

F11D009

Western Trail Subd. (Argus Development)

(Western Trail / Coors Blvd.)

Traffic Analysis



October 8, 2003

FINAL

Terry O. Brown, P.E.

Presented to:

Transportation Development Division

City of Albuquerque

&

District 3 Traffic Engineer

New Mexico State Highway & Transportation Department

Developers:

Argus Development

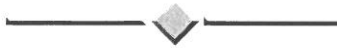
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Monday, August 19, 2002

Tony Loyd

City of Albuquerque Transportation Development Section
600 2nd St. NW
Albuquerque, NM 87102

Re: Western Trail Subdivision – Argus Development (Western Trail / Coors Blvd.)

Dear Tony:

In accordance with the City of Albuquerque Transportation Development Section's requirements, this analysis is submitted for approval associated with the proposed Western Trail Subdivision – Argus Development located at the northwest corner of Western Trail / Coors Blvd. as depicted on the attached Site Plan. The project is a proposed residential subdivision containing approximately 135 single-family detached homes.

There are two intersections proposed for access to the development. The first intersection (Bridgeport Rd. / Coors) is a right-turn-in, right-turn-out driveway onto Coors Blvd. approximately 800 feet north of Western Trail. The second driveway (Western Trail / McFarland Dr.) is onto Western Trail approximately 310 feet west of Coors Blvd.

There are two issues to address related to access on this project:

- 1) Does the Coors Driveway conform to the Coors Corridor Plan.
- 2) What is the recommended access configuration at McFarland Dr. that will best accommodate projected queues at Western Trail / Coors Blvd.

The proposed intersection of Bridgeport Rd. / Coors Blvd. is located approximately 800 feet north of Western Trail. The Coors Corridor Plan states that:

"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 on the approach to a major signalized intersection and within 150 feet on the departure side."

Since the proposed right-turn-in, right-turn-out intersection of Bridgeport Rd. / Coors Blvd. is located about 800 feet north of the future signalized intersection of Western Trail / Coors Blvd., then the proposed intersection meets the intent of the Coors Corridor Plan. It should be noted that a southbound right turn deceleration lane will be required on Coors Blvd. at Bridgeport Rd.

The second issue is a bit more complicated. To address the issue, the following steps were followed:

- 1) The number of AM and PM Peak Hour Trips generated by the subdivision was calculated using ITE's Trip Generation Manual, 6th Edition – 1997.

Re: Western Trail Subdivision – Argus Development (Western Trail / Coors Blvd.)

- 2) Trip Distribution percentages for the new trips were distributed proportionally to the 2005 projected employment of Subareas citywide. Employment data for 1995 and 2005 were taken from the 2020 Socioeconomic Forecasts for Data Analysis Subzones in State Planning and Development District 3, TR-125 (March, 1997), Appendix B, supplied by the Middle Rio Grande Council of Governments (MRGCOG). Employment Data was interpolated linearly between the 1995 and 2005 data to obtain 2005 values and adjusted for distance from the proposed new facility.
- 3) Annual growth rates were determined for Western Trail and for Coors Blvd. at the project based on data from the 1996, 1997, 1998, 1999, and 2000 Traffic Flow maps prepared by the Middle Rio Grande Council of Governments. Almost all of the Traffic Flow Data for the years 1996, 1997, 1998, 1999, and 2000 taken from the MRGCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear “regression trend line” calculated using the equation format $y=mx+b$. The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent AWDT used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the growth rate for each approach if that calculated rate appeared feasible. However, there were some instances where the rate indicated a negative growth trend. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was considered or a generic growth rate of 3.0% was used. Due to the potential for growth in the area, it was believed that a zero percent growth rate was inappropriate for this study. Additionally, if the R^2 value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered.
- 4) New AM and PM Peak Hour Traffic Counts were conducted at the intersection of Western Trail / Coors Blvd. to determine existing volumes.
- 5) Existing AM and PM Peak Hour traffic count data were grown at the historical annual growth rate to determine 2005 NO BUILD Volumes, and then the new trips from Western Trail Subdivision (Argus Development) were added to project 2005 BUILD Volumes. Also, 2015 forecasts (from MRGCOG) from the A. G. Spanos Traffic Impact Study (southwest corner of Western Trail / Coors) were used as base volumes, and the new trips from Western Trail Subdivision (Argus Development) were added to project 2015 BUILD Volumes.
- 6) Both the 2005 and the 2015 BUILD Volumes were applied to the intersection of Western Trail / Coors Blvd. to determine the projected queue length of eastbound traffic at the intersection. Access to this site from Western Trail needs to consider not only the short term volumes, but horizon year volumes also. A Traffic Impact Study was performed in 1996 for a proposed A. G. Spanos mixed use development at the southwest corner of Western Trail / Coors Blvd. The study required horizon year analysis for the year 2015. The Middle Rio Grande Council of Governments (MRCOG) developed 2015 forecasts for the intersection of Western Trail / Coors Blvd. Those volumes will be utilized as 2015 NO BUILD Volumes with which to develop and analyze the 2015 BUILD horizon year volumes for Western Trail Subdivision (Argus Development).

Western Tail Subdivision (Argus Development) - Western Trail / Coors Blvd.
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
		GROSS				
		135.00				
		1,366	26	78	90	51
Single-Family Detached Housing (210)						

ITE Trip Generation Equations:

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

$$\ln(T) = \begin{matrix} 0.92 \\ 50\% \end{matrix} \ln(X) + \begin{matrix} 2.707 \\ 50\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

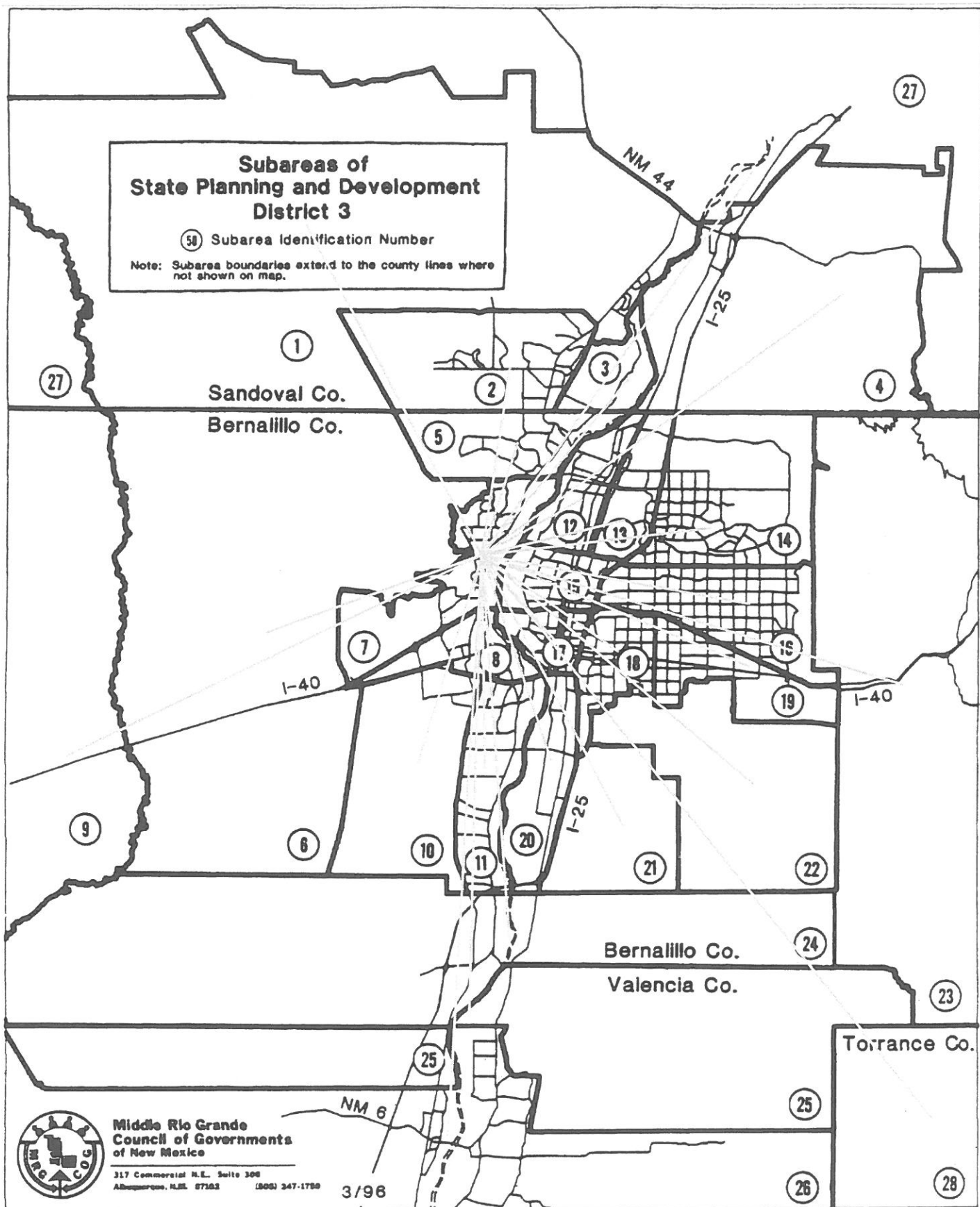
Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$T = \begin{matrix} 0.7 \\ 25\% \end{matrix} (X) + \begin{matrix} 9.477 \\ 75\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

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

$$\ln(T) = \begin{matrix} 0.901 \\ 64\% \end{matrix} \ln(X) + \begin{matrix} 0.527 \\ 36\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

Comments:
Tract No.



Western Trail Subdivision - Argus (Western Trail / Coors Blvd.)
 Trip Distribution - Subarea Map

Figure 4

Trip Distribution Table

Western Trail Subdivision (Argus Development) - Western Tr

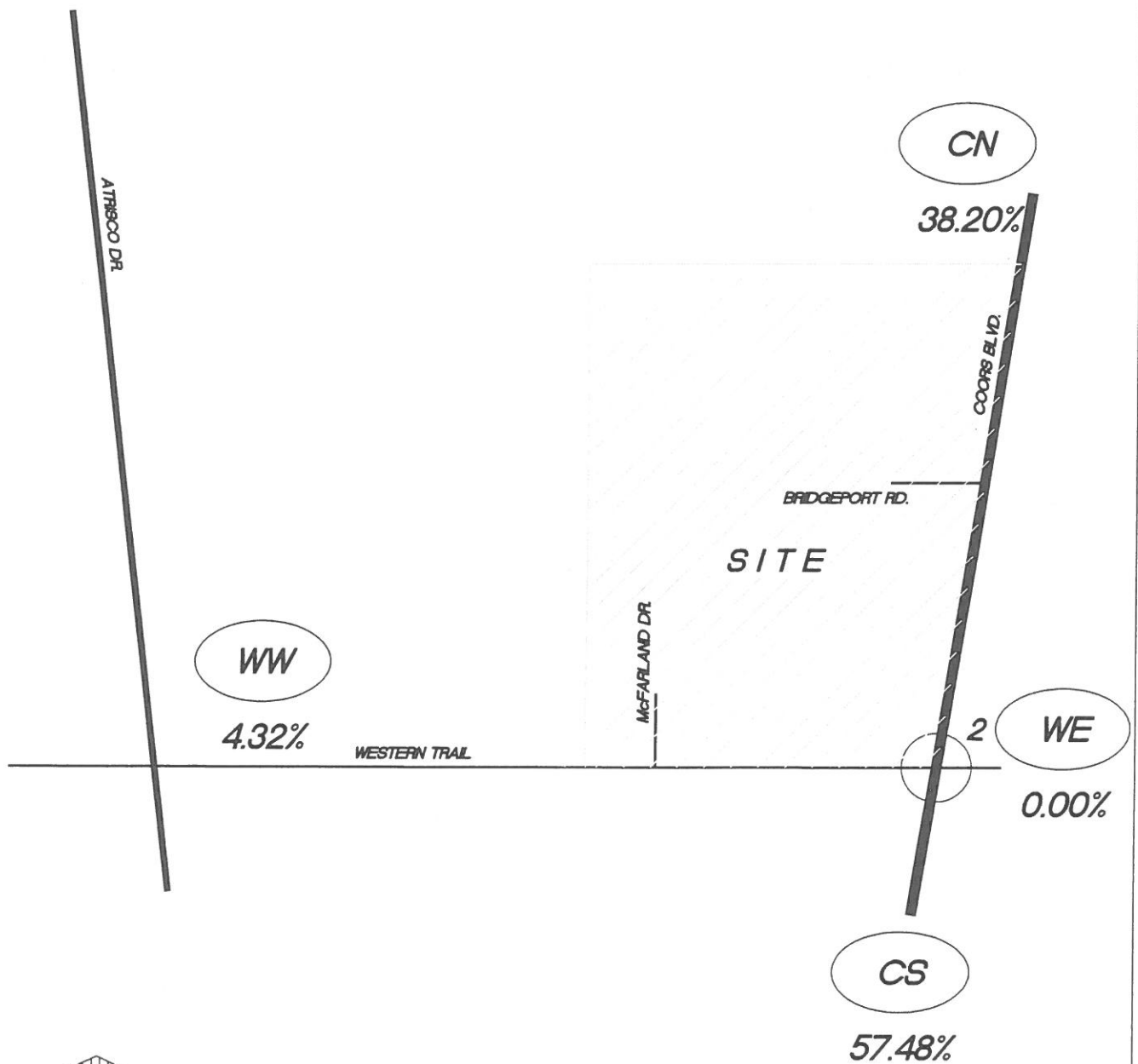
Sub Area Employment Data:

For determination of Trip Distribution for Proposed Residential De

Data Taken from Middle Rio Grande Council of Governme
for Data Analysis Subzones in State Planning and Develop

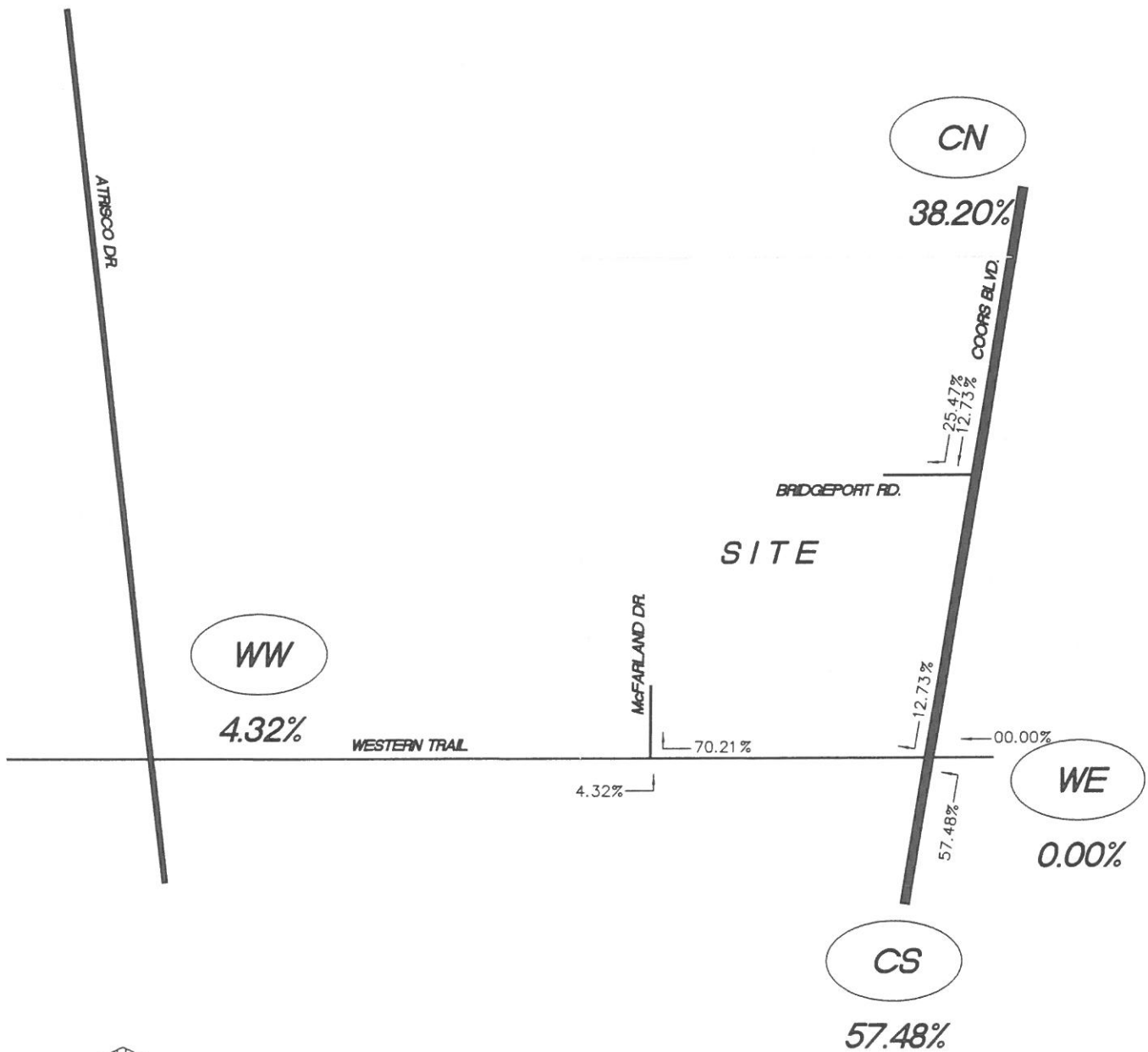
Sub Area I.D.#	% Sub Area in Study	East				(CS) Coors Blvd. South		
		1995 Employment	2005 Employment	Interpolate Employment for the Year	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		1995	2005	2005				
1	100%	659	4,763	4.7%	0	0%	0.00%	0
2	100%	14,925	22,575	22.5%	0	0%	0.00%	0
3	100%	985	1,222	1.2%	0	0%	0.00%	0
4	100%	2,463	2,694	2.6%	0	0%	0.00%	0
5	100%	4,784	12,928	12.9%	0	0%	0.00%	0
6	100%	114	147	1%	0	0%	0.00%	0
7	100%	5,845	10,257	10.2%	0	35%	5.02%	3,590
8	100%	5,415	8,137	8.1%	0	100%	4.55%	3,255
9	100%	62	69	0%	0	100%	0.01%	4
10	100%	1,555	2,680	2.6%	0	100%	0.44%	315
11	100%	4,680	5,776	5.7%	0	100%	1.01%	722
12	100%	5,680	6,883	6.8%	0	0%	0.00%	0
13	100%	28,380	45,105	45.1%	0	0%	0.00%	0
14	100%	29,501	36,361	36.3%	0	0%	0.00%	0
15	100%	15,159	19,266	19.2%	0	70%	6.28%	4,495
16	100%	64,446	78,155	78.1%	0	70%	7.65%	5,471
17	100%	36,775	39,496	39.4%	0	100%	12.27%	8,777
18	100%	40,093	49,531	49.5%	0	100%	10.65%	7,620
19	100%	28,365	31,549	31.5%	0	100%	4.01%	2,868
20	100%	5,451	7,979	7.9%	0	100%	1.31%	939
21	100%	23	29	2%	0	100%	0.00%	3
22	100%	23,886	23,679	23.6%	0	100%	2.45%	1,754
23	100%	1,547	2,308	2.3%	0	100%	0.20%	140
24	100%	888	2,351	2.3%	0	100%	0.23%	162
25	100%	91	128	1%	0	100%	0.01%	7
26	100%	12,362	19,073	19.0%	0	100%	1.24%	887
27	100%	2,431	3,291	3.2%	0	0%	0.00%	0
28	100%	2,581	3,344	3.3%	0	100%	0.17%	122
		339,146	439,776	439.7%	0		57.48%	41,131
					0.00%			57.48%

* - Subarea in which the site is located.



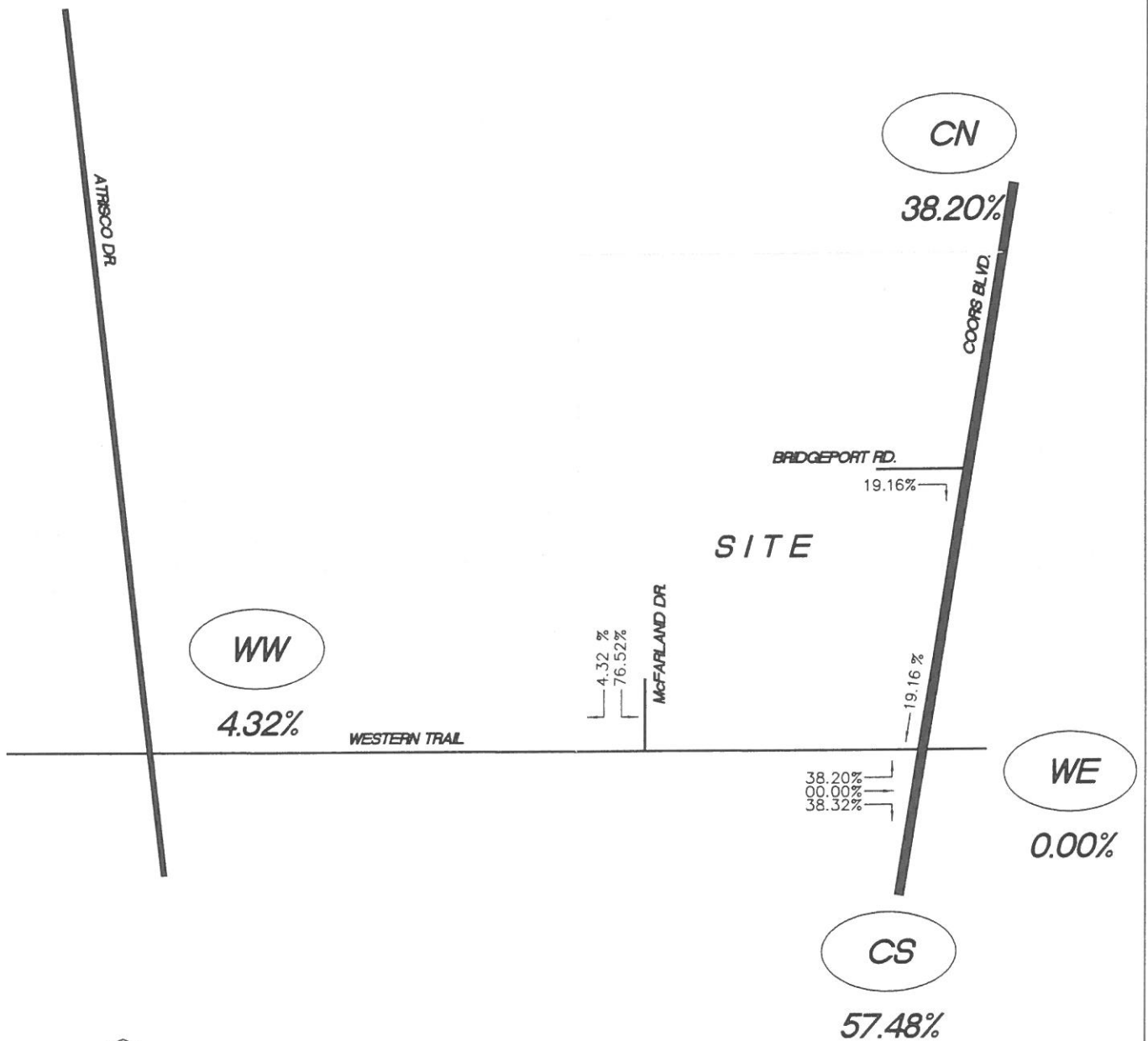
WESTERN TRAIL SUBDIVISION

WESTERN TRAIL / COORS BLVD.
TRIP DISTRIBUTION (%) - RESIDENTIAL



WESTERN TRAIL SUBDIVISION

WESTERN TRAIL / COORS BLVD.
TRIP ASSIGNMENTS (% ENTERING) - RESIDENTIAL



WESTERN TRAIL SUBDIVISION

WESTERN TRAIL / COORS BLVD.
TRIP ASSIGNMENTS (% EXITING) - RESIDENTIAL

SIGNALIZED INTERSECTION

PLANNING APPLICATION WORKSHEET

PLANNING APPLICATION WORKSHEET																				
Intersection:		Coors Blvd. / Western Trail				Date:		16-Aug-02												
Analyst:		TOB				Time Period Analyzed:		AM Peak Hr.												
Project:		A. G. Spanos Development (Coors / Western Tr.)				City / State:		Albuquerque, NM												
Condition:		<u>BUILD</u>																		
SB TOTAL 3,100 Coors Blvd. N-S STREET Y TR? <table style="border-collapse: collapse;"> <tr> <td style="padding: 2px;">R</td> <td style="padding: 2px;">T</td> <td style="padding: 2px;">L</td> </tr> <tr> <td style="border-top: 1px solid black; padding: 2px;">0</td> <td style="border-top: 1px solid black; padding: 2px;">4</td> <td style="border-top: 1px solid black; padding: 2px;">1</td> </tr> </table> 140 320					R	T	L	0	4	1	RIGHT 40 THRU 140 LEFT WB TOTAL									
R	T	L																		
0	4	1																		
NO. LANES 80 RIGHT 40 LEFT 2 L 2 T 1 R TR? N					NO. LANES 0 R 1 T 1 L TR? Y															
360 910 LEFT 10 THRU 540 RIGHT 2 L 4 T 0 R TR? Y					Western Trail E-W STREET 110 LEFT 1,570 1,710 THRU 30 RIGHT NB TOTAL															
EB LT = 180 WB TH = 180 360 * WB LT = 140 EB TH = 5 145			MAXIMUM SUM OF CRITICAL VALUES 0 TO 1,200 1,201 TO 1,400 >1,400			CAPACITY LEVEL UNDER NEAR OVER			NB LT = 55 SB TH = 765 820 * SB LT = 40 NB TH = 400 440											
360 E-W CRITICAL			+			820 N-S CRITICAL			=			1,180			STATUS? UNDER					
NOTES: Base Geometry which will work for NO BUILD Condition plus additional NB LT Lane. 2015 Forecast Volumes from 1995 A.G. Spanos TIS																				

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Coors Blvd. / Western Trail
 Analyst: TOB
 Project: A. G. Spanos Development (Coors / Western Tr.)
 Condition: BUILD

Date: 16-Aug-02
 Time Period Analyzed: PM Peak Hr.
 City / State: Albuquerque, NM

Coors Blvd. N-S STREET			Western Trail E-W STREET		
SB TOTAL 2,880	Y TR?	50 RIGHT 50 THRU 50 LEFT	0 R 1 T 1 L NO. LANES	150 WB TOTAL	250 LEFT 50 THRU 370 RIGHT
350 RIGHT 2,380 THRU 150 LEFT	R T L 0 4 1				
NO. LANES 2 L 2 T 1 R TR? N	2 4 0 L T R TR? Y				
EB TOTAL 670				3,150 THRU 450 LEFT 150 RIGHT 3,750 NB TOTAL	

EB LT = 125
 WB TH = 100

225*

WB LT = 50
 EB TH = 25

75

MAXIMUM SUM
OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT = 225
 SB TH = 683

908

SB LT = 150
 NB TH = 825

975*

225 + 975 = 1,200 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

NOTES: Base Geometry which will work for NO BUILD Condition plus additional EB LT Lane.

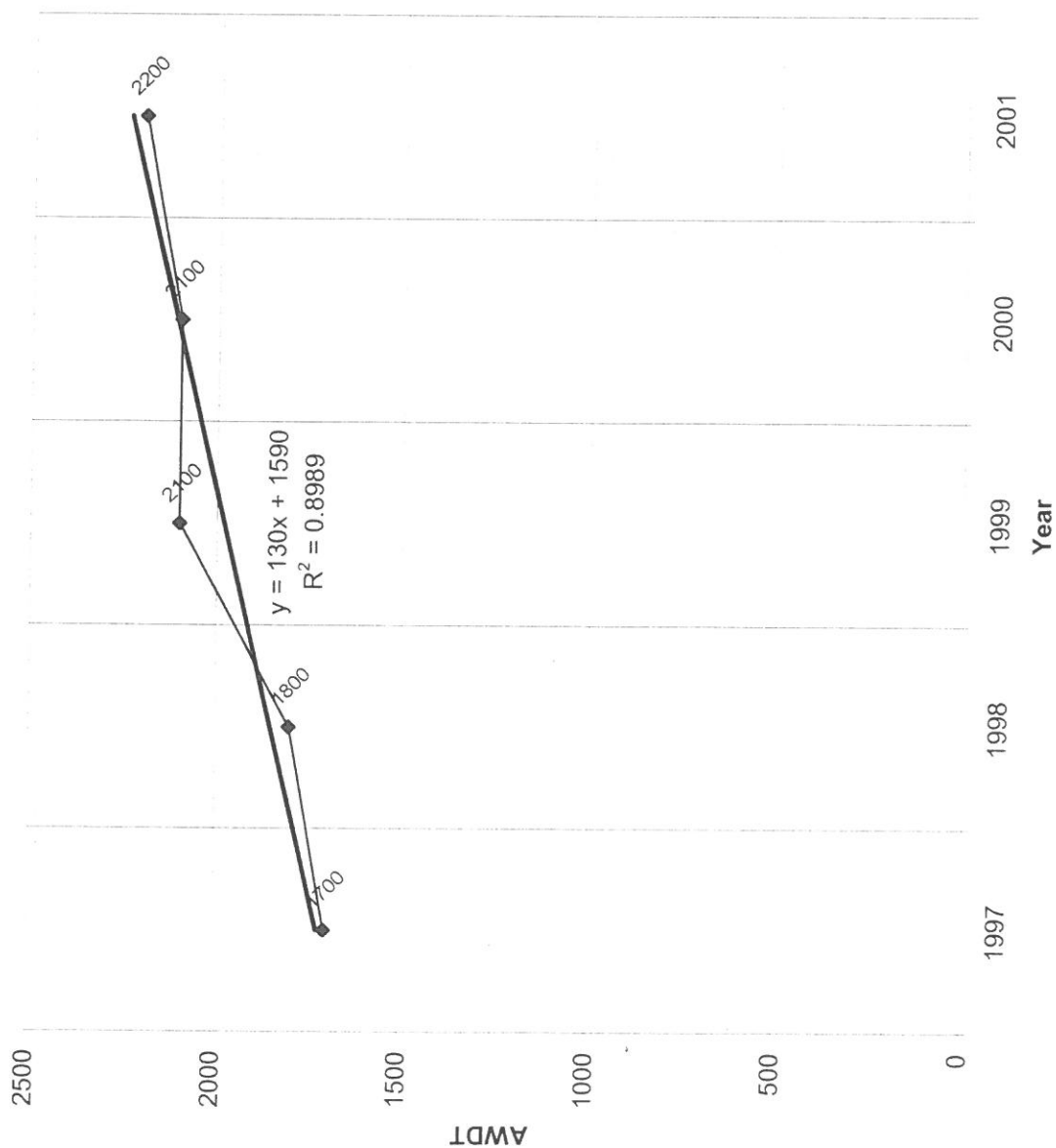
2015 Forecast Volumes from 1995 A.G. Spanos TIS.

Western Trail Subdivision (Argus Development) - Western Trail / Coors Blvd.

Historic Growth Data Table

	1997	1998	1999	2000	2001
Western Trail West of Coors Blvd.	1,700	1,800	2,100	2,100	2,200
Coors Blvd. North of Western Trail	43,000	43,500	45,300	47,100	49,000
Coors Blvd. South of Western Trail	41,400	43,100	44,900	46,700	48,600

Historic Growth Trend for Western Trail West of Coors Blvd.



◆ Western Trail West of Coors Blvd.

— Linear (Western Trail West of Coors Blvd.)

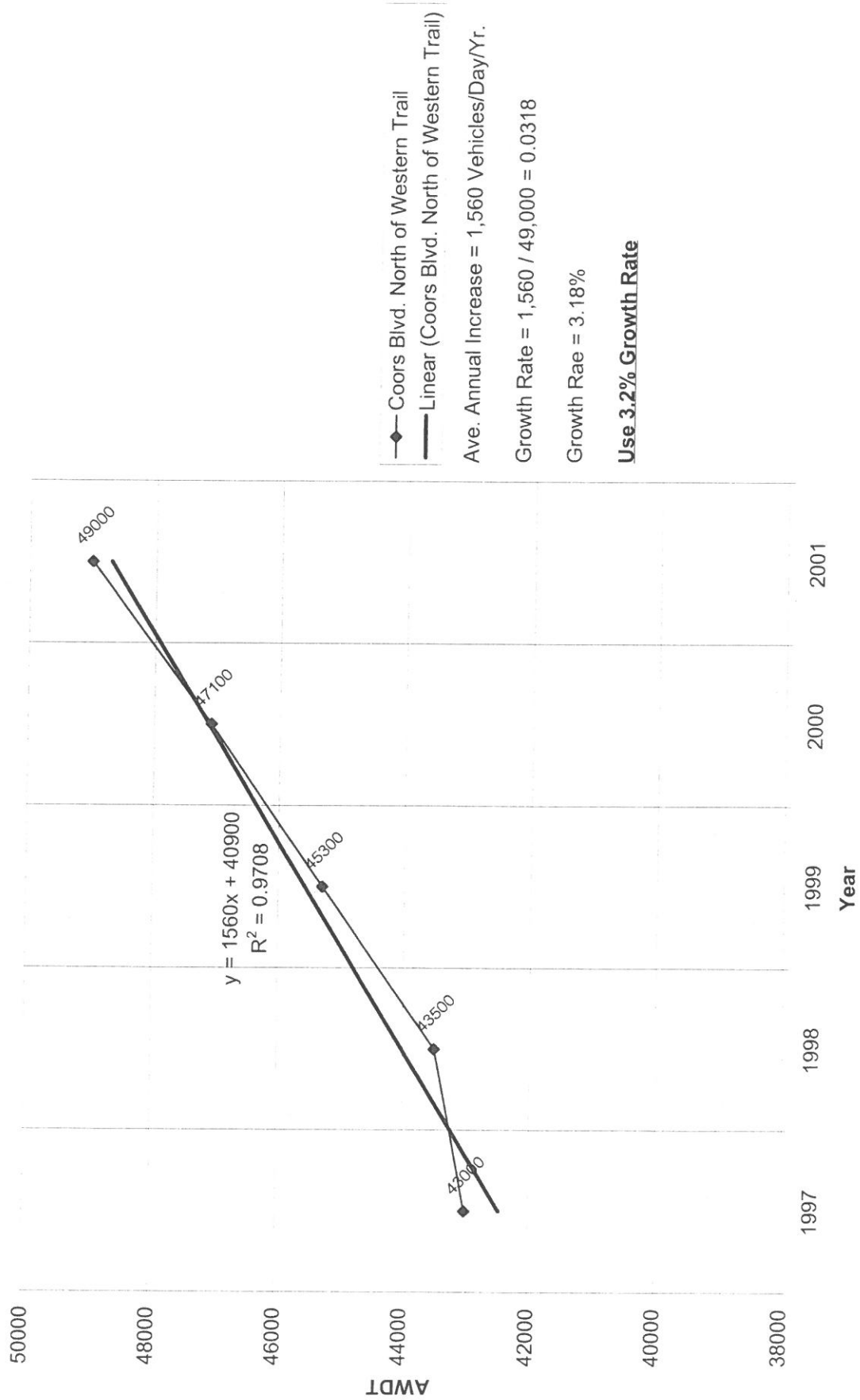
Ave. Annual Increase = 130 Vehicles/Day/Yr.

Growth Rate = $130 / 2200 = 0.0591$

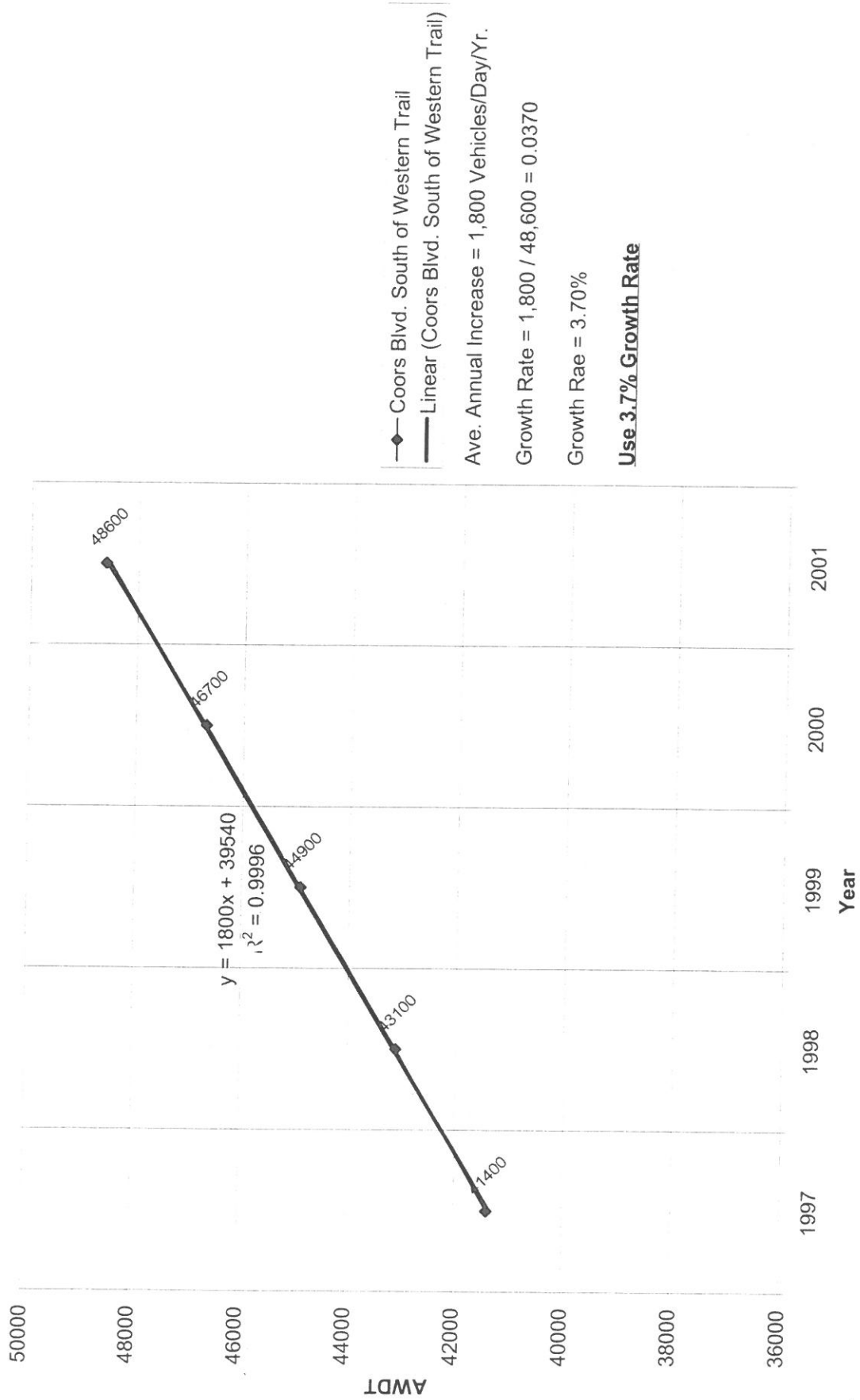
Growth Rate = 5.91%

Use 5.9% Growth Rate

Historic Growth Trend for Coors Blvd. North of Western Trail



Historic Growth Trend for Coors Blvd. South of Western Trail



Western Trail Subdivision (Argus Development) - Western Trail / Coors Blvd.

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2005) - 100% Development

INTERSECTION: Summary

Western Trail / Coors Blvd.

(1) 3.0% Truck Existing 2005 (NO BUILD - A.M.) 2005 (BUILD - A.M.)	0.80			0.80			0.70			0.80			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	45	0	41	1	0	0	33	1,650	2	16	2,818	43	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.87			0.89			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	27	1	28	1	0	7	83	3,040	1	1	2,298	92	
Existing 2005 (NO BUILD - A.M.) 2005 (BUILD - A.M.)	0.80			0.80			0.87			0.89			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	32	1	33	1	0	8	92	3,377	1	1	2,519	101	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.87			0.89			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	51	1	53	1	0	8	144	3,377	1	1	2,529	112	

Bridgeport Rd. / Coors Blvd.

(2) 3.0% Truck Existing 2005 (NO BUILD - A.M.) 2005 (BUILD - A.M.)	0.80			0.80			0.70			0.80			PHF
	Eastbound (Bridgeport Rd.)			Westbound (Bridgeport Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	0	0	0	0	1,695	0	0	2,877	0	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.87			0.89			PHF
	Eastbound (Bridgeport Rd.)			Westbound (Bridgeport Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	0	0	0	0	1,858	0	0	2,880	0	
Existing 2005 (NO BUILD - A.M.) 2005 (BUILD - A.M.)	0.80			0.80			0.87			0.89			PHF
	Eastbound (Bridgeport Rd.)			Westbound (Bridgeport Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	15	0	0	0	0	1,858	0	0	2,883	7	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.87			0.89			PHF
	Eastbound (Bridgeport Rd.)			Westbound (Bridgeport Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	0	0	0	0	3,074	0	0	2,391	0	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.87			0.89			PHF
	Eastbound (Bridgeport Rd.)			Westbound (Bridgeport Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	0	0	0	0	3,369	0	0	2,393	0	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.87			0.89			PHF
	Eastbound (Bridgeport Rd.)			Westbound (Bridgeport Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	10	0	0	0	0	3,369	0	0	2,404	23	

Western Trail / McFarland Dr.

(3) 3.0% Truck Existing 2005 (NO BUILD - A.M.) 2005 (BUILD - A.M.)	0.80			0.80			0.80			0.80			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (McFarland Dr.)			Southbound (McFarland Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	86	0	0	76	0	0	0	0	0	0	0	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.80			0.80			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (McFarland Dr.)			Southbound (McFarland Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	101	0	0	89	0	0	0	0	0	0	0	
Existing 2005 (NO BUILD - A.M.) 2005 (BUILD - A.M.)	0.80			0.80			0.80			0.80			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (McFarland Dr.)			Southbound (McFarland Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	1	101	0	0	89	18	0	0	0	60	0	3	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.80			0.80			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (McFarland Dr.)			Southbound (McFarland Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	56	0	0	175	0	0	0	0	0	0	0	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.80			0.80			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (McFarland Dr.)			Southbound (McFarland Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	66	0	0	206	0	0	0	0	0	0	0	
Existing 2005 (NO BUILD - P.M.) 2005 (BUILD - P.M.)	0.80			0.80			0.80			0.80			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (McFarland Dr.)			Southbound (McFarland Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4	66	0	0	206	63	0	0	0	39	0	2	

Western Trail / Coors Blvd.

(4) 3.0% Truck Existing 2015 (NO BUILD - A.M.) 2015 (BUILD - A.M.)	0.80			0.80			0.85			0.85			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	360	10	540	140	40	140	110	1,570	30	40	2,980	80	
	360	10	540	140	40	140	110	1,570	30	40	2,980	80	
	390	10	570	140	40	140	125	1,570	30	40	2,995	83	
	0.80			0.80			0.90			0.90			PHF
Existing 2015 (NO BUILD - P.M.) 2015 (BUILD - P.M.)	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	250	50	370	50	50	50	450	3,150	150	150	2,380	350	
	250	50	370	50	50	50	450	3,150	150	150	2,380	350	
	269	50	390	50	50	50	502	3,150	150	150	2,390	361	

Western Trail Subdivision (Argus Development) - Western Trail / Coors Blvd.
Projected Turning Movements Worksheet

Western Trail / Coors Blvd.

INTERSECTION :

E-W Street: Western Trail
N-S Street: Coors Blvd.

(1)

Year of Existing Counts
Implementation Year

2002
2005

Growth Rates

	5.90%			5.80%			3.70%			3.20%		
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	45	0	41	1	0	0	33	1,650	2	16	2,818	43
Background Traffic Growth	8	0	7	0	0	0	4	183	0	2	271	4
Subtotal (NO BUILD - A.M.)	53	0	48	1	0	0	37	1,833	2	18	3,089	47
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	57.48%	0.00%	0.00%	0.00%	0.00%	12.73%
Percent Residential Trips Generated(Exiting)	38.20%	0.00%	38.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.16%	0.00%
Total Trips Generated	30	0	30	0	0	0	15	0	0	0	15	3
Total AM Peak Hour BUILD Volumes	83	0	78	1	0	0	52	1,833	2	18	3,104	50

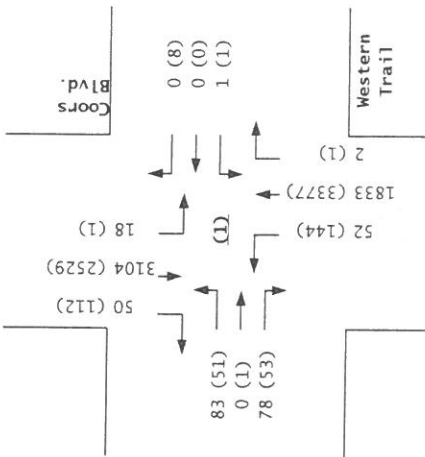
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	27	1	28	1	0	7	83	3,040	1	1	2,298	92
Background Traffic Growth	5	0	5	0	0	1	9	337	0	0	221	9
Subtotal (NO BUILD - P.M.)	32	1	33	1	0	8	92	3,377	1	1	2,519	101
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	57.48%	0.00%	0.00%	0.00%	0.00%	12.73%
Percent Residential Trips Generated(Exiting)	38.20%	0.00%	38.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.16%	0.00%
Total Trips Generated	19	0	20	0	0	0	52	0	0	0	10	11
Total PM Peak Hour BUILD Volumes	51	1	53	1	0	8	144	3,377	1	1	2,529	112

Entering Exiting

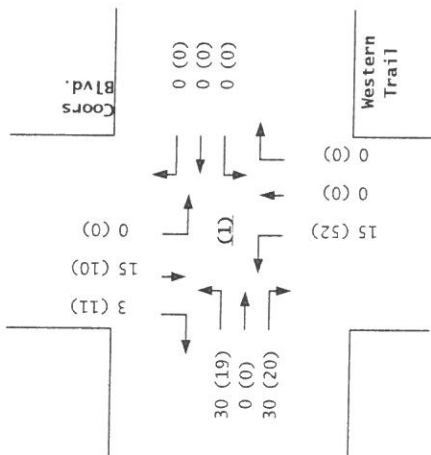
Number of Residential Trips Generated

26 78 A.M. 100% Residential Development
90 51 P.M.

2005
BUILD

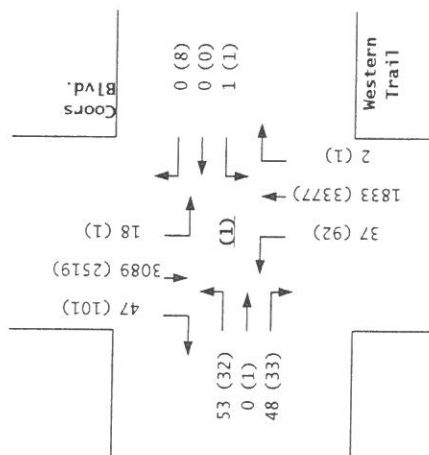


Trips



Western Trail / Coors Blvd.

2005
NO BUILD



Western Trail Subdivision (Argus Development) - Western Trail / Coors Blvd.
 Projected Turning Movements Worksheet
Bridgeport Rd. / Coors Blvd.

INTERSECTION :E-W Street: **Bridgeport Rd.**

(2)

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

Year of Existing Counts

2002

Implementation Year

2005

Growth Rates

	3.00%			3.00%			3.20%			0.03%		
	Eastbound (Bridgeport Rd.)			Westbound (Bridgeport Rd.)			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	1,695	0	0	2,877	0
Background Traffic Growth	0	0	0	0	0	0	0	163	0	0	3	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	1,858	0	0	2,880	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.73%	25.47%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	19.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	15	0	0	0	0	0	0	0	3	7
Total AM Peak Hour BUILD Volumes	0	0	15	0	0	0	0	1,858	0	0	2,883	7

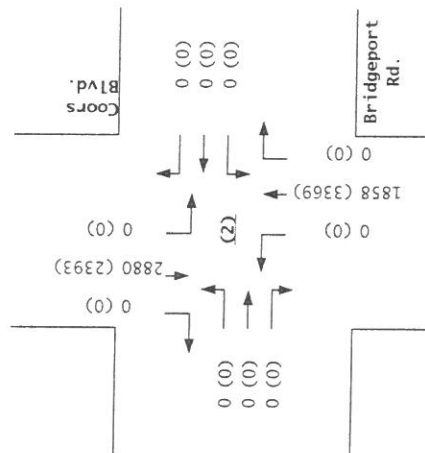
	Eastbound (Bridgeport Rd.)			Westbound (Bridgeport Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	3,074	0	0	2,391	0
Background Traffic Growth	0	0	0	0	0	0	0	295	0	0	2	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	3,369	0	0	2,393	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.73%	25.47%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	19.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	10	0	0	0	0	0	0	0	11	23
Total PM Peak Hour BUILD Volumes	0	0	10	0	0	0	0	3,369	0	0	2,404	23

Number of Residential Trips Generated

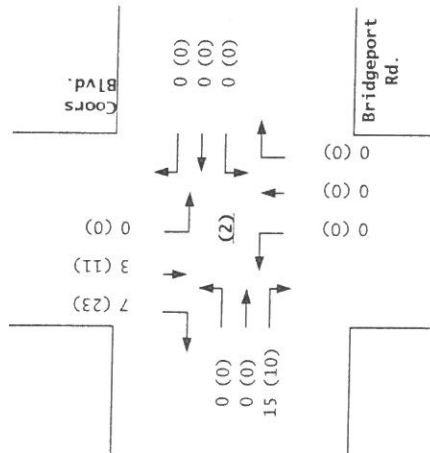
Entering 26
90

Exiting 78 A.M.
51 P.M.
100% Residential Development

2005
NO BUILD

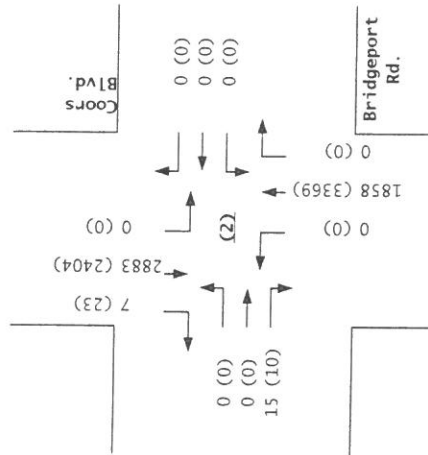


Trips



Bridgeport Rd. / Coors Blvd.

2005
BUILD



Western Trail Subdivision (Argus Development) - Western Trail / Coors Blvd.
 Projected Turning Movements Worksheet
Western Trail / McFarland Dr.

INTERSECTION :E-W Street: **Western Trail**

(3)

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

Year of Existing Counts

2002

Implementation Year

2005

Growth Rates

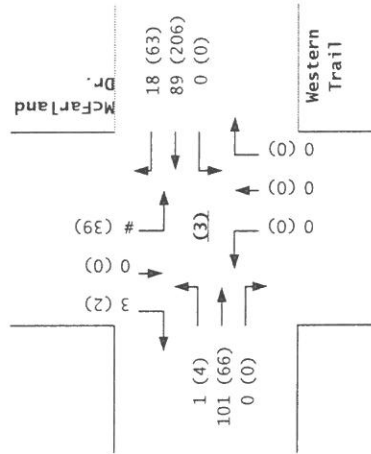
	5.90%			5.90%			3.00%			3.00%		
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (McFarland Dr.)			Southbound (McFarland Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	86	0	0	76	0	0	0	0	0	0	0
Background Traffic Growth	0	15	0	0	13	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	101	0	0	89	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	4.32%	0.00%	0.00%	0.00%	0.00%	70.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	76.52%	0.00%	4.32%
Total Trips Generated	1	0	0	0	0	18	0	0	0	60	0	3
Total AM Peak Hour BUILD Volumes	1	101	0	0	89	18	0	0	0	60	0	3

	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (McFarland Dr.)			Southbound (McFarland Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	56	0	0	175	0	0	0	0	0	0	0
Background Traffic Growth	0	10	0	0	31	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	66	0	0	206	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	4.32%	0.00%	0.00%	0.00%	0.00%	70.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	76.52%	0.00%	4.32%
Total Trips Generated	4	0	0	0	0	63	0	0	0	39	0	2
Total PM Peak Hour BUILD Volumes	4	66	0	0	206	63	0	0	0	39	0	2

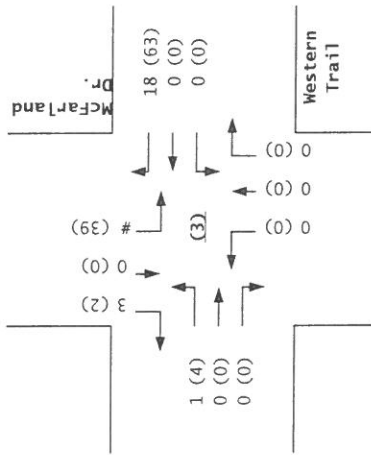
 Number of Residential Trips Generated
 Entering 26
 Exiting 90

 Exiting 78 A.M.
 51 P.M.
 100% Residential Development

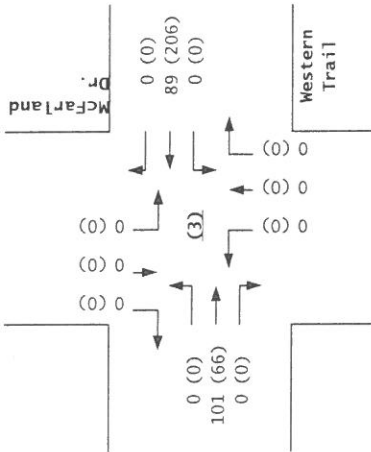
2005
BUILD



Trips



2005
NO BUILD



Western Trail / McFarland Dr.

Western Trail Subdivision (Argus Development) - Western Trail / Coors Blvd.

Projected Turning Movements Worksheet

Western Trail / Coors Blvd.

INTERSECTION: E-W Street: Western Trail (4) HORIZON YEAR VOLUMES (2015)

N-S Street: Coors Blvd.

Year of Existing Counts 2015

Horizon Year 2015

Growth Rates

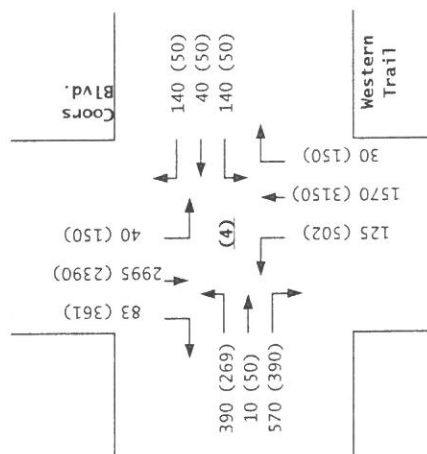
	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
Existing Volumes	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	360	10	540	140	40	140	110	1,570	30	40	2,980	80
	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	360	10	540	140	40	140	110	1,570	30	40	2,980	80
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	57.48%	0.00%	0.00%	0.00%	0.00%	12.73%
Percent Residential Trips Generated(Exiting)	38.20%	0.00%	38.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.16%	0.00%
Total Trips Generated	30	0	30	0	0	0	15	0	0	0	15	3
Total AM Peak Hour BUILD Volumes	390	10	570	140	40	140	125	1,570	30	40	2,995	83

	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	250	50	370	50	50	50	450	3,150	150	150	2,380	350
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	250	50	370	50	50	50	450	3,150	150	150	2,380	350
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	57.48%	0.00%	0.00%	0.00%	0.00%	12.73%
Percent Residential Trips Generated(Exiting)	38.20%	0.00%	38.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.16%	0.00%
Total Trips Generated	19	0	20	0	0	0	52	0	0	0	10	11
Total PM Peak Hour BUILD Volumes	269	50	390	50	50	50	502	3,150	150	150	2,390	361

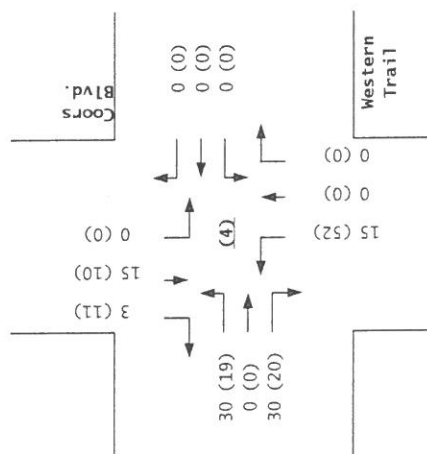
Number of Residential Trips Generated

Entering	26	78	A.M.	100% Residential Development
Exiting	90	51	P.M.	

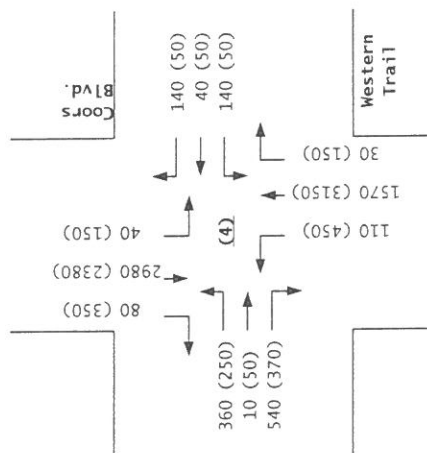
2015
BUILD



Trips



2015
NO BUILD



Western Trail / Coors Blvd.

Queueing Analysis Summary Sheet

Project:

Western Trail Subdivision (Argus Development) - Western Trail / Coors Blvd.

Intersection:

Western Trail / Coors Blvd.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	2	360	200
AM NO BUILD Condition	2	360	275
AM BUILD Condition	2	390	300
Existing Conditions	2	360	200
PM NO BUILD Condition	2	250	225
PM BUILD Condition	2	269	225

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	540	300
AM NO BUILD Condition	1	540	625
AM BUILD Condition	1	570	650
Existing Conditions	1	540	300
PM NO BUILD Condition	1	370	500
PM BUILD Condition	1	390	525

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	140	N/A
AM NO BUILD Condition	1	140	200
AM BUILD Condition	1	140	200
Existing Conditions	1	50	N/A
PM NO BUILD Condition	1	50	100
PM BUILD Condition	1	50	100

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	140	N/A
AM NO BUILD Condition	1	140	200
AM BUILD Condition	1	140	200
Existing Conditions	1	50	N/A
PM NO BUILD Condition	1	50	100
PM BUILD Condition	1	50	100

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	110	Unk
AM NO BUILD Condition	1	110	175
AM BUILD Condition	1	125	200
Existing Conditions	1	450	Unk
PM NO BUILD Condition	1	450	575
PM BUILD Condition	1	502	625

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	30	Unk
AM NO BUILD Condition	0	30	75
AM BUILD Condition	0	30	75
Existing Conditions	0	150	Unk
PM NO BUILD Condition	0	150	225
PM BUILD Condition	0	150	225

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	40	Unk
AM NO BUILD Condition	1	40	75
AM BUILD Condition	1	40	75
Existing Conditions	1	150	Unk
PM NO BUILD Condition	1	150	225
PM BUILD Condition	1	150	225

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	80	Unk
AM NO BUILD Condition	1	80	150
AM BUILD Condition	1	83	150
Existing Conditions	1	350	Unk
PM NO BUILD Condition	1	350	475
PM BUILD Condition	1	361	475

AM
PM
 Cycle Length: 120 130

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Western Trail / Coors Blvd. Date: 17-Aug-02
 Analyst: TOB Time Period Analyzed: AM Peak Hr.
 Project: Western Trail Subdivision (Argus Development) - Western Trail / City / State: Albuquerque, NM
 Condition: 2015 NO BUILD

SB TOTAL <u>3,100</u>		Coors Blvd. N-S STREET		140 RIGHT		320 WB TOTAL	
80 RIGHT		TR? <u>N</u>		40 THRU			
40 LEFT		R T L 1 4 1		140 LEFT			
2,980 THRU							

NO. LANES

2 L
 1 T
 1 R

TR? N

360 LEFT		1 4 0 L T R		TR? <u>Y</u>	
910 EB TOTAL		10 THRU			
		540 RIGHT			

1 R	TR? <u>N</u>
1 T	
1 L	
NO. LANES	

Western Trail E-W STREET	
1,570 THRU	
110 LEFT	30 RIGHT
1,710 NB TOTAL	

EB LT = <u>180</u> WB TH = <u>40</u> <u>220</u> *	MAXIMUM SUM OF CRITICAL VALUES 0 TO 1,200 1,201 TO 1,400 >1,400	CAPACITY LEVEL UNDER NEAR OVER	NB LT = <u>110</u> SB TH = <u>745</u> <u>855</u> *
WB LT = <u>140</u> EB TH = <u>10</u> <u>150</u>			SB LT = <u>40</u> NB TH = <u>400</u> <u>440</u>

220 + 855 = 1,075 STATUS? UNDER
 E-W CRITICAL N-S CRITICAL

NOTES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Western Trail / Coors Blvd. Date: 17-Aug-02
 Analyst: TOB Time Period Analyzed: AM Peak Hr.
 Project: Western Trail Subdivision (Argus Development) - Western Trail / City / State: Albuquerque, NM
 Condition: 2015 BUILD

SB TOTAL <u>3,118</u>		Coors Blvd. N-S STREET ☐ N TR?		140 RIGHT <u>40</u> THRU <u>140</u> LEFT		<u>320</u> WB TOTAL
83 RIGHT <u>2,995</u> THRU	40 LEFT	R <u>1</u>	T <u>4</u>	L <u>1</u>		

NO. LANES

2 L1 TTR? ☐ N1 R

390 LEFT <u>10</u> THRU <u>570</u> RIGHT	EB TOTAL <u>970</u>
---	------------------------

1 L	4 T	0 R
TR? ☐ Y		

1 R <u>1</u> T <u>1</u> L NO. LANES	TR? ☐ N
--	--------------------------------

Western Trail E-W STREET	
125 LEFT <u>1,570</u> THRU <u>30</u> RIGHT	NB TOTAL <u>1,725</u>

EB LT = <u>195</u> WB TH = <u>40</u> <u>235</u> *	MAXIMUM SUM OF CRITICAL VALUES 0 TO 1,200 1,201 TO 1,400 >1,400	CAPACITY LEVEL UNDER NEAR OVER	NB LT = <u>125</u> SB TH = <u>749</u> <u>874</u> *
WB LT = <u>140</u> EB TH = <u>10</u> <u>150</u>			SB LT = <u>40</u> NB TH = <u>400</u> <u>440</u>

235 E-W CRITICAL	+	874 N-S CRITICAL	=	1,109	STATUS? <u>UNDER</u>
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NOTES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Western Trail / Coors Blvd. Date: 17-Aug-02
 Analyst: TOB Time Period Analyzed: PM Peak Hr.
 Project: Western Trail Subdivision (Argus Development) - Western Trail / City / State: Albuquerque, NM
 Condition: 2015 NO BUILD

SB TOTAL 2,880		Coors Blvd. N-S STREET		50 RIGHT	
350 RIGHT		N TR?		50 THRU	
150 LEFT		R T L 1 4 1		50 LEFT	
THRU 2,380				WB TOTAL 150	

NO. LANES

2 L

1 T

TR?

N

1 R

250 LEFT	
670	50 THRU
370 RIGHT	
EB TOTAL	

1	4	0
L	T	R
TR? Y		

1	R
TR? N	
1	T
1	L
NO. LANES	

Western Trail E-W STREET	
3,150 THRU	
450 LEFT	150 RIGHT
3,750	
NB TOTAL	

EB LT = 125
 WB TH = 50

175

*

WB LT = 50
 EB TH = 50

100

MAXIMUM SUM
 OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY
 LEVEL

UNDER
 NEAR
 OVER

NB LT = 450
 SB TH = 595

1,045

*

SB LT = 150
 NB TH = 825

975

175 + 1,045 = 1,220 STATUS? NEAR
 E-W CRITICAL N-S CRITICAL

NOTES: Existing Geometry

SIGNALIZED INTERSECTION

PLANNING APPLICATION WORKSHEET

Intersection: Western Trail / Coors Blvd. Date: 17-Aug-02
 Analyst: TOB Time Period Analyzed: PM Peak Hr.
 Project: Western Trail Subdivision (Argus Development) - Western Trail / City / State: Albuquerque, NM
 Condition: 2015 BUILD

SB TOTAL <u>2,901</u>		Coors Blvd. N-S STREET		50 RIGHT	
361 RIGHT		☐ N TR?		50 THRU	
150 LEFT		R T L 1 4 1		50 LEFT	
2,390 THRU				150 WB TOTAL	

NO. LANES

2 L

1 T

1 R

TR? ☐ N

269	
LEFT	
50	
THRU	
390	
RIGHT	
709	
EB TOTAL	

1	4	0
L	T	R
TR? ☐ Y		

1	R
TR? ☐ N	
1	T
1	L
NO. LANES	

Western Trail
 E-W STREET

3,150	
THRU	
502	
LEFT	
150	
RIGHT	
3,802	
NB TOTAL	

EB LT = 135
 WB TH = 50
185*

WB LT = 50
 EB TH = 50
100

MAXIMUM SUM
 OF CRITICAL VALUES

0 TO 1,200
 1,201 TO 1,400
 >1,400

CAPACITY
 LEVEL

UNDER
 NEAR
 OVER

NB LT = 502
 SB TH = 598
1,100*

SB LT = 150
 NB TH = 825
975

185 + 1,100 = 1,284
 E-W CRITICAL N-S CRITICAL

STATUS? N E A R

NOTES: Existing Geometry

**Western Trail Subdivision (Argus Development) -
Western Trail / Coors Blvd.
Western Trail / Coors Blvd.**

EASTBOUND Left Turn

Turn Direction	Peak Hour	# Left Turn Lanes	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
EB LT	AM NO BLD.	2	120	0.55	25	6.6
EB LT	AM BUILD	2	120	0.55	25	7.2
EB LT	PM NO BLD.	2	130	0.55	25	5.0
EB LT	PM BUILD	2	130	0.55	25	5.3

EB LT				2 Lane(s)				2 Lane(s)				2 Lane(s)				2 Lane(s)			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0014	0.1%		0	.0008	0.1%		0	.0070	0.7%		0	.0048	0.5%		0	.0256	3.0%	
1	.0090	1.0%		1	.0056	0.6%		1	.0346	4.2%		1	.0256	3.0%		1	.0683	9.9%	
2	.0296	4.0%		2	.0201	2.6%		2	.0860	12.8%		2	.0683	9.9%		2	.1216	22.0%	
3	.0652	10.5%		3	.0478	7.4%		3	.1423	27.0%		3	.1216	22.0%		3	.1624	38.3%	
4	.1076	21.3%		4	.0855	16.0%		4	.1767	44.7%		4	.1624	38.3%		4	.1735	55.6%	
5	.1420	35.5%		5	.1222	28.2%		5	.1754	62.2%		5	.1735	55.6%		5	.1545	71.1%	150
6	.1562	51.1%		6	.1456	42.8%		6	.1452	76.7%	150	6	.1545	71.1%	150	6	.1179	82.8%	175
7	.1472	65.8%	175	7	.1488	57.6%		7	.1030	87.0%	175	7	.1179	82.8%	175	7	.0787	90.7%	200
8	.1215	78.0%	200	8	.1330	70.9%	200	8	.0639	93.4%	200	8	.0787	90.7%	200	8	.0467	95.4%	225
9	.0891	86.9%	225	9	.1056	81.5%	225	9	.0353	96.9%	225	9	.0467	95.4%	225	9	.0250	97.9%	250
10	.0588	92.7%	250	10	.0755	89.0%	250	10	.0175	98.7%	250	10	.0250	97.9%	250	10	.0121	99.1%	275
11	.0353	96.3%	275	11	.0491	94.0%	275	11	.0079	99.5%	275	11	.0121	99.1%	275	11	.0054	99.6%	
12	.0194	98.2%	300	12	.0293	96.9%	300	12	.0033	99.8%		12	.0054	99.6%		12	.0022	99.9%	
13	.0099	99.2%	325	13	.0161	98.5%	325	13	.0012	99.9%		13	.0022	99.9%		13	.0008	100.0%	
14	.0046	99.7%		14	.0082	99.3%	350	14	.0004			14	.0008	100.0%		14	.0003		
15	.0020	99.9%		15	.0039	99.7%		15	.0001			15	.0003			15	.0001		
16	.0008	99.9%		16	.0018	99.9%		16	.0000			16	.0001			16	.0000		
17	.0003			17	.0007	100.0%		17	.0000			17	.0000			17	.0000		
18	.0001			18	.0003			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0001			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

**Western Trail Subdivision (Argus Development) -
Western Trail / Coors Blvd.
Western Trail / Coors Blvd.**

WESTBOUND Left Turn

WB LT		AM NO BLD.		1 Lane(s)		WB LT		AM BUILD		1 Lane(s)		WB LT		PM NO BLD.		WB LT		PM BUILD		1 Lane(s)	
Vehicles in Queue	Poisson Terms	Cumulative Poisson	Turnbay Length(ft)			Veh. in Queue	Poisson Ind. Terms	Poisson Ind. Terms				Veh. in Queue	Poisson Ind. Terms	Poisson Ind. Terms		Veh. in Queue	Poisson Ind. Terms	Poisson Ind. Terms			
0	.0094	0.9%				0	.0094	0.9%				0	.1644	16.4%	16.4%	0	.1644	16.4%	16.4%		
1	.0439	5.3%				1	.0439	5.3%				1	.2968	46.1%	46.1%	1	.2968	46.1%	46.1%		
2	.1024	15.6%				2	.1024	15.6%				2	.2679	72.9%	72.9%	2	.2679	72.9%	72.9%		
3	.1593	31.5%				3	.1593	31.5%				3	.1613	89.0%	89.0%	3	.1613	89.0%	89.0%		50
4	.1858	50.1%				4	.1858	50.1%				4	.0728	96.3%	96.3%	4	.0728	96.3%	96.3%		75
5	.1734	67.4%	125			5	.1734	67.4%	125			5	.0263	98.9%	98.9%	5	.0263	98.9%	98.9%		100
6	.1349	80.9%	150			6	.1349	80.9%	150			6	.0079	99.7%	99.7%	6	.0079	99.7%	99.7%		125
7	.0899	89.9%	175			7	.0899	89.9%	175			7	.0020	99.9%	99.9%	7	.0020	99.9%	99.9%		
8	.0525	95.2%	200			8	.0525	95.2%	200			8	.0005			8	.0005				
9	.0272	97.9%	225			9	.0272	97.9%	225			9	.0001			9	.0001				
10	.0127	99.1%	250			10	.0127	99.1%	250			10	.0000			10	.0000				
11	.0054	99.7%				11	.0054	99.7%				11	.0000			11	.0000				
12	.0021	99.9%				12	.0021	99.9%				12	.0000			12	.0000				
13	.0008	100.0%				13	.0008	100.0%				13	.0000			13	.0000				
14	.0003					14	.0003					14	.0000			14	.0000				
15	.0001					15	.0001					15	.0000			15	.0000				
16	.0000					16	.0000					16	.0000			16	.0000				
17	.0000					17	.0000					17	.0000			17	.0000				
18	.0000					18	.0000					18	.0000			18	.0000				
19	.0000					19	.0000					19	.0000			19	.0000				
20	.0000					20	.0000					20	.0000			20	.0000				
21	.0000					21	.0000					21	.0000			21	.0000				
22	.0000					22	.0000					22	.0000			22	.0000				
23	.0000					23	.0000					23	.0000			23	.0000				
24	.0000					24	.0000					24	.0000			24	.0000				
25	.0000					25	.0000					25	.0000			25	.0000				
26	.0000					26	.0000					26	.0000			26	.0000				
27	.0000					27	.0000					27	.0000			27	.0000				
28	.0000					28	.0000					28	.0000			28	.0000				
29	.0000					29	.0000					29	.0000			29	.0000				
30	.0000					30	.0000					30	.0000			30	.0000				
31	.0000					31	.0000					31	.0000			31	.0000				
32	.0000					32	.0000					32	.0000			32	.0000				
33	.0000					33	.0000					33	.0000			33	.0000				
34	.0000					34	.0000					34	.0000			34	.0000				
35	.0000					35	.0000					35	.0000			35	.0000				
36	.0000					36	.0000					36	.0000			36	.0000				

**Western Trail Subdivision (Argus Development) -
Western Trail / Coors Blvd.
Western Trail / Coors Blvd.**

NORTHBOUND Left Turn

NB LT				AM NO BLD.				1 Lane(s)				AM BUILD				1 Lane(s)				NB LT				PM NO BLD.				1 Lane(s)				NB LT				PM BUILD				1 Lane(s)			
Vehicles in Queue		Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)									
0	.0256		2.6%		0	.0155		1.6%		0	.0000		0.0%		0	.0000		0.0%		0	.0000		0.0%		0	.0000		0.0%		0	.0000		0.0%										
1	.0937		11.9%		1	.0646		8.0%		1	.0000		0.0%		1	.0000		0.0%		1	.0000		0.0%		1	.0000		0.0%		1	.0000		0.0%										
2	.1718		29.1%		2	.1346		21.5%		2	.0000		0.0%		2	.0000		0.0%		2	.0000		0.0%		2	.0000		0.0%		2	.0000		0.0%										
3	.2100		50.1%		3	.1869		40.2%		3	.0001		0.0%		3	.0001		0.0%		3	.0000		0.0%		3	.0000		0.0%		3	.0000		0.0%										
4	.1925		69.4%	100	4	.1947		59.6%		4	.0003		0.0%		4	.0003		0.0%		4	.0001		0.0%		4	.0001		0.0%		4	.0001		0.0%										
5	.1412		83.5%	125	5	.1623		75.9%	125	5	.0008		0.1%		5	.0008		0.1%		5	.0002		0.0%		5	.0002		0.0%		5	.0002		0.0%										
6	.0863		92.1%	150	6	.1127		87.1%	150	6	.0022		0.3%		6	.0022		0.3%		6	.0007		0.1%		6	.0007		0.1%		6	.0007		0.1%										
7	.0452		96.6%	175	7	.0671		93.8%	175	7	.0052		0.9%		7	.0052		0.9%		7	.0017		0.3%		7	.0017		0.3%		7	.0017		0.3%										
8	.0207		98.7%	200	8	.0349		97.3%	200	8	.0106		1.9%		8	.0106		1.9%		8	.0039		0.7%		8	.0039		0.7%		8	.0039		0.7%										
9	.0084		99.5%		9	.0162		98.9%	225	9	.0191		3.8%		9	.0191		3.8%		9	.0078		1.4%		9	.0078		1.4%		9	.0078		1.4%										
10	.0031		99.9%		10	.0067		99.6%		10	.0310		6.9%		10	.0310		6.9%		10	.0233		2.9%		10	.0233		2.9%		10	.0233		2.9%										
11	.0010		100.0%		11	.0026		99.9%		11	.0458		11.5%		11	.0458		11.5%		11	.0769		27.7%		11	.0769		27.7%		11	.0769		27.7%										
12	.0003				12	.0009		100.0%		12	.0620		17.7%		12	.0620		17.7%		12	.0871		36.4%		12	.0871		36.4%		12	.0871		36.4%										
13	.0001				13	.0003				13	.0775		25.5%		13	.0775		25.5%		13	.0929		45.7%		13	.0929		45.7%		13	.0929		45.7%										
14	.0000				14	.0001				14	.0900		34.5%		14	.0900		34.5%		14	.0936		20.0%		14	.0936		20.0%		14	.0936		20.0%										
15	.0000				15	.0000				15	.0975		44.2%		15	.0975		44.2%		15	.0936		55.0%		15	.0936		55.0%		15	.0936		55.0%										
16	.0000				16	.0000				16	.0990		54.1%		16	.0990		54.1%		16	.0871		36.4%		16	.0871		36.4%		16	.0871		36.4%										
17	.0000				17	.0000				17	.0947		63.6%		17	.0947		63.6%		17	.0929		45.7%		17	.0929		45.7%		17	.0929		45.7%										
18	.0000				18	.0000				18	.0855		72.1%	450	18	.0855		72.1%	450	18	.0936		55.0%		18	.0936		55.0%		18	.0936		55.0%										
19	.0000				19	.0000				19	.0731		79.4%	475	19	.0731		79.4%	475	19	.0893		64.0%		19	.0893		64.0%		19	.0893		64.0%										
20	.0000				20	.0000				20	.0594		85.4%	500	20	.0594		85.4%	500	20	.0809		72.0%		20	.0809		72.0%		20	.0809		72.0%										
21	.0000				21	.0000				21	.0460		90.0%	525	21	.0460		90.0%	525	21	.0698		79.0%		21	.0698		79.0%		21	.0698		79.0%										
22	.0000				22	.0000				22	.0339		93.4%	550	22	.0339		93.4%	550	22	.0575		84.8%		22	.0575		84.8%		22	.0575		84.8%										
23	.0000				23	.0000				23	.0240		95.8%	575	23	.0240		95.8%	575	23	.0454		89.3%		23	.0454		89.3%		23	.0454		89.3%										
24	.0000				24	.0000				24	.0162		97.4%	600	24	.0162		97.4%	600	24	.0343		92.7%		24	.0343		92.7%		24	.0343		92.7%										
25	.0000				25	.0000				25	.0106		98.4%	625	25	.0106		98.4%	625	25	.0248		95.2%		25	.0248		95.2%		25	.0248		95.2%										
26	.0000				26	.0000				26	.0066		99.1%	650	26	.0066		99.1%	650	26	.0173		97.0%		26	.0173		97.0%		26	.0173		97.0%										
27	.0000				27	.0000				27	.0040		99.5%	675	27	.0040		99.5%	675	27	.0116		98.1%		27	.0116		98.1%		27	.0116		98.1%										
28	.0000				28	.0000				28	.0023		99.7%		28	.0023		99.7%		28	.0075		98.9%		28	.0075		98.9%		28	.0075		98.9%										
29	.0000				29	.0000				29	.0013		99.9%		29	.0013		99.9%		29	.0047		99.3%		29	.0047		99.3%		29	.0047		99.3%										
30	.0000				30	.0000				30	.0007		99.9%		30	.0007		99.9%		30	.0028		99.6%		30	.0028		99.6%		30	.0028		99.6%										
31	.0000				31	.0000				31	.0004				31	.0004				31	.0017		99.8%		31	.0017		99.8%		31	.0017		99.8%										
32	.0000				32	.0000				32	.0002				32	.0002				32	.0009		99.9%		32	.0009		99.9%		32	.0009		99.9%										
33	.0000				33	.0000				33	.0001				33	.0001				33	.0005		99.9%		33	.0005		99.9%		33	.0005		99.9%										
34	.0000				34	.0000				34	.0000				34	.0000				34	.0003				34	.0003				34	.0003												
35	.0000				35	.0000				35	.0000				35	.0000				35	.0001				35	.0001				35	.0001												
36	.0000				36	.0000				36	.0000				36	.0000				36	.0001				36	.0001				36	.0001												

**Western Trail Subdivision (Argus Development) -
Western Trail / Coors Blvd.
Western Trail / Coors Blvd.**

SOUTHBOUND Left Turn

Turn Direction	Peak Hour	# Left Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
SB LT	AM NO BLD.	1	40	120	1	25	1.3
SB LT	AM BUILD	1	40	120	1	25	1.3
SB LT	PM NO BLD.	1	150	130	1	25	5.4
SB LT	PM BUILD	1	150	130	1	25	5.4

SB LT		AM NO BLD.		1 Lane(s)		SB LT		AM BUILD		1 Lane(s)		SB LT		PM NO BLD.		1 Lane(s)		SB LT		PM BUILD		1 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)			Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)			Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)			Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)		
0	.2636	26.4%				0	.2636	26.4%				0	.0044	0.4%				0	.0044	0.4%			
1	.3515	61.5%				1	.3515	61.5%				1	.0241	2.9%				1	.0241	2.9%			
2	.2343	84.9%	50			2	.2343	84.9%	50			2	.0652	9.4%				2	.0652	9.4%			
3	.1041	95.4%	75			3	.1041	95.4%	75			3	.1177	21.1%				3	.1177	21.1%			
4	.0347	98.8%	100			4	.0347	98.8%	100			4	.1593	37.1%				4	.1593	37.1%			
5	.0093	99.7%				5	.0093	99.7%				5	.1726	54.3%				5	.1726	54.3%			
6	.0021	100.0%				6	.0021	100.0%				6	.1558	69.9%				6	.1558	69.9%			
7	.0004					7	.0004					7	.1206	82.0%				7	.1206	82.0%			
8	.0001					8	.0001					8	.0816	90.1%				8	.0816	90.1%			
9	.0000					9	.0000					9	.0491	95.0%				9	.0491	95.0%			
10	.0000					10	.0000					10	.0266	97.7%				10	.0266	97.7%			
11	.0000					11	.0000					11	.0131	99.0%				11	.0131	99.0%			
12	.0000					12	.0000					12	.0059	99.6%				12	.0059	99.6%			
13	.0000					13	.0000					13	.0025	99.9%				13	.0025	99.9%			
14	.0000					14	.0000					14	.0010	99.9%				14	.0010	99.9%			
15	.0000					15	.0000					15	.0003					15	.0003				
16	.0000					16	.0000					16	.0001					16	.0001				
17	.0000					17	.0000					17	.0000					17	.0000				
18	.0000					18	.0000					18	.0000					18	.0000				
19	.0000					19	.0000					19	.0000					19	.0000				
20	.0000					20	.0000					20	.0000					20	.0000				
21	.0000					21	.0000					21	.0000					21	.0000				
22	.0000					22	.0000					22	.0000					22	.0000				
23	.0000					23	.0000					23	.0000					23	.0000				
24	.0000					24	.0000					24	.0000					24	.0000				
25	.0000					25	.0000					25	.0000					25	.0000				
26	.0000					26	.0000					26	.0000					26	.0000				
27	.0000					27	.0000					27	.0000					27	.0000				
28	.0000					28	.0000					28	.0000					28	.0000				
29	.0000					29	.0000					29	.0000					29	.0000				
30	.0000					30	.0000					30	.0000					30	.0000				
31	.0000					31	.0000					31	.0000					31	.0000				
32	.0000					32	.0000					32	.0000					32	.0000				
33	.0000					33	.0000					33	.0000					33	.0000				
34	.0000					34	.0000					34	.0000					34	.0000				
35	.0000					35	.0000					35	.0000					35	.0000				
36	.0000					36	.0000					36	.0000					36	.0000				

**Western Trail Subdivision (Argus Development) -
Western Trail / Coors Blvd.
Western Trail / Coors Blvd.**

EASTBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
EB RT	AM NO BLD.	1	540	120	1	25	18.0
EB RT	AM BUILD	1	570	120	1	25	19.0
EB RT	PM NO BLD.	1	370	130	1	25	13.4
EB RT	PM BUILD	1	390	130	1	25	14.1

EB RT				AM BUILD				1 Lane(s)				PM NO BLD.				EB RT				PM BUILD				1 Lane(s)			
Vehicles in Queue		Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)		Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)		Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)		Veh. in Queue		Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)					
0		.0000	0.0%			0	.0000		0.0%			0	.0000		0.0%			0	.0000		0.0%						
1		.0000	0.0%			1	.0000		0.0%			1	.0000		0.0%			1	.0000		0.0%						
2		.0000	0.0%			2	.0000		0.0%			2	.0001		0.0%			2	.0001		0.0%						
3		.0000	0.0%			3	.0000		0.0%			3	.0006		0.1%			3	.0004		0.0%						
4		.0001	0.0%			4	.0000		0.0%			4	.0021		0.3%			4	.0013		0.2%						
5		.0002	0.0%			5	.0001		0.0%			5	.0056		0.8%			5	.0035		0.5%						
6		.0007	0.1%			6	.0004		0.1%			6	.0124		2.1%			6	.0083		1.4%						
7		.0019	0.3%			7	.0010		0.2%			7	.0238		4.5%			7	.0167		3.0%						
8		.0042	0.7%			8	.0024		0.4%			8	.0397		8.4%			8	.0294		6.0%						
9		.0083	1.5%			9	.0050		0.9%			9	.0589		14.3%			9	.0459		10.6%						
10		.0150	3.0%			10	.0095		1.8%			10	.0787		22.2%			10	.0647		17.0%						
11		.0245	5.5%			11	.0164		3.5%			11	.0956		31.8%			11	.0828		25.3%						
12		.0368	9.2%			12	.0259		6.1%			12	.1064		42.4%			12	.0972		35.0%						
13		.0509	14.3%			13	.0378		9.8%			13	.1094		53.3%			13	.1053		45.6%						
14		.0655	20.8%			14	.0514		15.0%			14	.1044		63.8%			14	.1060		56.2%						
15		.0786	28.7%			15	.0650		21.5%			15	.0930		73.1%		375	15	.0995		66.1%		375				
16		.0884	37.5%			16	.0772		29.2%			16	.0777		80.8%		400	16	.0876		74.9%		400				
17		.0936	46.9%			17	.0863		37.8%			17	.0610		87.0%		425	17	.0725		82.1%		425				
18		.0936	56.2%			18	.0911		46.9%			18	.0453		91.5%		450	18	.0568		87.8%		450				
19		.0887	65.1%	475		19	.0911		56.1%			19	.0319		94.7%		475	19	.0421		92.0%		475				
20		.0798	73.1%	500		20	.0866		64.7%			20	.0213		96.8%		500	20	.0296		95.0%		500				
21		.0684	79.9%	525		21	.0783		72.5%		525	21	.0135		98.2%		525	21	.0199		97.0%		525				
22		.0560	85.5%	550		22	.0676		79.3%		550	22	.0082		99.0%		550	22	.0127		98.2%		550				
23		.0438	89.9%	575		23	.0559		84.9%		575	23	.0048		99.5%		575	23	.0078		99.0%		575				
24		.0328	93.2%	600		24	.0442		89.3%		600	24	.0027		99.7%		575	24	.0046		99.5%		600				
25		.0237	95.5%	625		25	.0336		92.7%		625	25	.0014		99.9%			25	.0026		99.7%						
26		.0164	97.2%	650		26	.0246		95.1%		650	26	.0007		99.9%			26	.0014		99.9%						
27		.0109	98.3%	675		27	.0173		96.9%		675	27	.0004					27	.0007		99.9%						
28		.0070	99.0%	700		28	.0117		98.0%		700	28	.0002					28	.0004								
29		.0044	99.4%	725		29	.0077		98.8%		725	29	.0001					29	.0002								
30		.0026	99.7%			30	.0049		99.3%		750	30	.0000					30	.0001								
31		.0015	99.8%			31	.0030		99.6%			31	.0000					31	.0000								
32		.0009	99.9%			32	.0018		99.8%			32	.0000					32	.0000								
33		.0005				33	.0010		99.9%			33	.0000					33	.0000								
34		.0002				34	.0006					34	.0000					34	.0000								
35		.0001				35	.0003					35	.0000					35	.0000								
36		.0001				36	.0002					36	.0000					36	.0000								

**Western Trail Subdivision (Argus Development) -
Western Trail / Coors Blvd.
Western Trail / Coors Blvd.**

WESTBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
WB RT	AM NO BLD.	1	140	120	1	25	4.7
WB RT	AM BUILD	1	140	120	1	25	4.7
WB RT	PM NO BLD.	1	50	130	1	25	1.8
WB RT	PM BUILD	1	50	130	1	25	1.8

AM NO BLD.				AM BUILD				1 Lane(s)				PM NO BLD.				PM BUILD				1 Lane(s)			
WB RT	Veh. in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	WB RT	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	WB RT	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	WB RT	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	WB RT	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
	0	.0094	0.9%			.0094	0.9%			0	.1644	16.4%			0	.1644	16.4%			0	.1644	16.4%	
	1	.0439	5.3%			.0439	5.3%			1	.2968	46.1%			1	.2968	46.1%			1	.2968	46.1%	
	2	.1024	15.6%			.1024	15.6%			2	.2679	72.9%	50		2	.2679	72.9%			2	.2679	72.9%	
	3	.1593	31.5%			.1593	31.5%			3	.1613	89.0%	75		3	.1613	89.0%			3	.1613	89.0%	
	4	.1858	50.1%			.1858	50.1%			4	.0728	96.3%	100		4	.0728	96.3%			4	.0728	96.3%	
	5	.1734	67.4%	125		.1734	67.4%	125		5	.0263	98.9%	125		5	.0263	98.9%			5	.0263	98.9%	
	6	.1349	80.9%	150		.1349	80.9%	150		6	.0079	99.7%			6	.0079	99.7%			6	.0079	99.7%	
	7	.0899	89.9%	175		.0899	89.9%	175		7	.0020	99.9%			7	.0020	99.9%			7	.0020	99.9%	
	8	.0525	95.2%	200		.0525	95.2%	200		8	.0005				8	.0005				8	.0005		
	9	.0272	97.9%	225		.0272	97.9%	225		9	.0001				9	.0001				9	.0001		
	10	.0127	99.1%	250		.0127	99.1%	250		10	.0000				10	.0000				10	.0000		
	11	.0054	99.7%			.0054	99.7%			11	.0000				11	.0000				11	.0000		
	12	.0021	99.9%			.0021	99.9%			12	.0000				12	.0000				12	.0000		
	13	.0008	100.0%			.0008	100.0%			13	.0000				13	.0000				13	.0000		
	14	.0003				.0003				14	.0000				14	.0000				14	.0000		
	15	.0001				.0001				15	.0000				15	.0000				15	.0000		
	16	.0000				.0000				16	.0000				16	.0000				16	.0000		
	17	.0000				.0000				17	.0000				17	.0000				17	.0000		
	18	.0000				.0000				18	.0000				18	.0000				18	.0000		
	19	.0000				.0000				19	.0000				19	.0000				19	.0000		
	20	.0000				.0000				20	.0000				20	.0000				20	.0000		
	21	.0000				.0000				21	.0000				21	.0000				21	.0000		
	22	.0000				.0000				22	.0000				22	.0000				22	.0000		
	23	.0000				.0000				23	.0000				23	.0000				23	.0000		
	24	.0000				.0000				24	.0000				24	.0000				24	.0000		
	25	.0000				.0000				25	.0000				25	.0000				25	.0000		
	26	.0000				.0000				26	.0000				26	.0000				26	.0000		
	27	.0000				.0000				27	.0000				27	.0000				27	.0000		
	28	.0000				.0000				28	.0000				28	.0000				28	.0000		
	29	.0000				.0000				29	.0000				29	.0000				29	.0000		
	30	.0000				.0000				30	.0000				30	.0000				30	.0000		
	31	.0000				.0000				31	.0000				31	.0000				31	.0000		
	32	.0000				.0000				32	.0000				32	.0000				32	.0000		
	33	.0000				.0000				33	.0000				33	.0000				33	.0000		
	34	.0000				.0000				34	.0000				34	.0000				34	.0000		
	35	.0000				.0000				35	.0000				35	.0000				35	.0000		
	36	.0000				.0000				36	.0000				36	.0000				36	.0000		

**Western Trail Subdivision (Argus Development) -
Western Trail / Coors Blvd.
Western Trail / Coors Blvd.**

NORTHBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
NB RT	AM NO BLD.	0	30	120	1	25	1.0
NB RT	AM BUILD	0	30	120	1	25	1.0
NB RT	PM NO BLD.	0	150	130	1	25	5.4
NB RT	PM BUILD	0	150	130	1	25	5.4

NB RT		AM NO BLD.		0 Lane(s)		NB RT		AM BUILD		0 Lane(s)		NB RT		PM NO BLD.		0 Lane(s)		PM BUILD		0 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)			Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)			Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)			Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.3679	36.8%	25			0	.3679	36.8%	25			0	.0044	0.4%	0.4%	150		0	.0044	0.4%	150
1	.3679	73.6%	50			1	.3679	73.6%	50			1	.0241	2.9%	2.9%	175		1	.0241	2.9%	175
2	.1839	92.0%	75			2	.1839	92.0%	75			2	.0652	9.4%	9.4%	200		2	.0652	9.4%	200
3	.0613	98.1%				3	.0613	98.1%				3	.1177	21.1%	21.1%	225		3	.1177	21.1%	225
4	.0153	99.6%				4	.0153	99.6%				4	.1593	37.1%	37.1%	250		4	.1593	37.1%	250
5	.0031	99.9%				5	.0031	99.9%				5	.1726	54.3%	54.3%	275		5	.1726	54.3%	275
6	.0005	100.0%				6	.0005	100.0%				6	.1558	69.9%	69.9%			6	.1558	69.9%	
7	.0001					7	.0001					7	.1206	82.0%	82.0%			7	.1206	82.0%	
8	.0000					8	.0000					8	.0816	90.1%	90.1%			8	.0816	90.1%	
9	.0000					9	.0000					9	.0491	95.0%	95.0%			9	.0491	95.0%	
10	.0000					10	.0000					10	.0266	97.7%	97.7%			10	.0266	97.7%	
11	.0000					11	.0000					11	.0131	99.0%	99.0%			11	.0131	99.0%	
12	.0000					12	.0000					12	.0059	99.6%	99.6%			12	.0059	99.6%	
13	.0000					13	.0000					13	.0025	99.9%	99.9%			13	.0025	99.9%	
14	.0000					14	.0000					14	.0010	99.9%	99.9%			14	.0010	99.9%	
15	.0000					15	.0000					15	.0003					15	.0003		
16	.0000					16	.0000					16	.0001					16	.0001		
17	.0000					17	.0000					17	.0000					17	.0000		
18	.0000					18	.0000					18	.0000					18	.0000		
19	.0000					19	.0000					19	.0000					19	.0000		
20	.0000					20	.0000					20	.0000					20	.0000		
21	.0000					21	.0000					21	.0000					21	.0000		
22	.0000					22	.0000					22	.0000					22	.0000		
23	.0000					23	.0000					23	.0000					23	.0000		
24	.0000					24	.0000					24	.0000					24	.0000		
25	.0000					25	.0000					25	.0000					25	.0000		
26	.0000					26	.0000					26	.0000					26	.0000		
27	.0000					27	.0000					27	.0000					27	.0000		
28	.0000					28	.0000					28	.0000					28	.0000		
29	.0000					29	.0000					29	.0000					29	.0000		
30	.0000					30	.0000					30	.0000					30	.0000		
31	.0000					31	.0000					31	.0000					31	.0000		
32	.0000					32	.0000					32	.0000					32	.0000		
33	.0000					33	.0000					33	.0000					33	.0000		
34	.0000					34	.0000					34	.0000					34	.0000		
35	.0000					35	.0000					35	.0000					35	.0000		
36	.0000					36	.0000					36	.0000					36	.0000		

**Western Trail Subdivision (Argus Development) -
Western Trail / Coors Blvd.
Western Trail / Coors Blvd.**

SOUTHBOUND Right Turn

SB RT		AM NO BLD.		1 Lane(s)		SB RT		AM BUILD		1 Lane(s)		SB RT		PM NO BLD.		1 Lane(s)		SB RT		PM BUILD		1 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0695	6.9%		0	.0629	6.3%		0	.0000	0.0%		0	.0000	0.0%		0	.0000	0.0%		0	.0000	0.0%	
1	.1853	25.5%		1	.1739	23.7%		1	.0000	0.0%		1	.0000	0.0%		1	.0000	0.0%		1	.0000	0.0%	
2	.2471	50.2%		2	.2406	47.7%		2	.0003	0.0%		2	.0003	0.0%		2	.0002	0.0%		2	.0002	0.0%	
3	.2196	72.1%	75	3	.2219	69.9%	75	3	.0011	0.1%		3	.0011	0.1%		3	.0008	0.1%		3	.0008	0.1%	
4	.1464	86.8%	100	4	.1535	85.3%	100	4	.0034	0.5%		4	.0034	0.5%		4	.0026	0.4%		4	.0026	0.4%	
5	.0781	94.6%	125	5	.0849	93.8%	125	5	.0087	1.4%		5	.0087	1.4%		5	.0068	1.0%		5	.0068	1.0%	
6	.0347	98.1%	150	6	.0392	97.7%	150	6	.0184	3.2%		6	.0184	3.2%		6	.0149	2.5%		6	.0149	2.5%	
7	.0132	99.4%	175	7	.0155	99.2%	175	7	.0332	6.5%		7	.0332	6.5%		7	.0277	5.3%		7	.0277	5.3%	
8	.0044	99.8%		8	.0054	99.8%		8	.0524	11.7%		8	.0524	11.7%		8	.0451	9.8%		8	.0451	9.8%	
9	.0013	100.0%		9	.0016	99.9%		9	.0736	19.1%		9	.0736	19.1%		9	.0653	16.3%		9	.0653	16.3%	
10	.0003			10	.0005			10	.0930	28.4%		10	.0930	28.4%		10	.0852	24.9%		10	.0852	24.9%	
11	.0001			11	.0001			11	.1068	39.1%		11	.1068	39.1%		11	.1009	35.0%		11	.1009	35.0%	
12	.0000			12	.0000			12	.1125	50.3%		12	.1125	50.3%		12	.1096	45.9%		12	.1096	45.9%	
13	.0000			13	.0000			13	.1094	61.3%		13	.1094	61.3%		13	.1099	56.9%		13	.1099	56.9%	
14	.0000			14	.0000			14	.0987	71.1%	350	14	.0987	71.1%	350	14	.1024	67.1%	350	14	.1024	67.1%	350
15	.0000			15	.0000			15	.0832	79.5%	375	15	.0832	79.5%	375	15	.0890	76.0%	375	15	.0890	76.0%	375
16	.0000			16	.0000			16	.0657	86.0%	400	16	.0657	86.0%	400	16	.0725	83.3%	400	16	.0725	83.3%	400
17	.0000			17	.0000			17	.0489	90.9%	425	17	.0489	90.9%	425	17	.0556	88.8%	425	17	.0556	88.8%	425
18	.0000			18	.0000			18	.0343	94.4%	450	18	.0343	94.4%	450	18	.0403	92.9%	450	18	.0403	92.9%	450
19	.0000			19	.0000			19	.0228	96.6%	475	19	.0228	96.6%	475	19	.0276	95.6%	475	19	.0276	95.6%	475
20	.0000			20	.0000			20	.0144	98.1%	500	20	.0144	98.1%	500	20	.0180	97.4%	500	20	.0180	97.4%	500
21	.0000			21	.0000			21	.0087	98.9%	525	21	.0087	98.9%	525	21	.0112	98.6%	525	21	.0112	98.6%	525
22	.0000			22	.0000			22	.0050	99.4%	550	22	.0050	99.4%	550	22	.0066	99.2%	550	22	.0066	99.2%	550
23	.0000			23	.0000			23	.0027	99.7%		23	.0027	99.7%		23	.0038	99.6%		23	.0038	99.6%	
24	.0000			24	.0000			24	.0014	99.9%		24	.0014	99.9%		24	.0020	99.8%		24	.0020	99.8%	
25	.0000			25	.0000			25	.0007	99.9%		25	.0007	99.9%		25	.0011	99.9%		25	.0011	99.9%	
26	.0000			26	.0000			26	.0004			26	.0004			26	.0005	100.0%		26	.0005	100.0%	
27	.0000			27	.0000			27	.0002			27	.0002			27	.0003			27	.0003		
28	.0000			28	.0000			28	.0001			28	.0001			28	.0001			28	.0001		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0001			29	.0001		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

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Tuesday, October 22, 2002

Richard Dourte

City of Albuquerque Transp Dev Section
600 2nd St. NW
Albuquerque, NM 87102

Re: Western Trails Estates (Western Trail NW / Coors Blvd.)

Dear Richard:

This letter is to address your final set of concerns regarding the transportation issues associated with the proposed Western Trails Estates development at the northwest corner of Western Trail NW / Coors Blvd. Your concerns and their resolutions are as follows:

- 1) **The queue length for the eastbound left turn lane on Western Trail NW / Coors Blvd. is of sufficient length** – When I stated the calculated queue length of the eastbound dual left turn lanes on Western Trail / Coors this afternoon, I read to you the projected PM Peak Hour volume of 390 vehicles per hour. Actually, the calculated queue length associated with 390 vehicles per hour and a 130-second cycle length is 300 feet – not 390 feet. The proposed access drive into the Western Trails Estates is 310 feet west of the eastbound stop bar on Western Trail NW at Coors Blvd. Therefore, the analysis demonstrates that there is sufficient queuing for the eastbound dual left turn lanes on Western Trail at Coors Blvd.
- 2) **The eastbound left turn lane on Western Trail NW at McFarland Dr. is of sufficient length** – The trip distribution analysis contained in the queuing analysis dated August 19, 2002 demonstrated that only about 5% of the traffic generated by this development would enter the subdivision from the west on Western Trail Subdivision. The maximum entering volume projected for this development is 90 vehicles per hour during the PM Peak Hour. About five percent of this volume (of about 5 vehicles per hour) will enter from the east on Western Trail NW and then turn left into McFarland Dr. The average arrival rate is 5/60 (or .0833) vehicles per minute. A three-minute queue is still less than one vehicle. Therefore, the eastbound left turn lane on Western Trail NW at McFarland Dr. is required to be 25 feet long to hold one vehicle of queue.
- 3) **The westbound left turn lane on Western Trail into the old Monolith Site is not shortened** – Attached is a plan drawing showing the improvements proposed to construct the new intersection of Western Trail NW / McFarland Dr. The drawing demonstrates that the eastbound left turn lane on Western Tr. NW at McFarland Dr. can be constructed to a length of approximately 50' (to the centerline of McFarland Dr.) without having to shorten the existing westbound left turn lane on Western Tr. NW at the old Monolith driveway.

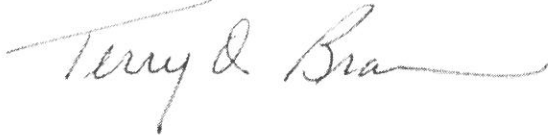
Page 2 of 2
Tuesday, October 22, 2002
Richard Dourte

Re: Western Trails Estates

I believe that this should address your recent comments.

Please call if you have questions or need additional information.

Sincerely Yours,

A handwritten signature in cursive script, appearing to read "Terry O. Brown". The signature is written in dark ink and is positioned above the printed name.

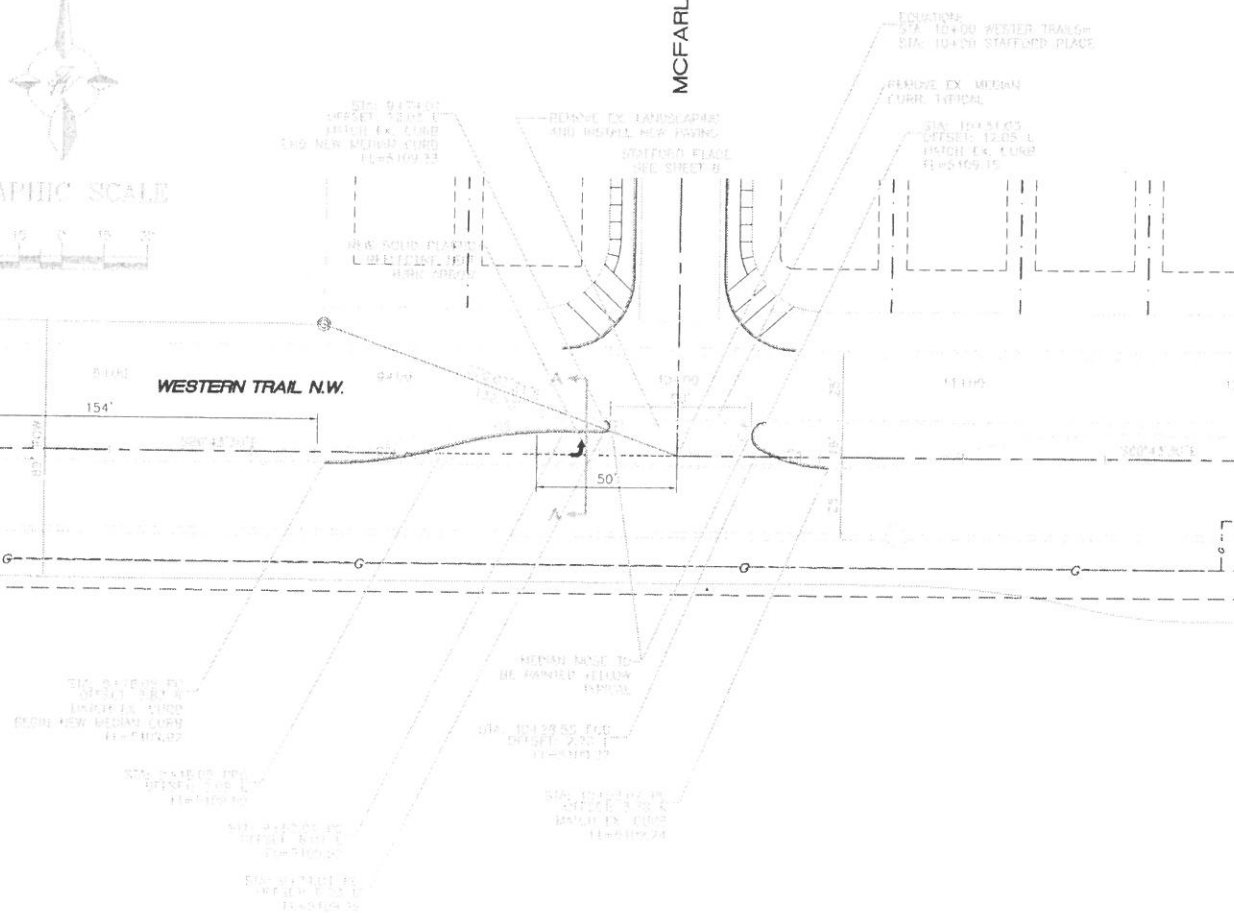
Terry O. Brown

cc: Sara Lavy, Tierra West, LLC
Ron Bohannon, Tierra West, LLC
Tony Loyd, City of Albuquerque Transportation Development Section

attachment as noted

MONOLITH SITE DRIVEWAY

MCFARLAND DR.



Project: _____

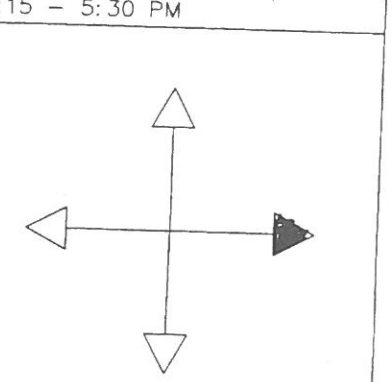
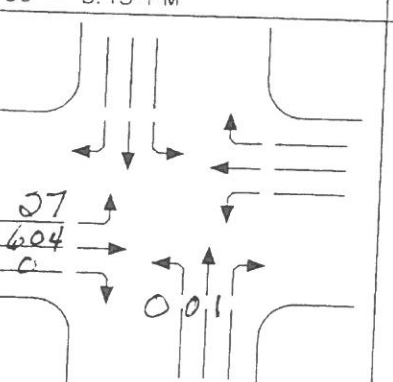
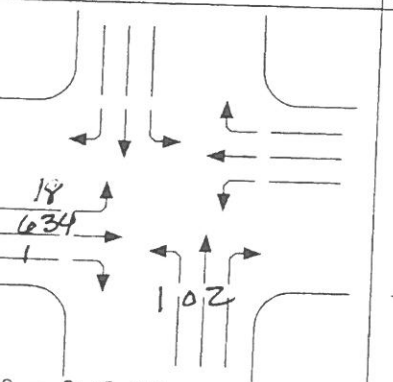
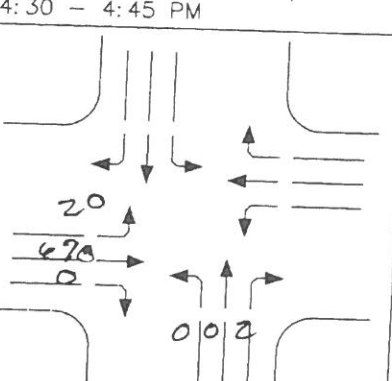
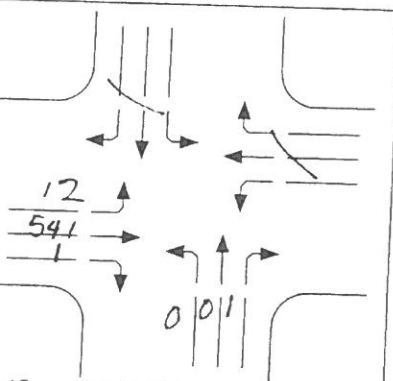
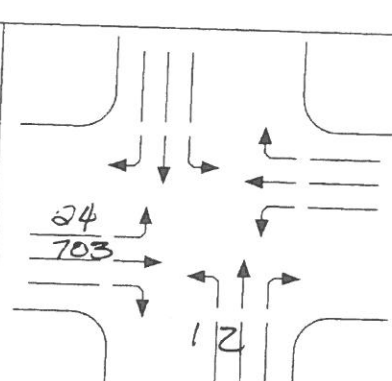
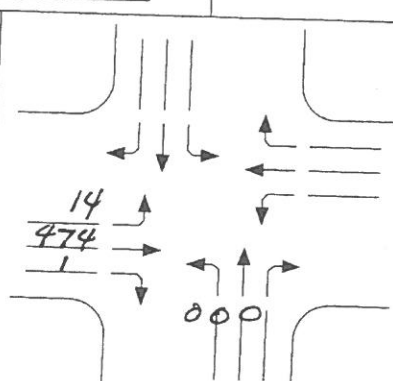
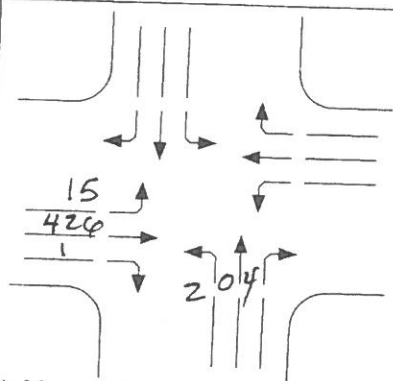
Date: 8-15-02

Posted Speed (E-W Street): _____

Posted Speed (N-S Street): _____

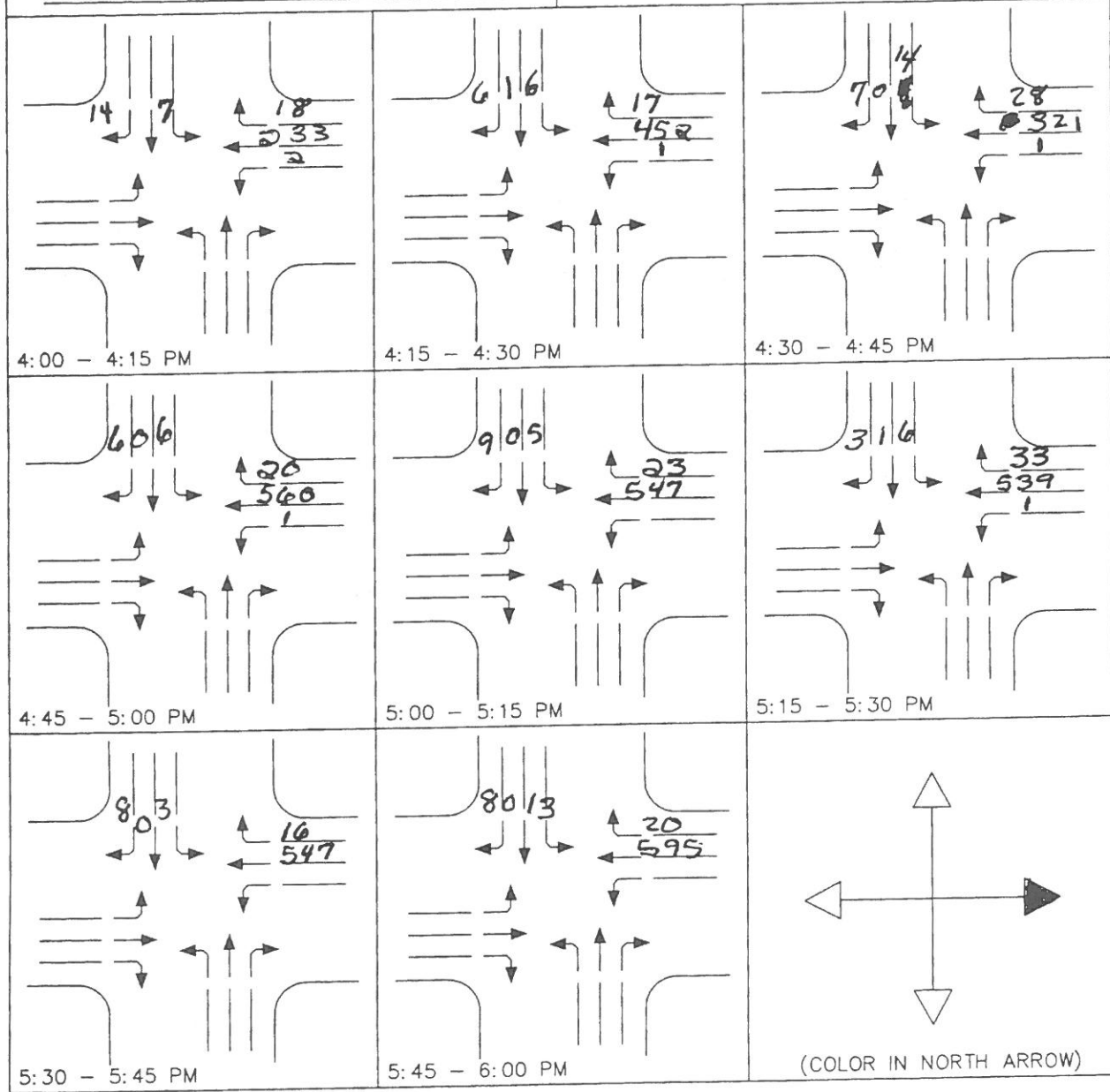
Comments: Namaste - Coors

NOTES AND DIAGRAM:



(COLOR IN NORTH ARROW)

Project: _____ Date: <u>8-15-02</u> Posted Speed (E-W Street): _____ Posted Speed (N-S Street): _____ Comments: <u>Western Trails - 0005</u>	NOTES AND DIAGRAM:
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Project: _____

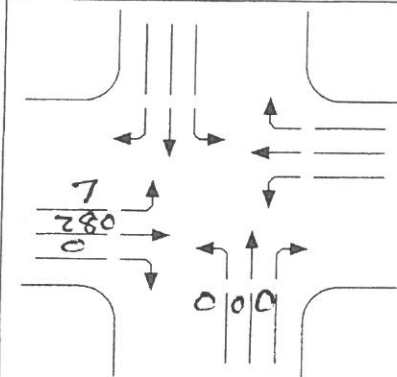
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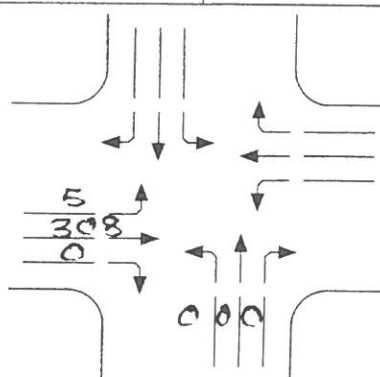
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Comments: Coors/Namaste

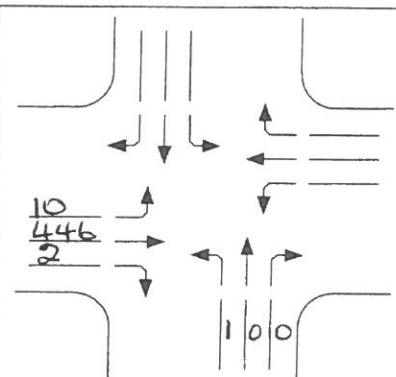
NOTES AND DIAGRAM:



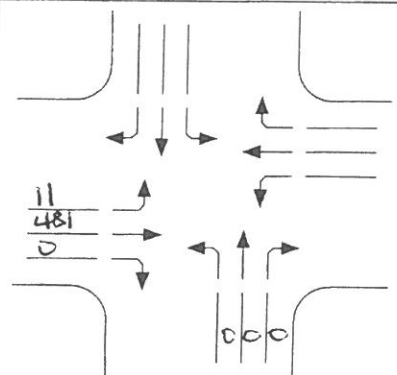
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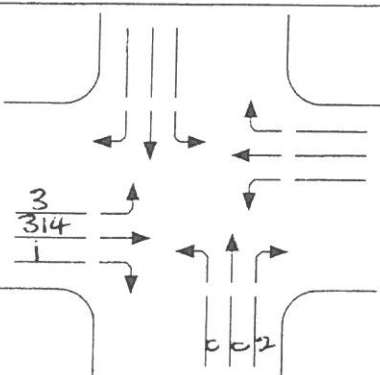
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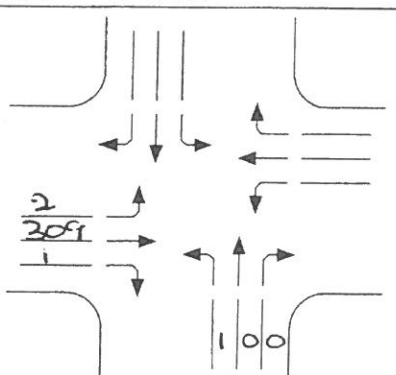
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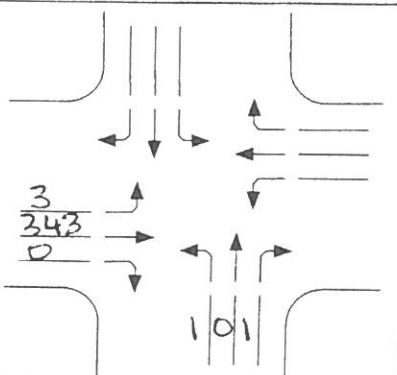
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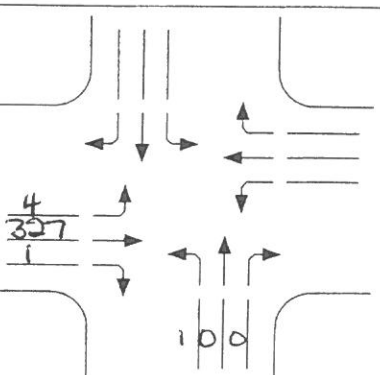
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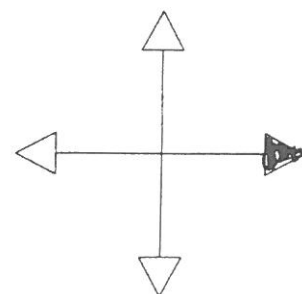
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8:30 - 8:45 AM



8:45 - 9:00 AM



(COLOR IN NORTH ARROW)

Project: Western Trails - Spencer

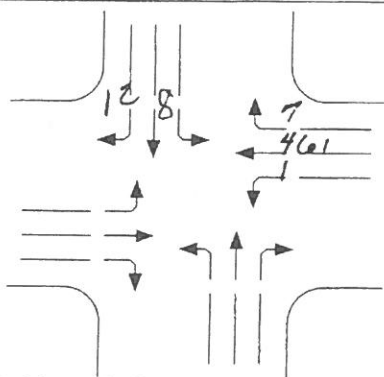
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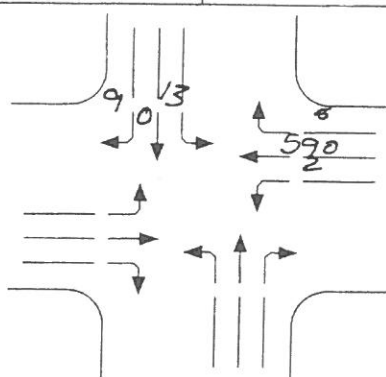
Posted Speed (N-S Street): _____

Comments: Western trails - Coors

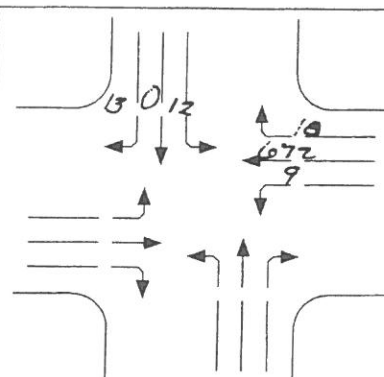
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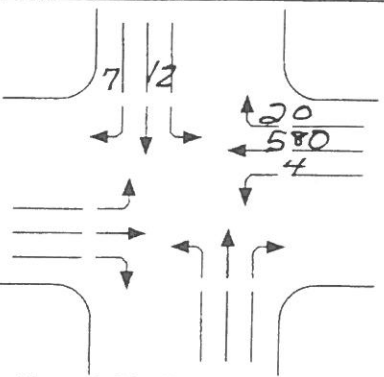
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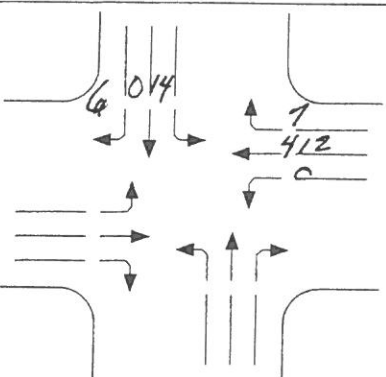
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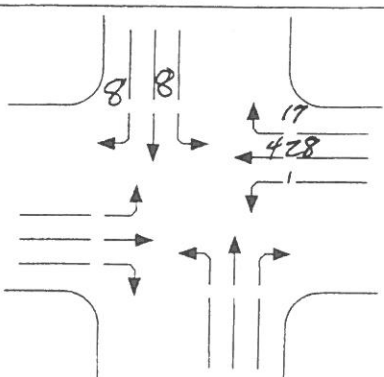
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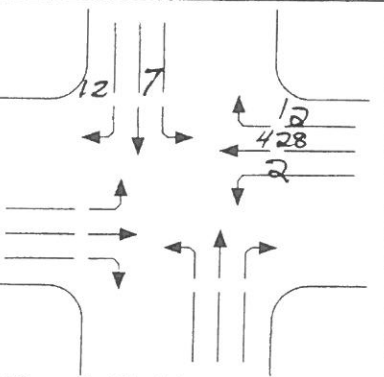
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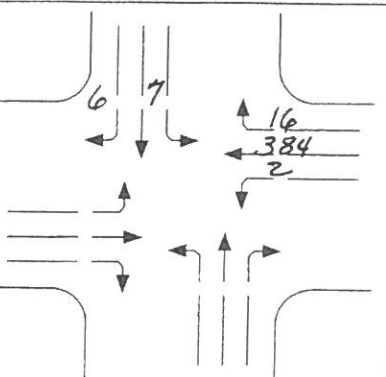
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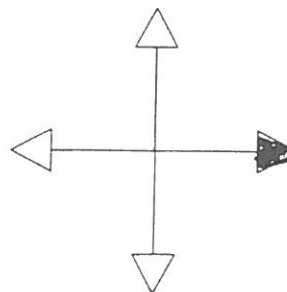
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8:30 - 8:45 AM



8:45 - 9:00 AM



(COLOR IN NORTH ARROW)

Trip Distribution Table

Western Trial Subdivision (Argus Development) - Western Trail / Coors Blvd.

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

Data Taken from Middle Rio Grande Council of Governments' 2020 Socioeconomic Forecasts
for Data Analysis Subzones in State Planning and Development District 3 (TR-125) - Appendix "B"

Sub Area I.D.#	% Sub Area in Study							(WW) Western Trail West			(CN) Coors Blvd. North			(WE) Western Trail East			(CS) Coors Blvd. South		
		1995 Employment	2005 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing
		1995	2005	2005															
1	100%	659	4,763	4,763	4,763	14	340	0.48%	0%	0.00%	0	100%	0.48%	340	0%	0.00%	0	0%	0.00%
2	100%	14,925	22,575	22,575	22,575	12.5	1,806	2.52%	0%	0.00%	0	100%	2.52%	1,806	0%	0.00%	0	0%	0.00%
3	100%	985	1,222	1,222	1,222	8.5	144	0.20%	0%	0.00%	0	100%	0.20%	144	0%	0.00%	0	0%	0.00%
4	100%	2,463	2,694	2,694	2,694	16.5	163	0.23%	0%	0.00%	0	100%	0.23%	163	0%	0.00%	0	0%	0.00%
5	100%	4,784	12,928	12,928	12,928	4.5	2,873	4.01%	0%	0.00%	0	100%	4.01%	2,873	0%	0.00%	0	0%	0.00%
6	100%	114	147	147	147	9	16	0.02%	100%	0.02%	16	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7	100%	5,845	10,257	10,257	10,257	1	10,257	14.33%	30%	4.30%	3,077	35%	5.02%	3,590	0%	0.00%	0	0%	0.00%
8	100%	5,415	8,137	8,137	8,137	2.5	3,255	4.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	35%	5.02%
9	100%	62	69	69	69	17.5	4	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	4.55%
10	100%	1,555	2,680	2,680	2,680	8.5	315	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.01%
11	100%	4,680	5,776	5,776	5,776	8	722	1.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.44%
12	100%	5,680	6,883	6,883	6,883	4	1,721	2.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.01%
13	100%	28,380	45,105	45,105	45,105	5.5	8,201	11.46%	0%	0.00%	0	100%	2.40%	1,721	0%	0.00%	0	100%	1.01%
14	100%	29,501	36,361	36,361	36,361	9	4,040	5.65%	0%	0.00%	0	100%	11.46%	8,201	0%	0.00%	0	0%	0.00%
15	100%	15,159	19,266	19,266	19,266	3	6,422	8.97%	0%	0.00%	0	100%	5.65%	4,040	0%	0.00%	0	0%	0.00%
16	100%	64,446	78,155	78,155	78,155	10	7,816	10.92%	0%	0.00%	0	30%	2.69%	1,927	0%	0.00%	0	0%	0.00%
17	100%	36,775	39,496	39,496	39,496	4.5	8,777	12.27%	0%	0.00%	0	30%	3.28%	2,345	0%	0.00%	0	70%	6.28%
18	100%	40,093	49,531	49,531	49,531	6.5	7,620	10.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	70%	7.65%
19	100%	28,365	31,549	31,549	31,549	11	2,868	4.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	12.27%
20	100%	5,451	7,979	7,979	7,979	8.5	939	1.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	10.65%
21	100%	23	29	29	29	11.5	3	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	4.01%
22	100%	23,886	23,679	23,679	23,679	13.5	1,754	2.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.31%
23	100%	1,547	2,308	2,308	2,308	16.5	140	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.00%
24	100%	888	2,351	2,351	2,351	14.5	162	0.23%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	2.45%
25	100%	91	128	128	128	17.5	7	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.20%
26	100%	12,362	19,073	19,073	19,073	21.5	887	1.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.23%
27	100%	2,431	3,291	3,291	3,291	18	183	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.01%
28	100%	2,581	3,344	3,344	3,344	27.5	122	0.17%	0%	0.00%	0	100%	0.26%	183	0%	0.00%	0	100%	1.24%
		339,146	439,776	439,776	439,776		71,556	100.00%		4.32%	3,093	0%	0.00%	27,332	0%	0.00%	0	100%	0.17%
											4.32%		38.20%	27,332	0%	0.00%	0	57.48%	41,131
														38.20%			0.00%		57.48%

* - Subarea in which the site it located.