Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1568	1752	1572		1752	5036	1568	1752	5033	
Flt Permitted	0.72	1.00	1.00	0.75	1.00		0.16	1.00	1.00	0.11	1.00	
Satd. Flow (perm)	1323	1845	1568	1383	1572		304	5036	1568	200	5033	
Volume (vph)	16	9	273	31	1	48	140	1610	14	31	1140	5
Peak-hour factor, PHF	0.72	0.72	0.72	0.80	0.80	0.80	0.88	0.88	0.88	0.91	0.91	0.91
Adj. Flow (vph)	22	12	379	39	1	60	159	1830	16	34	1253	5
RTOR Reduction (vph)	0	0	8	0	54	0	0	0	5	0	0	0
Lane Group Flow (vph)	22	12	371	39	7	0	159	1830	11	34	1258	0
Turn Type	Perm		pm+ov	Perm			pm+pt		Perm	pm+pt		
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	7.9	7.9	23.5	7.9	7.9		73.1	62.7	62.7	58.9	53.0	
Effective Green, g (s)	9.4	9.4	26.5	9.4	9.4		74.6	64.2	64.2	61.9	54.5	
Actuated g/C Ratio	0.10	0.10	0.29	0.10	0.10		0.83	0.71	0.71	0.69	0.61	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	138	193	514	144	164		527	3592	1119	265	3048	
v/s Ratio Prot		0.01	c0.14		0.00		0.06	c0.36		0.01	0.25	
v/s Ratio Perm	0.02		0.10	0.03			0.19		0.01	0.08		
v/c Ratio	0.16	0.06	0.72	0.27	0.04		0.30	0.51	0.01	0.13	0.41	
Uniform Delay, d1	36.7	36.3	28.5	37.1	36.3		2.9	5.8	3.7	4.5	9.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		4.03	0.17	0.00	0.70	1.12	
Incremental Delay, d2	0.5	0.1	5.0	1.0	0.1		0.2	0.4	0.0	0.2	0.4	
Delay (s)	37.2	36.5	33.4	38.2	36.4		11.7	1.4	0.0	3.4	10.9	
Level of Service	D	D	C	D	D		B	A	A	A	B	
Approach Delay (s)		33.7			37.1			2.2			10.7	
Approach LOS		C			D			A			B	

Intersection Summary

HCM Average Control Delay	9.4	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.58			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	3.0	
Intersection Capacity Utilization	53.7%	ICU Level of Service	A	
Analysis Period (min)	15			

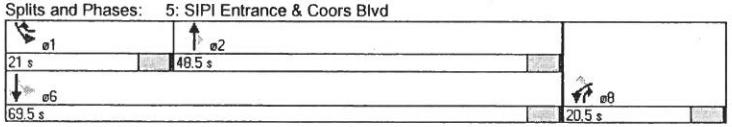
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	84	217	1645	135	230	1057
Turn Type		pm+ov		pm+ov	pm+pt	
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phases	8	1	2	8	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	20.5	21.0	48.5	20.5	21.0	69.5
Total Split (%)	22.8%	23.3%	53.9%	22.8%	23.3%	77.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	11.6	29.0	55.0	69.5	72.4	72.4
Actuated g/C Ratio	0.13	0.32	0.61	0.77	0.80	0.80
v/c Ratio	0.44	0.50	0.65	0.13	0.68	0.29
Control Delay	41.5	26.2	5.3	0.2	27.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	26.2	5.3	0.2	27.7	1.9
LOS	D	C	A	A	C	A
Approach Delay	30.5		4.9			6.5
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: SIPI Entrance & Coors Blvd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1568	5036	1568	1752	5036
Flt Permitted	0.95	1.00	1.00	1.00	0.07	1.00
Satd. Flow (perm)	1752	1568	5036	1568	127	5036
Volume (vph)	84	217	1645	135	230	1057
Peak-hour factor, PHF	0.86	0.86	0.82	0.82	0.89	0.89
Adj. Flow (vph)	98	252	2006	165	258	1188
RTOR Reduction (vph)	0	3	0	43	0	0
Lane Group Flow (vph)	98	249	2006	122	258	1188
Turn Type		pm+ov		pm+ov	pm+pt	
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	10.1	23.1	53.4	63.5	70.9	70.9
Effective Green, g (s)	11.6	26.1	54.9	66.5	72.4	72.4
Actuated g/C Ratio	0.13	0.29	0.61	0.74	0.80	0.80
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	226	507	3072	1211	364	4051
v/s Ratio Prot	0.06	c0.08	0.40	0.01	c0.11	0.24
v/s Ratio Perm		0.08		0.06	c0.45	
v/c Ratio	0.43	0.49	0.65	0.10	0.71	0.29
Uniform Delay, d1	36.2	26.5	11.4	3.3	22.8	2.3
Progression Factor	1.00	1.00	0.33	0.01	1.20	0.69
Incremental Delay, d2	1.3	0.8	1.0	0.0	5.5	0.2
Delay (s)	37.5	27.2	4.8	0.1	33.0	1.7
Level of Service	D	C	A	A	C	A
Approach Delay (s)	30.1		4.4			7.3
Approach LOS	C		A			A

Intersection Summary

HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

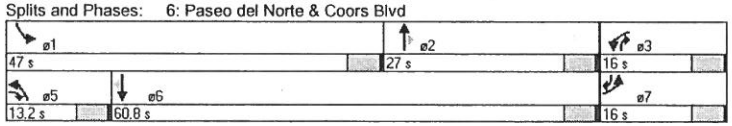
c Critical Lane Group

Lane Group	EBL	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	42	76	301	69	994	726	2093	1135	48
Turn Type	Prot	Over	Prot	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	5	3	5	2	3	1	6	7
Permitted Phases						2			6
Detector Phases	7	5	3	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	20.5	9.5	9.5	20.5	9.5
Total Split (s)	16.0	13.2	16.0	13.2	27.0	16.0	47.0	60.8	16.0
Total Split (%)	17.8%	14.7%	17.8%	14.7%	30.0%	17.8%	52.2%	67.6%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	13.0	9.0	13.0	9.0	24.0	40.0	44.0	59.0	75.0
Actuated g/C Ratio	0.14	0.10	0.14	0.10	0.27	0.44	0.49	0.66	0.83
v/c Ratio	0.12	0.49	0.81	0.22	1.14	1.12	1.45	0.39	0.04
Control Delay	34.3	25.4	51.4	33.3	99.7	88.7	228.7	7.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	25.4	51.4	33.3	99.7	88.7	228.7	7.7	0.5
LOS	C	C	D	C	F	F	F	A	A
Approach Delay					92.7			148.8	
Approach LOS					F			F	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 20 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 122.2 Intersection LOS: F
Intersection Capacity Utilization 111.3% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 6: Paseo del Norte & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.97		1.00	0.97			0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00			1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400		1568	3400			3400	3505	1568	3400	5036	1568
Flt Permitted	0.95		1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400		1568	3400			3400	3505	1568	3400	5036	1568
Volume (vph)	42	0	76	301	0	0	69	994	726	2093	1135	48
Peak-hour factor, PHF	0.73	0.73	0.73	0.76	0.76	0.76	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	58	0	104	396	0	0	74	1069	781	2406	1305	55
RTOR Reduction (vph)	0	0	58	0	0	0	0	0	1	0	0	11
Lane Group Flow (vph)	58	0	46	396	0	0	74	1069	780	2406	1305	44
Turn Type	Prot		Over	Prot		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	7		5	3			5	2	3	1	6	7
Permitted Phases						Free			2			6
Actuated Green, G (s)	11.5		7.5	11.5			7.5	22.5	34.0	42.5	57.5	69.0
Effective Green, g (s)	13.0		9.0	13.0			9.0	24.0	37.0	44.0	59.0	72.0
Actuated g/C Ratio	0.14		0.10	0.14			0.10	0.27	0.41	0.49	0.66	0.80
Clearance Time (s)	4.5		4.5	4.5			4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	491		157	491			340	935	697	1662	3301	1307
v/s Ratio Prot	0.02		0.03	0.12			0.02	c0.31	c0.16	c0.71	0.26	0.00
v/s Ratio Perm									0.34			0.02
v/c Ratio	0.12		0.30	0.81			0.22	1.14	1.12	1.45	0.40	0.03
Uniform Delay, d1	33.5		37.6	37.3			37.3	33.0	26.5	23.0	7.2	1.8
Progression Factor	1.00		1.00	1.00			0.87	0.70	0.65	1.00	1.00	1.00
Incremental Delay, d2	0.1		1.1	9.4			0.2	74.7	68.5	204.9	0.4	0.0
Delay (s)	33.6		38.6	46.7			32.7	97.9	85.8	227.9	7.6	1.9
Level of Service	C		D	D			C	F	F	F	A	A
Approach Delay (s)		36.8			46.7			90.5			148.2	
Approach LOS		D			D			F			F	

Intersection Summary

HCM Average Control Delay	121.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	111.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Bosque Meadows Rd. & Coors Blvd

Terry O. Brown, P.E.
7/31/2006

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	117	59	1762	108	114	1727
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	138	69	2073	127	134	2032
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3018	691			2200	
vC1, stage 1 conf vol	2073					
vC2, stage 2 conf vol	945					
vCu, unblocked vol	3018	691			2200	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	82			42	
cM capacity (veh/h)	49	385			233	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	138	69	691	691	691	127	134	677	677	677
Volume Left	138	0	0	0	0	0	134	0	0	0
Volume Right	0	69	0	0	0	127	0	0	0	0
cSH	49	385	1700	1700	1700	1700	233	1700	1700	1700
Volume to Capacity	2.80	0.18	0.41	0.41	0.41	0.07	0.58	0.40	0.40	0.40
Queue Length 95th (ft)	365	16	0	0	0	0	81	0	0	0
Control Delay (s)	989.3	16.4	0.0	0.0	0.0	0.0	39.6	0.0	0.0	0.0
Lane LOS	F	C					E			
Approach Delay (s)	663.2		0.0				2.5			
Approach LOS	F									

Intersection Summary				
Average Delay	31.2			
Intersection Capacity Utilization	56.8%	ICU Level of Service	B	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
8: Bosque Meadows Rd. & Bosq Mead Pl

Terry O. Brown, P.E.
7/31/2006

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	204	16	1	127	50	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	240	19	1	149	59	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			259		401	249
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			259		401	249
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		90	100
cM capacity (veh/h)			1300		602	787

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	259	151	60
Volume Left	0	1	59
Volume Right	19	0	1
cSH	1700	1300	605
Volume to Capacity	0.15	0.00	0.10
Queue Length 95th (ft)	0	0	8
Control Delay (s)	0.0	0.1	11.6
Lane LOS		A	B
Approach Delay (s)	0.0	0.1	11.6
Approach LOS			B

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	21.7%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
9: Bosque Meadows Rd. & Driveway "A"

Terry O. Brown, P.E.
7/31/2006

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	203	1	1	2	1	126
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	239	1	1	2	1	148
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	4				481	2
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4				481	2
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	85				100	86
cM capacity (veh/h)	1612				462	1079

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	239	1	4	1	148
Volume Left	239	0	0	1	0
Volume Right	0	0	2	0	148
cSH	1612	1700	1700	462	1079
Volume to Capacity	0.15	0.00	0.00	0.00	0.14
Queue Length 95th (ft)	13	0	0	0	12
Control Delay (s)	7.6	0.0	0.0	12.8	8.9
Lane LOS	A			B	A
Approach Delay (s)	7.6		0.0	8.9	
Approach LOS				A	

Intersection Summary				
Average Delay	8.0			
Intersection Capacity Utilization	27.9%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
14: Coors Blvd & Driveway "B"

Terry O. Brown, P.E.
7/31/2006

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	47	1677	22	0	1683
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	55	1973	26	0	1980
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2633	658			1999	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2633	658			1999	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	86			100	
cM capacity (veh/h)	19	405			279	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	55	658	658	658	26	660	660	660
Volume Left	0	0	0	0	0	0	0	0
Volume Right	55	0	0	0	26	0	0	0
cSH	405	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.14	0.39	0.39	0.39	0.02	0.39	0.39	0.39
Queue Length 95th (ft)	12	0	0	0	0	0	0	0
Control Delay (s)	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C							
Approach Delay (s)	15.3	0.0				0.0		
Approach LOS	C							

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	42.4%	ICU Level of Service		A
Analysis Period (min)	15			

Analysis of

2008 PM Peak Hour NO BUILD Conditions

Timings
1: Montano Rd & Coors Blvd

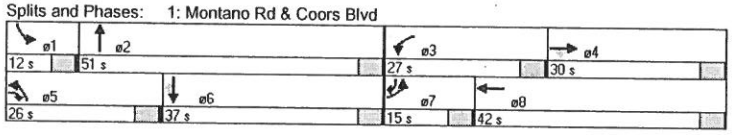
Terry O. Brown, P.E.
7/30/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	441	658	432	556	1217	846	1927	315	1644	269
Turn Type	Prot		pm+ov	Prot		Prot		Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	1	6	7
Permitted Phases			4							6
Detector Phases	7	4	5	3	8	5	2	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	9.5	9.5	20.5	9.5	20.5	9.5	20.5	9.5
Total Split (s)	15.0	30.0	26.0	27.0	42.0	26.0	51.0	12.0	37.0	15.0
Total Split (%)	12.5%	25.0%	21.7%	22.5%	35.0%	21.7%	42.5%	10.0%	30.8%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	Min
Act Effct Green (s)	12.0	27.6	53.6	23.4	39.0	23.0	48.0	9.0	34.0	49.0
Actuated g/C Ratio	0.10	0.23	0.45	0.20	0.32	0.19	0.40	0.08	0.28	0.41
v/c Ratio	1.33	0.83	0.62	0.86	1.37	1.43	0.99	1.28	1.19	0.43
Control Delay	207.6	54.4	30.0	60.8	203.5	237.9	50.2	187.5	125.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	207.6	54.4	30.0	60.8	203.5	237.9	50.2	187.5	125.2	18.2
LOS	F	D	C	E	F	F	D	F	F	B
Approach Delay		91.7			164.8		101.5		121.1	
Approach LOS		F			F		F		F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 118.9 Intersection LOS: F
Intersection Capacity Utilization 124.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
1: Montano Rd & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.86		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3442		3433	6270		3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3442		3433	6270		3433	5085	1583
Volume (vph)	441	658	432	556	1217	273	846	1927	322	315	1644	269
Peak-hour factor, PHF	0.97	0.97	0.97	0.96	0.96	0.96	0.90	0.90	0.90	0.96	0.96	0.96
Adj. Flow (vph)	455	678	445	579	1268	284	940	2141	358	328	1712	280
RTOR Reduction (vph)	0	0	5	0	16	0	0	25	0	0	0	2
Lane Group Flow (vph)	455	678	440	579	1536	0	940	2474	0	328	1712	278
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	10.5	26.1	47.6	21.9	37.5		21.5	46.5		7.5	32.5	43.0
Effective Green, g (s)	12.0	27.6	50.6	23.4	39.0		23.0	48.0		9.0	34.0	46.0
Actuated g/C Ratio	0.10	0.23	0.42	0.19	0.32		0.19	0.40		0.08	0.28	0.38
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	343	814	707	669	1119		658	2508		257	1441	646
v/s Ratio Prot	c0.13	0.19	0.12	0.17	c0.45		c0.27	0.39		0.10	c0.34	0.04
v/s Ratio Perm			0.16									0.13
v/c Ratio	1.33	0.83	0.62	0.87	1.37		1.43	0.99		1.28	1.19	0.43
Uniform Delay, d1	54.0	44.0	27.2	46.8	40.5		48.5	35.7		55.5	43.0	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.13	0.94	0.67
Incremental Delay, d2	165.8	7.3	1.7	11.3	173.3		201.6	15.0		139.2	88.5	0.2
Delay (s)	219.8	51.3	28.9	58.1	213.8		250.1	50.7		201.6	129.0	18.5
Level of Service	F	D	C	E	F		F	D		F	F	B
Approach Delay (s)		93.6			171.5			105.2			126.0	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	123.3	HCM Level of Service		F
HCM Volume to Capacity ratio	1.32			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		12.0
Intersection Capacity Utilization	124.2%	ICU Level of Service		H
Analysis Period (min)	15			

c Critical Lane Group

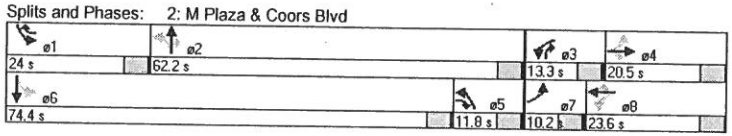
Timings
2: M Plaza & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	98	44	31	264	187	213	68	2395	132	364	2084
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phases	7	4	5	3	8	1	5	2	3	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	9.5	9.5	20.5	9.5	9.5	20.5	9.5	9.5	20.5
Total Split (s)	10.2	20.5	11.8	13.3	23.6	24.0	11.8	62.2	13.3	24.0	74.4
Total Split (%)	8.5%	17.1%	9.8%	11.1%	19.7%	20.0%	9.8%	51.8%	11.1%	20.0%	62.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	23.6	16.4	31.1	29.7	19.5	44.6	59.2	59.2	72.5	66.6	66.6
Actuated g/C Ratio	0.20	0.14	0.26	0.25	0.16	0.37	0.49	0.49	0.60	0.56	0.56
v/c Ratio	0.68	0.21	0.09	1.02	0.80	0.46	0.26	1.02	0.14	1.02	0.82
Control Delay	57.7	47.7	18.5	98.5	68.6	29.0	19.8	26.4	0.1	75.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	47.7	18.5	98.5	68.6	29.0	19.8	26.4	0.1	75.1	5.0
LOS	E	D	B	F	E	C	B	C	A	E	A
Approach Delay		48.2			67.8			24.9			15.0
Approach LOS		D			E			C			B

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 27.2 Intersection LOS: C
Intersection Capacity Utilization 98.6% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 2: M Plaza & Coors Blvd



HCM Signalized Intersection Capacity Analysis
2: M Plaza & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5053	
Flt Permitted	0.25	1.00	1.00	0.60	1.00	1.00	0.09	1.00	1.00	0.09	1.00	
Satd. Flow (perm)	471	1863	1583	1122	1863	1583	168	5085	1583	168	5053	
Volume (vph)	98	44	31	264	187	213	68	2395	132	364	2084	93
Peak-hour factor, PHF	0.81	0.81	0.81	0.77	0.77	0.77	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	121	54	38	343	243	277	72	2548	140	387	2217	99
RTOR Reduction (vph)	0	0	10	0	0	15	0	0	57	0	4	0
Lane Group Flow (vph)	121	54	28	343	243	262	72	2548	83	387	2312	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	20.6	14.9	28.2	26.8	18.0	38.6	57.7	57.7	66.5	65.0	65.0	
Effective Green, g (s)	23.6	16.4	31.2	29.7	19.5	41.6	59.2	59.2	69.5	66.5	66.5	
Actuated g/C Ratio	0.20	0.14	0.26	0.25	0.16	0.35	0.49	0.49	0.58	0.55	0.55	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	171	255	412	333	303	588	280	2509	956	388	2800	
v/s Ratio Prot	0.04	0.03	0.01	c0.09	0.13	0.08	0.03	c0.50	0.01	c0.18	0.46	
v/s Ratio Perm	0.10		0.01	c0.17		0.08	0.10		0.04	c0.37		
v/c Ratio	0.71	0.21	0.07	1.03	0.80	0.45	0.26	1.02	0.09	1.00	0.83	
Uniform Delay, d1	42.0	46.1	33.4	44.4	48.4	30.3	35.3	30.4	11.2	51.1	22.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.49	0.03	1.23	0.18	
Incremental Delay, d2	12.6	0.4	0.1	57.3	14.1	0.5	0.0	10.0	0.0	26.1	1.0	
Delay (s)	54.5	46.5	33.5	101.7	62.5	30.8	20.6	24.9	0.3	89.1	5.0	
Level of Service	D	D	C	F	E	C	C	C	A	F	A	
Approach Delay (s)		48.7			67.9			23.5			17.1	
Approach LOS		D			E			C			B	

Intersection Summary

HCM Average Control Delay	27.5	HCM Level of Service		C	
HCM Volume to Capacity ratio	1.00				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		6.0	
Intersection Capacity Utilization	98.6%	ICU Level of Service		F	
Analysis Period (min)	15				

c Critical Lane Group

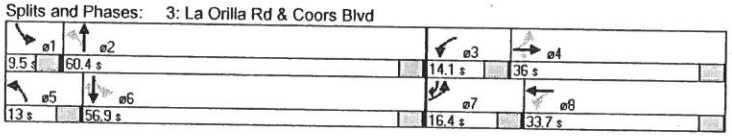
Timings
3: La Orilla Rd & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	195	425	69	200	523	364	2586	198	2176	182
Turn Type	pm+pt		Perm	pm+pt		pm+pt		pm+pt		pm+ov
Protected Phases	7	4		3	8	5	2	1	6	7
Permitted Phases	4		4	8		2		6		6
Detector Phases	7	4	4	3	8	5	2	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	20.5	9.5	20.5	9.5	20.5	9.5	20.5	9.5
Total Split (s)	16.4	36.0	36.0	14.1	33.7	13.0	60.4	9.5	56.9	16.4
Total Split (%)	13.7%	30.0%	30.0%	11.8%	28.1%	10.8%	50.3%	7.9%	47.4%	13.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	Min
Act Effct Green (s)	46.4	33.0	33.0	41.8	30.7	66.9	57.4	60.4	53.9	70.3
Actuated g/C Ratio	0.39	0.28	0.28	0.35	0.26	0.56	0.48	0.50	0.45	0.59
v/c Ratio	0.92	1.03	0.17	1.00	0.79	0.98	0.95	0.69	1.01	0.20
Control Delay	67.7	91.6	10.2	93.4	48.0	60.3	26.9	26.9	42.0	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	91.6	10.2	93.4	48.0	60.3	26.9	26.9	42.0	7.8
LOS	E	F	B	F	D	E	C	C	D	A
Approach Delay		76.7			59.0		31.0		38.4	
Approach LOS		E			E		C		D	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 98 (82%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 41.9 Intersection LOS: D
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: La Orilla Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
3: La Orilla Rd & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		0.97	0.86		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	3388		3367	6266		3367	4988	1553
Flt Permitted	0.13	1.00	1.00	0.13	1.00		0.07	1.00		0.07	1.00	1.00
Satd. Flow (perm)	239	1827	1553	238	3388		249	6266		263	4988	1553
Volume (vph)	195	425	69	200	523	99	364	2586	53	198	2176	182
Peak-hour factor, PHF	0.82	0.82	0.82	0.90	0.90	0.90	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	238	518	84	222	581	110	391	2781	57	206	2267	190
RTOR Reduction (vph)	0	0	54	0	13	0	0	2	0	0	0	20
Lane Group Flow (vph)	238	518	30	222	678	0	391	2836	0	206	2267	170
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	43.4	31.5	31.5	38.8	29.2		64.4	55.9		57.4	52.4	64.3
Effective Green, g (s)	46.4	33.0	33.0	41.8	30.7		66.9	57.4		60.4	53.9	67.3
Actuated g/C Ratio	0.39	0.28	0.28	0.35	0.26		0.56	0.48		0.50	0.45	0.56
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	260	502	427	221	867		399	2997		301	2240	910
v/s Ratio Prot	c0.10	c0.28		c0.09	0.20		c0.08	0.45		0.04	0.45	0.02
v/s Ratio Perm	0.25		0.02	0.26			c0.46			0.31		0.09
v/c Ratio	0.92	1.03	0.07	1.00	0.78		0.98	0.95		0.68	1.01	0.19
Uniform Delay, d1	29.2	43.5	32.2	33.6	41.5		37.3	29.8		25.9	33.0	12.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.18	0.75		1.16	0.73	0.85
Incremental Delay, d2	33.9	48.6	0.1	61.7	4.6		25.7	4.2		3.5	17.0	0.1
Delay (s)	63.1	92.1	32.2	95.3	46.2		69.7	26.5		33.5	41.2	11.1
Level of Service	E	F	C	F	D		E	C		C	D	B
Approach Delay (s)		77.9			58.1			31.7			38.4	
Approach LOS		E			E			C			D	

Intersection Summary

HCM Average Control Delay	42.3	HCM Level of Service		D	
HCM Volume to Capacity ratio	1.01				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		9.0	
Intersection Capacity Utilization	99.2%	ICU Level of Service		F	
Analysis Period (min)	15				

c Critical Lane Group

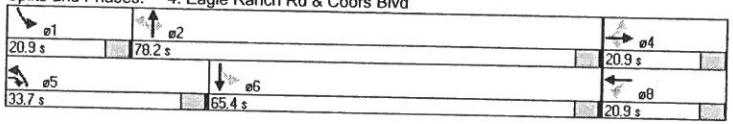
Timings
4: Eagle Ranch Rd & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	7	25	236	102	61	394	2022	58	161	2205
Turn Type	Perm		pm+ov	Perm		pm+pt		Perm	pm+pt	
Protected Phases		4	5		8	5	2		1	6
Permitted Phases	4		4	8		2		2	6	
Detector Phases	4	4	5	8	8	5	2	2	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	20.5	9.5	20.5	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	20.9	20.9	33.7	20.9	20.9	33.7	78.2	78.2	20.9	65.4
Total Split (%)	17.4%	17.4%	28.1%	17.4%	17.4%	28.1%	65.2%	65.2%	17.4%	54.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag			Lead			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min
Act Effct Green (s)	16.6	16.6	47.9	16.6	16.6	97.4	80.6	80.6	79.8	66.1
Actuated g/C Ratio	0.14	0.14	0.40	0.14	0.14	0.81	0.67	0.67	0.66	0.55
v/c Ratio	0.14	0.11	0.42	0.74	0.83	0.89	0.64	0.06	0.66	0.87
Control Delay	51.0	45.5	27.3	73.0	59.8	34.9	19.4	3.8	38.5	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	45.5	27.3	73.0	59.8	34.9	19.4	3.8	38.5	18.0
LOS	D	D	C	E	E	C	B	A	D	B
Approach Delay		29.7			64.7		21.5			19.4
Approach LOS		C			E		C			B

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 103 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 23.7 Intersection LOS: C
Intersection Capacity Utilization 87.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Eagle Ranch Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
4: Eagle Ranch Rd & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.90		1.00	0.91	1.00	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1568	1752	1666		1752	5036	1568	1752	5032	
Flt Permitted	0.24	1.00	1.00	0.74	1.00		0.06	1.00	1.00	0.06	1.00	
Satd. Flow (perm)	444	1845	1568	1363	1666		107	5036	1568	114	5032	
Volume (vph)	7	25	236	102	61	111	394	2022	58	161	2205	12
Peak-hour factor, PHF	0.90	0.90	0.90	0.73	0.73	0.73	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	8	28	262	140	84	152	424	2174	62	175	2397	13
RTOR Reduction (vph)	0	0	1	0	55	0	0	0	20	0	0	0
Lane Group Flow (vph)	8	28	261	140	181	0	424	2174	42	175	2410	0
Turn Type	Perm		pm+ov	Perm			pm+pt		Perm	pm+pt		
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	15.1	15.1	41.9	15.1	15.1		95.9	79.1	79.1	76.9	64.6	
Effective Green, g (s)	16.6	16.6	44.9	16.6	16.6		97.4	80.6	80.6	79.9	66.1	
Actuated g/C Ratio	0.14	0.14	0.37	0.14	0.14		0.81	0.67	0.67	0.67	0.55	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	61	255	626	189	230		475	3383	1053	264	2772	
v/s Ratio Prot		0.02	0.10		c0.11		c0.21	0.43		0.08	0.48	
v/s Ratio Perm	0.02		0.07	0.10			c0.52		0.03	0.36		
v/c Ratio	0.13	0.11	0.42	0.74	0.79		0.89	0.64	0.04	0.66	0.87	
Uniform Delay, d1	45.4	45.2	27.8	49.6	50.0		37.9	11.4	6.6	24.9	23.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.77	1.55	1.76	0.99	0.58	
Incremental Delay, d2	1.0	0.2	0.5	14.4	16.1		7.7	0.3	0.0	5.4	3.6	
Delay (s)	46.3	45.4	28.3	64.1	66.1		37.0	18.0	11.7	30.1	16.9	
Level of Service	D	D	C	E	E		D	B	B	C	B	
Approach Delay (s)		30.4			65.3			20.9			17.8	
Approach LOS		C			E			C			B	

Intersection Summary

HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

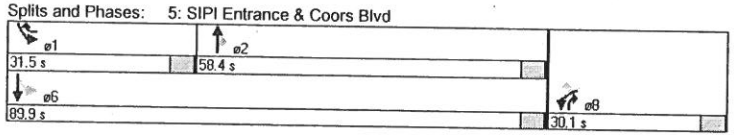
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	158	132	1614	106	241	2055
Turn Type		pm+ov		pm+ov	pm+pt	
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phases	8	1	2	8	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	30.1	31.5	58.4	30.1	31.5	89.9
Total Split (%)	25.1%	26.3%	48.7%	25.1%	26.3%	74.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	19.5	40.8	73.2	95.7	94.5	94.5
Actuated g/C Ratio	0.16	0.34	0.61	0.80	0.79	0.79
v/c Ratio	0.69	0.31	0.59	0.09	0.73	0.54
Control Delay	59.7	27.5	3.4	0.1	40.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	27.5	3.4	0.1	40.1	5.3
LOS	E	C	A	A	D	A
Approach Delay	45.1		3.2			9.0
Approach LOS	D		A			A

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 63.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: SIPI Entrance & Coors Blvd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1568	5036	1568	1752	5036
Flt Permitted	0.95	1.00	1.00	1.00	0.07	1.00
Satd. Flow (perm)	1752	1568	5036	1568	137	5036
Volume (vph)	158	132	1614	106	241	2055
Peak-hour factor, PHF	0.80	0.80	0.89	0.89	0.96	0.96
Adj. Flow (vph)	198	165	1813	119	251	2141
RTOR Reduction (vph)	0	3	0	27	0	0
Lane Group Flow (vph)	198	162	1813	92	251	2141
Turn Type		pm+ov		pm+ov	pm+pt	
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	18.0	34.8	71.7	89.7	93.0	93.0
Effective Green, g (s)	19.5	37.8	73.2	92.7	94.5	94.5
Actuated g/C Ratio	0.16	0.31	0.61	0.77	0.79	0.79
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	285	533	3072	1250	354	3966
v/s Ratio Prot	c0.11	0.05	0.36	0.01	c0.11	0.43
v/s Ratio Perm		0.06		0.05	c0.45	
v/c Ratio	0.69	0.30	0.59	0.07	0.71	0.54
Uniform Delay, d1	47.4	31.1	14.3	3.3	28.3	4.7
Progression Factor	1.00	1.00	0.17	0.00	1.20	0.93
Incremental Delay, d2	7.2	0.3	0.6	0.0	5.1	0.4
Delay (s)	54.6	31.4	3.1	0.0	39.1	4.8
Level of Service	D	C	A	A	D	A
Approach Delay (s)	44.1		2.9			8.4
Approach LOS	D		A			A

Intersection Summary

HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Timings
6: Paseo del Norte & Coors Blvd

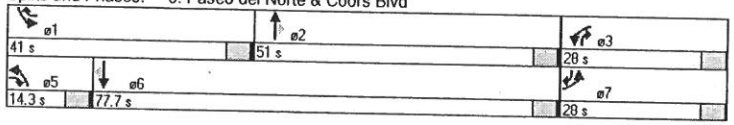
Terry O. Brown, P.E.
7/30/2006

Lane Group	EBL	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	87	80	572	133	1363	296	1096	1406	129
Turn Type	Prot	Over	Prot	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	5	3	5	2	3	1	6	7
Permitted Phases						2			6
Detector Phases	7	5	3	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	20.5	9.5	9.5	20.5	9.5
Total Split (s)	28.0	14.3	28.0	14.3	51.0	28.0	41.0	77.7	28.0
Total Split (%)	23.3%	11.9%	23.3%	11.9%	42.5%	23.3%	34.2%	64.8%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	25.0	10.7	25.0	10.7	48.0	76.0	38.0	75.3	103.3
Actuated g/C Ratio	0.21	0.09	0.21	0.09	0.40	0.63	0.32	0.63	0.86
v/c Ratio	0.14	0.51	1.04	0.47	1.05	0.32	1.06	0.46	0.10
Control Delay	39.3	42.1	89.7	48.7	59.6	3.1	84.7	12.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	42.1	89.7	48.7	59.6	3.1	84.7	12.4	0.4
LOS	D	D	F	D	E	A	F	B	A
Approach Delay					49.4			42.0	
Approach LOS					D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 50.8 Intersection LOS: D
Intersection Capacity Utilization 95.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 6: Paseo del Norte & Coors Blvd



HCM Signalized Intersection Capacity Analysis
6: Paseo del Norte & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.97		1.00	0.97			0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00			1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400		1568	3400			3400	3505	1568	3400	5036	1568
Flt Permitted	0.95		1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400		1568	3400			3400	3505	1568	3400	5036	1568
Volume (vph)	87	0	80	572	0	0	133	1363	296	1096	1406	129
Peak-hour factor, PHF	0.91	0.91	0.91	0.78	0.78	0.78	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	96	0	88	733	0	0	143	1466	318	1142	1465	134
RTOR Reduction (vph)	0	0	34	0	0	0	0	0	3	0	0	22
Lane Group Flow (vph)	96	0	54	733	0	0	143	1466	315	1142	1465	112
Turn Type	Prot		Over	Prot		Over	Prot		pm+ov	Prot		pm+ov
Protected Phases	7		5	3		1	5	2	3	1	6	7
Permitted Phases									2			6
Actuated Green, G (s)	23.5		9.2	23.5			9.2	46.5	70.0	36.5	73.8	97.3
Effective Green, g (s)	25.0		10.7	25.0			10.7	48.0	73.0	38.0	75.3	100.3
Actuated g/C Ratio	0.21		0.09	0.21			0.09	0.40	0.61	0.32	0.63	0.84
Clearance Time (s)	4.5		4.5	4.5			4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	708		140	708			303	1402	993	1077	3160	1350
v/s Ratio Prot	0.03		0.03	c0.22			0.04	c0.42	0.07	c0.34	0.29	0.02
v/s Ratio Perm									0.13			0.05
v/c Ratio	0.14		0.39	1.04			0.47	1.05	0.32	1.06	0.46	0.08
Uniform Delay, d1	38.7		51.6	47.5			52.0	36.0	11.4	41.0	11.7	1.7
Progression Factor	1.00		1.00	1.00			0.85	0.65	0.24	1.00	1.00	1.00
Incremental Delay, d2	0.1		1.8	43.3			1.0	34.9	0.2	44.9	0.5	0.0
Delay (s)	38.8		53.3	90.8			45.3	58.3	2.8	85.9	12.2	1.8
Level of Service	D		D	F			D	E	A	F	B	A
Approach Delay (s)		45.7			90.8			48.2			42.4	
Approach LOS		D			F			D			D	

Intersection Summary

HCM Average Control Delay	50.9	HCM Level of Service	D
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Analysis of

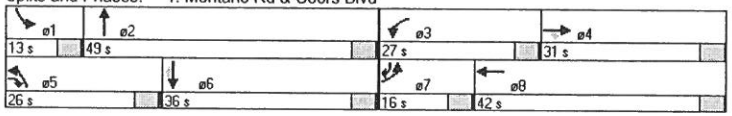
2008 PM Peak Hour BUILD Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	492	658	432	556	1217	846	1932	346	1649	319
Turn Type	Prot		pm+ov	Prot		Prot		Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	1	6	7
Permitted Phases			4							6
Detector Phases	7	4	5	3	8	5	2	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	9.5	9.5	20.5	9.5	20.5	9.5	20.5	9.5
Total Split (s)	16.0	31.0	26.0	27.0	42.0	26.0	49.0	13.0	36.0	16.0
Total Split (%)	13.3%	25.8%	21.7%	22.5%	35.0%	21.7%	40.8%	10.8%	30.0%	13.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	Min
Act Effct Green (s)	13.0	28.6	54.6	23.4	39.0	23.0	46.0	10.0	33.0	49.0
Actuated g/C Ratio	0.11	0.24	0.46	0.20	0.32	0.19	0.38	0.08	0.28	0.41
v/c Ratio	1.36	0.80	0.61	0.86	1.40	1.43	1.03	1.26	1.23	0.51
Control Delay	220.3	51.7	29.0	60.8	216.8	237.9	62.8	178.4	144.4	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	220.3	51.7	29.0	60.8	216.8	237.9	62.8	178.4	144.4	21.3
LOS	F	D	C	E	F	F	E	F	F	C
Approach Delay		98.0			175.1		110.6		132.5	
Approach LOS		F			F		F		F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 36 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 128.4 Intersection LOS: F
Intersection Capacity Utilization 126.7% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Montano Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.86		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3433		3433	6270		3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3433		3433	6270		3433	5085	1583
Volume (vph)	492	658	432	556	1217	304	846	1932	322	346	1649	319
Peak-hour factor, PHF	0.97	0.97	0.97	0.96	0.96	0.96	0.90	0.90	0.90	0.96	0.96	0.96
Adj. Flow (vph)	507	678	445	579	1268	317	940	2147	358	360	1718	332
RTOR Reduction (vph)	0	0	5	0	18	0	0	25	0	0	0	2
Lane Group Flow (vph)	507	678	440	579	1567	0	940	2480	0	360	1718	330
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	11.5	27.1	48.6	21.9	37.5		21.5	44.5		8.5	31.5	43.0
Effective Green, g (s)	13.0	28.6	51.6	23.4	39.0		23.0	46.0		10.0	33.0	46.0
Actuated g/C Ratio	0.11	0.24	0.43	0.19	0.32		0.19	0.38		0.08	0.28	0.38
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	372	843	720	669	1116		658	2404		286	1398	646
v/s Ratio Prot	c0.15	0.19	0.12	0.17	c0.46		c0.27	0.40		0.10	c0.34	0.06
v/s Ratio Perm			0.16									0.15
v/c Ratio	1.36	0.80	0.61	0.87	1.40		1.43	1.03		1.26	1.23	0.51
Uniform Delay, d1	53.5	43.1	26.5	46.8	40.5		48.5	37.0		55.0	43.5	28.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.11	1.01	0.74
Incremental Delay, d2	179.8	5.6	1.5	11.3	187.2		201.6	27.0		130.2	106.4	0.3
Delay (s)	233.3	48.7	28.0	58.1	227.7		250.1	64.0		191.3	150.1	21.3
Level of Service	F	D	C	E	F		F	E		F	F	C
Approach Delay (s)		100.5			182.3			114.8			138.6	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	133.5	HCM Level of Service		F		
HCM Volume to Capacity ratio	1.35					
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		12.0		
Intersection Capacity Utilization	126.7%	ICU Level of Service		H		
Analysis Period (min)	15					

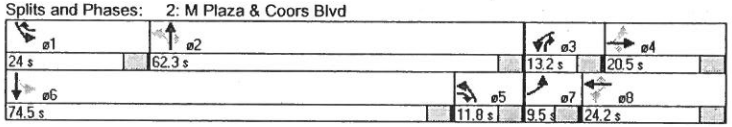
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	116	44	31	264	187	214	68	2482	132	365	2170
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phases	7	4	5	3	8	1	5	2	3	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	9.5	9.5	20.5	9.5	9.5	20.5	9.5	9.5	20.5
Total Split (s)	9.5	20.5	11.8	13.2	24.2	24.0	11.8	62.3	13.2	24.0	74.5
Total Split (%)	7.9%	17.1%	9.8%	11.0%	20.2%	20.0%	9.8%	51.9%	11.0%	20.0%	62.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	22.5	16.0	28.4	29.2	19.7	45.2	59.3	59.3	72.5	69.4	69.4
Actuated g/C Ratio	0.19	0.13	0.24	0.24	0.16	0.38	0.49	0.49	0.60	0.58	0.58
v/c Ratio	0.83	0.22	0.10	1.04	0.79	0.46	0.30	1.05	0.14	1.00	0.83
Control Delay	76.2	47.8	20.3	102.2	67.1	29.6	20.1	41.1	0.1	69.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	47.8	20.3	102.2	67.1	29.6	20.1	41.1	0.1	69.9	4.1
LOS	E	D	C	F	E	C	C	D	A	E	A
Approach Delay		60.6			69.0			38.6			13.2
Approach LOS		E			E			D			B

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 38 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 100.3% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 2: M Plaza & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5048	
Flt Permitted	0.27	1.00	1.00	0.60	1.00	1.00	0.09	1.00	1.00	0.09	1.00	
Satd. Flow (perm)	499	1863	1583	1117	1863	1583	159	5085	1583	159	5048	
Volume (vph)	116	44	31	264	187	214	68	2482	132	365	2170	111
Peak-hour factor, PHF	0.81	0.81	0.81	0.77	0.77	0.77	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	143	54	38	343	243	278	72	2640	140	388	2309	118
RTOR Reduction (vph)	0	0	9	0	0	10	0	0	56	0	5	0
Lane Group Flow (vph)	143	54	29	343	243	268	72	2640	84	388	2422	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	19.5	14.5	25.4	26.9	18.2	39.2	57.8	57.8	66.5	67.9	67.9	
Effective Green, g (s)	22.5	16.0	28.4	29.2	19.7	42.2	59.3	59.3	69.5	69.4	69.4	
Actuated g/C Ratio	0.19	0.13	0.24	0.24	0.16	0.35	0.49	0.49	0.58	0.58	0.58	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	162	248	375	327	306	596	245	2513	956	394	2919	
v/s Ratio Prot	0.05	0.03	0.01	c0.09	0.13	0.08	0.03	c0.52	0.01	c0.18	0.48	
v/s Ratio Perm	0.12		0.01	c0.17		0.09	0.11		0.05	0.39		
v/c Ratio	0.88	0.22	0.08	1.05	0.79	0.45	0.29	1.05	0.09	0.98	0.83	
Uniform Delay, d1	45.6	46.4	35.6	44.6	48.2	30.0	36.7	30.4	11.2	38.7	20.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.50	0.03	1.28	0.16	
Incremental Delay, d2	38.9	0.4	0.1	63.2	13.2	0.5	0.1	24.0	0.0	21.4	0.9	
Delay (s)	84.5	46.9	35.7	107.8	61.4	30.5	21.5	39.2	0.4	70.9	4.1	
Level of Service	F	D	D	F	E	C	C	D	A	E	A	
Approach Delay (s)		68.0			69.9			36.8			13.3	
Approach LOS		E			E			D			B	

Intersection Summary

HCM Average Control Delay	32.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	1.04			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0	
Intersection Capacity Utilization	100.3%	ICU Level of Service	G	
Analysis Period (min)	15			

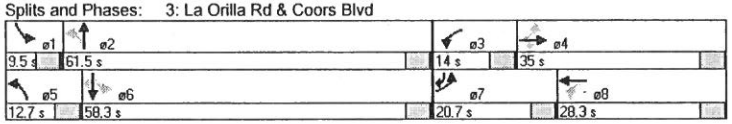
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	245	425	69	200	523	364	2693	199	2281	231
Turn Type	pm+pt		Perm	pm+pt		pm+pt		pm+pt		pm+ov
Protected Phases	7	4		3	8	5	2	1	6	7
Permitted Phases	4		4	8		2		6		6
Detector Phases	7	4	4	3	8	5	2	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	20.5	20.5	9.5	20.5	9.5	20.5	9.5	20.5	9.5
Total Split (s)	20.7	35.0	35.0	14.0	28.3	12.7	61.5	9.5	58.3	20.7
Total Split (%)	17.3%	29.2%	29.2%	11.7%	23.6%	10.6%	51.3%	7.9%	48.6%	17.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	Min	C-Min	Min
Act Effct Green (s)	46.0	32.0	32.0	36.3	25.3	68.0	58.5	61.8	55.3	76.0
Actuated g/C Ratio	0.38	0.27	0.27	0.30	0.21	0.57	0.49	0.52	0.46	0.63
v/c Ratio	0.94	1.06	0.18	1.01	0.95	1.00	0.97	0.69	1.03	0.24
Control Delay	70.8	101.3	10.7	95.2	69.2	62.1	28.4	28.1	53.1	9:5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	101.3	10.7	95.2	69.2	62.1	28.4	28.1	53.1	9.5
LOS	E	F	B	F	E	E	C	C	D	A
Approach Delay		82.7			75.5		32.4		47.5	
Approach LOS		F			E		C		D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 101 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 48.3 Intersection LOS: D
Intersection Capacity Utilization 101.2% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: La Orilla Rd & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		0.97	0.86		0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	3388		3367	6266		3367	4988	1553
Flt Permitted	0.14	1.00	1.00	0.16	1.00		0.07	1.00		0.07	1.00	1.00
Satd. Flow (perm)	258	1827	1553	289	3388		243	6266		256	4988	1553
Volume (vph)	245	425	69	200	523	100	364	2693	53	199	2281	231
Peak-hour factor, PHF	0.82	0.82	0.82	0.90	0.90	0.90	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	299	518	84	222	581	111	391	2896	57	207	2376	241
RTOR Reduction (vph)	0	0	54	0	13	0	0	2	0	0	0	9
Lane Group Flow (vph)	299	518	30	222	679	0	391	2951	0	207	2376	232
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	44.5	30.5	30.5	33.3	23.8		65.2	57.0		58.8	53.8	70.0
Effective Green, g (s)	46.0	32.0	32.0	36.3	25.3		68.0	58.5		61.8	55.3	73.0
Actuated g/C Ratio	0.38	0.27	0.27	0.30	0.21		0.57	0.49		0.51	0.46	0.61
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	317	487	414	220	714		390	3055		300	2299	984
v/s Ratio Prot	c0.14	c0.28		c0.09	0.20		c0.08	0.47		0.04	0.48	0.03
v/s Ratio Perm	0.22		0.02	0.21			c0.49			0.32		0.11
v/c Ratio	0.94	1.06	0.07	1.01	0.95		1.00	0.97		0.69	1.03	0.24
Uniform Delay, d1	33.4	44.0	32.9	37.7	46.7		37.9	29.8		26.3	32.4	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.17	0.77		1.08	0.83	1.04
Incremental Delay, d2	35.6	58.8	0.1	63.0	22.3		29.8	5.1		4.9	25.6	0.1
Delay (s)	69.0	102.8	33.0	100.8	69.0		74.0	27.9		33.4	52.5	11.3
Level of Service	E	F	C	F	E		E	C		C	D	B
Approach Delay (s)		85.0			76.7			33.3			47.6	
Approach LOS		F			E			C			D	

Intersection Summary

HCM Average Control Delay	49.2	HCM Level of Service	D	
HCM Volume to Capacity ratio	1.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	6.0	
Intersection Capacity Utilization	101.2%	ICU Level of Service	G	
Analysis Period (min)	15			

c Critical Lane Group

Timings
4: Eagle Ranch Rd & Coors Blvd

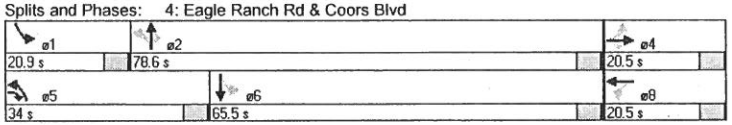
Terry O. Brown, P.E.
7/30/2006

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	7	25	269	112	61	427	2078	58	161	2262
Turn Type	Perm		pm+ov	Perm		pm+pt		Perm	pm+pt	
Protected Phases		4	5		8	5	2		1	6
Permitted Phases	4		4	8		2		2	6	
Detector Phases	4	4	5	8	8	5	2	2	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	20.5	9.5	20.5	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	20.5	20.5	34.0	20.5	20.5	34.0	78.6	78.6	20.9	65.5
Total Split (%)	17.1%	17.1%	28.3%	17.1%	17.1%	28.3%	65.5%	65.5%	17.4%	54.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag			Lead			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min
Act Effct Green (s)	16.7	16.7	49.7	16.7	16.7	97.3	80.5	80.5	78.1	64.3
Actuated g/C Ratio	0.14	0.14	0.41	0.14	0.14	0.81	0.67	0.67	0.65	0.54
v/c Ratio	0.14	0.11	0.46	0.81	0.82	0.91	0.66	0.06	0.66	0.92
Control Delay	50.9	45.8	27.6	80.2	59.4	40.1	16.8	2.9	39.1	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	45.8	27.6	80.2	59.4	40.1	16.8	2.9	39.1	22.4
LOS	D	D	C	F	E	D	B	A	D	C
Approach Delay		29.7			67.6		20.4			23.5
Approach LOS		C			E		C			C

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 25.2 Intersection LOS: C
Intersection Capacity Utilization 90.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Eagle Ranch Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
4: Eagle Ranch Rd & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1568	1752	1666		1752	5036	1568	1752	5032	
Flt Permitted	0.24	1.00	1.00	0.74	1.00		0.06	1.00	1.00	0.06	1.00	
Satd. Flow (perm)	442	1845	1568	1363	1666		110	5036	1568	115	5032	
Volume (vph)	7	25	269	112	61	111	427	2078	58	161	2262	12
Peak-hour factor, PHF	0.90	0.90	0.90	0.73	0.73	0.73	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	8	28	299	153	84	152	459	2234	62	175	2459	13
RTOR Reduction (vph)	0	0	1	0	55	0	0	0	20	0	0	0
Lane Group Flow (vph)	8	28	298	153	181	0	459	2234	42	175	2472	0
Turn Type	Perm		pm+ov	Perm			pm+pt		Perm	pm+pt		
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	15.2	15.2	43.8	15.2	15.2		95.8	79.0	79.0	75.0	62.7	
Effective Green, g (s)	16.7	16.7	46.8	16.7	16.7		97.3	80.5	80.5	78.0	64.2	
Actuated g/C Ratio	0.14	0.14	0.39	0.14	0.14		0.81	0.67	0.67	0.65	0.54	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	62	257	651	190	232		501	3378	1052	263	2692	
v/s Ratio Prot		0.02	0.12		0.11		c0.23	0.44		0.08	0.49	
v/s Ratio Perm	0.02		0.08	c0.11			c0.51		0.03	0.36		
v/c Ratio	0.13	0.11	0.46	0.81	0.78		0.92	0.66	0.04	0.67	0.92	
Uniform Delay, d1	45.3	45.1	27.2	50.1	49.9		38.0	11.7	6.7	25.2	25.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.85	1.31	1.35	0.98	0.63	
Incremental Delay, d2	0.9	0.2	0.5	21.4	15.2		9.4	0.4	0.0	5.4	5.7	
Delay (s)	46.2	45.3	27.7	71.5	65.1		41.6	15.7	9.0	30.2	21.6	
Level of Service	D	D	C	E	E		D	B	A	C	C	
Approach Delay (s)		29.6			67.6			19.9			22.2	
Approach LOS		C			E			B			C	

Intersection Summary

HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

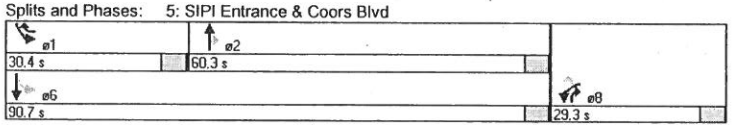
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	160	132	1668	108	241	2110
Turn Type		pm+ov		pm+ov	pm+pt	
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phases	8	1	2	8	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	29.3	30.4	60.3	29.3	30.4	90.7
Total Split (%)	24.4%	25.3%	50.3%	24.4%	25.3%	75.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	19.6	41.0	73.0	95.6	94.4	94.4
Actuated g/C Ratio	0.16	0.34	0.61	0.80	0.79	0.79
v/c Ratio	0.70	0.31	0.61	0.10	0.73	0.55
Control Delay	60.0	27.3	3.9	0.1	41.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	27.3	3.9	0.1	41.2	5.8
LOS	E	C	A	A	D	A
Approach Delay	45.2		3.7			9.4
Approach LOS	D		A			A

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 64.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: SIPI Entrance & Coors Blvd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1568	5036	1568	1752	5036
Flt Permitted	0.95	1.00	1.00	1.00	0.07	1.00
Satd. Flow (perm)	1752	1568	5036	1568	124	5036
Volume (vph)	160	132	1668	108	241	2110
Peak-hour factor, PHF	0.80	0.80	0.89	0.89	0.96	0.96
Adj. Flow (vph)	200	165	1874	121	251	2198
RTOR Reduction (vph)	0	3	0	28	0	0
Lane Group Flow (vph)	200	162	1874	93	251	2198
Turn Type		pm+ov		pm+ov	pm+pt	
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	18.1	35.0	71.5	89.6	92.9	92.9
Effective Green, g (s)	19.6	38.0	73.0	92.6	94.4	94.4
Actuated g/C Ratio	0.16	0.32	0.61	0.77	0.79	0.79
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	286	536	3064	1249	347	3962
v/s Ratio Prot	c0.11	0.05	0.37	0.01	c0.11	0.44
v/s Ratio Perm		0.06		0.05	c0.46	
v/c Ratio	0.70	0.30	0.61	0.07	0.72	0.55
Uniform Delay, d1	47.4	31.0	14.7	3.3	30.5	4.8
Progression Factor	1.00	1.00	0.19	0.00	1.24	0.99
Incremental Delay, d2	7.3	0.3	0.7	0.0	5.6	0.4
Delay (s)	54.7	31.3	3.5	0.0	43.4	5.2
Level of Service	D	C	A	A	D	A
Approach Delay (s)	44.1		3.3			9.1
Approach LOS	D		A			A

Intersection Summary

HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

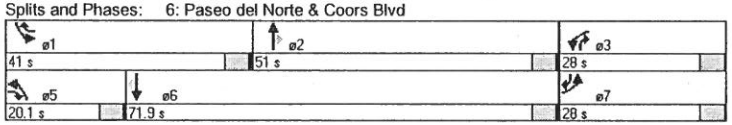
c Critical Lane Group

Lane Group	EBL	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations									
Volume (vph)	87	126	580	179	1364	304	1096	1407	129
Turn Type	Prot	Over	Prot	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	5	3	5	2	3	1	6	7
Permitted Phases						2			6
Detector Phases	7	5	3	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	20.5	9.5	9.5	20.5	9.5
Total Split (s)	28.0	20.1	28.0	20.1	51.0	28.0	41.0	71.9	28.0
Total Split (%)	23.3%	16.8%	23.3%	16.8%	42.5%	23.3%	34.2%	59.9%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	25.0	14.5	25.0	14.5	48.0	76.0	38.0	71.5	99.5
Actuated g/C Ratio	0.21	0.12	0.21	0.12	0.40	0.63	0.32	0.60	0.83
v/c Ratio	0.14	0.65	1.05	0.47	1.05	0.33	1.06	0.49	0.10
Control Delay	39.3	54.4	93.8	43.9	63.3	3.4	84.7	14.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	54.4	93.8	43.9	63.3	3.4	84.7	14.8	0.6
LOS	D	D	F	D	E	A	F	B	A
Approach Delay					51.6			43.2	
Approach LOS					D			D	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 52.9 Intersection LOS: D
Intersection Capacity Utilization 95.5% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 6: Paseo del Norte & Coors Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.97		1.00	0.97			0.97	0.95	1.00	0.97	0.91	1.00
Frt	1.00		0.85	1.00			1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400		1568	3400			3400	3505	1568	3400	5036	1568
Flt Permitted	0.95		1.00	0.95			0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400		1568	3400			3400	3505	1568	3400	5036	1568
Volume (vph)	87	0	126	580	0	0	179	1364	304	1096	1407	129
Peak-hour factor, PHF	0.91	0.91	0.91	0.78	0.78	0.78	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	96	0	138	744	0	0	192	1467	327	1142	1466	134
RTOR Reduction (vph)	0	0	24	0	0	0	0	0	3	0	0	26
Lane Group Flow (vph)	96	0	114	744	0	0	192	1467	324	1142	1466	108
Turn Type	Prot		Over	Prot		Over	Prot		pm+ov	Prot		pm+ov
Protected Phases	7		5	3		1	5	2	3	1	6	7
Permitted Phases									2			6
Actuated Green, G (s)	23.5		13.0	23.5			13.0	46.5	70.0	36.5	70.0	93.5
Effective Green, g (s)	25.0		14.5	25.0			14.5	48.0	73.0	38.0	71.5	96.5
Actuated g/C Ratio	0.21		0.12	0.21			0.12	0.40	0.61	0.32	0.60	0.80
Clearance Time (s)	4.5		4.5	4.5			4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	708		189	708			411	1402	993	1077	3001	1300
v/s Ratio Prot	0.03		0.07	c0.22			0.06	c0.42	0.07	c0.34	0.29	0.02
v/s Ratio Perm									0.14			0.05
v/c Ratio	0.14		0.60	1.05			0.47	1.05	0.33	1.06	0.49	0.08
Uniform Delay, d1	38.7		50.0	47.5			49.2	36.0	11.5	41.0	13.8	2.5
Progression Factor	1.00		1.00	1.00			0.84	0.77	0.27	1.00	1.00	1.00
Incremental Delay, d2	0.1		5.4	48.0			0.7	34.9	0.2	44.9	0.6	0.0
Delay (s)	38.8		55.4	95.5			41.9	62.6	3.2	85.9	14.4	2.5
Level of Service	D		E	F			D	E	A	F	B	A
Approach Delay (s)		48.6			95.5			50.8			43.6	
Approach LOS		D			F			D			D	

Intersection Summary

HCM Average Control Delay	53.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: Bosque Meadows Rd. & Coors Blvd

Terry O. Brown, P.E.
7/30/2006

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	291	71	2480	258	254	2658
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	342	84	2918	304	299	3127
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	4558	973			3221	
vC1, stage 1 conf vol	2918					
vC2, stage 2 conf vol	1640					
vCu, unblocked vol	4558	973			3221	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	67			0	
cM capacity (veh/h)	0	250			90	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	342	84	973	973	973	304	299	1042	1042	1042
Volume Left	342	0	0	0	0	0	299	0	0	0
Volume Right	0	84	0	0	0	304	0	0	0	0
cSH	0	250	1700	1700	1700	1700	90	1700	1700	1700
Volume to Capacity	Err	0.33	0.57	0.57	0.57	0.18	3.31	0.61	0.61	0.61
Queue Length 95th (ft)	Err	35	0	0	0	0	Err	0	0	0
Control Delay (s)	Err	26.4	0.0	0.0	0.0	0.0	1141.0	0.0	0.0	0.0
Lane LOS	F	D					F			
Approach Delay (s)	Err		0.0				99.5			
Approach LOS	F									

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	88.1%	ICU Level of Service	E	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
8: Bosque Meadows Rd. & Bosq. Mead. Pl.

Terry O. Brown, P.E.
7/30/2006

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	464	50	1	348	21	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	546	59	1	409	25	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			605		987	575
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			605		987	575
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		91	100
cM capacity (veh/h)			968		273	515

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	605	411	26
Volume Left	0	1	25
Volume Right	59	0	1
cSH	1700	968	279
Volume to Capacity	0.36	0.00	0.09
Queue Length 95th (ft)	0	0	8
Control Delay (s)	0.0	0.0	19.2
Lane LOS		A	C
Approach Delay (s)	0.0	0.0	19.2
Approach LOS			C

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	37.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Timings
7: Bosque Meadows Rd. & Coors Blvd

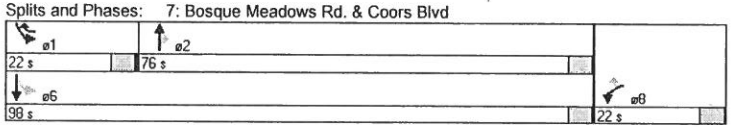
Terry O. Brown, P.E.
7/31/2006

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	291	71	2480	258	254	2658
Turn Type		pm+ov		Perm	pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8		2	6	
Detector Phases	8	1	2	2	1	6
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.5	9.5	20.5	20.5	9.5	20.5
Total Split (s)	22.0	22.0	76.0	76.0	22.0	98.0
Total Split (%)	18.3%	18.3%	63.3%	63.3%	18.3%	81.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	17.5	39.7	74.3	74.3	96.5	96.5
Actuated g/C Ratio	0.15	0.33	0.62	0.62	0.80	0.80
v/c Ratio	0.69	0.16	0.94	0.28	0.87	0.77
Control Delay	56.3	28.4	14.3	0.6	51.6	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	28.4	14.3	0.6	51.6	8.6
LOS	E	C	B	A	D	A
Approach Delay	50.8		13.0			12.3
Approach LOS	D		B			B

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 80.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: Bosque Meadows Rd. & Coors Blvd



HCM Signalized Intersection Capacity Analysis
7: Bosque Meadows Rd. & Coors Blvd

Terry O. Brown, P.E.
7/31/2006

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	1568	5036	1568	1752	5036
Flt Permitted	0.95	1.00	1.00	1.00	0.05	1.00
Satd. Flow (perm)	3400	1568	5036	1568	95	5036
Volume (vph)	291	71	2480	258	254	2658
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	342	84	2918	304	299	3127
RTOR Reduction (vph)	0	1	0	108	0	0
Lane Group Flow (vph)	342	83	2918	196	299	3127
Turn Type		pm+ov		Perm	pm+pt	
Protected Phases	8	1	2		1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	16.0	33.7	72.8	72.8	95.0	95.0
Effective Green, g (s)	17.5	36.7	74.3	74.3	96.5	96.5
Actuated g/C Ratio	0.15	0.31	0.62	0.62	0.80	0.80
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	496	519	3118	971	342	4050
v/s Ratio Prot	c0.10	0.03	c0.58		c0.14	0.62
v/s Ratio Perm		0.03		0.13	0.56	
v/c Ratio	0.69	0.16	0.94	0.20	0.87	0.77
Uniform Delay, d1	48.7	30.4	20.7	9.9	41.4	6.1
Progression Factor	1.00	1.00	0.54	0.25	0.96	1.17
Incremental Delay, d2	4.0	0.1	2.3	0.1	15.3	1.0
Delay (s)	52.7	30.6	13.4	2.6	54.9	8.1
Level of Service	D	C	B	A	D	A
Approach Delay (s)	48.3		12.4			12.2
Approach LOS	D		B			B

Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	464	1	1	4	4	347
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	546	1	1	5	5	408
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	6				1096	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6				1096	4
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	66				97	62
cM capacity (veh/h)	1609				155	1077

Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	546	1	6	5	408
Volume Left	546	0	0	5	0
Volume Right	0	0	5	0	408
cSH	1609	1700	1700	155	1077
Volume to Capacity	0.34	0.00	0.00	0.03	0.38
Queue Length 95th (ft)	38	0	0	2	45
Control Delay (s)	8.4	0.0	0.0	28.9	10.4
Lane LOS	A			D	B
Approach Delay (s)	8.4		0.0	10.6	
Approach LOS				B	

Intersection Summary				
Average Delay	9.3			
Intersection Capacity Utilization	42.4%	ICU Level of Service		A
Analysis Period (min)	15			

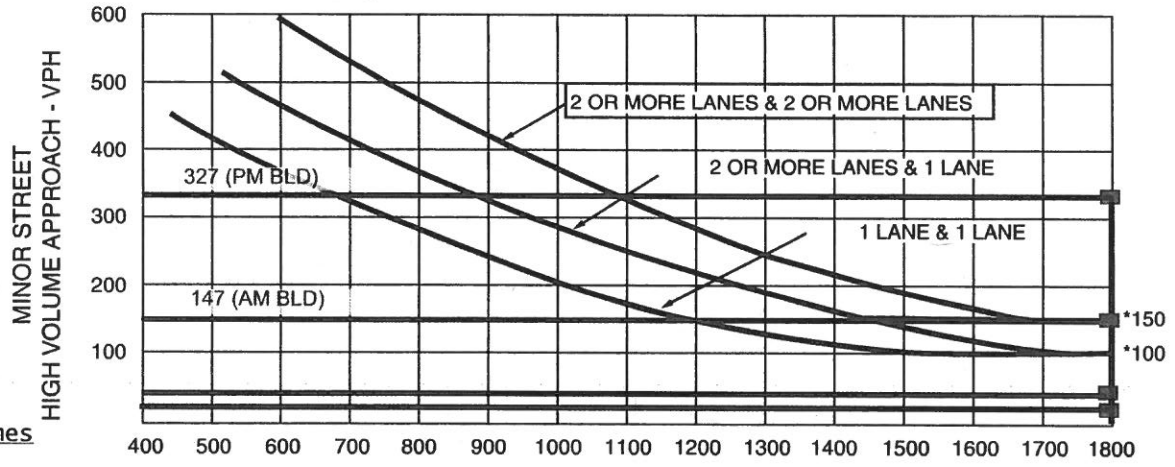
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑			↑↑↑
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	47	1677	22	0	1683
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	55	1973	26	0	1980
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2633	658			1999	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2633	658			1999	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	86			100	
cM capacity (veh/h)	19	405			279	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	55	658	658	658	26	660	660	660
Volume Left	0	0	0	0	0	0	0	0
Volume Right	55	0	0	0	26	0	0	0
cSH	405	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.14	0.39	0.39	0.39	0.02	0.39	0.39	0.39
Queue Length 95th (ft)	12	0	0	0	0	0	0	0
Control Delay (s)	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C							
Approach Delay (s)	15.3	0.0				0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

Figure 4C-3. Warrant 3, Peak Hour

Bosque Meadows Rd. / Coors Blvd.



Projected Volumes
2008

AM Peak	Minor	Major
NO BUILD	36	3,601
BUILD	147	3,711
PM Peak		
NO BUILD	11	5,396
BUILD	327	5,650

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal is Warranted based on Projected 2008 Volumes

Data Entry Sheet

Determination of Warrants for Deceleration Lanes

NM DOT State Access Management Manual Criteria

Driveway "B" / Coors Blvd.

Project Information:

Project Name:	**Bosquecito Commercial Development**
Project Location:	**Bosque Meadows Rd. / Coors Blvd.**
Implemenation Year:	**2008**
Project Environment:	**Urban** **Multi-Lane**

Street Information:

Major Street Name:	**Coors Blvd.**
Minor Street Name:	**Driveway "B"**

Intersection Information:

	Orientation	Prevailing Speed	No. Lanes Each Direction
Driveway "B"	**Westbound**	**25**	**N/A**
Coors Blvd.	**North-South**	**55**	**2**

Determine Case:

Case

1 Urban Two-Lane Highway - Use Table 17.B.1
2 Urban Multi-Lane Highway - Use Table 17.B-2
3 Rural Two Lane Highway - Use Table 17.B-3 and 17.B-5
4 Rural Multi-Lane Highway - Use Table 17.B-4 and 17.B-6

Coors Blvd. is Case	**2**
Speed Category	**45 to 55**

NB Right Turn Volumes		**NB Thru Volumes**
2008 AM Pk. Hr. NO BUILD	0	1734
2008 AM Pk. Hr. BUILD	22	1677
2008 PM Pk. Hr. NO BUILD	0	2329
2008 PM Pk. Hr. BUILD	51	2199

SB Left Turn Volumes		**SB Thru Volumes**
2008 AM Pk. Hr. NO BUILD	0	1683
2008 AM Pk. Hr. BUILD	0	1683
2008 PM Pk. Hr. NO BUILD	0	2581
2008 PM Pk. Hr. BUILD	0	2581

Worksheet Developed by Terry O. Brown, P.E.

Determination of Warrants for Auxiliary Lanes

Project Name: **Bosquecito Commercial Development**
Name of Highway: **Coors Blvd.**
Name of Cross Street: **Driveway "B"**

Determination of Warrants for: Westbound Driveway

Implementation Year Volumes - 2008 Posted Speed Limit: 55

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2008**	-	-	867		N/A		-	**N/A**	**N/A**
AM Peak Hour BUILD	**2008**	22	168	839	✓	550	1.00	-	**550**	**16.5:1**
PM Peak Hour NO BUILD	**2008**	-	-	1,165		N/A		-	**N/A**	**N/A**
PM Peak Hour BUILD	**2008**	51	1	1,100	✓	550	1.00	-	**550**	**16.5:1**

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2008**	-	-	842		N/A		N/A	**N/A**	**N/A**
AM Peak Hour BUILD	**2008**	-	-	842		N/A		N/A	**N/A**	**N/A**
PM Peak Hour NO BUILD	**2008**	-	-	1,291		N/A		N/A	**N/A**	**N/A**
PM Peak Hour BUILD	**2008**	-	-	1,291		N/A		N/A	**N/A**	**N/A**

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

* **Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleraion Lengths)**

** **Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.**

*** **Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.**

= Volume/Hr. divided by 60 times three (rounded) times 25 feet per vehicle.

Lane Storage Length for right turn decel lanes is zero unless there is a stop condition.

Notes and Comments:

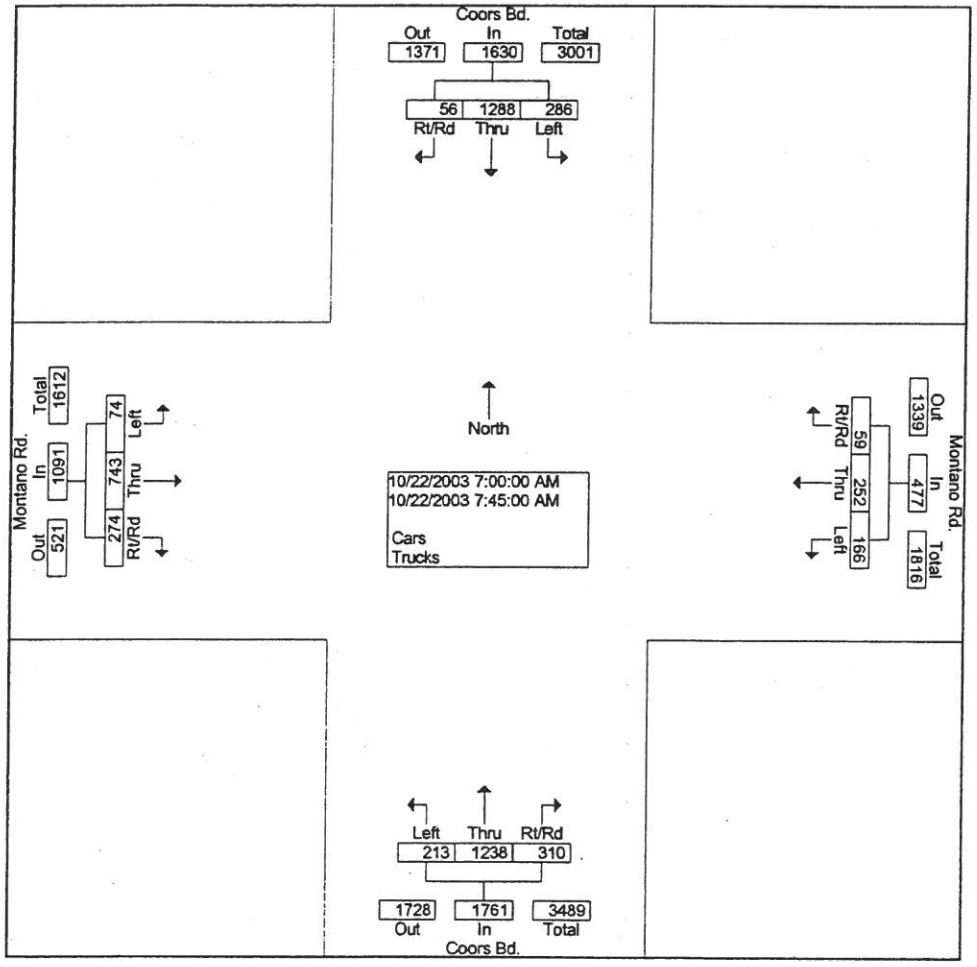
1. This warrant sheet is for the northbound Edeal Rd at 100% Development of the Project

Worksheet Developed by Terry O. Brown, P.E.

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Montano Rd. and Coors Bd.
Site Code : 00025335
Start Date : 10/22/2003
Page No : 3

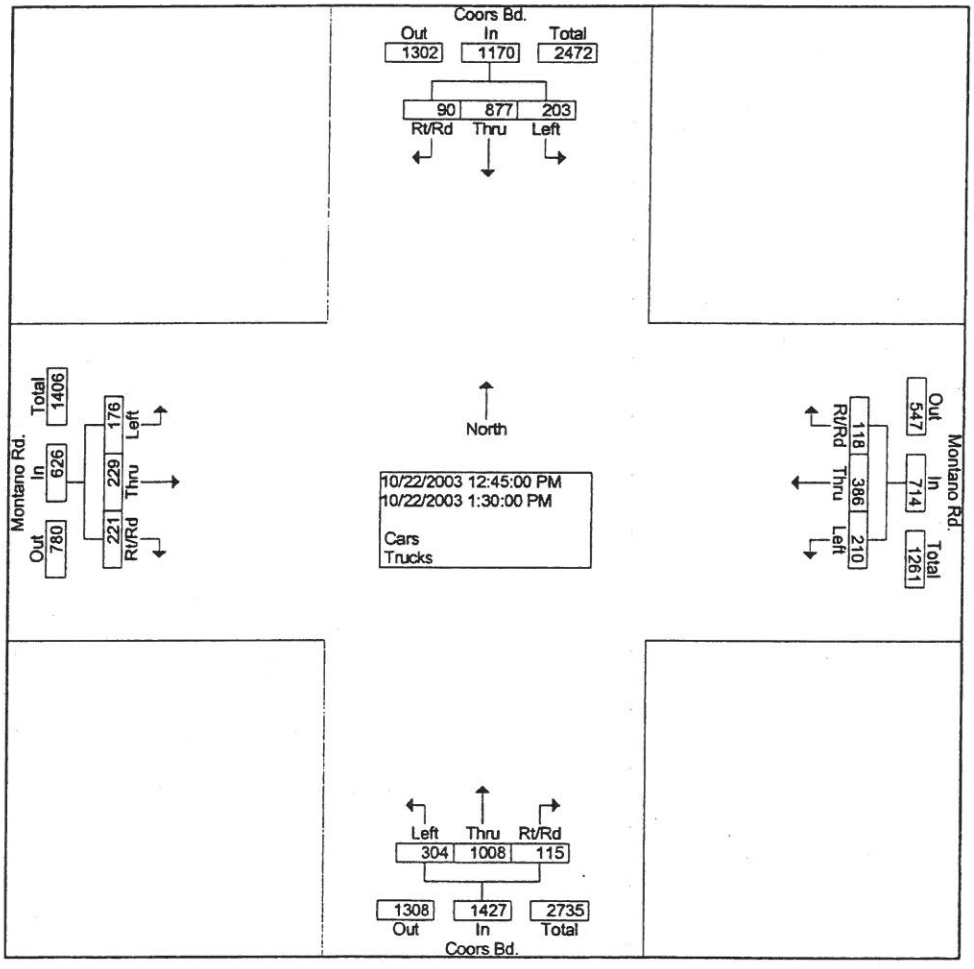
	Coors Bd. From North					Montano Rd. From East					Coors Bd. From South					Montano Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:00																				
Volume	286	1288	30	26	1630	166	252	46	13	477	213	1238	271	39	1761	74	743	230	44	1091	4959
Percent	17.5	79.0	1.8	1.6		34.8	52.8	9.6	2.7		12.1	70.3	15.4	2.2		6.8	68.1	21.1	4.0		
Volume	286	1288	30	26	1630	166	252	46	13	477	213	1238	271	39	1761	74	743	230	44	1091	4959
Volume	79	386	9	7	481	48	53	11	5	117	50	254	72	12	388	13	209	96	13	331	1317
Peak Factor																					0.941
High Int.	07:15					07:30					07:30					07:00					
Volume	79	386	9	7	481	57	79	17	2	155	50	405	60	15	530	31	274	77	31	413	
Peak Factor					0.847					0.769					0.831					0.660	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Montano Rd. and Coors Bd.
Site Code : 00025335
Start Date : 10/22/2003
Page No : 4

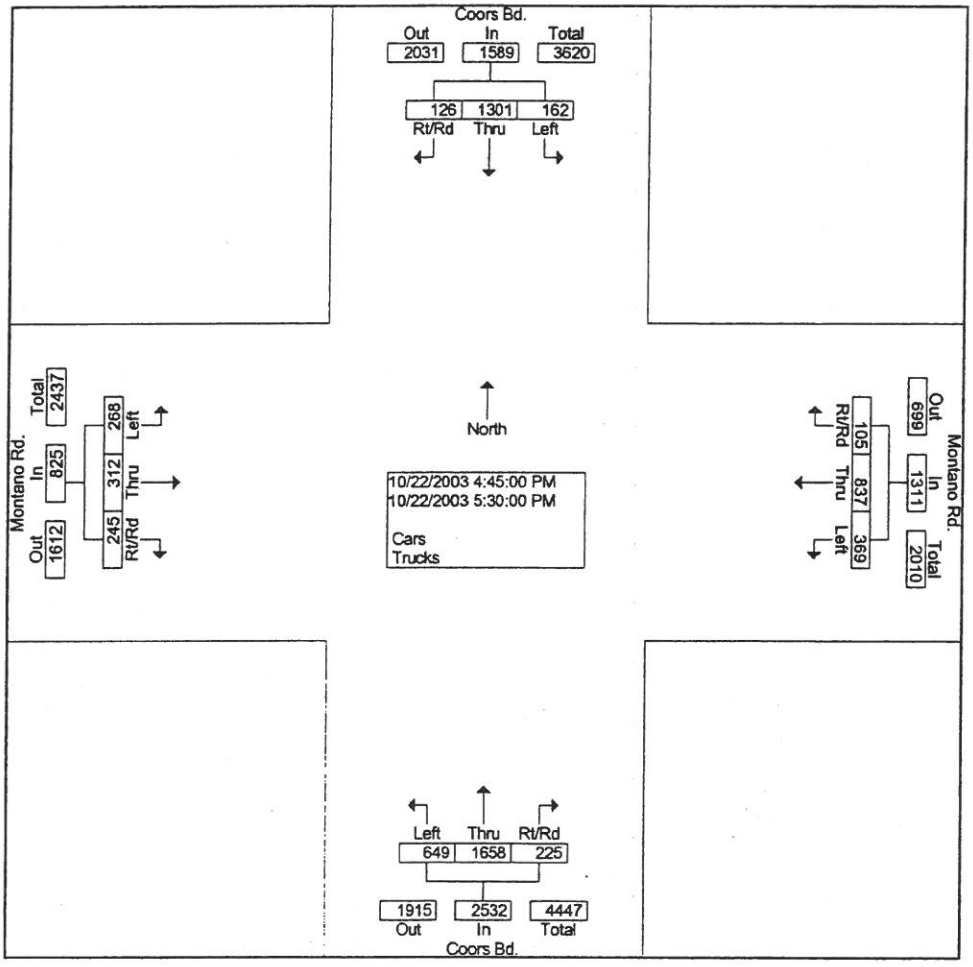
	Coors Bd. From North					Montano Rd. From East					Coors Bd. From South					Montano Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection	12:45																				
Volume	203	877	83	7	1170	210	386	110	8	714	304	1008	69	46	1427	176	229	122	99	626	3937
Percent	17.4	75.0	7.1	0.6		29.4	54.1	15.4	1.1		21.3	70.6	4.8	3.2		28.1	36.6	19.5	15.8		
Volume	203	877	83	7	1170	210	386	110	8	714	304	1008	69	46	1427	176	229	122	99	626	3937
Volume	58	209	11	1	279	58	129	23	2	212	82	249	23	20	374	49	59	35	28	171	1036
Peak Factor																					0.950
High Int.	13:00					13:30					13:30					13:00					
Volume	48	258	32	0	338	58	129	23	2	212	82	249	23	20	374	46	73	35	22	176	
Peak Factor					0.865					0.842					0.954					0.889	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Montano Rd. and Coors Bd.
Site Code : 00025335
Start Date : 10/22/2003
Page No : 5

	Coors Bd. From North					Montano Rd. From East					Coors Bd. From South					Montano Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	162	1301	113	13	1589	369	837	90	15	1311	649	1658	167	58	2532	268	312	203	42	825	6257
Percent	10.2	81.9	7.1	0.8		28.1	63.8	6.9	1.1		25.6	65.5	6.6	2.3		32.5	37.8	24.6	5.1		
Volume	162	1301	113	13	1589	369	837	90	15	1311	649	1658	167	58	2532	268	312	203	42	825	6257
Volume	32	329	32	4	397	104	207	23	1	335	160	482	46	13	701	74	68	55	15	212	1645
Peak Factor																					0.951
High Int.	16:45					17:30					17:15					17:15					
Volume	54	331	25	4	414	94	227	18	4	343	160	482	46	13	701	74	68	55	15	212	
Peak Factor					0.960					0.956					0.903					0.973	



BICYCLE AND PEDESTRIAN CROSSINGS

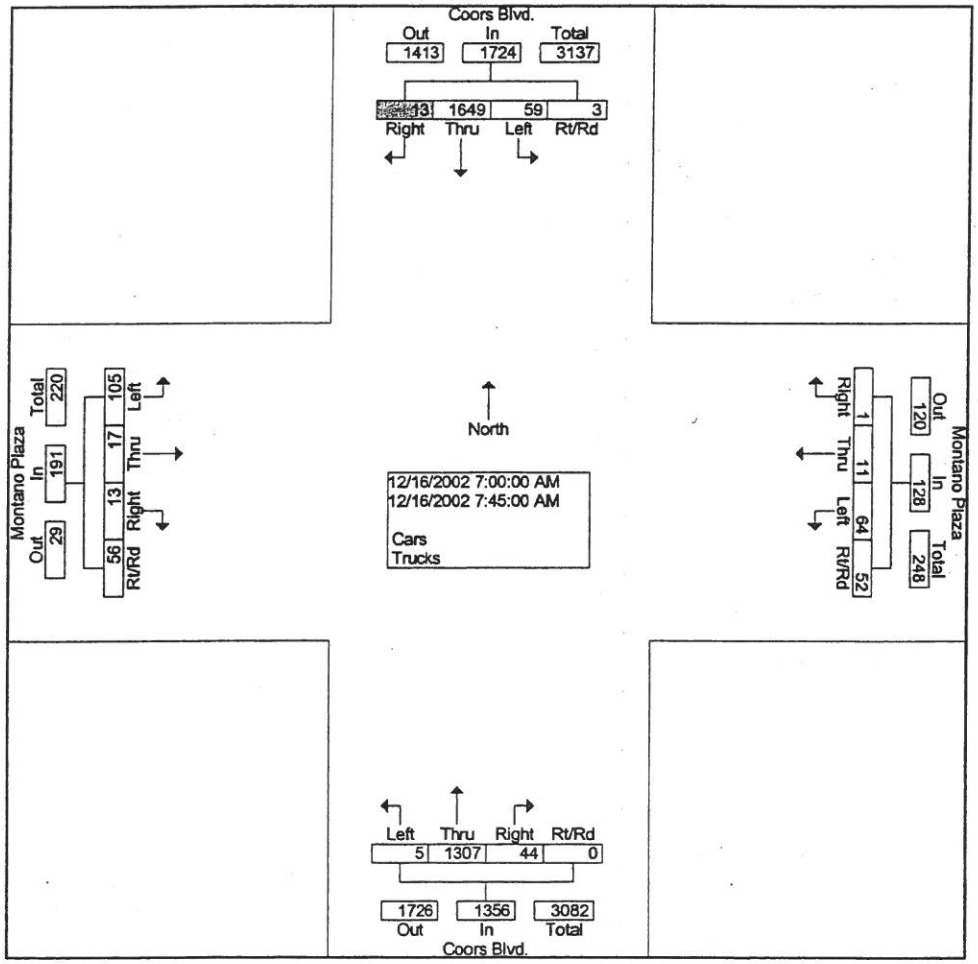
Location MONTANO RD - COORS RD COGID 25335
Date 10 / 21 / 03 Operator KM Machine Number 2389

Time	North ↓ South		North ↑ South		West ← East		West → East	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 6:45 - 9:45								
	TOTAL # BIKES 1	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES 1	TOTAL # PEDS	TOTAL # BIKES 6	TOTAL # PEDS
Midday Peak Period 11:00 - 2:00								
	TOTAL # BIKES 1	TOTAL # PEDS 1	TOTAL # BIKES	TOTAL # PEDS 2	TOTAL # BIKES 3	TOTAL # PEDS 4	TOTAL # BIKES 3	TOTAL # PEDS 3
Afternoon Peak Period 3:00 - 6:00								
	TOTAL # BIKES	TOTAL # PEDS 1	TOTAL # BIKES 1	TOTAL # PEDS 3	TOTAL # BIKES 5	TOTAL # PEDS 3	TOTAL # BIKES 8	TOTAL # PEDS 2

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Montano Plaza and Coors Bd.
Site Code : 00025341
Start Date : 12/16/2002
Page No : 4

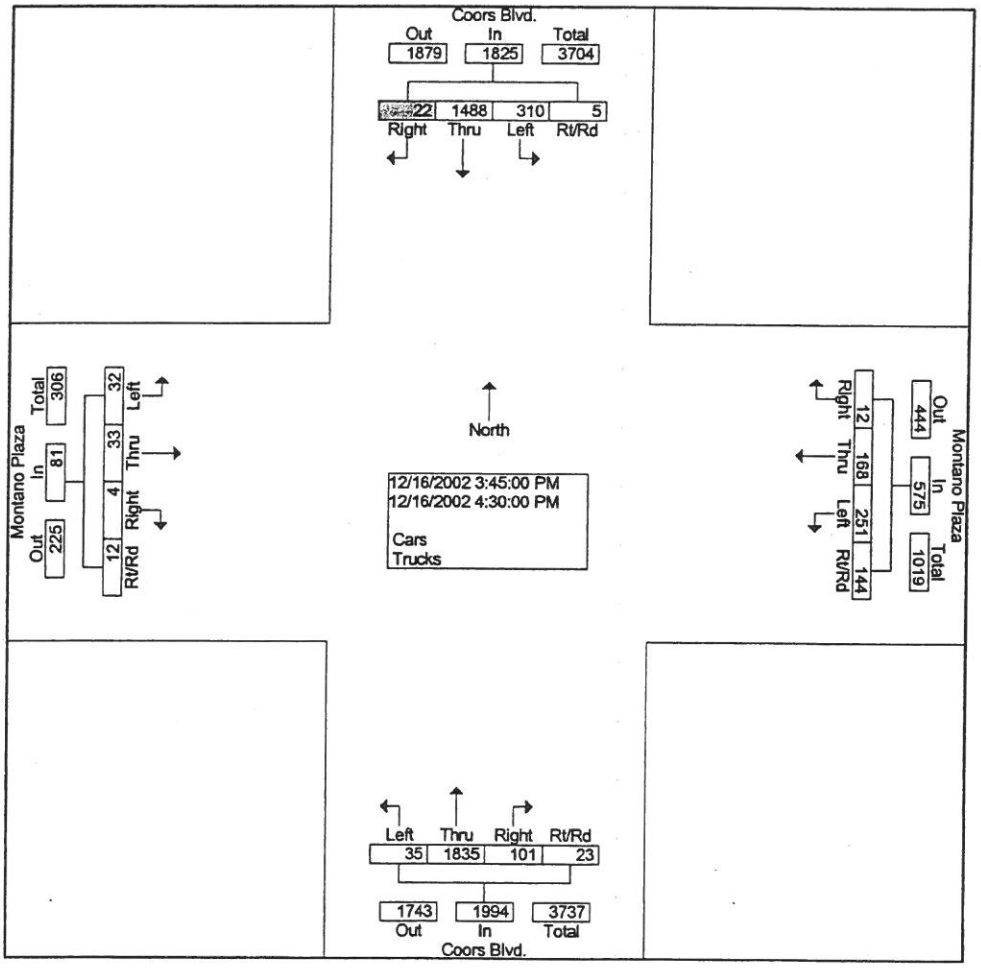
	Coors Blvd. From North					Montano Plaza From East					Coors Blvd. From South					Montano Plaza From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:45 - Peak 1 of 1																					
Intersection	07:00																				
Volume	59	1649	13	3	1724	64	11	1	52	128	5	1307	44	0	1356	105	17	13	56	191	3399
Percent	3.4	95.6	0.8	0.2		50.0	8.6	0.8	40.6		0.4	96.4	3.2	0.0		55.0	8.9	6.8	29.3		
Volume	59	1649	13	3	1724	64	11	1	52	128	5	1307	44	0	1356	105	17	13	56	191	3399
Volume	17	512	5	1	535	20	3	0	13	36	1	360	10	0	371	29	3	1	13	46	988
Peak Factor																					0.860
High Int.	07:30					07:30					07:45					07:00					
Volume	17	512	5	1	535	20	3	0	13	36	1	398	13	0	412	23	4	5	21	53	
Peak Factor					0.806					0.889					0.823					0.901	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Montano Plaza and Coors Bd.
Site Code : 00025341
Start Date : 12/16/2002
Page No : 6

	Coors Blvd. From North					Montano Plaza From East					Coors Blvd. From South					Montano Plaza From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 14:00 to 17:45 - Peak 1 of 1																					
Intersection	15:45																				
Volume	310	1488	22	5	1825	251	168	12	144	575	35	1835	101	23	1994	32	33	4	12	81	4475
Percent	17.0	81.5	1.2	0.3		43.7	29.2	2.1	25.0		1.8	92.0	5.1	1.2		39.5	40.7	4.9	14.8		
Volume	310	1488	22	5	1825	251	168	12	144	575	35	1835	101	23	1994	32	33	4	12	81	4475
Volume	83	331	10	1	425	90	55	5	36	186	8	478	35	8	529	9	10	3	3	25	1165
Peak Factor																					0.960
High Int.	15:45					16:00					16:00					16:00					
Volume	96	386	3	0	485	90	55	5	36	186	8	478	35	8	529	9	10	3	3	25	
Peak Factor					0.941					0.773					0.942					0.810	



BICYCLE AND PEDESTRIAN CROSSINGS

Location Montano Pl. Dr-Coors Blvd, COGID 25341
Date 12/16/20 Operator RN Machine Number 2386

Time	North ↓ South		North ↑ South		West ← East		West → East	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 6:45 - 9:45	1	1			1	1111		
	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS
Midday Peak Period 11:00 - 2:00	1	1			1	1		
	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS
Afternoon Peak Period 3:00 - 6:00	1	11			1			
	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS

BICYCLE AND PEDESTRIAN CROSSINGS

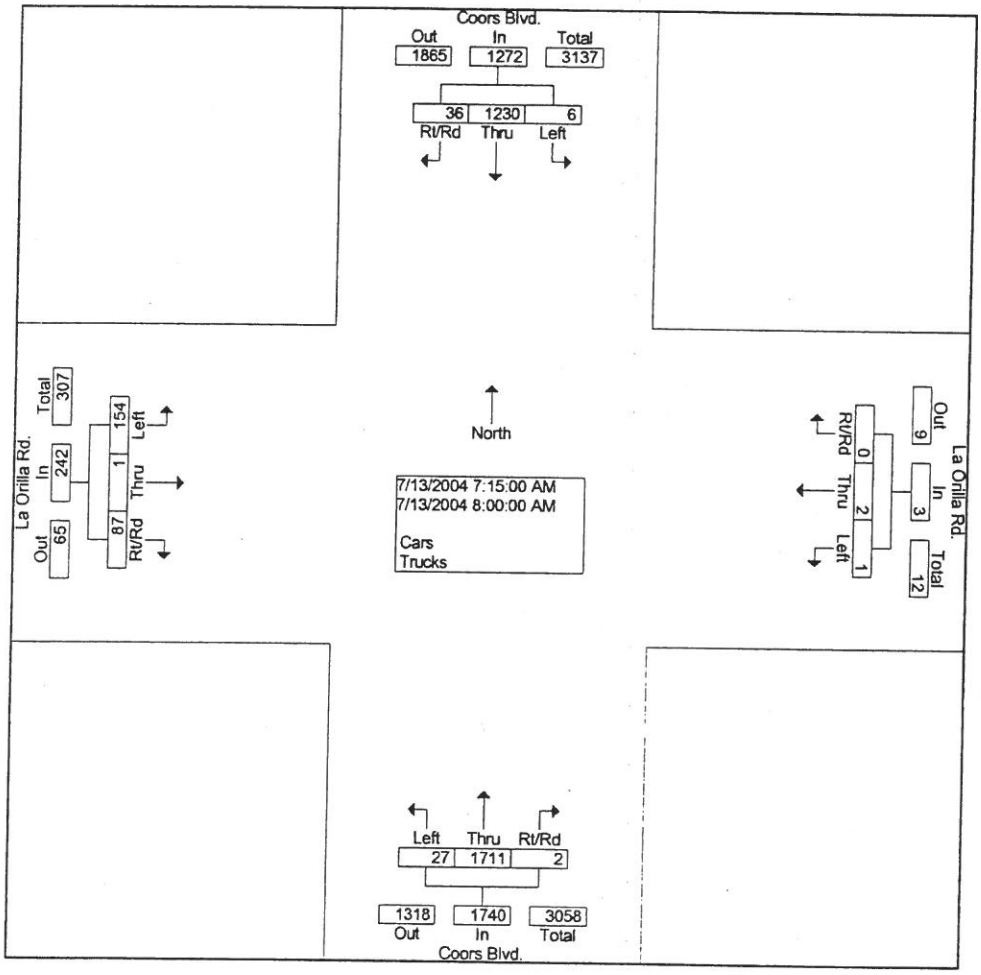
Location MONTANA PLAZA-COURS BLVD COGID 25341
Date 12 / 16 / 02 Operator Chope

Time	North ↓ South		North ↑ South		West ← East		West → East	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 6:45 - 9:45						1	III	IIII
	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES 3	TOTAL # PEDS 4
Midday Peak Period 11:00 - 2:00			1	1			II	
	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES 1	TOTAL # PEDS 1	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES 2	TOTAL # PEDS
Afternoon Peak Period 3:00 - 6:00							I	II
	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES	TOTAL # PEDS

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : La Orilla Rd. and Coors Bd.
Site Code : 00025245
Start Date : 07/13/2004
Page No : 3

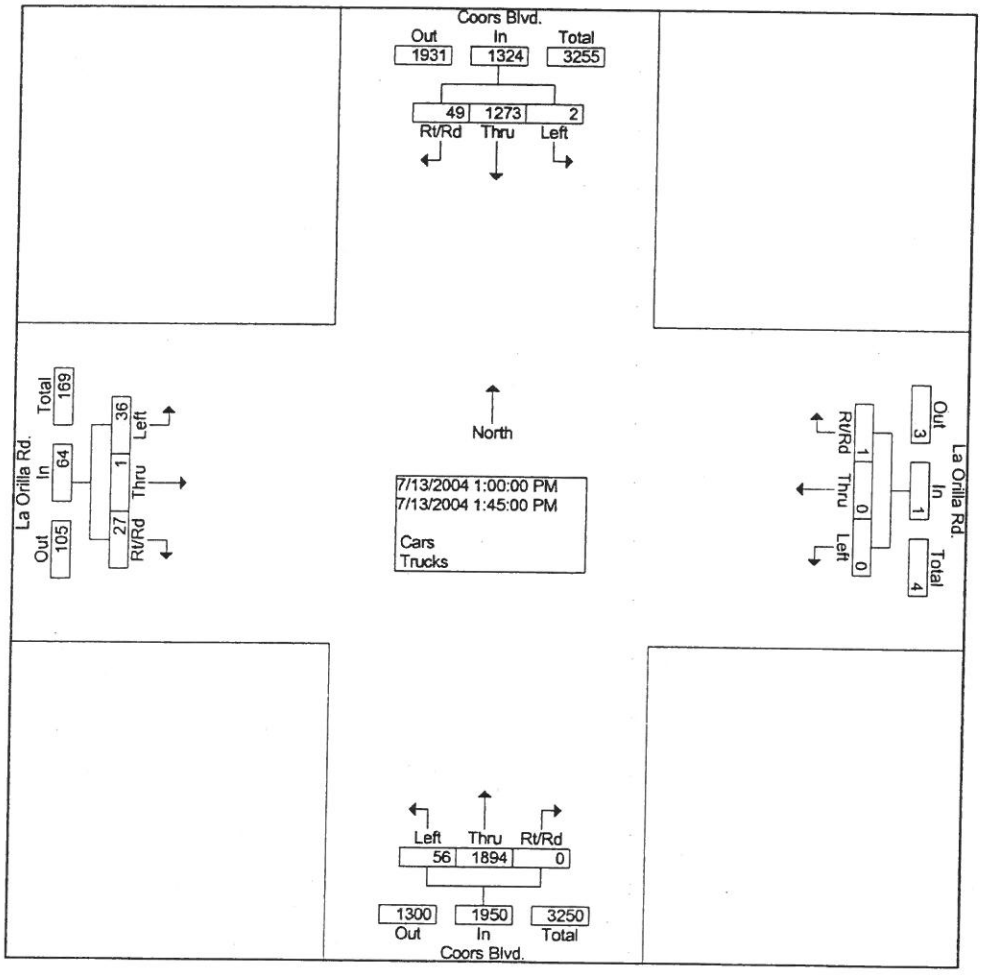
	Coors Blvd. From North					La Orilla Rd. From East					Coors Blvd. From South					La Orilla Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:15																				
Volume	6	1230	34	2	1272	1	2	0	0	3	27	1711	2	0	1740	154	1	44	43	242	3257
Percent	0.5	96.7	2.7	0.2		33.3	66.7	0.0	0.0		1.6	98.3	0.1	0.0		63.6	0.4	18.2	17.8		
Volume	6	1230	34	2	1272	1	2	0	0	3	27	1711	2	0	1740	154	1	44	43	242	3257
Volume	5	327	4	1	337	0	1	0	0	1	8	456	2	0	466	49	1	12	11	73	877
Peak Factor																					0.928
High Int.	07:30					07:30					07:30					07:30					
Volume	5	327	4	1	337	0	1	0	0	1	8	456	2	0	466	49	1	12	11	73	
Peak Factor					0.944					0.750					0.933					0.829	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : La Orilla Rd. and Coors Bd.
Site Code : 00025245
Start Date : 07/13/2004
Page No : 4

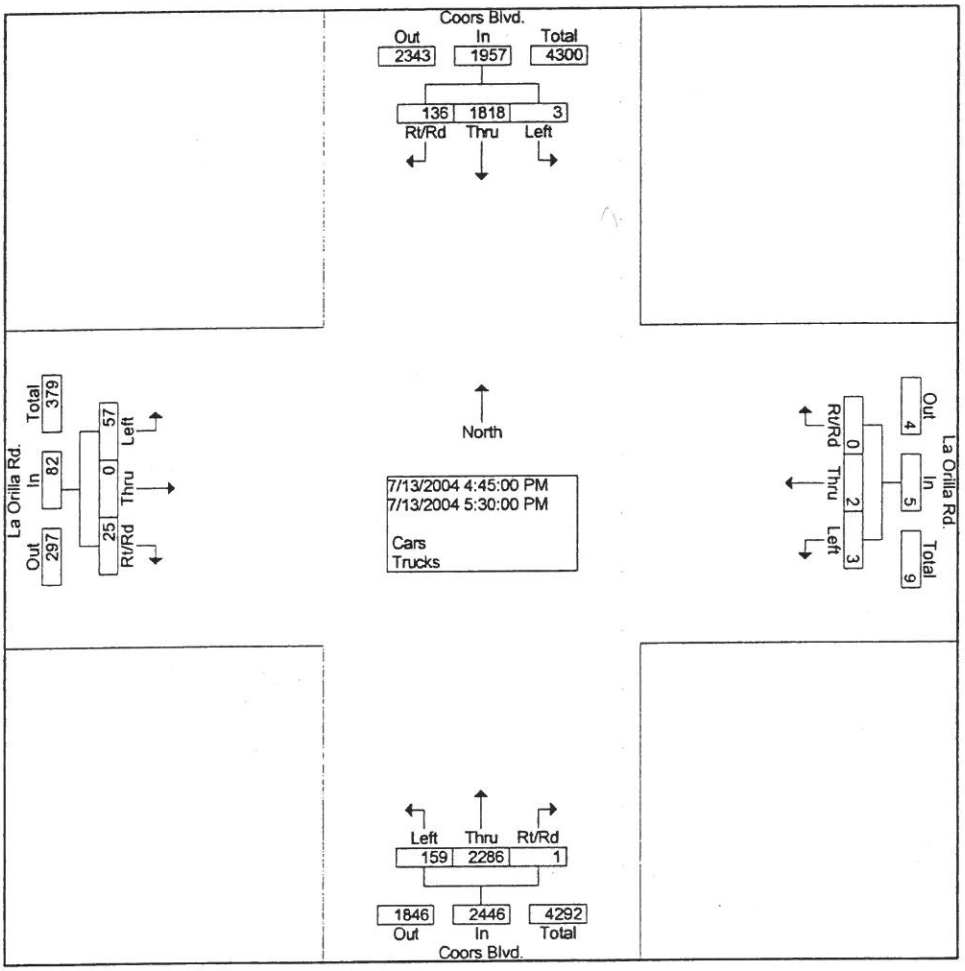
	Coors Blvd. From North					La Orilla Rd. From East					Coors Blvd. From South					La Orilla Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection	13:00																				
Volume	2	1273	48	1	1324	0	0	1	0	1	56	1894	0	0	1950	36	1	20	7	64	3339
Percent	0.2	96.1	3.6	0.1		0.0	0.0	100.0	0.0		2.9	97.1	0.0	0.0		56.3	1.6	31.3	10.9		
Volume	2	1273	48	1	1324	0	0	1	0	1	56	1894	0	0	1950	36	1	20	7	64	3339
Volume	0	337	18	1	356	0	0	1	0	1	13	487	0	0	500	7	1	8	3	19	876
Peak Factor																					0.953
High Int.	13:15					13:15					13:45					13:15					
Volume	0	337	18	1	356	0	0	1	0	1	15	501	0	0	516	7	1	8	3	19	
Peak Factor					0.930					0.250					0.945					0.842	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : La Orilla Rd. and Coors Bd.
Site Code : 00025245
Start Date : 07/13/2004
Page No : 5

	Coors Blvd. From North					La Orilla Rd. From East					Coors Blvd. From South					La Orilla Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	3	1818	130	6	1957	3	2	0	0	5	159	2286	1	0	2446	57	0	11	14	82	4490
Percent	0.2	92.9	6.6	0.3		60.0	40.0	0.0	0.0		6.5	93.5	0.0	0.0		69.5	0.0	13.4	17.1		
Volume	3	1818	130	6	1957	3	2	0	0	5	159	2286	1	0	2446	57	0	11	14	82	4490
Volume	2	467	29	0	498	0	0	0	0	0	44	611	0	0	655	7	0	4	4	15	1168
Peak Factor																					0.961
High Int.	17:30					16:45					17:15					17:30					
Volume	0	480	30	1	511	3	2	0	0	5	44	611	0	0	655	18	0	5	2	25	
Peak Factor					0.957					0.250					0.934					0.820	



DIGITAL TRAFFIC SYSTEMS, INC.
3600 CERRILLOS ROAD #205
SANTA FE, NM 87505
PH. (505)474-4922 FAX (505)424-8704

Study Name: COR-PAS2
Site Code : 00001112
Start Date: 08/27/03
Page : 3

Cars.Trucks

		Paseo del Norte From East				Coors From South				Paseo del Norte From West				Intvl.
	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Total
Individual Approach for the Period: 07:00 on 08/27/03 to 09:45 on 08/27/03														
		07:15				07:00				07:45				
	3	262	0	0	0	46	944	688	0	62	0	49	0	
	9.6	100.0	0.0	0.0	0.0	2.7	56.2	41.0	0.0	55.8	0.0	44.1	0.0	
		262				1678				111				
		07:30				07:30				08:00				
	0	83	0	0	0	13	235	201	0	19	0	17	0	
		83				449				36				
		0.789				0.934				0.770				
By Entire Intersection for the Period: 07:00 on 08/27/03 to 09:45 on 08/27/03														
		07:00				07:00				07:00				
1078	43	253	0	0	0	46	944	688	0	38	0	44	0	
34.5	1.3	100.0	0.0	0.0	0.0	2.7	56.2	41.0	0.0	46.3	0.0	53.6	0.0	
		253				1678				82				
		07:30				07:30				07:45				
318	13	83	0	0	0	13	235	201	0	13	0	15	0	
		83				449				28				
0.872		0.762				0.934				0.732				
Hour Analysis By Individual Approach for the Period: 11:00 on 08/27/03 to 13:45 on 08/27/03														
12:15		13:00				12:45				13:00				
974	97	177	0	0	0	91	933	230	0	63	0	47	0	
45.9	4.5	100.0	0.0	0.0	0.0	7.2	74.4	18.3	0.0	57.2	0.0	42.7	0.0	
2119		177				1254				110				
13:00		13:15				13:30				13:30				
256	22	55	0	0	0	24	261	68	0	21	0	11	0	
554		55				353				32				
0.956		0.804				0.888				0.859				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 on 08/27/03 to 13:45 on 08/27/03														
13:00		13:00				13:00				13:00				
972	115	177	0	0	0	86	950	212	0	63	0	47	0	
46.4	5.4	100.0	0.0	0.0	0.0	6.8	76.1	16.9	0.0	57.2	0.0	42.7	0.0	
2092		177				1248				110				
13:00		13:15				13:30				13:30				
256	22	55	0	0	0	24	261	68	0	21	0	11	0	
554		55				353				32				
0.944		0.804				0.883				0.859				

DIGITAL TRAFFIC SYSTEMS, INC.
3600 CERRILLOS ROAD #205
SANTA FE, NM 87505
PH. (505)474-4922 FAX (505)424-8704

Weather :Okay
Counted by:DS, JO
Card # :1146, 1143
Other :COULD NOT SEE ALL RAMPS

Study Name: COR-PAS2
Site Code : 00001112
Start Date: 08/27/03
Page : 4

Cars,Trucks

Start Time	Coors From North Left	Thru	Right	Other	Paseo del Norte From East Left	Thru	Right	Other	Coors From South Left	Thru	Right	Other	Paseo del Norte From West Left	Thru	Right	Other	Intvl. Total
Peak Hour Analysis By Individual Approach for the Period: 15:00 on 08/27/03 to 17:45 on 08/27/03																	
Time	17:00				17:00				17:00				15:45				
Vol.	1044	1332	123	0	487	0	0	0	111	1291	280	0	70	0	79	0	
Pct.	41.7	53.3	4.9	0.0	100.0	0.0	0.0	0.0	6.5	76.7	16.6	0.0	46.9	0.0	53.0	0.0	
Total	2499				487				1682				149				
High	17:30				17:15				17:15				16:15				
Vol.	270	360	20	0	156	0	0	0	35	349	69	0	23	0	20	0	
Total	650				156				453				43				
PHF	0.961				0.780				0.928				0.866				
Peak Hour Analysis By Entire Intersection for the Period: 15:00 on 08/27/03 to 17:45 on 08/27/03																	
Time	17:00				17:00				17:00				17:00				
Vol.	1044	1332	123	0	487	0	0	0	111	1291	280	0	78	0	57	0	
Pct.	41.7	53.3	4.9	0.0	100.0	0.0	0.0	0.0	6.5	76.7	16.6	0.0	57.7	0.0	42.2	0.0	
Total	2499				487				1682				135				
High	17:30				17:15				17:15				17:00				
Vol.	270	360	20	0	156	0	0	0	35	349	69	0	23	0	14	0	
Total	650				156				453				37				
PHF	0.961				0.780				0.928				0.912				

****

Location: 026100 Starts : 07/15/02 at 06:45:00
Notes : EAGLE RANCH RD - COORS BD Ends : 07/15/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: RN 169 CM 155 S/N : 169155 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

****

	From North				From South				From East				From West				
	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	Total
Grand Total Auto	0	707	10617	62	29	1416	10818	233	503	522	203	282	1103	77	179	232	26983 <
%	0.0	2.5	38.0	0.2	0.1	5.1	38.7	0.8	1.8	1.9	0.7	1.0	4.0	0.3	0.6	0.8	96.6%
Truck	0	12	400	0	0	35	460	2	7	7	3	0	9	1	1	1	938
%	0.0	0.0	1.4	0.0	0.0	0.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4%
All	0	719	11017	62	29	1451	11278	235	510	529	206	282	1112	78	180	233	27921
%	0.0	2.6	39.5	0.2	0.1	5.2	40.4	0.8	1.8	1.9	0.7	1.0	4.0	0.3	0.6	0.8	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION

From North
(Peds = 1)
Total 23946
Approach 11798 . Depart 12148

Rt/red Right Thru Left .
0 62 11017 719 . 78 11278 792

510 Rt/Red
282 Right
206 Thru Approach 1527
529 Left

Depart 1719
62
206
1451

Total 3322 ..... From West

Left 78
Approach 1603 Thru 180
Right 233
Rt/Red 1112

719
180 Depart 1163
264

..... Total 2690 From East

1345 11017 529 . 1451 11278 235 29
. Left Thru Right Rt/Red
Depart 12891 . Approach 12993
Total 25884
From South
(Peds = 1)

****

cation: 026100
Notes : EAGLE RANCH RD - COORS BD
Study ID: 00
Operator: RN 169 CM 155
Weather : BERNALILLO

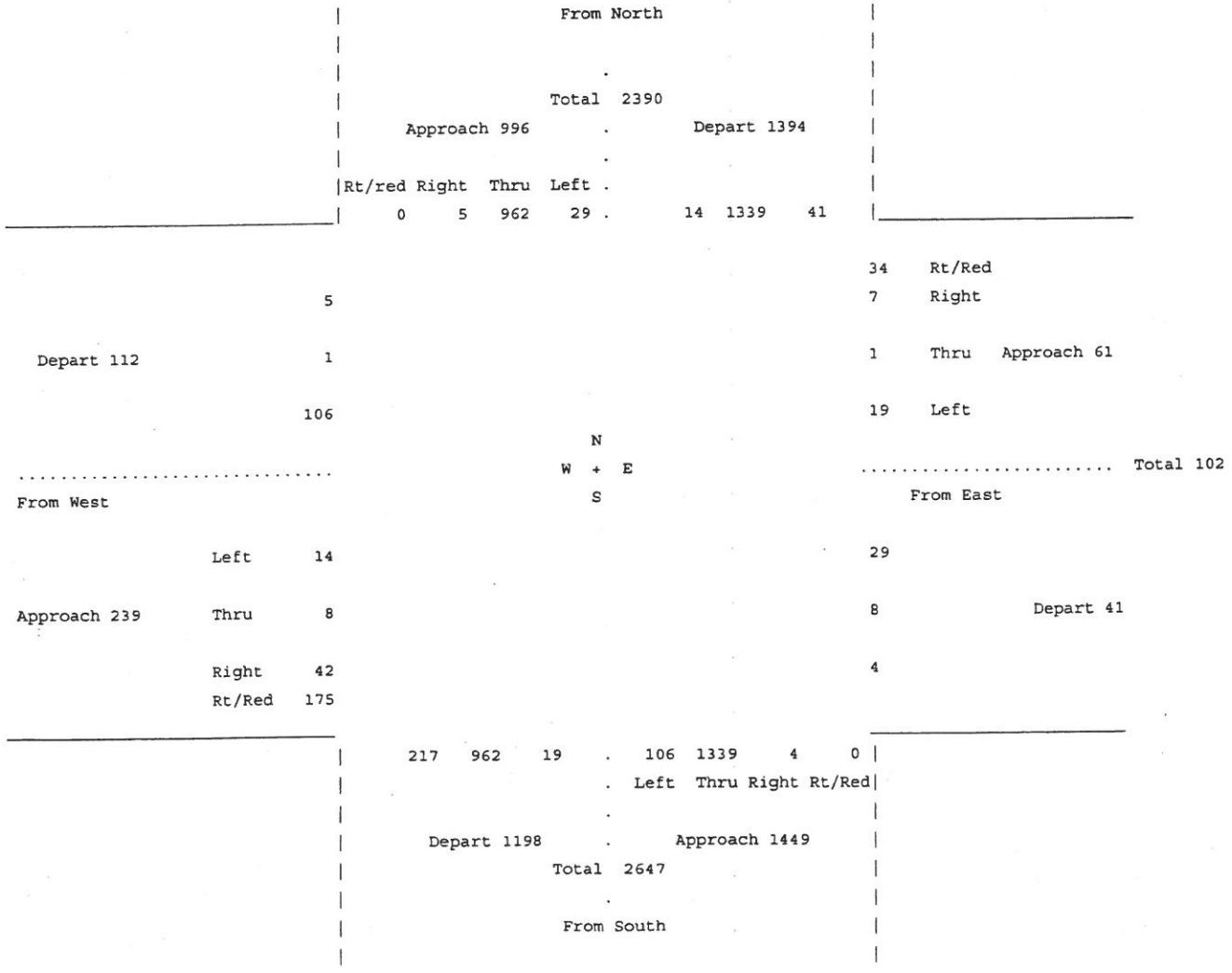
Starts : 07/15/02 at 06:45:00
Ends : 07/15/02 at 18:00:00
Interval : 15 min Intervals: 45
S/N : 169155 Type: C,Tr,Ped-rt/red
Correction: 1.00

****

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Mon Jul 15 07:15:00 2002

	VOLUME						PERCENTS				
DIRECTION	Peds	Rt/Red	Left	Thru	Right	Total	Peak Factor	Rt/Red	Left	Thru	Right	Total
From North	0	0	29	962	5	996	0.91	0.0%	2.9%	96.6%	0.5%	100.0%
From South	0	0	106	1339	4	1449	0.88	0.0%	7.3%	92.4%	0.3%	100.0%
From East	0	34	19	1	7	61	0.80	55.7%	31.1%	1.6%	11.5%	100.0%
From West	0	175	14	8	42	239	0.72	73.2%	5.9%	3.3%	17.6%	100.0%
Totals	0	209	168	2310	58	2745	0.91	7.6%	6.1%	84.2%	2.1%	100.0%



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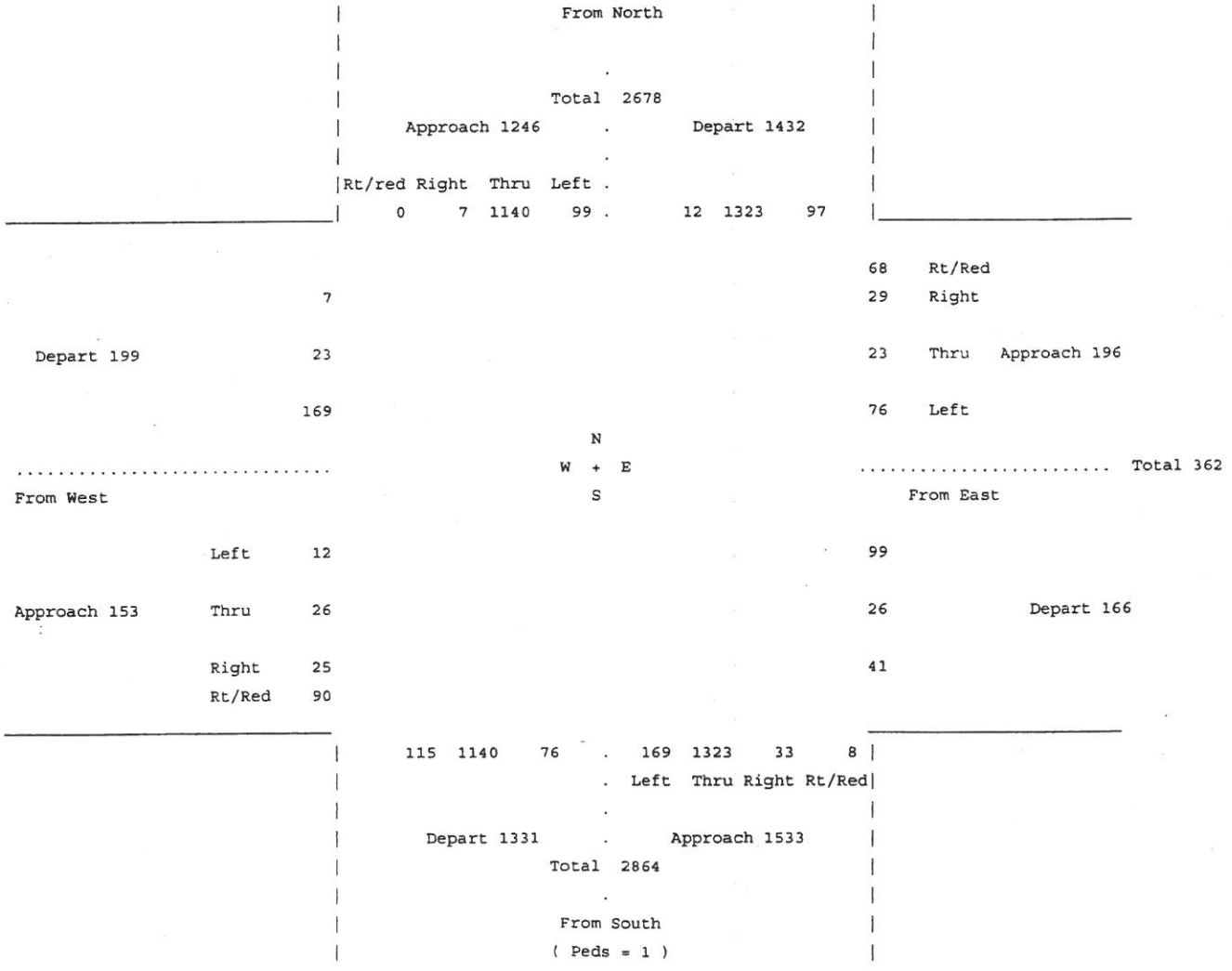
Location: 026100 Starts : 07/15/02 at 06:45:00
Notes : EAGLE RANCH RD - COORS BD Ends : 07/15/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: RN 169 CM 155 S/N : 169155 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

****

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Mon Jul 15 12:15:00 2002

	VOLUME						PERCENTS					
DIRECTION	Peds	Rt/Red	Left	Thru	Right	Total	Peak Factor	Rt/Red	Left	Thru	Right	Total
From North	0	0	99	1140	7	1246	0.84	0.0%	7.9%	91.5%	0.6%	100.0%
From South	1	8	169	1323	33	1533	0.91	0.5%	11.0%	86.3%	2.2%	100.0%
From East	0	68	76	23	29	196	0.83	34.7%	38.8%	11.7%	14.8%	100.0%
From West	0	90	12	26	25	153	0.89	58.8%	7.8%	17.0%	16.3%	100.0%
Totals	1	166	356	2512	94	3128	0.92	5.3%	11.4%	80.3%	3.0%	100.0%



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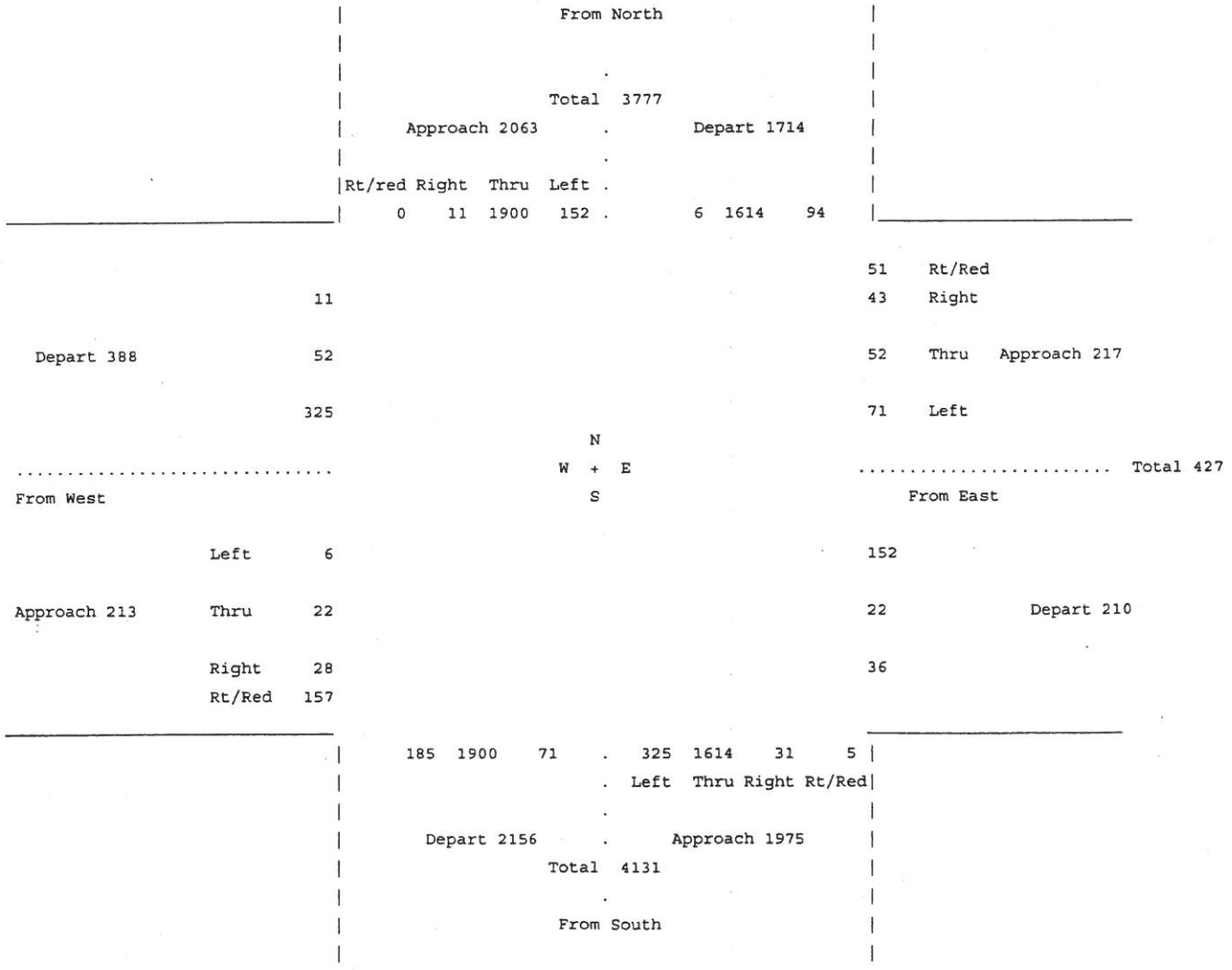
cation: 026100 Starts : 07/15/02 at 06:45:00
Notes : EAGLE RANCH RD - COORS BD Ends : 07/15/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: RN 169 CM 155 S/N : 169155 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

****

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Mon Jul 15 16:30:00 2002

	VOLUME						PERCENTS				
DIRECTION	Peds	Rt/Red	Left	Thru	Right	Total	Peak Factor	Rt/Red	Left	Thru	Right	Total
From North	0	0	152	1900	11	2063	0.92	0.0%	7.4%	92.1%	0.5%	100.0%
From South	0	5	325	1614	31	1975	0.93	0.3%	16.5%	81.7%	1.6%	100.0%
From East	0	51	71	52	43	217	0.73	23.5%	32.7%	24.0%	19.8%	100.0%
From West	0	157	6	22	28	213	0.90	73.7%	2.8%	10.3%	13.1%	100.0%
Totals	0	213	554	3588	113	4468	0.97	4.8%	12.4%	80.3%	2.5%	100.0%



Traffic Count Data Sheet

Bosquecito Commercial Development (Bosque Meadows Rd. / Coors)

Year Counts Taken: **2006**

E-W Street **Bosque Meadows**

N-S Street: **Bosque Meadows Pl**

UNSIGNALIZED

Speed Limit (Bosque Meadows)= **25** MPH

Speed Limit (Bosque Meadows Pl)= **25** MPH

Date of Count: **7/13/06**

Begin Time	End Time	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosque Meadows P			Southbound (Bosque Meadows P		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	1	0	0	0	7	0	0	0	0	0
7:15 AM	7:30 AM	0	1	4	0	1	0	13	0	0	0	0	0
7:30 AM	7:45 AM	0	0	4	0	0	0	15	0	0	0	0	0
7:45 AM	8:00 AM	0	0	2	0	0	0	11	0	0	0	0	0
8:00 AM	8:15 AM	0	0	5	0	0	0	8	0	0	0	0	0
8:15 AM	8:30 AM	0	0	3	0	0	0	7	0	0	0	0	0
8:30 AM	8:45 AM	0	0	5	0	0	0	7	0	0	0	0	0
8:45 AM	9:00 AM	0	0	3	0	0	0	8	0	0	0	0	0
AM Peak Hour Volumes		**0**	**1**	**15**	**0**	**1**	**0**	**47**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	1.6%	23.4%	0.0%	1.6%	0.0%	73.4%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			25.0%			1.6%			73.4%			0.0%	
AM Peak Hour Factor			*0.80*			*0.25*			*0.78*				

Begin Time	End Time	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Bosque Meadows P			Southbound (Bosque Meadows P		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	7	0	0	0	3	0	0	0	0	0
4:15 PM	4:30 PM	0	0	5	0	0	0	2	0	0	0	0	0
4:30 PM	4:45 PM	0	0	8	0	0	0	4	0	0	0	0	0
4:45 PM	5:00 PM	0	0	10	0	0	0	6	0	0	0	0	0
5:00 PM	5:15 PM	0	0	17	0	0	0	4	0	0	0	0	0
5:15 PM	5:30 PM	0	0	12	0	1	0	5	0	0	0	0	0
5:30 PM	5:45 PM	0	0	8	0	0	0	5	0	0	0	0	0
5:45 PM	6:00 PM	0	0	9	0	0	0	4	0	0	0	0	0
PM Peak Hour Volumes		**0**	**0**	**47**	**0**	**1**	**0**	**20**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	0.0%	69.1%	0.0%	1.5%	0.0%	29.4%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			69.1%			1.5%			29.4%			0.0%	
PM Peak Hour Factor			*0.69*			*0.25*			*0.83*				

Traffic Count Data Sheet

Project Nam **Bosquecito Commercial Development (Bosque Meadows Dr. / Coors)**

Year Counts Taken: **2006** E-W Street **Bosque Meadows** Speed Limit (Bosque Meadows)= **25** MPH

N-S Street: **Coors** Speed Limit (Coors)= **45** MPH

UNSIGNALIZED Date of Count: **7/12/06**

Begin Time	End Time	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Coors)			Southbound (Coors)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~0~~	~~0~~	~~0~~	~~5~~	~~0~~	~~2~~	~~0~~	~~296~~	~~0~~	~~0~~	~~311~~	~~0~~
7:15 AM	7:30 AM	0	0	0	7	0	6	0	381	2	3	372	0
7:30 AM	7:45 AM	0	0	0	6	0	9	0	524	1	3	453	0
7:45 AM	8:00 AM	0	0	0	5	0	6	0	397	1	4	417	0
8:00 AM	8:15 AM	0	0	0	3	0	5	0	333	1	4	356	0
8:15 AM	8:30 AM	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~4~~	~~0~~	~~340~~	~~1~~	~~2~~	~~373~~	~~0~~
8:30 AM	8:45 AM	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~4~~	~~0~~	~~351~~	~~2~~	~~3~~	~~346~~	~~0~~
8:45 AM	9:00 AM	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~5~~	~~0~~	~~350~~	~~1~~	~~2~~	~~353~~	~~0~~
AM Peak Hour Volumes		**0**	**0**	**0**	**21**	**0**	**26**	**0**	**1635**	**5**	**14**	**1598**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.6%	0.0%	0.8%	0.0%	49.6%	0.2%	0.4%	48.4%	0.0%
% Directional			0.0%			1.4%			49.7%			48.9%	
AM Peak Hour Factor						***0.78***			***0.78***			***0.88***	

Begin Time	End Time	Eastbound (Bosque Meadows)			Westbound (Bosque Meadows)			Northbound (Coors)			Southbound (Coors)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~492~~	~~1~~	~~6~~	~~573~~	~~0~~
4:15 PM	4:30 PM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~2~~	~~0~~	~~442~~	~~1~~	~~10~~	~~581~~	~~0~~
4:30 PM	4:45 PM	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~3~~	~~0~~	~~522~~	~~4~~	~~4~~	~~575~~	~~0~~
4:45 PM	5:00 PM	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~3~~	~~0~~	~~491~~	~~3~~	~~7~~	~~496~~	~~0~~
5:00 PM	5:15 PM	0	0	0	2	0	1	0	585	8	8	642	0
5:15 PM	5:30 PM	0	0	0	2	0	2	0	591	6	7	653	0
5:30 PM	5:45 PM	0	0	0	2	0	3	0	521	3	5	581	0
5:45 PM	6:00 PM	0	0	0	1	0	2	0	526	4	5	571	0
PM Peak Hour Volumes		**0**	**0**	**0**	**7**	**0**	**8**	**0**	**2223**	**21**	**25**	**2447**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.1%	0.0%	0.2%	0.0%	47.0%	0.4%	0.5%	51.7%	0.0%
% Directional			0.0%			0.3%			47.4%			52.3%	
PM Peak Hour Factor						***0.75***			***0.94***			***0.94***	

Coors Corridor Plan Update

Report on Community Kick-Off Meeting

November 1, 2005
Paradise Hills Community Center

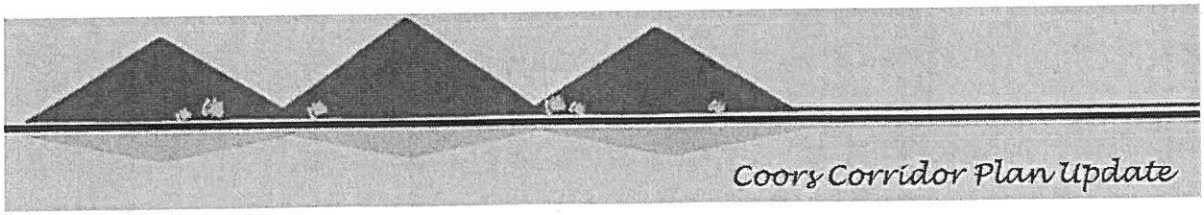
MEETING PROCESS

Approximately 40 people attended the meeting to begin the process of amending the Coors Corridor Plan (the "Plan"). The purpose of the meeting was to gain an understanding of community preferences for pedestrian improvements and visual character of the Coors Corridor from Western Trail to Alameda (segments C and D in the original Plan).

The planning team, consisting of City Planning Department planners, HDR planning consultants, and Shared Vision, an Albuquerque community process organization, described the process for community involvement to be followed over the next several months. The schedule includes a design workshop on December 9, an open house in late January or early February, interest group presentations in early March, and presentations to the Environmental Planning Commission and City Council in spring of 2006.

The team sought the opinions of the participants on the visual characteristics they would like to see through two facilitated discussion groups, one for the section of Coors from Eagle Ranch Rd. to south of Paseo del Norte, the other for the section running from Paseo to Alameda. These groups discussed and wrote on large aerial maps and photographic images of areas adjacent to Coors prepared by HDR. At the end of the evening, the groups reconvened and reported out their findings.

These preferences will be used by the City Planning Department and HDR consultants to guide plan revisions and prepare for the next workshop.



PLAN GOALS

At the beginning of the meeting, District 5 Councilor Michael Cadigan described to the group his goals for the plan revision:

- Transit linkages
- Respect for the river Bosque as it abuts the Rio Grande Valley State Park
- Recognition of Coors as a commuter route with limited access
- Pedestrian crossings and safety for pedestrians
- "A plan that is easy to follow"

KEY FINDINGS

1. Issues with the existing plan

There is general agreement that the existing Coors Corridor Plan adopted in 1984 has not been very effective. It is viewed as inconsistent with cumbersome regulations that are difficult to administer. Many participants believed that the Plan has not been properly enforced by those governmental agencies and commissions charged with that responsibility. "The plan has been ignored. What the community wanted in 1984 did not happen."

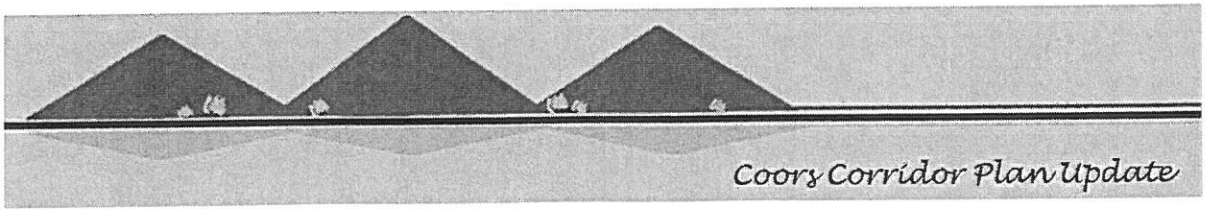
A positive aspect of the existing Plan is that is addresses the need to preserve views to the east through excavations and dropping of floor elevations in new development.

Many thought that the character of Coors has suffered as a result of the Plan's failures and that revisions are happening after the fact. "It's too late; revisions should have happened 10 years ago." "What can be influenced now? How do you undo what's been done badly?"

At the same time, community participants are looking to the Plan Update to set new, *enforceable* standards that can influence the limited developable land that remains. For this reason, the group expressed a sense of urgency in completing the Plan update quickly.

2. Development Character and Preferences

People view Coors as dangerous, congested, inhospitable to pedestrians, and marred with buildings and walls too close to the street that often obstruct views to the bosque and mountains on the east side. When asked about places they disliked, one group said "Coors." They avoid driving there and use it only when necessary to get somewhere else.



Commercial development is seen as problematic as it necessitates left turns which cause more congestion. Left-turn access onto Coors from adjacent development and from intersecting streets (e.g. Winter Haven) is often dangerous. Other intersections mentioned as problems include Coors and Paseo del Norte, where traffic backs up north of Paseo, Coors and Irving, and Coors and Montaño.

Desired character: "Whatever will improve the flow of traffic"

- More emphasis on access control, with fewer access points allowed.
- Less commercial development permitted between centers.
- Lower densities between centers

B. Pedestrian environment

Coors is not designed as a walking environment. Not only are pedestrian facilities lacking along the street, the character of adjacent developments also discourages walking. Many buildings are spaced too far apart, adjacent buildings lack direct pedestrian connections to Coors, and there are few places for people to sit. One person commented on the character: "It's all commercial."

Desired character:

- Shade, comfortable places to sit and wait for a bus
- Some public spaces
- Landscaped buffer areas between Coors and development

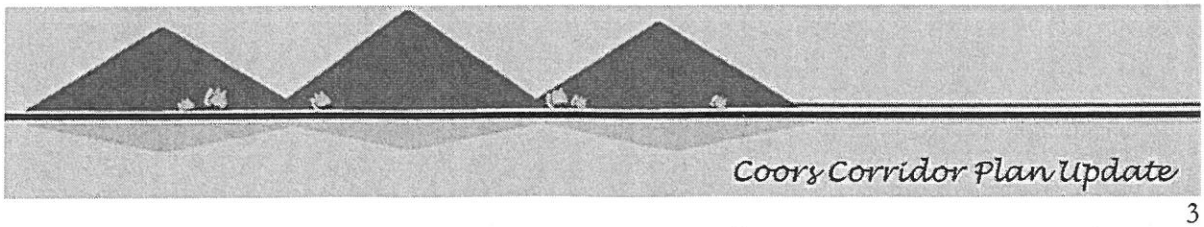
C. Pedestrian Circulation

Pedestrian travel across Coors is very difficult. Furthermore, subdivisions bordering Coors have no pedestrian access out onto Coors, e.g. to catch a bus. Subdivisions to the west of Coors along Montaño in particular were mentioned as lacking these kinds of connections. This is a problem if the city wishes to encourage use of transit.

Although the groups wanted better access to buses with comfortable waiting areas along Coors itself, they favored clear separation of walkways, trails and bicycle paths from auto traffic.

Desired Improvements:

- Ways to cross Coors - preference for underpasses, not overpasses. Participants cited the underpass and trail crossing Rio Grande Blvd. as an example where walkers feel safe.
- Pedestrian connections from buildings to the street
- Pedestrian connections from subdivisions to transit stops on Coors and to the bosque
- Along Coors – walking, bicycling trails "off roadway"



D. Visual Qualities

Walls - Participants complained about the residential development north of Western Trails on the west side of Coors where walls are too high (15 ft.) and too close to the road
Lighting - Too high, too bright
Architectural style and Colors – "junky buildings" - architecture that doesn't fit with the natural setting (e.g. angled rooflines at Coors and La Orilla); requests for loud colors and neon signage
Setbacks - Participants did not like buildings fronting on or too close to Coors. Residential development on the west side of Coors north of Montano Plaza Drive is seen as an area where houses are too close to the road and too close to each other.

Participants wanted to avoid a "downtown look." At the same time, they do not want to see parking in front of buildings.

Desired character:

- Buildings set back from the street and buffered with landscaping.
- Architectural features and colors that blend with the natural setting, e.g. low Territorial style buildings and low key signage
- Need for controls on lighting – lower, softer lighting
- Limiting height of walls

E. View preservation

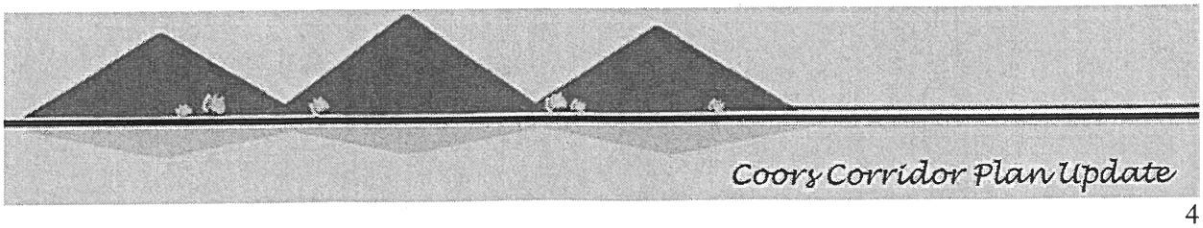
Participants were concerned about commercial buildings that are too tall blocking views from the roadway. They liked the idea of requiring site excavation, and identified Montaño Plaza (Raleys) as a good example of preserving views to the treetops of the river bosque and the Sandia mountains with "sunken" buildings.

Desired Character:

- Buildings as seen from Coors should not block views to the mountains and bosque tree lines. View preservation should be required, not just a guideline
- Raley's (excavation) lying below the street grade is an example of good design – other buildings should follow this example

F. Open Space and Trails

Many were disappointed that so much open space has been lost to development. They would like to see more of the bosque preserved and harmonious treatment of areas that are transitional to open space, with attention to colors and architectural style. They saw opportunities for preserving open spaces north of Dellyne/Learning Rd. east of Coors. North of La Orilla views and open space could be preserved through lower density, high quality development.



Desired character:

- Preservation of the river bosque; no development should be allowed within a 100-foot buffer zone from the bosque.
- Preserve existing trailheads and provide trail connections for good access to walking and hiking trails in the state park, e.g. off Namaste, La Orilla, Montano

G. Urban places

Places that people like to visit are those developments that are most walkable.
Specific places that people like:

Row of Restaurants – north of Paseo between Coors bypass and Alameda
People appreciate having choices of places to eat concentrated in one place, and enjoy the views to the east.

Montaño Plaza (Raleys) and Riverside Plaza
Participants cited the attractive Territorial-style architecture, buildings "broken up", and pleasant places for people to walk, especially in newer Riverside Plaza which offers outdoor seating and interesting interior shopping streets.

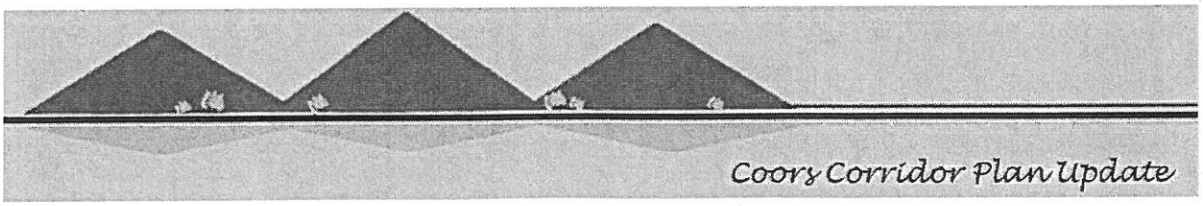
These commercial developments are set back and buffered from the roadway with landscaping. They provide an environment where people feel safe and can comfortably enjoy walking between restaurants and stores and sitting outdoors.

These developments are successful examples of combining walkability, appropriate architectural character, and view preservation.

Desired Character:

Based on these "favorite places" the desired character of commercial areas can be summarized as follows:

- Walkable areas separated from the main roadway
- Cohesive architectural style that fits with the natural setting
- Compatible shopping and restaurant activities that attract people to one destination
- Fountains, landscaping and outdoor seating
- Small interior walking streets
- Excavation for "sunken" buildings to protect views



Coors Corridor Plan Update
Report on Design Workshop December 9, 2005

1. PROCESS

The first meeting on the Coors Corridor Plan Update identified goals and desired character for Coors. The second charrette workshop consisted of a collaborative hands-on design session among residents, representatives of neighborhood associations, and a planning team including HDR planning consultants and the City Planning Department. The planning team made presentations on design character and strategies for view preservation, site design, landscape enhancements, and pedestrian orientation. Participants applied these strategies to the Coors corridor, drawing on large aerial maps to identify *where* and *how* to achieve the goals outlined in the first meeting.

2. CHARACTER

Limited-access roadway

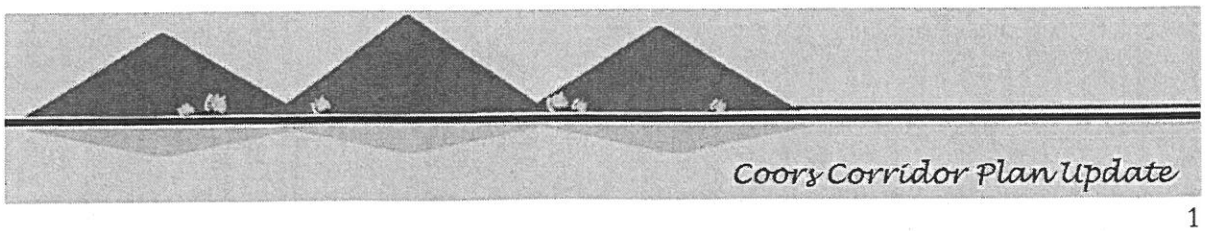
As the only North-South connector on the West Side between the escarpment and the Rio Grande, Coors will remain a major, high-volume arterial street. Whereas 20 years ago Coors serviced mostly local traffic, it now carries ever-increasing amounts of through traffic from the growing northwest population centers across the Rio Grande to employment and services east of the river. The type of land use and development adjacent to Coors must "facilitate the flow of traffic."

Results of the second workshop were consistent with the first. Those who attended wanted to see Coors evolve into a "landscaped parkway" consistent with its designation as a limited-access roadway. Making Coors a limited-access roadway impacts conditions and choices for development along the corridor.

Character areas

Car Culture - Coors developed as an oversized, car-oriented landscape reflecting suburban environments of the past thirty years. Typical patterns include strip commercial centers, stand-alone buildings, segregated land uses, and single-family subdivisions that require driving long distances from home to work to shopping. This type of development is the trend along Coors and will likely continue unless other types of character are encouraged.

Open Space Oriented. Low density residential areas help to preserve a sense of open space and views; this type of development is found primarily between Coors and the river bosque, below the Corrales drain, around Piedras Marcadas, La Luz, Andalucia, and the area adjacent to Oxbow at the



end of Namaste. These areas should be preserved and protected from noise and other impacts of high-traffic volumes.

Walkable Compact. More recently, compact mixed-use commercial villages with a more walkable scale emerged separate from Coors. Riverside Plaza at Coors and Montaño is viewed as an attractive example, with its sense of enclosure, double-loaded shopping streets, outdoor seating, fountains and landscaping. People want more of those kinds of places. One comment was to "make everything like Riverside Plaza."

A car-oriented land use pattern will increase traffic congestion and result in a homogeneous car-oriented strip that most people dislike. Workshop discussions focused on how to re-orient Coors as a place for people. Walkable compact areas should be encouraged. A network of trails can reinforce low density open areas and encourage walking and bicycling. As Coors develops, these three character areas should be differentiated and co-exist as places with very distinctive, memorable attributes.

Views

The Westside is characterized by dramatic views to the bosque, river, and Sandias. Especially in Zone 3, views to the bosque are critical. The existing 4-foot view plane in the current Coors Corridor Plan aims at views from automobiles traveling along Coors. Given the changing nature of Coors from local destination to a major carrier of through traffic, discussion focused on how to orient views not only from cars but from pedestrian places and trails, how and where to create view overlooks and identify essential view corridors.

3. STRATEGIES

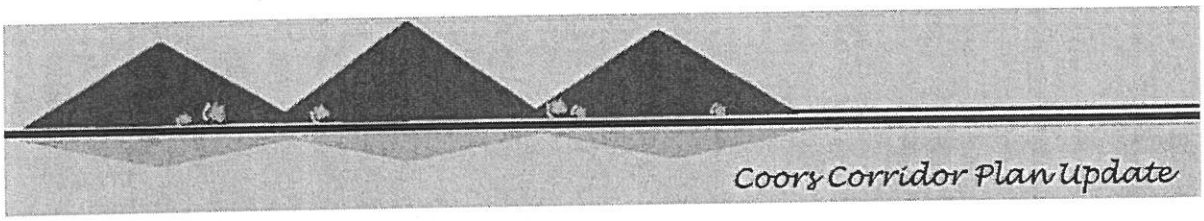
Develop Coors as a landscaped parkway

Landscape enhancements should preserve a sense of the special qualities of the West Side with its unique views of the edge of the river, bosque, and mountains

- Create a Parkway with the feel and look of the bosque
- Use landscaped buffer close to the street to hide parking
- Use trees to provide comfortable, shaded walking environments
- Preserve the visual connection to the bosque in the foreground and mountains in the background through landscape treatments along Coors; bring the bosque plant palette up to Coors and create microclimate symbolic connections to the bosque and river

Buildings should be set back from the roadway, buffered with landscaping

The existing design guidelines encourage buildings to front on the street. Guidelines requiring excavation have not been applied consistently and as a result, pad sites on the street often block views and discourage pedestrian orientation. Participants want to avoid a "canyon effect" and do not want to see the back sides of buildings facing the street. Commercial development should not define the street. "Coors is not a pedestrian environment."



Character of buildings and massing

- Place building massing and heights away from the roadway; no parapet intrusions along the street
- Prevent more entrances on Coors
- Break up parking lots through terracing
- Work with the topography – buildings step down with the contours, slope down the terrain to maintain the view line
- Place parking lots higher than buildings
- Require flat roof architectural styles

Create walkable village commercial areas off the roadway

Following the example of Riverside Plaza, areas along Coors should be re-scaled and re-oriented to create places with a more intimate walkable scale. Retail should be clustered rather than developed in a continuous strip to encourage walkability and preserve open space and views. One participant said "apply the La Luz concept to commercial areas."

Characteristics.

- Sense of safety and feeling of enclosure for outdoor spaces
- Village (human scale) versus Big Box
- Architectural style - Territorial or village look that blends with the landscape
- Height restrictions, natural color, signage
- Central plaza feel
- Double-sided for shopping streets
- Breaks in building forms to create view windows
- Parking hidden with landscaping
- No drive-throughs

Future opportunities for walkable compact centers to consider:

- La Orilla – tie together multiple owners
- Southeast corner of Coors and Montaño – new retail and apartments
- Plaza at Paseo – could be made more walkable, connections to adjacent residential
- Southeast corner of Coors and Paseo – (SIPI has 2000 students)
- South of Alameda, west of Old Coors

Develop a comprehensive walkway system "off roadway" separate from auto traffic

Given its role as a major traffic carrier, participants thought that Coors itself would never be a comfortable pedestrian environment. Instead they recommended wide, off-road walkways buffered from the road with landscaping.

Important landscaped walkway connections:

- From residential areas to and from shopping and to and from bus stops along Coors
- Through the community to connect separate developments (not along Coors)

- From bus stops to shopping destinations
- To and from Cottonwood Mall

Develop a system of recreational trails along arroyos connecting to open spaces

East-West linear trail system can connect the two major open space elements paralleling the Coors Corridor: the river bosque and the Petroglyph National Monument escarpment and volcanoes. Within the corridor, the bosque is the main destination for pedestrians.

Important Trail System connections

- San Antonio Arroyo – trail on berm ridge connecting to La Mariposa Recreation Trail, Mariposa Basin, and Petroglyphs
- Off-road trails along Eagle Ranch – bicycle connections to Alameda, shopping
- La Orilla complete the off-road trail, connect to bosque
- Calabacillas Arroyo trail– access east side of river
- Alameda – pedestrian connection to Corrales bosque

Improve pedestrian crossings to enhance pedestrian travel and safety:

Participants suggested use of signalized intersections away from the corners with intersecting streets. Both underpasses and overpasses were suggested as safer ways for pedestrians to cross Coors. La Orilla was mentioned as a good underpass design.

Intersections for pedestrian improvement:

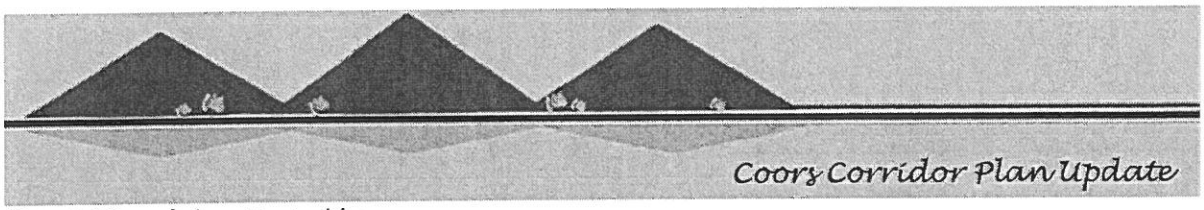
- Dellyne and Coors – improve for pedestrian safety (curve hides pedestrians)
- Montano across Coors (underpass)
- Across Montaño at Winter Haven (east of Montano Plaza) – connect with Pueblo Montaño trailhead and Paseo del Bosque trail east of River
- Montaño Plaza, Irving
- Calabacillas Arroyo
- Paseo east of Coors – North-South pedestrian crossings to connect with Piedras Mercadas

Encourage use of various types of public transit and improve pedestrian orientation of transit stops

- Locate bus stops to take advantage of view points, provide walking access to commercial areas, and that are near cross streets
- Provide more comfortable transit shelters that are covered and landscaped
- Consider running trolleys or shuttles along Coors to connect places

Develop *view overlooks* at strategic locations

- Place mountains, river and bosque in the same frame; preserve views to line of trees
- Identify view origins at key high points and from the edge of the corridor



Potential framed view opportunities

- Southeast and northeast corners of Learning Rd. and Coors have excellent views, slope with 35 ft drop (retirement center?)
- Namaste overlooking Bosque
- City park south of Montano, west of Coors – amphitheater opportunity
- View corridor at SIPI

Require new developments to frame view planes through placement of buildings and creation of internal view corridors

- Create breaks in the built form to create *view windows*

Examples are:

- Corner of La Orilla east of Coors - Bosque Plaza, near Hoffmantown Baptist Church
- Along west side of Coors at key intersections

Identify and preserve *view corridors* from major E-W streets and drainage channels

Streets that feed into Coors from the west offer dramatic panoramic views to east-bound pedestrians and drivers as they come down the hill. These views have historical reference to the natural drainageways which forged passageways down the west mesa through the escarpment. Views encompass the entire landscape of bosque, river, and mountains. These view corridors should be respected and strengthened through regulations that keep buildings from blocking the views and by creating windows in the urban form

Important E-W corridors:

- Western Trail, Montano, La Orilla, Paseo
- San Antonio and Calabacillas arroyos

IV. STREET DESIGN: CIRCULATION AND ACCESS

Continuing improvements to Coors Boulevard (Coors) is required to safely and efficiently serve current and projected travel demand. Uncontrolled and unlimited access onto Coors causes safety hazards and degrades the carrying capacity of the street.

Appropriate design within the Coors public right-of-way (ROW) will create a street corridor that is efficient in its traffic-carrying capacity, increase safety, provides reasonable access to adjacent properties, and complements the scenic values of the Coors Corridor.

A. Limited-Access Principle Arterial

Coors is a major north-south arterial for the Northwest Mesa. It is the only northwest arterial west of the Rio Grande that connects US I-25 with US 550. It shall be designed to improve its ability to serve regional and local travel demand with a range of auto and multi-modal travel options.

Coors is presently designated a Limited Access Principal Arterial High Occupancy Vehicle (HOV) Potential on the MRCOG's Long-Range Roadway System map.

Design considerations for improving Coors Boulevard are based on the fact that Coors is and will continue to be a major arterial for north-south travel with links to major facilities and destinations west of the Rio Grande. Currently, users experience congestion during peak-traffic travel periods along Coors, and projections from the MRCOG indicate that the travel demand is expected to increase approximately 40 percent by the year 2025.

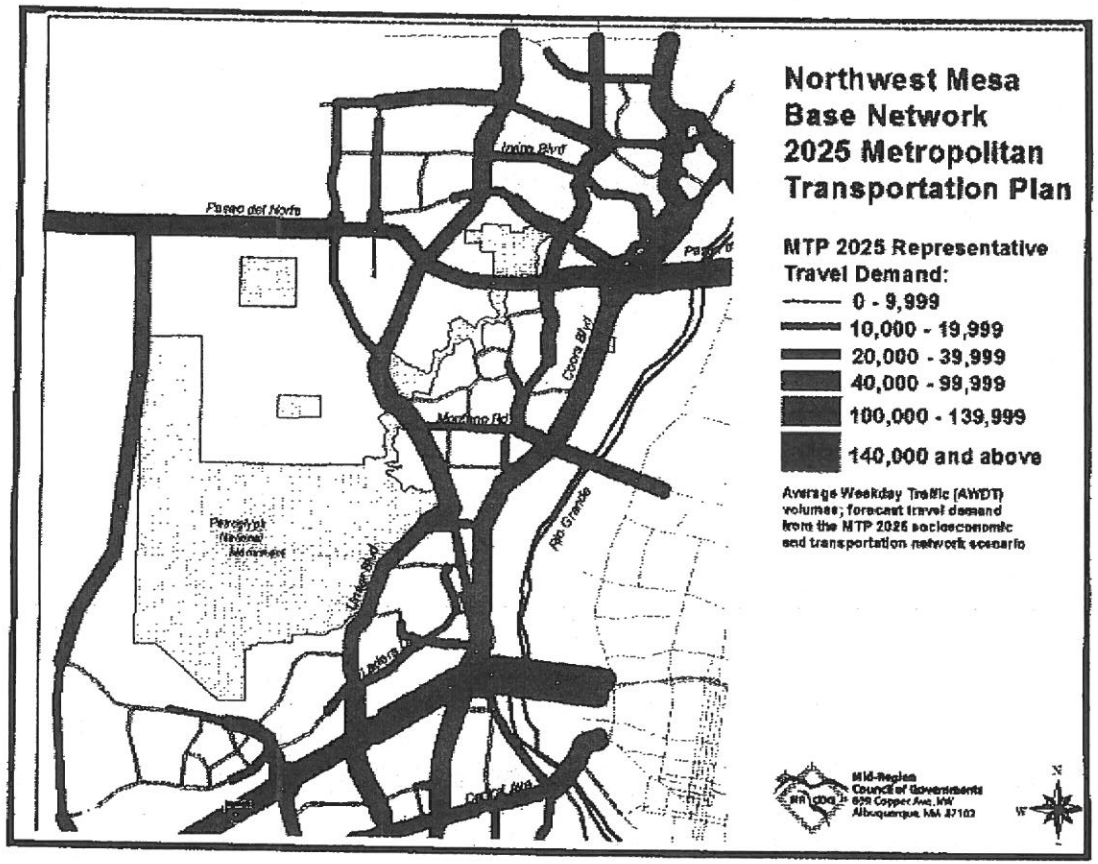
B. Right-Of-Way

The City shall continue its efforts to acquire additional ROW for Coors between Central to the Coors Bypass to achieve a minimum ROW of 156 feet, and between Coors Bypass and Alameda to achieve a minimum ROW of 124 feet.

Additional ROW may be required at signalized intersections, major unsignalized intersections and driveways to major developments as determined by NM DOT or the City, for the purpose of constructing an exclusive right-turn auxiliary lane.

An additional 18 feet of ROW (12-foot turn lane plus 6-foot bike lane) shall be required to provide an exclusive right-turn lane for driveways which are expected to serve high volumes of traffic. NM DOT or the City will determine appropriate

MAP 4.1 NORTHWEST MESA BASE NETWORK 2025 METROPOLITAN TRANSPORTATION PLAN



driveway design, length of turn lanes, and their locations.

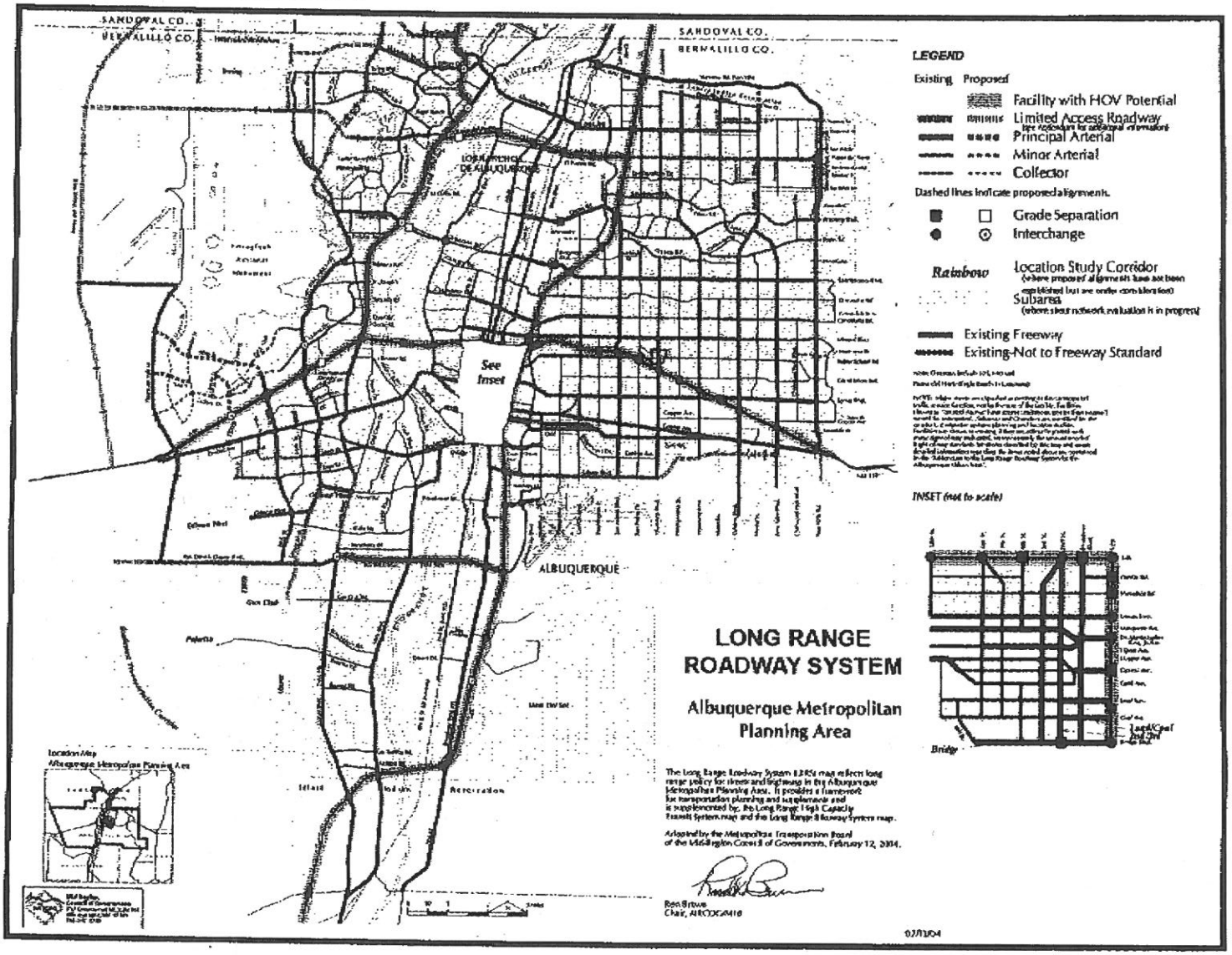
An additional six feet of ROW shall be acquired to provide for on-street bicycle lanes between St. Joseph's Drive and Alameda Boulevard.

The Metropolitan Transportation Board (MTB) has adopted a policy stating that Coors Boulevard (from I–25 to Alameda via the Coors Bypass alignment) be a Principal Arterial, high–capacity, limited–access facility, having a minimum 156–foot wide right–of–way.

With the completion of the Coors Bypass, the minimum ROW for the segment of Coors between Coors Bypass and Alameda is reduced to 124 feet.

The Long Range Roadway System map, Map 4.2, iss included on page 52.

MAP 4.2 LONG RANGE ROADWAY SYSTEM



DRAFT

Timely acquisition and dedication of ROW can reduce future capital expenditures and facilitate timely initiation of improvements.

C. Access Control and Driveways

Vehicular access to Coors Boulevard shall be limited to protect its primary function as a major traffic carrier.

Driveways shall not be permitted within 400 feet of the approach and departure sides of a signalized intersection and unsignalized roadway intersections. The intent of this policy is to limit the number of allowable driveways and to encourage the use of shared driveway access between property owners. Driveways shall be spaced no less than 400 feet apart.

In a typical quarter–mile segment, no more than three driveways shall be permitted per side of the Corridor. Driveway spacing within the jurisdiction of NM DOT shall conform to the driveway requirements as listed in the latest edition of the State Access Management Manual. If this driveway design does not provide sufficient access to a property, then consultation should occur with NM DOT and the City to consider alternatives to provide access to that property.

NM DOT and/or the City shall make the final determination.

NM DOT and/or the City may deny an access even though it may conform to the spacing criteria if it is determined that sufficient access exists to adequately serve the development. Exceptions will require prior approval by NM DOT and/or the City.

The City shall work with property owners, developers, neighborhood associations, groups, and residents to establish a circulation system to provide alternate access opportunities to properties from facilities other than Coors Boulevard. Alternative access for adjacent properties shall be developed before direct access points to Coors Boulevard are closed.

Controlled access provides for better traffic flow and safer traffic operations. The anticipated volume of traffic flow on Coors requires that design solutions favor the safe and effective movement of vehicles. [Jon ?]

Alternative entrances to a property may be considered by NM DOT and the City. Frontage roads and circulation roads are preferred to avoid additional entrances along Coors Boulevard. Illustrations of

FIGURE 4.1 CIRCULATION ROAD ACCESS

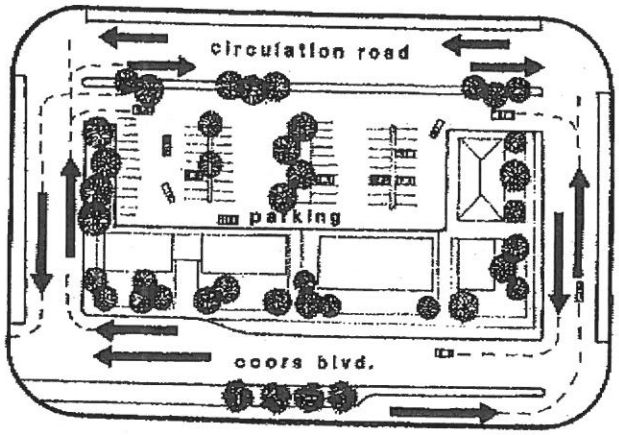
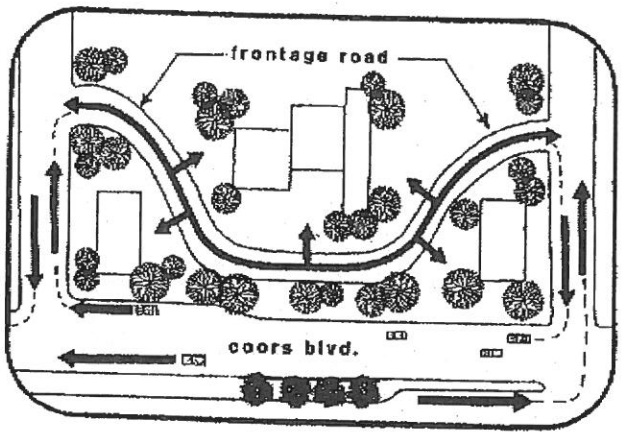


FIGURE 4.2 FRONTAGE ROAD ACCESS



[WHY AREN'T WE INCLUDING THE "FRONTAGE ACCESS" FIGURE?]

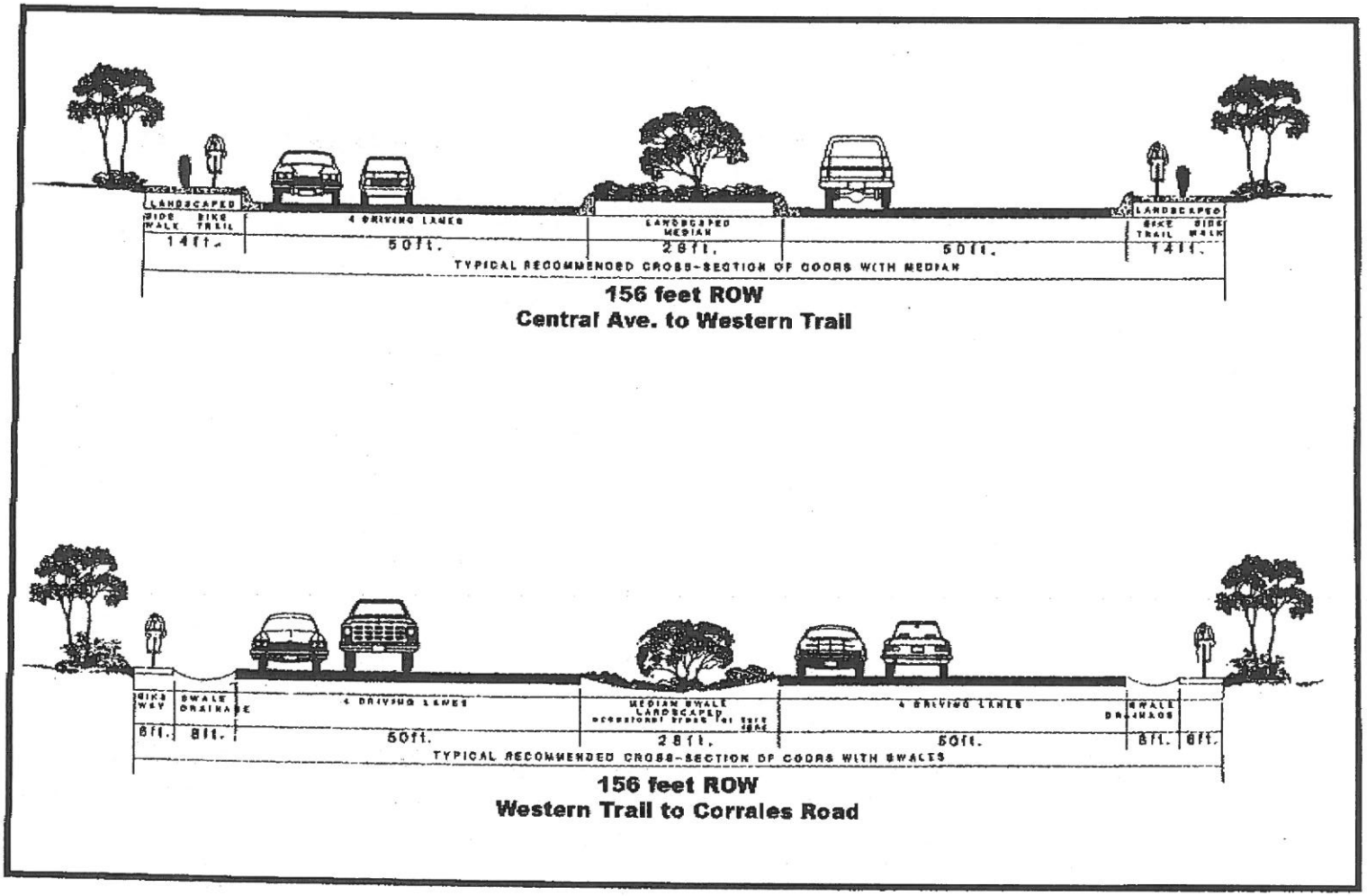
acceptable alternative entrances are shown in Figures 4.1 and 4.2, left.

D. Median Openings

In exceptional cases, as determined by the MTB in consultation with the City and NM DOT, directional median openings may be permitted or removed if the median cut openings are in the public's best interest and will relieve a safety or capacity problem.

Medians shall be installed from north of Irving Boulevard to Alameda, consistent with the recommended roadway cross-sections illustrated in Figure 4.3 on page 55. The left turn is the most disruptive movement along any traffic-carrying facility. To encourage and maintain a reasonable traffic flow on a major traffic-carrying facility, this movement must be limited and controlled to ensure smooth and safe operation of the street with high traffic volumes.

FIGURE 4.3 RECOMMENDED STREET CROSS SECTIONS



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JUANITA: ARE WE LEAVING OUT THE EXISTING CROSS SECTIONS DELIBERATELY? – yes, they are moot.

E. Intersection Spacing

There shall be a distance of approximately one-half mile between full access intersections. Unsignalized, partial-access intersections shall be placed with careful consideration for proximity to full intersections and to provide reasonable access to properties within the Corridor. Partial intersections shall be spaced a minimum distance of approximately one-quarter mile from full access intersections or from other partial-access intersections.

An exclusive right-turn lane shall be provided at all major one-half mile, signalized intersections and one-quarter mile, partial-access intersections.

Median openings will be permitted only at the major one-half mile signalized intersections. At major intersections, medians shall be built to a 28-foot width to provide an area for dual left turns, landscaping, drainage, and other necessary improvements.

In exceptional cases as determined by the MTB in consultation with the City and NM DOT, additional access or changes in the location of an access may be permitted if the access is in the public's best interest and will relieve a safety or capacity problem.

All signalized intersections shall contain a radius sufficient to accommodate the turning radius of the design vehicle which will be using the side street. Channelized right turns will enhance vehicular operation and, improve pedestrian crossing conditions by reducing crossing time and by providing a pedestrian refuge area. The specific design shall be determined by the City and NM DOT. [See Map 4.3 on page 57.]

The proposed traffic signals shown [WHERE?] along Coors shall be installed when the signal warrants contained in the latest edition of The Manual on Uniform Traffic Control Devices (MUTCD) are met.

Maximum practical distance between traffic signals and points of limited access is essential to accomplish the best possible traffic flow to accommodate the anticipated traffic volumes on Coors. One-half mile spacing for major signalized intersections will allow speeds in the range of 35 to 40 miles per hour in both directions along Coors Boulevard.

Figures 4.5 - 4._ illustrate existing roadway conditions and specific recommendations for design of traffic movement and access. These illustrations are found on pages __ - __. The matrix text should be read as continuous numbers and contains additional information not shown on

the maps. The left map shows existing conditions for the entire segment; the right map shows the recommendations. Further, the matrix contains additional information not shown on the maps. [ADD APPROPRIATE MAPS LIST; MOVE THIS TEXT TO THE MAPS.]

F. Noise Standards

The City shall coordinate with NM DOT to perform a noise level analysis at the time of the street engineering design phase. These departments shall also recommend and coordinate noise mitigation measures that represent a reasonable balance between public expenditure and social, economic, and environmental values of the community [Jon–who decides reasonable balance? What criteria?] Mitigation measures shall be consistent with the design guidelines contained in the Coors Corridor Plan.

Traffic noise is a nuisance to those who live or work near busy streets. Coors Boulevard should be so designed and constructed that noise levels are controlled within acceptable standards.

G. Transit

The City's Transit Department will work with MRCOG, stakeholders, and agency groups to identify and implement viable transit types and routes for the West Side. Transit types and routes will integrate ridership and destinations within the Corridor.

1. Transit Routes and Types

An express transit route will be developed for Coors Boulevard. Transit options include:

- Express bus (e.g. Rapid Ride)
- Light rail
- Street car

This route will connect to existing express routes that have stops at Coors and Alameda, Coors, Central Avenue, and a proposed express route at Montaño Boulevard.

Local transit routes shall be developed that connect to express transit routes along Coors, which use primary and secondary arterials, including Golf Course, Eagle Ranch Road, Irving Boulevard, Western Trail, Quail Road, Fortuna, and Blue Water.

Transit routes shall be coordinated and integrated with municipal systems to develop a regional-transit system.

2. Transit Stops

Transit stops shall be developed along the Corridor to maximize ridership by making stops attractive and safe to riders.

Transfer stations will consist of a park-and-ride lot and a small transit stop facility. Transfer stations with park-and-ride facilities shall be studied and developed at the following locations, if appropriate:

- Cottonwood Mall
- Montaño/Riverside Plaza
- Intel Corp. in Sandoval County
- Quail Road

An express stop will include a pull-off area for the bus to permit traffic flow and a shelter. Express stops shall be considered for development in the following locations:

- Coors Bypass/Calabacillas
- Andalucia/Montaño
- Piedras Marcadas
- Eagle Ranch Road
- Western Trail/Andalucia
- St. Joseph's
- Quail Road
- Fortuna
- Central Avenue

3. Park-and-Ride and Pedestrian Facilities

Transit stops shall be fully integrated into pedestrian facilities for the Corridor, and where possible, with proposed view points. Where possible, express stops will be integrated with park-and-ride facilities.