Esperia Subdivision

(Sevilla Ave. / Coors Blvd.)

Traffic Impact Study

May 18, 2006

FINAL

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Presented to:

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

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Esperia Subdivision (Sevilla Ave. / Coors Blvd.)
TRAFFIC IMPACT STUDY

STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of a site development plan proposing a new commercial / residential development as shown conceptually in the Appendix (Page A-2) 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, District 3.

STUDY PROCEDURES

A scoping meeting was held on Wednesday, February 08, 2006 with City of Albuquerque staff (Tony Loyd and Steele Nowak) and with the New Mexico Department of Transportation (Tony Abbo) prior to beginning the study to discuss scope and methodology to be utilized within the report. Tony Loyd summarized the meeting and defined the requirements and procedures for the study his in letter dated February XX, 2006 (See Appendix Page A-xx thru A-xx). 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 described lane uses:
   - *An approximately 67-unit residential subdivision consisting of single family detached homes.*
   - *Approximately 89 residential / townhomes*
   - *Approximately 39,200 S.F. of retail commercial building floor space.*
   - *Approximately 16,800 S.F. of general office space.*
2) Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on year 2009 population within a two (2) mile radius boundary of the proposed site as shown on Appendix Page 11 of this report. The new Residential trips will be distributed based on year 2009 employment citywide inversely proportional to the distance of the employment subarea from the proposed project location. The new Office trips will be distributed based on year 2009 population citywide inversely proportional to the distance of the population subarea from the proposed project location
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.
4) Acquire recent traffic counts for the intersections of Western Trail / Coors Blvd., Dellyne Ave. / Coors Blvd., and Montano Rd. / Coors Blvd.

5) Acquire forecast traffic count data for the intersection of Sevilla Ave. / Coors Blvd. from the Andalucia South Traffic Impact Study by BHI.
6) Calculate historic growth rates based on 2000 – 2004 Traffic Flow Data from the Mid-Region Council of Governments (MRCOG).
7) Consider trips generated from the following recently approved developments that have no been fully implemented at this time
   a) Andalucia, Phase 1
   b) Andalucia, Tract 6
   c) La Luz del Oeste Subdivision.
8) Determine 2009 NO BUILD Volumes by growing the existing turning movement counts to the year 2009 utilizing the appropriate annual historic growth rate for the area, and then adding in generated traffic volumes from the other three approved projects.
9) Add in data from Trip Assignments Maps and Tables to the 2009 NO BUILD Volumes to obtain 2009 BUILD Volumes for this project. The 2009 BUILD Volumes will include 100% of the traffic generated by the proposed Esperia Development (residential, commercial, and office components).
10) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Western Trail / Coors Blvd.	Traffic Signal	2009	2009
2) Dellyne Ave. / Coors Blvd.	Traffic Signal	2009	2009
3) Montano Rd. / Coors Blvd.	Traffic Signal	2009	2009
4) Sevilla Ave. / Coors Blvd.*	Traffic Signal	2009	2009
5) Maduri Ave. / Vidal Dr.	Stop Sign	2009	2009

* New Signal installed with Andalucia, Phase 1

PREVIOUS RELATED TRAFFIC IMPACT STUDIES

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

1) *Andalucia (South) Traffic Impact Study* by BHI.
2) *Andalucia, Tract 6 Traffic Impact Study (DRAFT) by Terry O. Brown, P.E. dated October 31, 2004.*
3) *La Luz del Oeste (no Traffic Study available – this study will determine trip distribution and trip assignments.).*

The Implementation Year Trips Generated Volumes from those reports were added into the 2009 Background Subtotal Volumes in this report to obtain the 2009NO BUILD Volumes.

GENERAL AREA CHARACTERISTICS

The proposed requested site development plan are for an approximately 29.5 acre tract of land located along the west side of Coors Blvd. at the new Sevilla Ave. which runs east from Coors Blvd. through the new Andalucia South Residential Development. Properties surrounding this site are mostly residential uses. More detailed zoning

information may be obtained upon inspection of the Vicinity Maps on Page A-1 in the Appendix.

AREA STREET NETWORK

Coors Boulevard is classified as a Principal Arterial roadway south of Alameda Blvd. 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.

Montano Road is classified as a Limited Access 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. from Taylor Ranch Rd. to Coors Blvd. is 40 MPH.

Dellyne Ave. is classified as a Collector Street on the Long Range Roadway System for the Albuquerque Metropolitan Area. It is currently a two lane paved facility west of Coors Blvd.

Western Trail west of Coors Blvd. is classified as a Minor Arterial roadway on the Long Range Roadway Plan for the Albuquerque Urban Area. It is currently a four lane paved facility to the west of Coors Blvd. The extension of Western Trail east of Coors is called Namaste Rd. Namaste Rd. is not classified on the Long Range Roadway Plan for the Albuquerque Urban Area.

EXISTING TRAFFIC VOLUMES

2004 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-4 of 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:

Western Trail / Coors Blvd. (2003)
Dellyne Ave. / Coors Blvd. (2003)
Montano Rd. / Coors Blvd. (2003)

Additionally, AM and PM Peak Hour turning movement count forecasts were obtained from the Andalucia (South) Residential Development Traffic Impact Study (by BHI) for the intersection of Sevilla Ave. / Coors Blvd.

The counts are included after the City of Albuquerque Transportation Development Division Scoping Letter in Appendix Pages A-xx thru A-xx.

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.

Existing levels-of-service associated with this development were not analyzed. Only the 2009 AM and PM Peak Hour NO BUILD and BUILD Conditions were analyzed and reported.

PROPOSED DEVELOPMENT

There proposed development of this property is projected to incorporate the following land uses:

a) *Approximately 67 single family dwelling units*
b) *Approximately 89 residential condominiums / townhouses*
c) *Approximately 39,200 S.F. of retail commercial floor space*
d) *Approximately 16,800 S.F. of general office space.*

See the conceptual site development plan on Page A-2 in the Appendix of this report to acquire more detailed information about the proposed development of Esperia Subdivision.

The site plan is conceptual at this point in time and is subject to some changes as progress takes place in the design process. The plan should, however, provide a reliable basis upon which to analyze the impact of the development on the adjacent transportation system and provide guidelines for mitigating the impact and establishing access criteria. The conceptual site plan as shown in this report proposes one primary access point (or driveway) accessing Coors Blvd.

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 defined on the Conceptual Site Development Plan on Page A-2 in the Appendix of this report. The resulting number of trips generated for the proposed development is summarized in the following table:

McNaney Development (Sevilla Ave. / 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					
Single-Family Detached Housing (210)	67.00	717	14	42	48	27
Residential Condominium / Townhouse (230)	89.00	581	8	39	37	18
Shopping Center (820)	39.20	3,695	54	35	162	176
General Office Building (710)	16.80	338	40	5	17	81
Subtotal		**5,331**	**116**	**121**	**264**	**302**

Pass-by trip credits were not applied to this study.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Trips were distributed as follows:

Commercial Land Use

Primary and diverted linked trips for the credit union land use development were distributed proportionally to the 2007 projected population of Data Analysis Subzones within a two-mile radius of the proposed development. Population data for the years 2005 and 2025 were taken from the 2025 Socioeconomic Forecasts for Data Analysis Subzones for the Mid Regional Council of Governments (MRCOG) (S-03-01). Population data from the years 2005 and 2025 was interpolated linearly to obtain 2007 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 subareas and data analysis subzones is shown in the Appendix.

Residential Land Use

Primary and diverted linked trips for residential development have been distributed proportionally to the 2009 projected employment of Subareas citywide. Employment data for 2005 and 2010 were taken from the *2025 Socioeconomic Forecasts for Data Analysis Subzones for the Mid-Region of New Mexico*, S-03-01 (April, 2003), Appendix B, supplied by the Mid-Region Council of Governments (MRCOG). Employment Data was interpolated linearly to obtain 2009 values and adjusted for distance from the proposed

new facility. The trip distribution worksheets and associated map of subareas are shown in the Appendix.

Office Land Use

Primary and diverted linked trips for office development have been distributed proportionally to the 2009 projected population of Subareas citywide. Population data for 2005 and 2010 were taken from the *2025 Socioeconomic Forecasts for Data Analysis Subzones for the Mid-Region of New Mexico*, S-03-01 (April, 2003), Appendix B, supplied by the Mid-Region Council of Governments (MRCOG). Population Data was interpolated linearly to obtain 2009 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas are shown in the Appendix.

TRIP ASSIGNMENT

Trip assignments are 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 in the Appendix.

BACKGROUND TRAFFIC GROWTH

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the 2000, 2001, 2002, 2003, and 2004 Traffic Flow maps prepared by the Mid-Region Council of Governments. Almost all of the Traffic Flow Data for the years 2000, 2001, 2002, 2003, and 2004 taken from the MRCOG 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 Average Weekday Traffic (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. Due to the potential for growth in the area, it was believed that a zero percent growth rate was inappropriate for this study in most cases. 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. Historical Growth Rate Graphs with linear regression trend lines are shown on Appendix Pages A-28 through A-37. Calculated growth rates for each segment of the streets were adjusted if necessary to provide some level of logical uniformity in the transportation system.

The growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (Appendix Pages A-40 through A-49).

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2009 BUILDOUT

The established growth rates were applied to the most recent peak hour traffic counts (furnished by the City of Albuquerque and conducted for this study), and then the trips from the *Andalucia (South) Traffic Impact Study, Andalucia, Tract 6 Traffic Impact Study,* and the *La Luz del Oeste development were* added in to establish the 2009 background NO BUILD traffic volumes. To these volumes, the generated trips based on implementation of the proposed Esperia Subdivision were added to obtain 2009 BUILD volumes for the intersection analyses. See Appendix Pages A-38 thru A-52 for further information regarding 2009 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 TEAPAC Signal 2000, Version 2.70 for signalized intersections and HiCAP2000 version 2.0 for unsignalized intersections. For signalized intersections, the operational method of analysis was used for implementation year (2009) conditions (NO BUILD and BUILD).

Capacity analyses were performed for the following traffic conditions.

Implementation Year (2009) - NO BUILD
Implementation Year (2009) – BUILD

The results of the implementation year (2009) capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses.*

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEARS (2009)

Inter section #1 – Western Trail / Coors Blvd. – Pages A-53 thru A-62

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

Western Trail / Coors Blvd.		AM Peak Hour		PM Peak Hour	
	2009	NO BUILD	BUILD	NO BUILD	BUILD
Existing Geometry		C-30.3	C-33.8	***D-46.2***	***D-49.9***

D - 40.0 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

Existing Geometry (Western Trail / Coors Blvd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Western Trail	1	0	0	1	0
WB Western Trail	1	0	0	1	0
NB Coors Blvd.	1	0	3	0	1
SB Coors Blvd.	1	0	3	0	1

The 209 analysis indicated that some individual turning movements would operate at LOS "E" for the NO BUILD and the BUILD conditions. The impact of the added traffic from this development is minor and, therefore, no improvements are recommended to the intersection as a result of implementation of this project. The suggested mitigation measure to remedy the NO BUILD capacity shortfall is to construct a fourth northbound thru lane on Coors Blvd.

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

Queueing Analysis Summary Sheet

Project: Esperia Development (Sevilla Ave / Coors Blvd)
Intersection: **Western Trail / Coors Blvd**

2009

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*	*42*	*200*	*1*	*0*	*Cont*	*0*	*39*	*0*
AM NO BUILD Queue	2	67	75	1	3	0	0	47	100
AM BUILD Queue	**2**	**72**	**75**	**1**	**3**	**0**	**0**	**47**	**100**
Existing Lane Length	*2*	*27*	*200*	*1*	*0*	*Cont*	*0*	*49*	*0*
PM NO BUILD Queue	2	70	100	1	10	50	0	59	125
PM BUILD Queue	**2**	**81**	**100**	**1**	**10**	**50**	**0**	**59**	**125**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*2*	*320*	*1*	*0*	*Cont*	*0*	*1*	*0*
AM NO BUILD Queue	1	93	150	1	8	25	0	59	100
AM BUILD Queue	**1**	**93**	**150**	**1**	**8**	**25**	**0**	**59**	**100**
Existing Lane Length	*1*	*8*	*320*	*1*	*0*	*Cont*	*0*	*7*	*0*
PM NO BUILD Queue	1	67	125	1	5	25	0	47	100
PM BUILD Queue	**1**	**67**	**125**	**1**	**5**	**25**	**0**	**57**	**125**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*47*	*250*	*3*	*1,506*	*Cont*	*1*	*9*	*225*
AM NO BUILD Queue	1	51	100	3	1,722	700	1	40	75
AM BUILD Queue	**1**	**51**	**100**	**3**	**1,781**	**725**	**1**	**40**	**75**
Existing Lane Length	*1*	*111*	*250*	*3*	*2,528*	*Cont*	*1*	*6*	*225*
PM NO BUILD Queue	1	120	200	3	3,041	>1,000	1	111	200
PM BUILD Queue	**1**	**120**	**200**	**3**	**3,165**	**>1,000**	**1**	**111**	**200**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*5*	*150*	*3*	*2,104*	*Cont*	*1*	*37*	*300*
AM NO BUILD Queue	1	25	50	3	2,479	>1,000	1	58	100
AM BUILD Queue	**1**	**25**	**50**	**3**	**2,546**	**>1,000**	**1**	**62**	**100**
Existing Lane Length	*1*	*4*	*150*	*3*	*2,047*	*Cont*	*1*	*97*	*300*
PM NO BUILD Queue	1	72	125	3	2,338	>1,000	1	138	225
PM BUILD Queue	**1**	**73**	**150**	**3**	**2,482**	**>1,000**	**1**	**150**	**225**

	AM	PM
Cycle Length:	110	130

The left and right turn auxiliary lanes at this intersection are sufficient in length.

Intersection #2 – Dellyne Ave. (Learning Rd.) / Coors Blvd. – Pages A-63 thru A-72

The results of the analysis of the signalized intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. are summarized in the following table:

Dellyne Ave. (Learning Rd.) / Coors Blvd.	AM Peak Hour		PM Peak Hour	
2009	NO BUILD	BUILD	NO BUILD	BUILD
Andalucia Geometry	C-32.2	C-32.8	D-42.5	D-46.5

D - 40.0 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

Andalucia Geometry (Dellyne Ave. / Coors Blvd.)

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

The intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. is currently being designed by Bohannan-Huston, Inc. in conjunction with the development of Andalucia, Tract 6. The geometry used in this analysis is consistent with the plan being developed by Bohannan-Huston, Inc.

This analysis demonstrates that the intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. as designed by Bohannan-Huston, Inc. will operate at acceptable levels-of-service for all conditions analyzed in this study.

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

Queueing Analysis Summary Sheet

Project: Esperia Development (Sevilla Ave / Coors Blvd)
Intersection: **Dellyne Ave / Coors Blvd**

2009

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*	*156*	*200**	*1*	*31*	*Cont*	*0*	*238*	*150*
AM NO BUILD Queue	2	226	175	1	36	75	0	240	300
AM BUILD Queue	**2**	**226**	**175**	**1**	**36**	**75**	**0**	**255**	**325**
Existing Lane Length	*2*	*0*	*200**	*1*	*0*	*Cont*	*0*	*0*	*150*
PM NO BUILD Queue	2	225	200	1	23	75	0	109	**175**
PM BUILD Queue	**2**	**225**	**200**	**1**	**23**	**75**	**0**	**124**	**200**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*48*	*200**	*1*	*20*	*Cont*	*0*	*77*	*200*
AM NO BUILD Queue	1	191	250	1	79	125	0	113	175
AM BUILD Queue	**1**	**191**	**250**	**1**	**79**	**125**	**0**	**113**	**175**
Existing Lane Length	*1*	*4*	*200**	*1*	*1*	*Cont*	*0*	*6*	*200*
PM NO BUILD Queue	1	149	225	1	113	200	0	59	125
PM BUILD Queue	**1**	**149**	**225**	**1**	**113**	**200**	**0**	**59**	**125**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*70*	*325*	*3*	*1,781*	*Cont*	*1*	*66*	*225*
AM NO BUILD Queue	1	82	125	3	2,044	800	1	91	150
AM BUILD Queue	**1**	**95**	**150**	**3**	**2,079**	**825**	**1**	**91**	**150**
Existing Lane Length	*1*	*16*	*325*	*3*	*129*	*Cont*	*1*	*1*	*225*
PM NO BUILD Queue	1	323	450	3	2,695	>1,000	1	112	200
PM BUILD Queue	**1**	**336**	**450**	**3**	**2,730**	**>1,000**	**1**	**112**	**200**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*186*	*275*	*3*	*1,380*	*Cont*	*1*	*36*	*250*
AM NO BUILD Queue	1	240	300	3	1,554	625	1	49	100
AM BUILD Queue	**1**	**240**	**300**	**3**	**1,590**	**650**	**1**	**49**	**100**
Existing Lane Length	*1*	*8*	*275*	*3*	*149*	*Cont*	*1*	*16*	*250*
PM NO BUILD Queue	1	180	275	3	1,852	**850**	1	223	325
PM BUILD Queue	**1**	**180**	**275**	**3**	**1,888**	**875**	**1**	**223**	**325**

	AM	PM
Cycle Length:	**110**	**130**

* - Unequal Left Turn Lane Lengths for Dual Left Turns

The queuing analysis indicates that the northbound left turn lane on Coors Blvd. should be extended to a length of 450 feet.

Intersection #3 - Montano Rd. / Coors Blvd. – Pages A-73 thru A-84

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	
2006	NO BUILD	BUILD	NO BUILD	BUILD
Existing Geometry	***F-99.6***	***F-102***	***F-124***	***F-130***
Exist. Geom. – Add NB/SB LT, Thru Lane			***E-61.0***	***E-70.3***

D - 40.0 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

Existing Geometry (Montano Rd. / Coors Blvd.)

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

This analysis demonstrates, as many other previous analyses, that there is a capacity shortfall at the existing intersection of Montano Rd. / Coors Blvd. This analysis has shown the resulting levels-of-service resulting from the addition of triple northbound / southbound left turn lanes and fourth northbound / southbound thru lanes on Coors Blvd. There is not sufficient right-of-way to construct the recommended improvements. This analysis is primarily to demonstrate what would be needed to provide capacity at the intersection if sufficient right-of-way existed.

The intersection of Montano Rd. / Coors Blvd. is designated as a grade separated interchange at some time in the future. There are no funds nor is there a definite plan in place to construct the interchange by any definable date.

Given that the development of Esperia Subdivision only increases the delays at Montano Rd. / Coors Blvd. by about 3 seconds in the AM Peak Hour and 6 seconds in the PM Peak Hour, no recommendation is made for improvements associated with this project.

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

Queueing Analysis Summary Sheet

Project: Esperia Development (Sevilla Ave / Coors Blvd)
Intersection: **Montaño Rd / Coors Blvd**

2009

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*	*300*
AM NO BUILD Queue	2	75	75	2	898	550	1	354	400
AM BUILD Queue	**2**	**75**	**75**	**2**	**898**	**550**	**1**	**371**	**425**
Existing Lane Length	*2*	*268*	*300*	*2*	*312*	*Cont*	*1*	*245*	*300*
PM NO BUILD Queue	2	271	225	2	615	450	1	400	**525**
PM BUILD Queue	**2**	**271**	**225**	**2**	**615**	**450**	**1**	**447**	575

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*166*	*350*	*2*	*252*	*Cont*	*0*	*59*	*0*
AM NO BUILD Queue	2	220	175	2	299	225	0	63	100
AM BUILD Queue	**2**	**228**	**175**	**2**	**299**	**225**	**0**	**63**	**100**
Existing Lane Length	*2*	*369*	*350*	*2*	*837*	*Cont*	*0*	*105*	*0*
PM NO BUILD Queue	2	545	400	2	1,006	700	0	113	200
PM BUILD Queue	**2**	**562**	**425**	**2**	**1,006**	**700**	**0**	**113**	**200**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*213*	*650*	*3*	*1,238*	*Cont*	*1*	*310*	*500*
AM NO BUILD Queue	2	409	275	3	1,531	625	1	557	600
AM BUILD Queue	**2**	**422**	**300**	**3**	**1,545**	**625**	**1**	**566**	**600**
Existing Lane Length	*2*	*649*	*650*	*3*	*1,658*	*Cont*	*1*	*225*	*500*
PM NO BUILD Queue	2	1,036	**700**	3	2,022	>1,000	1	522	**650**
PM BUILD Queue	**2**	**1,087**	**725**	**3**	**2,047**	**>1,000**	**1**	**541**	**675**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*2*	*286*	*410*	*3*	*1,288*	*Cont*	*1*	*56*	*350*
AM NO BUILD Queue	2	363	250	3	1,480	600	1	61	100
AM BUILD Queue	**2**	**363**	**250**	**3**	**1,490**	**625**	**1**	**61**	**100**
Existing Lane Length	*2*	*162*	*410*	*3*	*1,301*	*Cont*	*1*	*126*	*350*
PM NO BUILD Queue	2	273	225	3	1,606	**750**	1	138	225
PM BUILD Queue	**2**	**273**	**225**	**3**	**1,627**	**775**	**1**	**138**	**225**

	AM	PM
Cycle Length:	110	130

Typically, calculated right turn queue lengths can be divided by 2 to account for right turns on red and overlap phases on the signal. This queuing analysis indicates that the westbound left turn lanes and the northbound left turn lanes are too short. The existing westbound left turn lanes cannot be extended due to the location of the access at Winterhaven Dr. Similarly, the length of the northbound left turn lanes cannot be extended due to the location of the access at Mirandela Dr. Also, the Synchro queuing

analysis from the Andalucia, Tract 6 Traffic Study demonstrated that the northbound queues were shorter than what is shown in this report. The Poisson arrival method of calculating the queue lengths in this report do not consider the G/C ratio for each phase and, therefore, are probably conservatively high.

Intersection #4 –Sevilla Ave. (Maduri Ave.) / Coors Blvd. – Pages A-85 thru A-94

The results of the analysis of the signalized intersection of Sevilla Ave. (Maduri Ave.) / Coors Blvd. are summarized in the following table:

Sevilla Ave. (Maduri Ave.) / Coors Blvd.	AM Peak Hour		PM Peak Hour	
2009	NO BUILD	BUILD	NO BUILD	BUILD
Proposed Geometry (Tee Intersection)	A-4.4		A-6.7	
Proposed Geometry (Full Intersection)		B-15.2		C-30.7

D - 40.0 - Bold Italicized LOS denotes that one or more movements in the analysis run operated at Level-of-Service "E" or worse.

Proposed Geometry (Sevilla Ave. / Coors Blvd.) – TEE Intersection

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Maduri Ave.	N/A	N/A	N/A	N/A	N/A
WB Sevilla Ave.	1	0	0	0	1
NB Coors Blvd.	0	0	3	0	1
SB Coors Blvd.	1	0	3	0	0

Proposed Geometry (Sevilla Ave. – Maduri Ave. / Coors Blvd.) – FULL Intersection

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Maduri Ave.	1	0	0	1	0
WB Sevilla Ave.	1	0	0	1	0
NB Coors Blvd.	1	0	3	0	1
SB Coors Blvd.	1	0	3	0	1

The intersection of Sevilla Ave. / Coors Blvd. is a new intersection constructed with the development of Andalucia South Residential Development as a signalized tee intersection. Development of the proposed Esperia Subdivision will create the fourth leg of the intersection.

The analysis presented in this study demonstrates that the operation of the intersection of Sevilla Ave. (Maduri Ave.) / Coors Blvd. will operate at acceptable levels-of-service for all conditions analyzed.

The Queuing Analysis for this intersection should determine the lane lengths to incorporate into the design and construction of the intersection:

Queueing Analysis Summary Sheet

Project: Esperia Development (Sevilla Ave / Coors Blvd)
Intersection: **Sevilla Ave / Coors Blvd**

2009

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*	*0*	*Design*	*1*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	33	75	1	0	0	0	43	75
AM BUILD Queue	**1**	**82**	**125**	**1**	**0**	**0**	**0**	**115**	**175**
Existing Lane Length	*1*	*0*	*Design*	*1*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	20	**50**	1	0	0	0	26	**75**
PM BUILD Queue	**1**	**163**	**250**	**1**	**1**	**0**	**0**	**184**	**275**

Westbound 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*	*0*	*Design*	*1*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	47	100	1	0	0	0	42	75
AM BUILD Queue	**1**	**47**	**100**	**1**	**0**	**0**	**0**	**42**	**75**
Existing Lane Length	*1*	*0*	*Design*	*1*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	29	75	1	0	0	0	45	100
PM BUILD Queue	**1**	**29**	**75**	**1**	**1**	**0**	**0**	**45**	**100**

Northbound 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*	*0*	*Design*	*3*	*1,549*	*Cont*	*1*	*0*	*Design*
AM NO BUILD Queue	1	31	75	3	1,751	700	1	15	50
AM BUILD Queue	**1**	**95**	**150**	**3**	**1,751**	**700**	**1**	**15**	**50**
Existing Lane Length	*1*	*0*	*Design*	*3*	*2,562*	*Cont*	*1*	*0*	*Design*
PM NO BUILD Queue	1	118	**200**	3	2,907	>1,000	1	53	100
PM BUILD Queue	**1**	**254**	**350**	**3**	**2,907**	**>1,000**	**1**	**53**	**100**

Southbound 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*	*0*	*Design*	*3*	*2,146*	*Cont*	*1*	*0*	*Design*
AM NO BUILD Queue	1	22	50	3	2,474	>1,000	1	0	0
AM BUILD Queue	**1**	**22**	**50**	**3**	**2,474**	**>1,000**	**1**	**52**	**100**
Existing Lane Length	*1*	*0*	*Design*	*3*	*2,148*	*Cont*	*1*	*0*	*Design*
PM NO BUILD Queue	1	58	125	3	2,495	>1,000	1	0	**0**
PM BUILD Queue	**1**	**58**	**125**	**3**	**2,495**	**>1,000**	**1**	**127**	**200**

	AM	PM
Cycle Length:	110	130

There are two criteria for design of the auxiliary lanes at the intersection of Sevilla Ave. / Coors Blvd. The first criteria is the queuing table above. The second criteria is the New Mexico Department of Transportation's *State Access Management* Manual. The posted speed limit on Coors Blvd. at this location is 45 M.P.H. Based on that speed limit, the minimum required length for a left turn lane at this intersection is 400 feet plus a 12.5:1 transition taper. The minimum required length for a right turn deceleration lane is 370

feet plus a 12.5:1 transition taper. In this instance, the New Mexico Department of Transportation's State Access Management Manual criteria should govern.

RESULTS OF UNSIGNALIZED INTERSECTION (DRIVEWAY) CAPACITY ANALYSES

IMPLEMENTATION YEARS (2009)

Intersection #5 – Maduri Ave. / Vidal Dr. – Pages A-95 thru A-97

The results of the analysis of the unsignalized intersection of Maduri Ave. / Vidal Dr. are summarized in the following table:

	BUILD Condition	
2009	AM Peak	PM Peak
Maduri Ave. / Vidal Dr.		
Minor Street (Vidal Dr.)		
NB Left	A - 9	A - 9
NB Thru	A - 9	A - 9
NB Right	A - 9	A - 9
Minor Street (Vidal Dr.)		
SB Left	B - 12	C - 18
SB Thru	B - 12	C - 18
SB Right	B - 12	C - 18
Major Street (Maduri Ave.)		
EB Left	A – 7	A – 8
WB Left	A - 7	A - 8

The intersection of Maduri Ave. / Vidal Dr. currently does not exist since it will be constructed with this project. Therefore, a BUILD Analysis only is necessary. This study demonstrates that the unsignalized intersection of Maduri Ave. / Vidal Dr. will operate at acceptable levels-of-service for all conditions analyzed.

Additionally, the calculated queue lengths in the HiCAP 2.0 reports were never more than 2 vehicles deep and in most cases only 1 vehicle.

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.

CONCLUSIONS

The results of this analysis of the adjacent transportation system associated with this proposed commercial / residential development indicate that there will be moderate impact along Coors Blvd. at the intersections analyzed in this study. The intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. will be reconstructed in the near future by the Andalucia, Tract 6 development project. Design of the intersection of Dellyne Ave. / Coors Blvd. is currently complete and construction of the improvements to the intersection should begin in the summer of 2006. Impacts of the proposed Esperia Subdivision to other intersections analyzed in this study are minor.

In summary, the proposed site development plans for these developments present minimized adverse impact to the adjacent transportation system if the recommendations are implemented as follows:

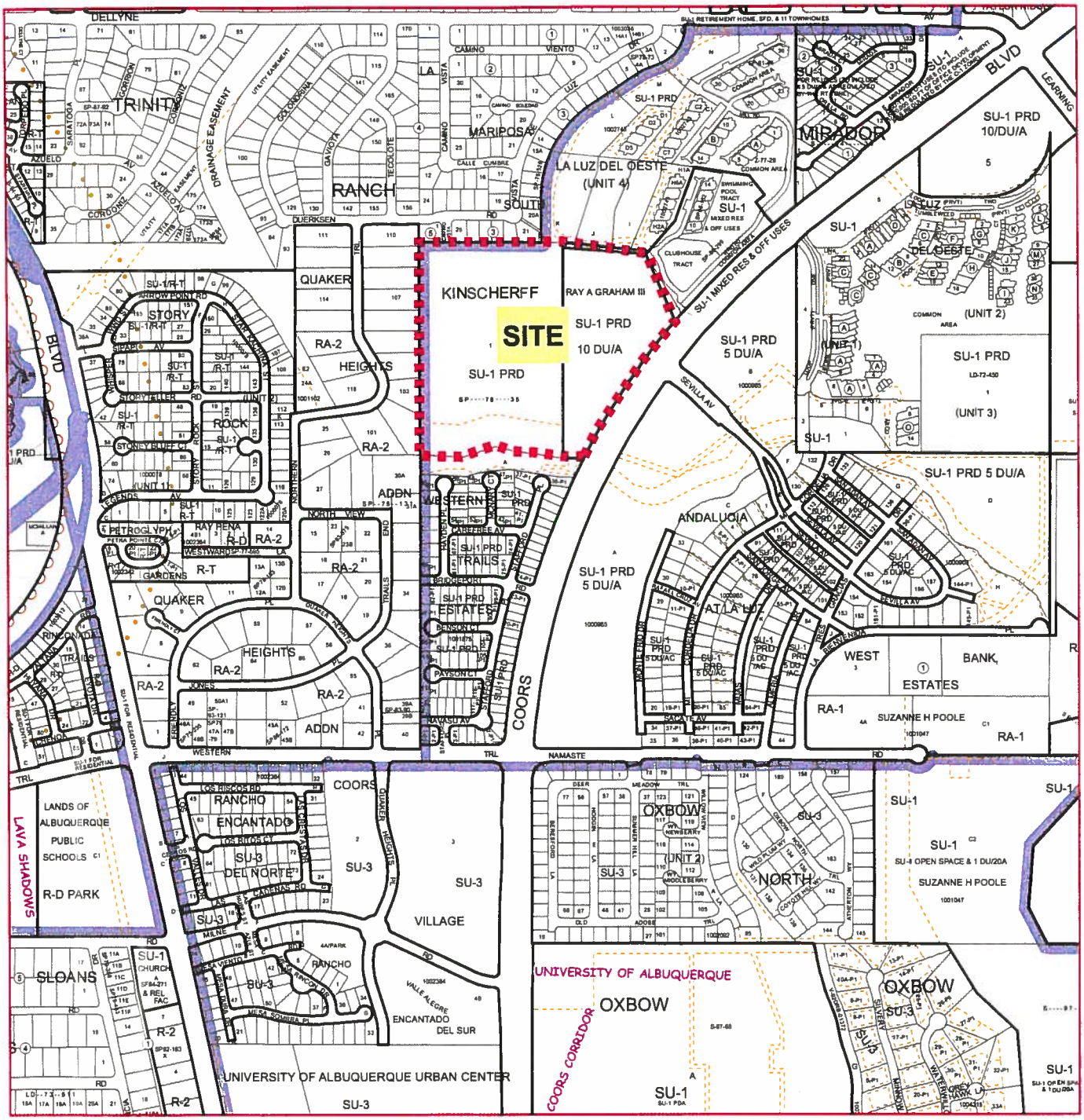
RECOMMENDATIONS

- All design and construction for this project shall insure that adequate site distances at the proposed driveways along Coors Blvd. are maintained.
- Driveways shall be constructed using a minimum of 25-foot radius curb returns or the minimum required by the City of Albuquerque Development Process Manual (D.P.M.).
- The signalized intersection of Sevilla Ave. (Maduri Ave.) / Coors Blvd. should be constructed as a four legged signalized intersection with a northbound left turn lane and a southbound right turn lane as defined in this study. The west leg of Maduri Ave. should be constructed with a dedicated left turn lane and a thru / right turn lane on the approach. Left and right turn lane lengths should be a minimum length as defined on Pages 15 and 16 of this study.
- Upon construction of the new access at Maduri Ave. / Coors Blvd. and the connection of paved street to La Luz del Oeste, the current access to La Luz del Oeste may be restricted to right-in, right-out only movements.
- The northbound left turn lane on Coors Blvd. at Dellyne should be extended to a length of 450 feet.

Appendix

Appendix

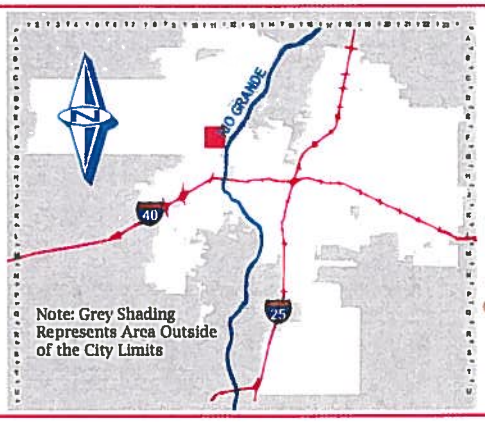
Appendix



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

AGIS
Albuquerque Geographic Information System

Map amended through: 11/2/2005



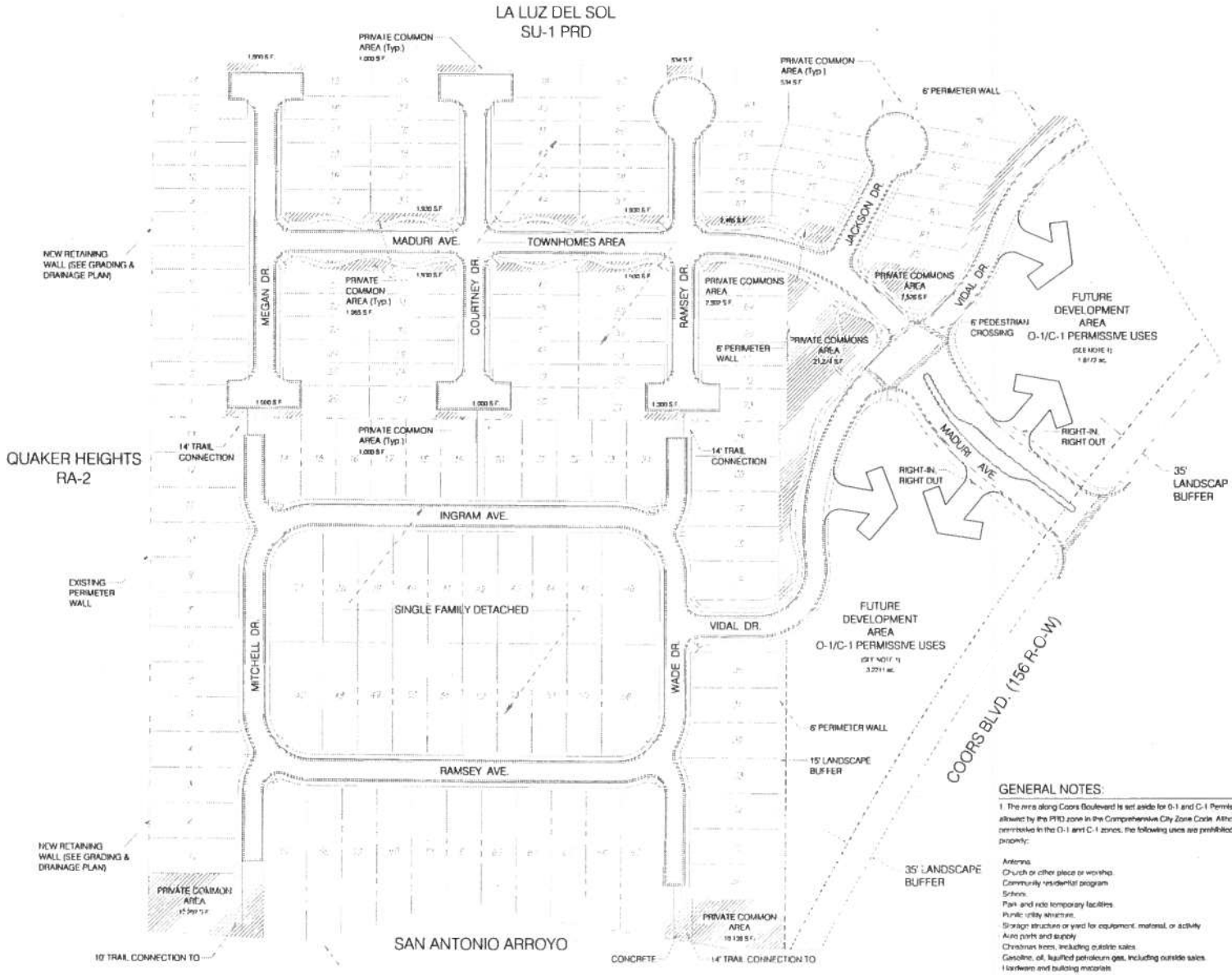
Zone Atlas Page:

F-11-Z

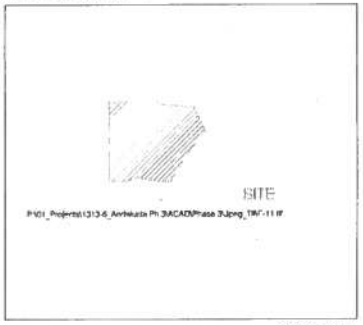
Selected Symbols

- 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

Feet: 0 — 750 — 1,500



SITE VICINITY



SITE DATA:

SITE ACREAGE: 29.32 acres

Zoning: SU-1 for PRD (10 du/ac)

Land Use: 67 Single Family Residential Dwelling Units, 85 Townhomes, 5.1 acres O-1/C-1 Permissive (with Exceptions, and xx acres Private Common Area)

Gross Density: 5.18 du/ac

F.A.R. (O-1/C-1): .25 Max

Maximum Building Height: Residential-26 feet, Non-Residential- As allowed in the O-1 Zone.

Setbacks: See Design Standards, Sheet 5

Landscape: See Landscape Plan, Sheets 2 and 3.

PROJECT NUMBER:
Application Number:

This Plan is consistent with the specific Site Development Plan approved by the Environmental Planning Commission (EPC), dated _____, and the Findings and Conditions in the Official Notification of Decision are satisfied.

Is an Infrastructure List required? ( ) Yes ( ) No If yes, then a set of approved DRC plans with a work order is required for any construction within Public Right-of-Way or for construction of public improvements.

DRB SITE DEVELOPMENT PLAN SIGNOFF APPROVAL

Traffic Engineering, Transportation Division	Date
Water Utility Department	Date
Parks and Recreation Department	Date
City Engineer	Date
Solid Waste Management	Date
DRB Chairperson, Planning Department	Date

GENERAL NOTES:

1. The area along Coors Boulevard is set aside for O-1 and C-1 Permissive Uses, as allowed by the PRD zone in the Comprehensive City Zone Code. Although permissive in the O-1 and C-1 zones, the following uses are prohibited for this property:

Antenna.
Church or other place of worship.
Community residential program.
Schools.
Park and ride temporary facilities.
Public utility structure.
Storage structure or yard for equipment, material, or activity.
Auto parts and supply.
Christmas trees, including outside sales.
Gasoline, oil, liquified petroleum gas, including outside sales.
Hardware and building materials.
Automobile repairing, including body work.
Loaning money, including pawn.
Taxidermy.
Storage structure or yard for equipment, material, or activity.
Uses or activities in a tent.

2. The O-1/C-1 area will require separate Site Plan Approval by the Environmental Planning Commission when a specific development is proposed.

SITE PLAN FOR SUBDIVISION
ESPERIA SUBDIVISION

Prepared for:
T.S. McNaney & Associates
3 Wind Rood NW
Albuquerque, NM 87120

Prepared by:
Consensus Planning, Inc.
302 Eighth Street NW
Albuquerque, NM 87102

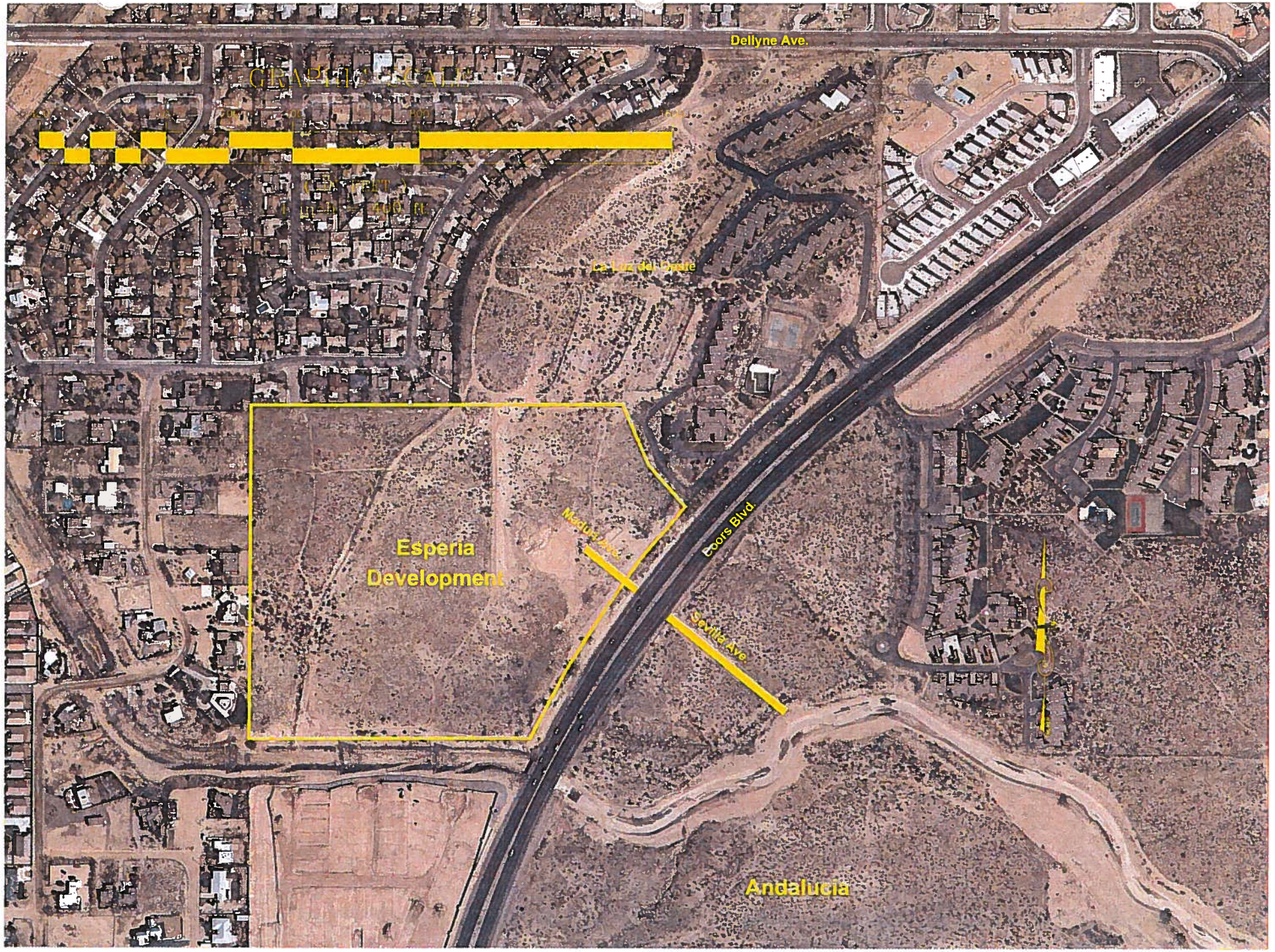
Scale 1" = 60'

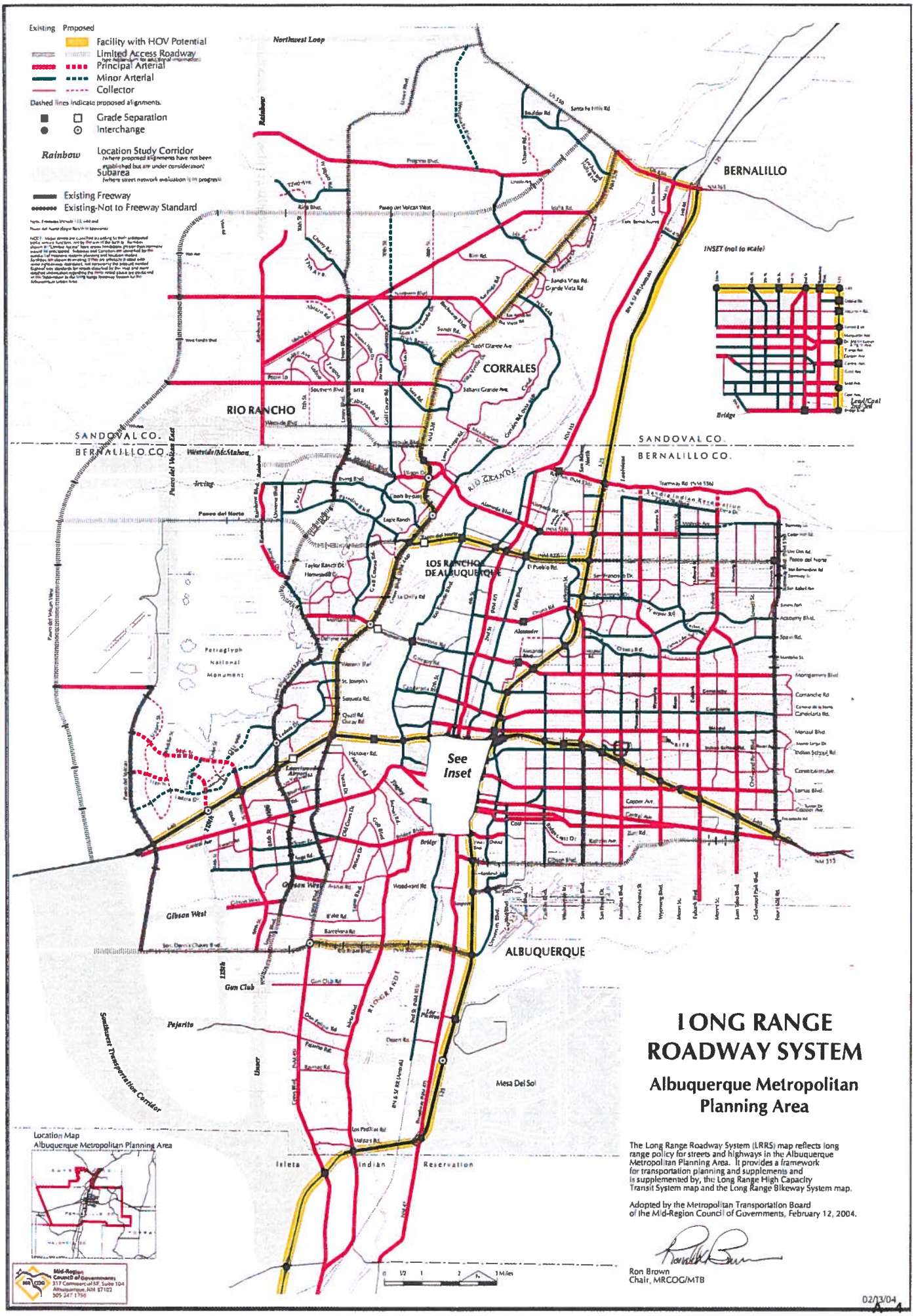
30 0 60 120 north

February 2, 2006

Sheet 1 of 6

A-2


Dellyne Ave.
La Luz del Oeste
Esperia
Development
Madura Ave.
Coors Blvd.
Seville Ave.
Andalucia



LONG RANGE ROADWAY SYSTEM

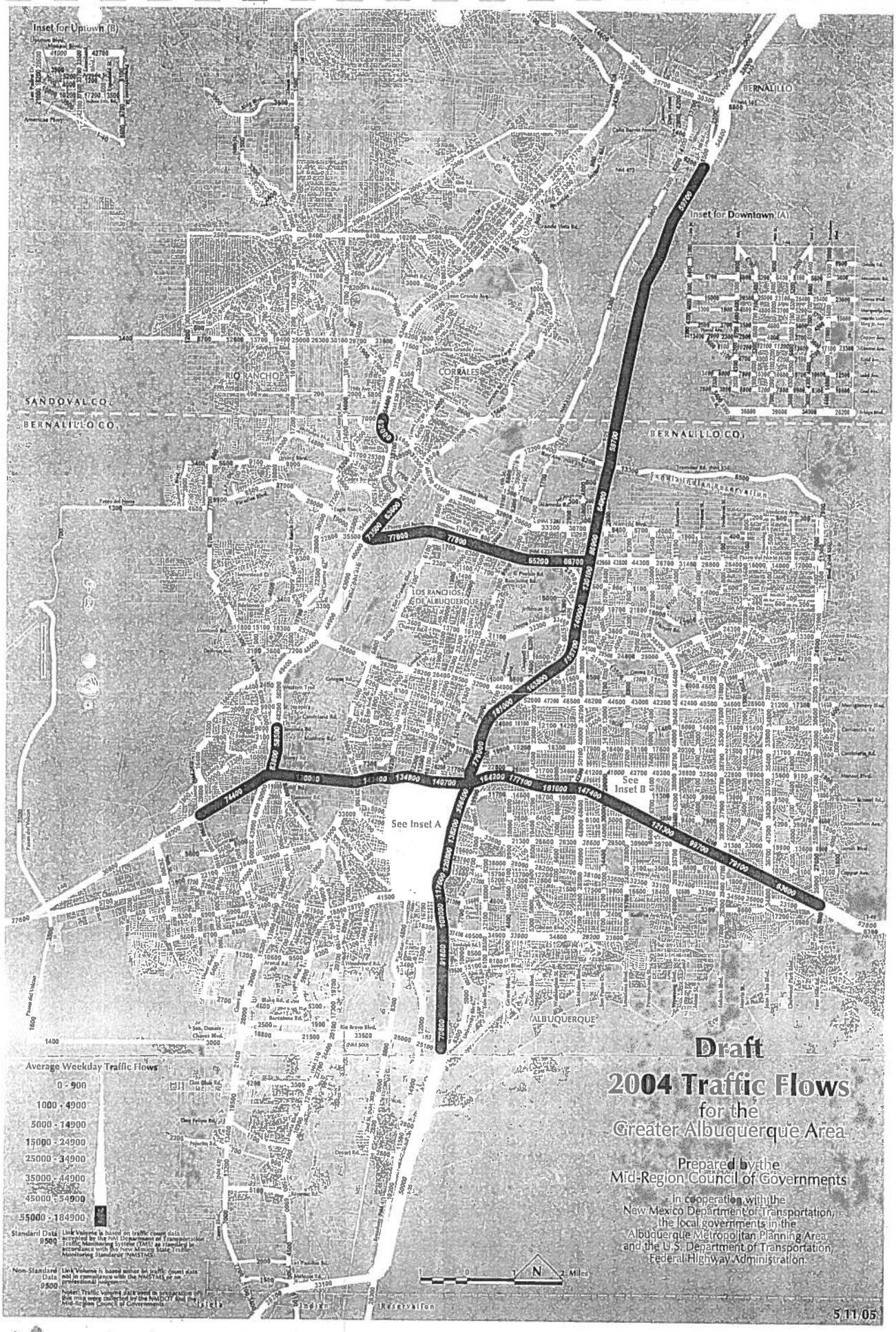
Albuquerque Metropolitan Planning Area

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



Mid-Region Council of Governments
809 Copper Ave. NW
Albuquerque, NM 87102
505-247-1750

McNaney Development (Sevilla Ave. / 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					
	Single-Family Detached Housing (210)	67.00	717	14	42	48	27
	Residential Condominium / Townhouse (230)	89.00	581	8	39	37	18
	Shopping Center (820)	39.20	3,695	54	35	162	176
	General Office Building (710)	16.80	338	40	5	17	81
	Subtotal		**5,331**	**116**	**121**	**264**	**302**

McNaney Development (Sevilla Ave. / 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					
Single-Family Detached Housing (210)	***67.00***	717	14	42	48	27
	Dwelling Units					

ITE Trip Generation Equations:

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

Ln(T) = ***0.92*** **Ln(X) +** ***2.707***
50% Enter, ***50%*** Exit

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

T = ***0.7*** **(X) +** ***9.477***
25% Enter, ***75%*** Exit

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

Ln(T) = ***0.901*** **Ln(X) +** ***0.527***
64% Enter, ***36%*** Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 7th Edition

McNaney Development (Sevilla Ave. / 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					
Residential Condominium / Townhouse (230)	***89.00***	581	8	39	37	18
	Dwelling Units					

ITE Trip Generation Equations:

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

Ln(T) = ***0.85*** **Ln(X) +** ***2.55***
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) = ***0.8*** **Ln(X) +** ***0.26***
17% Enter, ***83%*** 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) = ***0.82*** **Ln(X) +** ***0.32***
67% Enter, ***33%*** Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 7th Edition

McNaney Development (Sevilla Ave. / 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)	***39.20***	3,695	54	35	162	176
	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:
Tract No.

Based on ITE Trip Generation Manual - 7th Edition

McNaney Development (Sevilla Ave. / 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					
General Office Building (710)	***16.80***	338	40	5	17	81
	1,000 S.F.					

ITE Trip Generation Equations:

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

Ln(T) = ***0.77*** **Ln(X) +** ***3.65***
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)

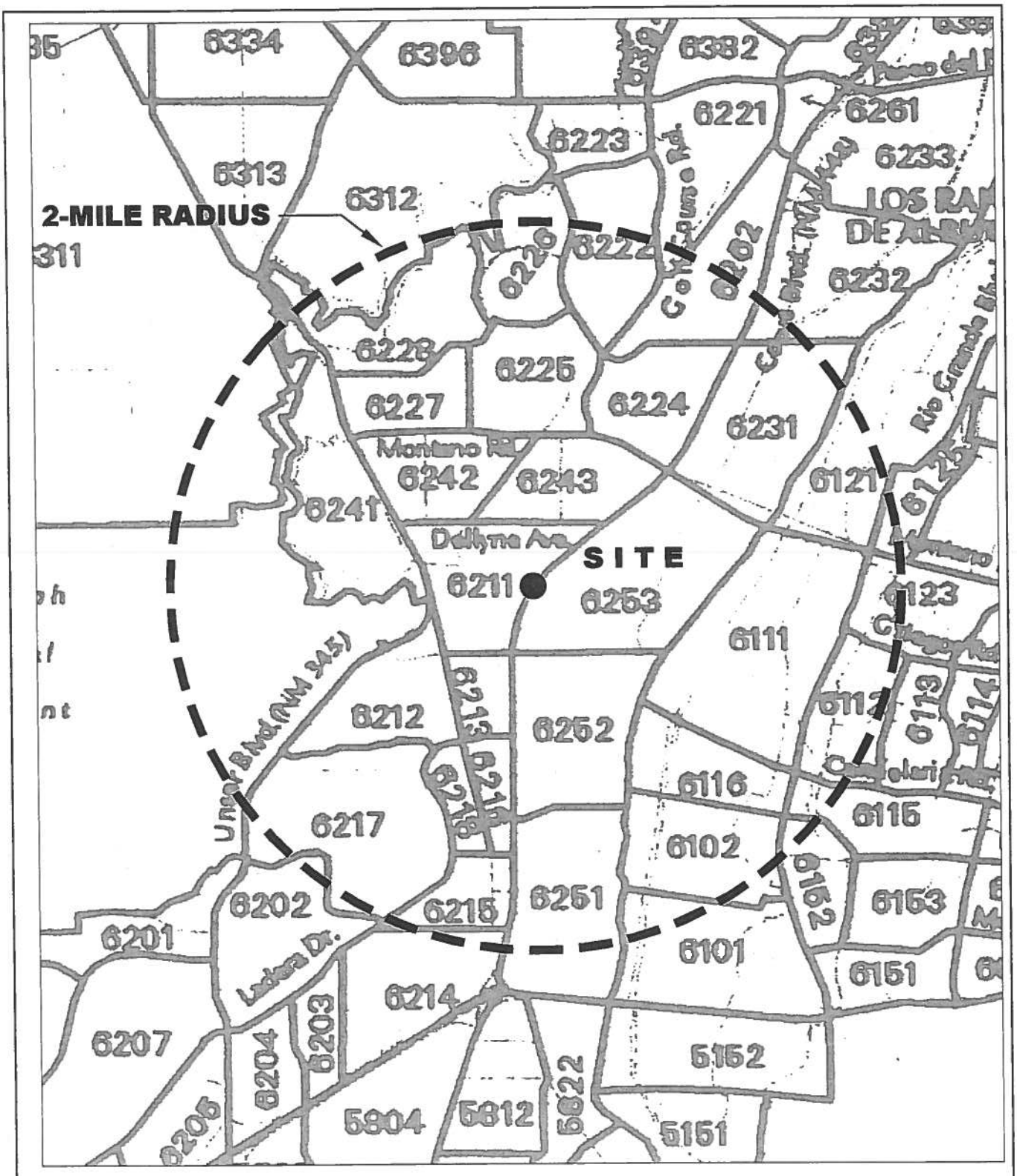
Ln(T) = ***0.8*** **Ln(X) +** ***1.55***
88% Enter, ***12%*** Exit

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

T = ***1.12*** **(X) +** ***78.81***
17% Enter, ***83%*** Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 7th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Esperia Subdivision (Coors Blvd / Sevilla Ave)

Trip Distribution Table
Esperia Development (Sevilla Ave / 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 North			(ME) Montano Rd East			(LE) Learning Dr 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
		2000	2025	2009												
Boundary Specified on DASZ Map																
6101	10%	1931	2202	2,029	203	203	0.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6102	90%	1297	1348	1,315	1,184	1,184	3.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1080	1081	1,080	1,080	1,080	3.02%	0%	0.00%	0	50%	1.51%	540	0%	0.00%	0
6112	85%	954	937	948	806	806	2.25%	0%	0.00%	0	50%	1.13%	403	0%	0.00%	0
6115	15%	1121	1307	1,188	178	178	0.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	100%	684	657	674	674	674	1.88%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	30%	672	690	678	203	203	0.57%	0%	0.00%	0	100%	0.57%	203	0%	0.00%	0
6123	30%	657	766	696	209	209	0.58%	0%	0.00%	0	100%	0.58%	209	0%	0.00%	0
6125	20%	79	187	111	22	22	0.06%	0%	0.00%	0	100%	0.06%	22	0%	0.00%	0
6152	10%	761	711	743	74	74	0.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6202	5%	864	1517	1,099	55	55	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	1125	2073	1,466	1,466	1,466	4.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6212	100%	1628	2322	1,878	1,878	1,878	5.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6213	100%	0	379	136	136	136	0.38%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6214	5%	2217	3875	2,814	141	141	0.39%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6215	100%	1791	1743	1,774	1,774	1,774	4.96%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6216	100%	339	952	560	560	560	1.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6217	95%	2795	2701	2,761	2,623	2,823	7.33%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6218	100%	1742	2111	1,875	1,875	1,875	5.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	55%	3377	3107	3,280	1,804	1,804	5.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2421	3356	2,758	2,758	2,758	7.71%	50%	3.85%	1,379	0%	0.00%	0	0%	0.00%	0
6225	100%	2045	1882	1,986	1,986	1,986	5.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	80%	1728	1629	1,692	1,354	1,354	3.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	100%	1097	1500	1,242	1,242	1,242	3.47%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	100%	1581	1597	1,574	1,574	1,574	4.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	95%	40	529	216	205	205	0.57%	50%	0.29%	103	50%	0.29%	103	0%	0.00%	0
6232	10%	339	1378	713	71	71	0.20%	100%	0.20%	71	0%	0.00%	0	0%	0.00%	0
6241	95%	2684	2543	2,633	2,501	2,501	6.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2072	2036	2,059	2,059	2,059	5.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2096	1942	2,041	2,041	2,041	5.71%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6251	80%	1817	1842	1,826	1,461	1,461	4.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	100%	433	1476	808	808	808	2.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	100%	145	1622	677	677	677	1.89%	0%	0.00%	0	30%	0.57%	203	35%	0.66%	237
6262	45%	82	144	104	47	47	0.13%	100%	0.13%	47	0%	0.00%	0	0%	0.00%	0
6311	10%	2	193	71	7	7	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	10%	1	1053	380	38	38	0.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6314	20%	2	0	1	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				47,886	35,774	35,774	100.00%			1,800			1,683			237
										4.47%			4.70%			0.66%

Trip Distribution Table
Esperia Development (Sevilla Ave / 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)

								(NE) Namaste Rd East			(CS) Coors Blvd South			(WW) Western Trail West		
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
		2000	2025	2009												
Boundary Specified on DASZ Map																
6101	10%	1931	2202	2,029	203	203	0.57%	0%	0.00%	0	100%	0.57%	203	0%	0.00%	0
6102	90%	1297	1346	1,315	1,184	1,184	3.31%	0%	0.00%	0	100%	3.31%	1,184	0%	0.00%	0
6111	100%	1080	1081	1,080	1,080	1,080	3.02%	0%	0.00%	0	50%	1.51%	540	0%	0.00%	0
6112	85%	954	937	948	806	806	2.25%	0%	0.00%	0	50%	1.13%	403	0%	0.00%	0
6115	15%	1121	1307	1,188	178	178	0.50%	0%	0.00%	0	100%	0.50%	178	0%	0.00%	0
6116	100%	684	657	674	674	674	1.86%	0%	0.00%	0	100%	1.88%	674	0%	0.00%	0
6121	30%	672	690	678	203	203	0.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	30%	657	766	696	209	209	0.58%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	20%	79	167	111	22	22	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6152	10%	761	711	743	74	74	0.21%	0%	0.00%	0	100%	0.21%	74	0%	0.00%	0
6202	5%	864	1517	1,099	55	55	0.15%	0%	0.00%	0	100%	0.15%	55	0%	0.00%	0
6211	100%	1125	2073	1,466	1,466	1,466	4.10%	0%	0.00%	0	0%	0.00%	0	50%	2.05%	733
6212	100%	1628	2322	1,878	1,878	1,878	5.25%	0%	0.00%	0	50%	2.62%	939	50%	2.62%	939
6213	100%	0	379	136	136	136	0.38%	0%	0.00%	0	0%	0.00%	0	100%	0.38%	136
6214	5%	2217	3875	2,814	141	141	0.39%	0%	0.00%	0	100%	0.39%	141	0%	0.00%	0
6215	100%	1791	1743	1,774	1,774	1,774	4.96%	0%	0.00%	0	100%	4.96%	1,774	0%	0.00%	0
6216	100%	339	952	560	560	560	1.57%	0%	0.00%	0	100%	1.57%	560	0%	0.00%	0
6217	95%	2795	2701	2,761	2,623	2,623	7.33%	0%	0.00%	0	100%	7.33%	2,623	0%	0.00%	0
6218	100%	1742	2111	1,875	1,875	1,875	5.24%	0%	0.00%	0	100%	5.24%	1,875	0%	0.00%	0
6222	55%	3377	3107	3,280	1,804	1,804	5.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2421	3356	2,758	2,758	2,758	7.71%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	2045	1882	1,986	1,986	1,986	5.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	80%	1728	1629	1,692	1,354	1,354	3.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	100%	1097	1500	1,242	1,242	1,242	3.47%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	100%	1581	1597	1,574	1,574	1,574	4.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	95%	40	529	216	205	205	0.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	10%	339	1378	713	71	71	0.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	95%	2684	2543	2,633	2,501	2,501	6.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2072	2036	2,059	2,059	2,059	5.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2096	1942	2,041	2,041	2,041	5.71%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6251	80%	1817	1842	1,826	1,461	1,461	4.08%	0%	0.00%	0	100%	4.08%	1,461	0%	0.00%	0
6252	100%	433	1476	808	808	808	2.26%	25%	0.56%	202	75%	1.69%	606	0%	0.00%	0
6253	100%	145	1622	677	677	677	1.89%	35%	0.66%	237	0%	0.00%	0	0%	0.00%	0
6262	45%	82	144	104	47	47	0.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6311	10%	2	193	71	7	7	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	10%	1	1053	380	38	38	0.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6314	20%	2	0	1	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
				47,886	35,774	35,774	100.00%			439			13,290			1,808
										1.23%			37.15%			5.05%

Trip Distribution Table
Esperia Development (Sevilla Ave / 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)

								(DW) Dellyne Ave West			(MW) Montano Rd West		
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
		2000	2025	2009									
Boundary Specified on DASZ Map													
6101	10%	1931	2202	2,029	203	203	0.57%	0%	0.00%	0	0%	0.00%	0
6102	90%	1297	1346	1,315	1,184	1,184	3.31%	0%	0.00%	0	0%	0.00%	0
6111	100%	1080	1081	1,080	1,080	1,080	3.02%	0%	0.00%	0	0%	0.00%	0
6112	85%	954	937	948	806	806	2.25%	0%	0.00%	0	0%	0.00%	0
6115	15%	1121	1307	1,188	178	178	0.50%	0%	0.00%	0	0%	0.00%	0
6116	100%	684	657	674	674	674	1.88%	0%	0.00%	0	0%	0.00%	0
6121	30%	672	690	678	203	203	0.57%	0%	0.00%	0	0%	0.00%	0
6123	30%	657	768	696	209	209	0.58%	0%	0.00%	0	0%	0.00%	0
6125	20%	79	167	111	22	22	0.06%	0%	0.00%	0	0%	0.00%	0
6152	10%	761	711	743	74	74	0.21%	0%	0.00%	0	0%	0.00%	0
6202	5%	864	1517	1,099	55	55	0.15%	0%	0.00%	0	0%	0.00%	0
6211	100%	1125	2073	1,466	1,466	1,466	4.10%	50%	2.05%	733	0%	0.00%	0
6212	100%	1628	2322	1,878	1,878	1,878	5.25%	0%	0.00%	0	0%	0.00%	0
6213	100%	0	379	136	136	136	0.38%	0%	0.00%	0	0%	0.00%	0
6214	5%	2217	3875	2,814	141	141	0.39%	0%	0.00%	0	0%	0.00%	0
6215	100%	1791	1743	1,774	1,774	1,774	4.96%	0%	0.00%	0	0%	0.00%	0
6216	100%	339	952	560	560	560	1.57%	0%	0.00%	0	0%	0.00%	0
6217	95%	2795	2701	2,761	2,623	2,623	7.33%	0%	0.00%	0	0%	0.00%	0
6218	100%	1742	2111	1,875	1,875	1,875	5.24%	0%	0.00%	0	0%	0.00%	0
6222	55%	3377	3107	3,280	1,804	1,804	5.04%	0%	0.00%	0	100%	5.04%	1,804
6224	100%	2421	3356	2,758	2,758	2,758	7.71%	0%	0.00%	0	50%	3.85%	1,379
6225	100%	2045	1882	1,986	1,986	1,986	5.55%	0%	0.00%	0	100%	5.55%	1,986
6226	80%	1728	1629	1,692	1,354	1,354	3.78%	0%	0.00%	0	100%	3.78%	1,354
6227	100%	1097	1500	1,242	1,242	1,242	3.47%	50%	1.74%	621	50%	1.74%	621
6228	100%	1561	1597	1,574	1,574	1,574	4.40%	50%	2.20%	787	50%	2.20%	787
6231	95%	40	529	216	205	205	0.57%	0%	0.00%	0	0%	0.00%	0
6232	10%	339	1378	713	71	71	0.20%	0%	0.00%	0	0%	0.00%	0
6241	95%	2684	2543	2,633	2,501	2,501	6.99%	75%	5.24%	1,876	25%	1.75%	625
6242	100%	2072	2036	2,059	2,059	2,059	5.76%	100%	5.76%	2,059	0%	0.00%	0
6243	100%	2096	1942	2,041	2,041	2,041	5.71%	70%	3.99%	1,429	30%	1.71%	612
6251	80%	1817	1842	1,826	1,461	1,461	4.08%	0%	0.00%	0	0%	0.00%	0
6252	100%	433	1476	808	808	808	2.26%	0%	0.00%	0	0%	0.00%	0
6253	100%	145	1622	677	677	677	1.89%	0%	0.00%	0	0%	0.00%	0
6262	45%	82	144	104	47	47	0.13%	0%	0.00%	0	0%	0.00%	0
6311	10%	2	193	71	7	7	0.02%	100%	0.02%	7	0%	0.00%	0
6312	10%	1	1053	380	38	38	0.11%	50%	0.05%	19	50%	0.05%	19
6314	20%	2	0	1	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
				47,886	35,774	35,774	100.00%			7,630			9,188
										21.05%			25.68%

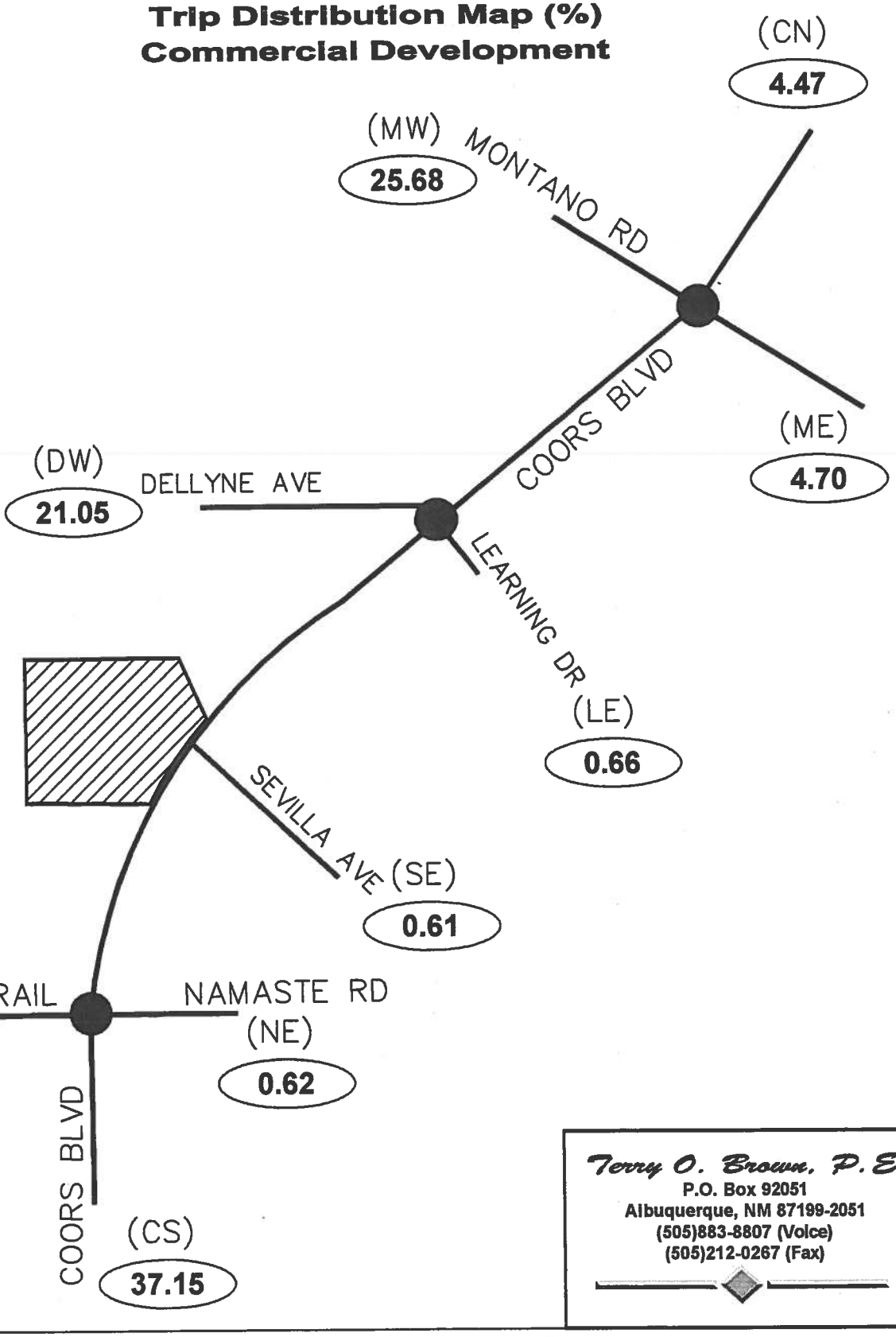
Esperia Development

(Sevilla Ave / Coors Blvd)

Trip Distribution Map (%)

Commercial Development

NTS



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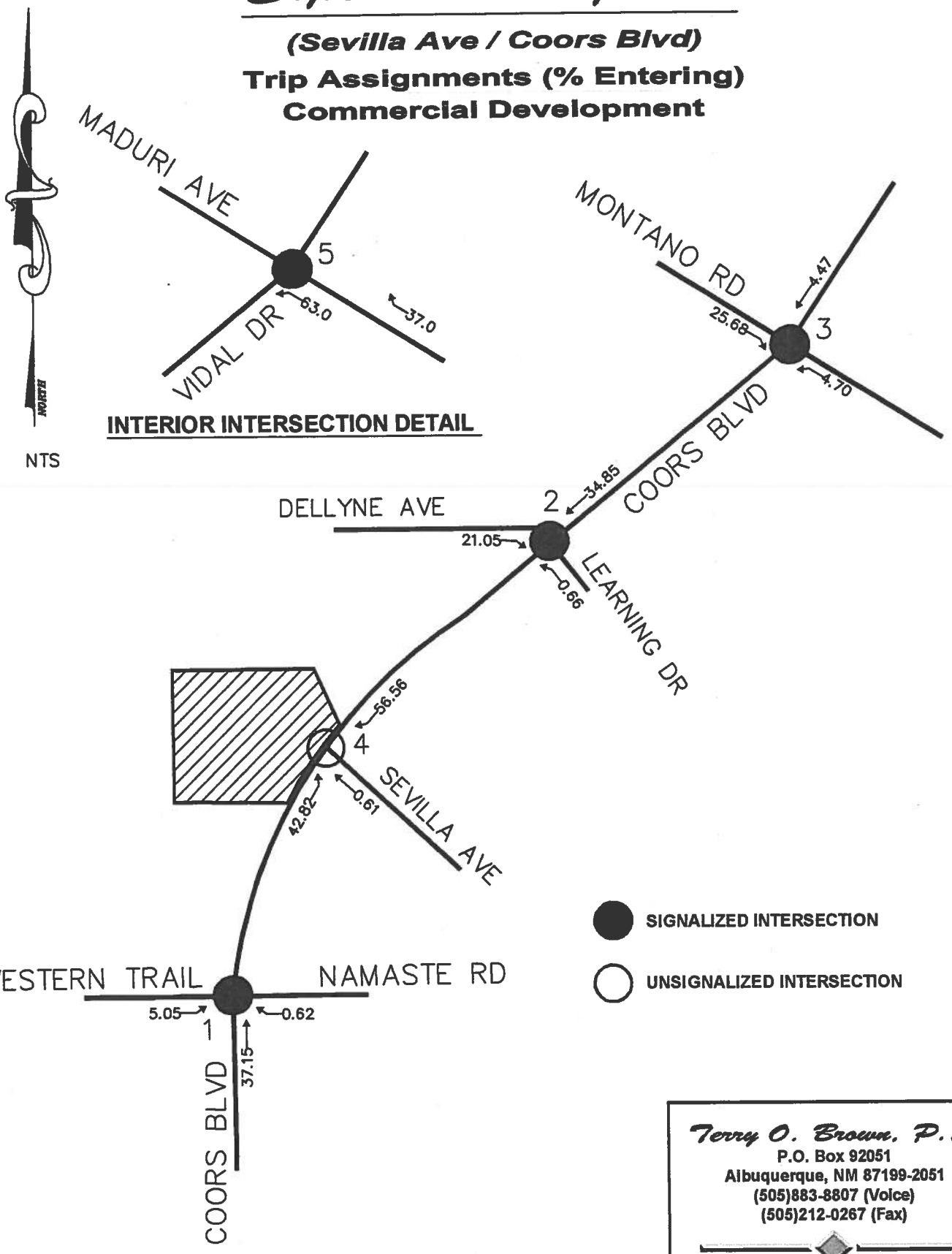
Esperia Development

(Sevilla Ave / Coors Blvd)

Trip Assignments (% Entering)
Commercial Development



INTERIOR INTERSECTION DETAIL

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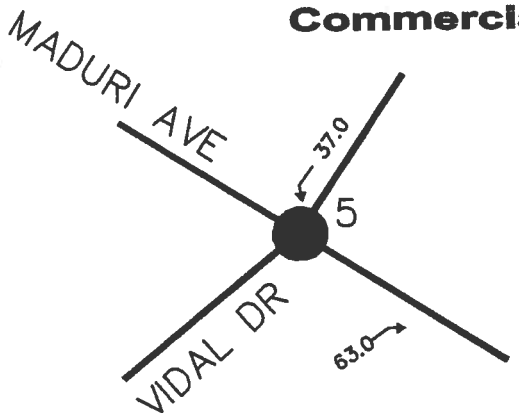
Esperia Development

(Sevilla Ave / Coors Blvd)

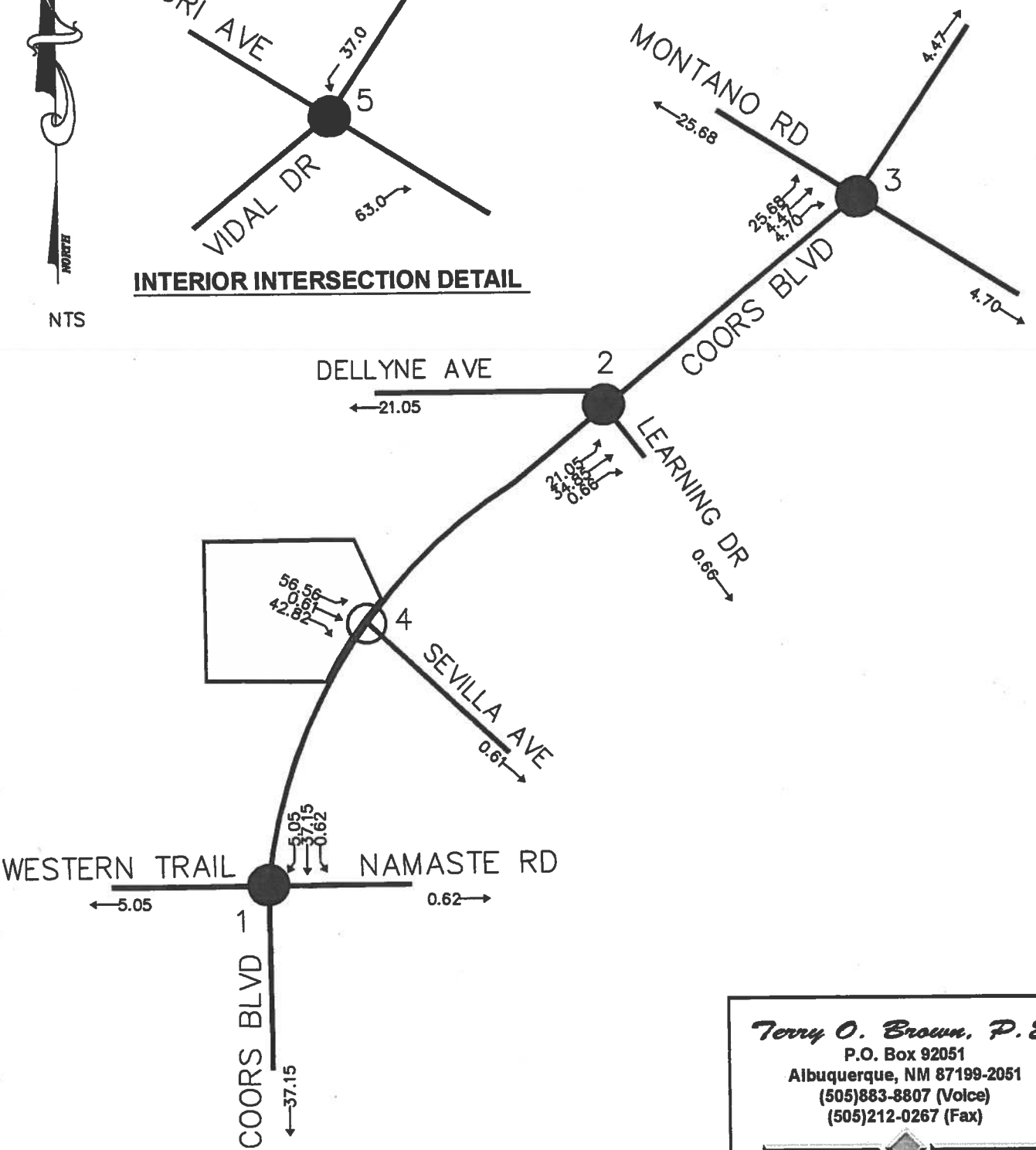
Trip Assignments (% Exiting)

Commercial Development



INTERIOR INTERSECTION DETAIL

NTS



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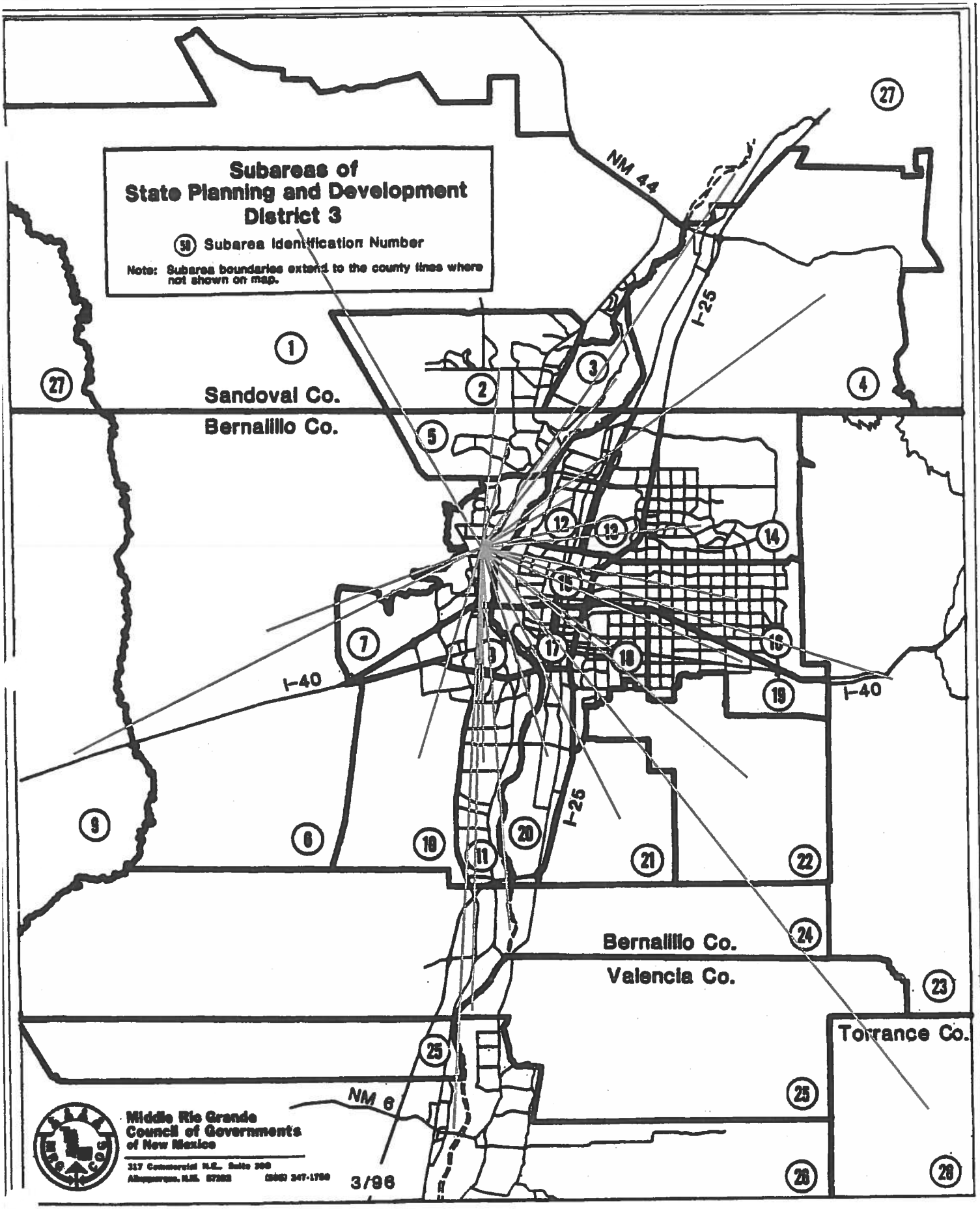

Esperia Subdivision (Coors Blvd / Sevilla Ave)
Trip Distribution - Subarea Map

Figure 4

Trip Distribution Table

Esperia Development (Sevilla Ave / Coors Blvd)

Sub Area Population Data:
For determination of Trip Distribution for Proposed Office 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"

											(CN) Coors Blvd North			(ME) Montano Rd East			(LE) Learning Dr East		
Sub Area I.D.#	% Sub Area in Study	2005 Population	2010 Population	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (MI.)	Population / Distance	% Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	2010	2015	2025	2009													
1	100%	26,972	39,738	53,201	77,230	37,185	2,009	13.9	145	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,358	37,185	6.85	5,428	3.56%	50%	1.78%	2,714	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,555	8,555	8.2	1,043	0.68%	100%	0.68%	1,043	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,628	14,626	16.15	906	0.59%	100%	0.59%	906	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	42,556	42,556	4.15	10,254	6.71%	50%	3.35%	5,127	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,717	3,717	8.75	425	0.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7*	100%	48,565	59,615	64,196	75,089	57,405	57,405	1	57,405	37.56%	9%	3.38%	5,166	1%	0.38%	574	0%	0.00%	0
8	100%	27,546	28,553	29,299	33,406	28,352	28,352	3.55	7,986	5.23%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,846	1,846	17.4	106	0.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	11,764	11,764	8.35	1,409	0.92%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	32,416	32,416	8.15	3,977	2.60%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,635	17,804	16,146	16,146	3.95	4,087	2.67%	50%	1.34%	2,044	50%	1.34%	2,044	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	9,860	9,860	5.2	1,896	1.24%	50%	0.62%	948	50%	0.62%	948	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,044	94,044	8.3	11,331	7.41%	50%	3.71%	5,665	50%	3.71%	5,665	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,148	25,148	2.8	8,981	5.88%	0%	0.00%	0	50%	2.94%	4,491	0%	0.00%	0
16	100%	108,882	108,353	107,806	106,703	108,459	108,459	9.95	10,900	7.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,680	21,680	4.2	5,162	3.38%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,625	41,696	41,696	6.2	6,725	4.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	60,475	60,475	10.75	5,626	3.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,674	9,674	8.3	1,166	0.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	6	11.5	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,615	3,615	13.25	273	0.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,069	20,069	16.3	1,231	0.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,522	2,522	14.5	174	0.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,051	1,051	17.55	60	0.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	83,624	83,624	22	3,801	2.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,012	22,012	17.1	1,287	0.84%	50%	0.42%	644	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,257	21,257	27	787	0.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,289	13,289	50	266	0.17%	100%	0.17%	266	0%	0.00%	0	0%	0.00%	0
		811,863	836,918	947,476	1,075,238	833,405	795,056		152,839	100.00%		16.05%	24,623		8.98%	13,722		0.00%	0
													16.05%			8.98%			0.00%

* - Subarea in which the site it located.

Trip Distribution Table

Esperia Development (Sevilla Ave / Coors Blvd)

Sub Area Population Data:
For determination of Trip Distribution for Proposed Office 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"

										(NE) Namaste Rd East			(CS) Coors Blvd South			(WW) Western Trail West		
Sub Area I.D.#	% Sub Area in Study	2005 Population	2010 Population	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (MI.)	Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	2010	2015	2025	2009												
1	100%	26,972	39,738	53,201	77,230	37,185	2,009	13.9	145	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,358	37,185	6.85	5,428	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,555	8,555	8.2	1,043	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,626	14,626	16.15	906	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	42,556	42,556	4.15	10,254	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,717	3,717	8.75	425	0%	0.00%	0	100%	0.28%	425	0%	0.00%	0
7*	100%	48,565	59,615	64,196	75,089	57,405	57,405	1	57,405	1%	0.38%	574	39%	14.65%	22,388	12%	4.51%	6,889
8	100%	27,546	28,553	29,299	33,406	28,352	28,352	3.55	7,986	0%	0.00%	0	100%	5.23%	7,986	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,846	1,846	17.4	106	0%	0.00%	0	100%	0.07%	106	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	11,764	11,764	8.35	1,409	0%	0.00%	0	100%	0.92%	1,409	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	32,416	32,416	8.15	3,977	0%	0.00%	0	100%	2.60%	3,977	0%	0.00%	0
12	100%	16,144	16,146	16,635	17,804	16,146	16,146	3.95	4,087	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	9,860	9,860	5.2	1,896	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,044	94,044	8.3	11,331	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,148	25,148	2.8	8,981	0%	0.00%	0	50%	2.94%	4,491	0%	0.00%	0
16	100%	108,882	108,353	107,806	106,703	108,459	108,459	9.95	10,900	0%	0.00%	0	100%	7.13%	10,900	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,680	21,680	4.2	5,162	0%	0.00%	0	100%	3.38%	5,162	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,625	41,696	41,696	6.2	6,725	0%	0.00%	0	100%	4.40%	6,725	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	60,475	60,475	10.75	5,626	0%	0.00%	0	100%	3.68%	5,626	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,674	9,674	8.3	1,166	0%	0.00%	0	100%	0.76%	1,166	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	6	11.5	1	0%	0.00%	0	100%	0.00%	1	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,615	3,615	13.25	273	0%	0.00%	0	100%	0.18%	273	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,069	20,069	16.3	1,231	0%	0.00%	0	100%	0.81%	1,231	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,522	2,522	14.5	174	0%	0.00%	0	100%	0.11%	174	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,051	1,051	17.55	60	0%	0.00%	0	100%	0.04%	60	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	83,624	83,624	22	3,801	0%	0.00%	0	100%	2.49%	3,801	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,012	22,012	17.1	1,287	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,257	21,257	27	787	0%	0.00%	0	100%	0.52%	787	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,289	13,289	50	266	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	833,405	795,056		162,839		0.38%	574		50.18%	76,687		4.51%	6,889
												0.38%			50.18%			4.51%

* - Subarea in which the site it located.

Trip Distribution Table

Esperia Development (Sevilla Ave / Coors Blvd)

Sub Area Population Data:
For determination of Trip Distribution for Proposed Office 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"

										(DW) Dellyne Ave West			(MW) Montano Rd West		
Sub Area I.D.#	% Sub Area in Study	2005 Population	2010 Population	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (MI.)	Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	2010	2015	2025	2009									
1	100%	26,972	39,738	53,201	77,230	37,185	2,009	13.9	145	100%	0.09%	145	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,358	37,185	6.85	5,428	50%	1.78%	2,714	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,555	8,555	8.2	1,043	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	16,527	14,626	14,626	16.15	906	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	42,556	42,556	4.15	10,254	50%	3.35%	5,127	0%	0.00%	0
6	100%	2,784	3,950	4,265	16,676	3,717	3,717	8.75	425	0%	0.00%	0	0%	0.00%	0
7*	100%	48,565	59,615	64,196	75,089	57,405	57,405	1	57,405	14%	5.26%	8,037	24%	9.01%	13,777
8	100%	27,546	28,553	29,299	33,406	28,352	28,352	3.55	7,986	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,846	1,846	17.4	106	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	11,764	11,764	8.35	1,409	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	32,416	32,416	8.15	3,977	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,635	17,804	16,146	16,146	3.95	4,087	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	9,860	9,860	5.2	1,896	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,671	94,044	94,044	8.3	11,331	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,148	25,148	2.8	8,981	0%	0.00%	0	0%	0.00%	0
16	100%	108,882	108,353	107,806	106,703	108,459	108,459	9.95	10,900	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,680	21,680	4.2	5,162	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,825	41,696	41,696	6.2	6,725	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	60,475	60,475	10.75	5,626	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,674	9,674	8.3	1,166	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	6	11.5	1	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,615	3,615	13.25	273	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,069	20,069	16.3	1,231	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,522	2,522	14.5	174	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,051	1,051	17.55	60	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	83,624	83,624	22	3,801	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,012	22,012	17.1	1,287	50%	0.42%	644	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,257	21,257	27	787	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,289	13,289	50	266	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	833,405	795,056		152,839		10.90%	16,666		9.01%	13,777
												10.90%			9.01%

* - Subarea in which the site it located.

Trip Distribution Table

Esperia Development (Sevilla Ave / Coors Blvd)

Sub Area Population Data:
For determination of Trip Distribution for Proposed Res. 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"

											(CN) Coors Blvd North			(ME) Montano Rd East			(LE) Learning Dr East		
Sub Area I.D.#	% Sub Area in Study	2005 Population	2010 Population	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	% Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	2010	2015	2025	2009													
1	100%	26,972	39,738	53,201	77,230	37,185	2,009	20.5	98	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,358	37,185	11.75	3,165	1.94%	50%	0.97%	1,582	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,555	8,555	9.75	877	0.54%	100%	0.54%	877	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,626	14,626	14.25	1,026	0.63%	100%	0.63%	1,026	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	42,556	42,556	8.75	4,864	2.99%	50%	1.49%	2,432	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,717	3,717	16	232	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7*	100%	48,565	59,615	64,198	75,089	57,405	57,405	7.5	7,654	4.70%	9%	0.42%	689	1%	0.05%	77	0%	0.00%	0
8	100%	27,548	28,553	29,299	33,406	28,352	28,352	7	4,050	2.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,846	1,846	23.5	79	0.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	11,764	11,764	11.25	1,046	0.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	32,416	32,416	8.5	3,814	2.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,635	17,804	16,146	18,146	8	2,691	1.65%	50%	0.83%	1,345	50%	0.83%	1,345	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	9,860	9,860	5.25	1,878	1.15%	50%	0.58%	939	50%	0.58%	939	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,044	94,044	6	15,674	9.63%	50%	4.81%	7,837	50%	4.81%	7,837	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,148	25,148	4.25	5,917	3.63%	0%	0.00%	0	50%	1.82%	2,959	0%	0.00%	0
16	100%	108,882	108,353	107,806	106,703	108,459	108,459	3	36,153	22.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,680	21,680	3.75	5,781	3.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,825	41,696	41,696	1	41,696	25.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	60,475	60,475	3.75	16,127	9.90%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,674	9,674	7.25	1,334	0.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	6	8.25	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,615	3,615	7.5	482	0.30%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,069	20,069	10.75	1,867	1.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,522	2,522	15.5	163	0.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,051	1,051	16.75	63	0.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	83,624	83,624	22.5	3,717	2.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,012	22,012	26.25	839	0.51%	50%	0.26%	419	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,890	23,476	26,318	21,257	21,257	22.25	955	0.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,289	13,289	22.25	597	0.37%	100%	0.37%	597	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	833,405	795,056		162,838	100.00%		10.90%	17,745		8.08%	13,157		0.00%	0
													10.90%			8.08%			0.00%

* - Subarea in which the site it located.

Trip Distribution Table

Esperia Development (Sevilla Ave / Coors Blvd)

Sub Area Population Data:
For determination of Trip Distribution for Proposed ReS. 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"

										(NE) Namaste Rd East			(CS) Coors Blvd South			(WW) Western Trail West		
Sub Area I.D.#	% Sub Area in Study	2005 Population	2010 Population	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	2010	2015	2025	2009												
1	100%	26,972	39,738	53,201	77,230	37,185	2,009	20.5	98	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,358	37,185	11.75	3,165	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,555	8,555	9.75	877	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,626	14,626	14.25	1,026	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	42,556	42,556	8.75	4,864	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,717	3,717	16	232	0%	0.00%	0	100%	0.14%	232	0%	0.00%	0
7*	100%	48,565	59,615	64,196	75,089	57,405	57,405	7.5	7,654	1%	0.05%	77	39%	1.83%	2,985	12%	0.56%	918
8	100%	27,546	28,553	29,299	33,406	28,352	28,352	7	4,050	0%	0.00%	0	100%	2.49%	4,050	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,846	1,846	23.5	79	0%	0.00%	0	100%	0.05%	79	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	11,784	11,784	11.25	1,046	0%	0.00%	0	100%	0.64%	1,046	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	32,416	32,416	8.5	3,814	0%	0.00%	0	100%	2.34%	3,814	0%	0.00%	0
12	100%	16,144	16,148	18,835	17,804	16,146	16,146	6	2,691	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	9,860	9,860	5.25	1,878	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,044	94,044	6	15,674	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,148	25,148	4.25	5,917	0%	0.00%	0	50%	1.82%	2,959	0%	0.00%	0
16	100%	108,882	108,353	107,806	106,703	108,459	108,459	3	36,153	0%	0.00%	0	100%	22.20%	36,153	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,845	21,680	21,680	3.75	5,781	0%	0.00%	0	100%	3.55%	5,781	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,625	41,696	41,696	1	41,696	0%	0.00%	0	100%	25.81%	41,696	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	60,475	60,475	3.75	16,127	0%	0.00%	0	100%	9.90%	16,127	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,674	9,674	7.25	1,334	0%	0.00%	0	100%	0.82%	1,334	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	6	8.25	1	0%	0.00%	0	100%	0.00%	1	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,615	3,615	7.5	482	0%	0.00%	0	100%	0.30%	482	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,089	20,089	10.75	1,867	0%	0.00%	0	100%	1.15%	1,867	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,522	2,522	15.5	163	0%	0.00%	0	100%	0.10%	163	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,051	1,051	16.75	63	0%	0.00%	0	100%	0.04%	63	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	83,624	83,624	22.5	3,717	0%	0.00%	0	100%	2.28%	3,717	0%	0.00%	0
27	100%	20,955	22,276	23,694	28,710	22,012	22,012	26.25	839	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,257	21,257	22.25	955	0%	0.00%	0	100%	0.59%	955	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,289	13,289	22.25	597	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	833,405	795,056		162,838		0.05%	77		75.84%	123,502		0.56%	918
												0.05%			75.84%			0.56%

* - Subarea in which the site it located.

Trip Distribution Table

Esperia Development (Sevilla Ave / Coors Blvd)

Sub Area Population Data:
For determination of Trip Distribution for Proposed R&S 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"

										(DW) Dellyne Ave West			(MW) Montano Rd West		
Sub Area I.D.#	% Sub Area in Study	2005 Population	2010 Population	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
		2005	2010	2015	2025	2009									
1	100%	26,972	39,738	53,201	77,230	37,185	2,009	20.5	98	100%	0.06%	98	0%	0.00%	0
2	100%	39,348	40,610	42,227	47,940	40,358	37,185	11.75	3,165	50%	0.97%	1,582	0%	0.00%	0
3	100%	7,865	8,728	9,336	9,591	8,555	8,555	9.75	877	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	15,923	18,527	14,626	14,626	14.25	1,026	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	48,059	54,241	42,556	42,556	8.75	4,864	50%	1.49%	2,432	0%	0.00%	0
6	100%	2,784	3,950	4,265	18,676	3,717	3,717	16	232	0%	0.00%	0	0%	0.00%	0
7*	100%	48,565	59,615	64,196	75,089	57,405	57,405	7.5	7,654	14%	0.66%	1,072	24%	1.13%	1,837
8	100%	27,546	28,553	29,299	33,406	28,352	28,352	7	4,050	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	2,055	2,438	1,846	1,846	23.5	79	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	59,940	70,184	11,764	11,764	11.25	1,046	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	37,130	38,279	32,416	32,416	8.5	3,814	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	18,635	17,804	18,146	16,146	6	2,691	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	10,348	11,137	9,860	9,860	5.25	1,878	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	96,147	99,871	94,044	94,044	6	15,674	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	25,949	25,919	25,148	25,148	4.25	5,917	0%	0.00%	0	0%	0.00%	0
16	100%	108,882	108,353	107,806	106,703	108,459	108,459	3	36,153	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	22,042	22,645	21,680	21,680	3.75	5,781	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,542	42,625	41,696	41,696	1	41,696	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	60,441	60,385	60,475	60,475	3.75	16,127	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,756	9,893	9,674	9,674	7.25	1,334	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	2,463	9,511	6	6	6.25	1	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	3,701	3,704	3,615	3,615	7.5	482	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	21,613	24,186	20,069	20,069	10.75	1,867	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,697	3,054	2,522	2,522	15.5	163	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,127	1,252	1,051	1,051	16.75	63	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	96,202	117,341	83,624	83,624	22.5	3,717	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	23,694	26,710	22,012	22,012	26.25	839	50%	0.26%	419	0%	0.00%	0
28	100%	19,524	21,690	23,476	26,318	21,257	21,257	22.25	955	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	16,206	20,579	13,289	13,289	22.25	597	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	947,476	1,075,238	833,405	795,056		162,838		3.44%	5,603		1.13%	1,837
												3.44%			1.13%

* - Subarea in which the site it located.

Esperia Development

(Sevilla Ave / Coors Blvd)

Trip Distribution Map (%)

Office/Residential Development

NTS

(CN)
13.48

(MW)
5.07

MONTANO RD

COORS BLVD

(ME)
8.53

(DW)
7.17

DELLYNE AVE

LEARNING DR

(LE)
0

SEVILLA AVE

WESTERN TRAIL

(WW)
2.53

NAMASTE RD

(NE)
0.21

COORS BLVD

(CS)
63.01

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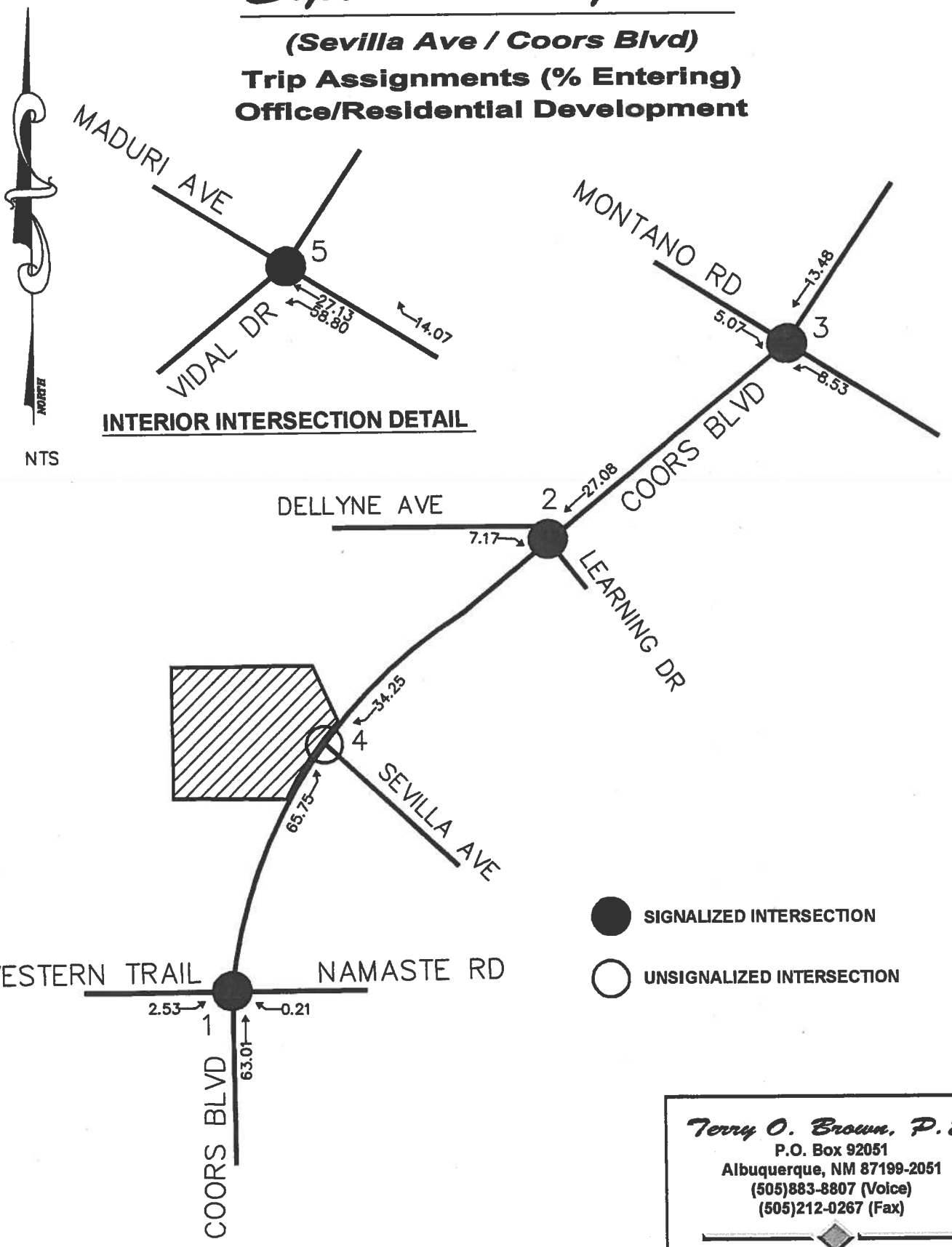
Esperia Development

(Sevilla Ave / Coors Blvd)

Trip Assignments (% Entering)

Office/Residential Development



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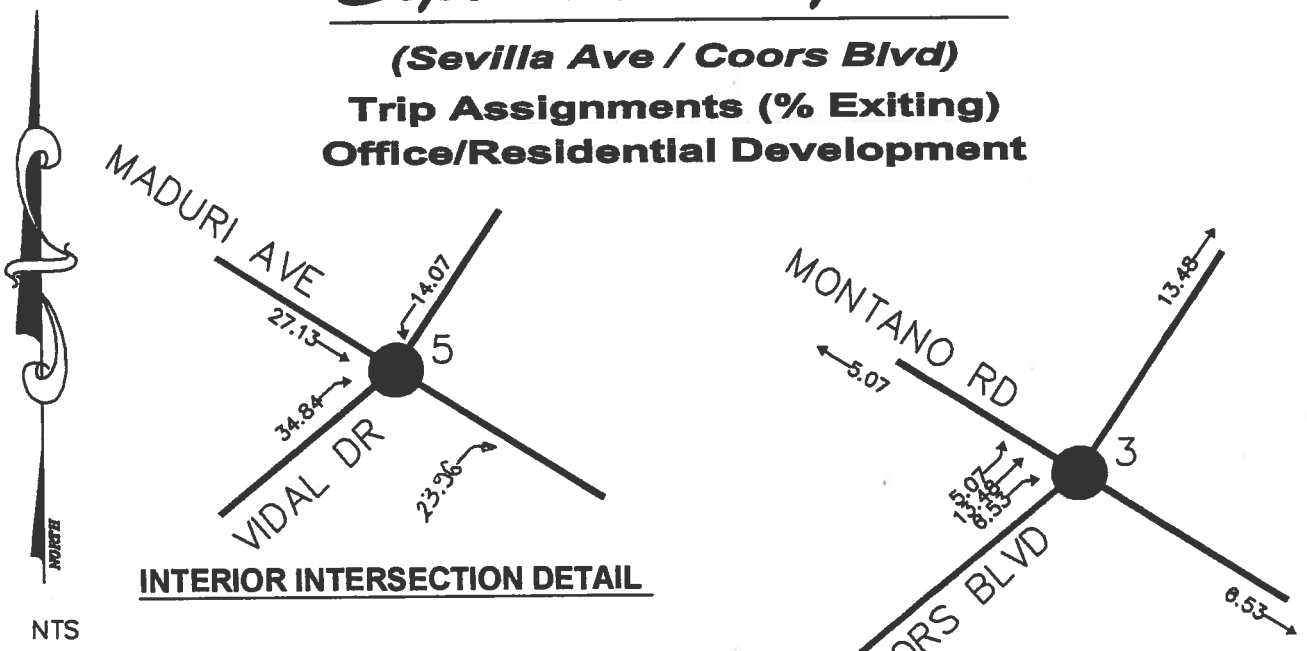
Esperia Development

(Sevilla Ave / Coors Blvd)

Trip Assignments (% Exiting)

Office/Residential Development



INTERIOR INTERSECTION DETAIL

NTS

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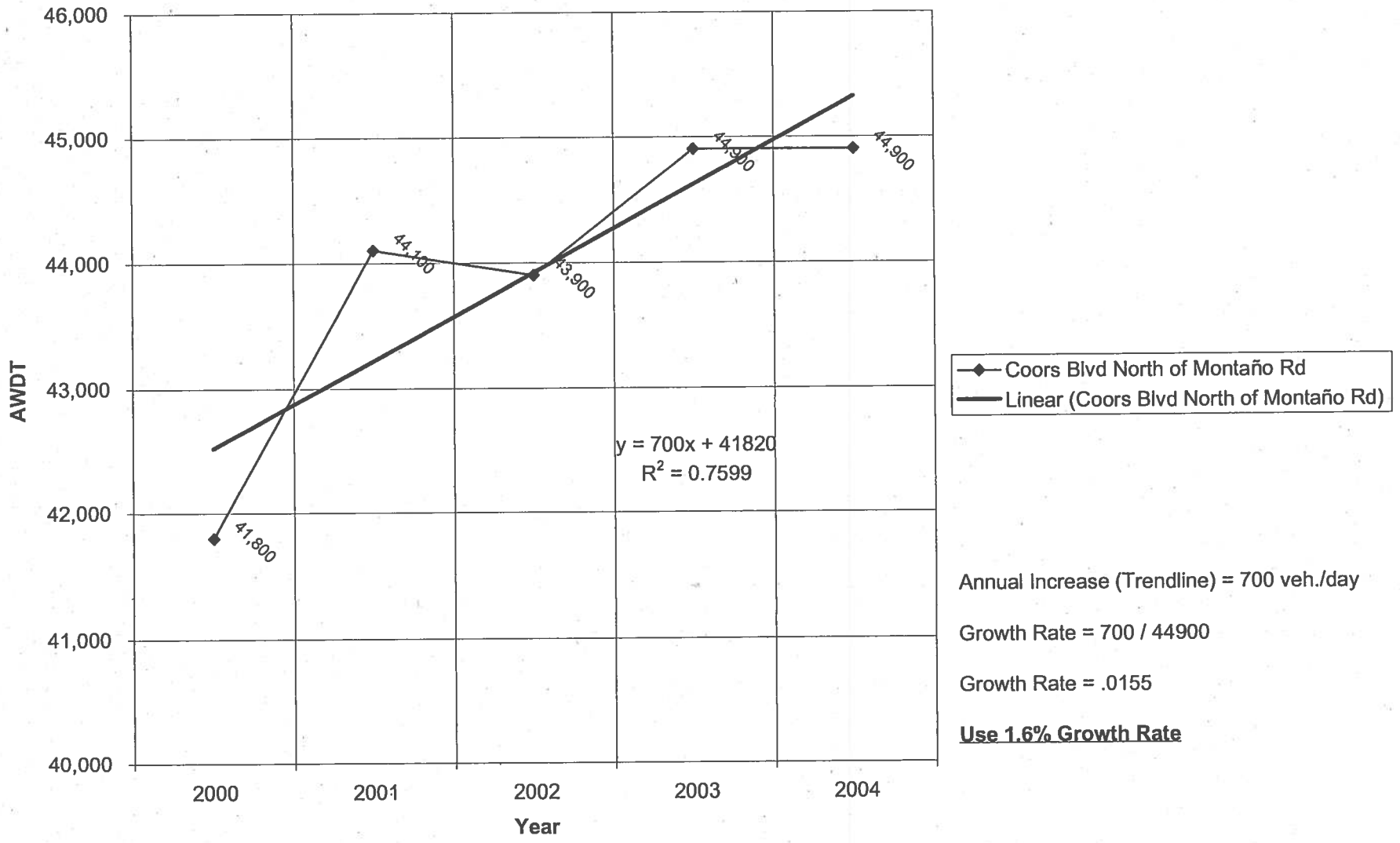
Esperia Development
Historic Growth Rate Table

Traffic Flows from MRCOG Map

	2000	2001	2002	2003	2004
Coors Blvd North of Montaño Rd	41,800	44,100	43,900	44,900	44,900
Montaño Rd West of Coors Blvd	24,100	24,800	22,500	23,000	25,200
Montaño Rd East of Coors Blvd	24,700	26,400	25,600	25,700	26,600
Coors Blvd South of Montaño Rd	45,100	48,400	49,800	49,000	48,600
Dellyne Ave West of Coors Blvd	6,200	6,400	6,600	7,000	7,200
Coors Blvd South of Dellyne Ave	47,100	49,000	46,700	47,800	49,400
Western Trail West of Coors Blvd	2,100	2,200	2,500	2,400	2,400
Coors Blvd South of Western Trail	46,700	48,600	47,100	48,600	50,200

Historic Growth Chart Coors Blvd North of Montaño Rd (2000-2004)



Annual Increase (Trendline) = 700 veh./day

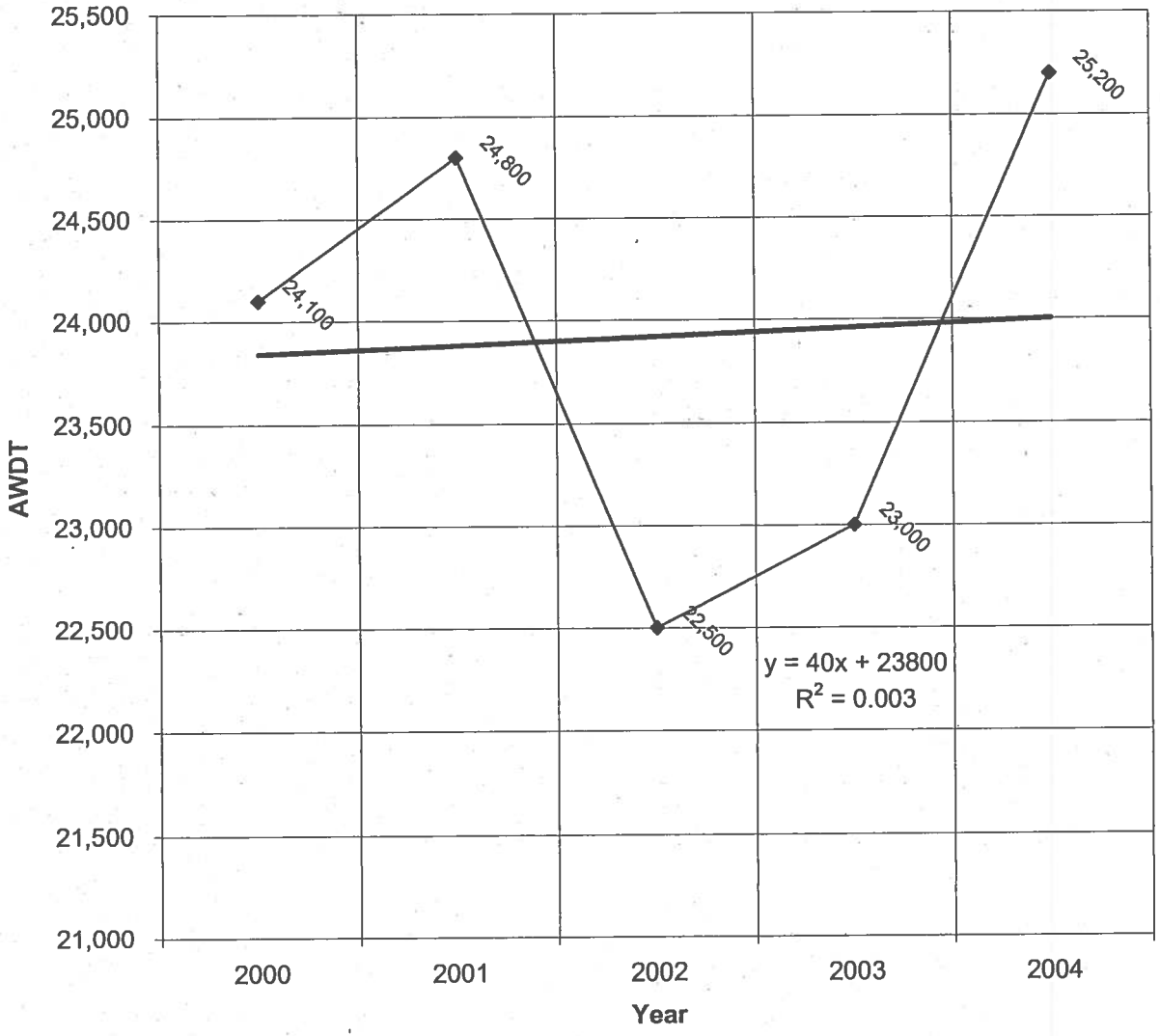
Growth Rate = 700 / 44900

Growth Rate = .0155

Use 1.6% Growth Rate

Esperia_Growth.xls

Historic Growth Chart Montaño Rd West of Coors Blvd (2000-2004)



Annual Increase (Trendline) = 40 veh./day

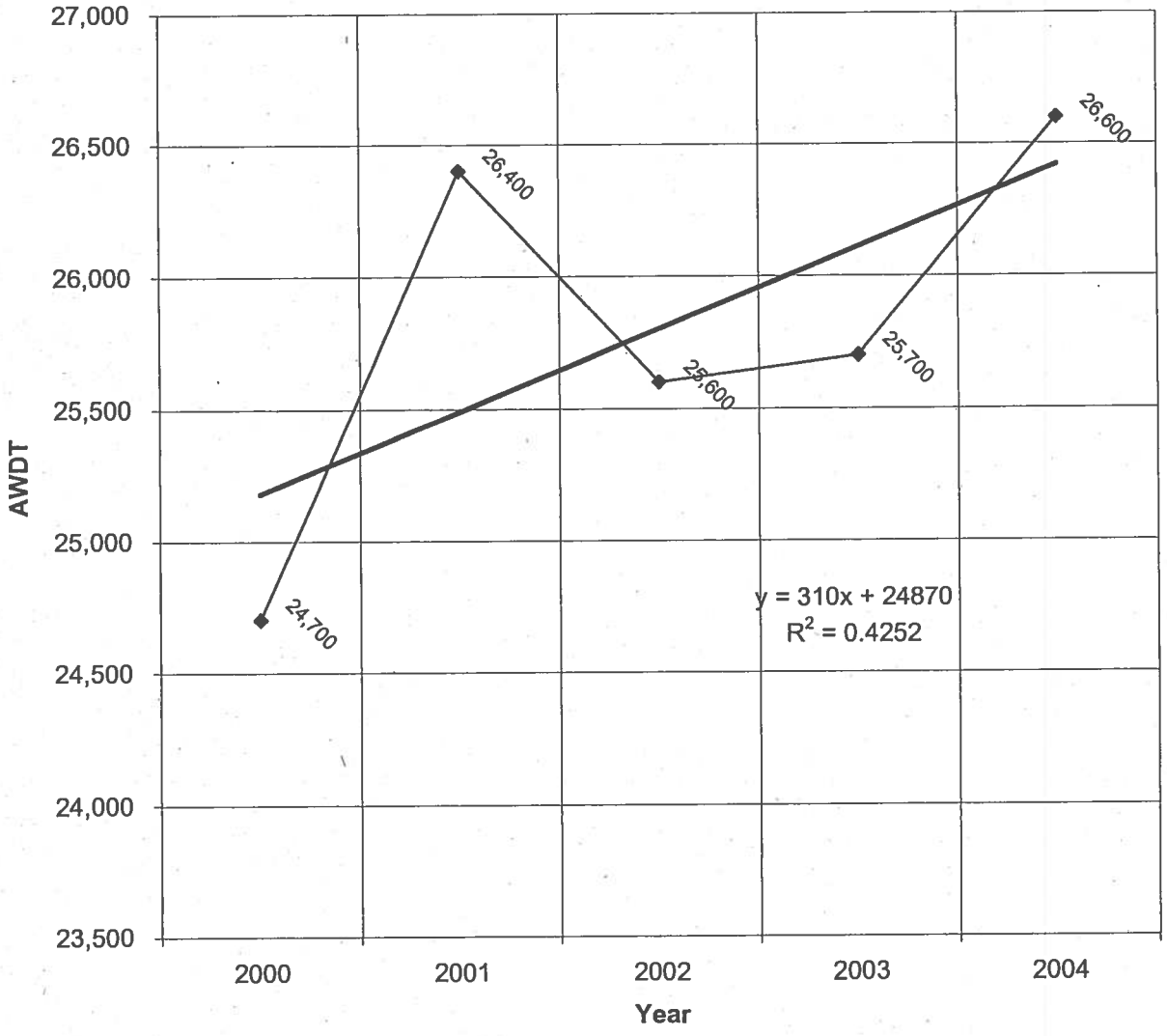
Growth Rate = 40 / 25200

Growth Rate = .0015

Use 0.2% Growth Rate

Esperia_Growth.xls

Historic Growth Chart Montaño Rd East of Coors Blvd (2000-2004)



Annual Increase (Trendline) = 310 veh./day

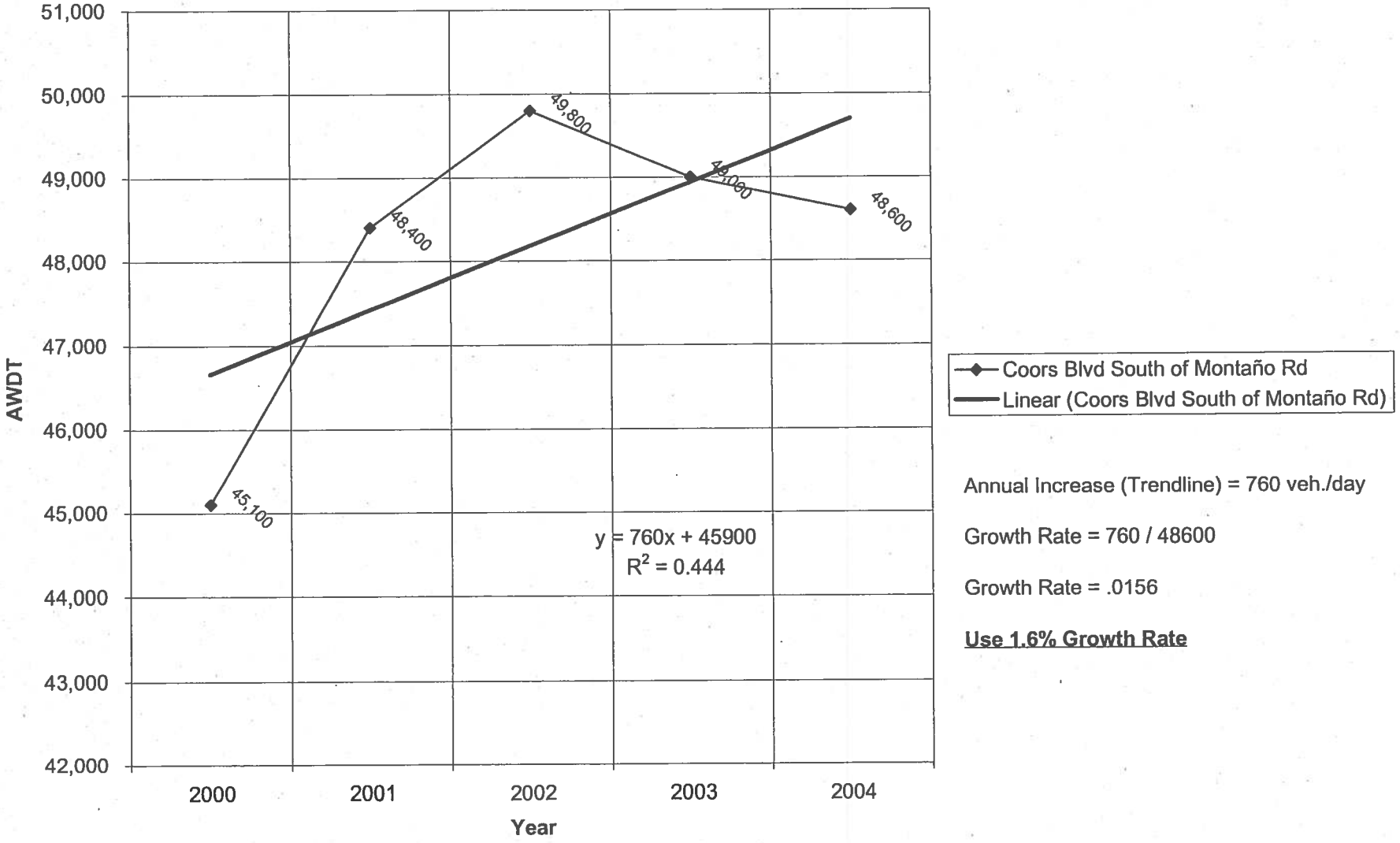
Growth Rate = 310 / 26600

Growth Rate = .0116

Use 1.2% Growth Rate

Esperia_Growth.xls

Historic Growth Chart Coors Blvd South of Montaño Rd (1999-2003)



Annual Increase (Trendline) = 760 veh./day

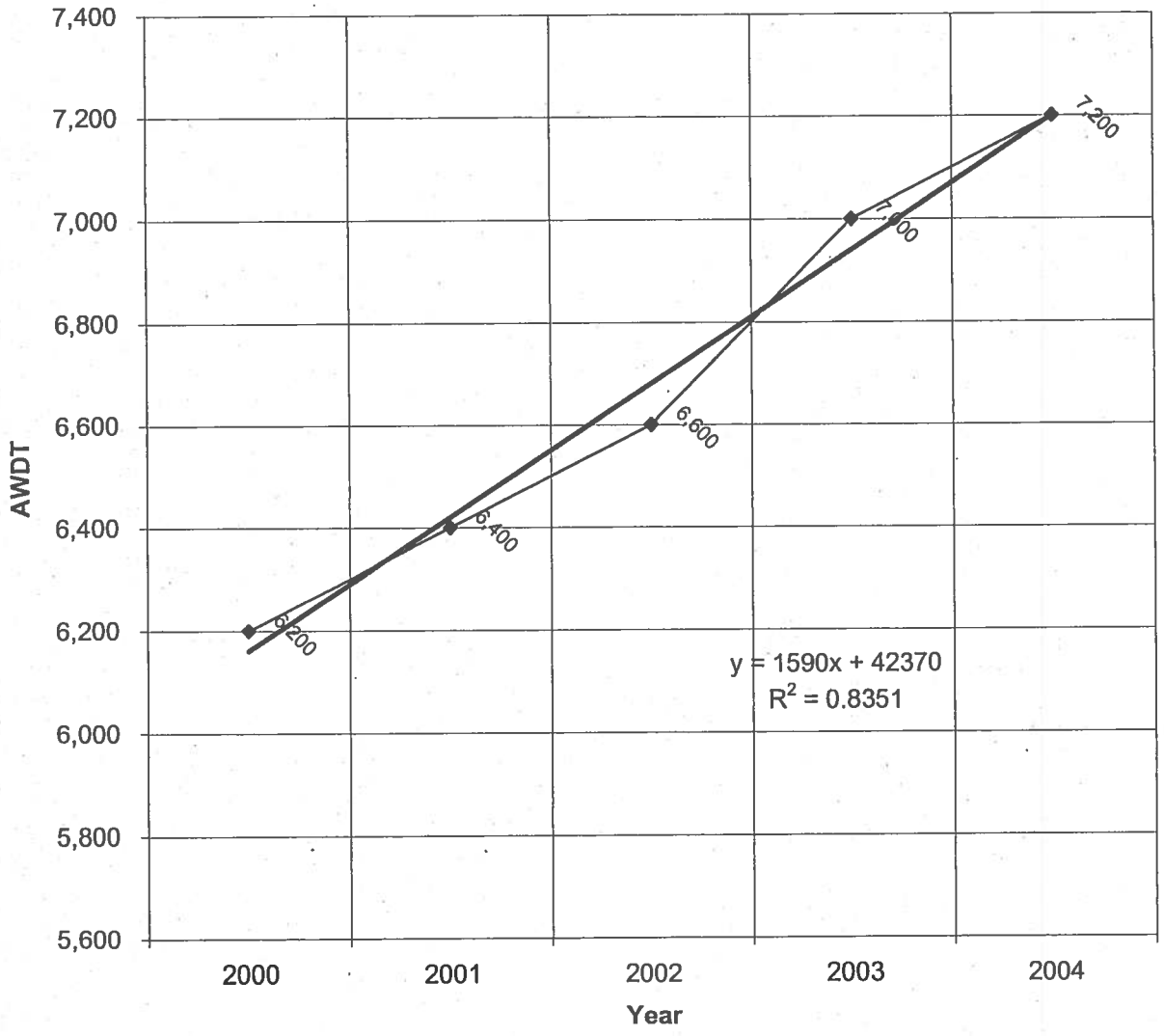
Growth Rate = 760 / 48600

Growth Rate = .0156

Use 1.6% Growth Rate

Esperia_Growth.xls

Historic Growth Chart Dellyne Ave West of Coors Blvd (1999-2003)



Annual Increase (Trendline) = 1590 veh./day

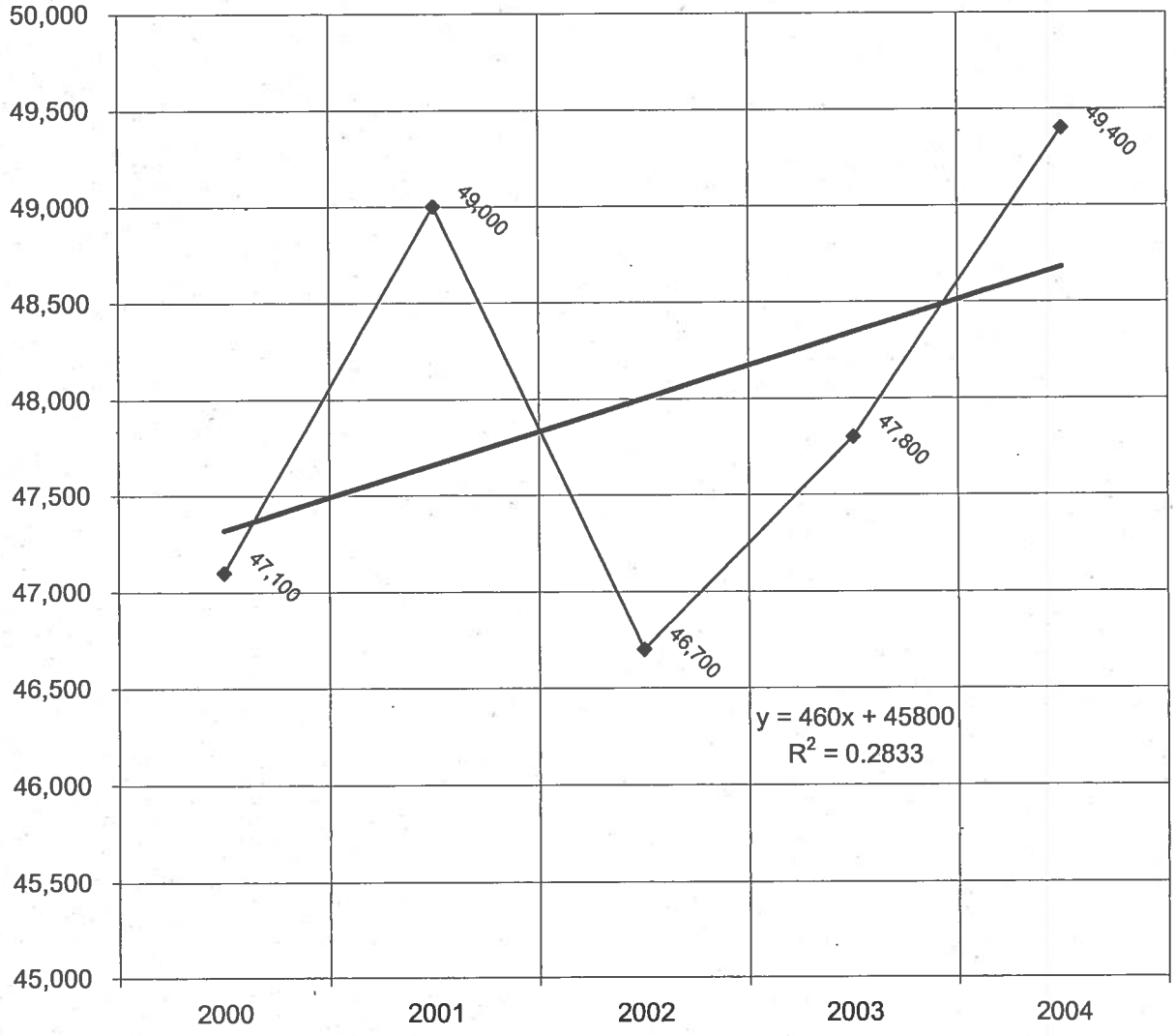
Growth Rate = 1590 / 7200

Growth Rate = .2208

Use 0% Growth Rate

Esperia_Growth.xls

Historic Growth Chart Coors Blvd South of Dellyne Ave (1999-2003)



Annual Increase (Trendline) = 460 veh./day

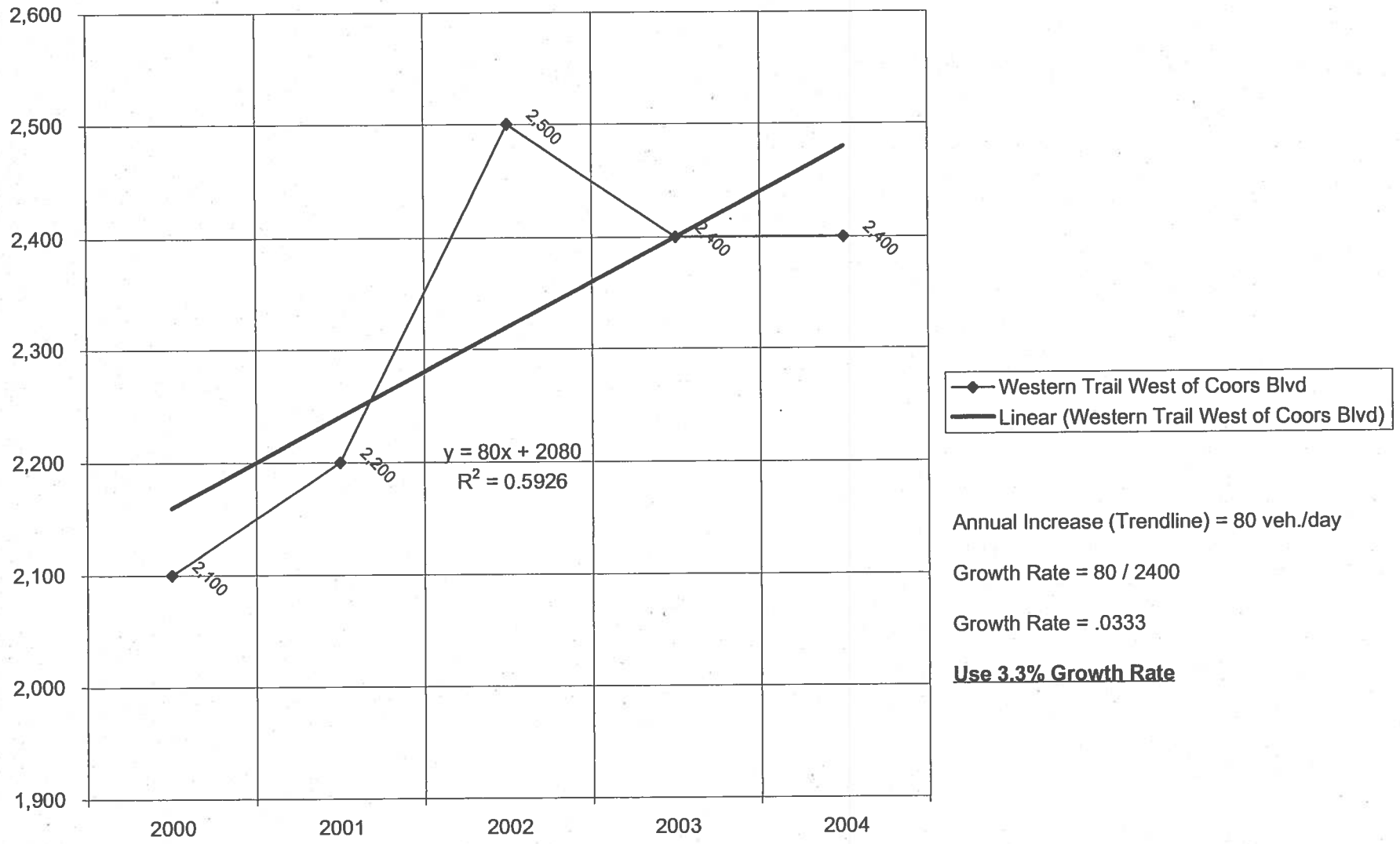
Growth Rate = 460 / 49400

Growth Rate = .0093

Use 0.9% Growth Rate

Esperia_Growth.xls

Historic Growth Chart Western Trail West of Coors Blvd (1999-2003)



Annual Increase (Trendline) = 80 veh./day

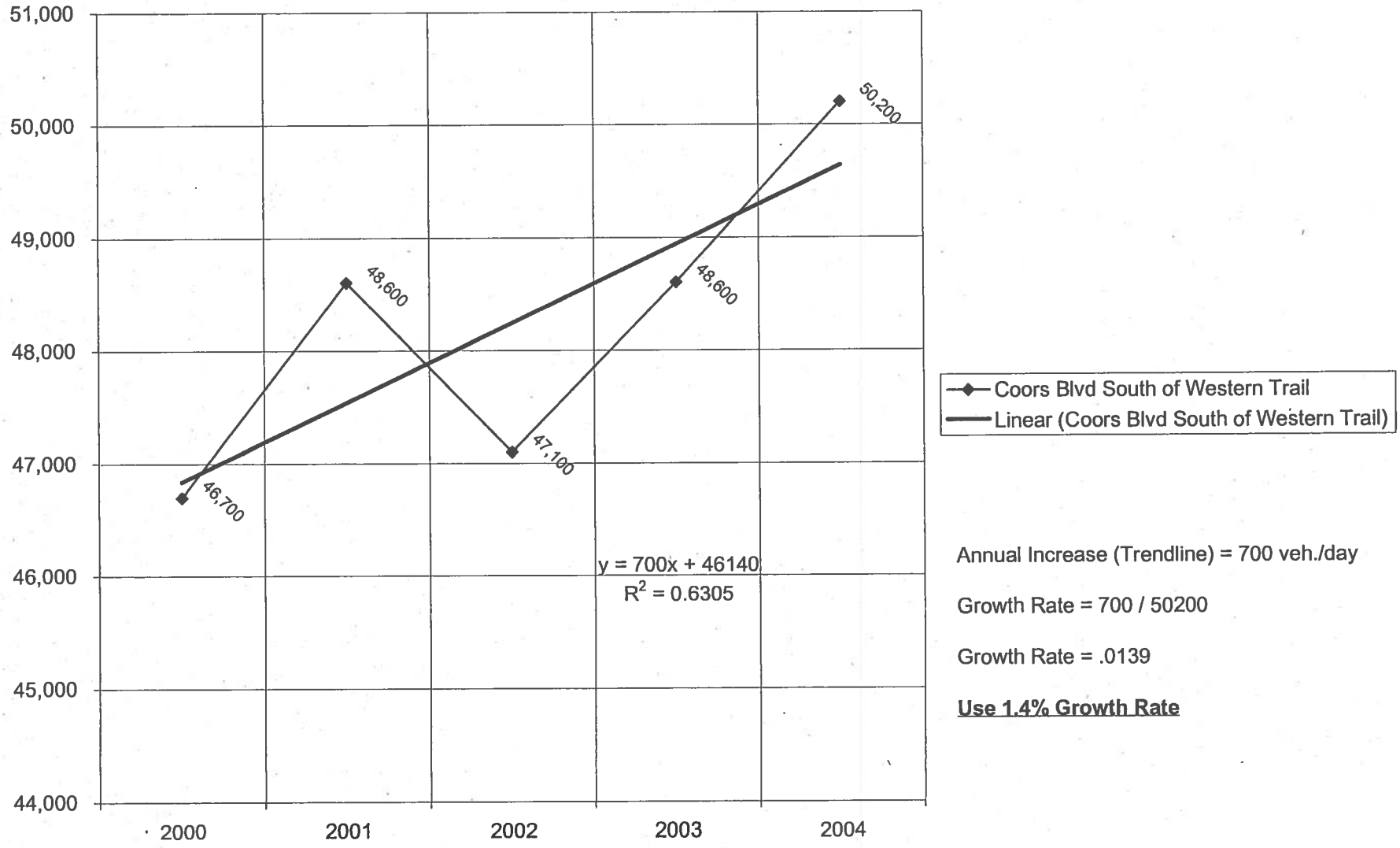
Growth Rate = 80 / 2400

Growth Rate = .0333

Use 3.3% Growth Rate

Esperia_Growth.xls

Historic Growth Chart Coors Blvd South of Western Trail (1999-2003)



Annual Increase (Trendline) = 700 veh./day

Growth Rate = 700 / 50200

Growth Rate = .0139

Use 1.4% Growth Rate

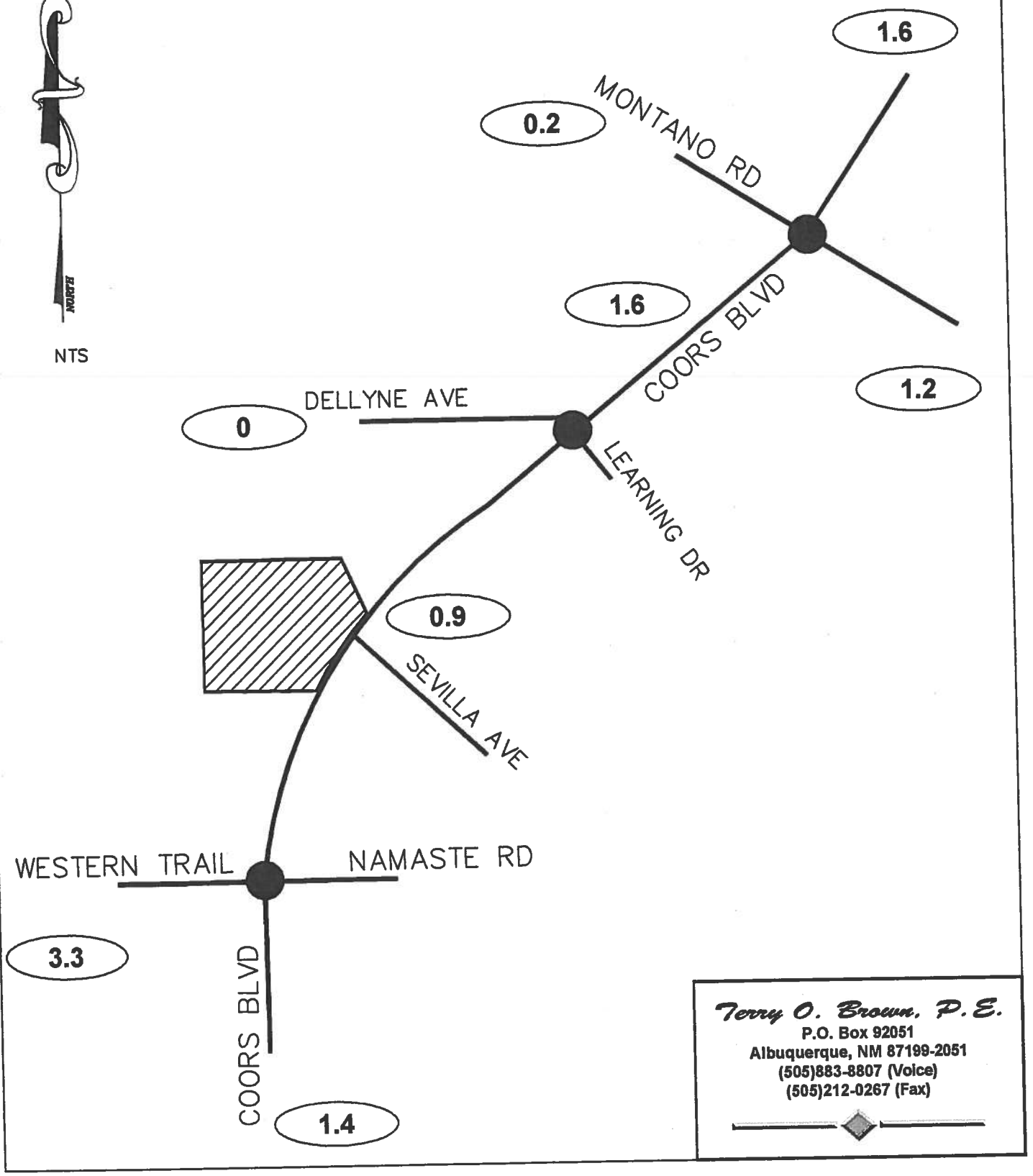
Esperia_Growth.xls

Esperia Development

(Sevilla Ave / Coors Blvd)

Growth Rate Map (%)

NTS



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Esperia Development (Sevilla Ave / Coors Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2009) - 100% Development

INTERSECTION: Summary

Western Trail / Coors Blvd
(1)
2.0% Truck

	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	0.84			0.38			0.84			0.89		PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	46	0	43	2	0	1	49	1,569	9	5	2,161	38
2009 (NO BUILD - A.M.)	*67*	*3*	*47*	*93*	*8*	*59*	*51*	*1,722*	*40*	*25*	*2,479*	*58*
2009 (BUILD - A.M.)	***72***	***3***	***47***	***93***	***8***	***59***	***51***	***1,781***	***40***	***25***	***2,546***	***62***

	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	0.54			0.47			0.88			0.99		PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	30	0	54	9	0	8	116	2,634	6	4	2,102	100
2009 (NO BUILD - P.M.)	*70*	*10*	*59*	*67*	*5*	*47*	*120*	*3,041*	*111*	*72*	*2,338*	*138*
2009 (BUILD - P.M.)	***81***	***10***	***59***	***67***	***5***	***57***	***120***	***3,165***	***111***	***73***	***2,482***	***150***

Dellyne Ave / Coors Blvd
(2)
4.8% Truck

	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	0.78			0.36			0.84			0.92		PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	156	31	238	53	22	85	72	1,829	68	195	1,446	38
2009 (NO BUILD - A.M.)	*226*	*36*	*240*	*191*	*79*	*113*	*82*	*2,044*	*91*	*240*	*1,554*	*49*
2009 (BUILD - A.M.)	***226***	***36***	***255***	***191***	***79***	***113***	***95***	***2,079***	***91***	***240***	***1,590***	***49***

	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	0.87			0.55			0.91			0.96		PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	87	15	100	23	5	34	310	2,449	28	92	1,623	178
2009 (NO BUILD - P.M.)	*225*	*23*	*109*	*149*	*113*	*59*	*323*	*2,695*	*112*	*180*	*1,852*	*223*
2009 (BUILD - P.M.)	***225***	***23***	***124***	***149***	***113***	***59***	***336***	***2,730***	***112***	***180***	***1,888***	***223***

Montaño Rd / Coors Blvd
(3)
1.6% Truck

	Eastbound (Montaño Rd)			Westbound (Montaño Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	0.66			0.77			0.84			0.85		PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	74	747	276	172	261	61	223	1,297	325	300	1,350	59
2009 (NO BUILD - A.M.)	*75*	*898*	*354*	*220*	*299*	*63*	*409*	*1,531*	*557*	*363*	*1,480*	*61*
2009 (BUILD - A.M.)	***75***	***898***	***371***	***228***	***299***	***63***	***422***	***1,545***	***566***	***363***	***1,490***	***61***

	Eastbound (Montaño Rd)			Westbound (Montaño Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	0.97			0.96			0.90			0.96		PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2006)	270	314	246	382	867	109	680	1,738	236	170	1,363	132
2009 (NO BUILD - P.M.)	*271*	*615*	*400*	*545*	*1,006*	*113*	*1,036*	*2,022*	*522*	*273*	*1,606*	*138*
2009 (BUILD - P.M.)	***271***	***615***	***447***	***562***	***1,006***	***113***	***1,087***	***2,047***	***541***	***273***	***1,627***	***138***

Esperia Development (Sevilla Ave / Coors Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2009) - 100% Development

INTERSECTION: **Summary**

Sevilla Ave / Coors Blvd
(4)
0% Truck

	0.85			0.85			0.89			0.89			PHF
	Eastbound (Sevilla Ave)			Westbound (Sevilla Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2006)	0	0	0	0	0	0	0	1,591	0	0	2,204	0	
2009 (NO BUILD - A.M.)	*33*	*0*	*43*	*47*	*0*	*42*	*31*	*1,751*	*15*	*22*	*2,474*	*0*	
2009 (BUILD - A.M.)	***82***	***0***	***115***	***47***	***0***	***42***	***95***	***1,751***	***15***	***22***	***2,474***	***52***	

	0.85			0.85			0.99			0.99			PHF
	Eastbound (Sevilla Ave)			Westbound (Sevilla Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2006)	0	0	0	0	0	0	0	2,631	0	0	2,206	0	
2009 (NO BUILD - P.M.)	*20*	*0*	*26*	*29*	*0*	*45*	*118*	*2,907*	*53*	*58*	*2,495*	*0*	
2009 (BUILD - P.M.)	***163***	***1***	***184***	***29***	***1***	***45***	***254***	***2,907***	***53***	***58***	***2,495***	***127***	

Maduri Ave / Vidal Dr
(5)
3% Truck

	0.85			0.85			0.85			0.85			PHF
	Eastbound (Maduri Ave)			Westbound (Maduri Ave)			Northbound (Vidal Dr)			Southbound (Vidal Dr)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2006)	0	0	0	0	0	0	0	0	0	0	0	0	
2009 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*31*	*0*	*0*	*0*	*76*	*0*	*0*	
2009 (BUILD - A.M.)	***0***	***23***	***0***	***70***	***17***	***31***	***0***	***0***	***30***	***101***	***0***	***0***	

	0.85			0.85			0.85			0.85			PHF
	Eastbound (Maduri Ave)			Westbound (Maduri Ave)			Northbound (Vidal Dr)			Southbound (Vidal Dr)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2006)	0	0	0	0	0	0	0	0	0	0	0	0	
2009 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*118*	*0*	*0*	*0*	*46*	*0*	*0*	
2009 (BUILD - P.M.)	***0***	***34***	***0***	***162***	***28***	***118***	***0***	***0***	***44***	***129***	***0***	***0***	

Esperia Development (Sevilla Ave / Coors Blvd)

Projected Turning Movements Worksheet

Western Trail / Coors Blvd

INTERSECTION: E-W Street: **Western Trail** (1)

N-S Street: **Coors Blvd**

Year of Existing Counts 2003

Implementation Year 2009

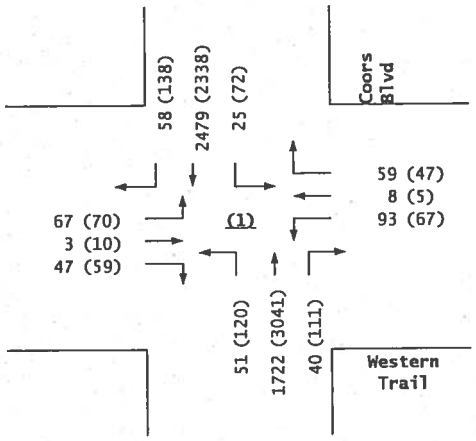
Growth Rates	3.30%			3.30%			1.40%			0.90%		
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	42	0	39	2	0	1	47	1,506	9	5	2,104	37
Background Traffic Growth	8	0	8	0	0	0	4	127	1	0	114	2
Subtotal	50	0	47	2	0	1	51	1,633	10	5	2,218	39
La Luz del Oeste, Unit 4	0	0	0	0	0	0	0	31	0	0	106	1
Andalucia,Tract 6	17	0	0	0	0	1	0	43	0	1	110	17
Andalucia Res. - Phase 1	0	3	0	91	8	57	0	15	30	19	45	1
Subtotal (NO BUILD - A.M.)	***67***	***3***	***47***	***93***	***8***	***59***	***51***	***1,722***	***40***	***25***	***2,479***	***58***
Percent Office / Res. Trips Generated(Entering)	*2.53%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.21%*	*0.00%*	*63.01%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office / Res. Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.21%*	*63.01%*	*2.53%*
Percent Commercial Trips Generated(Entering)	*5.05%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.62%*	*0.00%*	*37.15%*	*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%*	*0.62%*	*37.15%*	*5.05%*
Total Trips Generated	5	0	0	0	0	0	0	59	0	0	67	4
Total AM Peak Hour BUILD Volumes	**72**	**3**	**47**	**93**	**8**	**59**	**51**	**1,781**	**40**	**25**	**2,546**	**62**

	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	27	0	49	8	0	7	111	2,528	6	4	2,047	97
Background Traffic Growth	5	0	10	2	0	1	9	212	1	0	111	5
Subtotal	32	0	59	10	0	8	120	2,740	7	4	2,158	102
La Luz del Oeste, Unit 4	1	0	0	0	0	0	0	117	0	0	64	0
Andalucia Tract 6	36	0	0	0	0	3	0	132	0	3	88	35
Andalucia Res. - Phase 1	1	10	0	57	5	36	0	52	104	65	28	1
Subtotal (NO BUILD - P.M.)	***70***	***10***	***59***	***67***	***5***	***47***	***120***	***3,041***	***111***	***72***	***2,338***	***138***
Percent Office / Res. Trips Generated(Entering)	*2.53%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.21%*	*0.00%*	*63.01%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office / Res. Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.21%*	*63.01%*	*2.53%*
Percent Commercial Trips Generated(Entering)	*5.05%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*6.20%*	*0.00%*	*37.15%*	*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%*	*0.62%*	*37.15%*	*5.05%*
Total Trips Generated	11	0	0	0	0	10	0	124	0	1	144	12
Total PM Peak Hour BUILD Volumes	**81**	**10**	**59**	**67**	**5**	**57**	**120**	**3,165**	**111**	**73**	**2,482**	**150**

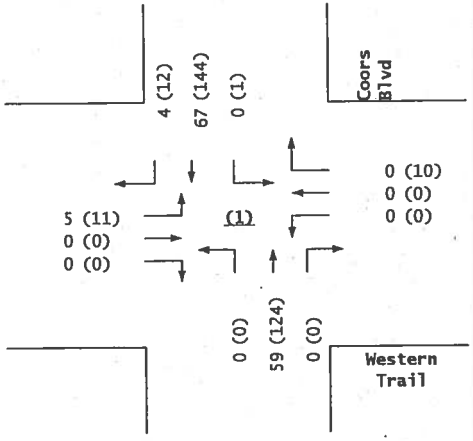
	Entering	Exiting		
Number of Office/Residential Trips Generated	62	86	A.M.	100% Office / Residential Development
	102	126	P.M.	
Number of Commercial Trips Generated	54	35	A.M.	100% Commercial Development
	162	176	P.M.	

	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2006 AM Peak Hr. Volumes	46	0	43	2	0	1	49	1,569	9	5	2,161	38
2006 PM Peak Hr. Volumes	30	0	54	9	0	8	116	2,634	6	4	2,102	100

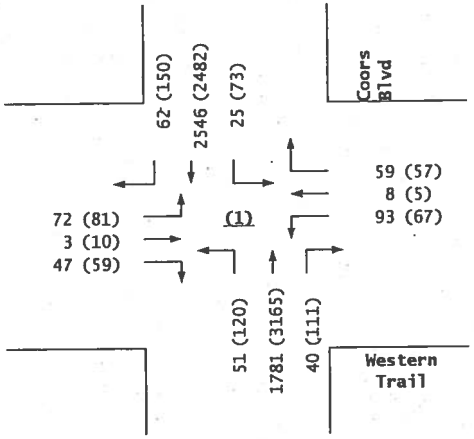
2009
NO BUILD



Trips



2009
BUILD



Western Trail / Coors Blvd

Esperia Development (Sevilla Ave / Coors Blvd)

Projected Turning Movements Worksheet

Dellyne Ave / Coors Blvd

INTERSECTION: E-W Street: Dellyne Ave (2)
N-S Street: Coors Blvd

Year of Existing Counts 2003
Implementation Year 2009

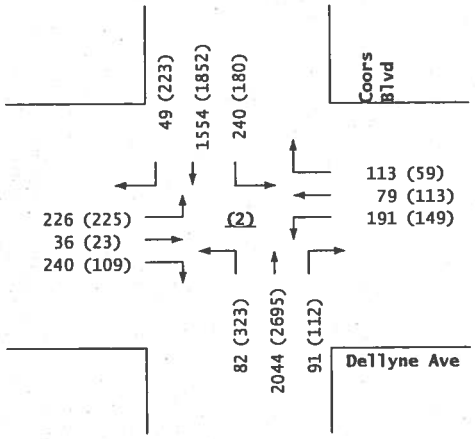
	Growth Rates	0.00%			3.30%			0.90%			1.60%		
		Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		156	31	238	48	20	77	70	1,781	66	186	1,380	36
Background Traffic Growth		0	0	0	10	4	15	4	96	4	18	132	3
Subtotal		156	31	238	58	24	92	74	1,877	70	204	1,512	39
La Luz del Oeste, Unit 4		0	0	1	0	0	0	5	28	0	0	7	0
Andalucia Tract 6		70	5	0	133	55	21	0	56	21	36	8	10
Andalucia Res. - Phase 1		0	0	1	0	0	0	3	83	0	0	27	0
Subtotal (NO BUILD - A.M.)		***226***	***36***	***240***	***191***	***79***	***113***	***82***	***2,044***	***91***	***240***	***1,554***	***49***
Percent Office / Res. Trips Generated(Entering)		*0.00%*	*0.00%*	*7.17%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*27.08%*	*0.00%*
Percent Office / Res. Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.17%*	*27.08%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*21.05%*	*0.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*34.85%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.05%*	*34.85%*	*0.66%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	15	0	0	0	13	35	0	0	36	0
Total AM Peak Hour BUILD Volumes		**226**	**36**	**255**	**191**	**79**	**113**	**95**	**2,079**	**91**	**240**	**1,590**	**49**

	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	87	15	100	21	5	31	302	2,385	27	88	1,549	170
Background Traffic Growth	0	0	0	4	1	6	16	129	1	8	149	16
Subtotal	87	15	100	25	6	37	318	2,514	28	96	1,698	186
La Luz del Oeste, Unit 4	0	0	5	0	0	0	3	17	0	0	31	0
Andalucia Tract 6	138	8	0	124	107	22	0	113	84	84	29	37
Andalucia Res. - Phase 1	0	0	4	0	0	0	2	51	0	0	94	0
Subtotal (NO BUILD - P.M.)	***225***	***23***	***109***	***149***	***113***	***59***	***323***	***2,695***	***112***	***180***	***1,852***	***223***
Percent Office / Res. Trips Generated(Entering)	*0.00%*	*0.00%*	*7.17%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*27.08%*	*0.00%*
Percent Office / Res. Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.17%*	*27.08%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*7.17%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*27.08%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*7.17%*	*27.08%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	15	0	0	0	13	35	0	0	36	0
Subtotal AM Pk Hr. BUILD Volumes	225	23	124	149	113	59	336	2,730	112	180	1,888	223
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**225**	**23**	**124**	**149**	**113**	**59**	**336**	**2,730**	**112**	**180**	**1,888**	**223**

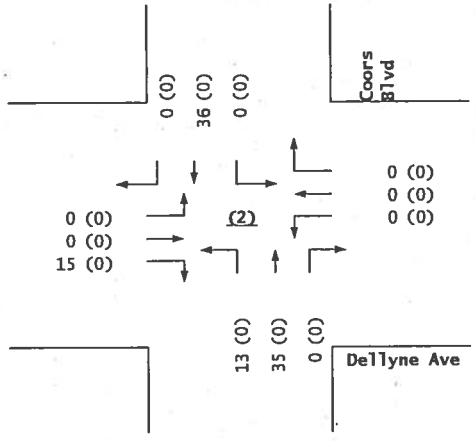
	Entering	Exiting		
Number of Residential Trips Generated	62	86	A.M.	100% Office / Residential Development
	102	126	P.M.	
Number of Commercial Trips Generated	54	35	A.M.	100% Commercial Development
	162	176	P.M.	

	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2006 AM Peak Hr. Volumes	156	31	238	53	22	85	72	1,829	68	195	1,446	38
2006 PM Peak Hr. Volumes	87	15	100	23	5	34	310	2,449	28	92	1,623	178

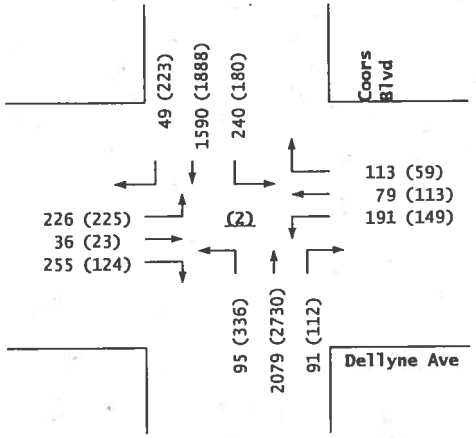
2009
NO BUILD



Trips



2009
BUILD



Dellyne Ave / Coors Blvd

Esperia Development (Sevilla Ave / Coors Blvd)

Projected Turning Movements Worksheet

Montaño Rd / Coors Blvd

INTERSECTION: E-W Street: **Montaño Rd** (3)

N-S Street: **Coors Blvd**

Year of Existing Counts 2003

Implementation Year 2009

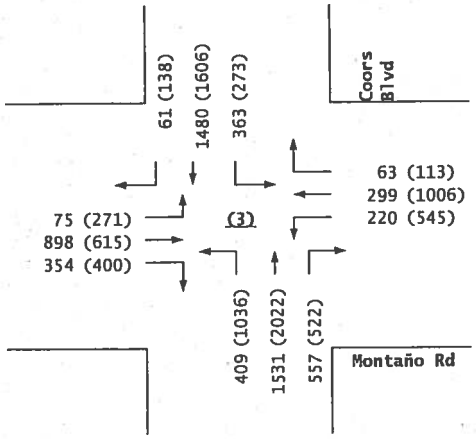
	Growth Rates	0.20%			1.20%			1.60%			1.60%		
		Eastbound (Montaño Rd)			Westbound (Montaño Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		74	743	274	166	252	59	213	1,238	310	286	1,288	56
Background Traffic Growth		1	9	3	12	18	4	20	119	30	27	124	5
Subtotal		75	752	277	178	270	63	233	1,357	340	313	1,412	61
La Luz del Oeste, Unit 4		0	0	0	3	0	0	2	15	11	0	4	0
Andalucia Tract 6		0	146	75	27	29	0	167	121	168	50	52	0
Andalucia Res. - Phase 1		0	0	2	12	0	0	7	38	38	0	12	0
Subtotal (NO BUILD - A.M.)		***75***	***898***	***354***	***220***	***299***	***63***	***409***	***1,531***	***557***	***363***	***1,480***	***61***
Percent Office / Res. Trips Generated(Entering)		*0.00%*	*0.00%*	*5.07%*	*8.53%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.48%*	*0.00%*
Percent Office / Res. Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*5.07%*	*13.48%*	*8.53%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*25.68%*	*4.70%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.47%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.68%*	*4.47%*	*4.70%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	17	8	0	0	13	14	9	0	10	0
Total AM Peak Hour BUILD Volumes		75	898	371	228	299	63	422	1,545	566	363	1,490	61

	Eastbound (Montaño Rd)			Westbound (Montaño 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	3	4	3	27	60	8	62	159	22	16	125	12
Subtotal	271	316	248	396	897	113	711	1,817	247	178	1,426	138
La Luz del Oeste, Unit 4	0	0	2	12	0	0	1	9	7	0	17	0
Andalucia Tract 6	0	299	142	94	109	0	320	173	245	95	120	0
Andalucia Res. - Phase 1	0	0	8	43	0	0	4	23	23	0	43	0
Subtotal (NO BUILD - P.M.)	***271***	***615***	***400***	***545***	***1,006***	***113***	***1,036***	***2,022***	***522***	***273***	***1,606***	***138***
Percent Office / Res. Trips Generated(Entering)	*0.00%*	*0.00%*	*5.07%*	*8.53%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.48%*	*0.00%*
Percent Office / Res. Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*5.07%*	*13.48%*	*8.53%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*25.68%*	*4.70%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.47%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.68%*	*4.47%*	*4.70%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	47	17	0	0	51	25	19	0	21	0
Total PM Peak Hour BUILD Volumes	271	615	447	562	1,006	113	1,087	2,047	541	273	1,627	138

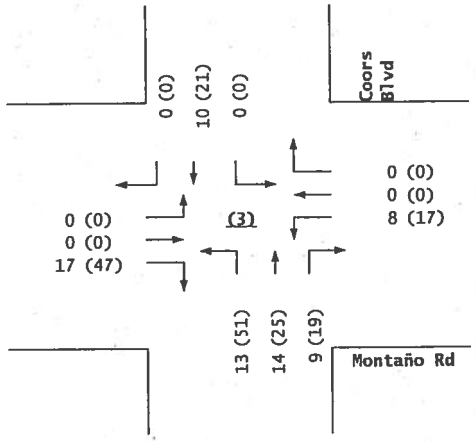
	Entering	Exiting		
Number of Office/Residential Trips Generated	62	86	A.M.	100% Residential Development
	102	126	P.M.	
Number of Commercial Trips Generated	54	35	A.M.	100% Commercial Development
	162	176	P.M.	

	Eastbound (Montaño Rd)			Westbound (Montaño Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2006 AM Peak Hr. Volumes	74	747	276	172	261	61	223	1,297	325	300	1,350	59
2006 PM Peak Hr. Volumes	270	314	246	382	867	109	680	1,738	236	170	1,363	132

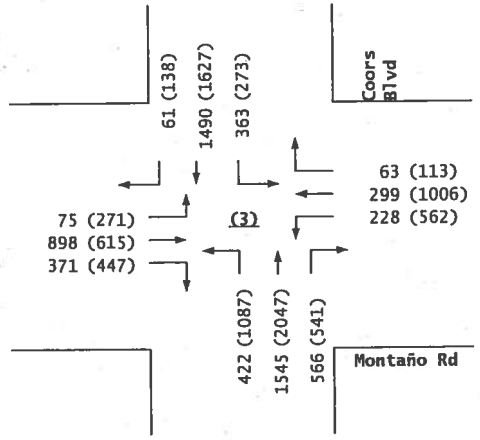
2009
NO BUILD



Trips



2009
BUILD



Montaño Rd / Coors Blvd

Esperia Development (Sevilla Ave / Coors Blvd)

Projected Turning Movements Worksheet

Sevilla Ave / Coors Blvd

INTERSECTION: E-W Street: **Sevilla Ave** (4)

N-S Street: **Coors Blvd**

Year of Existing Counts 2003

Implementation Year 2009

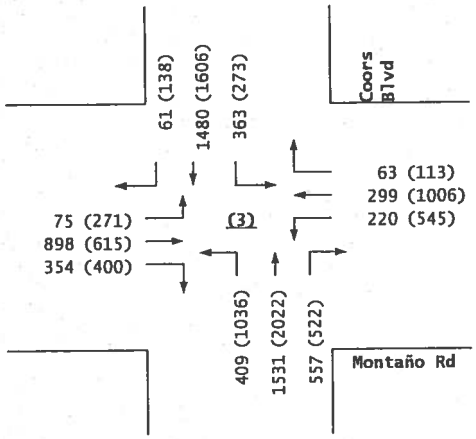
Growth Rates	0.90%			0.90%			0.90%			0.90%		
	Eastbound (Sevilla Ave)			Westbound (Sevilla Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,549	0	0	2,146	0
Background Traffic Growth	0	0	0	0	0	0	0	84	0	0	116	0
Subtotal	0	0	0	0	0	0	0	1,633	0	0	2,262	0
La Luz del Oeste, Unit 4	33	0	43	0	0	0	31	0	0	0	64	0
Andalucia Tract 6	0	0	0	0	0	13	0	61	0	13	129	0
Andalucia Res. - Phase 1	0	0	0	47	0	29	0	57	15	9	19	0
Subtotal (NO BUILD - A.M.)	***33***	***0***	***43***	***47***	***0***	***42***	***31***	***1,751***	***15***	***22***	***2,474***	***0***
Percent Office / Res. Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*65.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*34.25%*
Percent Office / Res. Trips Generated(Exiting)	*34.25%*	*0.00%*	*65.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.61%*	*0.00%*	*42.82%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*56.56%*
Percent Commercial Trips Generated(Exiting)	*56.56%*	*0.61%*	*42.82%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	49	0	72	0	0	0	64	0	0	0	0	52
Total AM Peak Hour BUILD Volumes	**82**	**0**	**115**	**47**	**0**	**42**	**95**	**1,751**	**15**	**22**	**2,474**	**52**

	Eastbound (Sevilla Ave)			Westbound (Sevilla Ave)			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	2,562	0	0	2,148	0
Background Traffic Growth	0	0	0	0	0	0	0	138	0	0	116	0
Subtotal	0	0	0	0	0	0	0	2,700	0	0	2,264	0
La Luz del Oeste, Unit 4	20	0	26	0	0	0	118	0	0	0	39	0
Andalucia Tract 6	0	0	0	0	0	27	0	171	0	26	127	0
Andalucia Res. - Phase 1	0	0	0	29	0	18	0	36	53	32	65	0
Subtotal (NO BUILD - P.M.)	***20***	***0***	***26***	***29***	***0***	***45***	***118***	***2,907***	***53***	***58***	***2,495***	***0***
Percent Office / Res. Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*65.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*34.25%*
Percent Office / Res. Trips Generated(Exiting)	*34.25%*	*0.00%*	*65.75%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.61%*	*0.00%*	*42.82%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*56.56%*
Percent Commercial Trips Generated(Exiting)	*56.56%*	*0.61%*	*42.82%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	143	1	158	0	1	0	136	0	0	0	0	127
Total PM Peak Hour BUILD Volumes	**163**	**1**	**184**	**29**	**1**	**45**	**254**	**2,907**	**53**	**58**	**2,495**	**127**

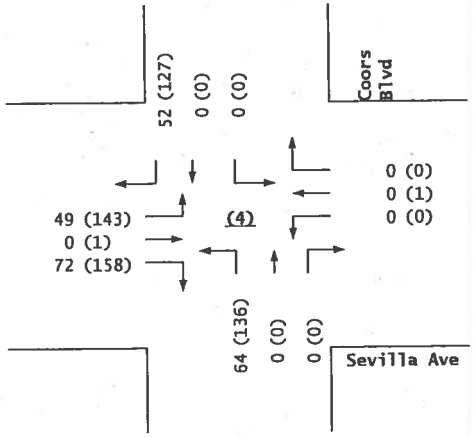
	Entering	Exiting		
Number of Office/Residential Trips Generated	62	86	A.M.	100% Office / Residential Development
	102	126	P.M.	
Number of Commercial Trips Generated	54	35	A.M.	100% Commercial Development
	162	176	P.M.	

	Eastbound (Sevilla Ave)			Westbound (Sevilla Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2006 AM Peak Hr. Volumes	0	0	0	0	0	0	0	1,591	0	0	2,204	0
2006 PM Peak Hr. Volumes	0	0	0	0	0	0	0	2,631	0	0	2,206	0

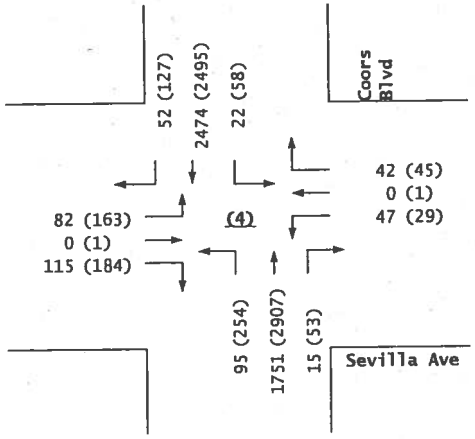
2009
NO BUILD



Trips



2009
BUILD



Sevilla Ave / Coors Blvd

Esperia Development (Sevilla Ave / Coors Blvd)

Projected Turning Movements Worksheet

Maduri Ave / Vidal Dr

INTERSECTION: E-W Street: **Maduri Ave** (5)

N-S Street: **Vidal Dr**

Year of Existing Counts 2006

Implementation Year **2009**

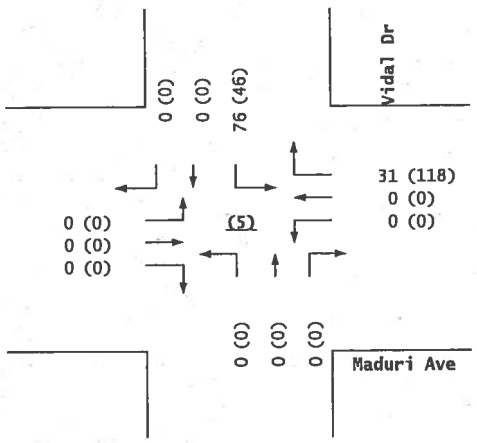
Growth Rates	**0.90%**			**0.90%**			**0.90%**			**0.90%**		
	Eastbound (Maduri Ave)			**Westbound (Maduri Ave)**			**Northbound (Vidal Dr)**			**Southbound (Vidal Dr)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
La Luz del Oeste, Unit 4	0	0	0	0	0	31	0	0	0	76	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***31***	***0***	***0***	***0***	***76***	***0***	***0***
Percent Office / Res. Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*58.80%*	*27.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office / Res. Trips Generated(Exiting)	*0.00%*	*27.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*34.84%*	*14.07%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*63.00%*	*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%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*37.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	23	0	70	17	0	0	0	30	25	0	0
Total AM Peak Hour BUILD Volumes	**0**	**23**	**0**	**70**	**17**	**31**	**0**	**0**	**30**	**101**	**0**	**0**

	Eastbound (Maduri Ave)			**Westbound (Maduri Ave)**			**Northbound (Vidal Dr)**			**Southbound (Vidal Dr)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	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	0	0	0	0	0	0	0	0
La Luz del Oeste, Unit 4	0	0	0	0	0	118	0	0	0	46	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***118***	***0***	***0***	***0***	***46***	***0***	***0***
Percent Office / Res. Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*58.80%*	*27.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office / Res. Trips Generated(Exiting)	*0.00%*	*27.13%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*34.84%*	*14.07%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*63.00%*	*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%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*37.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	34	0	162	28	0	0	0	44	83	0	0
Total PM Peak Hour BUILD Volumes	**0**	**34**	**0**	**162**	**28**	**118**	**0**	**0**	**44**	**129**	**0**	**0**

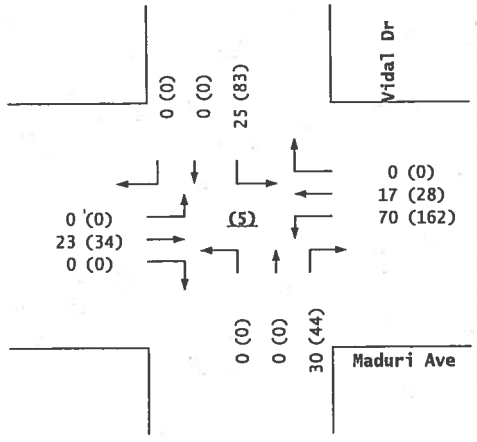
	Entering	Exiting		
Number of Office/Residential Trips Generated	**62**	**86**	A.M.	100% Office / Residential Development
	102	**126**	P.M.	
Number of Commercial Trips Generated	**54**	**35**	A.M.	100% Commercial Development
	162	**176**	P.M.	

	Eastbound (Maduri Ave)			**Westbound (Maduri Ave)**			**Northbound (Vidal Dr)**			**Southbound (Vidal Dr)**		
2006 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

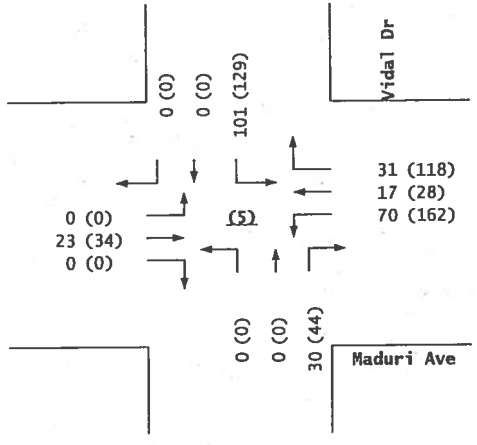
2009
NO BUILD



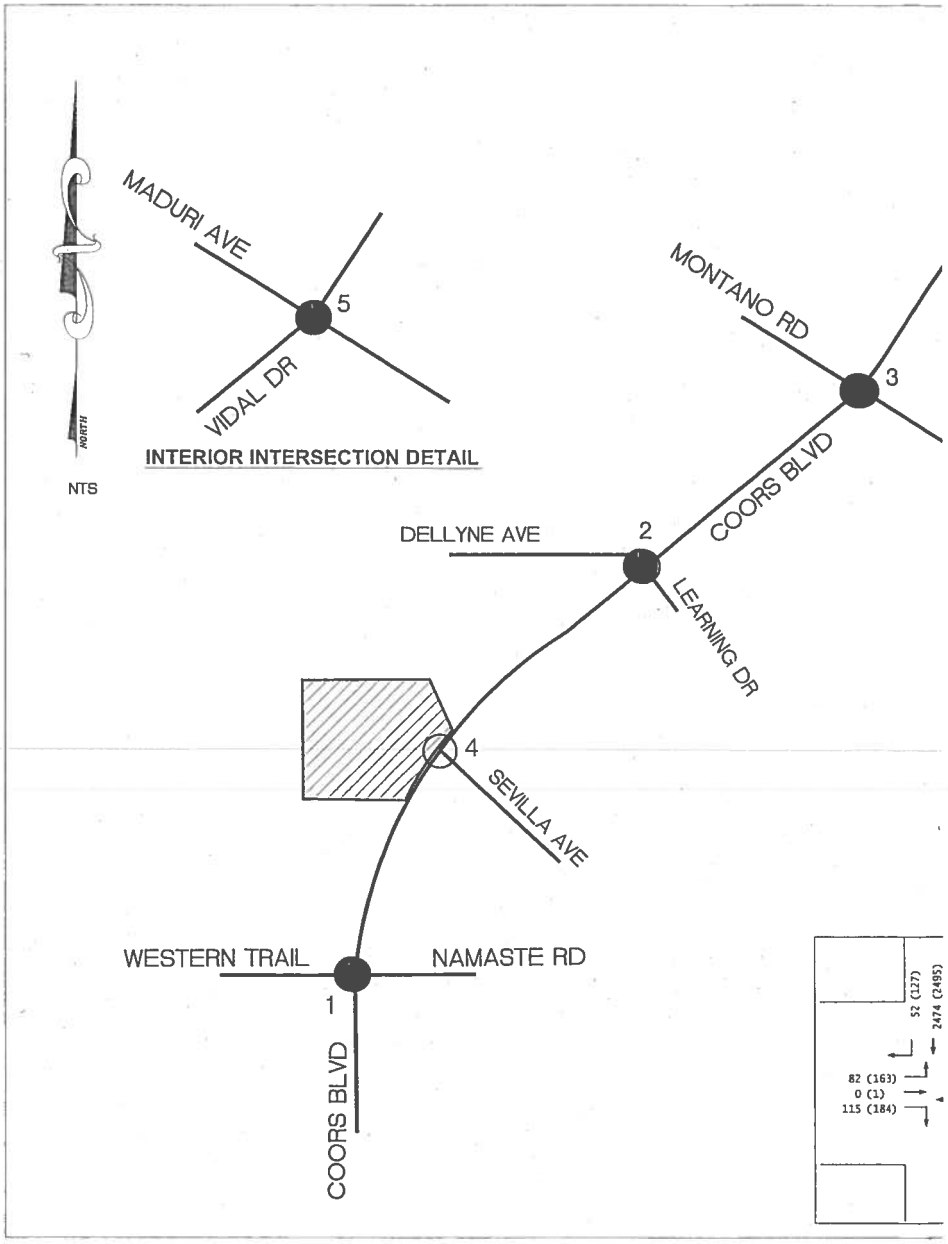
Trips

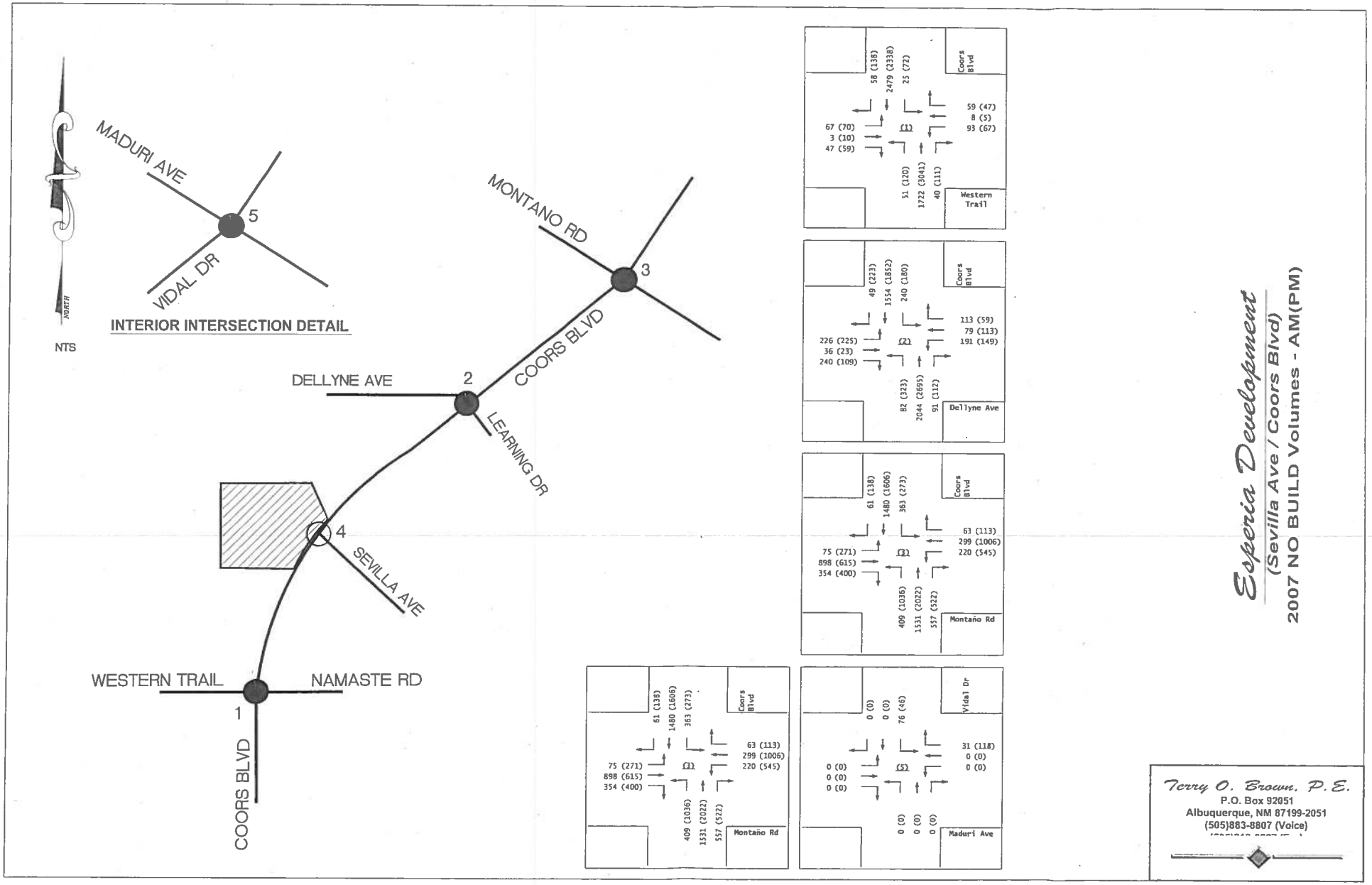


2009
BUILD



Maduri Ave / Vidal Dr


NORTH
NTS
MADURI AVE
5
VIDAL DR
INTERIOR INTERSECTION DETAIL
MONTANO RD
3
COORS BLVD
DELLYNE AVE
2
LEARNING DR
4
SEVILLA AVE
WESTERN TRAIL
NAMASTE RD
1
COORS BLVD
52 (127)
2474 (2495)
82 (163)
0 (1)
115 (184)

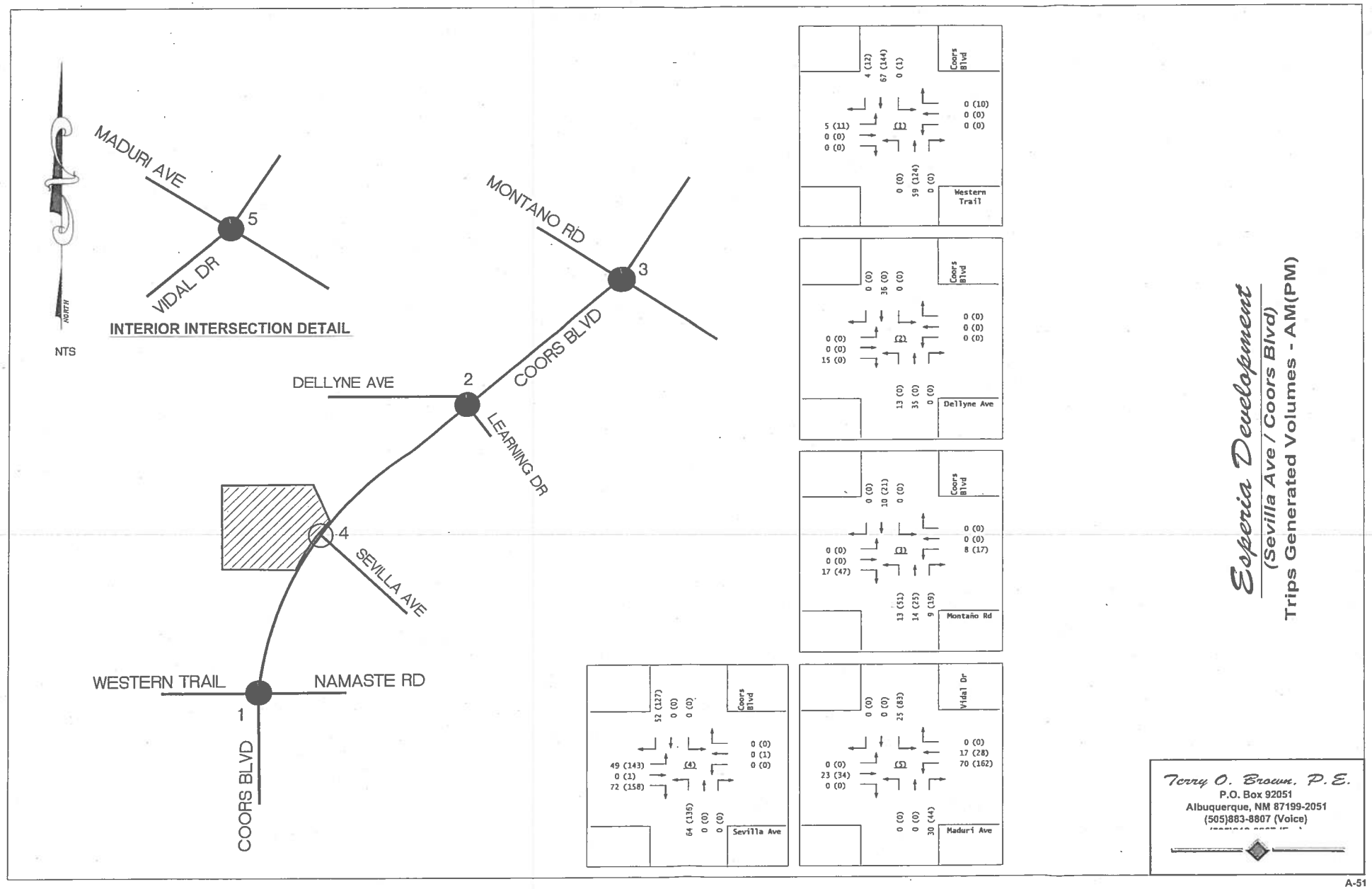


Esperia Development

(Sevilla Ave / Coors Blvd)

2007 NO BUILD Volumes - AM(PM)

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



Esperia Development

(Sevilla Ave / Coors Blvd)

Trips Generated Volumes - AM(PM)

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

Analysis of

Intersection #1:

Western Trail / Coors Blvd.

Queueing Analysis Summary Sheet

Project: Esperia Development (Sevilla Ave / Coors Blvd)
Intersection: **Western Trail / Coors Blvd**

2009

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*	*42*	*200*	*1*	*0*	*Cont*	*0*	*39*	*0*
AM NO BUILD Queue	2	67	75	1	3	0	0	47	100
AM BUILD Queue	**2**	**72**	**75**	**1**	**3**	**0**	**0**	**47**	**100**
Existing Lane Length	*2*	*27*	*200*	*1*	*0*	*Cont*	*0*	*49*	*0*
PM NO BUILD Queue	2	70	100	1	10	50	0	59	125
PM BUILD Queue	**2**	**81**	**100**	**1**	**10**	**50**	**0**	**59**	**125**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*2*	*320*	*1*	*0*	*Cont*	*0*	*1*	*0*
AM NO BUILD Queue	1	93	150	1	8	25	0	59	100
AM BUILD Queue	**1**	**93**	**150**	**1**	**8**	**25**	**0**	**59**	**100**
Existing Lane Length	*1*	*8*	*320*	*1*	*0*	*Cont*	*0*	*7*	*0*
PM NO BUILD Queue	1	67	125	1	5	25	0	47	100
PM BUILD Queue	**1**	**67**	**125**	**1**	**5**	**25**	**0**	**57**	**125**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*47*	*250*	*3*	*1,506*	*Cont*	*1*	*9*	*225*
AM NO BUILD Queue	1	51	100	3	1,722	700	1	40	75
AM BUILD Queue	**1**	**51**	**100**	**3**	**1,781**	**725**	**1**	**40**	**75**
Existing Lane Length	*1*	*111*	*250*	*3*	*2,528*	*Cont*	*1*	*6*	*225*
PM NO BUILD Queue	1	120	200	3	3,041	>1,000	1	111	200
PM BUILD Queue	**1**	**120**	**200**	**3**	**3,165**	**>1,000**	**1**	**111**	**200**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*5*	*150*	*3*	*2,104*	*Cont*	*1*	*37*	*300*
AM NO BUILD Queue	1	25	50	3	2,479	>1,000	1	58	100
AM BUILD Queue	**1**	**25**	**50**	**3**	**2,546**	**>1,000**	**1**	**62**	**100**
Existing Lane Length	*1*	*4*	*150*	*3*	*2,047*	*Cont*	*1*	*97*	*300*
PM NO BUILD Queue	1	72	125	3	2,338	>1,000	1	138	225
PM BUILD Queue	**1**	**73**	**150**	**3**	**2,482**	**>1,000**	**1**	**150**	**225**

	AM	PM
Cycle Length:	110	130

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: Western Trail / Coors Blvd
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: 2009 NO BUILD

Date: 1-Mar-06
Time Period Analyzed: AM Peak Hr.
City / State: Albuquerque, NM

Coors Blvd (N-S STREET)

SB TOTAL: 2,562
58 RIGHT
2,479 THRU
25 LEFT

TR? N

R		T		L
1		3		1

59 RIGHT
8 THRU
93 LEFT
160 WB TOTAL

NO. LANES
2 L
1 T
0 R
TR? Y

0 R
1 T
1 L
NO. LANES
TR? Y

L		T		R
1		3		1

TR? N

Western Trail (E-W STREET)

117 EB TOTAL
67 LEFT
3 THRU
47 RIGHT

1,722 THRU
51 LEFT
40 RIGHT
1,813 NB TOTAL

		MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
EB LT =	34	0 TO 1,200	UNDER
WB TH =	67	1,201 TO 1,400	NEAR
	101	>1,400	OVER
WB LT =	93		
EB TH =	50		
	143 *		

NB LT =	51
SB TH =	826
	877 *
SB LT =	25
NB TH =	574
	599

143 E-W CRITICAL + 877 N-S CRITICAL = 1,020 STATUS? UNDER

TES: Existing Geometry

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: Western Trail / Coors Blvd
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: 2009 BUILD

Date: 1-Mar-06
Time Period Analyzed: AM Peak Hr.
City / State: Albuquerque, NM

Coors Blvd — N-S STREET

SB TOTAL: 2,633
62 RIGHT | 2,546 THRU | 25 LEFT

TR? N

R	T	L
1	3	1

59 RIGHT
8 THRU
93 LEFT
160 WB TOTAL

NO. LANES
2 L
1 T
TR? Y
0 R

0 R
TR? Y
1 T
1 L
NO. LANES

L	T	R
1	3	1

TR? N

Western Trail — E-W STREET

122 EB TOTAL
72 LEFT
3 THRU
47 RIGHT

1,781 THRU
51 LEFT | 40 RIGHT
1,872 NB TOTAL

EB LT =	36	MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
WB TH =	67		
	103	0 TO 1,200	UNDER
		1,201 TO 1,400	NEAR
WB LT =	93	>1,400	OVER
EB TH =	50		
	143 *		

NB LT =	51		
SB TH =	849		
	900 *		
SB LT =	25		
NB TH =	594		
	619		

143 E-W CRITICAL + 900 N-S CRITICAL = 1,043 STATUS? UNDER

NOTES: Existing Geometry

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: Western Trail / Coors Blvd
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: 2009 NO BUILD

Date: 1-Mar-06
Time Period Analyzed: PM Peak Hr.
City / State: Albuquerque, NM

Coors Blvd (N-S STREET)

SB TOTAL: 2,548
138 RIGHT | 2,338 THRU | 72 LEFT

TR? N

R	T	L
1	3	1

47 RIGHT
5 THRU
67 LEFT
119 WB TOTAL

NO. LANES
2 L
1 T
0 R
TR? Y

0 R
1 T
1 L
NO. LANES
TR? Y

L	T	R
1	3	1

TR? N

Western Trail (E-W STREET)

139 EB TOTAL
70 LEFT
10 THRU
59 RIGHT

3,041 THRU
120 LEFT | 111 RIGHT
3,272 NB TOTAL

EB LT =	35	MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
WB TH =	52	0 TO 1,200	UNDER
	87	1,201 TO 1,400	NEAR
WB LT =	67	>1,400	OVER
EB TH =	69		
	136 *		

NB LT =	120		
SB TH =	779		
	899		
SB LT =	72		
NB TH =	1,014		
	1,086 *		

136 E-W CRITICAL + 1,086 N-S CRITICAL = 1,222 STATUS? NEAR

TES: Existing Geometry

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: **Western Trail / Coors Blvd**
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: **2009 BUILD**

Date: 1-Mar-06
Time Period Analyzed: **PM** Peak Hr.
City / State: Albuquerque, NM

Coors Blvd (N-S STREET)

SB TOTAL: 2,705
150 RIGHT | 2,482 THRU | 73 LEFT

TR? N

R	T	L
1	3	1

57 RIGHT
5 THRU
67 LEFT
129 WB TOTAL

NO. LANES
2 L
1 T
0 R
TR? Y

0 R
1 T
1 L
TR? Y
NO. LANES

L	T	R
1	3	1

TR? N

Western Trail (E-W STREET)

150 EB TOTAL
81 LEFT
10 THRU
59 RIGHT

3,165 THRU
120 LEFT | 111 RIGHT
3,396 NB TOTAL

EB LT =	41	MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
WB TH =	62		
	103	0 TO 1,200	UNDER
		1,201 TO 1,400	NEAR
		>1,400	OVER
WB LT =	67		
EB TH =	69		
	136 *		

NB LT =	120	
SB TH =	827	
	947	
SB LT =	73	
NB TH =	1,055	
	1,128 *	

136 E-W CRITICAL + 1,128 N-S CRITICAL = 1,264 STATUS? NEAR

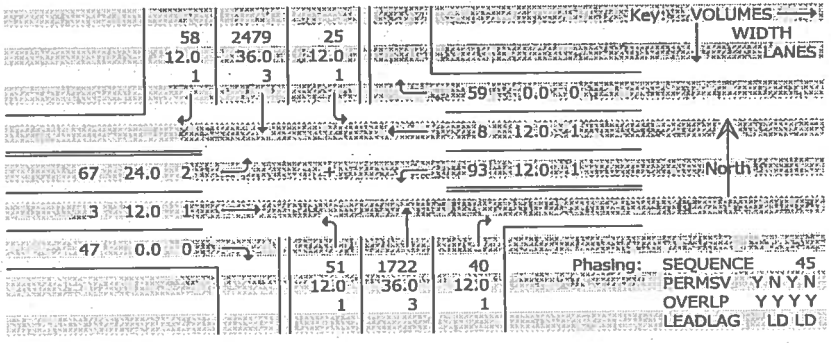
NOTES: Existing Geometry

Esperia Development
Analysis of Western Trail / Coors Blvd - [1_09ANX]
2009 AM Peak NOBUILD Conditions

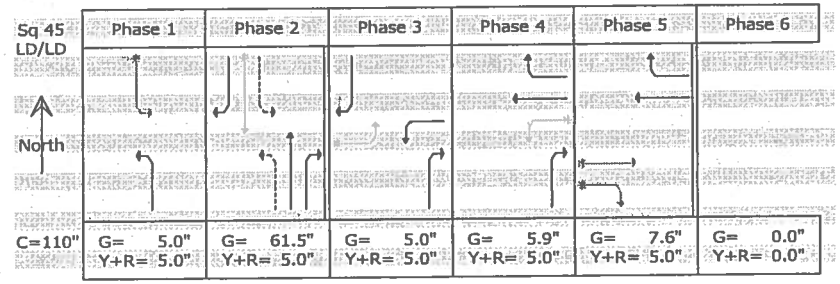
02/27/06
09:10:35

SIGNAL2000/TEAPAC Ver 2.70.071 - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONCBD



	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Pk-hr fact, PHF	.89	.89	.89	.50	.50	.50	.84	.84	.84	.84	.84	.84
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

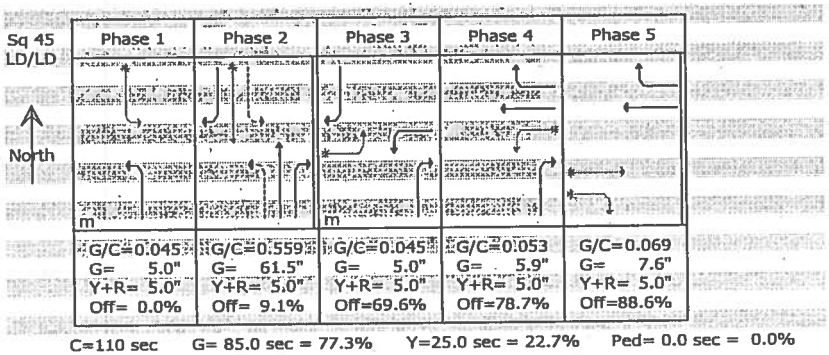


Esperia Development
Analysis of Western Trail / Coors Blvd - [1_09ANX]
2009 AM Peak NOBUILD Conditions

02/27/06
09:10:35

SIGNAL2000/TEAPAC Ver 2.70.071 - Capacity Analysis Summary

Intersection Averages for Int # 1 -
Degree of Saturation (v/c): 0.82 Vehicle Delay 30.3 Level of Service C



C=110 sec G= 85.0 sec = 77.3% Y=25.0 sec = 22.7% Ped= 0.0 sec = 0.0%

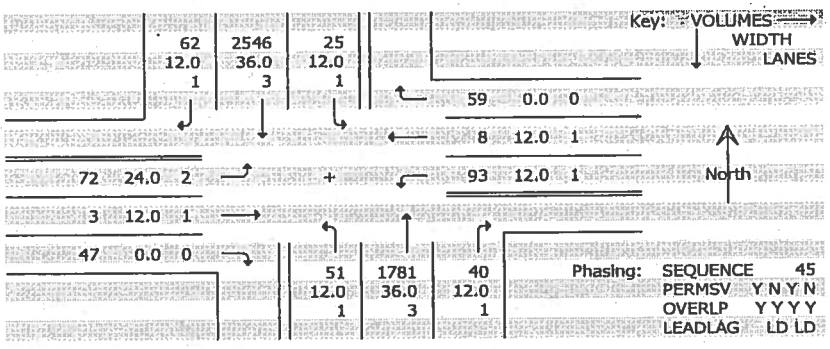
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	@E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								35.6	D+	
RT	12/1	0.074	0.650	1030	1030	65	0.063	7.0	A	35 ft
TH	36/3	0.527	0.559	2838	2838	2785	0.981	36.5	*D+	1454 ft
LT	12/1	0.000	0.045	125	139	28	0.189	13.7	*B+	18 ft
NB Approach								18.7	B	
RT	12/1	0.059	0.749	1186	1186	48	0.040	3.6	A	19 ft
TH	36/3	0.401	0.559	2838	2838	2050	0.722	18.8	B	746 ft
LT	12/1	0.010	0.045	120	136	61	0.412	27.2	C+	48 ft
WB Approach								49.9	D	
RT+TH	12/1	0.123	0.168	205	251	134	0.494	42.9	D+	177 ft
LT	12/1	0.144	0.144	187	234	186	0.727	54.9	*D	268 ft
EB Approach								54.4	D	
RT+TH	12/1	0.069	0.069	61	87	60	0.541	54.8	*D	90 ft
LT	24/2	0.044	0.045	84	128	80	0.513	54.2	*D	63 ft

Esperia Development
Analysis of Western Trail / Coors Blvd - [1_09ABX]
2009 AM Peak BUILD Conditions

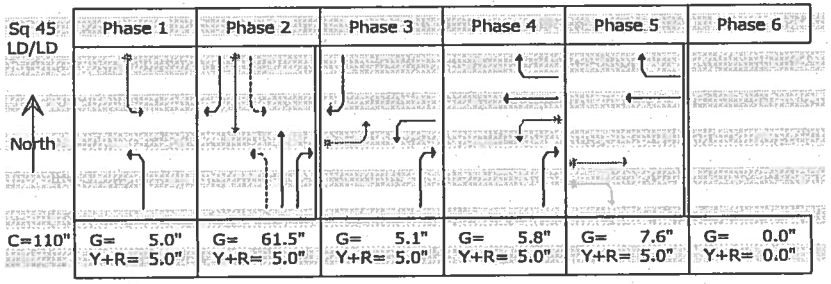
02/27/06
09:13:07

SIGNAL2000/TEAPAC Ver 2.70.07 - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONGBD



	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Pk-hr fact, PHF	.89	.89	.89	.50	.50	.50	.84	.84	.84	.84	.84	.84
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

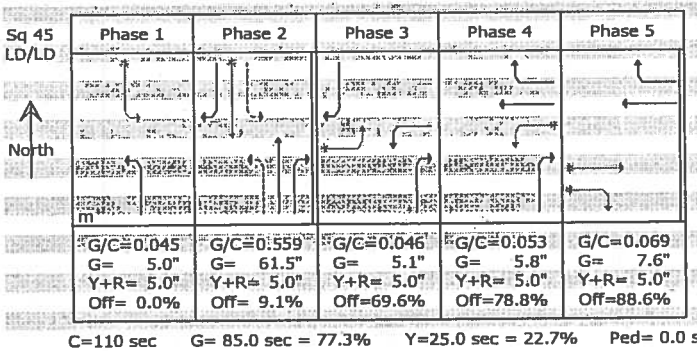


Esperia Development
Analysis of Western Trail / Coors Blvd - [1_09ABX]
2009 AM Peak BUILD Conditions

02/27/06
09:13:07

SIGNAL2000/TEAPAC Ver 2.70.07 - Capacity Analysis Summary

Intersection Averages for Int # 1 -
Degree of Saturation (v/c) 0.85 Vehicle Delay 33.8 Level of Service C



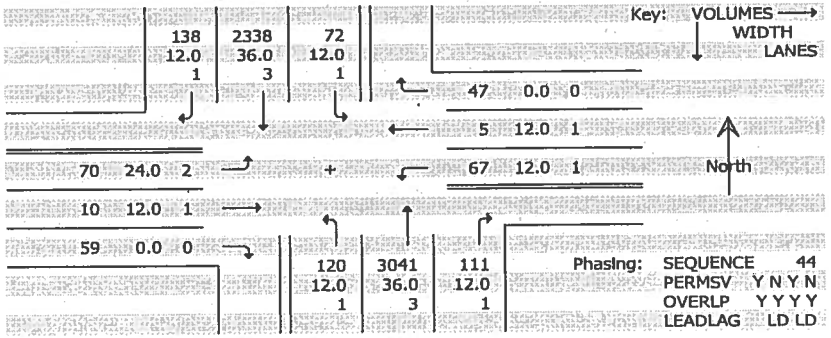
C=110 sec G= 85.0 sec = 77.3% Y=25.0 sec = 22.7% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								42.0	D+	
RT	12/1	0.078	0.651	1031	1031	70	0.068	7.0	A	38 ft
TH	36/3	0.540	0.559	2838	2838	2861	1.008	43.1	*D+	1569 ft
LT	12/1	0.000	0.045	125	139	28	0.189	14.4	*B+	18 ft
NB Approach								19.3	B	
RT	12/1	0.059	0.749	1186	1186	48	0.040	3.6	A	19 ft
TH	36/3	0.413	0.559	2838	2838	2120	0.747	19.5	B	790 ft
LT	12/1	0.010	0.045	120	136	61	0.412	27.2	C+	48 ft
WB Approach								49.9	D	
RT+TH	12/1	0.123	0.167	204	250	134	0.496	43.1	D+	177 ft
LT	12/1	0.144	0.144	187	234	186	0.727	54.9	*D	268 ft
EB Approach								54.8	D	
RT+TH	12/1	0.069	0.069	61	87	60	0.541	54.8	*D	90 ft
LT	24/2	0.046	0.046	87	132	86	0.538	54.9	*D	68 ft

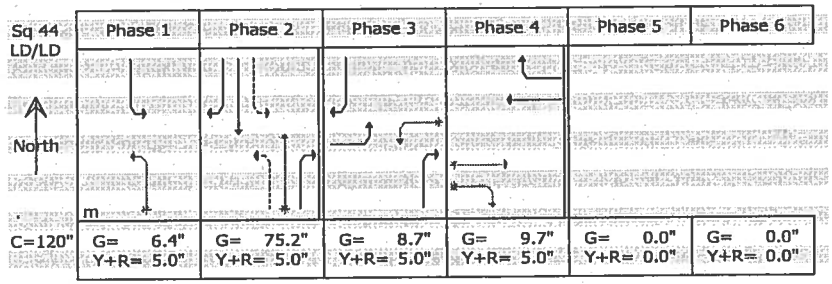
Esperia Development
Analysis of Western Trail / Coors Blvd - [1_09PNX]
2009 PM Peak NOBUILD Conditions
02/27/06
17:21:41

SIGNAL2000/TEAPAC Ver 2.70.07] - HCM Input Worksheet

Intersection # 1 - Area Loca on Type: NONCBD



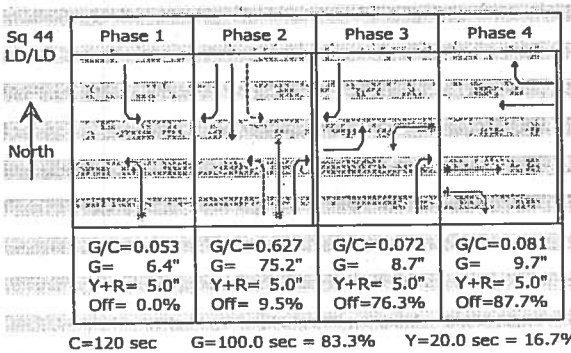
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Pk-hr fact, PHF	.99	.99	.99	.75	.75	.75	.88	.88	.88	.75	.75	.75
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Western Trail / Coors Blvd - [1_09PNX]
2009 PM Peak NOBUILD Conditions
02/27/06
17:21:41

SIGNAL2000/TEAPAC Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 1 -
Degree of Saturation (v/c) 0.89 Vehicle Delay 46.2 Level of Service D



C=120 sec G=100.0 sec = 83.3% Y=20.0 sec = 16.7% Ped= 0.0 sec = 0.0%

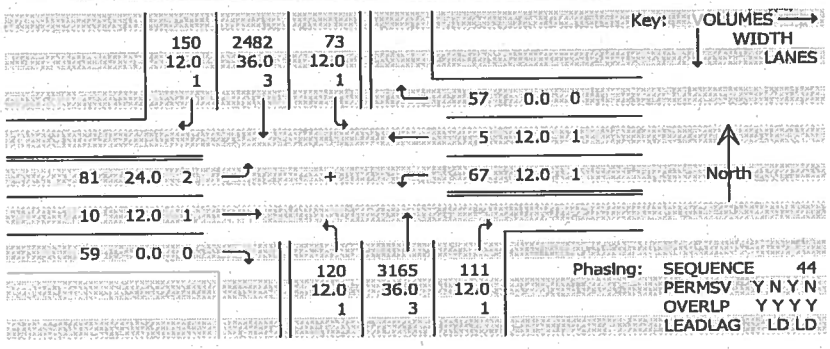
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @DI(vph)	@E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								16.4	B	
RT	12/1	0.138	0.741	1173	1173	139	0.118	4.5	A	64 ft
TH	36/3	0.459	0.627	3181	3181	2362	0.743	16.6	B	875 ft
LT	12/1	0.021	0.053	119	139	73	0.468	32.3	C	56 ft
NB Approach								65.3	E+	
RT	12/1	0.129	0.741	1173	1173	126	0.107	4.4	A	58 ft
TH	36/3	0.644	0.627	3181	3181	3456	1.086	67.4	*E+	2228 ft
LT	12/1	0.060	0.053	127	143	136	0.872	68.8	*E	201 ft
WB Approach								64.2	E+	
RT+TH	12/1	0.087	0.081	58	102	70	0.538	57.4	E+	111 ft
LT	12/1	0.095	0.072	49	100	89	0.695	69.5	*E	149 ft
EB Approach								61.6	E+	
RT+TH	12/1	0.103	0.081	59	103	92	0.702	69.3	*E	154 ft
LT	24/2	0.066	0.072	121	215	93	0.373	54.0	D	74 ft

Esperia Development
Analysis of Western Trail / Coors Blvd - [1_09PBX]
2009 PM Peak BUILD Conditions

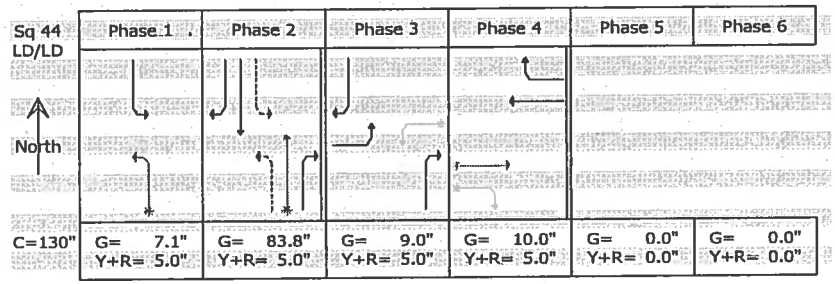
02/27/06
17:18:04

SIGNAL2000/TEAPAC Ver 2.70.07 - HCM Input Worksheet

Intersection # 1 - Area Location Type: ONCBD



	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Pk-hr fact, PHF	.99	.99	.99	.75	.75	.75	.88	.88	.88	.75	.75	.75
Prelmed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vblc		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

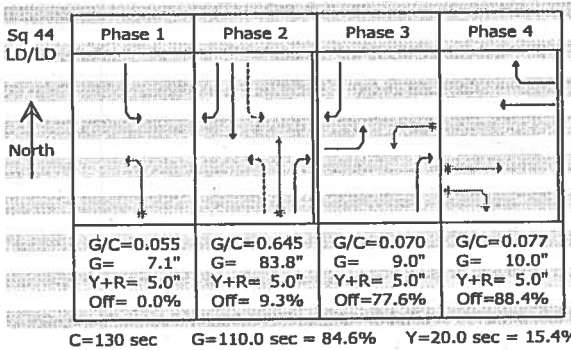


Esperia Development
Analysis of Western Trail / Coors Blvd - [1_09PBX]
2009 PM Peak BUILD Conditions

02/27/06
17:18:04

SIGNAL2000/TEAPAC Ver 2.70.07 - Capacity Analysis Summary

Intersection Averages for Int # 1 -
Degree of Saturation (v/c) 0.90 Vehicle Delay 49.9 Level of Service D



C=130 sec G=110.0 sec = 84.6% Y=20.0 sec = 15.4% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								17.1	B	
RT	12/1	0.159	0.753	1192	1192	152	0.128	4.4	A	73 ft
TH	36/3	0.487	0.645	3272	3272	2507	0.766	17.3	B	1001 ft
LT	12/1	0.026	0.055	111	133	74	0.481	35.8	D+	60 ft
NB Approach								71.1	E	
RT	12/1	0.142	0.753	1192	1192	126	0.106	4.4	A	60 ft
TH	36/3	0.670	0.645	3272	3272	3597	1.099	73.2	*E	2493 ft
LT	12/1	0.067	0.055	120	138	136	0.883	77.4	*E	218 ft
WB Approach								74.9	E	
RT+TH	12/1	0.118	0.077	1	93	83	0.669	71.5	E	148 ft
LT	12/1	0.116	0.070	1	91	89	0.724	78.2	*E	163 ft
EB Approach								68.4	E	
RT+TH	12/1	0.121	0.077	1	94	92	0.736	78.9	*E	169 ft
LT	24/2	0.099	0.070	1	197	108	0.452	59.5	E+	95 ft

Analysis of

Intersection #2:

Dellyne Ave. (Learning Rd.) / Coors Blvd.

Queueing Analysis Summary Sheet

Project: Esperia Development (Sevilla Ave / Coors Blvd)
Intersection: **Dellyne Ave / Coors Blvd**

2009

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*	*156*	*200**	*1*	*31*	*Cont*	*0*	*238*	*150***
AM NO BUILD Queue	2	226	175	1	36	75	0	240	300
AM BUILD Queue	**2**	**226**	**175**	**1**	**36**	**75**	**0**	**255**	**325**
Existing Lane Length	*2*	*0*	*200**	*1*	*0*	*Cont*	*0*	*0*	*150***
PM NO BUILD Queue	2	225	200	1	23	75	0	109	**175**
PM BUILD Queue	**2**	**225**	**200**	**1**	**23**	**75**	**0**	**124**	**200**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*48*	*200**	*1*	*20*	*Cont*	*0*	*77*	*200*
AM NO BUILD Queue	1	191	250	1	79	125	0	113	175
AM BUILD Queue	**1**	**191**	**250**	**1**	**79**	**125**	**0**	**113**	**175**
Existing Lane Length	*1*	*4*	*200**	*1*	*1*	*Cont*	*0*	*6*	*200*
PM NO BUILD Queue	1	149	225	1	113	200	0	59	125
PM BUILD Queue	**1**	**149**	**225**	**1**	**113**	**200**	**0**	**59**	**125**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*70*	*325*	*3*	*1,781*	*Cont*	*1*	*66*	*225*
AM NO BUILD Queue	1	82	125	3	2,044	800	1	91	150
AM BUILD Queue	**1**	**95**	**150**	**3**	**2,079**	**825**	**1**	**91**	**150**
Existing Lane Length	*1*	*16*	*325*	*3*	*129*	*Cont*	*1*	*1*	*225*
PM NO BUILD Queue	1	323	450	3	2,695	>1,000	1	112	200
PM BUILD Queue	**1**	**336**	**450**	**3**	**2,730**	**>1,000**	**1**	**112**	**200**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*186*	*275*	*3*	*1,380*	*Cont*	*1*	*36*	*250*
AM NO BUILD Queue	1	240	300	3	1,554	625	1	49	100
AM BUILD Queue	**1**	**240**	**300**	**3**	**1,590**	**650**	**1**	**49**	**100**
Existing Lane Length	*1*	*8*	*275*	*3*	*149*	*Cont*	*1*	*16*	*250*
PM NO BUILD Queue	1	180	275	3	1,852	**850**	1	223	325
PM BUILD Queue	**1**	**180**	**275**	**3**	**1,888**	**875**	**1**	**223**	**325**

	AM	PM
Cycle Length:	**110**	**130**

* - Unequal Left Turn Lane Lengths for Dual Left Turns
** - Thru Lane queue governs

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection:	**Dellyne Ave / Coors Blvd**	Date:	1-Mar-06
Analyst:	TOB	Time Period Analyzed:	**AM** Peak Hr.
Project:	Esperia Development (Sevilla Ave / Coors Blvd)	City / State:	Albuquerque, NM
Condition:	**2009 NO BUILD**		

Coors Blvd
N-S STREET

Dellyne Ave
E-W STREET

Southbound (SB)

	RIGHT	THRU	LEFT	SB TOTAL
Volume	49	1,554	240	1,843

R	T	L	TR?
1	3	1	N

Westbound (WB)

	RIGHT	THRU	LEFT	WB TOTAL
Volume	113	79	191	383

NO. LANES

R	T	L	TR?
0	1	1	Y

Eastbound (EB)

NO. LANES

L	T	R	TR?
2	1	0	Y

	LEFT	THRU	RIGHT	EB TOTAL
Volume	226	36	240	502

Northbound (NB)

L	T	R	TR?
1	3	1	N

	LEFT	THRU	RIGHT	NB TOTAL
Volume	82	2,044	91	2,217

EB LT =	113	NB LT =	82
WB TH =	192	SB TH =	518
	305		600
WB LT =	191	SB LT =	240
EB TH =	276	NB TH =	681
	467 *		921 *

MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 TO 1,400	NEAR
>1,400	OVER

E-W CRITICAL		N-S CRITICAL			STATUS?
467	+	921	=	1,388	N E A R

NOTES: Proposed Andalucia Geometry (under Design)

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection:	**Dellyne Ave / Coors Blvd**	Date:	1-Mar-06
Analyst:	TOB	Time Period Analyzed:	**AM** Peak Hr.
Project:	Esperia Development (Sevilla Ave / Coors Blvd)	City / State:	Albuquerque, NM
Condition:	**2009 BUILD**		

Coors Blvd
N-S STREET

SB TOTAL: 1,879
SB: 49 RIGHT; 1,590 THRU; 240 LEFT
TR? N

R		T		L
1		3		1

WB: 113 RIGHT; 79 THRU; 191 LEFT
WB TOTAL: 383

WB NO. LANES: 0 R; 1 T; 1 L
TR? Y

EB NO. LANES: 2 L; 1 T; 0 R
TR? Y

EB TOTAL: 517
EB: 226 LEFT; 36 THRU; 255 RIGHT

1		3		1
L		T		R

TR? N

Dellyne Ave
E-W STREET

NB: 95 LEFT; 2,079 THRU; 91 RIGHT
NB TOTAL: 2,265

EB LT =	113	NB LT =	95
WB TH =	192	SB TH =	530
	305		625
WB LT =	191	SB LT =	240
EB TH =	291	NB TH =	693
	482 *		933 *

MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 TO 1,400	NEAR
>1,400	OVER

482 (E-W CRITICAL) + 933 (N-S CRITICAL) = 1,415

STATUS? ***O V E R***

TES: Proposed Andalucia Geometry (under Design)

PLANSIG_que_2.xls

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: Dellyne Ave / Coors Blvd
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: 2009 NO BUILD

Date: 1-Mar-06
Time Period Analyzed: PM Peak Hr.
City / State: Albuquerque, NM

Coors Blvd (N-S STREET)

SB TOTAL: 2,255
223 RIGHT
1,852 THRU
180 LEFT

TR? N

R	T	L
1	3	1

59 RIGHT
113 THRU
149 LEFT
321 WB TOTAL

NO. LANES
2 L
1 T
0 R
TR? Y

0 R
1 T
1 L
NO. LANES
TR? Y

Dellyne Ave (E-W STREET)

357 EB TOTAL
225 LEFT
23 THRU
109 RIGHT

L	T	R
1	3	1

TR? N

2,695 THRU
323 LEFT
112 RIGHT
3,130 NB TOTAL

EB LT =	113		
WB TH =	172		
	285 *		
WB LT =	149		
EB TH =	132		
	281		

MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 TO 1,400	NEAR
>1,400	OVER

NB LT =	323		
SB TH =	617		
	940		
SB LT =	180		
NB TH =	898		
	1,078 *		

285	+	1,078	=	1,363	STATUS?	NEAR
E-W CRITICAL		N-S CRITICAL				

TES: Proposed Andalucia Geometry (under Design)

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: Dellyne Ave / Coors Blvd
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: 2009 BUILD

Date: 1-Mar-06
Time Period Analyzed: PM Peak Hr.
City / State: Albuquerque, NM

Coors Blvd — N-S STREET

SB TOTAL: 2,291
223 RIGHT | 1,888 THRU | 180 LEFT

TR? N

R	T	L
1	3	1

59 RIGHT
113 THRU
149 LEFT
321 WB TOTAL

NO. LANES
2 L
1 T
0 R
TR? Y

0 R
1 T
1 L
NO. LANES
TR? Y

L	T	R
1	3	1

TR? N

Dellyne Ave — E-W STREET

372 EB TOTAL
225 LEFT
23 THRU
124 RIGHT

2,730 THRU
336 LEFT
112 RIGHT
3,178 NB TOTAL

EB LT =	113	MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
WB TH =	172	0 TO 1,200	UNDER
	285	1,201 TO 1,400	NEAR
WB LT =	149	>1,400	OVER
EB TH =	147		
	296 *		

NB LT =	336	SB LT =	180
SB TH =	629	NB TH =	910
	965		1,090 *

296 E-W CRITICAL + 1,090 N-S CRITICAL = 1,386

STATUS? NEAR

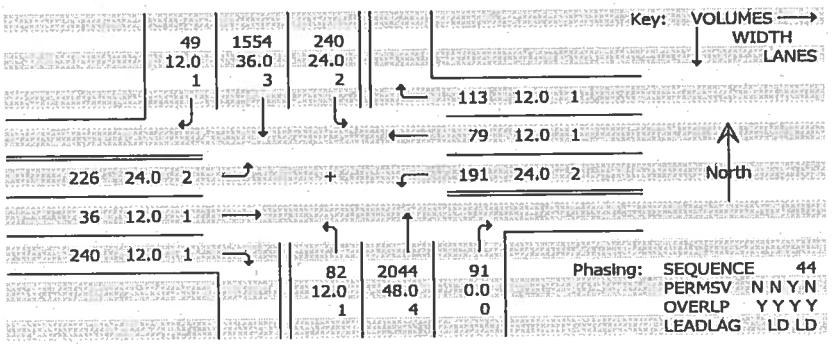
NOTES: Proposed Andalucia Geometry (under Design)

Esperia Development
Analysis of Dellyne Ave / Coors Blvd - [2_09ANX]
2009 AM Peak NOBUILD Conditions

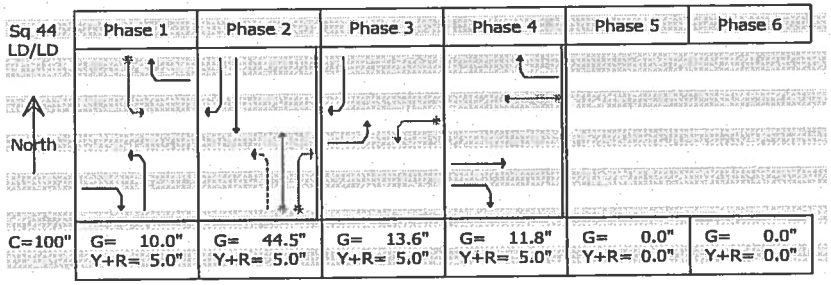
02/27/06
09:24:52

SIGNAL2000/TEAPAC[Ver 2.70.07] - HCM Input Worksheet

Intersection # 2 - Area Location T pe. NONCBD



	RT	SB TH	LT	RT	WB TH	LT	RT	NB TH	LT	RT	EB TH	LT
Heavy veh, %HV	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Pk-hr fact, PHF	.92	.92	.92	.50	.50	.50	.84	.84	.84	.78	.78	.78
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

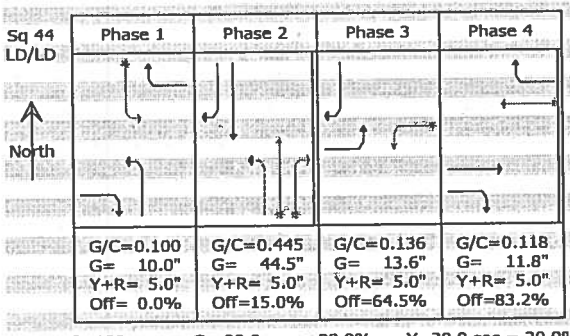


Esperia Development
Analysis of Dellyne Ave / Coors Blvd - [2_09ANX]
2009 AM Peak NOBUILD Conditions

02/27/06
09:24:52

SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 2 -
Degree of Saturation (v/c) 0.78 Vehicle Delay 32.2 Level of Service C



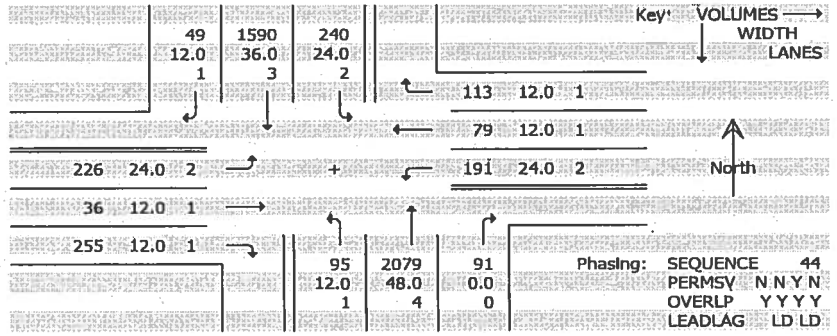
C=100 sec G= 80.0 sec = 80.0% Y=20.0 sec = 20.0% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								28.5	C	
RT	12/1	0.059	0.631	973	973	53	0.054	17.1	A	28 ft
TH	36/3	0.342	0.445	2197	2197	1689	0.769	25.1	C+	669 ft
LT	24/2	0.100	0.100	262	319	261	0.777	54.8	*D	195 ft
NB Approach								27.9	C	
RT+TH	48/4	0.380	0.445	2911	2911	2541	0.873	28.4	*C	836 ft
LT	12/1	0.027	0.100	218	242	98	0.398	15.6	B	75 ft
WB Approach								48.4	D	
RT	12/1	0.182	0.269	367	413	226	0.546	32.9	C	257 ft
TH	12/1	0.118	0.118	159	195	158	0.735	54.9	*D	219 ft
LT	24/2	0.136	0.136	383	449	382	0.836	54.8	*D	285 ft
EB Approach								42.0	D+	
RT	12/1	0.233	0.269	367	413	308	0.744	40.6	D+	382 ft
TH	12/1	0.046	0.118	159	195	46	0.214	40.4	D+	56 ft
LT	24/2	0.109	0.136	383	449	290	0.635	43.7	D+	196 ft

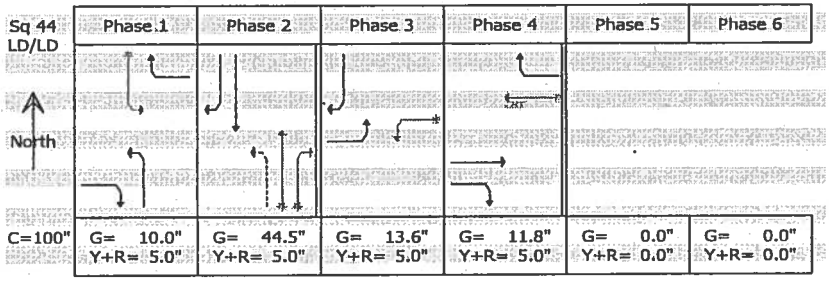
Esperia Development
Analysis of Dellyne Ave / Coors Blvd - [2_09ABX]
2009 AM Peak BUILD Conditions
02/27/06
09:25:54

SIGNAL2000/TEAPAC[Ver 2.70.07] - HCM Input Worksheet

Intersection # 2 - Area Location Type: NONCBD



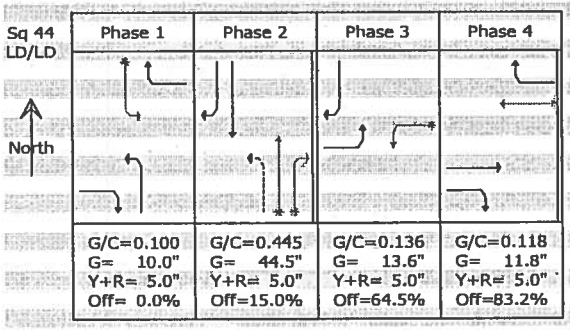
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Pk-hr fact, PHF	.92	.92	.92	.50	.50	.50	.84	.84	.84	.78	.78	.78
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Dellyne Ave / Coors Blvd - [2_09ABX]
2009 AM Peak BUILD Conditions
02/27/06
09:25:54

SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 2 -
Degree of Saturation (v/c) 0.80 Vehicle Delay 32.8 Level of Service C



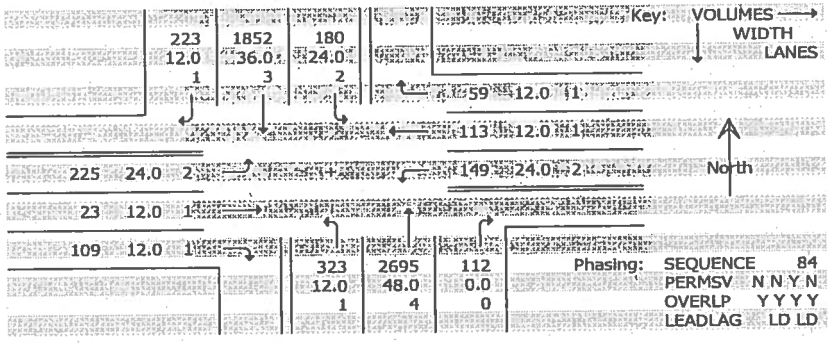
C=100 sec G= 80.0 sec = 80.0% Y=20.0 sec = 20.0% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	@E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								28.9	C	
RT	12/1	0.059	0.631	973	973	53	0.054	7.1	A	28 ft
TH	36/3	0.349	0.445	2197	2197	1728	0.787	25.7	C+	695 ft
LT	24/2	0.100	0.100	262	319	261	0.777	54.8	*D	195 ft
NB Approach								28.7	C	
RT+TH	48/4	0.386	0.445	2911	2911	2583	0.887	29.2	*C	864 ft
LT	12/1	0.035	0.100	218	242	113	0.459	16.7	B	91 ft
WB Approach								48.4	D	
RT	12/1	0.182	0.269	367	413	226	0.546	32.9	C	257 ft
TH	12/1	0.118	0.118	159	195	158	0.735	54.9	*D	219 ft
LT	24/2	0.136	0.136	383	449	382	0.836	54.8	*D	285 ft
EB Approach								43.6	D+	
RT	12/1	0.245	0.269	367	413	327	0.790	43.9	D+	417 ft
TH	12/1	0.046	0.118	159	195	46	0.214	40.4	D+	56 ft
LT	24/2	0.109	0.136	383	449	290	0.635	43.7	D+	196 ft

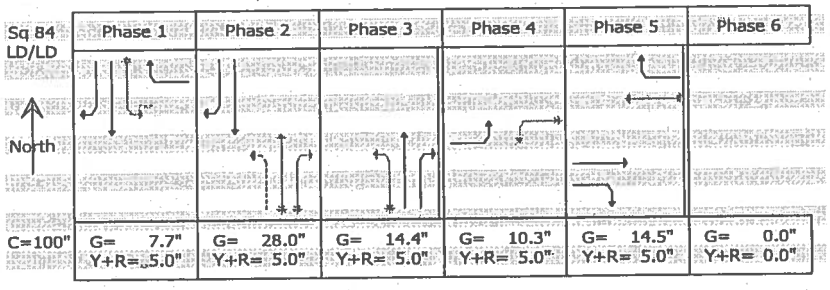
Esperia Development
Analysis of Dellyne Ave / Coors Blvd - [2_09PNX]
2009 PM Peak NOBUILD Conditions
02/27/06
09:27:25

SIGNAL2000/TEAPAC[Ver 2.70.071] - HCM Input Worksheet

Intersection # 2 - Area Loca on Type: NONCBD



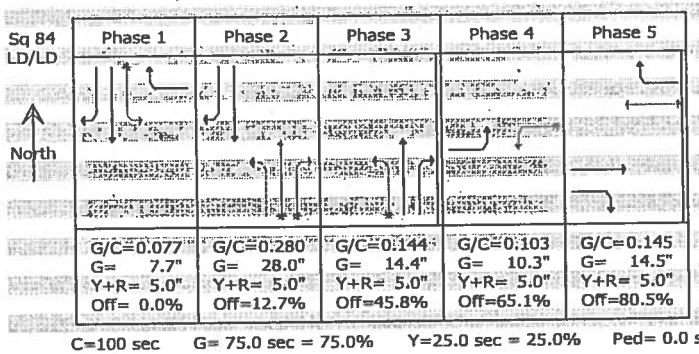
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Pk-hr fact, PHF	.96	.96	.96	.55	.55	.55	.91	.91	.91	.87	.87	.87
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Dellyne Ave / Coors Blvd - [2_09PNX]
2009 PM Peak NOBUILD Conditions
02/27/06
09:27:25

SIGNAL2000/TEAPAC[Ver 2.70.071] - Capacity Analysis Summary

Intersection Averages for Int # 2 -
Degree of Saturation (v/c) 0.90 Vehicle Delay 42.5 Level of Service D+



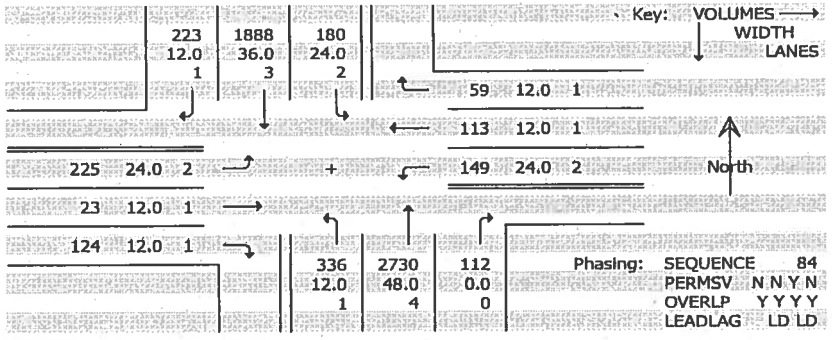
C=100 sec G= 75.0 sec = 75.0% Y=25.0 sec = 25.0% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								39.8	D+	
RT	12/1	0.186	0.408	603	628	232	0.369	21.0	C+	212 ft
TH	36/3	0.385	0.408	2013	2013	1929	0.958	40.6	D+	967 ft
LT	24/2	0.077	0.077	189	237	188	0.726	54.9	*D	141 ft
NB Approach								42.4	D+	
RT+TH	48/4	0.454	0.474	3103	3103	3085	0.994	40.9	*D+	1205 ft
LT	12/1	0.144	0.144	356	404	355	0.872	54.8	*D	463 ft
WB Approach								50.1	D	
RT	12/1	0.102	0.273	374	420	107	0.255	28.7	C	111 ft
TH	12/1	0.145	0.145	206	247	205	0.777	54.8	*D	282 ft
LT	24/2	0.103	0.103	272	329	271	0.783	54.9	*D	203 ft
EB Approach								48.5	D	
RT	12/1	0.115	0.145	170	206	125	0.558	42.8	D+	160 ft
TH	12/1	0.029	0.145	206	247	26	0.098	37.2	D+	30 ft
LT	24/2	0.100	0.103	272	329	259	0.749	52.3	D	190 ft

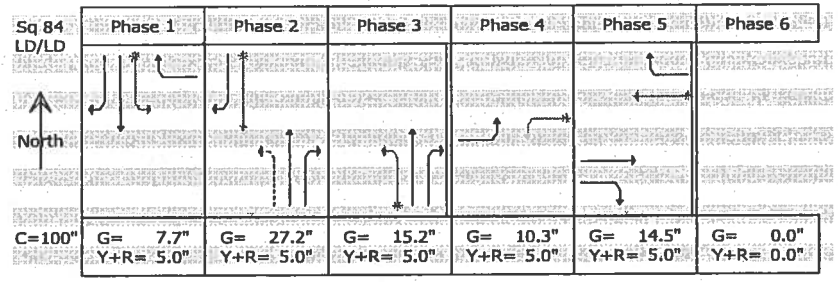
Esperia Development
Analysis of Dellyne Ave / Coors Blvd - [2_09PBX]
2009 PM Pea BUILD Conditions
02/27/06
09:28:50

SIGNAL2000/TEAPAC [Ver 2.70.07] - HCM Input Worksheet

Intersection # 2 - Area Location Type: NONCBD



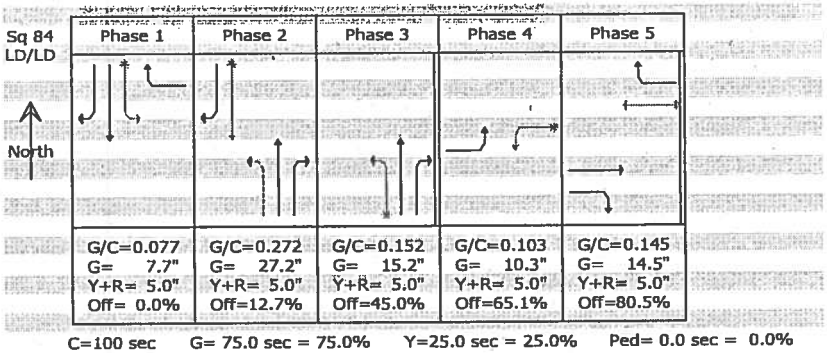
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Pk-hr fact, PHF	.96	.96	.96	.55	.55	.55	.91	.91	.91	.87	.87	.87
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Dellyne Ave / Coors Blvd - [2_09PBX]
2009 PM Peak BUILD Conditions
02/27/06
09:28:50

SIGNAL2000/TEAPAC [Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Degree of Saturation (v/c) 0.92 · Vehicle Delay 46.5 Level of Service D



C=100 sec G= 75.0 sec = 75.0% Y=25.0 sec = 25.0% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								47.2	D	
RT	12/1	0.186	0.400	590	616	232	0.377	21.6	C+	215 ft
TH	36/3	0.392	0.400	1973	1973	1967	0.997	49.5	*D	1054 ft
LT	24/2	0.077	0.077	189	237	188	0.726	54.9	*D	141 ft
NB Approach								45.2	D	
RT+TH	48/4	0.459	0.474	3103	3103	3123	1.006	44.0	D+	1244 ft
LT	12/1	0.152	0.152	370	419	369	0.876	54.7	*D	481 ft
WB Approach								50.1	D	
RT	12/1	0.102	0.273	374	420	107	0.255	28.7	C	111 ft
TH	12/1	0.145	0.145	206	247	205	0.777	54.8	*D	282 ft
LT	24/2	0.103	0.103	272	329	271	0.783	54.9	*D	203 ft
EB Approach								49.4	D	
RT	12/1	0.127	0.145	170	206	143	0.638	46.2	D	188 ft
TH	12/1	0.029	0.145	206	247	26	0.098	37.2	D+	30 ft
LT	24/2	0.100	0.103	272	329	259	0.749	52.3	D	190 ft

Analysis of

Intersection #3:

Montano Rd. / Coors Blvd.

Queueing Analysis Summary Sheet

Project: Esperia Development (Sevilla Ave / Coors Blvd)
Intersection: **Montaño Rd / Coors Blvd**

2009

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*	*300*
AM NO BUILD Queue	2	75	75	2	898	550	1	354	400
AM BUILD Queue	**2**	**75**	**75**	**2**	**898**	**550**	**1**	**371**	**425**
Existing Lane Length	*2*	*268*	*300*	*2*	*312*	*Cont*	*1*	*245*	*300*
PM NO BUILD Queue	2	271	225	2	615	450	1	400	**525**
PM BUILD Queue	**2**	**271**	**225**	**2**	**615**	**450**	**1**	**447**	**575**

Westbound 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*	*166*	*350*	*2*	*252*	*Cont*	*0*	*59*	*0*
AM NO BUILD Queue	2	220	175	2	299	225	0	63	100
AM BUILD Queue	**2**	**228**	**175**	**2**	**299**	**225**	**0**	**63**	**100**
Existing Lane Length	*2*	*369*	*350*	*2*	*837*	*Cont*	*0*	*105*	*0*
PM NO BUILD Queue	2	545	400	2	1,006	700	0	113	200
PM BUILD Queue	**2**	**562**	**425**	**2**	**1,006**	**700**	**0**	**113**	**200**

Northbound 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*	*213*	*650*	*3*	*1,238*	*Cont*	*1*	*310*	*500*
AM NO BUILD Queue	2	409	275	3	1,531	625	1	557	600
AM BUILD Queue	**2**	**422**	**300**	**3**	**1,545**	**625**	**1**	**566**	**600**
Existing Lane Length	*2*	*649*	*650*	*3*	*1,658*	*Cont*	*1*	*225*	*500*
PM NO BUILD Queue	2	1,036	**700**	3	2,022	>1,000	1	522	**650**
PM BUILD Queue	**2**	**1,087**	**725**	**3**	**2,047**	**>1,000**	**1**	**541**	**675**

Southbound 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*	*286*	*410*	*3*	*1,288*	*Cont*	*1*	*56*	*350*
AM NO BUILD Queue	2	363	250	3	1,480	600	1	61	100
AM BUILD Queue	**2**	**363**	**250**	**3**	**1,490**	**625**	**1**	**61**	**100**
Existing Lane Length	*2*	*162*	*410*	*3*	*1,301*	*Cont*	*1*	*126*	*350*
PM NO BUILD Queue	2	273	225	3	1,606	**750**	1	138	225
PM BUILD Queue	**2**	**273**	**225**	**3**	**1,627**	**775**	**1**	**138**	**225**

	AM	PM
Cycle Length:	110	130

3/3/2006

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: **Montaño Rd / Coors Blvd**
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: **2009 NO BUILD**

Date: 3-Mar-06
Time Period Analyzed: **AM** Peak Hr.
City / State: Albuquerque, NM

Coors Blvd
N-S STREET

TR? N

R	T	L
1	3	2

NO. LANES

2	L
2	T
1	R

TR? N

SB TOTAL: 1,904

61 RIGHT
1,480 THRU
363 LEFT

63 RIGHT
299 THRU
220 LEFT
582 WB TOTAL

0 R
2 T
2 L
NO. LANES

TR? Y

1,327 EB TOTAL

75 LEFT
898 THRU
354 RIGHT

2		3		1
L		T		R

TR? N

Montaño Rd
E-W STREET

409 LEFT
1,531 THRU
557 RIGHT
2,497 NB TOTAL

EB LT =	38		
WB TH =	181		
	219		
WB LT =	110		
EB TH =	449		
	559 *		

MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 TO 1,400	NEAR
>1,400	OVER

NB LT =	205
SB TH =	493
	698 *
SB LT =	182
NB TH =	510
	692

559 E-W CRITICAL + 698 N-S CRITICAL = 1,257 STATUS? NEAR

NOTES: Existing Geometry

3/3/2006

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection:	**Montaño Rd / Coors Blvd**	Date:	3-Mar-06
Analyst:	TOB	Time Period Analyzed:	**AM** Peak Hr.
Project:	Esperia Development (Sevilla Ave / Coors Blvd)	City / State:	Albuquerque, NM
Condition:	**2009 BUILD**		

Coors Blvd
N-S STREET

Montaño Rd
E-W STREET

SB TOTAL: 1,914
SB: 61 RIGHT, 1,490 THRU, 363 LEFT
SB lanes: R 1, T 3, L 2; TR? N

WB: 63 RIGHT, 299 THRU, 228 LEFT
WB TOTAL: 590
WB NO. LANES: 0 R, 2 T, 2 L; TR? Y

EB NO. LANES: 2 L, 2 T, 1 R; TR? N
EB: 75 LEFT, 898 THRU, 371 RIGHT
EB TOTAL: 1,344

NB lanes: 2 L, 3 T, 1 R; TR? N
NB: 422 LEFT, 1,545 THRU, 566 RIGHT
NB TOTAL: 2,533

EB LT =	38
WB TH =	181
	219
WB LT =	114
EB TH =	449
	563*

MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 TO 1,400	NEAR
>1,400	OVER

NB LT =	211
SB TH =	497
	708*
SB LT =	182
NB TH =	515
	697

563 (E-W CRITICAL) + 708 (N-S CRITICAL) = 1,271

STATUS? N E A R

NOTES: Existing Geometry

PLANSIG_que_3.xls

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: **Montaño Rd / Coors Blvd**
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: **2009 NO BUILD**

Date: 3-Mar-06
Time Period Analyzed: **PM** Peak Hr.
City / State: Albuquerque, NM

Coors Blvd
N-S STREET

SB TOTAL: 2,017
138 RIGHT
1,606 THRU
273 LEFT

TR? N

NO. LANES
2 L
2 T
1 R

R T L
1 | 3 | 2

113 RIGHT
1,006 THRU
545 LEFT
1,664 WB TOTAL

0 R
2 T
2 L
NO. LANES

TR? Y

271 LEFT
615 THRU
400 RIGHT
1,286 EB TOTAL

2 | 3 | 1
L T R

TR? N

Montaño Rd
E-W STREET

1,036 LEFT
2,022 THRU
522 RIGHT
3,580 NB TOTAL

EB LT =	136		
WB TH =	560		
	695 *	MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
		0 TO 1,200	UNDER
		1,201 TO 1,400	NEAR
		>1,400	OVER
WB LT =	273		
EB TH =	308		
	580		

NB LT =	518		
SB TH =	535		
	1,053 *		
SB LT =	137		
NB TH =	674		
	811		

695 E-W CRITICAL + 1,053 N-S CRITICAL = 1,748

STATUS? ***O V E R***

NOTES: Existing Geometry

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: **Montaño Rd / Coors Blvd**
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: **2009 BUILD**

Date: 3-Mar-06
Time Period Analyzed: **PM Peak Hr.**
City / State: Albuquerque, NM

Coors Blvd
N-S STREET

SB TOTAL: 2,038
138 RIGHT
1,627 THRU
273 LEFT

TR? N

R	T	L
1	3	2

NO. LANES
2 L
2 T
1 R

113 RIGHT
1,006 THRU
562 LEFT
1,681 WB TOTAL

0 R
2 T
2 L
NO. LANES

TR? Y

L	T	R
2	3	1

TR? N

1,333 EB TOTAL
271 LEFT
615 THRU
447 RIGHT

Montaño Rd
E-W STREET

1,087 LEFT
2,047 THRU
541 RIGHT
3,675 NB TOTAL

EB LT =	136	MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
WB TH =	560		
	695 *	0 TO 1,200	UNDER
		1,201 TO 1,400	NEAR
WB LT =	281	>1,400	OVER
EB TH =	308		
	589		

NB LT =	544		
SB TH =	542		
	1,086 *		
SB LT =	137		
NB TH =	682		
	819		

695 E-W CRITICAL + 1,086 N-S CRITICAL = 1,781

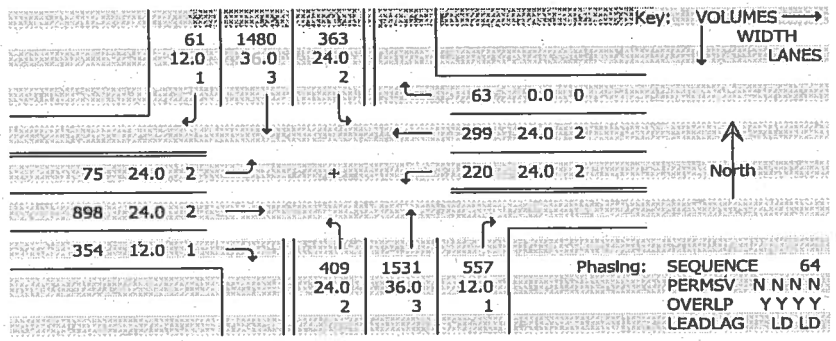
STATUS? ***O V E R***

NOTES: Existing Geometry

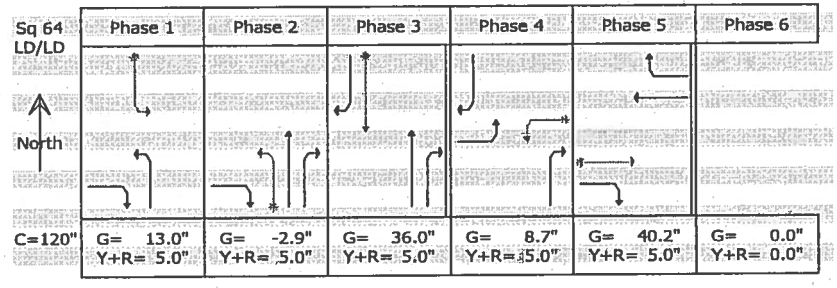
Esperia Development
Analysis of Montaño Rd / Coors Blvd - [3_09ANX]
2009 AM Peak NOBUILD Conditions
02/27/06
09:30:14

SIGNAL2000/TEAPAC[Ver 2.70.07] - HCM Input Worksheet

Intersection # 3 - Area Location Type: NONCBD



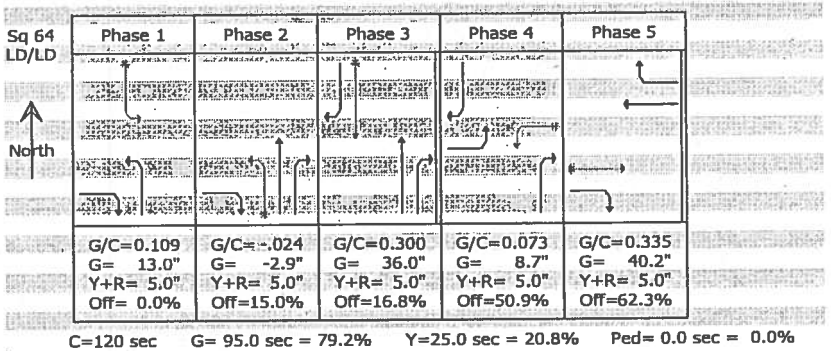
	SB			WB			NB			EB		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Pk-hr fact, PHF	.85	.85	.85	.77	.77	.77	.84	.84	.84	.66	.66	.66
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Montaño Rd / Coors Blvd - [3_09ANX]
2009 AM Peak NOBUILD Conditions
02/27/06
09:30:14

SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 3 -
Degree of Saturation (v/c) 1.03 Vehicle Delay 99.6 Level of Service F



C=120 sec G= 95.0 sec = 79.2% Y=25.0 sec = 20.8% Ped= 0.0 sec = 0.0%

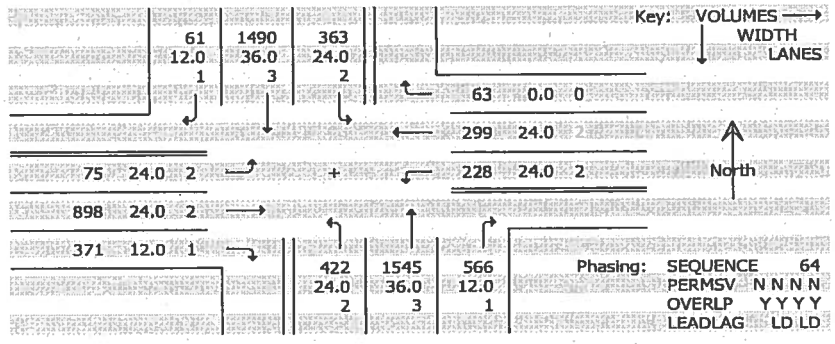
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								116.7	F	
RT	12/1	0.090	0.414	618	658	72	0.109	21.7	C+	69 ft
TH	36/3	0.349	0.300	1457	1526	1741	1.141	113.9	*F	1286 ft
LT	24/2	0.160	0.109	241	344	427	1.142	144.4	*F	505 ft
NB Approach								101.0	F	
RT	12/1	0.439	0.431	650	686	663	0.966	59.5	E+	1046 ft
TH	36/3	0.364	0.317	1557	1615	1823	1.129	107.5	F	1319 ft
LT	24/2	0.176	0.126	302	407	487	1.122	133.3	*F	555 ft
WB Approach								78.0	E	
RT+TH	24/2	0.171	0.335	1106	1162	470	0.404	30.9	C	287 ft
LT	24/2	0.122	0.073	123	217	286	1.139	155.3	*F	353 ft
EB Approach								86.6	F	
RT	12/1	0.369	0.503	780	799	536	0.671	24.6	C+	595 ft
TH	24/2	0.391	0.335	1137	1193	1361	1.141	113.8	*F	1421 ft
LT	24/2	0.071	0.073	123	217	114	0.454	54.7	D	92 ft

Esperia Development
Analysis o Montaño Rd / Coors Blvd - [3_09ABX]
2009 AM Peak BUILD Conditions

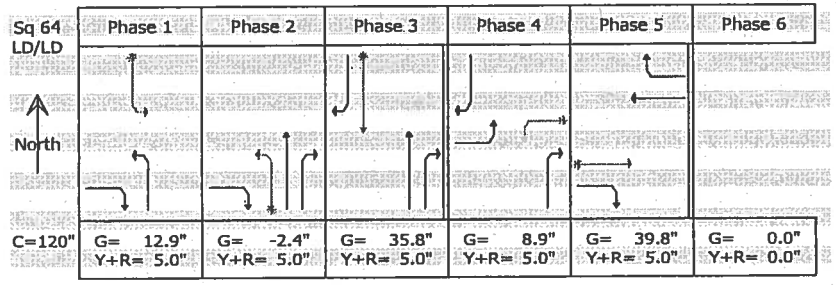
02/27/06
09:32:10

SIGNAL2000/TEAPAC[Ver 2.70.07] - HCM Input Worksheet

Intersection # 3 - Area Location Type: NONCBD



	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Pk-hr fact, PHF	.85	.85	.85	.77	.77	.77	.84	.84	.84	.66	.66	.66
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

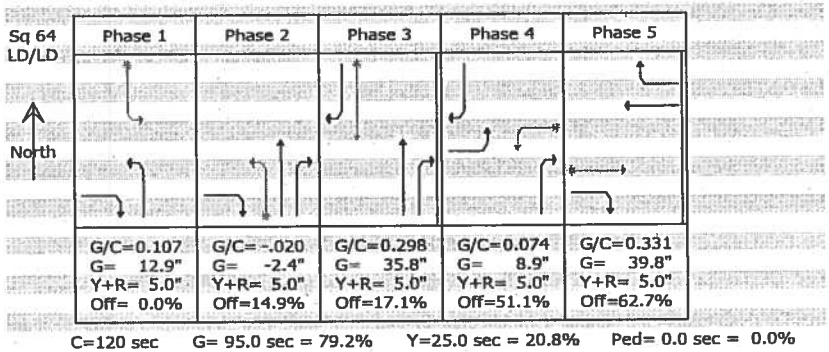


Esperia Development
Analysis of Montaño Rd / Coors Blvd - [3_09ABX]
2009 AM Peak BUILD Conditions

02/27/06
09:32:10

SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 3 -
Degree of Saturation (v/c) 1.04 Vehicle Delay 102.0 Level of Service F



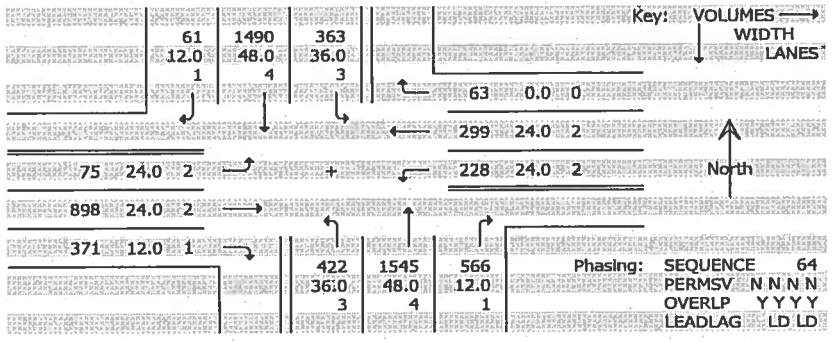
C=120 sec G= 95.0 sec = 79.2% Y=25.0 sec = 20.8% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								121.7	F	
RT	12/1	0.090	0.414	619	659	72	0.109	21.6	C+	69 ft
TH	36/3	0.351	0.298	1451	1520	1753	1.153	119.1	*F	1314 ft
LT	24/2	0.160	0.107	237	340	427	1.154	149.3	*F	512 ft
NB Approach								101.0	F	
RT	12/1	0.445	0.436	658	693	674	0.973	60.5	E+	1071 ft
TH	36/3	0.367	0.320	1575	1631	1839	1.128	106.7	F	1327 ft
LT	24/2	0.180	0.129	313	419	502	1.128	134.8	*F	574 ft
WB Approach								80.6	F	
RT+TH	24/2	0.171	0.331	1091	1149	470	0.409	31.3	C	288 ft
LT	24/2	0.124	0.074	130	223	296	1.152	158.9	*F	369 ft
EB Approach								89.8	F	
RT	12/1	0.383	0.502	779	798	562	0.704	25.8	C+	640 ft
TH	24/2	0.391	0.331	1122	1180	1361	1.153	119.2	*F	1443 ft
LT	24/2	0.071	0.074	130	223	114	0.444	54.4	D	92 ft

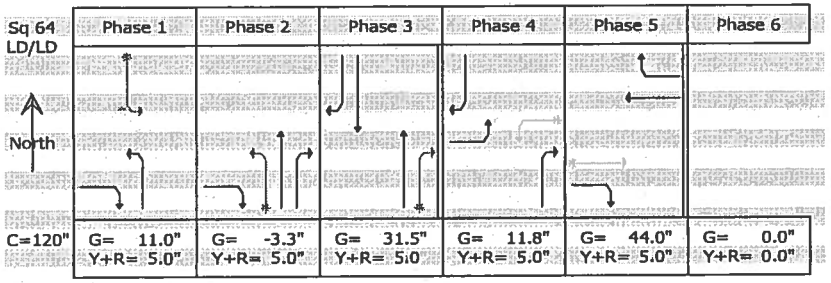
Esperia Developmen 03/02/06
Analysis of Montaño Rd / Coors Blvd - [3_09AB1] 20:48:58
2009 AM Pk BUILD Cond - Triple NB/SB LT, 4th NB/SB Thru Lanes

SIGNAL2000/TEAPAC[Ver 2.70.07] - HCM Input Worksheet

Intersection # 3 - Area Location Type: NONCBD



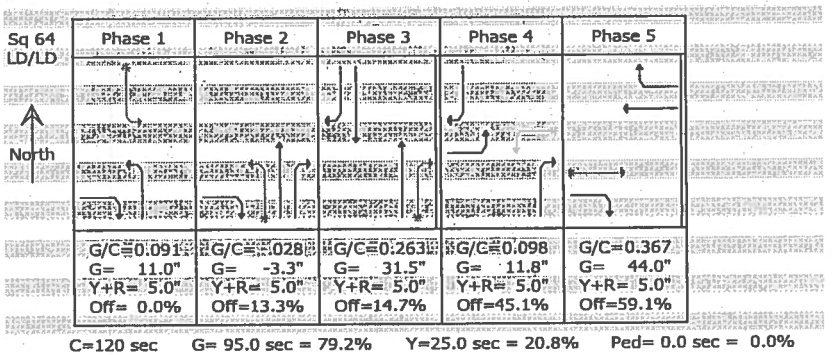
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Pk-hr fact, PHF	.85	.85	.85	.77	.77	.77	.84	.84	.84	.66	.66	.66
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development 03/02/06
Analysis of Montaño Rd / Coors Blvd - [3_09AB1] 20:48:58
2009 AM Pk BUILD Cond - Triple NB/SB LT, 4th NB/SB Thru Lanes

SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 3 -
Degree of Saturation (v/c) 0.91 Vehicle Delay 61.0 Level of Service E+



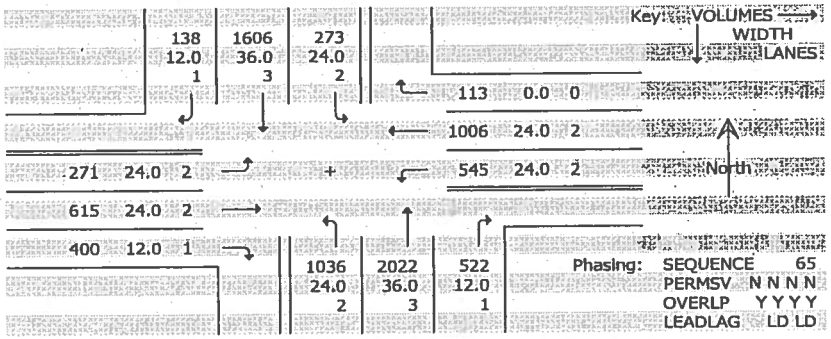
C=120 sec G= 95.0 sec = 79.2% Y=25.0 sec = 20.8% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								62.4	E+	
RT	12/1	0.090	0.403	597	640	72	0.112	22.5	C+	71 ft
TH	48/4	0.271	0.263	1696	1786	1753	0.982	61.0	E+	821 ft
LT	36/3	0.116	0.091	293	441	427	0.905	74.8	*E	270 ft
NB Approach								65.0	E+	
RT	12/1	0.445	0.417	623	662	674	1.018	74.6	*E	1148 ft
TH	48/4	0.282	0.277	1801	1880	1839	0.978	58.9	E+	851 ft
LT	36/3	0.130	0.105	367	517	502	0.923	74.7	*E	317 ft
WB Approach								46.0	D	
RT+TH	24/2	0.171	0.367	1230	1272	470	0.369	28.0	C	273 ft
LT	24/2	0.124	0.098	206	307	296	0.873	74.7	*E	271 ft
EB Approach								59.2	E+	
RT	12/1	0.383	0.514	801	817	562	0.688	24.4	C+	624 ft
TH	24/2	0.391	0.367	1266	1307	1361	1.041	74.3	*E	1245 ft
LT	24/2	0.071	0.098	206	307	114	0.336	51.0	D	88 ft

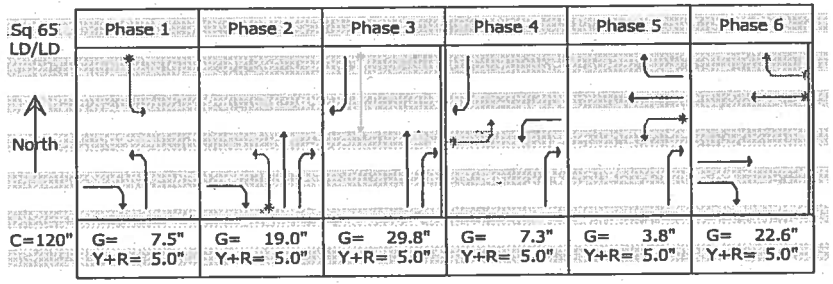
Esperia Development
Analysis of Montaño Rd / Coors Blvd - [3_09PNX]
2009 PM Peak NOBUILD Conditions
02/27/06
09:58:22

SIGNAL2000/TEAPAC Ver 2.70.07 - HCM Input Worksheet

Intersection # 3 - Area Location Type: NONCBD



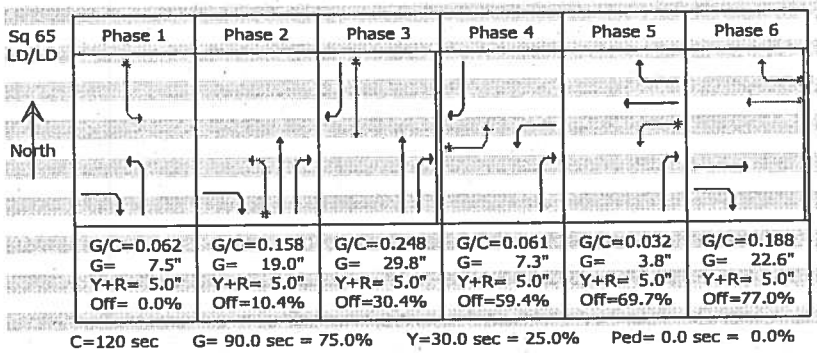
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Pk-hr fact, PHF	.96	.96	.96	.96	.96	.96	.90	.90	.90	.97	.97	.97
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Montaño Rd / Coors Blvd - [3_09PNX]
2009 PM Peak NOBUILD Conditions
02/27/06
09:58:22

SIGNAL2000/TEAPAC Ver 2.70.07 - Capacity Analysis Summary

Intersection Averages for Int # 3 -
Degree of Saturation (v/c) 1.09 Vehicle Delay 124.0 Level of Service F

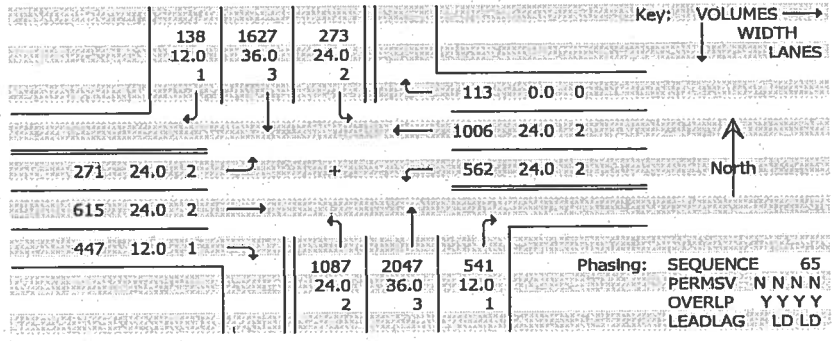


C=120 sec G= 90.0 sec = 75.0% Y=30.0 sec = 25.0% Ped= 0.0 sec = 0.0%

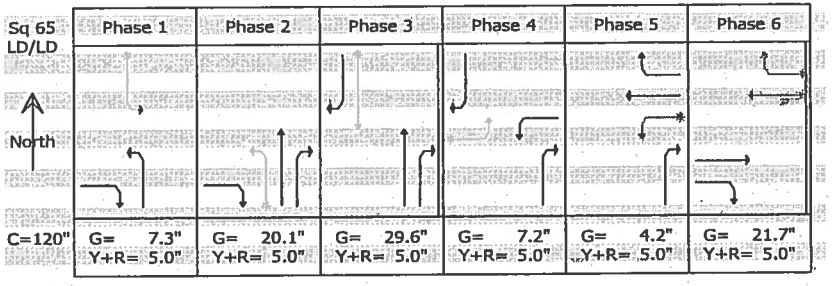
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	@E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								188.9	F	
RT	12/1	0.141	0.351	504	558	144	0.258	28.0	C	159 ft
TH	36/3	0.338	0.248	1165	1265	1673	1.323	195.9	*F	1506 ft
LT	24/2	0.121	0.062	78	181	284	1.321	229.4	*F	418 ft
NB Approach								79.8	E	
RT	12/1	0.394	0.625	993	993	580	0.584	14.2	B+	511 ft
TH	36/3	0.437	0.448	2284	2284	2247	0.984	47.8	D	1300 ft
LT	24/2	0.349	0.262	817	905	1151	1.272	175.3	*F	1391 ft
WB Approach								173.7	F	
RT+TH	24/2	0.347	0.262	829	917	1166	1.272	175.1	*F	1432 ft
LT	24/2	0.198	0.135	333	439	568	1.224	170.8	*F	709 ft
EB Approach								89.0	F	
RT	12/1	0.300	0.492	761	782	412	0.527	21.6	C+	422 ft
TH	24/2	0.209	0.188	552	662	634	0.946	70.6	E	573 ft
LT	24/2	0.120	0.061	73	177	279	1.322	230.5	*F	412 ft

SIGNAL2000/TEAPAC[Ver2.70.07] - HCM Input Worksheet

Intersection 3 - Area Location Type: NONCBD

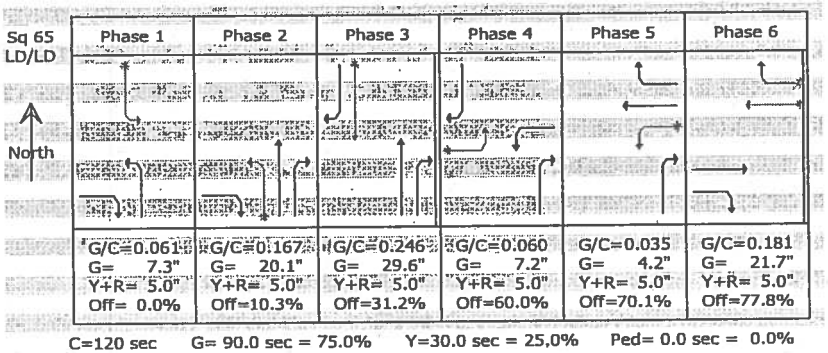


	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	.6	1.6	1.6
Pk-hr fact, PHF	.96	.96	.96	.96	.96	.96	.90	.90	.90	.97	.97	.97
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 3 -
Degree of Saturation (v/c) 1.11 Vehicle Delay 130.0 Level of Service F



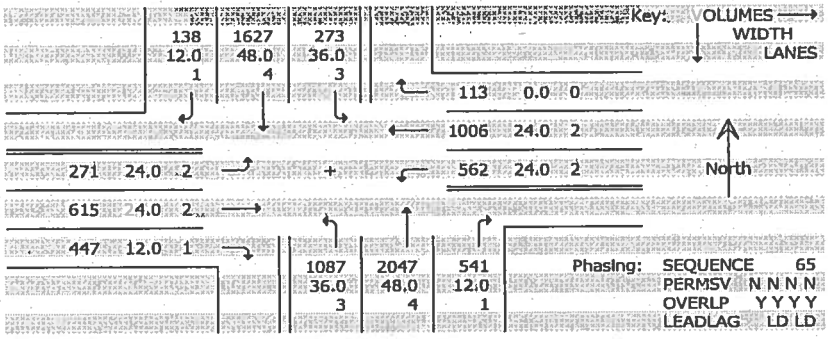
C=120 sec G= 90.0 sec = 75.0% Y=30.0 sec = 25.0% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								200.7	F	
RT	12/1	0.141	0.348	499	553	144	0.260	28.3	C	159 ft
TH	36/3	0.341	0.246	1154	1255	1695	1.351	208.3	*F	1562 ft
LT	24/2	0.121	0.061	72	176	284	1.352	242.9	*F	428 ft
NB Approach								82.7	F	
RT	12/1	0.405	0.634	1007	1007	601	0.597	13.9	B+	528 ft
TH	36/3	0.442	0.455	2320	2320	2274	0.980	46.4	D	1305 ft
LT	24/2	0.363	0.270	848	932	1208	1.296	185.0	*F	1487 ft
WB Approach								183.1	F	
RT+TH	24/2	0.347	0.257	811	901	1166	1.294	185.2	*F	1464 ft
LT	24/2	0.202	0.136	339	446	585	1.245	178.8	*F	743 ft
EB Approach								94.0	F	
RT	12/1	0.327	0.492	761	782	461	0.590	23.0	C+	490 ft
TH	24/2	0.209	0.181	522	632	634	0.986	80.9	F	601 ft
LT	24/2	0.120	0.060	68	173	279	1.348	241.4	*F	420 ft

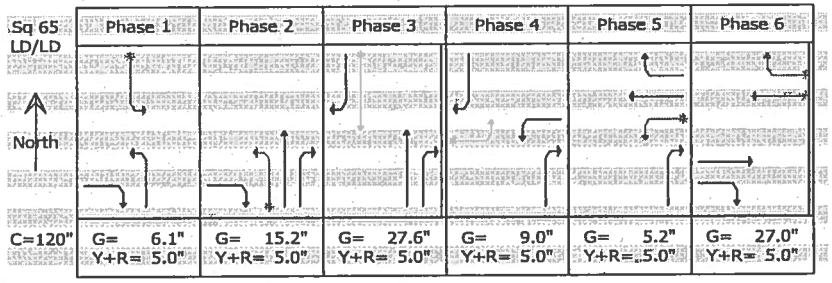
Esperia Development
Analysis of Montaño Rd / Coors Blvd - [3_09PB1]
2009 PM Pk BUILD Cond - Triple NB/SB LT, 4th NB/SB Thru Lanes
03/02/06
20:51:40

SIGNAL2000/TEAPAC[Ver2.70.07] - HCM Input Worksheet

Intersection # 3 - Area Location Type: NONCBD



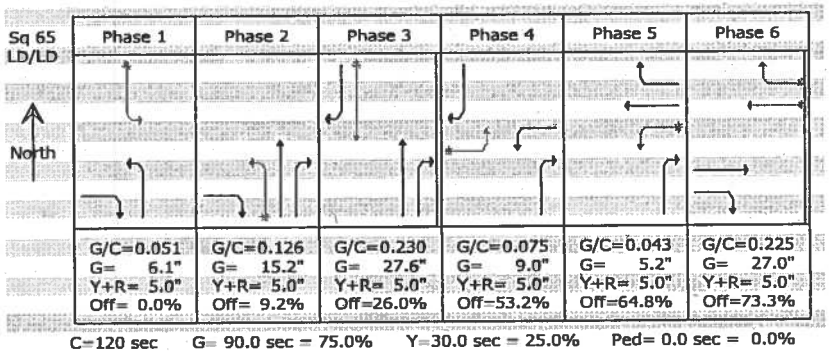
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Pk-hr fact, PHF	.96	.96	.96	.96	.96	.96	.90	.90	.90	.97	.97	.97
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Montaño Rd / Coors Blvd - [3_09PB1]
2009 PM Pk BUILD Cond - Triple NB/SB LT, 4th NB/SB Thru Lanes
03/02/06
20:51:40

SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 3 -
Degree of Saturation (v/c) 0.93 Vehicle Delay 70.3 Level of Service E



C=120 sec G= 90.0 sec = 75.0% Y=30.0 sec = 25.0% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								96.3	F	
RT	12/1	0.141	0.346	496	551	144	0.261	28.4	C	160 ft
TH	48/4	0.263	0.230	1448	1564	1695	1.084	95.3	*F	908 ft
LT	36/3	0.090	0.051	52	225	284	1.084	136.8	*F	229 ft
NB Approach								49.9	D	
RT	12/1	0.405	0.599	953	953	601	0.631	16.8	B	573 ft
TH	48/4	0.339	0.398	2704	2704	2274	0.841	35.2	D+	848 ft
LT	36/3	0.252	0.219	1013	1131	1208	1.068	93.8	*F	804 ft
WB Approach								95.7	F	
RT+TH	24/2	0.347	0.310	1020	1087	1166	1.073	90.4	*F	1134 ft
LT	24/2	0.202	0.160	426	533	585	1.062	106.2	*F	605 ft
EB Approach								58.4	E+	
RT	12/1	0.327	0.485	748	771	461	0.598	23.7	C+	497 ft
TH	24/2	0.209	0.225	697	801	634	0.792	49.3	D	494 ft
LT	24/2	0.120	0.075	130	223	279	1.086	136.4	*F	325 ft

Analysis of

Intersection #4:

Sevilla Ave. (Maduri Ave.) / Coors Blvd.

Queueing Analysis Summary Sheet

Project: Esperia Development (Sevilla Ave / Coors Blvd)
Intersection: **Sevilla Ave / Coors Blvd**

2009

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*	*0*	*Design*	*1*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	33	75	1	0	0	0	43	75
AM BUILD Queue	**1**	**82**	**125**	**1**	**0**	**0**	**0**	**115**	**175**
Existing Lane Length	*1*	*0*	*Design*	*1*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	20	**50**	1	0	0	0	26	**75**
PM BUILD Queue	**1**	**163**	**250**	**1**	**1**	**0**	**0**	**184**	**275**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*0*	*Design*	*1*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	47	100	1	0	0	0	42	75
AM BUILD Queue	**1**	**47**	**100**	**1**	**0**	**0**	**0**	**42**	**75**
Existing Lane Length	*1*	*0*	*Design*	*1*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	29	75	1	0	0	0	45	100
PM BUILD Queue	**1**	**29**	**75**	**1**	**1**	**0**	**0**	**45**	**100**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*0*	*Design*	*3*	*1,549*	*Cont*	*1*	*0*	*0*
AM NO BUILD Queue	1	31	75	3	1,751	700	1	15	50
AM BUILD Queue	**1**	**95**	**150**	**3**	**1,751**	**700**	**1**	**15**	**50**
Existing Lane Length	*1*	*0*	*Design*	*3*	*2,562*	*Cont*	*1*	*0*	*0*
PM NO BUILD Queue	1	118	**200**	3	2,907	>1,000	1	53	100
PM BUILD Queue	**1**	**254**	**350**	**3**	**2,907**	**>1,000**	**1**	**53**	**100**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*0*	*Design*	*3*	*2,146*	*Cont*	*1*	*0*	*0*
AM NO BUILD Queue	1	22	50	3	2,474	>1,000	1	0	0
AM BUILD Queue	**1**	**22**	**50**	**3**	**2,474**	**>1,000**	**1**	**52**	**100**
Existing Lane Length	*1*	*0*	*Design*	*3*	*2,148*	*Cont*	*1*	*0*	*0*
PM NO BUILD Queue	1	58	125	3	2,495	>1,000	1	0	**0**
PM BUILD Queue	**1**	**58**	**125**	**3**	**2,495**	**>1,000**	**1**	**127**	**200**

	AM	PM
Cycle Length:	110	130

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection:	Sevilla Ave / Coors Blvd	Date:	3-Mar-06
Analyst:	TOB	Time Period Analyzed:	AM Peak Hr.
Project:	Esperia Development (Sevilla Ave / Coors Blvd)	City / State:	Albuquerque, NM
Condition:	2009 NO BUILD		

Coors Blvd
N-S STREET

SB TOTAL: 2,496
SB: RIGHT 0, THRU 2,474, LEFT 22
SB TR? N
SB lanes: R 1, T 3, L 1

WB: RIGHT 42, THRU 0, LEFT 47
WB TOTAL: 89
WB NO. LANES: R 0, T 1, L 1
WB TR? Y

EB NO. LANES: L 1, T 1, R 0
EB TR? Y
EB: LEFT 33, THRU 0, RIGHT 43
EB TOTAL: 76

NB lanes: L 1, T 3, R 1
NB TR? N

Sevilla Ave
E-W STREET

NB: LEFT 31, THRU 1,751, RIGHT 15
NB TOTAL: 1,797

EB LT =	33	NB LT =	31
WB TH =	42	SB TH =	825
	75		856 *
WB LT =	47	SB LT =	22
EB TH =	43	NB TH =	584
	90 *		606

MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 TO 1,400	NEAR
>1,400	OVER

90 (E-W CRITICAL) + 856 (N-S CRITICAL) = 946

STATUS? UNDER

NOTES: Proposed Geometry

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: Sevilla Ave / Coors Blvd
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: 2009 BUILD

Date: 3-Mar-06
Time Period Analyzed: AM Peak Hr.
City / State: Albuquerque, NM

Coors Blvd (N-S STREET)

TR? N

R	T	L
1	3	1

SB TOTAL: 2,548
52 RIGHT
2,474 THRU
22 LEFT

42 RIGHT
0 THRU
47 LEFT
89 WB TOTAL

NO. LANES
1 L
1 T
TR? Y
0 R

0 R
TR? Y
1 T
1 L
NO. LANES

Sevilla Ave (E-W STREET)

L	T	R
1	3	1

TR? N

197 EB TOTAL
82 LEFT
0 THRU
115 RIGHT

1,751 THRU
95 LEFT
15 RIGHT
1,861 NB TOTAL

EB LT =	82		
WB TH =	42		
	124		
WB LT =	47	MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
EB TH =	115	0 TO 1,200	UNDER
	162 *	1,201 TO 1,400	NEAR
		>1,400	OVER
NB LT =	95		
SB TH =	825		
	920 *		
SB LT =	22		
NB TH =	584		
	606		

162	+	920	=	1,082	STATUS?	UNDER
E-W CRITICAL		N-S CRITICAL				

NOTES: Proposed Geometry

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection: **Sevilla Ave / Coors Blvd**
Analyst: TOB
Project: Esperia Development (Sevilla Ave / Coors Blvd)
Condition: **2009 NO BUILD**

Date: 3-Mar-06
Time Period Analyzed: **PM** Peak Hr.
City / State: Albuquerque, NM

Coors Blvd (N-S STREET)

SB TOTAL	RIGHT	THRU	LEFT
2,553	0	2,495	58

TR? N

R	T	L
1	3	1

WB TOTAL	RIGHT	THRU	LEFT
74	45	0	29

NO. LANES

1	L
1	T
0	R

TR? Y

0	R
1	T
1	L

NO. LANES

TR? Y

EB TOTAL	LEFT	THRU	RIGHT
46	20	0	26

L	T	R
1	3	1

TR? N

Sevilla Ave (E-W STREET)

NB TOTAL	LEFT	THRU	RIGHT
3,078	118	2,907	53

EB LT =	20	MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
WB TH =	45	0 TO 1,200	UNDER
	65 *	1,201 TO 1,400	NEAR
WB LT =	29	>1,400	OVER
EB TH =	26		
	55		

NB LT =	118	
SB TH =	832	
	950	
SB LT =	58	
NB TH =	969	
	1,027 *	

65	+	1,027	=	1,092	STATUS?	UNDER
E-W CRITICAL		N-S CRITICAL				

NOTES: Proposed Geometry

SIGNALIZED INTERSECTION
PLANNING APPLICATION WORKSHEET

Intersection:	**Sevilla Ave / Coors Blvd**	Date:	3-Mar-06
Analyst:	TOB	Time Period Analyzed:	**PM** Peak Hr.
Project:	Esperia Development (Sevilla Ave / Coors Blvd)	City / State:	Albuquerque, NM
Condition:	**2009 BUILD**		

Coors Blvd
N-S STREET

Sevilla Ave
E-W STREET

Southbound (SB)
SB TOTAL: 2,680
RIGHT: 127 | THRU: 2,495 | LEFT: 58
TR?: N
No. lanes: R 1 | T 3 | L 1

Westbound (WB)
RIGHT: 45 | THRU: 1 | LEFT: 29
WB TOTAL: 75
No. lanes: R 0 | T 1 | L 1
TR?: Y

Eastbound (EB)
No. lanes: L 1 | T 1 | R 0
TR?: Y
LEFT: 163 | THRU: 1 | RIGHT: 184
EB TOTAL: 348

Northbound (NB)
No. lanes: L 1 | T 3 | R 1
TR?: N
LEFT: 254 | THRU: 2,907 | RIGHT: 53
NB TOTAL: 3,214

EB LT =	163	
WB TH =	46	
	209	
WB LT =	29	
EB TH =	185	
	214	*

MAXIMUM SUM OF CRITICAL VALUES	CAPACITY LEVEL
0 TO 1,200	UNDER
1,201 TO 1,400	NEAR
>1,400	OVER

NB LT =	254	
SB TH =	832	
	1,086	*
SB LT =	58	
NB TH =	969	
	1,027	

214 (E-W CRITICAL) + 1,086 (N-S CRITICAL) = 1,300

STATUS? N E A R

NOTES: Proposed Geometry

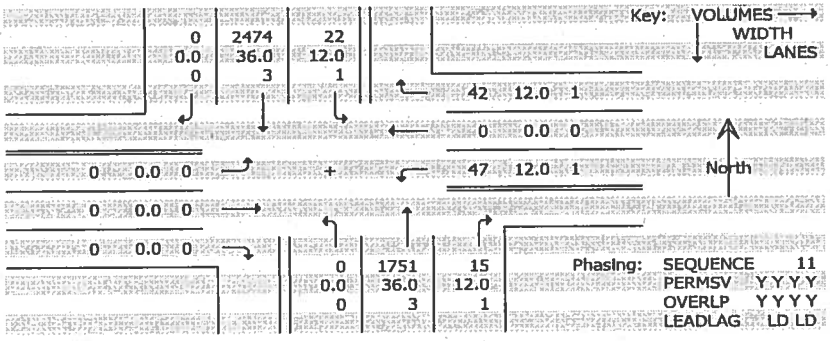
PLANSIG_que_4.xls

Esperia Development
Analysis of Sevilla Ave / Coors Blvd - [4_09ANX]
2009 AM Peak NOBUILD Conditions

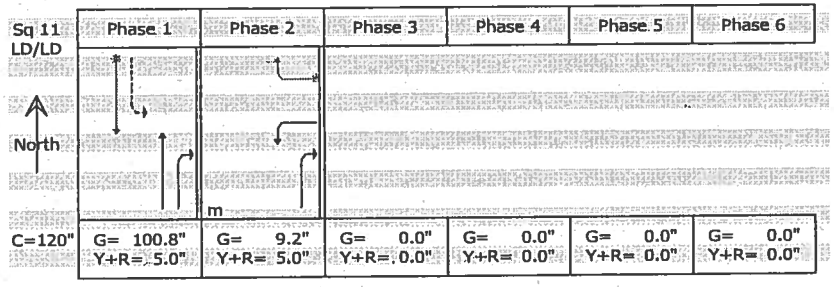
02/27/06
14:37:15

SIGNAL2000/TEAPAC [Ver 2.70.07] - HCM Input Worksheet

Intersection # 4 - Area Location Type: NONCBD



	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.89	.89	.89	.85	.85	.85	.89	.89	.89	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

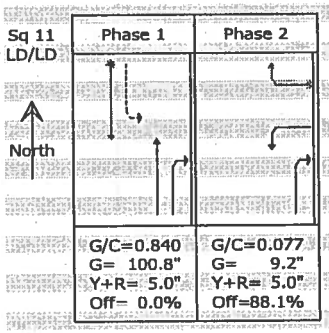


Esperia Development
Analysis of Sevilla Ave / Coors Blvd - [4_09ANX]
2009 AM Peak NOBUILD Conditions

02/27/06
14:37:15

SIGNAL2000/TEAPAC [Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 4
Degree of Saturation (v/c) 0.57 Vehicle Delay 4.4 Level of Service A



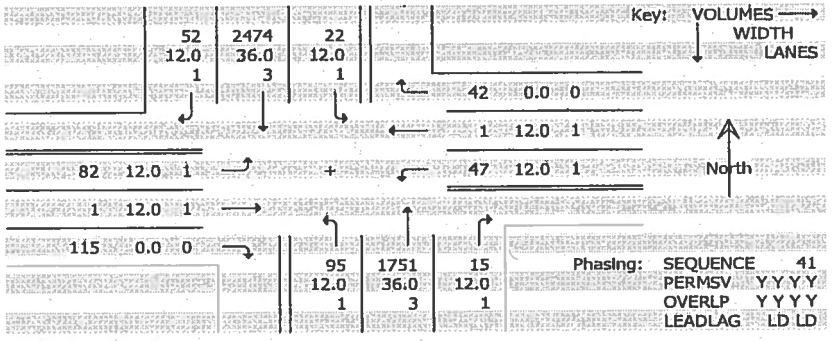
C=120 sec G=110.0 sec = 91.7% Y=10.0 sec = 8.3% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	@E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								3.8	A	
TH	36/3	0.535	0.840	220	4220	2780	0.659	3.8	*A	577 ft
LT	12/1	0.104	0.840	127	138	25	0.179	2.4	A	10 ft
NB Approach								2.6	A	
RT	12/1	0.057	1.000	1568	1568	17	0.011	0.0	A	1 ft
TH	36/3	0.394	0.840	4220	4220	1967	0.466	2.6	A	310 ft
WB Approach								54.9	D	
RT	12/1	0.077	0.077	50	94	49	0.405	55.0	*D	77 ft
LT	12/1	0.076	0.077	58	106	55	0.407	54.8	D	86 ft

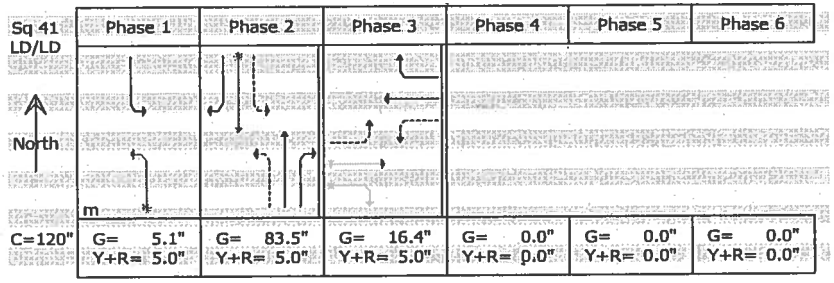
Esperia Development
Analysis of Sevilla Ave / Coors Blvd - [4_09ABX]
2009 AM Peak BUILD Conditions
02/27/06
15:49:00

SIGNAL2000/TEAPAC[Ver 2.70.07] - HCM Input Worksheet

Intersection # 4 - Area Location Type: NONCBD



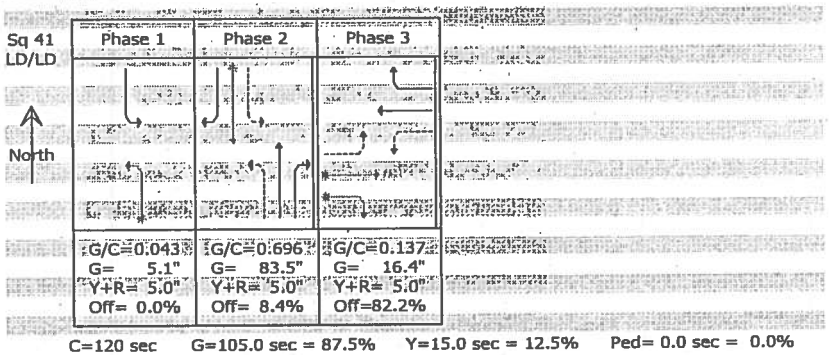
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.89	.89	.89	.85	.85	.85	.89	.89	.89	.85	.85	.85
Prelmed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Sevilla Ave / Coors Blvd - [4_09ABX]
2009 AM Peak BUILD Conditions
02/27/06
15:49:00

SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 4 -
Degree of Saturation (y/c) 0.68 Vehicle Delay 15.2 Level of Service B



C=120 sec G=105.0 sec = 87.5% Y=15.0 sec = 12.5% Ped= 0.0 sec = 0.0%

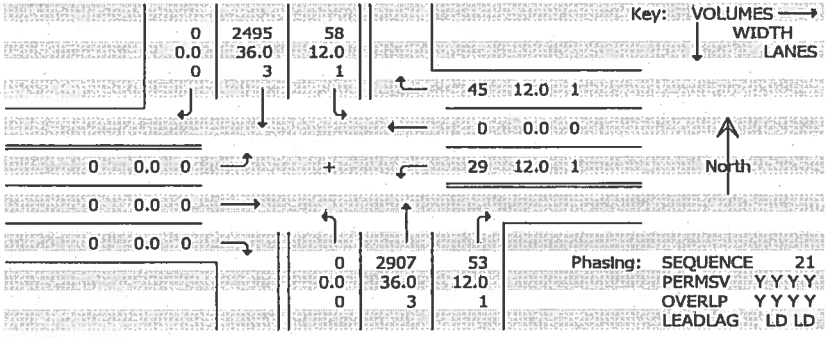
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								13.5	B+	
RT	12/1	0.082	0.696	1091	1091	58	0.053	5.8	A	30 ft
TH	36/3	0.535	0.696	3497	3497	2780	0.795	13.8	*B+	1016 ft
LT	12/1	0.000	0.043	151	165	25	0.146	6.2	A	12 ft
NB Approach								11.6	B+	
RT	12/1	0.057	0.696	1091	1091	17	0.016	5.6	A	9 ft
TH	36/3	0.394	0.696	3497	3497	1967	0.562	9.3	A	541 ft
LT	12/1	0.043	0.043	108	122	107	0.787	54.4	*D	124 ft
WB Approach								48.2	D	
RT+TH	12/1	0.077	0.137	137	187	50	0.233	46.7	D	71 ft
LT	12/1	0.109	0.137	78	108	55	0.414	49.5	D	83 ft
EB Approach								53.3	D	
RT+TH	12/1	0.137	0.137	137	187	136	0.633	54.9	*D	210 ft
LT	12/1	0.123	0.137	113	156	96	0.525	50.9	D	146 ft

Esperia Deve opment
Analysis of Sevilla Ave / Coors Blvd - [4 09PNX]
2009 PM Peak NOBUILD Conditions

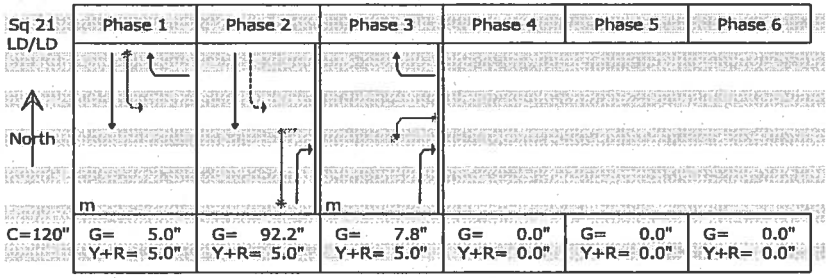
02/27/06
16: 6:36

SIGNAL2000/TEAPAC[Ver.2.70.07] - HCM Input Worksheet

Intersection # 4 - Area Location Type: NONCBD



	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.99	.99	.99	.85	.85	.85	.99	.99	.99	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

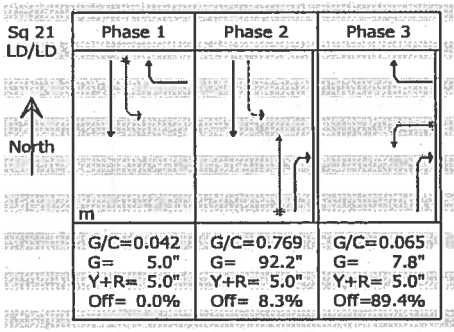


Esperia Development
Analysis of Sevilla Ave / Coors Blvd - [4_09PNX]
2009 PM Peak NOBUILD Conditions

02/27/06
16:56:36

SIGNAL2000/TEAPAC[Ver.2.70.07] - Capacity Analysis Summary

Intersection Averages for nt # 4 -
Degree of Saturation (v/c) 0.67 Vehicle Delay 6.7 Level of Service A

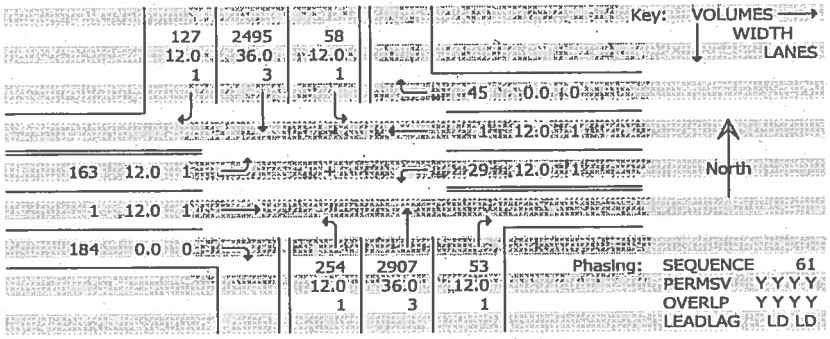


C=120 sec G=105.0 sec = 87.5% Y=15.0 sec = 12.5% Ped= 0.0 sec = 0.0%

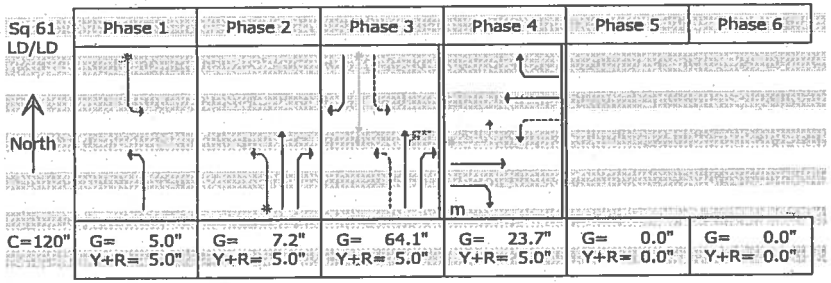
Lane Group	Width/ Lanes	g/G Reqd	g/G Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								3.2	A	
TH	36/3	0.490	0.852	4281	4281	2520	0.589	2.9	A	444 ft
LT	12/1	0.008	0.042	106	120	59	0.440	16.6	*B	30 ft
NB Approach								8.5	A	
RT	12/1	0.080	0.875	1372	1372	54	0.039	1.0	A	12 ft
TH	36/3	0.562	0.769	3862	3862	2936	0.760	8.6	*A	893 ft
WB Approach								49.3	D	
RT	12/1	0.079	0.148	153	205	53	0.228	45.6	D	75 ft
LT	12/1	0.065	0.065	35	87	34	0.298	55.0	*D	53 ft

SIGNAL2000/TEAPAC[Ver 2.70.07] - HCM Input Worksheet

Intersection # 4 - Area Location Type: NONCBD



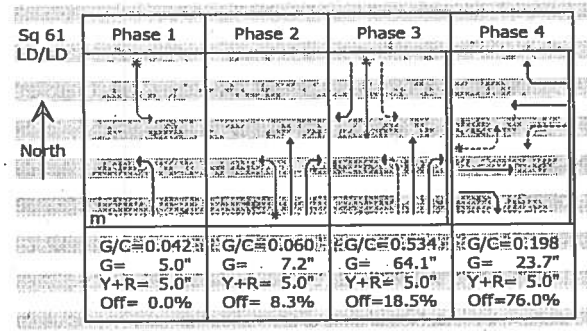
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.99	.99	.99	.85	.85	.85	.99	.99	.99	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Esperia Development
Analysis of Sevilla Ave / Coors Blvd - [4_09PBX]
2009 PM Peak BUILD Conditions
02/27/06
16:58:13

SIGNAL2000/TEAPAC[Ver 2.70.07] - Capacity Analysis Summary

Intersection Averages for Int # 4 -
Degree of Saturation (v/c) 0.87 Vehicle Delay 30.7 Level of Service C



C=120 sec G=100.0 sec = 83.3% Y=20.0 sec = 16.7% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								32.4	C	
RT	12/1	0.131	0.534	827	838	128	0.153	14.3	B+	103 ft
TH	36/3	0.490	0.534	2684	2684	2520	0.939	33.5	*C	1325 ft
LT	12/1	0.012	0.042	110	123	59	0.440	24.5	*C+	59 ft
NB Approach								26.3	C+	
RT	12/1	0.080	0.635	996	996	54	0.054	8.3	A	33 ft
TH	36/3	0.562	0.635	3193	3193	2936	0.920	24.1	C+	1416 ft
LT	12/1	0.143	0.143	258	298	257	0.824	55.0	*D	318 ft
WB Approach								40.6	D+	
RT+TH	12/1	0.080	0.198	233	289	54	0.174	40.2	D+	71 ft
LT	12/1	0.100	0.198	99	126	34	0.228	41.2	D+	47 ft
EB Approach								53.0	D	
RT+TH	12/1	0.188	0.198	233	289	217	0.698	51.5	D	324 ft
LT	12/1	0.198	0.198	193	241	192	0.727	54.8	*D	295 ft

Analysis of

Intersection #5:

Maduri Ave. / Vidal Rd.

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 2/25/2006
Agency or Company	Terry Brown, P.E.	Major Street	Maduri Ave
Analysis Period/Year	AM Peak Hour 2009	Minor Street	Vidal Dr
Comment	2009 AM Peak BUILD Conditions		

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	LTR			LTR			LTR			LTR		
Lane 2												
Lane 3												
Lane 4												
Lane 5												
	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	1	23	1	70	17	31	1	1	30	101	1	1
PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	1	27	1	82	20	36	1	1	35	119	1	1
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	LTR	37	1010	0.037	0	8.7	A	8.7
	2								
	3								A
SB	1	LTR	121	657	0.184	1	11.7	B	11.7
	2								
	3								B
EB		(1)	1	1542	0.001	0	7.3	A	
WB		(4)	82	1579	0.052	0	7.4	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*		
Analyst	Nancy	Jurisdiction/Date	City of ABQ	2/25/2006
Agency or Company	Terry Brown, P.E.	Major Street	Maduri Ave	
Analysis Period/Year	PM Peak Hour 2009	Minor Street	Vidal Dr	
Comment	2009 PM Peak BUILD Conditions			

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	LTR			LTR			LTR			LTR		
Lane 2												
Lane 3												
Lane 4												
Lane 5												
	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	1	34	1	162	28	118	1	1	44	129	1	1
PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	1	40	1	191	33	139	1	1	52	152	1	1
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	LTR	54	975	0.055	0	8.9	A	8.9
	2								
	3								A
SB	1	LTR	154	425	0.363	2	18.2	C	18.2
	2								
	3								C
EB		①	1	1399	0.001	0	7.6	A	
WB		④	191	1562	0.122	0	7.6	A	

Data Entry Sheet

Determination of Warrants for Deceleration Lanes

NM DOT State Access Management Manual Criteria

Sevilla Ave / Coors Blvd

Project Information:

Project Name:	**Esperia Development**
Project Location:	**Sevilla Ave / Coors Blvd**
Implemenation Year:	**2009**
Project Environment:	**Urban** **Multi-Lane**

Street Information:

Major Street Name:	**Coors Blvd**
Minor Street Name:	**Sevilla Ave**

Intersection Information:

	Orientation	Prevailing Speed	No. Lanes Each Direction
Sevilla Ave	**Eastbound**	**25**	**N/A**
Coors Blvd	**North-South**	**45**	**3**

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**

SB Right Turn Volumes		**SB Thru Volumes**
2009 AM Pk. Hr. NO BUILD	0	2474
2009 AM Pk. Hr. BUILD	52	2474
2009 PM Pk. Hr. NO BUILD	0	2495
2009 PM Pk. Hr. BUILD	127	2495

NB Left Turn Volumes		**NB Thru Volumes**
2009 AM Pk. Hr. NO BUILD	31	1751
2009 AM Pk. Hr. BUILD	95	1751
2009 PM Pk. Hr. NO BUILD	118	2907
2009 PM Pk. Hr. BUILD	254	2907

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

Determination of Warrants for Auxiliary Lanes

Project Name: **Esperia Development**
Name of Highway: **Coors Blvd**
Name of Cross Street: **Sevilla Ave**

Determination of Warrants for: **Eastbound Driveway**

Implementation Year Volumes - **2009** **Posted Speed Limit:** **45**

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	2009	-	-	825		N/A		-	N/A	N/A
AM Peak Hour BUILD	2009	52	1	825	✓	400	1.00	-	400	12.5:1
PM Peak Hour NO BUILD	2009	-	-	832		N/A		-	N/A	N/A
PM Peak Hour BUILD	2009	127	1	832	✓	400	1.00	-	400	12.5:1

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	2009	31	108	584	✓	400	1.00	50	450	12.5:1
AM Peak Hour BUILD	2009	95	1	584	✓	400	1.00	125	525	12.5:1
PM Peak Hour NO BUILD	2009	118	1	969	✓	400	1.00	150	550	12.5:1
PM Peak Hour BUILD	2009	254	1	969	✓	400	1.00	325	725	12.5:1

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 eastbound Sevilla Ave at 100% Development of the Project

Table 17.B-2
Criteria For Deceleration Lanes On
URBAN MULTI-LANE HIGHWAYS

Turning Volume[1] (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Directional Volume in the Through Lane (vphpl)[2]			Minimum Directional Volume in the Through Lane (vphpl)[2]		
	≤30 mph	35 to 40 mph	45 to 55 mph	≤30 mph	35 to 40 mph	45 to 55 mph
<5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥56	Required	Required	Required	Required	Required	Required
	Left-turn Deceleratаion Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			*Right-turn Deceleratаion Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:* • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

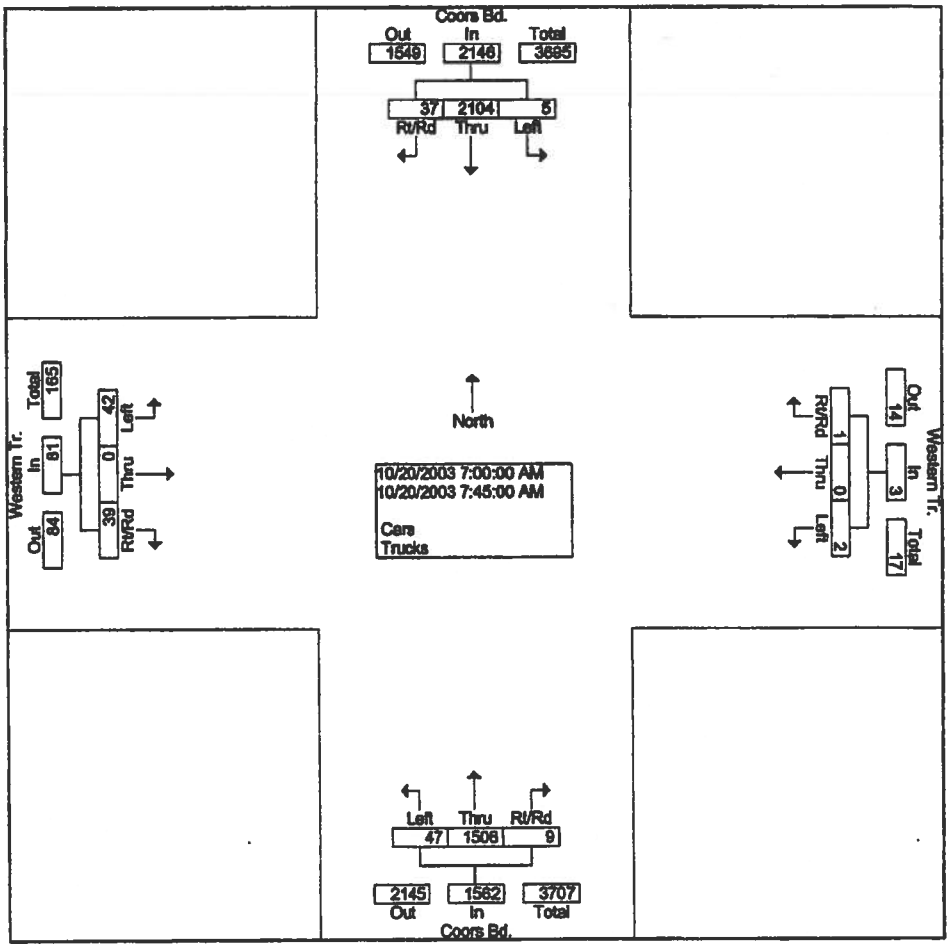
Table 18.K-1
Deceleration and Acceleration Lengths (feet)

Speed Change Lane Condition	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
Deceleration Distance										
Stop Condition	150	200	250	325	400	475	550	650	725	850
Slow to 15 MPH	130	175	230	300	370	450	525	620	700	820
Deceleration Taper										
Length for 12-foot Lane	50	75	100	125	150	175	200	225	250	250
Straight Line Ratios (L:W)	4:1	6:1	8:1	10.5:1	12.5:1	14.5:1	16.5:1	18.5:1	21:1	21:1
Acceleration Lane Length	N/A	190	270	380	550	760	960	1,170	1,380	1,590
Acceleration Taper										
Length of 12-foot Lane	N/A	100	120	150	170	180	230	270	300	300
Straight Line Ratios (L:W)	N/A	8:1	10:1	12.5:1	14:1	15:1	19:1	22.5:1	25:1	25:1

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Western Trail and Coors Bd.
Site Code : 00025585
Start Date : 10/20/2003
Page No : 3

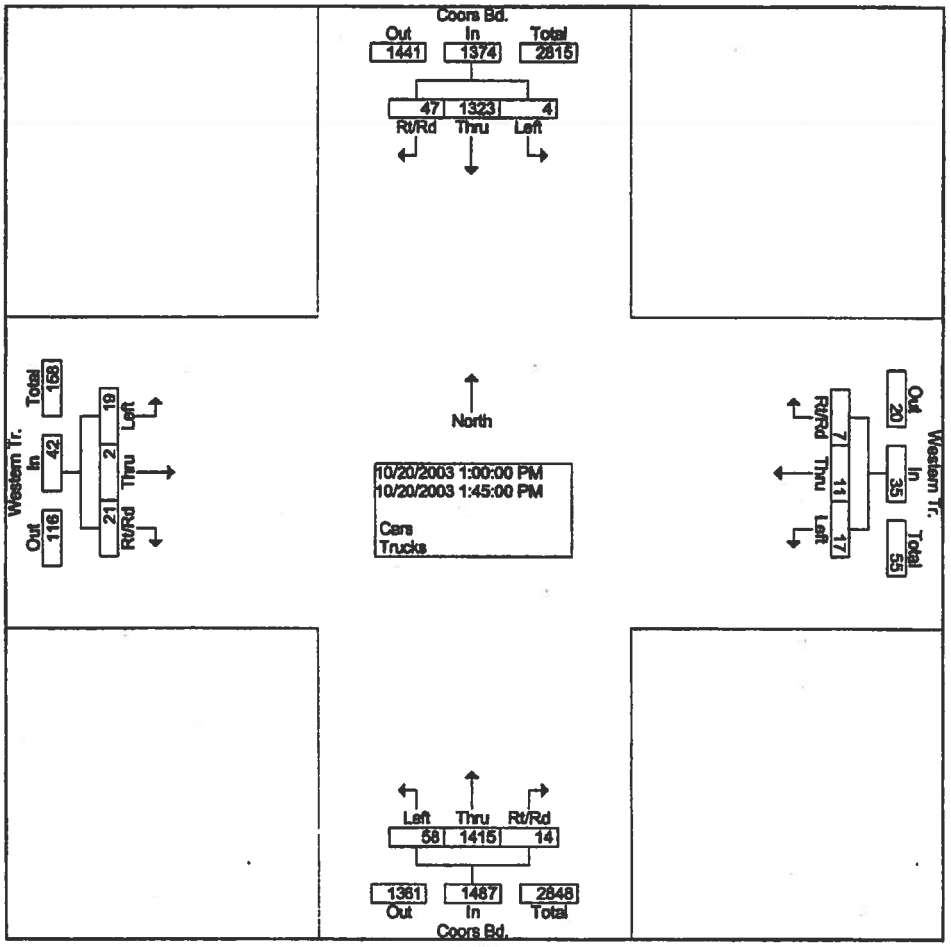
	Coors Bd. From North					Western Tr. From East					Coors Bd. From South					Western Tr. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:00																				
Volume	5	2104	37	0	2146	2	0	0	1	3	47	1506	9	0	1562	42	0	39	0	81	3792
Percent	0.2	98.0	1.7	0.0		66.7	0.0	0.0	33.3		3.0	96.4	0.6	0.0		51.9	0.0	48.1	0.0		
Volume	5	2104	37	0	2146	2	0	0	1	3	47	1506	9	0	1562	42	0	39	0	81	3792
Volume	1	573	14	0	588	1	0	0	0	1	9	429	0	0	438	10	0	11	0	21	1048
Peak Factor																					0.905
High Int.	07:15					07:15					07:45					07:15					
Volume	0	593	7	0	600	1	0	0	1	2	11	452	2	0	485	14	0	10	0	24	
Peak Factor					0.894					0.375					0.840					0.844	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Western Trail and Coors Bd.
Site Code : 00025585
Start Date : 10/20/2003
Page No : 4

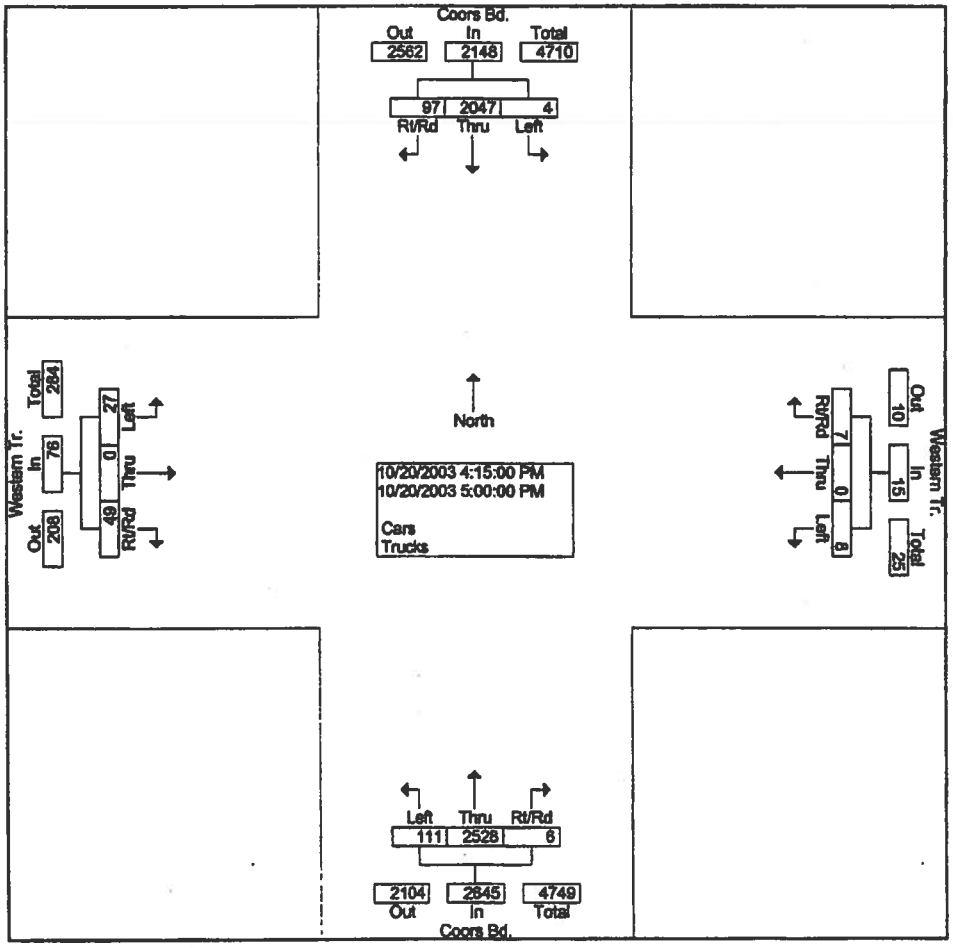
	Coors Bd. From North					Western Tr. From East					Coors Bd. From South					Western Tr. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection	13:00																				
Volume	4	1323	47	0	1374	17	11	0	7	35	58	1415	14	0	1487	19	2	21	0	42	2938
Percent	0.3	96.3	3.4	0.0		48.6	31.4	0.0	20.0		3.9	95.2	0.9	0.0		45.2	4.8	50.0	0.0		
Volume	4	1323	47	0	1374	17	11	0	7	35	58	1415	14	0	1487	19	2	21	0	42	2938
Volume	2	348	10	0	360	1	9	0	1	11	12	357	4	0	373	7	1	7	0	15	759
Peak Factor																					0.968
High Int.	13:00					13:15					13:15					13:00					
Volume	2	348	10	0	360	8	0	0	4	12	16	369	3	0	388	7	1	7	0	15	
Peak Factor					0.954					0.729					0.958					0.700	



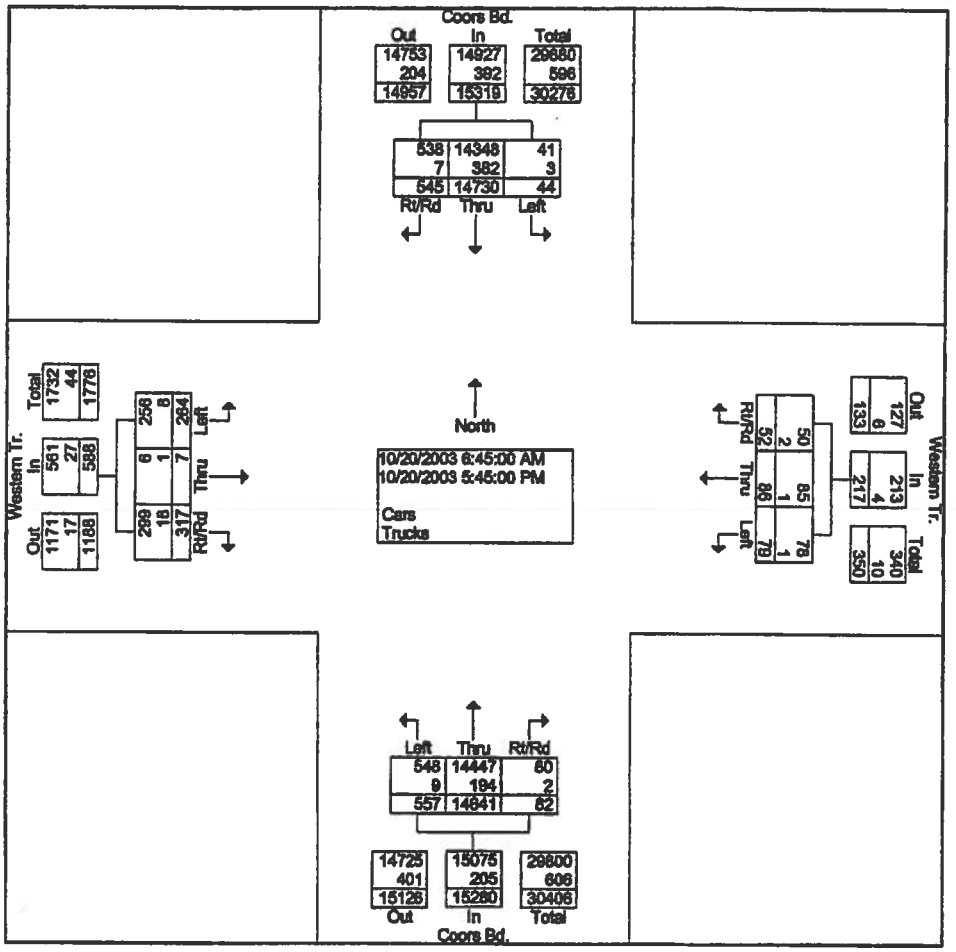
Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Western Trail and Coors Bd.
Site Code : 00025585
Start Date : 10/20/2003
Page No : 5

	Coors Bd. From North					Western Tr. From East					Coors Bd. From South					Western Tr. 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	16:15																				
Volume	4	2047	97	0	2148	8	0	0	7	15	111	2528	6	0	2645	27	0	49	0	76	4884
Percent	0.2	95.3	4.5	0.0		53.3	0.0	0.0	46.7		4.2	95.6	0.2	0.0		35.5	0.0	64.5	0.0		
Volume	4	2047	97	0	2148	8	0	0	7	15	111	2528	6	0	2645	27	0	49	0	76	4884
Volume	2	504	37	0	543	2	0	0	1	3	26	727	0	0	753	9	0	10	0	19	1318
Peak Factor																					0.926
High Int.	17:00					16:30					17:00					18:45					
Volume	2	504	37	0	543	3	0	0	5	6	26	727	0	0	753	11	0	24	0	35	
Peak Factor					0.989					0.469					0.878					0.543	



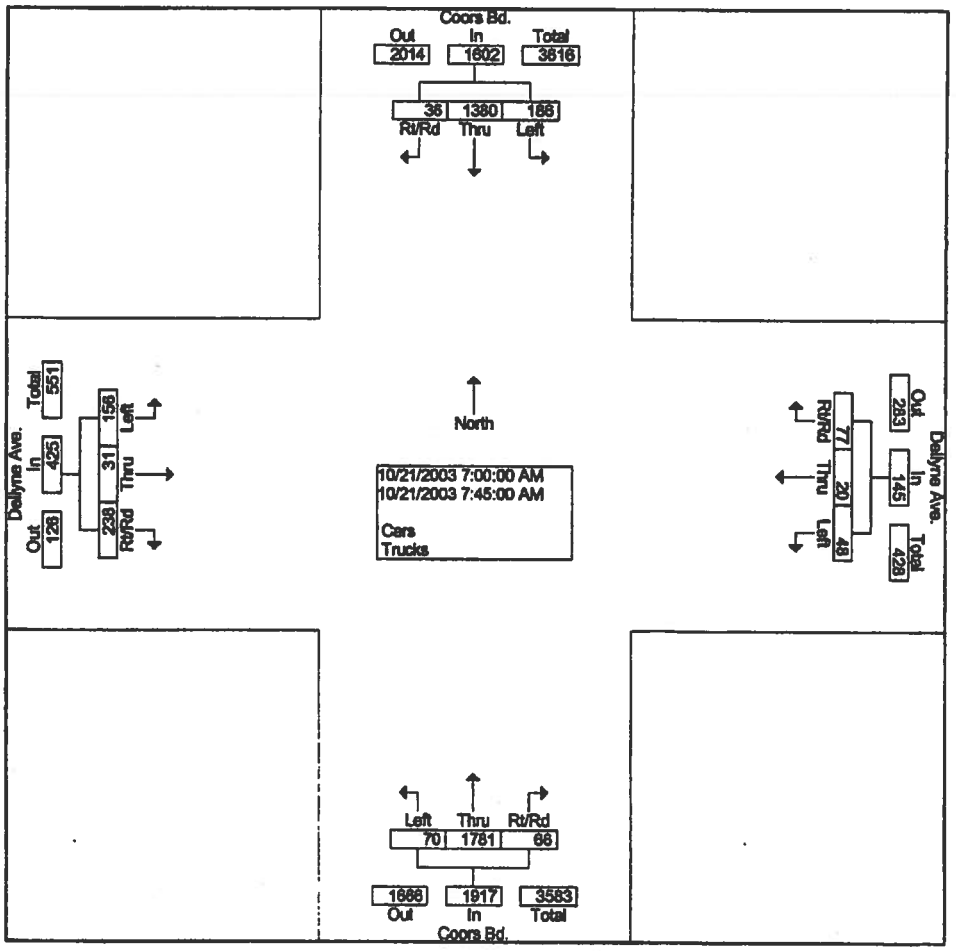
Total	2	1897	115	0	2014	13	21	0	5	39	119	2466	2	0	2587	22	0	42	0	64	4704
Grand Total	44	14730	544	1	15319	79	86	2	50	217	557	14841	81	1	15280	264	7	306	11	588	31404
Apprch %	0.3	96.2	3.6	0.0		36.4	39.6	0.9	23.0		3.6	95.8	0.5	0.0		44.9	1.2	52.0	1.9		
Total %	0.1	46.9	1.7	0.0	48.8	0.3	0.3	0.0	0.2	0.7	1.8	46.6	0.3	0.0	48.7	0.8	0.0	1.0	0.0	1.9	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Dellyne Av. and Coors Bd.
Site Code : 00025143
Start Date : 10/21/2003
Page No : 3

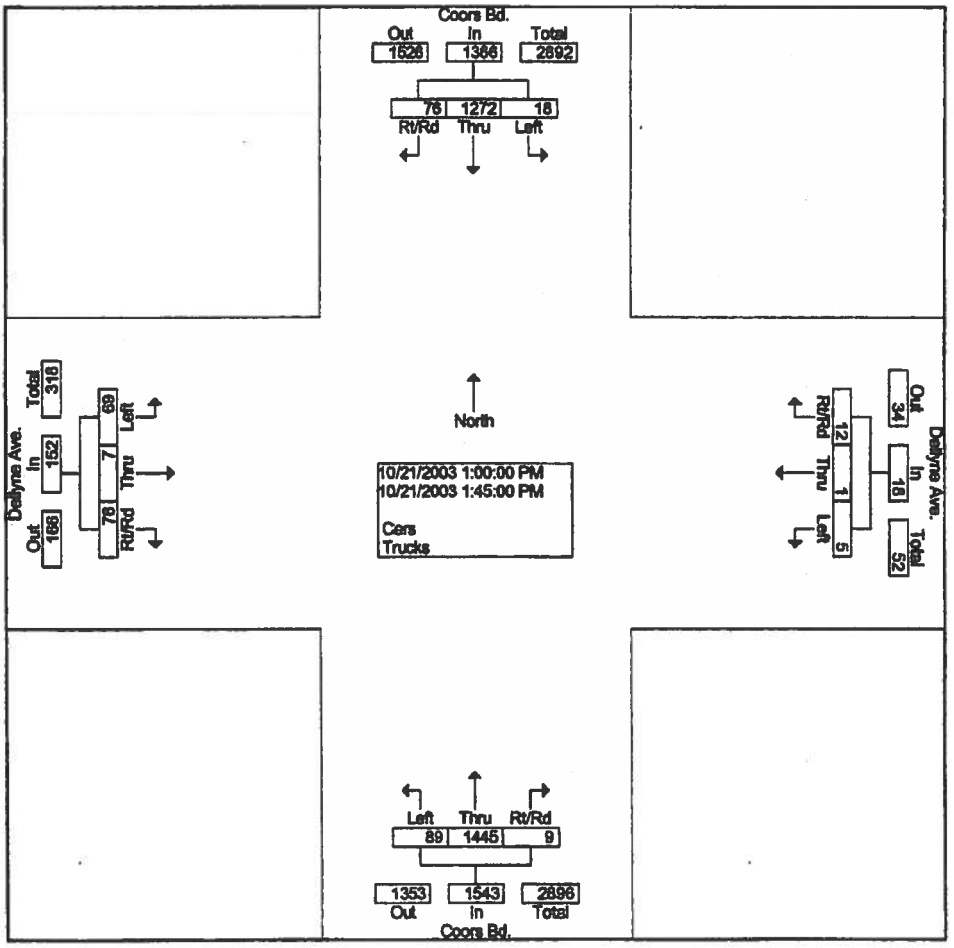
	Coors Bd. From North					Dellyne Ave. From East					Coors Bd. From South					Dellyne Ave. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:45 - Peak 1 of 1																					
Intersection	07:00																				
Volume	186	1380	35	1	1602	48	20	55	22	145	70	1781	54	12	1917	156	31	170	68	425	4089
Percent	11.6	86.1	2.2	0.1		33.1	13.6	37.9	15.2		3.7	92.9	2.8	0.6		36.7	7.3	40.0	16.0		
Volume	186	1380	35	1	1602	48	20	55	22	145	70	1781	54	12	1917	156	31	170	86	425	4089
Volume	91	309	2	0	402	33	17	40	10	100	19	526	28	3	574	20	20	50	12	102	1178
Peak Factor																					0.868
High Int.	07:00					07:30					07:30					07:00					
Volume	16	414	7	0	437	33	17	40	10	100	19	526	28	3	574	55	3	49	30	137	
Peak Factor					0.916					0.363					0.835					0.776	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Dellyne Av. and Coors Bd.
Site Code : 00025143
Start Date : 10/21/2003
Page No : 4

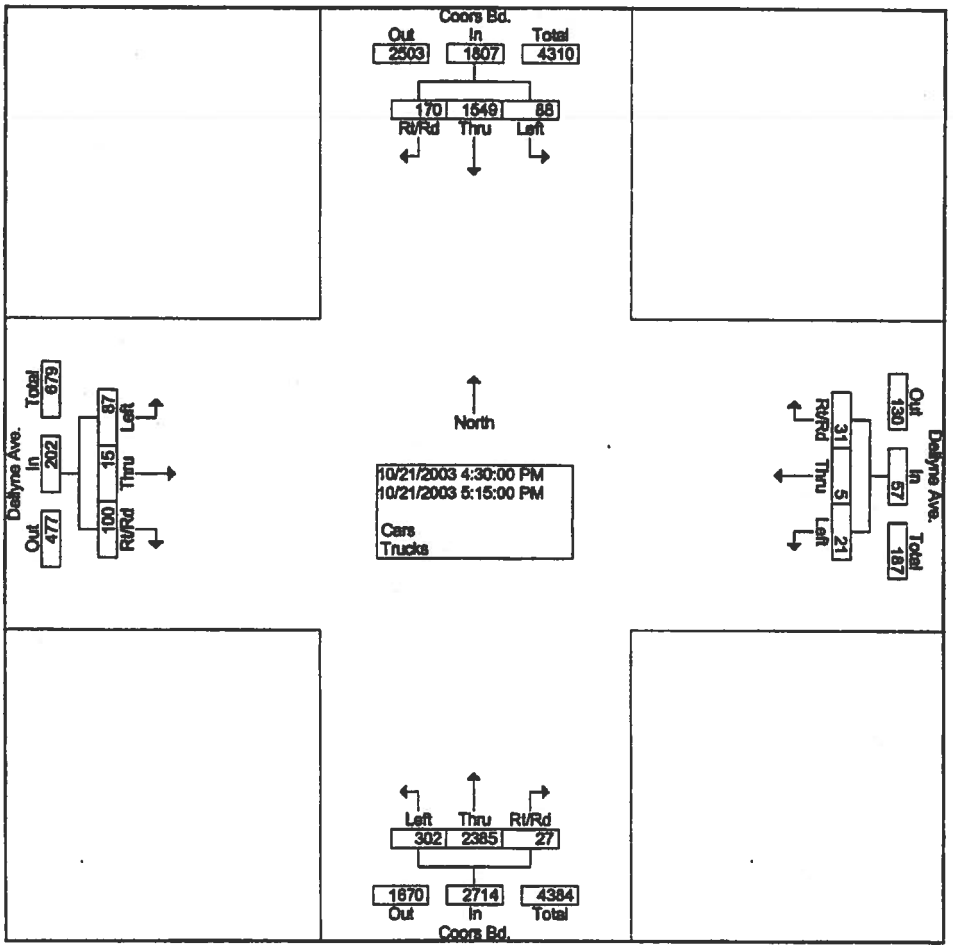
	Coors Bd. From North					Dellyne Ave. From East					Coors Bd. From South					Dellyne Ave. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection	13:00																				
Volume	18	1272	72	4	1366	5	1	4	8	18	89	1445	4	5	1543	69	7	50	26	152	3079
Percent	1.3	93.1	5.3	0.3		27.8	5.6	22.2	44.4		5.8	93.6	0.3	0.3		45.4	4.6	32.9	17.1		
Volume	18	1272	72	4	1366	5	1	4	8	18	89	1445	4	5	1543	69	7	50	26	152	3079
Volume	5	305	15	2	327	2	0	1	0	3	25	430	1	0	456	16	1	14	1	32	818
Peak Factor																					0.941
High Int.	13:00					13:30					13:45					13:30					
Volume	1	335	21	1	358	1	0	1	6	8	25	430	1	0	456	23	1	16	5	45	
Peak Factor					0.954					0.563					0.848					0.844	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Dellyne Av. and Coors Bd.
Site Code : 00025143
Start Date : 10/21/2003
Page No : 5

	Coors Bd. From North					Dellyne Ave. From East					Coors Bd. From South					Dellyne Ave. 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	16:30																				
Volume	88	1549	170	0	1807	21	5	13	18	57	302	2385	27	0	2714	87	15	70	30	202	4780
Percent	4.9	85.7	9.4	0.0		36.8	8.8	22.8	31.6		11.1	87.9	1.0	0.0		43.1	7.4	34.7	14.9		
Volume	88	1549	170	0	1807	21	5	13	16	57	302	2385	27	0	2714	87	15	70	30	202	4780
Volume	9	432	32	0	473	5	0	2	4	11	83	656	9	0	748	24	1	16	2	43	1275
Peak Factor																					0.937
High Int.	16:30					17:00					16:30					17:00					
Volume	9	432	32	0	473	10	3	4	9	26	83	656	9	0	748	18	5	25	10	58	
Peak Factor					0.955					0.548					0.907					0.871	

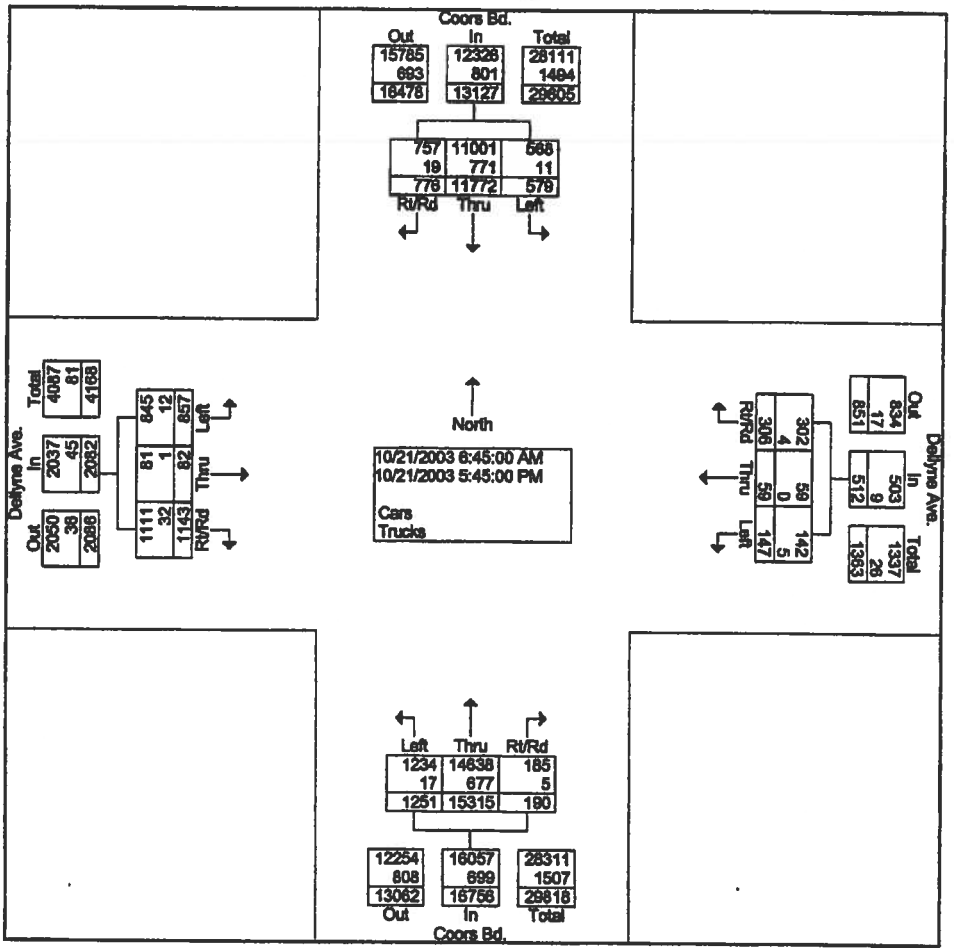


Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Dellyne Av. and Coors Bd.
Site Code : 00025143
Start Date : 10/21/2003
Page No : 2

Groups Printed- Cars - Trucks

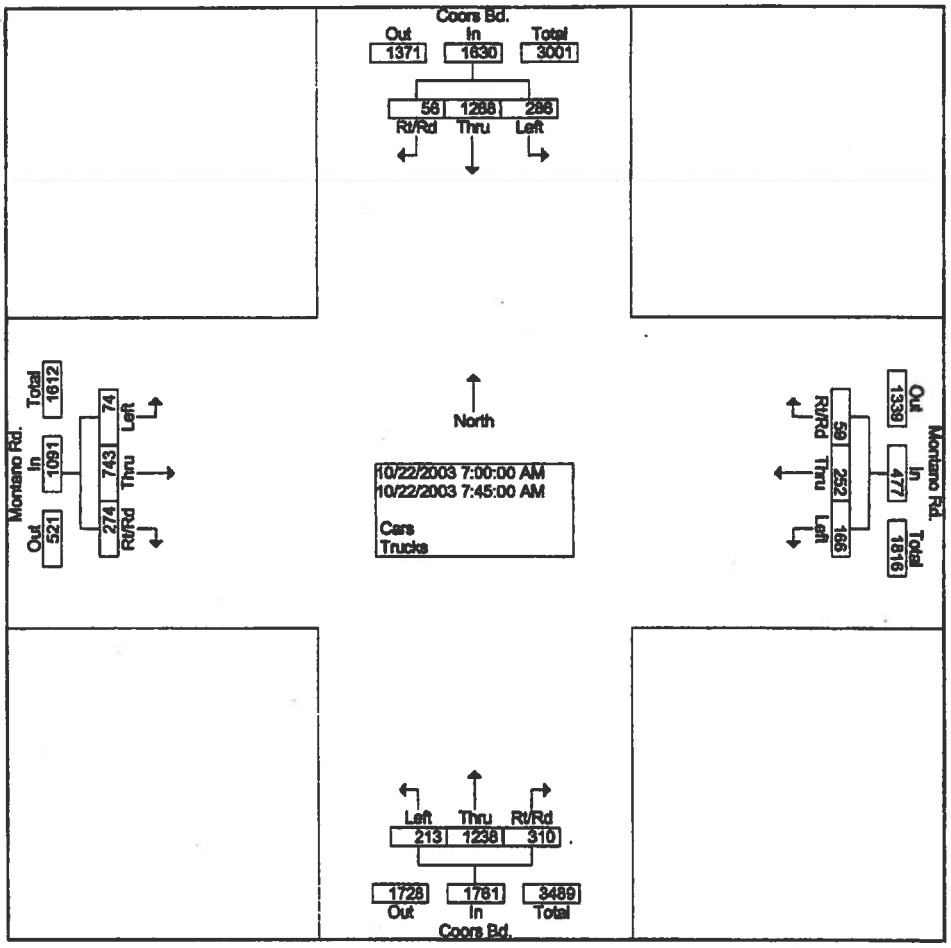
	Coors Bd. From North					Dellyne Ave. From East					Coors Bd. From South					Dellyne Ave. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
17:00	19	394	46	0	459	10	3	4	9	26	66	589	9	0	664	18	5	25	10	58	1207
17:15	27	375	57	0	459	5	1	5	2	13	73	542	5	0	620	23	8	18	5	54	1148
17:30	21	351	47	0	419	10	6	17	10	43	58	523	14	0	595	25	0	15	8	48	1105
17:45	41	358	35	0	434	2	1	4	4	11	52	467	1	1	521	13	0	10	18	41	1007
Total	108	1478	185	0	1771	27	11	30	25	93	249	2121	29	1	2400	79	13	68	41	201	4465
Grand Total	579	11772	754	22	13127	147	59	176	128	512	1251	15315	168	22	16756	857	82	663	480	2082	32477
Apprch %	4.4	89.7	5.7	0.2		28.7	11.5	34.8	25.0		7.5	91.4	1.0	0.1		41.2	3.9	31.8	23.1		
Total %	1.8	36.2	2.3	0.1	40.4	0.5	0.2	0.5	0.4	1.6	3.9	47.2	0.5	0.1	51.6	2.6	0.3	2.0	1.5	6.4	



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

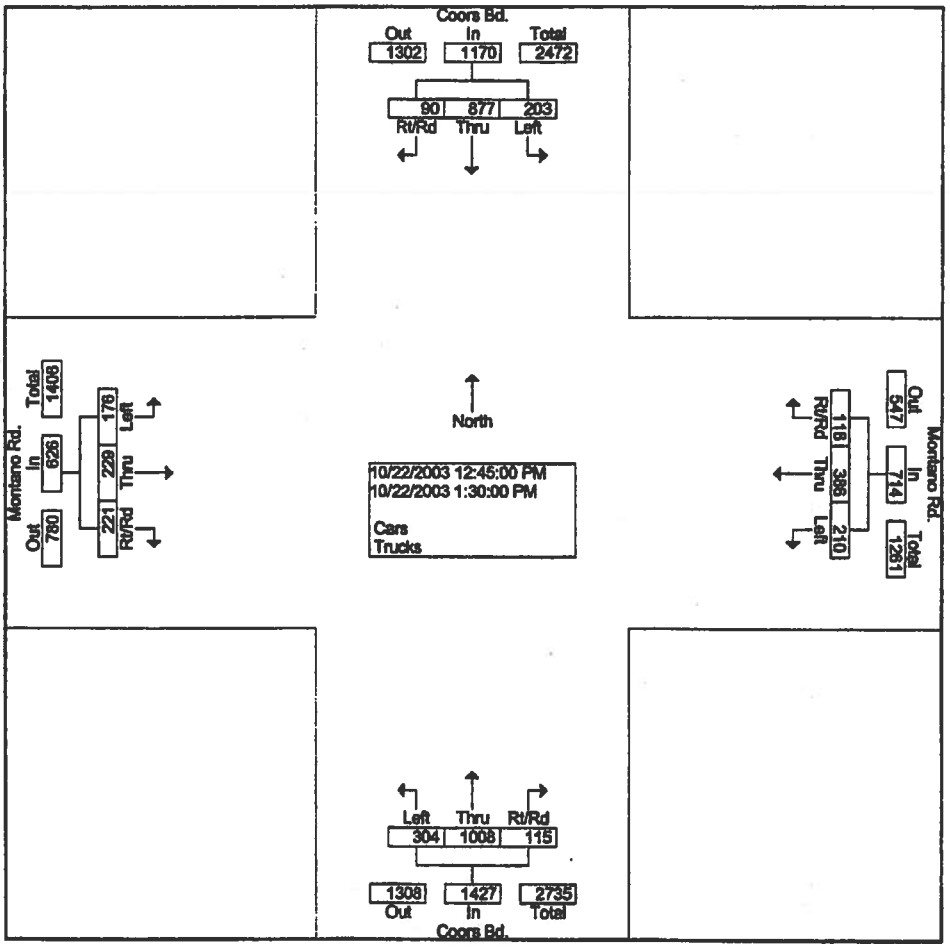
	Coors Bd. From North					Montano Rd. From East					Coors Bd. From South					Montano Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:00																				
Volume	286	1286	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	1286	30	26	1630	166	252	46	13	477	213	1238	271	39	1761	74	743	230	44	1091	4959
Volume	79	388	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	388	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

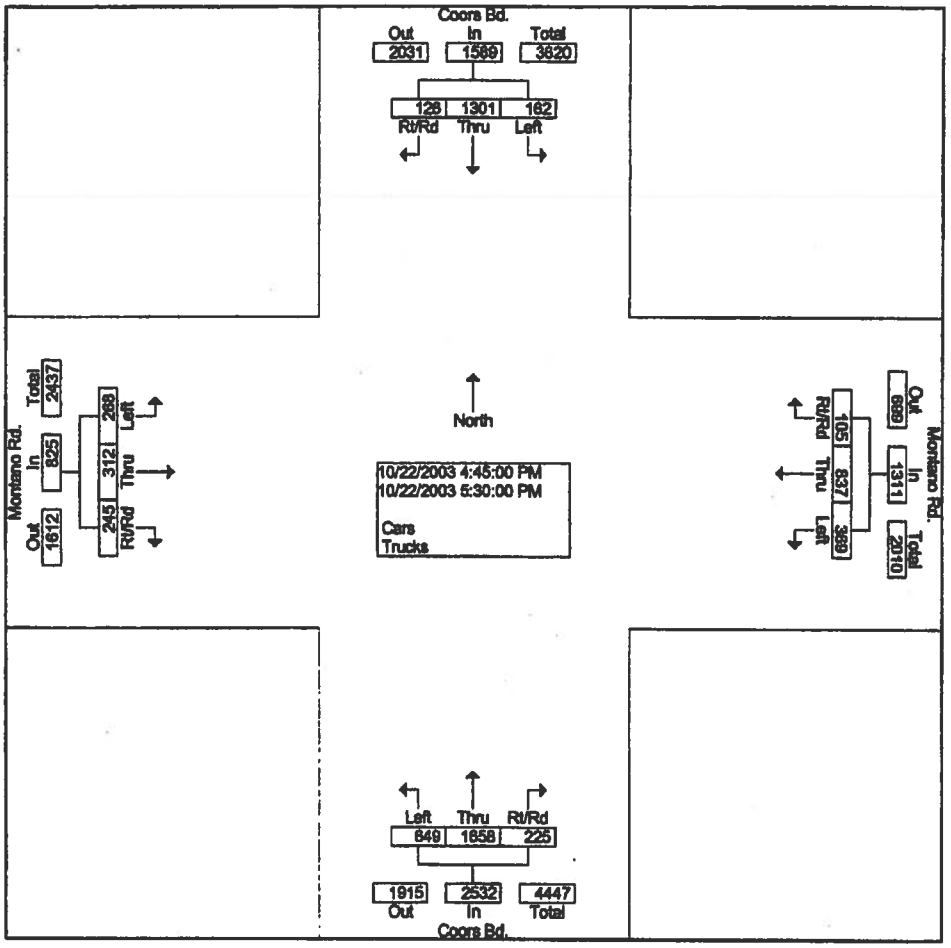
	Coors Bd. From North					Montano Rd. From East					Coors Bd. From South					Montano Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection	12:45																				
Volume	203	877	83	7	1170	210	386	110	8	714	304	1008	69	46	1427	176	229	122	99	826	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	826	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	



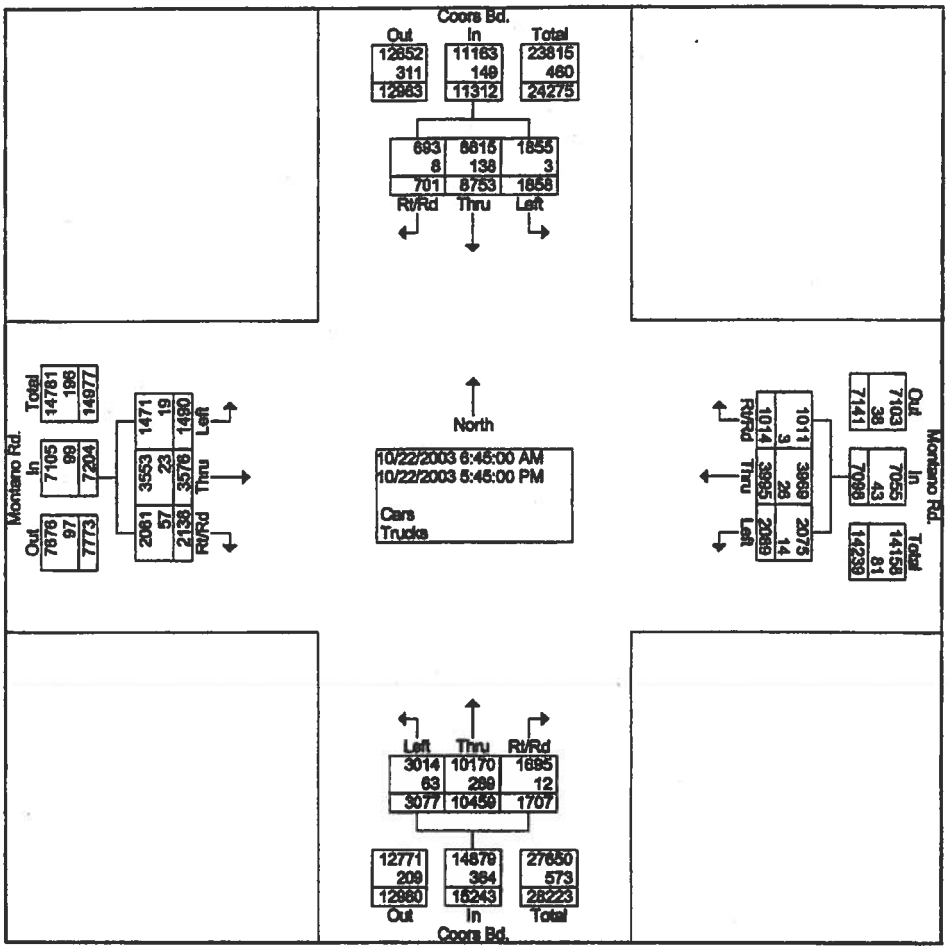
Mid-Region Council of Governments
Intersection Turning Movement Analysis

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	88	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	88	55	15	212	
Peak Factor					0.960					0.956					0.903					0.973	



Apprch %	18.4	77.4	4.7	1.5		29.4	56.3	12.2	2.1		20.2	68.6	8.2	3.0		20.7	49.6	22.0	7.7	
Total %	4.5	21.4	1.3	0.4	27.7	5.1	9.8	2.1	0.4	17.4	7.5	25.6	3.1	1.1	37.3	3.6	8.6	3.9	1.4	17.6



Intersection Data Sheet

Intersection: **Western Trail / Coors Blvd**

Posted Speed Limit (E-W Street): 35 Date: 9/8/2005

Eastbound Approach: Western Trail

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
2	0	0	1	0

185' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y(only)	Y	N

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: Western Trail

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	0	0	1	0

300' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y(only)	Y	N

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street): 45

Northbound Approach: Coors Blvd

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	stripes	3	0	1

175' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

Is there a right turn slip lane that by-passes the traffic signal? **No**

Southbound Approach: Coors Blvd

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	0	3	0	1

115' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

Is there a right turn slip lane that by-passes the traffic signal? **No**

Intersection Data Sheet

Intersection: **Dellyne Ave / Coors Blvd**

Posted Speed Limit (E-W Street): 35 Date: 9/8/2005

Eastbound Approach: **Dellyne Ave**

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	0	0	1	0

75' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	Y

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: **Learning Dr.**

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	0	1	0	1

125' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
N	Y	Y

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street): 45

Northbound Approach: **Coors Blvd**

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	0	3	0	1

275' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

Is there a right turn slip lane that by-passes the traffic signal? **No**

Southbound Approach: **Coors Blvd**

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
1	0	3	0	1

275' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y	Y	N

Is there a right turn slip lane that by-passes the traffic signal? **No**

Intersection Data Sheet

Intersection: **Montano Rd / Coors Blvd**

Posted Speed Limit (E-W Street): 40 Date: 9/82005

Eastbound Approach: **Montano Rd**

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
2	0	2	0	1

300' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y(only)	Y	Y

Is there a right turn slip lane that by-passes the traffic signal? **No**

Westbound Approach: **Montano Rd**

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
2	0	1	1	0

450' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y(only)	Y	Y

Is there a right turn slip lane that by-passes the traffic signal? **No**

Posted Speed Limit (N-S Street):

Northbound Approach: **Coors Blvd**

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
2	0	3	0	1

775' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y(only)	Y	Y

Is there a right turn slip lane that by-passes the traffic signal? **No**

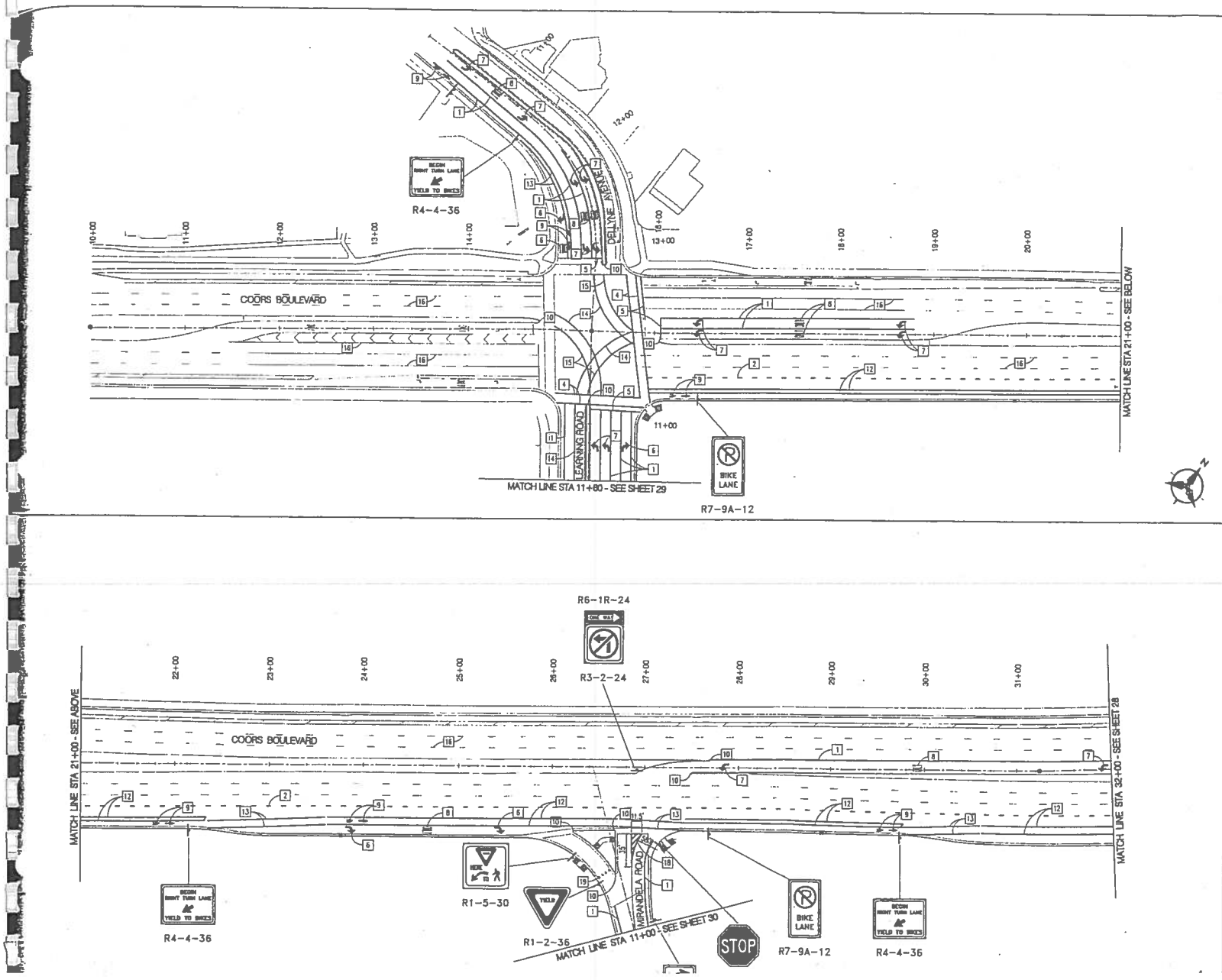
Southbound Approach: **Coors Blvd**

Left Turn Lanes	Thru/Left Lanes	Thru Lanes	Thru/Right Lanes	Right Turn Lanes
2	0	3	0	1

450' lane

Left Turn Arrow?	Thru Green?	Right Turn Arrow?
Y(only)	Y	Y

Is there a right turn slip lane that by-passes the traffic signal? **No**



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AS-BUILT INFORMATION
BENCH MARKS
SURVEY INFORMATION
FIELD NOTES
NO. BY DATE
MICRO-FILM INFORMATION
RECORDED BY DATE
PAGE

ENGINEER'S SEAL
ROBERT HERNEY TODD WORTEN
NEW MEXICO
16892
REGISTERED PROFESSIONAL ENGINEER
2/27/06

REMARKS
REVISIONS
DESIGN
No. Date By
DATE: 10/05
DATE: 10/05
DATE: 10/05
Designed By: GSB
Drawn By: CW
Checked By: BJS

Bohannan ▲ Huston
Courtyard I 7500 Jefferson St. NE Albuquerque, NM 87109-4335
ENGINEERING ▲ SPATIAL DATA ▲ ADVANCED TECHNOLOGIES

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT

NORTH ANDALUCIA AT LA LUZ
COORS BOULEVARD STRIPING & SIGNING PLAN
STA 10+00 TO STA 32+00

Design Review Committee | City Engineer Approval | Update | Mo./Day/Yr. | Mo./Day/Yr.

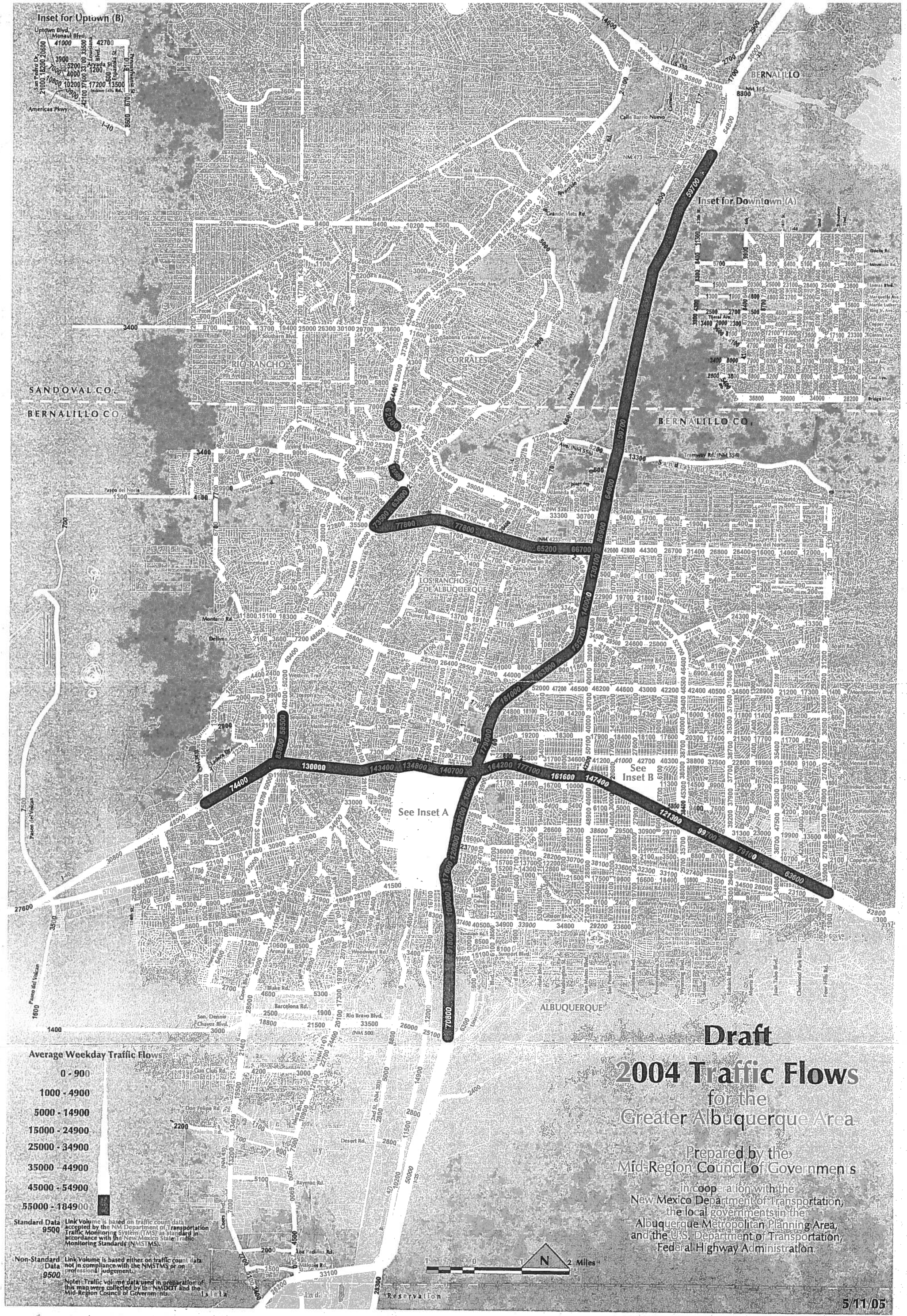
5TH FLOOR TELEPHONE LIST

Allred, Stan	83695	Finance
Alvarez, Jose	83625	HR
Baca, Crystal	83660	Water Resources
Baca-Moya, Karen	83653	HR
Bell, Eugene	78271	Safety
Ceniceros, Claude	83615	Conservation
Chavez, Darlene	83627	Administration
Chavez, Tim	83639	ITD
Crawford, Susan	83662	HR
Cummings, Michae	78226	Safety
Daves, Gary	83688	Water Rights
Davis, Kim	83628	Finance
De Gruyter, Kent	83682	ITD
Dodd, Morgan	82721	ITD
Dupree, Anita	82563	Contract Manager
Edwards, Carol	83604	Water Waste
Framel, Chris	82907	ITD
Garcia, Arnold	83685	Human Resources
Garcia, Darlyn	83691	HR
Harvey, Brian	83605	Water Waste
Hern, Phil	37088	Safety
Jenkins, Patty	82500	Authority
Kolberg, Charles	83646	Attorney
Korak, Kathe	82670	ITD/Pager 251-1406
Landers, Susan	83637	Finance
Larribas, Reba	83686	Human Resources
Lieuwen, Andrew	82570	Water Rights
Lopez, Rachel	83673	Finance
Lucas, Nick	83697	HR
Maestas, Allen	83602	Water Waste
Martinez, Louis	83675	UE&P
Maxwell, Vicki	83650	Administration
Miles, Cindy	83634	Conservation
Montoya, Anthony	82713	Utility Design
Montoya, Judy	82561	Human Resources
Montoya, Miriam	83663	Conservation
Mora, Sal	83651	Conservation
Morris, David	82506	Public Affairs Mgr.
Musinski, Nancy	82729	Utility Design
Ortiz, Tom	82508	Authority
Pearson, Ted	83624	Attorney
Pena, Floyd	82722	ITD
Perea, Charlene	83694	Finance

Price, David	83670	Water Resources
Robinson, Roy	83621	Gen. Mgr.WUA
Roth, Frank	82511	Authority
Rudolph, Elaine	83677	HR
Sanchez, Mark	82504	Exec. Director
Sivinski, Sharon	83245	Conservation
Smith, Annette	83638	Finance
Stomp, John	83631	Water Resources
Strong, Robert	82719	Utility Design
Tefera, Abebe	83681	Water Resources
Vigil, Patrick	83669	HR
Westcott, Anna	83603	Water Waste
Winslow, Mark	83684	UE&P
Wintrode, Cliff	83667	Finance
Yuhas, Katherine	83633	Conservation

Employee Health	768-4630	
New Services	924-3952	
Odor Hotline	873-7010	
One Stop	924-3920	
Risk Management	768-3080	
Roach Hotline	873-7009	
Wasted Water	768-3640	
Water Quality	857-8260	
Customer Service	768-2800	
Conference Rooms	83648	Inside
Front Fax	768-3629	
Back Fax	768-3630	
HR Fax	768-3610	
Mark Sanchez Fax	768-2580	

Last Updated
7/17/2009

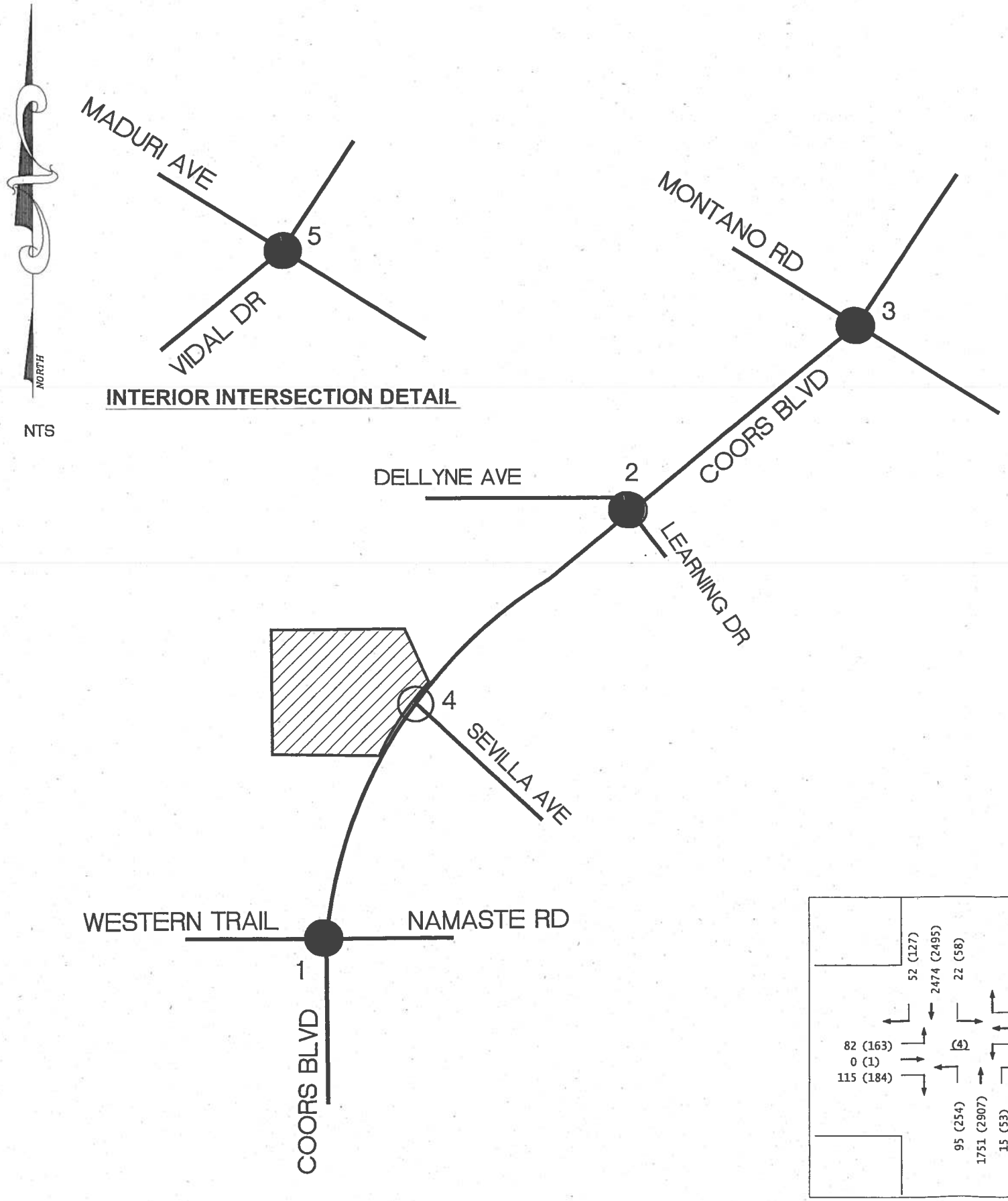


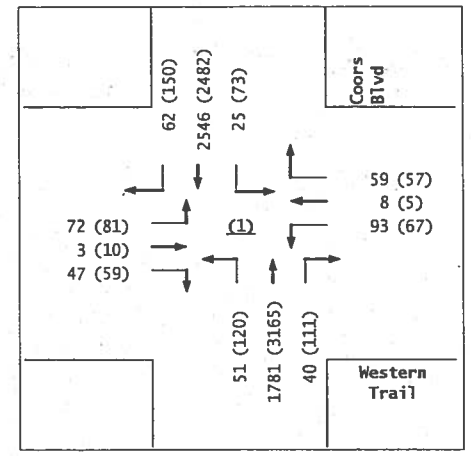
Mid-Region Council of Governments
809 Copper Ave. NW
Albuquerque, NM 87102
505-247-1750

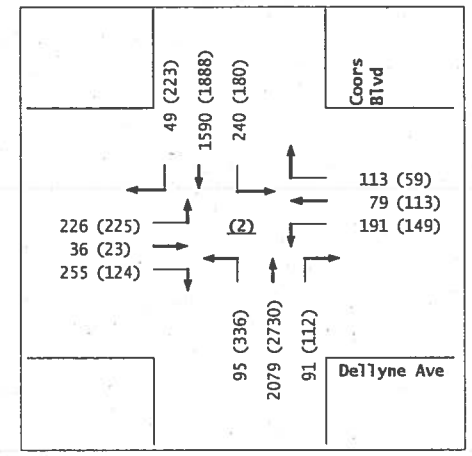
Esperia Development

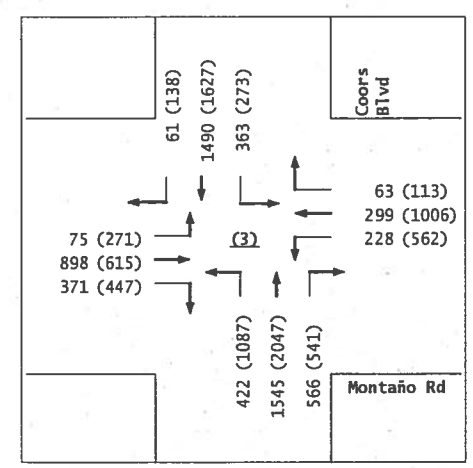
(Sevilla Ave / Coors Blvd)

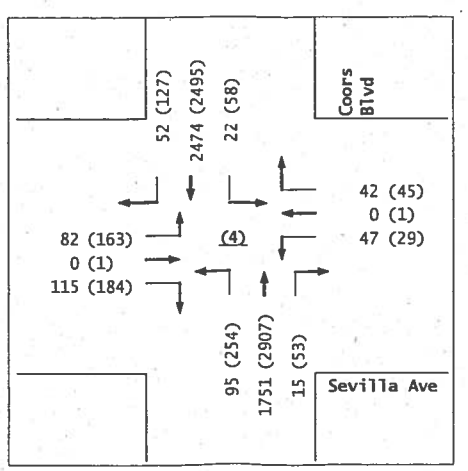
2007 BUILD Volumes - AM(PM)

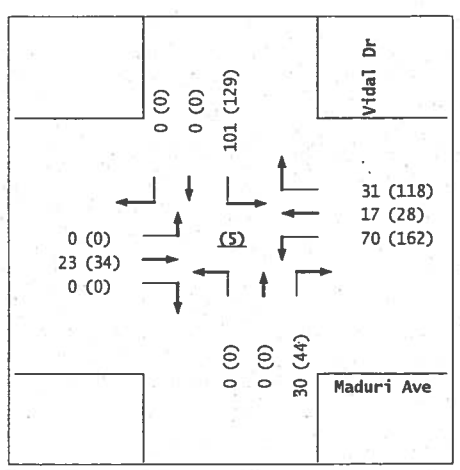










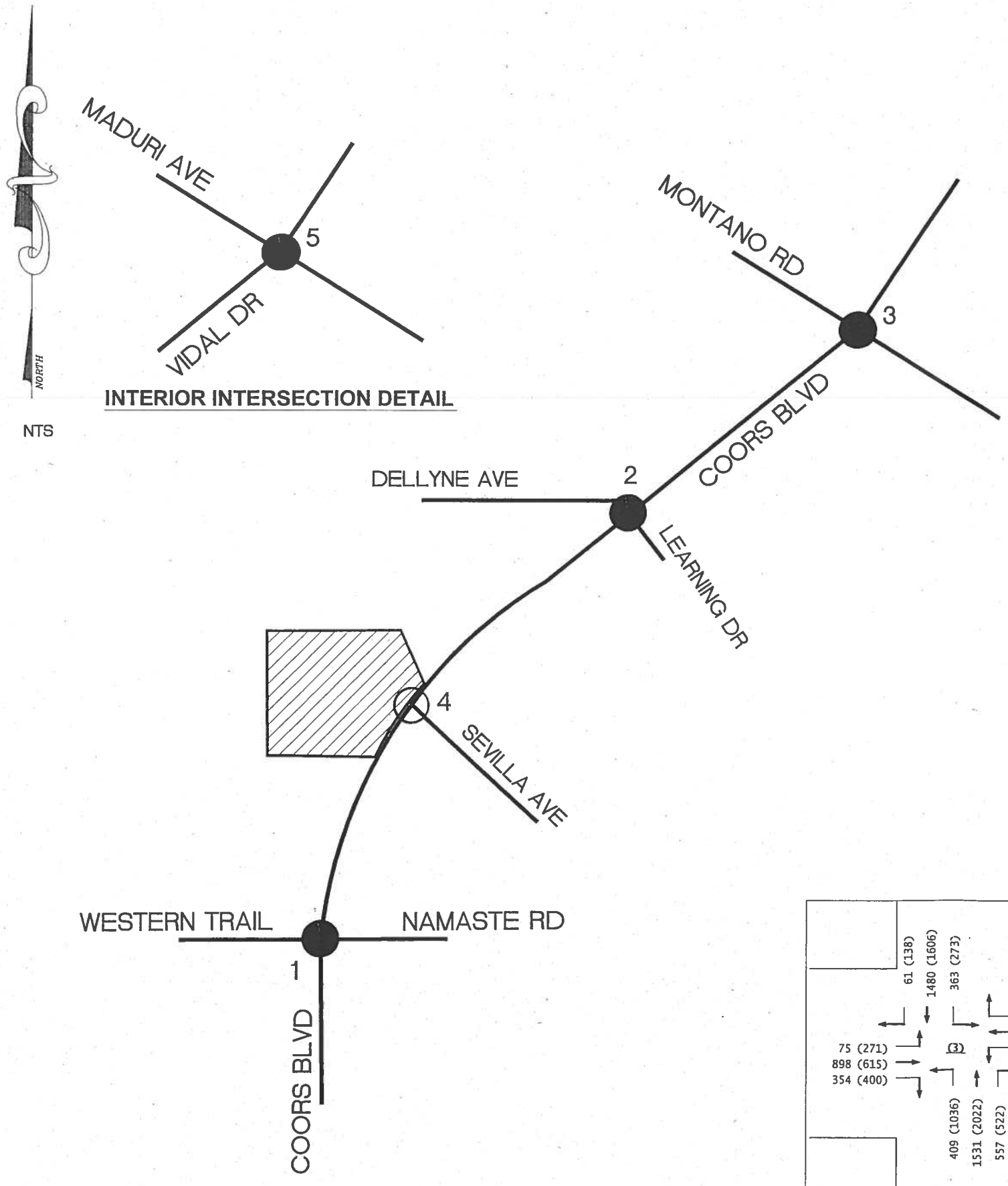


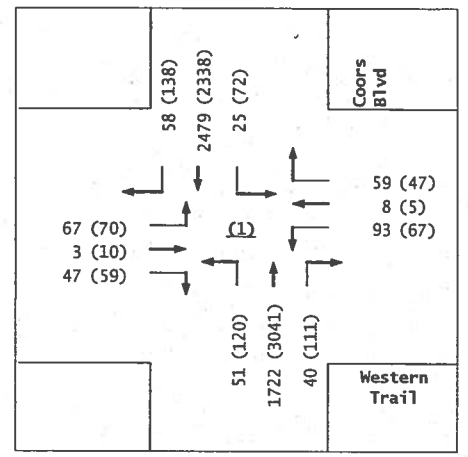
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)

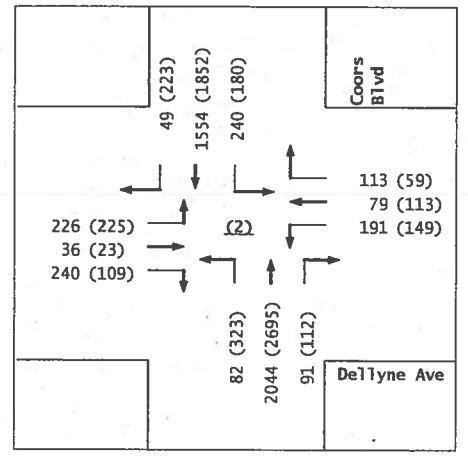
Esperia Development

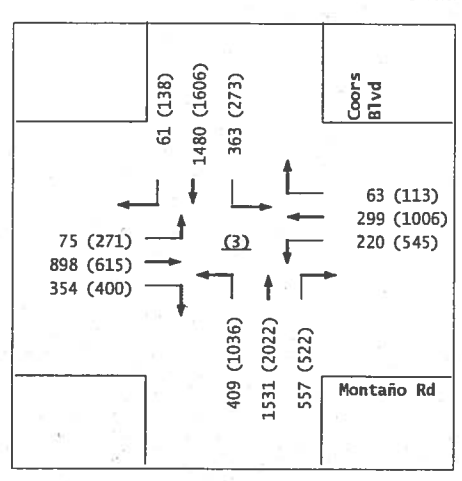
(Sevilla Ave / Coors Blvd)

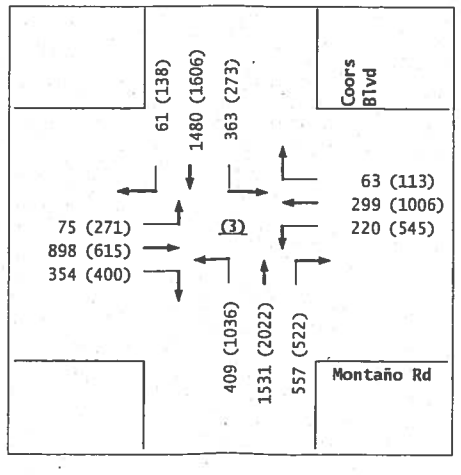
2007 NO BUILD Volumes - AM(PM)

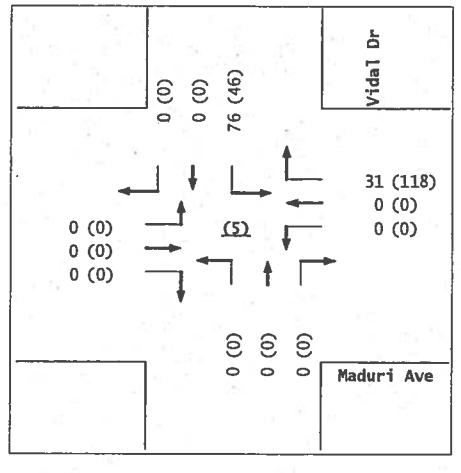












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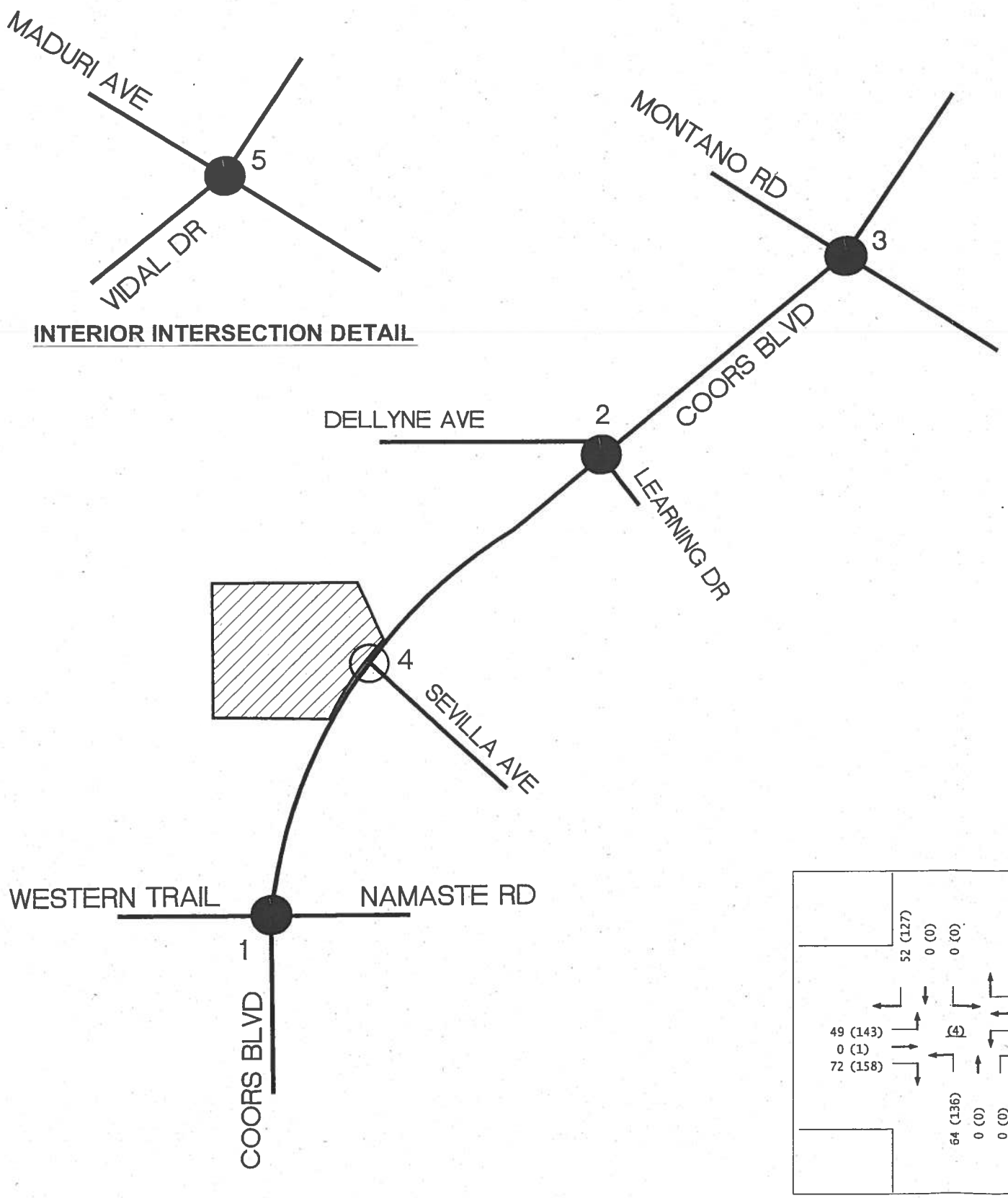
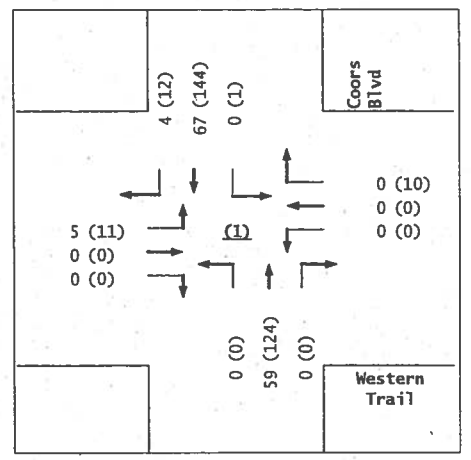
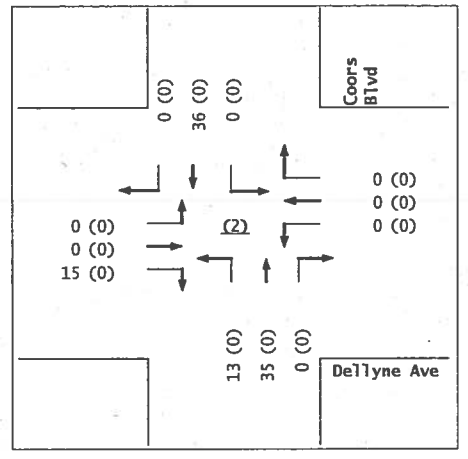
Trips Generated Volumes - AM(PM)

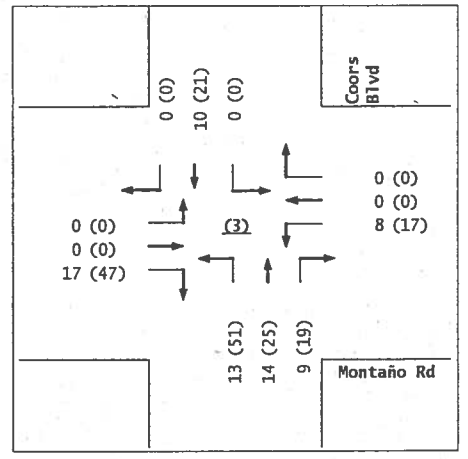
NTS

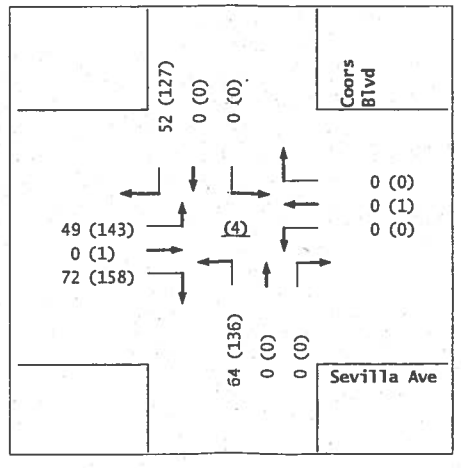


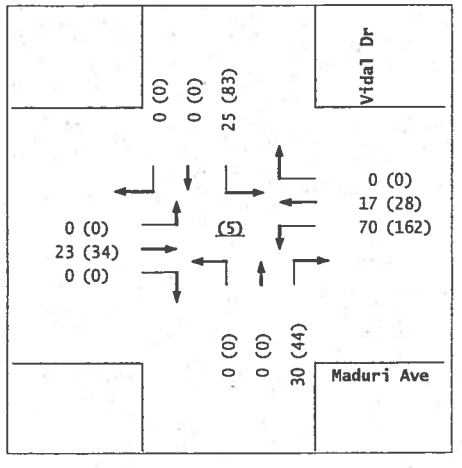
INTERIOR INTERSECTION DETAIL











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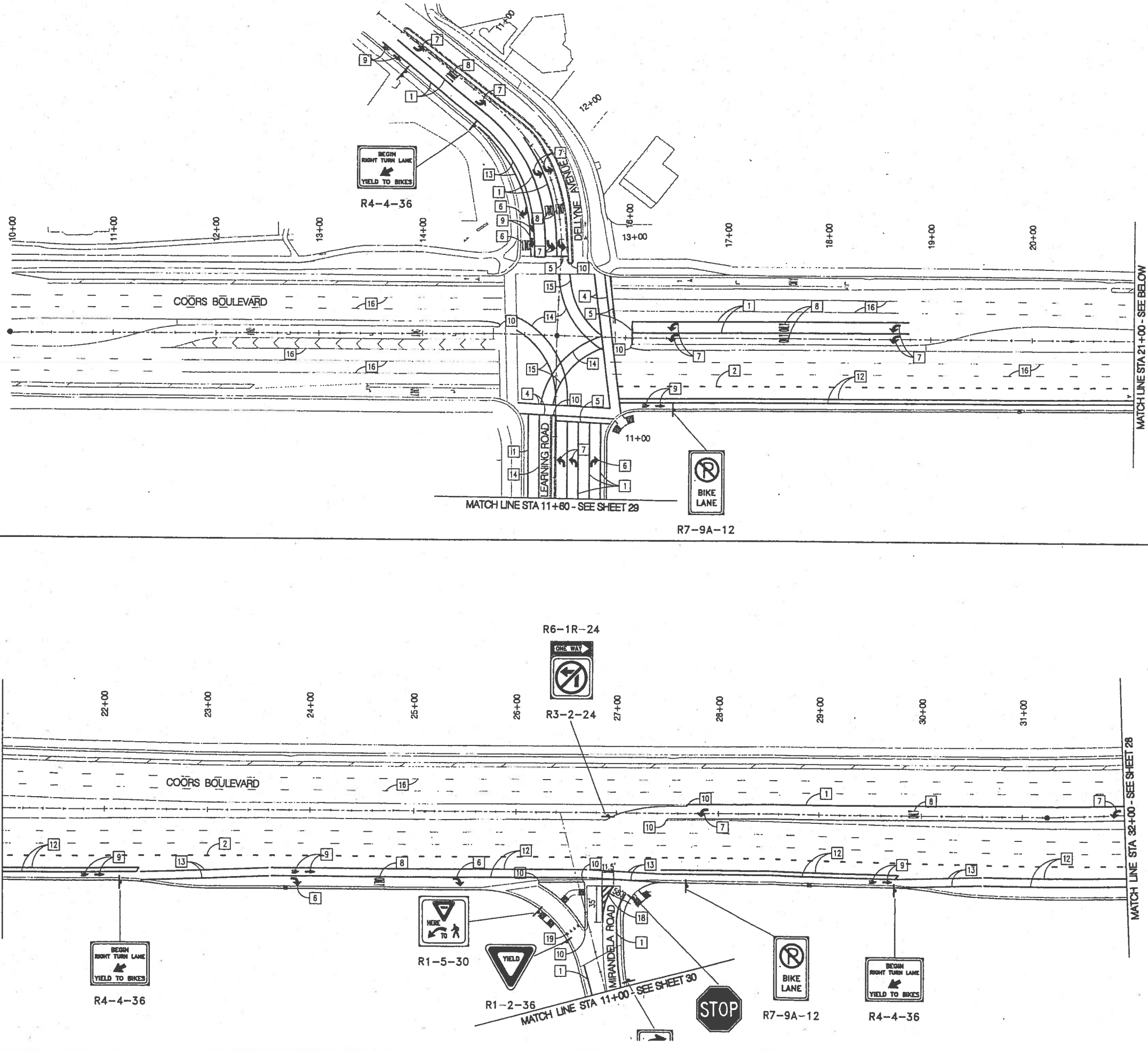

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CONTRACTOR DATE
NOTED BY DATE
INSPECTOR'S ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE
MICRO-FILM INFORMATION
RECORDED BY DATE
NO.

SURVEY INFORMATION
FIELD NOTES
NO. BY DATE

ENGINEER'S SEAL
JEFFREY TODD WOOTEN
NEW MEXICO
16892
LICENSED PROFESSIONAL ENGINEER
2/27/06

No.	Date	REMARKS / REVISIONS / DESIGN	By
		DESIGN	
		Designed By: GSB	DATE: 10/05
		Drawn By: CW	DATE: 10/05
		Checked By: BJS	DATE: 10/05

Bohannan ▲ Huston
Courtyard 1 7500 Jefferson St. NE Albuquerque, NM 87109-4335
ENGINEERING ▲ SPATIAL DATA ▲ ADVANCED TECHNOLOGIES

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT

NORTH ANDALUCIA AT LA LUZ
COORS BOULEVARD STRIPING & SIGNING PLAN
STA 10+00 TO STA 32+00

Design Review Committee	City Engineer Approval	Update	Mo./Day/Yr.	Mo./Day/Yr.
				4-117