

Jefferson Point
(McLeod Rd. / Jefferson St.)
Traffic Impact Study

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Presented to:

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Jefferson Point (McLeod Rd. / Jefferson St.) TRAFFIC IMPACT STUDY

STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of a land use / development plan permitting the implementation of land uses consisting of proposed commercial and restaurant uses such as the one shown in the Appendix (Page A-2) of this report. The purpose of this study is to identify the impact of the proposed 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 new development. This study is based on the assumption that the land uses implemented in the development of the Jefferson Point project will be similar to those defined in the table on Page A-6 in the Appendix of this report. Should the developer propose a combination of land uses that would significantly increase the overall traffic generation for the Jefferson Point Site, an update to this study would be required by the City of Albuquerque Transportation Development Section reflecting the proposed new conditions.

STUDY PROCEDURES

A scoping meeting was held on October 31, 2005 with City of Albuquerque Transportation Development staff (Tony Loyd and Steele Nowak) 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 in letter dated November xx, 2005 (See end of Appendix). Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition.

The basic procedure followed for this traffic impact study is outlined as follows:

- ◆ Calculate the generated trips for this proposed commercial / restaurant development as defined on Page A-2 of the Appendix of this report and more specifically defined in the Trip Generation Table on Page A-6 of the Appendix of this report. The trips generated for the implementation year analyses (2009) will assume that 100% of the development has occurred.
- ◆ 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 Page A-9 in the Appendix of this report.
- ◆ Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the new site.
- ◆ Obtain AM Peak Hour and PM Peak Hour Turning Movement Volumes Traffic Counts from the Mid-Region Council of Governments (MRCOG) for the intersection of McCleod Rd. / Jefferson Street. Additionally, traffic counts were performed for the intersections of Restaurant Rd. / Jefferson St., McLeod Rd. / Restaurant Rd., and Driveway "A" / Jefferson St.
- ◆ Determine Historic Growth Rates for background traffic volumes based on an analysis of the growth trend of recent AWDT Volumes obtained from 2000 thru 2004 MRCOG Traffic Flow Maps.

- ◆ Determine the 2009 NO BUILD Volumes for each intersection to be analyzed by growing the background traffic growth from the year of the counts to 2009.
- ◆ Add data from Trip Assignments Maps and Tables to the 2009 NO BUILD Volumes to obtain the 2009 BUILD Volumes for this project.
- ◆ Provide signalized and unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD ANALYSIS	BUILD ANALYSIS
McCleod Rd. / Jefferson St.	Traffic Signal	2009	2009
Restaurant Rd. / Jefferson St.	Stop Sign	2009	2009
McLeod Rd. / Restaurant Rd.	Stop Sign	2009	2009
Driveway "A" / Jefferson St.	Stop Sign	2009	2009

GENERAL AREA CHARACTERISTICS

This project is located at the northwest corner of the intersection of McLeod Rd. / Jefferson Street. The surrounding area is primarily zoned for commercial and industrial type of development. The Vicinity Map on Page A-1 of the Appendix shows the zoning of the surrounding properties in the area surrounding this site. The site is bound on the east by Jefferson St., on the south by the office buildings along the north side of McLeod Rd., and on the north the existing Landry’s Restaurant site (See Vicinity Map on Pages A-1 and A-3 of the Appendix). There are no other major planned and approved developments in the general vicinity of the site.

AREA STREET NETWORK

Access to this site will be primarily via Jefferson Street and Restaurant Rd. Secondary access is from the intersection of McLeod Rd. / Restaurant Rd.

Interstate 25 is a freeway providing north-south access through the City of Albuquerque. It has three lanes in each direction in the vicinity of the site.

Jefferson Street is classified as a Minor Arterial roadway on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area. It is a four lane paved urban roadway with curbs and gutters on both sides. There are raised medians to the west and north of Interstate 25 on Jefferson Street to Osuna Rd. Jefferson Street south and east of I-25 is a four lane undivided urban street with curbs and gutters on both sides of the road. The intersection of McLeod Rd. / Jefferson St. was recently reconstructed to improve the capacity of the intersection.

McLeod Rd. is classified as a collector street on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area. It is a four lane undivided urban roadway east of Jefferson St. and a two lane urban roadway west of Jefferson St.

The posted speed limit for both Jefferson St. and McLeod Rd. in the vicinity of this project is 35 M.P.H.

EXISTING TRAFFIC VOLUMES

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

Recent AM and PM Peak Hour turning movement counts were provided by the City of Albuquerque for the intersection of McLeod Rd. / Jefferson St.

Additionally, AM and PM Peak Hour turning movement counts for 1998 were obtained by field traffic counts taken recently for the following intersections:

Restaurant Rd. / Jefferson St.
McLeod Rd. / Restaurant Rd.
Driveway "A" / Jefferson St.

The counts are included at the end of the Appendix.

PROPOSED DEVELOPMENT

The proposed conceptual site development plan associated with this property defines different ITE Land Uses as summarized in the following table:

Land Use Summary Table	
Land Use Description	Size Proposed
Shopping Center (820)	55,000 S.F.
High Turnover (Sit-Down) Restaurant (932)	10,000 S.F.

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. This 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.

There are three (3) proposed access points (driveways) for the new site (See Site Map on Page A-2). The primary access into the development is via the existing unsignalized intersection of Restaurant Rd. / Jefferson St. The other two are secondary access driveways onto McLeod Rd. (Restaurant Rd.) and onto Jefferson St. (Driveway "A"). All three driveways are intended to be full access driveways.

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 in the Land Use Summary Table above.

The resulting number of trips generated for the proposed development (100%) are summarized in the following table:

McLeod Pointe (McLeod / Jefferson St.)
Trip Generation Data

USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet		Units				
Shopping Center (820)		55.00	4,604	67	43	203
High Turnover (Sit-Down) Restaurant (932)		10.00	1,272	60	55	67
Subtotal			5,876	127	98	270
					220	43
					263	

The Implementation Year Analysis for this study assumed a development of 100% of the project to be implemented. See Appendix Pages A-6 through A-8 for more detailed information regarding trip generation rates (including Trip Generation Summary Tables and Worksheets).

No adjustments were made to the trip generation rates for Pass-by Trips for these land uses.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Commercial Land Use

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2009 projected population of Data Analysis Subzones within a two-mile radius of the proposed development. Population data for the years 2000 and 2025 were taken from the 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico, S-03-01, 2003, Appendix B and Appendix C, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2000 and 2025 was interpolated linearly to obtain 2009 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 on Appendix Pages A-9 thru A-18.

TRIP ASSIGNMENTS

Trip assignments for primary and diverted linked trips are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip distribution and trip assignments are shown on Pages A-19 and A-20 in the Appendix of this report.

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. Most of the Traffic Flow Data for those years 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 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 or appeared to be unreasonably high or low. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was used, a shorter time span was used to determine the growth rate, or the growth rate was considered to be zero or a generic 3% if appropriate. Due to the potential for growth in the area, it was believed that a zero percent growth rate was inappropriate for this study. Therefore, a growth rate of 1.00% was used if the linear regression analysis showed the growth rate to be negative. 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 trendlines are shown in the Appendix on Pages A-21 through A-25. An Historic Growth Rate Map can be found on Page A-26 of the Appendix. Additionally, 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-28 through A-35).

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2009 BUILDOUT

The calculated growth rates were applied to the most recent peak hour traffic counts (furnished by the City of Albuquerque and conducted for this study) to derive the 2009 AM and PM Peak Hour NO BUILD Volumes. To these volumes, the generated trips based on implementation of the proposed Jefferson Point Conceptual Site Development Plan (100% development) were added to obtain BUILD volumes for the intersection analyses. See Appendix Pages A-27 through A-38 for further information regarding 2002 and 2005 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 (2000) using TEAPAC Signal 2000 (Version 2.0) for signalized intersections (Operational Method) and HiCAP 2000 version 2.0 for unsignalized intersections. For signalized intersections, the operational method of analysis was used for both the 2009 NO BUILD and BUILD conditions. In addition to utilizing the operational analysis for the intersections, the 1985 planning method was also used to provide additional information at the intersection to help define critical lane volumes and to help analyze a solution. (The Highway Capacity Software does not include the planning analysis).

Capacity analyses were performed for the following traffic conditions.

- 2009 without development of the subject property (NO BUILD)
- 2009 with development as per the Conceptual Site Development Plan (BUILD)

The results of the 2009 NO BUILD and 2000 BUILD capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses*.

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2009)

McLeod Rd. / Jefferson St. - Pages A-39 thru A-59

The results of the implementation year analysis of the signalized intersection of McLeod Rd. / Jefferson St. are summarized in the following tables:

Existing Geometry (McLeod Rd. / Jefferson St.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB McLeod Rd.	1	0	0	1	0
WB McLeod Rd.	1	0	1	0	1
NB Jefferson St.	1	0	1	1	0
SB Jefferson St.	1	0	1	1	0

McLeod Rd. / Jefferson St.	2009 No Build		2009 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	C - 23.6	B - 18.2	C - 25.9	C - 23.1

The intersection of McLeod Rd. / Jefferson St. was recently reconstructed to achieve the intersection geometry described above. With the new improvements, there is sufficient capacity to handle the additional traffic that will be generated by this project.

The following table summarizes the results of the queuing analysis for this intersection of McLeod Rd. / Jefferson St.:

Queueing Analysis Summary Sheet

Project: Jefferson Point (McLeod Rd / Jefferson St)
Intersection: McLeod Rd / Jefferson St

Eastbound Approach	Left Turns			Thru Movements			Right Turns		
	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	13	100	1	42	N/A	0	10	0
AM NO BUILD Queue	1	13	50	1	43	75	0	10	25
AM BUILD Queue	1	13	50	1	44	75	0	11	25
Existing Lane Length	1	7	100	1	109	N/A	0	16	0
PM NO BUILD Queue	1	7	25	1	112	150	0	16	50
PM BUILD Queue	1	7	25	1	114	150	0	18	50

Westbound Approach	Left Turns			Thru Movements			Right Turns		
	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	138	200	1	51	N/A	1	525	500
AM NO BUILD Queue	1	141	175	1	52	100	1	538	550
AM BUILD Queue	1	141	175	1	54	100	1	603	600
Existing Lane Length	1	100	200	1	23	N/A	1	359	500
PM NO BUILD Queue	1	103	150	1	24	50	1	368	400
PM BUILD Queue	1	103	150	1	28	50	1	506	500

Northbound Approach	Left Turns			Thru Movements			Right Turns		
	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	6	200	2	488	N/A	0	51	0
AM NO BUILD Queue	1	7	25	2	537	325	0	56	100
AM BUILD Queue	1	8	25	2	582	350	0	56	100
Existing Lane Length	1	6	200	2	487	N/A	0	114	0
PM NO BUILD Queue	1	7	25	2	536	325	0	125	175
PM BUILD Queue	1	10	25	2	632	375	0	125	175

Southbound Approach	Left Turns			Thru Movements			Right Turns		
	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	176	250	2	438	N/A	0	37	0
AM NO BUILD Queue	1	185	225	2	460	300	0	39	75
AM BUILD Queue	1	236	275	2	501	300	0	39	75
Existing Lane Length	1	273	250	2	602	N/A	0	19	0
PM NO BUILD Queue	1	287	325	2	632	375	0	20	50
PM BUILD Queue	1	423	450	2	741	425	0	20	50

Cycle Length: AM 100 PM 100

RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2002)

McLeod Rd. / Restaurant Rd.. – Pages A-60 thru A-63

The results of the analysis of the unsignalized intersection of McLeod Rd. / Restaurant Rd. are summarized in the following table:

	2009 NO BUILD		2009 BUILD	
	AM	PM	AM	PM
McLeod Rd. / Restaurant Rd.				
Minor Street (Driveway)				
NB Left	A - 10	A - 10	A - 10	A - 10
NB Through	A - 10	A - 10	A - 10	A - 10
NB Right	A - 10	A - 10	A - 10	A - 10
Minor Street (Restaurant Rd. Extension)				
SB Left	A - 10	A - 9	A - 10	A - 9
SB Through	A - 10	A - 9	A - 10	A - 9
SB Right	A - 10	A - 9	A - 10	A - 9
Major Street (McLeod Rd.)				
EB Left	A - 8	A - 7	A - 8	A - 7
WB Left	A - 7	A - 8	A - 7	A - 8

Restaurant Rd. / Jefferson St. – Pages A-64 thru A-67

The results of the analysis of the unsignalized intersection of Restaurant Rd. / Jefferson St. are summarized in the following table:

	2009 NO BUILD		2009 BUILD	
	AM	PM	AM	PM
Restaurant Rd. / Jefferson St.				
Minor Street (Jefferson St.)				
EB Left	C - 19	F - 89	C - 19	F - 362
EB Right	C - 19	F - 89	C - 19	F - 362
Major Street (McLeod Rd.)				
NB Left	A - 9	B - 11	A - 9	B - 12

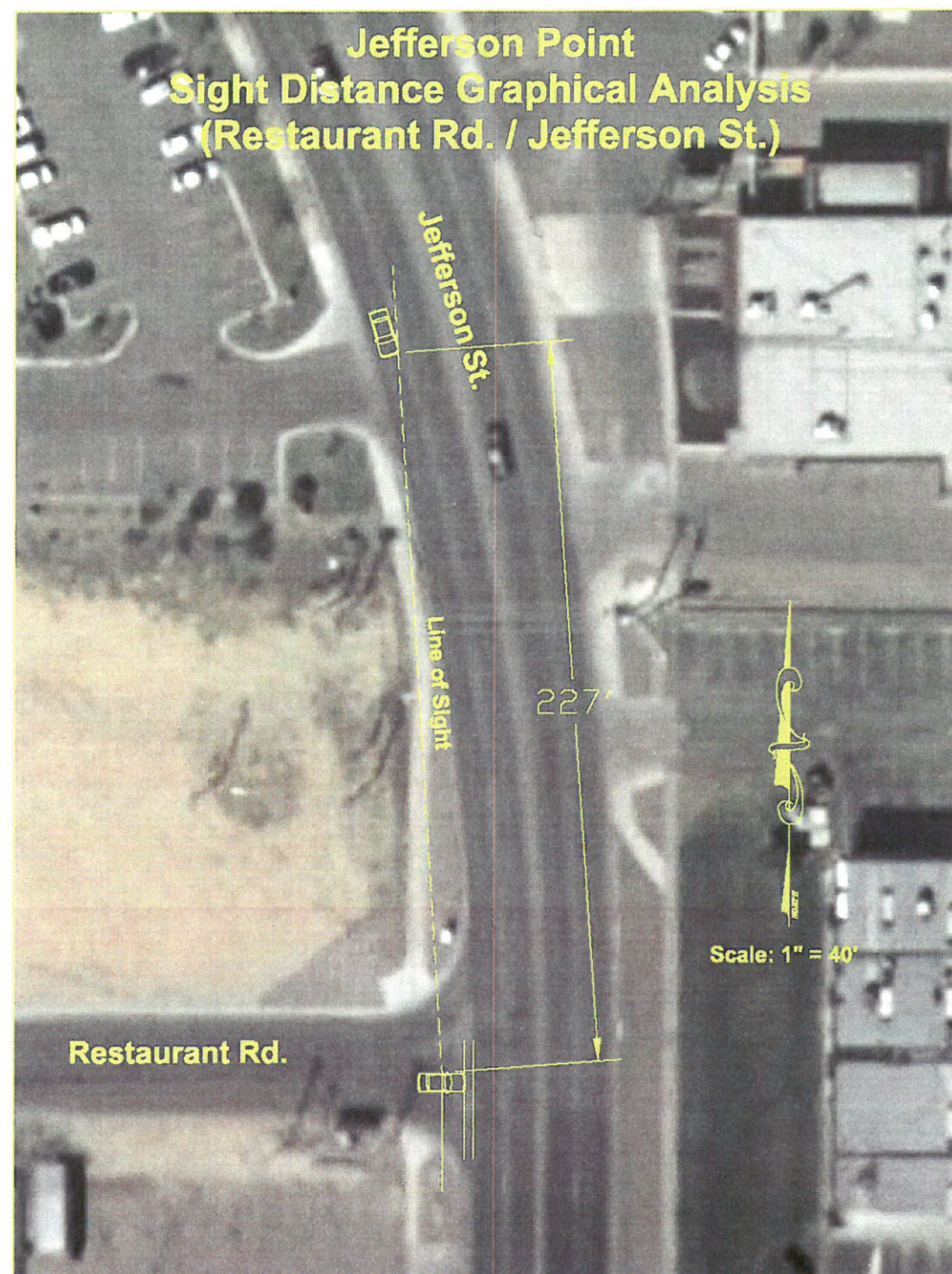
There is projected to be approximately 35 vehicles per hour attempting to make the eastbound left turn from Restaurant Rd. onto northbound Jefferson St. during the 2009 PM Peak Hour. The calculated delay for that movement is excessive. However, the calculated delay does not consider that there are existing traffic signals to the north and to the south of the driveway (intersection) that will create gaps in northbound and in southbound traffic flows to assist in allowing eastbound traffic to turn onto Jefferson St.

Additionally, it should be considered that a percentage of this traffic, if anticipating difficulty turning left onto Jefferson St., may opt to travel south on Restaurant Rd., then west on McLeod to the I-25 northbound frontage road on which they can turn left onto Jefferson St. at the frontage road signal. There are means to mitigate the long delays for the eastbound left

turn movement by 1) considering adjacent signals and 2) considering traffic can take an alternate route to get to their destination. The alternate route described above requires execution of right turns at unsignalized intersection rather than the left turn at Restaurant Rd. / Jefferson St.

Also, there is an existing sight distance restriction at the intersection of Restaurant Rd. / Jefferson St. The aerial photo on the following page demonstrates that there is only about 227 feet of available sight distance to the north for an eastbound vehicle stopped at the stop bar on Restaurant Rd. at Jefferson St. This is sufficient sight distance for an intersection at a roadway with an approach speed of slightly more than 30 MPH. The posted speed limit on Jefferson St. south of I-25 is 35 MPH. The available sight distance needed to satisfy the AASHTO Manual (2001 Edition) is 250 feet minimum (Page 682, Stopping Sight Distances at Intersections for Turning Roadways, Exhibit 9-70, A Policy on Geometric Design of Highways and Streets, Fourth Edition, AASHTO). It appears that some additional sight distance can be attained (not continuous sight distance) by cutting down and removing some high-growing brush on the northeast corner of this site along with possible removal / relocation of one or two trees on the Landry's site.

Refer to the following aerial photo for a more detailed demonstration of the sight distance problem:



Note the following photograph showing the sight distance restriction from the view of an eastbound automobile stopped at the stop bar of the intersection of Restaurant Rd. / Jefferson St.



The primary cause of the sight distance restriction is some wild brush growing on the northeast corner of the proposed site and possibly some of the landscape trees along the southwest side of Jefferson St. in front of Landry's Restaurant. It appears that the sight distance restriction can be improved by eliminating the wild brush growing on the proposed site and pruning one or two of the trees in front of Landry's Restaurant to insure that the foliage of the tree is at least 6 feet above the street level. Also, relocation of one or two of the landscape trees in front of Landry's may need to be considered to address the sight distance restriction problem.

Driveway "A" / Jefferson St. – Pages A-68 thru A-69

The results of the analysis of the unsignalized intersection of Driveway "A" / Jefferson St. are summarized in the following table:

	2009 NO BUILD		2009 BUILD	
	AM	PM	AM	PM
Driveway "A" / Jefferson St.				
Minor Street (Jefferson St.)				
EB Left	N/A	N/A	B - 15	E - 43
EB Right	N/A	N/A	B - 15	E - 43
Major Street (McLeod Rd.)				
NB Left	N/A	N/A	A - 10	B - 13

Even though the level-of-service for the northbound left turn is "B" with a 13 second average delay, there is some concern in that the projected volume of northbound left turn traffic on

Jefferson St. at Driveway "A" is 154 vph. There is no northbound left turn lane nor does it appear that there is a means to widen Jefferson St. to create one. A means of mitigating this potential problem is to encourage entering traffic to access the new commercial area from McLeod Rd. at the Restaurant Rd. connection. The HCM queuing analysis indicated that the calculated queue length for the northbound left turn movement was 1 vehicle (25 feet). The average control delay was about 13 seconds. Based on the calculations, it does not appear that there will be a problem at the driveway with the northbound left turn traffic. The delay is small and the calculated queues are reasonably small. If for some reason the northbound left turn did become problematic, then raffic from the south and from the east would then have an alternate means to enter the new commercial area at McLeod Rd. / Restaurant Rd. (Jefferson Point Dr.) without having to use the driveway on Jefferson St.

It should be noted that Levels of Service (LOS) for unsignalized intersections cannot be compared directly with Levels of Service for signalized intersections. LOS for unsignalized intersections is based on reserve capacity, which is converted to generalized levels of delay; LOS for signalized intersections is based on actual delay in seconds..

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

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

CONCLUSIONS

This analysis was conducted using the following methodology: Trip Generation was established using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual (7th Edition). Generated Trips were distributed proportionately based on the Population Data Analysis Subzones or Employment or Population Data Subareas as was appropriate; Growth rate of background traffic was calculated from the 2000 thru 2004 AWDT's from MRCOG Traffic Flow Maps and used to project 2009 peak hour volumes at key intersections; and the intersection analyses were performed in accordance with the 2000 Highway Capacity Manual. The Traffic Impact Study showed a moderate increase in traffic congestion for the adjacent transportation network based on 100% buildout of the proposed project.

In summary, the proposed site plan consisting of commercial / restaurant type of development will present no significant adverse impact to the adjacent transportation system provided that the following recommendations are followed:

RECOMMENDATIONS

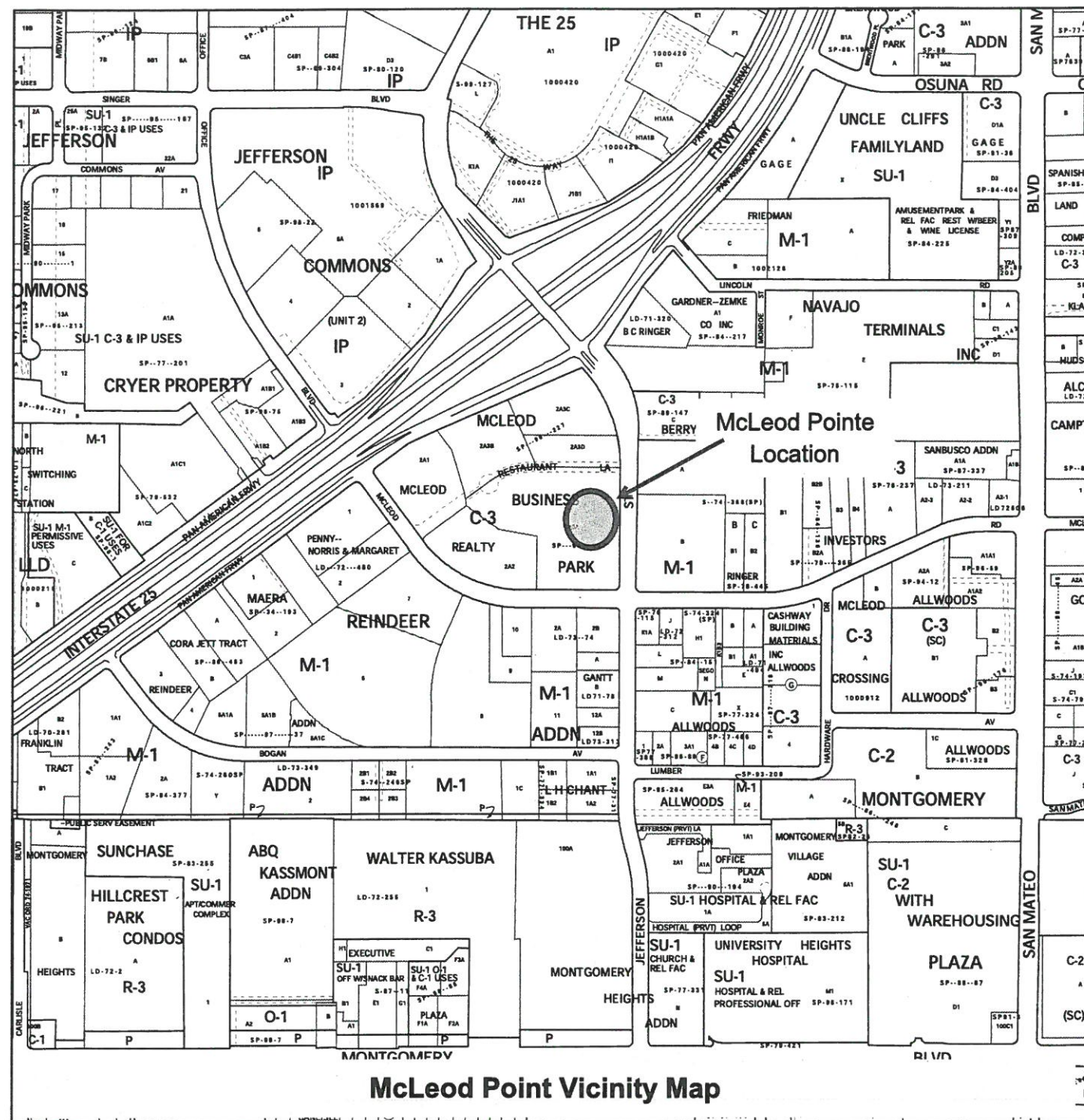
FROM IMPLEMENTATION YEAR (2009) ANALYSIS

- All design and construction of the project shall provide for adequate sight distances and driveways at existing and proposed intersections and driveways constructed and/or altered by this project. The existing sight distance problem at the intersection of Restaurant Rd. (Jefferson Point Rd.) / Jefferson St. should be addressed if at all possible to provide an additional 25 or 30 feet of available sight distance to meet the minimum AASHTO requirements. (See discussion on Pages 9 thru 12).
- Restaurant Rd. should be connected so that traffic can take an alternate route to avoid having to turn left (eastbound to northbound) from Restaurant Rd. onto Jefferson St.

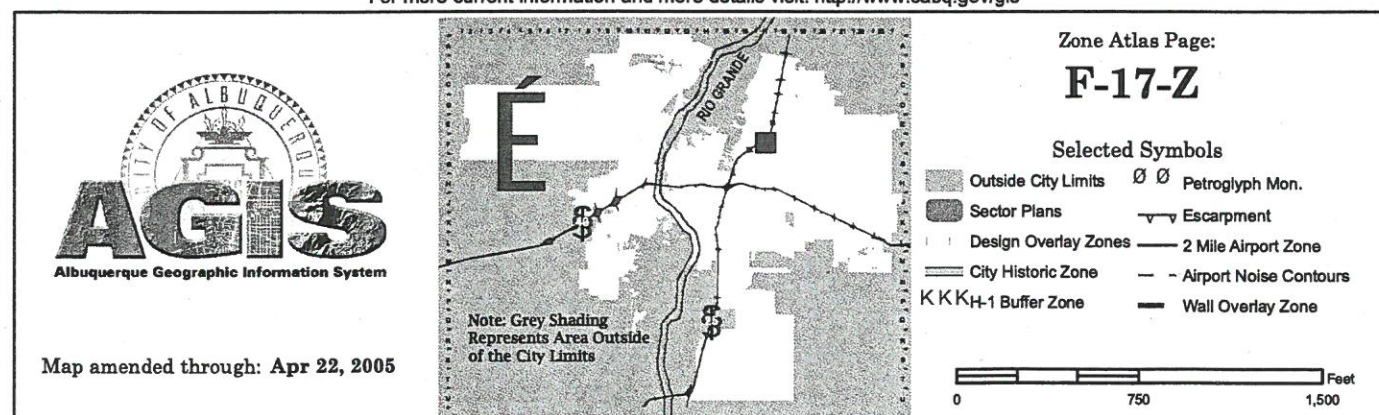
Appendix

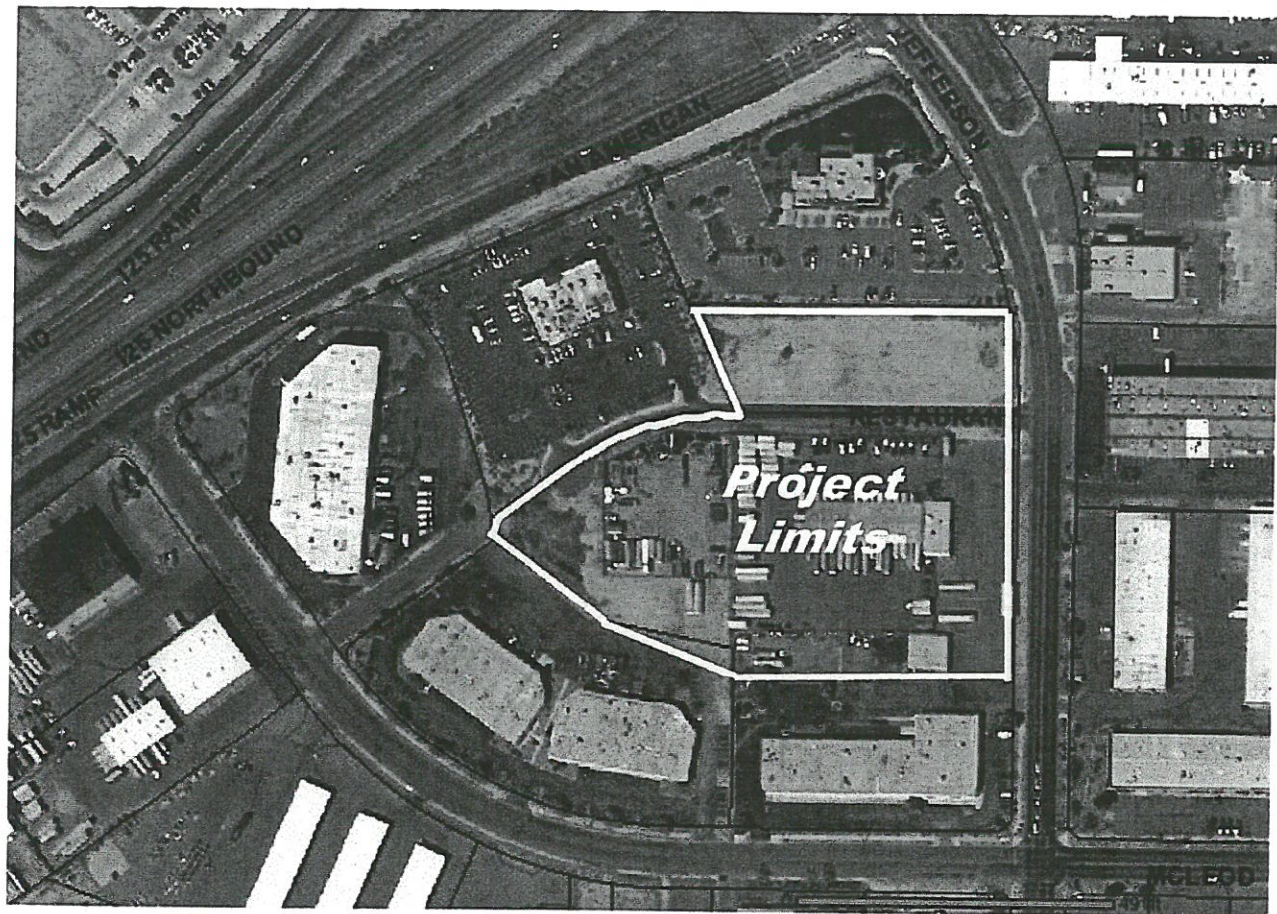
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APPENDIX



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





Jefferson Point
McLeod Rd / Jefferson St
Vicinity Map

- Existing Proposed
- Facility with HOV Potential
 - Limited Access Roadway
 - Principal Arterial
 - Minor Arterial
 - Collector
- Dashed lines indicate proposed alignments.
- Grade Separation
 - Interchange
- Rainbow** Location Study Corridor
 rainbow proposed alignments have not been established but are under consideration
 Subarea
 rainbow street network evaluation is in progress
- Existing Freeway
 Existing-Not to Freeway Standard

Notes: Provisions include 12 ft, 14 ft and 16 ft lanes.

1. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

2. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

3. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

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11. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

12. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

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15. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

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18. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

19. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

20. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

21. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

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23. LRTV: Major roads are classified according to their anticipated future use. Major roads are those that are expected to be used for long-distance travel and are expected to be used for long-distance travel.

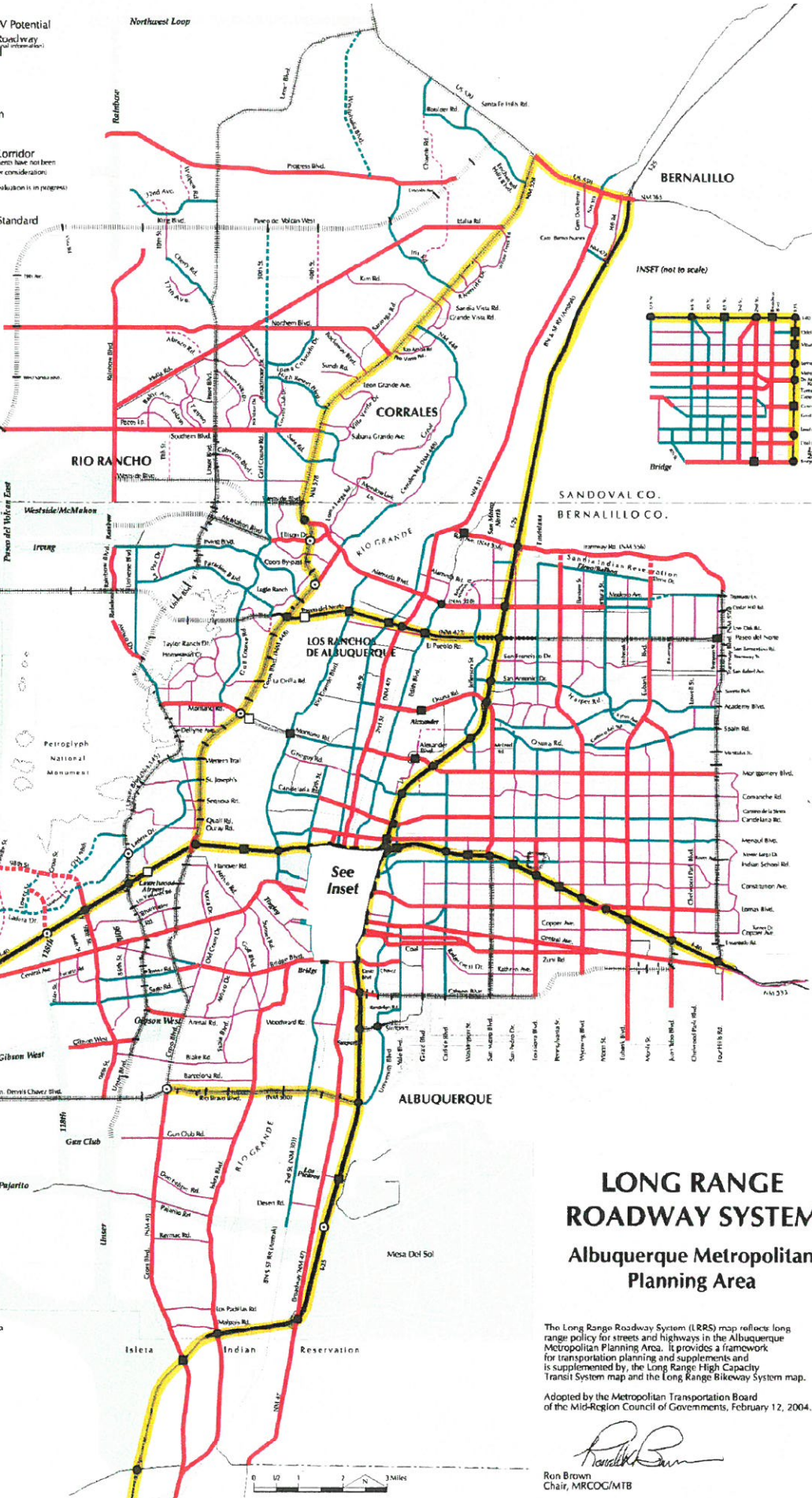
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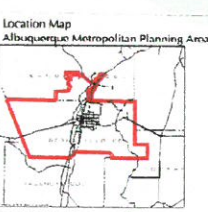


LONG RANGE ROADWAY SYSTEM Albuquerque Metropolitan Planning Area

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
 Ron Brown
 Chair, MRCC/MTB



Mid-Region
 Council of Governments
 217 Commercial NE, Suite 104
 Albuquerque, NM 87102
 505.247.1750

Jefferson Point (McLeod / Jefferson St.) **Trip Generation Data**

USE (ITE CODE)	DESCRIPTION	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
		GROSS	EXIT	ENTER	EXIT	ENTER	EXIT
Summary Sheet							Units
	Shopping Center (820)	55.00	4,604	67	43	203	220
	High Turnover (Sit-Down) Restaurant (932)	10.00	1,272	60	55	67	43
	Subtotal		5,876	127	98	270	263

Jefferson Point (McLeod / Jefferson St.) **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					
	55.00	67	43	203	220
Shopping Center (820)					
	4,604				
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

Jefferson Point (McLeod / Jefferson St.) **Trip Generation Data**

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

ITE Trip Generation Equations:

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

$$T = 127.15 (X) + 0$$

50% Enter, 50% Exit

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

$$T = 11.52 (X) + 0$$

52% Enter, 48% Exit

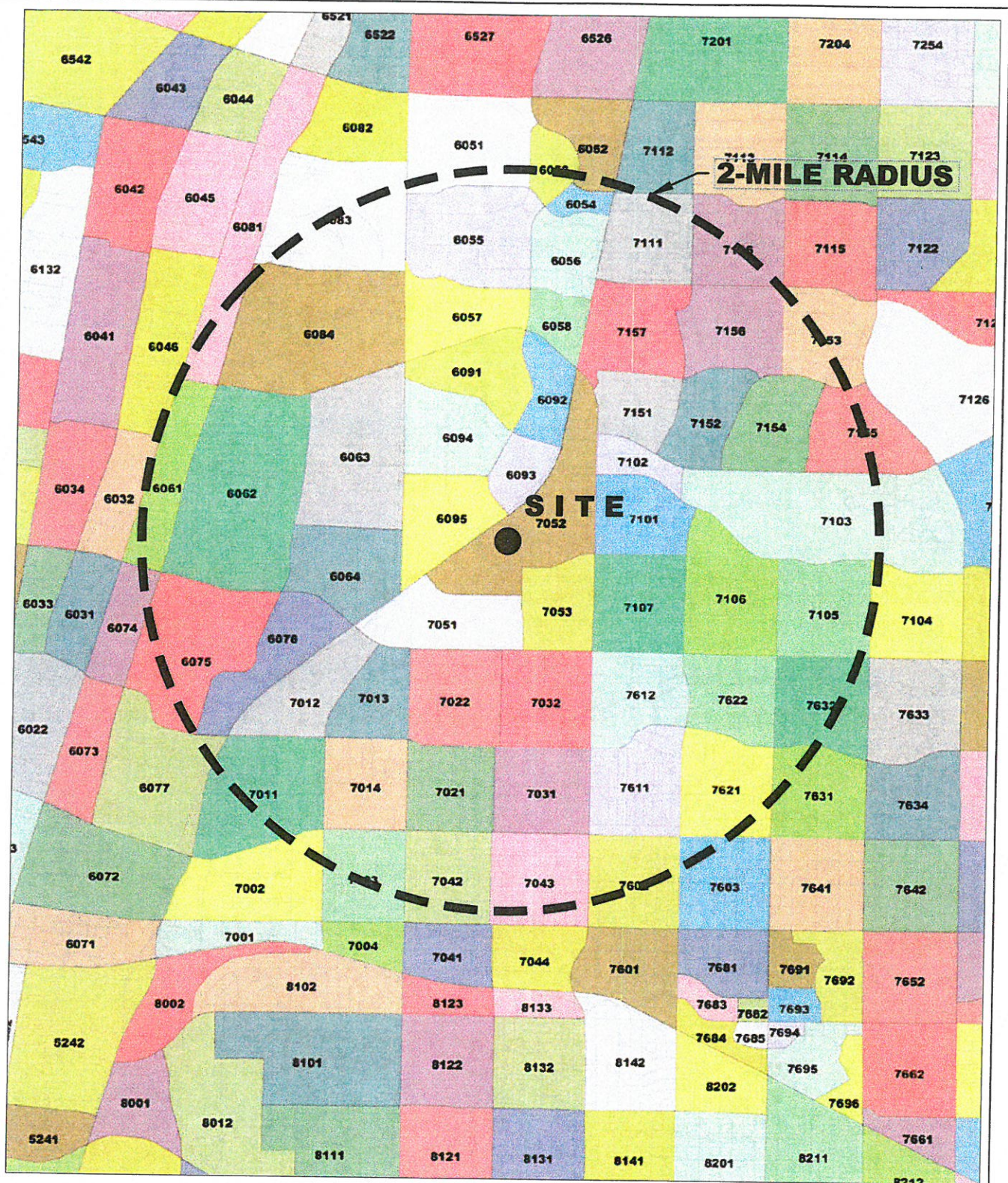
Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$T = 10.92 (X) + 0$$

61% Enter, 39% Exit

Comments:
 Tract No.

Based on ITE Trip Generation Manual - 7th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP
Jefferson Point (McLeod Rd / Jefferson St)

Trip Distribution Table

Jefferson Point (McLeod Rd / Jefferson St)

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

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic

2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

DASZ #		% Sub Area in Study	2000 Population		2025 Population		Interpolated Population for the Year		Population / Distance		Percent Population	(JN) Jefferson St North		(SE) Singer Blvd East		(JC1) Jefferson St Central 1		
			2000	2025	2025	2009	Population In Study	Population / Distance	% Utilizing	% Population Utilizing		Population	% Utilizing	% Population Utilizing	Population	% Utilizing	Population	
Boundary Specified on DASZ Map																		
6051		5%	0	0	0	0	0	0	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
6052		50%	0	9	3	3	2	2	100%	0.00%	2	0%	0.00%	0	0%	0.00%	0	
6053		5%	0	14	5	5	0	0	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
6054		15%	2	2	2	2	0	0	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
6055		95%	7	7	3	3	3	3	100%	0.01%	3	0%	0.00%	0	0%	0.00%	0	
6056		100%	0	23	8	8	8	8	100%	0.02%	8	0%	0.00%	0	0%	0.00%	0	
6057		100%	6	6	6	6	6	6	100%	0.01%	6	0%	0.00%	0	0%	0.00%	0	
6058		100%	52	57	54	54	54	54	100%	0.13%	54	0%	0.00%	0	0%	0.00%	0	
6061		60%	411	610	483	290	290	290	50%	0.34%	145	0%	0.00%	0	0%	0.00%	0	
6062		100%	1359	1526	1,419	1,419	1,419	1,419	50%	1.66%	710	0%	0.00%	0	0%	0.00%	0	
6063		100%	0	2	1	1	1	1	50%	0.00%	1	0%	0.00%	0	0%	0.00%	0	
6064		100%	0	0	0	0	0	0	50%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
6065		100%	0	0	0	0	0	0	50%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
6066		100%	0	0	0	0	0	0	50%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
6075		70%	99	97	98	69	69	69	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
6076		3	3	3	3	3	3	3	0%	0.16%	0	0%	0.00%	0	0%	0.00%	0	
7002		5%	5	55	23	1	1	1	0%	0.01%	0	0%	0.00%	0	0%	0.00%	0	
7003		60%	88	319	171	103	103	103	0%	0.24%	0	0%	0.00%	0	0%	0.00%	0	
7011		60%	13	15	14	8	8	8	0%	0.02%	0	0%	0.00%	0	0%	0.00%	0	
7012		100%	464	530	488	488	488	488	0%	1.14%	0	0%	0.00%	0	0%	0.00%	0	
7013		100%	1097	1137	1,111	1,111	1,111	1,111	0%	2.61%	0	0%	0.00%	0	0%	0.00%	0	
7014		100%	1970	1872	1,935	1,935	1,935	1,935	0%	4.64%	0	0%	0.00%	0	0%	0.00%	0	
7021		100%	1308	1466	1,365	1,365	1,365	1,365	0%	3.20%	0	0%	0.00%	0	0%	0.00%	0	
7022		100%	1724	1681	1,709	1,709	1,709	1,709	0%	4.01%	0	0%	0.00%	0	0%	0.00%	0	
7031		100%	1996	1919	1,968	1,968	1,968	1,968	0%	4.61%	0	0%	0.00%	0	0%	0.00%	0	
7032		100%	1574	1667	1,607	1,607	1,607	1,607	0%	3.77%	0	0%	0.00%	0	0%	0.00%	0	
7042		95%	1133	1053	1,104	1,049	1,049	1,049	0%	2.46%	0	0%	0.00%	0	0%	0.00%	0	
7043		95%	1495	1395	1,459	1,386	1,386	1,386	0%	3.25%	0	0%	0.00%	0	0%	0.00%	0	
7051		100%	2944	2761	2,878	2,878	2,878	2,878	0%	6.76%	0	0%	0.00%	0	0%	0.00%	0	

Trip Distribution Table
Jefferson Point (McLeod Rd / Jefferson St)

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-Q1)

DASZ #	% Sub Area In Study	2000 Population		2025 Population		Interpolated Population for the Year 2009	Population In Study	Population / Distance	Percent Population	(JN) Jefferson St North			(SE) Singer Blvd East			(JC1) Jefferson St Central 1			
		2000	2025	2025	2025					% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing		
Boundary Specified on DASZ Map																			
7052	100%	6	6	6	6	6	6	6	0.01%	0%	0.00%	0	0%	0.00%	0	25%	0.00%	2	
7053	100%	7	56	25	25	25	25	25	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7101	100%	2152	2020	2,104	2,104	2,104	2,104	2,104	4.93%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7102	100%	494	463	483	483	483	483	483	1.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7103	100%	1190	1122	1,166	1,166	1,166	1,166	1,166	2.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7104	5%	1278	1309	1,289	64	64	64	64	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7105	100%	1933	1820	1,892	1,892	1,892	1,892	1,892	4.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7106	100%	1901	1786	1,860	1,860	1,860	1,860	1,860	4.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7107	100%	2270	2166	2,233	2,233	2,233	2,233	2,233	6.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7111	80%	1176	1184	1,179	943	943	943	943	2.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7116	25%	1275	1372	1,310	328	328	328	328	0.77%	0%	0.00%	0	0%	0.00%	0	100%	2.21%	943	
7151	100%	1029	964	1,006	1,006	1,006	1,006	1,006	2.36%	0%	0.00%	0	0%	0.00%	0	100%	0.77%	328	
7152	100%	1418	1324	1,384	1,384	1,384	1,384	1,384	3.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7153	30%	1420	1336	1,380	417	417	417	417	0.98%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7154	100%	1262	1156	1,224	1,224	1,224	1,224	1,224	2.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7155	55%	902	836	878	483	483	483	483	1.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7156	95%	1525	1415	1,485	1,411	1,411	1,411	1,411	3.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7157	100%	736	1232	915	915	915	915	915	2.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7602	80%	1084	1036	1,067	854	854	854	854	2.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7603	25%	1243	1179	1,220	305	305	305	305	0.72%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7611	100%	1891	1757	1,843	1,843	1,843	1,843	1,843	4.32%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7612	100%	940	919	932	932	932	932	932	2.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7621	100%	1321	1242	1,293	1,293	1,293	1,293	1,293	3.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7622	100%	1032	973	1,011	1,011	1,011	1,011	1,011	2.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7631	25%	1122	1033	1,090	273	273	273	273	0.84%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7632	85%	876	826	858	729	729	729	729	1.71%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
									100.00%				928				2.18%	0.00%	1,273
																			2,983

Trip Distribution Table **Jefferson Point (McLeod Rd / Jefferson St)**

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Retail Commercial Trips
 2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

DASZ #		% Sub Area in Study	2000 Population		2025 Population	Interpolated Population for the Year 2009	Population In Study	Population / Distance	Percent Population	(SN) San Mateo Blvd North		(McE) McLeod Rd East		(ME) Montgomery Blvd East	
			2000	2025						% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map															
6051	5%	0	0	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6052	50%	0	9	0	3	2	2	2	0.00%	0%	0.00%	0	0%	0.00%	0
6053	5%	0	14	5	5	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6054	15%	2	2	2	2	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6055	95%	0	7	3	3	3	3	3	0.01%	0%	0.00%	0	0%	0.00%	0
6056	100%	0	23	8	8	8	8	8	0.02%	0%	0.00%	0	0%	0.00%	0
6057	100%	6	6	6	6	6	6	6	0.01%	0%	0.00%	0	0%	0.00%	0
6058	100%	52	57	54	54	54	54	54	0.13%	0%	0.00%	0	0%	0.00%	0
6061	60%	411	610	483	483	290	290	290	0.89%	0%	0.00%	0	0%	0.00%	0
6062	100%	1359	1526	1,419	1,419	1,419	1,419	1,419	3.33%	0%	0.00%	0	0%	0.00%	0
6063	100%	0	2	1	1	1	1	1	0.00%	0%	0.00%	0	0%	0.00%	0
6064	100%	0	0	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6065	100%	0	0	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6066	100%	0	0	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6075	70%	99	97	98	98	69	69	69	0.16%	0%	0.00%	0	0%	0.00%	0
6076	100%	3	3	3	3	3	3	3	0.01%	0%	0.00%	0	0%	0.00%	0
7002	5%	5	55	23	1	1	1	1	0.00%	0%	0.00%	0	0%	0.00%	0
7003	60%	88	319	171	103	103	103	103	0.24%	0%	0.00%	0	0%	0.00%	0
7011	60%	13	15	14	8	8	8	8	0.02%	0%	0.00%	0	0%	0.00%	0
7012	100%	464	530	488	488	488	488	488	1.14%	0%	0.00%	0	0%	0.00%	0
7013	100%	1097	1137	1,111	1,111	1,111	1,111	1,111	2.81%	0%	0.00%	0	0%	0.00%	0
7014	100%	1970	1872	1,935	1,935	1,935	1,935	1,935	4.54%	0%	0.00%	0	0%	0.00%	0
7021	100%	1308	1466	1,365	1,365	1,365	1,365	1,365	3.20%	0%	0.00%	0	0%	0.00%	0
7022	100%	1724	1681	1,709	1,709	1,709	1,709	1,709	4.01%	0%	0.00%	0	0%	0.00%	0
7031	100%	1986	1919	1,968	1,968	1,968	1,968	1,968	4.61%	0%	0.00%	0	0%	0.00%	0
7032	100%	1574	1667	1,607	1,607	1,607	1,607	1,607	3.77%	0%	0.00%	0	0%	0.00%	0
7042	95%	1133	1053	1,104	1,049	1,049	1,049	1,049	2.46%	0%	0.00%	0	0%	0.00%	562
7043	95%	1495	1395	1,459	1,386	1,386	1,386	1,386	3.25%	0%	0.00%	0	0%	0.00%	0
7051	100%	2944	2761	2,878	2,878	2,878	2,878	2,878	6.76%	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table **Jefferson Point (McLeod Rd / Jefferson St)**

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

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

DASZ #	% Sub Area in Study	2000 Population		2025 Population	Interpolated Population for the Year 2009	Population In Study	Population / Distance	Percent Population	(SN)		(McE)		(ME)		
		2000	2025	% Utilizing					Population	% Utilizing	Population	% Utilizing	Population		
Boundary Specified on DASZ Map															
7052	100%	6	6	6	6	6	8	0.01%	60%	0.01%	4	0%	0.00%	0	0.00%
7053	100%	7	56	25	25	25	25	0.06%	0%	0.00%	0	0%	0.00%	0	0.00%
7101	100%	2152	2020	2,104	2,104	2,104	2,104	4.93%	50%	2.47%	1,052	50%	2.47%	1,052	0.00%
7102	100%	494	463	483	483	483	483	1.13%	100%	1.13%	483	0%	0.00%	0	0.00%
7103	100%	1190	1122	1,166	1,166	1,166	1,166	2.73%	50%	1.37%	583	50%	1.37%	583	0.00%
7104	5%	1278	1309	1,289	64	64	64	0.15%	0%	0.00%	0	50%	0.08%	32	0.08%
7105	100%	1933	1820	1,892	1,892	1,892	1,892	4.44%	0%	0.00%	0	50%	2.22%	946	2.22%
7106	100%	1901	1786	1,860	1,860	1,860	1,860	4.36%	0%	0.00%	0	50%	2.18%	930	2.18%
7107	100%	2270	2166	2,233	2,233	2,233	2,233	6.24%	0%	0.00%	0	75%	3.83%	1,675	0.00%
7111	80%	1176	1184	1,179	943	943	943	2.21%	0%	0.00%	0	0%	0.00%	0	0.00%
7116	25%	1275	1372	1,310	328	328	328	0.77%	0%	0.00%	0	0%	0.00%	0	0.00%
7151	100%	1029	964	1,006	1,006	1,006	1,006	2.36%	100%	2.36%	1,006	0%	0.00%	0	0.00%
7152	100%	1418	1324	1,384	1,384	1,384	1,384	3.25%	100%	3.25%	1,384	0%	0.00%	0	0.00%
7153	30%	1420	1336	1,390	417	417	417	0.98%	100%	0.98%	417	0%	0.00%	0	0.00%
7154	100%	1262	1156	1,224	1,224	1,224	1,224	2.87%	100%	2.87%	1,224	0%	0.00%	0	0.00%
7155	55%	902	876	878	483	483	483	1.13%	100%	1.13%	483	0%	0.00%	0	0.00%
7156	95%	1525	1415	1,485	1,411	1,411	1,411	3.31%	100%	3.31%	1,411	0%	0.00%	0	0.00%
7157	100%	736	1232	915	915	915	916	2.16%	100%	2.15%	915	0%	0.00%	0	0.00%
7602	80%	1084	1036	1,067	854	854	864	2.00%	0%	0.00%	0	0%	0.00%	0	0.00%
7603	25%	1243	1179	1,220	305	305	305	0.72%	0%	0.00%	0	0%	0.00%	0	0.00%
7611	100%	1891	1757	1,843	1,843	1,843	1,843	4.32%	0%	0.00%	0	0%	0.00%	0	0.00%
7612	100%	940	919	932	932	932	932	2.19%	0%	0.00%	0	0%	0.00%	0	0.00%
7621	100%	1321	1242	1,293	1,293	1,293	1,293	3.03%	0%	0.00%	0	0%	0.00%	0	0.00%
7622	100%	1032	973	1,011	1,011	1,011	1,011	2.37%	0%	0.00%	0	0%	0.00%	0	0.00%
7631	25%	1122	1033	1,090	273	273	273	0.64%	0%	0.00%	0	0%	0.00%	0	0.00%
7632	85%	876	826	858	729	729	729	1.71%	0%	0.00%	0	0%	0.00%	0	0.85%
					49,060	42,647	42,647	100.00%			8,982			5,218	3,982
											21.01%			12.23%	9.34%

Trip Distribution Table **Jefferson Point (McLeod Rd / Jefferson St)**

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 Date Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

DASZ #	% Sub Area in Study	2000 Population		Interpolated Population for the Year 2009	Population In Study	Population / Distance	Percent Population	(JC2)			(SS)			(MW)		
		2000	2025					% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	
Boundary Specified on DASZ Map																
6051	5%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6052	50%	0	9	3	2	2	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6053	5%	0	14	5	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6054	15%	2	2	2	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6055	95%	0	7	3	3	3	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6056	100%	0	23	8	8	8	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6057	100%	6	6	6	6	6	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6058	100%	52	57	54	54	54	0.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6061	60%	411	610	483	290	290	0.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6062	100%	1359	1526	1,419	1,419	1,419	3.33%	0%	0.00%	0	0%	0.00%	0	20%	0.14%	58
6063	100%	0	2	1	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	20%	0.67%	284
6064	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6065	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6066	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6075	70%	99	97	98	69	69	0.16%	0%	0.00%	0	0%	0.00%	0	25%	0.04%	17
6076	100%	3	3	3	3	3	0.01%	0%	0.00%	0	0%	0.00%	0	25%	0.00%	1
7002	5%	5	55	23	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	50%	0.00%	1
7003	60%	88	319	171	103	103	0.24%	0%	0.00%	0	0%	0.00%	0	50%	0.12%	52
7011	60%	13	15	14	8	8	0.02%	0%	0.00%	0	0%	0.00%	0	50%	0.01%	4
7012	100%	464	530	488	488	488	1.14%	0%	0.00%	0	0%	0.00%	0	50%	0.57%	244
7013	100%	1097	1137	1,111	1,111	1,111	2.61%	0%	0.00%	0	0%	0.00%	0	50%	50.00%	556
7014	100%	1970	1872	1,935	1,935	1,935	4.64%	0%	0.00%	0	0%	0.00%	0	50%	50.00%	968
7021	100%	1308	1466	1,365	1,365	1,365	3.20%	0%	0.00%	0	0%	0.00%	0	100%	3.20%	1,365
7022	100%	1724	1681	1,709	1,709	1,709	4.01%	0%	0.00%	0	0%	0.00%	0	100%	4.01%	1,709
7031	100%	1996	1919	1,968	1,968	1,968	4.61%	0%	0.00%	0	50%	2.31%	984	50%	2.31%	984
7032	100%	1574	1667	1,607	1,607	1,607	3.77%	0%	0.00%	0	40%	1.51%	643	25%	0.94%	402
7042	95%	1133	1053	1,104	1,049	1,049	2.46%	0%	0.00%	0	15%	0.37%	157	85%	2.09%	892
7043	95%	1495	1395	1,459	1,386	1,386	3.25%	0%	0.00%	0	15%	0.45%	208	85%	2.76%	1,178
7051	100%	2944	2761	2,878	2,878	2,878	6.76%	60%	4.05%	1,727	0%	0.00%	0	40%	2.70%	1,151

Trip Distribution Table
Jefferson Point (McLeod Rd / Jefferson St)

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

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

DASZ #	% Sub Area In Study	2000 Population	2025 Population	Interpolated Population for the Year	Population In Study	Population / Distance	Percent Population	(JC2)			(SS)			(MW)			
		2000	2025	2009			% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing			
Boundary Specified on DASZ Map																	
7052	100%	6	6	6	6	6	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7053	100%	7	56	25	25	25	0.06%	50%	0.03%	13	50%	0.03%	13	0%	0.00%	0	
7101	100%	2152	2020	2104	2104	2,104	4.93%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7102	100%	494	463	483	483	483	1.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7103	100%	1190	1122	1166	1166	1,166	2.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7104	5%	1278	1309	1289	64	64	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7105	100%	1933	1820	1892	1,892	1,892	4.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7106	100%	1901	1786	1860	1,860	1,860	4.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7107	100%	2270	2166	2233	2,233	2,233	6.24%	0%	0.00%	0	25%	1.31%	558	0%	0.00%	0	
7111	80%	1176	1184	1179	943	943	2.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7116	25%	1275	1372	1310	328	328	0.77%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7151	100%	1029	964	1006	1,006	1,006	2.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7152	100%	1418	1324	1384	1,384	1,384	3.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7153	30%	1420	1336	1390	417	417	0.98%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7154	100%	1262	1156	1224	1,224	1,224	2.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7155	55%	902	836	878	483	483	1.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7156	95%	1525	1415	1485	1,411	1,411	3.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7157	100%	736	1232	915	915	916	2.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7602	80%	1084	1036	1067	854	864	2.00%	0%	0.00%	0	100%	2.00%	854	0%	0.00%	0	
7603	25%	1243	1179	1220	305	305	0.72%	0%	0.00%	0	100%	0.72%	305	0%	0.00%	0	
7611	100%	1891	1757	1843	1,843	1,843	4.32%	0%	0.00%	0	100%	4.32%	1,843	0%	0.00%	0	
7612	100%	940	919	932	932	932	2.19%	0%	0.00%	0	100%	2.19%	932	0%	0.00%	0	
7621	100%	1321	1242	1293	1,293	1,293	3.03%	0%	0.00%	0	100%	3.03%	1,293	0%	0.00%	0	
7622	100%	1032	973	1011	1,011	1,011	2.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7631	25%	1122	1033	1090	273	273	0.64%	0%	0.00%	0	50%	0.32%	137	0%	0.00%	0	
7632	85%	876	826	858	729	729	1.71%	0%	0.00%	0	50%	0.85%	365	0%	0.00%	0	
49,060								1,739			8,291			9,864			
								4.08%			19.44%			23.13%			

Trip Distribution Table
Jefferson Point (McLeod Rd / Jefferson St)

Data Analysis Subzone Population Data for delimitation of Local Trip Distribution for Proposed Retail Commercial Trips
 2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

DASZ #	% Sub Area in Study	2000 Population		2025 Population	Interpolated Population for the Year 2009	Population In Study	Population / Distance	Percent Population	(McW)		(SW)		
		2000							% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing
		2000	2025										
Boundary Specified on DASZ Map													
6051	5%	0	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%
6052	50%	0	9	3	3	2	2	0.00%	0%	0.00%	0	0%	0.00%
6053	5%	0	14	5	5	0	0	0.00%	0%	0.00%	0	0%	0.00%
6054	15%	2	2	2	2	0	0	0.00%	0%	0.00%	0	0%	0.00%
6055	95%	0	7	3	3	3	3	0.01%	0%	0.00%	0	0%	0.00%
6056	100%	0	23	8	8	8	8	0.02%	0%	0.00%	0	0%	0.00%
6057	100%	6	6	6	6	6	6	0.01%	0%	0.00%	0	0%	0.00%
6058	100%	52	57	54	54	54	54	0.13%	0%	0.00%	0	0%	0.00%
6061	60%	411	610	483	290	290	290	0.68%	30%	0.20%	87	0%	0.00%
6062	100%	1359	1526	1,419	1,419	1,419	1,419	3.33%	30%	1.00%	426	0%	0.00%
6063	100%	0	2	1	1	1	1	0.00%	30%	0.00%	0	0%	0.00%
6064	100%	0	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%
6065	100%	0	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%
6066	100%	0	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%
6075	70%	99	97	98	69	69	69	0.16%	75%	0.12%	52	0%	0.00%
6076	100%	3	3	3	3	3	3	0.01%	75%	0.01%	2	0%	0.00%
7002	5%	5	55	23	1	1	1	0.00%	50%	0.00%	1	0%	0.00%
7003	60%	88	319	171	103	103	103	0.24%	50%	0.12%	52	0%	0.00%
7011	60%	13	15	14	8	8	8	0.02%	50%	0.01%	4	0%	0.00%
7012	100%	464	530	488	488	488	488	1.14%	50%	0.57%	244	0%	0.00%
7013	100%	1097	1137	1,111	1,111	1,111	1,111	2.61%	50%	1.30%	556	0%	0.00%
7014	100%	1970	1872	1,935	1,935	1,935	1,935	4.64%	50%	2.27%	968	0%	0.00%
7021	100%	1308	1466	1,365	1,365	1,365	1,365	3.20%	0%	0.00%	0	0%	0.00%
7022	100%	1724	1681	1,709	1,709	1,709	1,709	4.01%	0%	0.00%	0	0%	0.00%
7031	100%	1996	1919	1,968	1,968	1,968	1,968	4.61%	0%	0.00%	0	0%	0.00%
7032	100%	1574	1667	1,607	1,607	1,607	1,607	3.77%	0%	0.00%	0	0%	0.00%
7042	95%	1133	1053	1,104	1,049	1,049	1,049	2.46%	0%	0.00%	0	0%	0.00%
7043	95%	1495	1395	1,459	1,386	1,386	1,386	3.25%	0%	0.00%	0	0%	0.00%
7051	100%	2944	2761	2,878	2,878	2,878	2,878	6.76%	0%	0.00%	0	0%	0.00%

Trip Distribution Table **Jefferson Point (McLeod Rd / Jefferson St)**

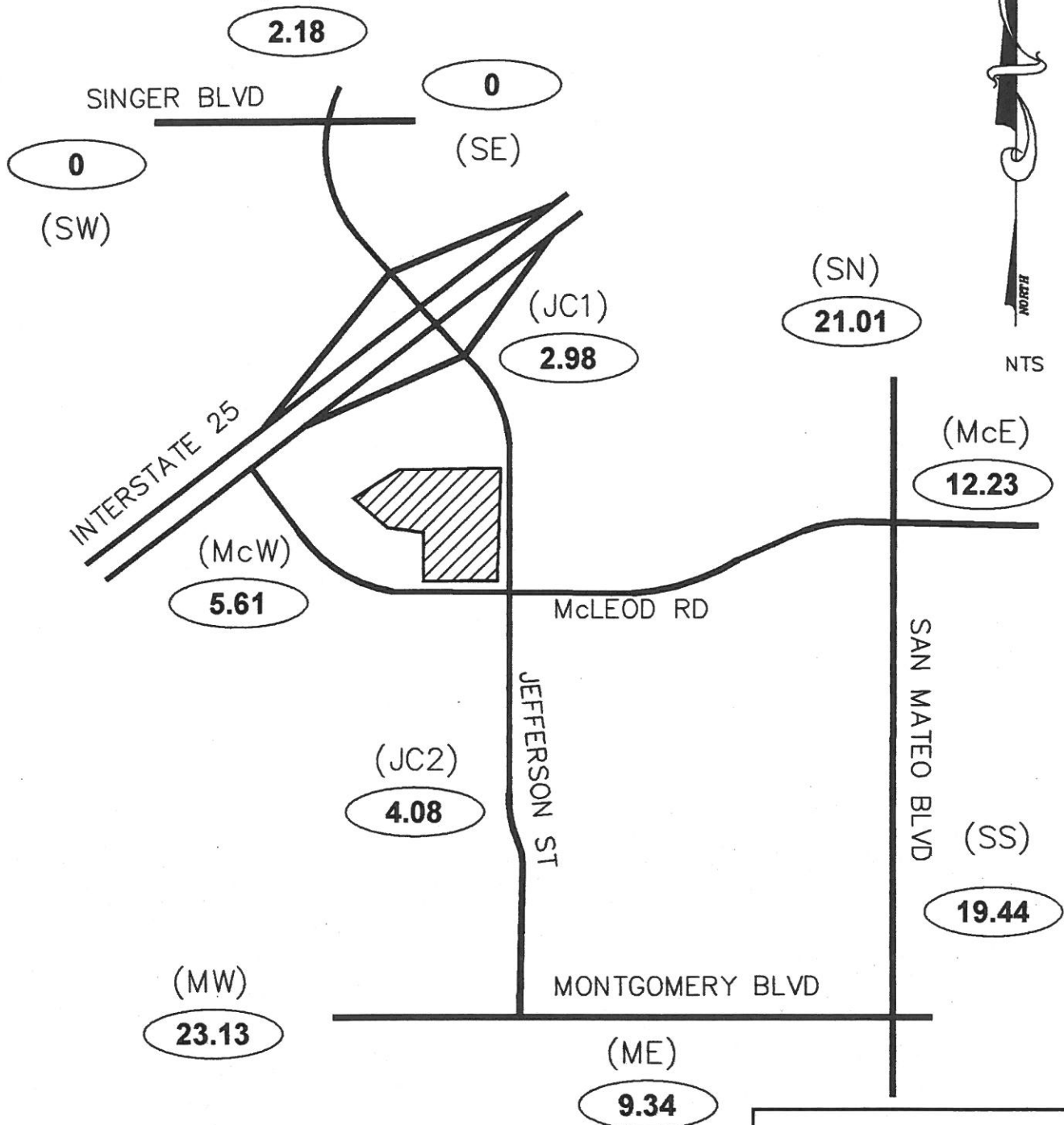
Data Analysis Subzone Population Data for Determination of Local Trip Distribution for Proposed Retail Commercial Trips
2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

DASZ #	% Sub Area In Study	2000 Population		2025 Population		Interpolated Population for the Year	Population In Study	Population / Distance	Percent Population	(McW)		(SW)						
		2000	2025	2025 Population	2000					% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing				
Boundary Specified on DASZ Map																		
7052	100%	6	6	6	6	6	6	6	0.01%	15%	0.00%	1	0%	0.00%	0			
7053	100%	7	56	25	25	25	25	25	0.06%	0%	0.00%	0	0%	0.00%	0			
7101	100%	2152	2020	2,104	2,104	2,104	2,104	2,104	4.93%	0%	0.00%	0	0%	0.00%	0			
7102	100%	494	463	483	483	483	483	483	1.13%	0%	0.00%	0	0%	0.00%	0			
7103	100%	1190	1122	1,166	1,166	1,166	1,166	1,166	2.73%	0%	0.00%	0	0%	0.00%	0			
7104	5%	1278	1309	1,289	64	64	64	64	0.15%	0%	0.00%	0	0%	0.00%	0			
7105	100%	1933	1820	1,892	1,892	1,892	1,892	1,892	4.44%	0%	0.00%	0	0%	0.00%	0			
7106	100%	1901	1786	1,860	1,860	1,860	1,860	1,860	4.36%	0%	0.00%	0	0%	0.00%	0			
7107	100%	2270	2166	2,233	2,233	2,233	2,233	2,233	6.24%	0%	0.00%	0	0%	0.00%	0			
7111	80%	1176	1184	1,179	943	943	943	943	2.21%	0%	0.00%	0	0%	0.00%	0			
7116	25%	1275	1372	1,310	328	328	328	328	0.77%	0%	0.00%	0	0%	0.00%	0			
7151	100%	1029	964	1,006	1,006	1,006	1,006	1,006	2.36%	0%	0.00%	0	0%	0.00%	0			
7152	100%	1418	1324	1,384	1,384	1,384	1,384	1,384	3.25%	0%	0.00%	0	0%	0.00%	0			
7153	30%	1420	1336	1,390	417	417	417	417	0.98%	0%	0.00%	0	0%	0.00%	0			
7154	100%	1262	1154	1,155	1,224	1,224	1,224	1,224	2.87%	0%	0.00%	0	0%	0.00%	0			
7155	55%	902	836	878	483	483	483	483	1.13%	0%	0.00%	0	0%	0.00%	0			
7156	95%	1525	1415	1,485	1,411	1,411	1,411	1,411	3.31%	0%	0.00%	0	0%	0.00%	0			
7157	100%	736	1232	915	915	915	915	915	2.15%	0%	0.00%	0	0%	0.00%	0			
7602	80%	1084	1036	1,067	854	854	854	854	2.00%	0%	0.00%	0	0%	0.00%	0			
7603	25%	1243	1179	1,220	305	305	305	305	0.72%	0%	0.00%	0	0%	0.00%	0			
7611	100%	1891	1757	1,843	1,843	1,843	1,843	1,843	4.32%	0%	0.00%	0	0%	0.00%	0			
7612	100%	940	919	932	932	932	932	932	2.19%	0%	0.00%	0	0%	0.00%	0			
7621	100%	1321	1242	1,293	1,293	1,293	1,293	1,293	3.03%	0%	0.00%	0	0%	0.00%	0			
7622	100%	1032	973	1,011	1,011	1,011	1,011	1,011	2.37%	0%	0.00%	0	0%	0.00%	0			
7631	25%	1122	1033	1,090	273	273	273	273	0.64%	0%	0.00%	0	0%	0.00%	0			
7632	85%	876	826	858	729	729	729	729	1.71%	0%	0.00%	0	0%	0.00%	0			
												49,060	42,647	42,647	100.00%	2,391	5.61%	
																		0.00%

Jefferson Point

McLeod Rd / Jefferson St

(JN) Trip Distribution Map (%)

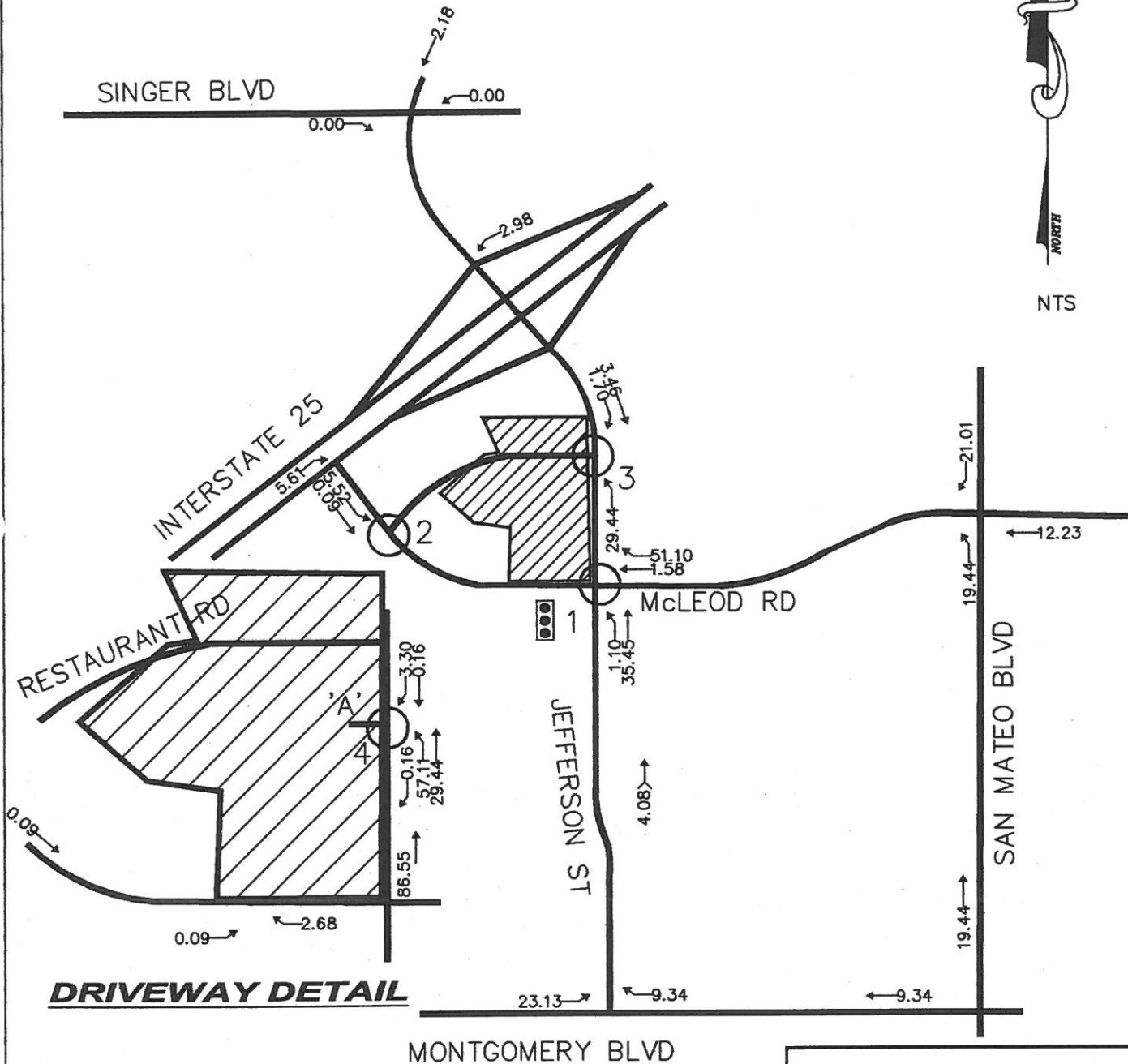


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Jefferson Point

McLeod Rd / Jefferson St Trip Assignments (% Entering)

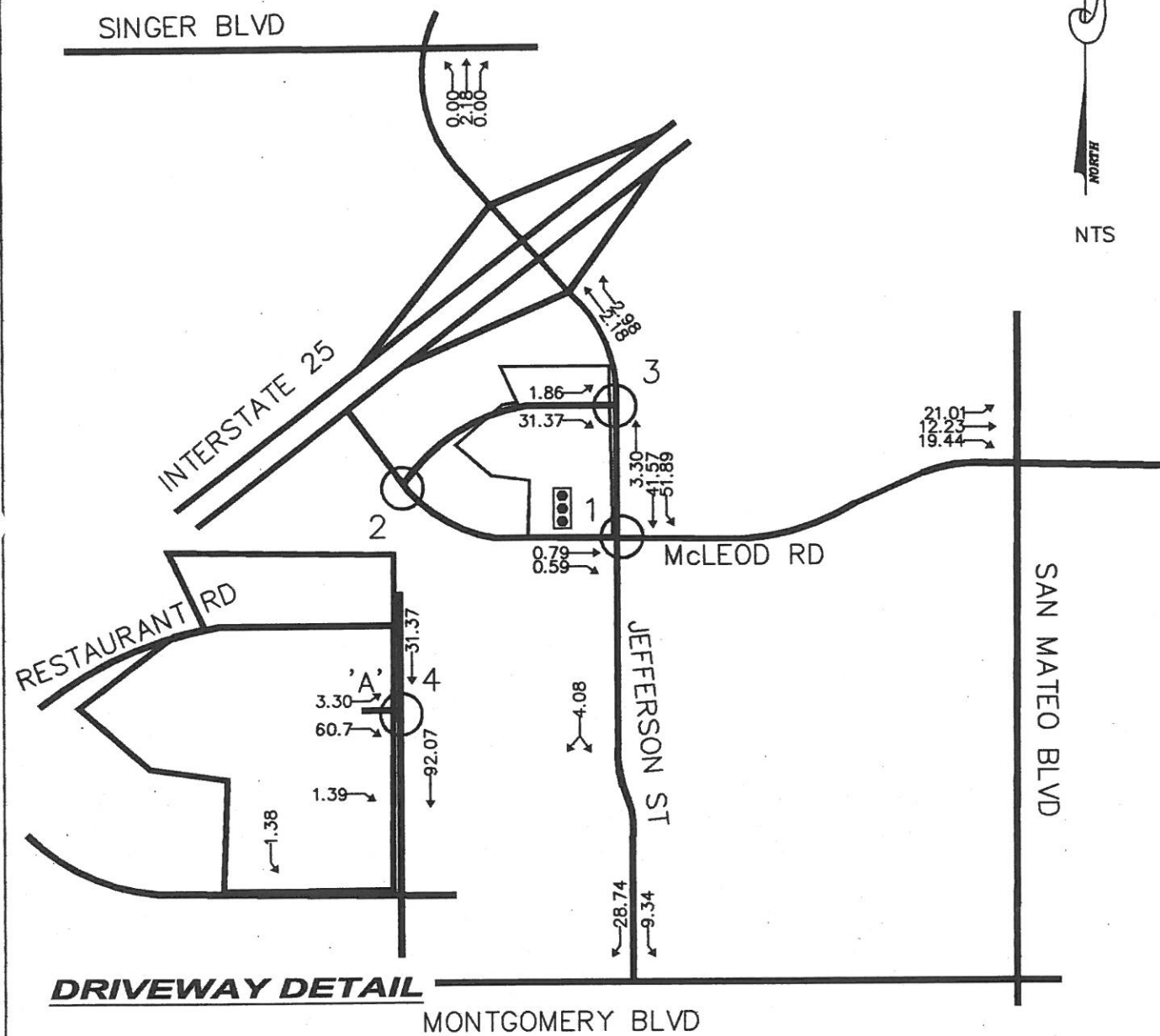


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Jefferson Point

McLeod Rd / Jefferson St

Trip Assignments (% Exiting)



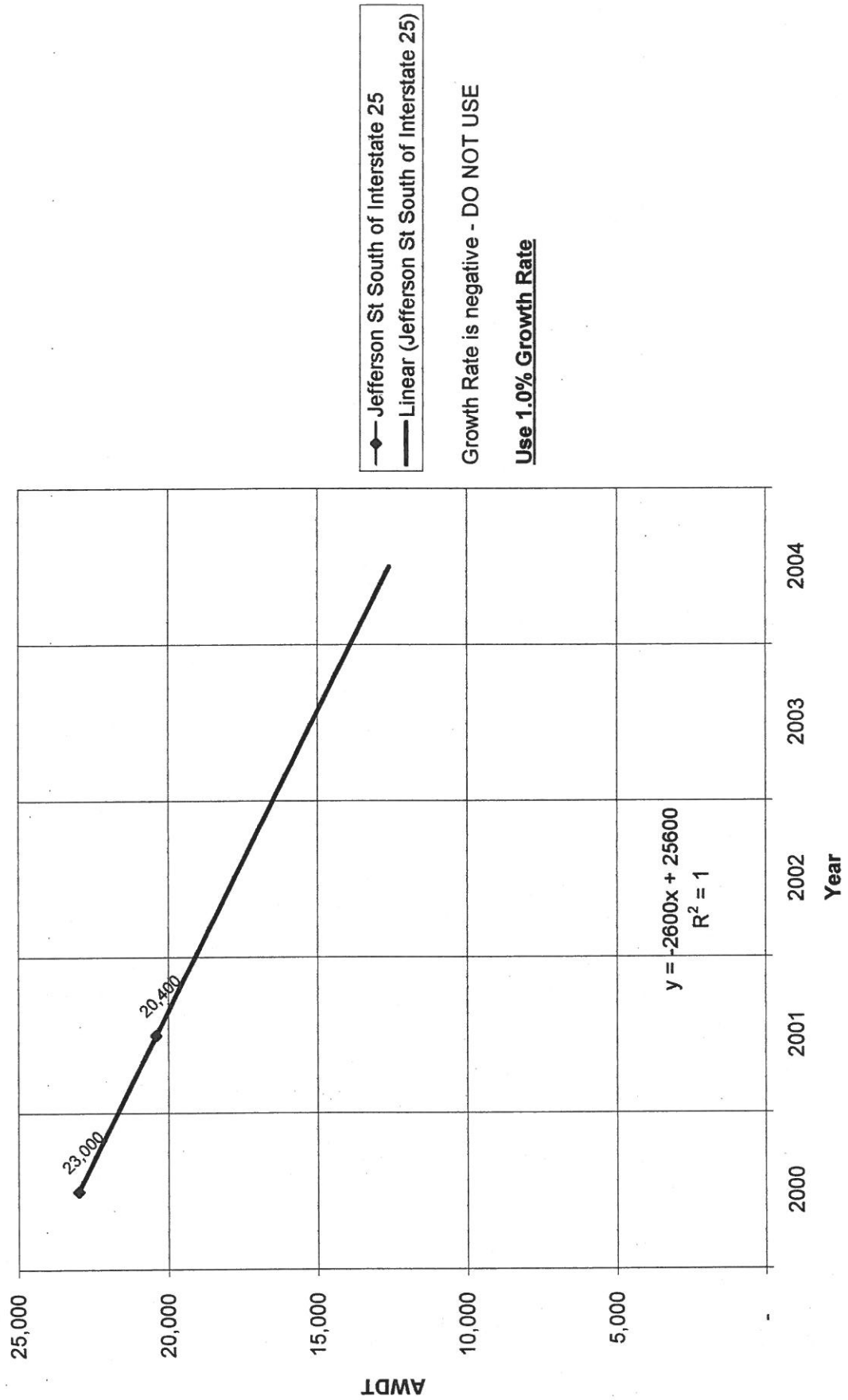
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Albuquerque, NM 87199-2051
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Jefferson Point (McLeod Rd / Jefferson St)
Historic Growth Rate Table

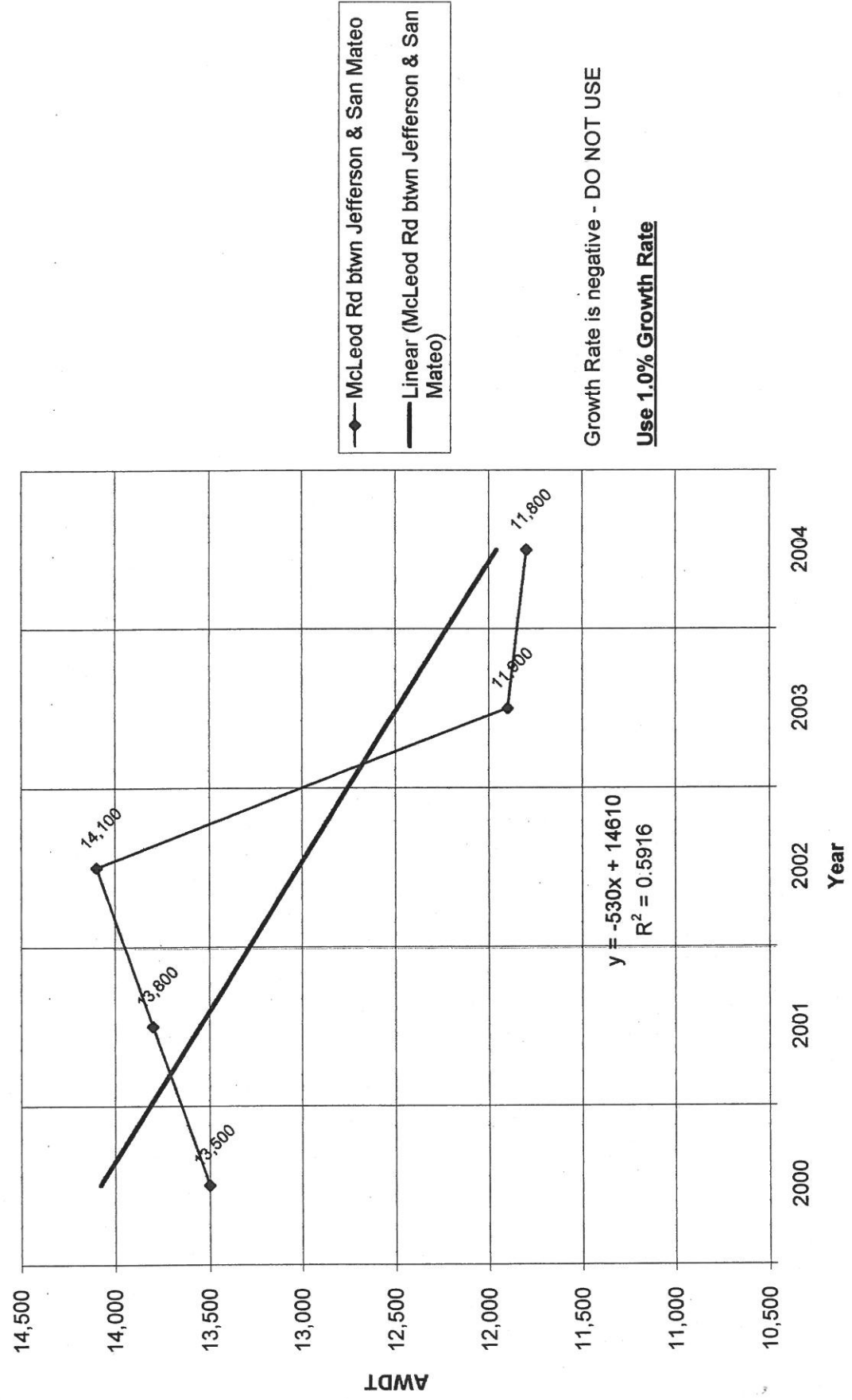
Traffic Flows from MRCOG Map

	2000	2001	2002	2003	2004
Jefferson St South of Interstate 25	23,000	20,400			
McLeod Rd btwn Jefferson & San Mateo	13,500	13,800	14,100	11,900	11,800
Jefferson btwn Montgomery & McLeod	13,500	13,800	14,000	14,200	14,100
McLeod Rd West of Jefferson St	1,400	1,400	900	900	900

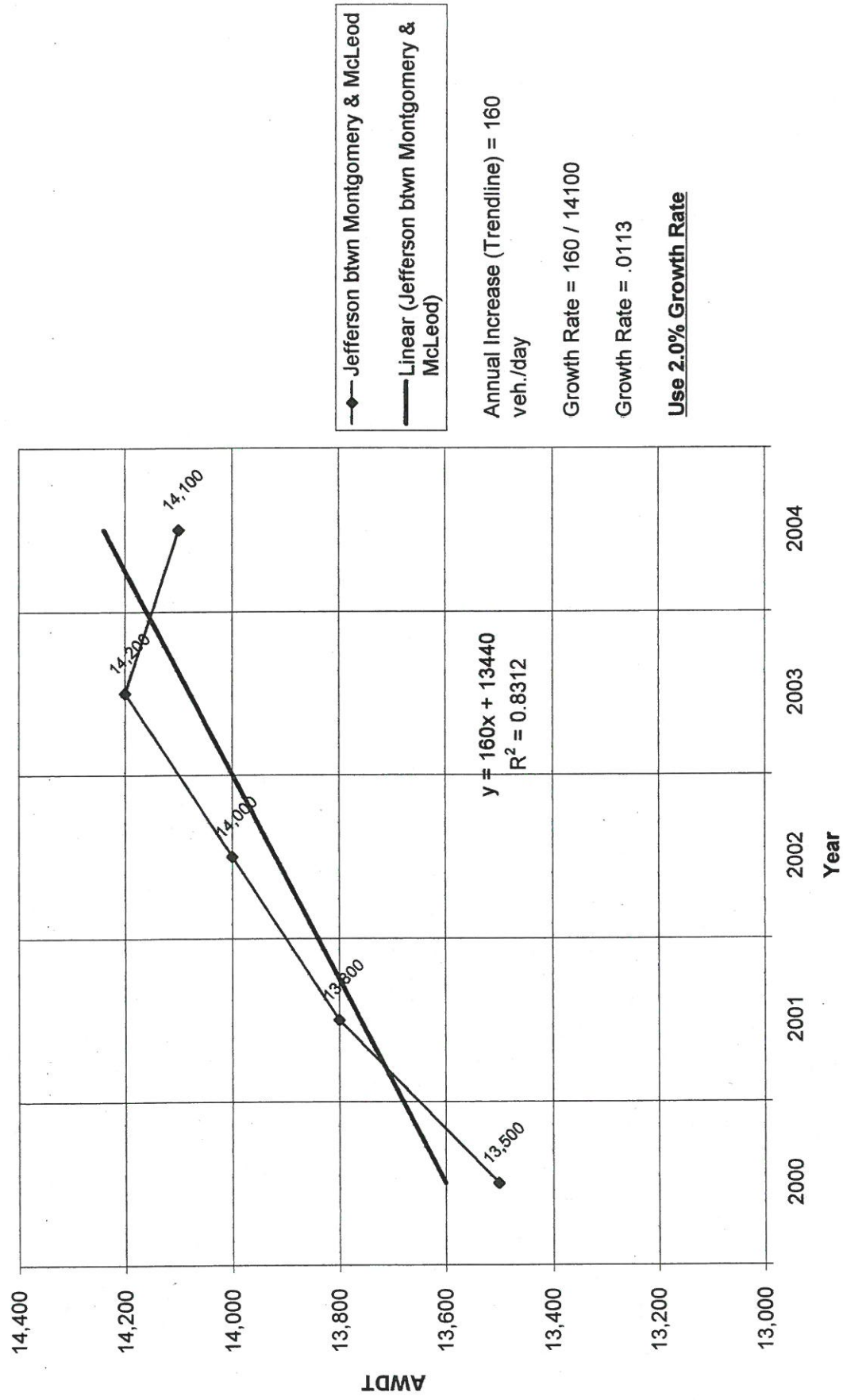
Historic Growth Chart Jefferson St South of Interstate 25 (2000-2004)



Historic Growth Chart McLeod Rd btwn Jefferson & San Mateo (2000-2004)

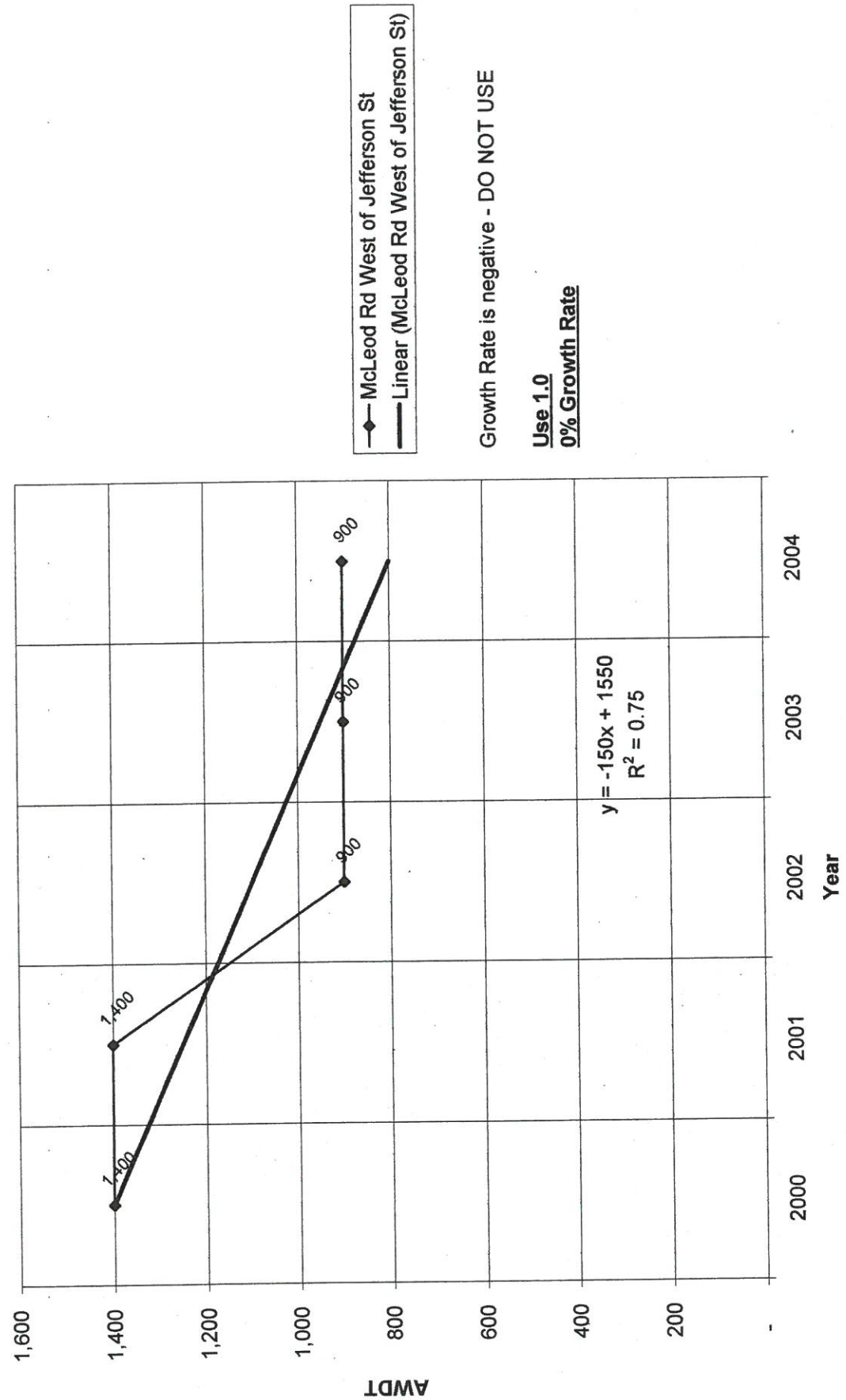


Historic Growth Chart Jefferson btwn Montgomery & McLeod (2000-2004)



Jefferson_Pt_Growth.xls

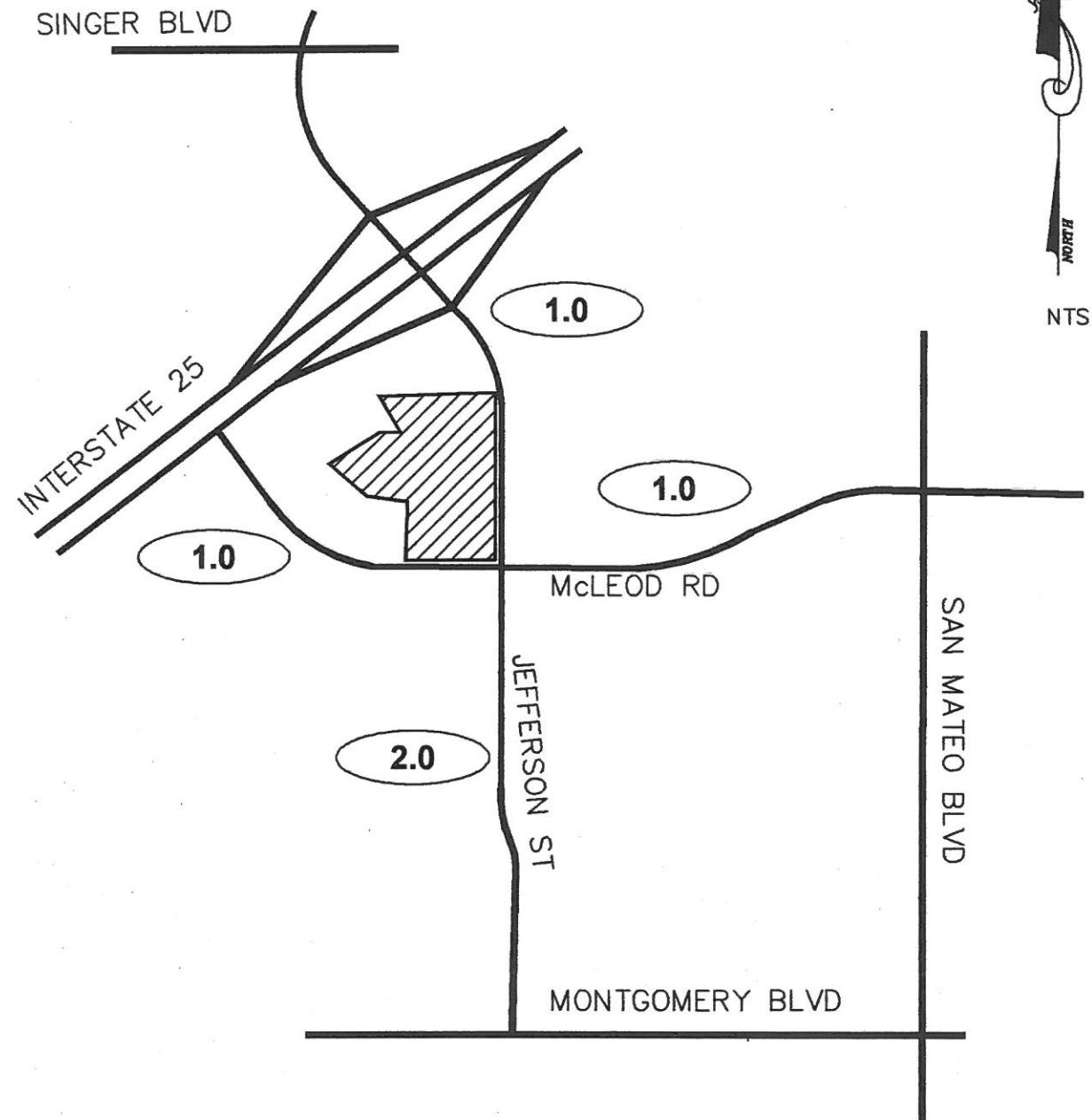
Historic Growth Chart McLeod Rd West of Jefferson St (2000-2004)



Jefferson_Pt_Growth.xls

Jefferson Point

McLeod Rd / Jefferson St Growth Rate Map (%)



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Jefferson Point (McLeod Rd / Jefferson St)
Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2009) - 100% Development

INTERSECTION: **Summary**

McLeod Rd / Jefferson St

(1)		Eastbound (McLeod Rd)			Westbound (McLeod Rd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	2.8% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Existing (2005)	13	42	10	139	51	528	6	498	52	178	442	37
	2009 (NO BUILD - A.M.)	13	43	10	141	52	538	7	537	56	185	460	39
	2009 (BUILD - A.M.)	13	44	11	141	54	603	8	582	56	236	501	39

Existing (2005)	7	110	16	101	23	361	6	497	116	276	608	19
2009 (NO BUILD - P.M.)	7	112	16	103	24	368	7	536	125	287	632	20
2009 (BUILD - P.M.)	7	114	18	103	28	506	10	632	125	423	741	20

McLeod Rd / Restaurant Rd

(2)		Eastbound (McLeod Rd)			Westbound (McLeod Rd)			Northbound (Restaurant Rd)			Southbound (Restaurant Rd)		
	3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Existing (2005)	13	54	2	5	77	14	2	0	2	7	0	7
	2009 (NO BUILD - A.M.)	14	56	2	5	80	15	2	0	2	7	0	7
	2009 (BUILD - A.M.)	21	56	2	5	80	15	2	0	2	7	0	7

Existing (2005)	3	75	1	4	25	6	4	0	2	8	0	8
2009 (NO BUILD - P.M.)	3	78	1	4	26	6	4	0	2	8	0	8
2009 (BUILD - P.M.)	18	78	1	4	26	6	4	0	2	8	0	8

Restaurant Rd / Jefferson St

3)	2.8% Truck Existing (2005) 2009 (NO BUILD - A.M.) 2009 (BUILD - A.M.)	Eastbound (Restaurant Rd)			Westbound (Restaurant Rd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
		0	0	2	0	0	0	2	1,132	0	0	650	5
		0	0	2	0	0	0	2	1,177	0	0	676	5
		2	0	33	0	0	0	39	1,180	0	0	680	7

Existing (2005)	29	0	16	0	0	0	32	914	0	0	782	68
2009 (NO BUILD - P.M.)	30	0	17	0	0	0	33	951	0	0	813	71
2009 (BUILD - P.M.)	35	0	100	0	0	0	112	960	0	0	822	76

Driveway "A" / Jefferson St

4) 2.8% Truck Existing (2005) 2009 (NO BUILD - A.M.) 2009 (BUILD - A.M.)	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0	0	1,134	0	0	652	0
	0	0	0	0	0	0	0	1,179	0	0	678	0
	3	0	59	0	0	0	73	1,216	0	0	709	4

Existing (2005)	0	0	0	0	0	0	0	946	0	0	798	0
2009 (NO BUILD - P.M.)	0	0	0	0	0	0	0	984	0	0	830	0
2009 (BUILD - P.M.)	9	0	160	0	0	0	154	1,063	0	0	913	9

Jefferson Point (McLeod Rd / Jefferson St)
Projected Turning Movements Worksheet
McLeod Rd / Jefferson St

INTERSECTION: E-W Street: **McLeod Rd** (1)
N-S Street: **Jefferson St**
Year of Existing Counts: 2004
Implementation Year: 2009

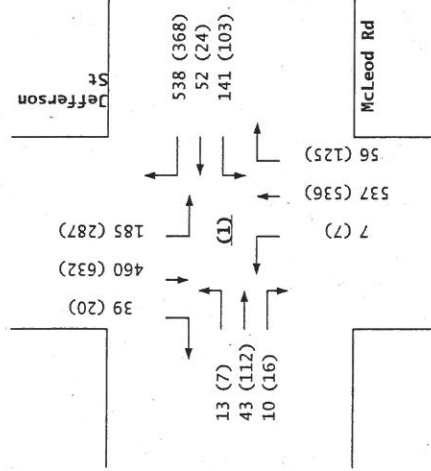
	0.50%			0.50%			2.00%			1.00%		
	Eastbound (McLeod Rd)			Westbound (McLeod Rd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	42	10	138	51	525	6	488	51	176	438	37
Background Traffic Growth	0	1	0	3	1	13	1	49	5	9	22	2
Subtotal	13	43	10	141	52	538	7	537	56	185	460	39
Subtotal (NO BUILD - A.M.)	13	43	10	141	52	538	7	537	56	185	460	39
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	1.58%	51.10%	1.10%	35.45%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.79%	0.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	51.89%	41.57%	0.00%
Total Trips Generated	0	1	1	0	2	65	1	45	0	51	41	0
Total AM Peak Hour BUILD Volumes	13	44	11	141	54	603	8	582	56	236	501	39

	Eastbound (McLeod Rd)			Westbound (McLeod Rd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	109	16	100	23	359	6	487	114	273	602	19
Background Traffic Growth	0	3	0	3	1	9	1	49	11	14	30	1
Subtotal	7	112	16	103	24	368	7	536	125	287	632	20
Subtotal (NO BUILD - P.M.)	7	112	16	103	24	368	7	536	125	287	632	20
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	1.58%	51.10%	1.10%	35.45%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.79%	0.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	51.89%	41.57%	0.00%
Total Trips Generated	0	2	2	0	4	138	3	96	0	136	109	0
Total PM Peak Hour BUILD Volumes	7	114	18	103	28	506	10	632	125	423	741	20

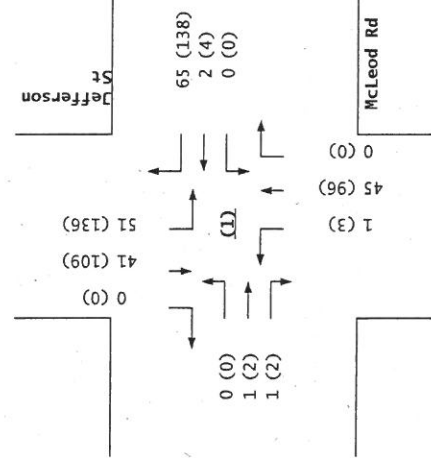
Number of Commercial Trips Generated
Entering: 127
Exiting: 98 A.M.
270 263 P.M.
100% Commercial Development

	Eastbound (McLeod Rd)			Westbound (McLeod Rd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
2005 AM Peak Hr. Volumes	13	42	10	139	51	528	6	498	52	178	442	37
2005 PM Peak Hr. Volumes	7	110	16	101	23	361	6	497	116	276	608	19

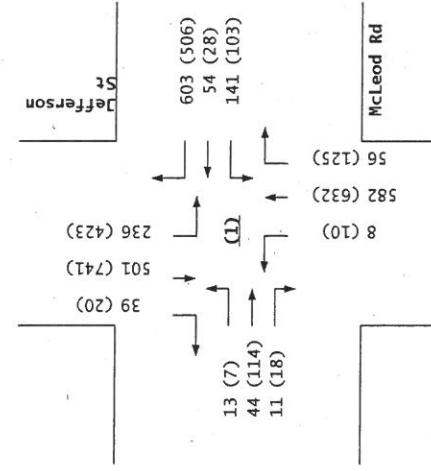
2009
NO BUILD



Trips



2009
BUILD



McLeod Rd / Jefferson St

Jefferson Point (McLeod Rd / Jefferson St
Projected Turning Movements Worksheet
McLeod Rd / Restaurant Rd

INTERSECTION : E-W Street: **McLeod Rd** (2)
N-S Street: **Restaurant Rd**
Year of Existing Counts 2005
Implementation Year 2009

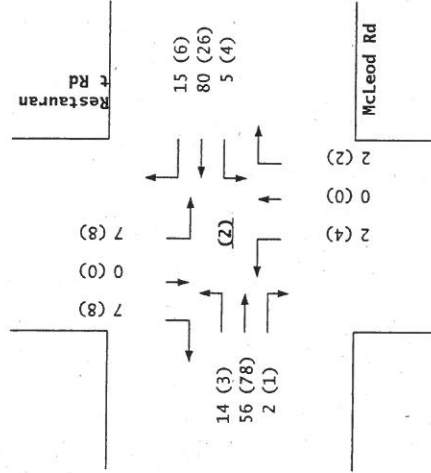
	1.00%			1.00%			1.00%			1.00%		
	Eastbound (McLeod Rd)			Westbound (McLeod Rd)			Northbound (Restaurant Rd)			Southbound (Restaurant Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	54	2	5	77	14	2	0	2	7	0	7
Background Traffic Growth	1	2	0	0	3	1	0	0	0	0	0	0
Subtotal	14	56	2	5	80	15	2	0	2	7	0	7
Subtotal (NO BUILD - A.M.)	14	56	2	5	80	15	2	0	2	7	0	7
Percent Commercial Trips Generated(Entering)	5.52%	0.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	7	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	21	56	2	5	80	15	2	0	2	7	0	7

	Eastbound (McLeod Rd)			Westbound (McLeod Rd)			Northbound (Restaurant Rd)			Southbound (Restaurant Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	3	75	1	4	25	6	4	0	2	8	0	8
Background Traffic Growth	0	3	0	0	1	0	0	0	0	0	0	0
Subtotal	3	78	1	4	26	6	4	0	2	8	0	8
Subtotal (NO BUILD - P.M.)	3	78	1	4	26	6	4	0	2	8	0	8
Percent Commercial Trips Generated(Entering)	5.52%	0.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	15	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	18	78	1	4	26	6	4	0	2	8	0	8

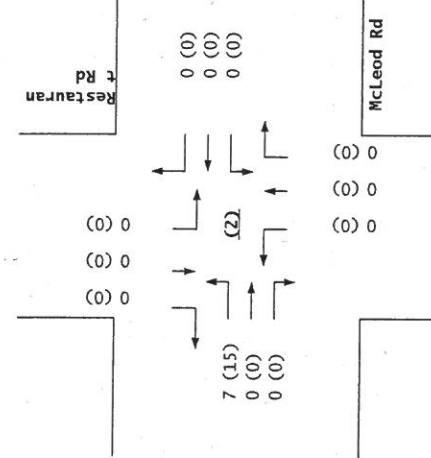
Number of Commercial Trips Generated
Entering 127 Exiting 98 A.M. 100% Commercial Development
270 263 P.M.

	Eastbound (McLeod Rd)			Westbound (McLeod Rd)			Northbound (Restaurant Rd)			Southbound (Restaurant Rd)		
2005 AM Peak Hr. Volumes	13	54	2	5	77	14	2	0	2	7	0	7
2005 PM Peak Hr. Volumes	3	75	1	4	25	6	4	0	2	8	0	8

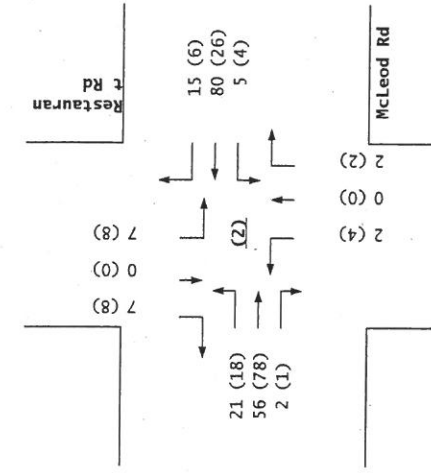
2009
NO BUILD



Trips



2009
BUILD



McLeod Rd / Restaurant Rd

Jefferson Point (McLeod Rd / Jefferson St)
Projected Turning Movements Worksheet
Restaurant Rd / Jefferson St

INTERSECTION: E-W Street: Restaurant Rd (3)
N-S Street: Jefferson St
Year of Existing Counts 2005
Implementation Year 2009

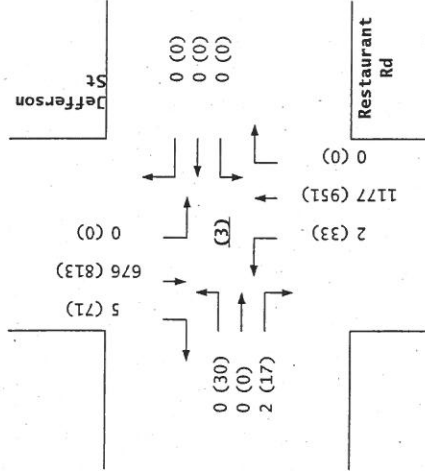
Existing Volumes	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Restaurant Rd)			Westbound (Restaurant Rd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	2	0	0	0	2	1,132	0	0	650	5
Background Traffic Growth	0	0	0	0	0	0	0	45	0	0	26	0
Subtotal	0	0	2	0	0	0	2	1,177	0	0	676	5
Subtotal (NO BUILD - A.M.)	0	0	2	0	0	0	2	1,177	0	0	676	5
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.44%	0.00%	0.00%	0.00%	3.46%	1.70%
Percent Commercial Trips Generated(Exiting)	1.86%	0.00%	31.37%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	0	31	0	0	0	37	3	0	0	4	2
Total AM Peak Hour BUILD Volumes	2	0	33	0	0	0	39	1,180	0	0	680	7

Existing Volumes	Eastbound (Restaurant Rd)			Westbound (Restaurant Rd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	29	0	16	0	0	0	32	914	0	0	782	68
Background Traffic Growth	1	0	1	0	0	0	1	37	0	0	31	3
Subtotal	30	0	17	0	0	0	33	951	0	0	813	71
Subtotal (NO BUILD - P.M.)	30	0	17	0	0	0	33	951	0	0	813	71
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.44%	0.00%	0.00%	0.00%	3.46%	1.70%
Percent Commercial Trips Generated(Exiting)	1.86%	0.00%	31.37%	0.00%	0.00%	0.00%	0.00%	3.30%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	5	0	83	0	0	0	79	9	0	0	9	5
Total PM Peak Hour BUILD Volumes	35	0	100	0	0	0	112	960	0	0	822	76

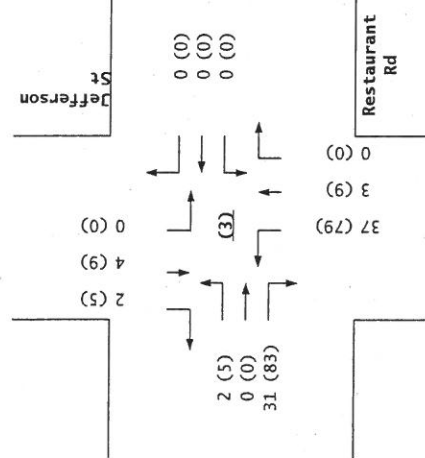
Number of Commercial Trips Generated	Entering	Exiting	A.M.	100% Commercial Development
	127	98		
	270	263	P.M.	

2005 AM Peak Hr. Volumes	Eastbound (Restaurant Rd)			Westbound (Restaurant Rd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2005 AM Peak Hr. Volumes	0	0	2	0	0	0	2	1,132	0	0	650	5
2005 PM Peak Hr. Volumes	29	0	16	0	0	0	32	914	0	0	782	68

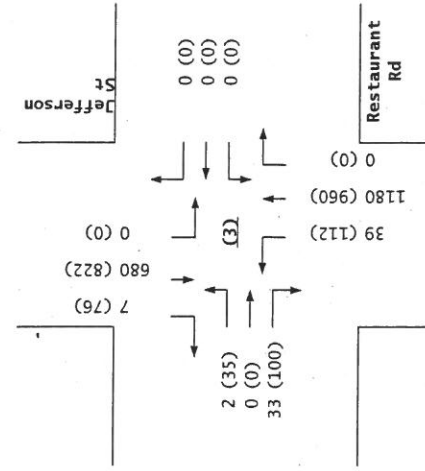
2009
NO BUILD



Trips



2009
BUILD



Restaurant Rd / Jefferson St

Jefferson Point (McLeod Rd / Jefferson St)
Projected Turning Movements Worksheet
Driveway "A" / Jefferson St

INTERSECTION: E-W Street: Driveway "A" (4)
N-S Street: Jefferson St
Year of Existing Counts 2005
Implementation Year 2009

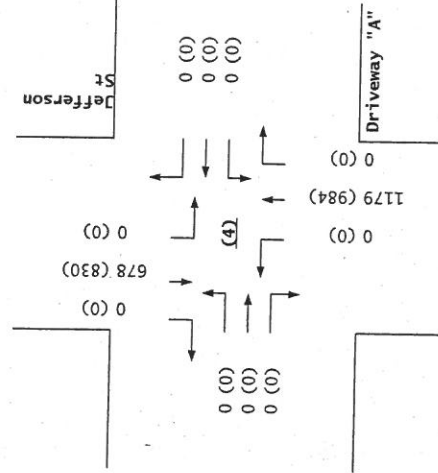
	1.00%			1.00%			1.00%			1.00%		
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,134	0	0	652	0
Background Traffic Growth	0	0	0	0	0	0	0	45	0	0	26	0
Subtotal	0	0	0	0	0	0	0	1,179	0	0	678	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	1,179	0	0	678	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	57.11%	29.44%	0.00%	0.00%	0.16%	3.30%
Percent Commercial Trips Generated(Exiting)	3.30%	0.00%	60.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	31.37%	0.00%
Total Trips Generated	3	0	59	0	0	0	73	37	0	0	31	4
Total AM Peak Hour BUILD Volumes	3	0	59	0	0	0	73	1,216	0	0	709	4

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	946	0	0	798	0
Background Traffic Growth	0	0	0	0	0	0	0	38	0	0	32	0
Subtotal	0	0	0	0	0	0	0	984	0	0	830	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	984	0	0	830	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	57.11%	29.44%	0.00%	0.00%	0.16%	3.30%
Percent Commercial Trips Generated(Exiting)	3.30%	0.00%	60.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	31.37%	0.00%
Total Trips Generated	9	0	160	0	0	0	154	79	0	0	83	9
Total PM Peak Hour BUILD Volumes	9	0	160	0	0	0	154	1,063	0	0	913	9

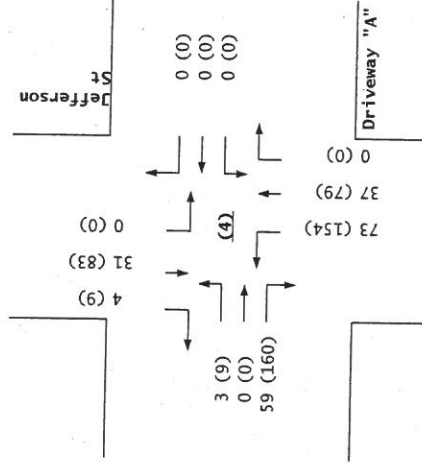
Number of Commercial Trips Generated	Entering	Exiting	A.M.	100% Commercial Development
	127	98		
	270	263	P.M.	

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Jefferson St)			Southbound (Jefferson St)		
2005 AM Peak Hr. Volumes	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2005 PM Peak Hr. Volumes	0	0	0	0	0	0	0	1,134	0	0	652	0
	0	0	0	0	0	0	0	946	0	0	798	0

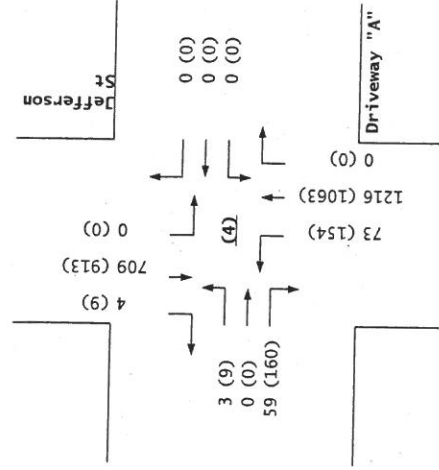
2009
NO BUILD

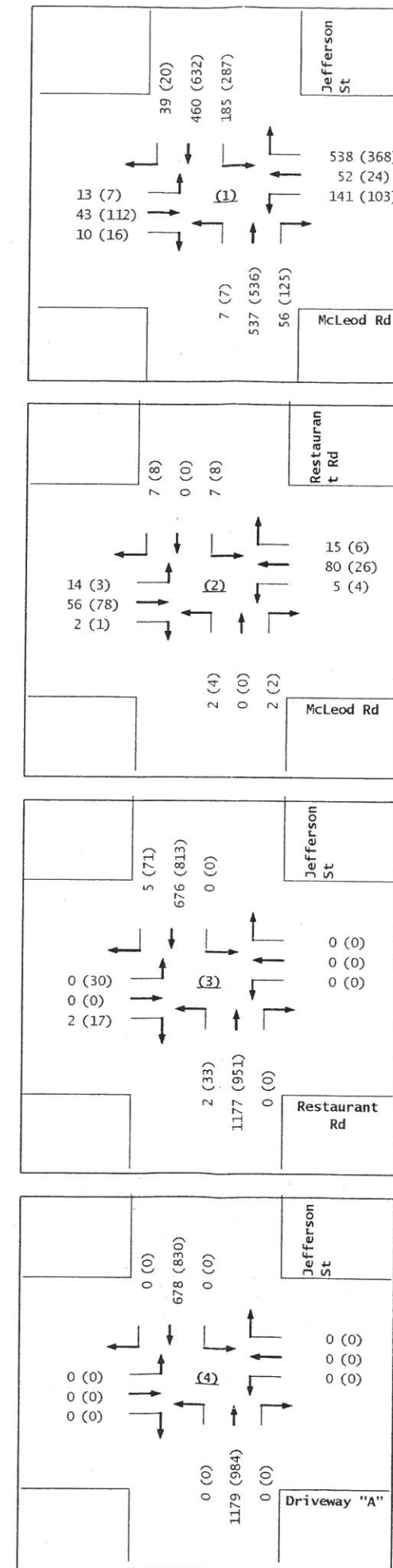
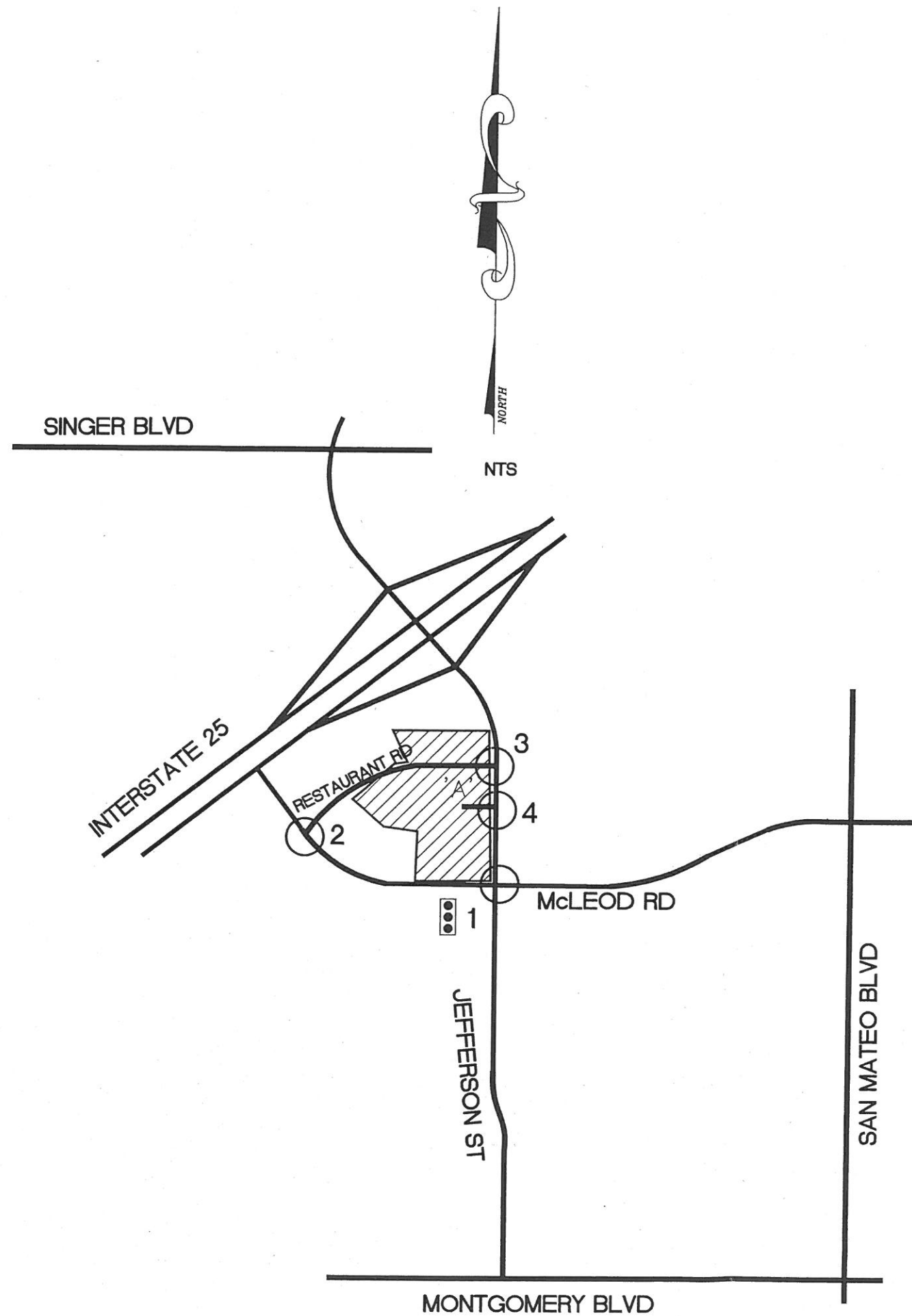


Trips



2009
BUILD





Jefferson Point

McLeod Rd / Jefferson St

2007 NO BUILD Volumes - AM(PM)

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

SINGER BLVD



NTS

INTERSTATE 25



2

3

4



1

JEFFERSON ST

MCLEOD RD

MONTGOMERY BLVD

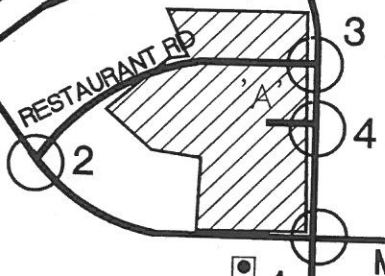
SINGER BLVD



NTS

INTERSTATE 25

RESTAURANT RD



McLEOD RD



JEFFERSON ST

MONTGOMERY BLVD

Jefferson Point (McLeod Rd / Jefferson St)
Analysis of McLeod Rd / Jefferson St - [1_09ANX]
2009 AM Peak NOBUILD Conditions

Jefferson Point (McLeod Rd / Jefferson St)
Analysis of McLeod Rd / Jefferson St - [1_09ANX]
2009 AM Peak NOBUILD Conditions

Jefferson Point (McLeod Rd / Jefferson St)
Analysis of McLeod Rd / Jefferson St - [1_09ANX]
2009 AM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.61.12] - HCM Input Worksheet

Intersection # 1 -

[illegible][illegible]

-----	11	7	537	56	SEQUENCE	21
	11	12.0	24.0	0.0	PERMSV	Y Y Y Y
	11	1	2	0	OVERLP	Y Y Y Y
	11				LEADLAG	LD LD

	SB																			
	RT		TH		LT		WB		LT		RT		NB		LT		RT		EB	
heavy veh, %V	2.8	2.8	2.8	2.8	2.7	.93	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
Pk-hr fact, PHE	.93	.93	.93	.93	.71	.71	.71	.71	.71	.71	.89	.89	.89	.89	.89	.65	.65	.65	.65	.65
Retrimed or Act	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Turnt up lost, ll	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	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	3	3	3	3	3	3	3	3
Fed vol, vped	0						0	0	0					0	0			0	0	0
like vol, vbic	0						0	0	NO					0	0			NO	NO	NO
Parking locatns	NO						NO	NO						NO	NO					
Park mnvrs, Nm	0						0	0	0					0	0			0	0	0
Bus stops, NB	0						0	0	0					0	0			0	0	0
Trade, %G	.	0					.	0	.					.	0			.	0	0

eq 21	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
D/LD						
$/\backslash$	$+$	$+$	$\wedge$			
	$+$	$+$				
	$+$	$+$	$+$			
	$<$	$<$	$<$			
	$\vee$	$\vee$				
North		$\wedge$	$\vee$			
		$<$	$>$			
		$+$	$+$			
		$+$	$+$			
		$+$	$\vee$			
$=100^\circ$	$G = 8.6''$	$G = 27.5''$	$G = 48.8''$	$G = 0.0''$	$G = 0.0''$	$G = 0.0''$
	$Y+R = 5.0''$	$Y+R = 5.0''$	$Y+R = 5.0''$	$Y+R = 0.0''$	$Y+R = 0.0''$	$Y+R = 0.0''$

SIGNAL2000/TEAPAC[Ver 2.61.12] - Capacity Analysis Summary

Intersection Averages for Int # 1 -
Degree of Saturation (v/c) 0.58

Sq 21	Phase 1	Phase 2	Phase 3
LD/LD	+ + ^	+ + +	-
/ \	+ + * + + +	+ + +	^
	<+ + *	<+ + >	<+++++
	v	v	++++
North	-	^	++++
	-	+ * * >	++++
	-	+ + *	++++
	-	-	v
	G/C=0.086	G/C=0.275	G/C=0.488
	G= 8.6"	G= 27.5"	G= 48.8"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"
	Off= 0.0%	Off=13.6%	Off=46.2%

C=100 sec G= 85.0 sec = 85.0% Y=15.0 sec = 15.0% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/c	Reqd	Used	@D (vph)	@E Volume	Adj	v/c	Delay	HCM	L	Queue
EB Approach												
RT+TH	24/2	0.174	0.412	1432	1432	537	10.375	20.6	C+	251	ft	
LT	12/1	0.066	0.086	238	263	199	10.757	33.5	*C	244	ft	
WB Approach												
RT+TH	24/2	0.210	0.275	914	955	666	10.697	34.8	*C	409	ft	
LT	12/1	0.000	0.275	190	218	8	10.035	26.6	C+	8	ft	

B Approach						16.9 B		
RT	12/1	0.488	0.625	981	981	758	10.773	
TH	12/1	0.064	0.488	901	902	73	10.081	17.5 *B
LT	12/1	0.192	0.488	622	636	199	10.313	13.7 *B+ 15.7 B
B Approach						13.7 B+		
RT+TH	12/1	0.071	0.488	874	877	81	10.092	13.8 B+
LT	12/1	0.000	0.488	626	640	20	10.031	13.3 B+ 14 ft.

Jefferson Point (McLeod Rd / Jefferson St)
Analysis of McLeod Rd / Jefferson St - [1_09ABX]
2009 AM Peak BUILD Conditions

Jefferson Point (McLeod Rd / Jefferson St)
Analysis of McLeod Rd / Jefferson St - [1_09ABX]
2009 AM Peak BUILD Conditions

Jefferson Point (McLeod Rd / Jefferson St)
Analysis of McLeod Rd / Jefferson St - [1_09ABX]
2009 AM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.61.12] - HCM Input Worksheet

Intersection # 1 -

Area Location Type: NONCBD

[illegible][illegible]

---	8	582	56	SEQUENCE	21
---	12.0	24.0	0.0	PERMV	Y Y Y
---	1	2	0	OVERLP	Y Y Y
---				LEADLAG	LD LD

	SB		WB		NB		EB	
	RT	TH	RT	TH	RT	TH	RT	TH
heavy veh, \$HV	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
k-k-hr fact, PHF	.93	.93	.93	.71	.71	.89	.89	.65
retimed or Act	A	A	A	A	A	A	A	A
trtp lost, li	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ct exf grn, e	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
ed vol, vped	0		0		0		0	
like vol, vbic	0		0		0		0	
arking locatns	NO		NO		NO		NO	
ark mnvrs, Nm	0		0		0		0	
us stops, NB	0		0		0		0	
ade, \$G	.0		.0		.0		.0	

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
+	+	+	^			
*	*	+				
+	+	++	+	***		
<	+ *	> + + >	<++++			
v	v	v	++++			
.		^	v			
/\		<+ * > ++++>				
	-	+	+			
Orth	-	+	+			
-	-	+	+			
=100"	G= 13.0"	G= 26.7"	G= 45.3"	G= 0.0"	G= 0.0"	G= 0.0"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 0.0"	Y+R= 0.0"	Y+R= 0.0"

100"	G= 13.0"	G= 26.7"	G= 45.3"	G= 0.0"	G= 0.0"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 0.0"	Y+R= 0.0"

SIGNAL2000/TEAPAC[Ver 2.61.12] - Capacity Analysis Summary

Intersection Averages for Int # 1 -

Degree of Saturation (v/c)	Vehicle Delay
0.64	25.9

Sq 21	Phase 1	Phase 2	Phase 3
LD/LD			
	+ + ^	+ +	^
	+ + + + +	+ +	***
/ \	< + * >	< + + >	< + + + +
	v	v	+ + + +
		^	^
North		+ + + + +	v
		< + * >	+ + + + +
		+ + +	+ + + + +
		+ + +	v
	G/C=0.130	G/C=0.267	G/C=0.453
	G= 13.0"	G= 26.7"	G= 45.3"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"
	Off= 0.0%	Off=18.0%	Off=49.7%

C=100 sec G= 85.0 sec = 85.0% Y=15.0 sec = 15.0%

Lane Group	Width/ Lanes	g/c	Service Rate @D (vph)	Adj Volume v/c
------------	--------------	-----	-----------------------	----------------

B Approach

	24/2	0.186	0.447	1556	1556	581	0.373
RT+TH							
LT	12/1	0.109	0.130	292	315	254	0.806

B Approach

	24/2	10.223	0.267	882	926	717	0.774
RT-TH	12/1 <td>10.000 <td>0.267 <td>174 <td>201 <td>9 <td>0.042</td> </td></td></td></td></td>	10.000 <td>0.267 <td>174 <td>201 <td>9 <td>0.042</td> </td></td></td></td>	0.267 <td>174 <td>201 <td>9 <td>0.042</td> </td></td></td>	174 <td>201 <td>9 <td>0.042</td> </td></td>	201 <td>9 <td>0.042</td> </td>	9 <td>0.042</td>	0.042
LT							

B Approach

	12/1	0.538	0.633	995	995	849	0.853
RT	12/1	0.066	0.453	827	837	76	0.091
TH	12/1	0.192	0.453	522	522	522	0.091
LT	12/1	0.192	0.453	522	522	522	0.091

B Approach

	12/1	0.074	0.453	801	812	85	0.105
RT+TH	12/1	0.000	0.453 <td>573 <td>593 <td>20</td> <td>0.034</td> </td></td>	573 <td>593 <td>20</td> <td>0.034</td> </td>	593 <td>20</td> <td>0.034</td>	20	0.034
LT							

11/12/05
19:57:08

11/12/05
19:57:08

Intersection # 1 -

SIGNAL2000/TEAPAC[Ver 2.61.12] - Capacity Analysis Summary

Intersection Averages for Int # 1 -	Degree of Saturation (v/c)	0.60	Vehicle Delay	23.1	Level of Service C+
-------------------------------------	----------------------------	------	---------------	------	---------------------

----- Sq 51 | Phase 1 | phase 0 | -----

m	*			+	*	+	++	+++	++++
G/C=0.050	G/C=0.144	G/C=0.393	G/C=0.213						
G=5.0"	G=14.4"	G=39.3"	G=21.3"						
Y+R=5.0"	Y+R=5.0"	Y+R=5.0"	Y+R=5.0"						
Off=0.0%	Off=10.0%	Off=28.4%	Off=73.7%						

```

| Off= 0.0% | Off=10.0% | Off=29.4% | Off=73.7% |
-----
C=100 sec  G= 80.0 sec = 80.0%  Y=20.0 sec = 20.0%  Ped= 0.0 sec = 0.0%

```

Approach													
	RT	TH	LT	12/1	0.374	0.507	792	796	556	0.698	21.5	C+	C+
				12/1	0.033	0.213	338	387	31	0.079	31.6 <td>C</td> <td>33 ft</td>	C	33 ft
				12/1	0.150	0.213	178	208	113	0.507	36.6 <td>*D+</td> <td>136 ft</td>	*D+	136 ft
Approach											34.6	C	
	RT+TH	12/1	0.121	0.213	330	378	163	0.423	34.8	C	185 ft		
	LT	12/1	0.000	0.213	240	278	9	0.031	31.2	C	10 ft		

Queueing Analysis Summary Sheet

Project:

Jefferson Point (McLeod Rd / Jefferson St

Intersection:

McLeod Rd / Jefferson St

Eastbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	13	100	1	13	100	1	42	N/A	0	10	0
AM NO BUILD Queue	1	13	50	1	13	50	1	43	75	0	10	25
AM BUILD Queue	1	13	50	1	13	50	1	44	75	0	11	25
Existing Lane Length	1	7	100	1	7	100	1	109	N/A	0	16	0
PM NO BUILD Queue	1	7	25	1	7	25	1	112	150	0	16	50
PM BUILD Queue	1	7	25	1	7	25	1	114	150	0	18	50
Westbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	138	200	1	138	200	1	51	N/A	1	525	500
AM NO BUILD Queue	1	141	175	1	141	175	1	52	100	1	538	550
AM BUILD Queue	1	141	175	1	141	175	1	54	100	1	603	600
Existing Lane Length	1	100	200	1	100	200	1	23	N/A	1	359	500
PM NO BUILD Queue	1	103	150	1	103	150	1	24	50	1	368	400
PM BUILD Queue	1	103	150	1	103	150	1	28	50	1	506	500
Northbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	6	200	1	6	200	2	488	N/A	0	51	0
AM NO BUILD Queue	1	7	25	1	7	25	2	537	325	0	56	100
AM BUILD Queue	1	8	25	1	8	25	2	582	350	0	56	100
Existing Lane Length	1	6	200	1	6	200	2	487	N/A	0	114	0
PM NO BUILD Queue	1	7	25	1	7	25	2	536	325	0	125	175
PM BUILD Queue	1	10	25	1	10	25	2	632	375	0	125	175
Southbound				Left Turns			Thru Movements			Right Turns		
Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	176	250	1	176	250	2	438	N/A	0	37	0
AM NO BUILD Queue	1	185	225	1	185	225	2	460	300	0	39	75
AM BUILD Queue	1	236	275	1	236	275	2	501	300	0	39	75
Existing Lane Length	1	273	250	1	273	250	2	602	N/A	0	19	0
PM NO BUILD Queue	1	287	325	1	287	325	2	632	375	0	20	50
PM BUILD Queue	1	423	450	1	423	450	2	741	425	0	20	50

Cycle Length: AM PM
 100 130

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: McLeod Rd / Jefferson St
 Analyst: TOB
 Project: Jefferson Point (McLeod Rd / Jefferson St
 Condition: 2009 NO BUILD

Date: 12-Nov-05
 Time Period Analyzed: AM Peak Hr.
 City / State: Albuquerque, NM

Jefferson St N-S STREET								
SB TOTAL 684	Y TR?	538 RIGHT 52 THRU 141 LEFT						
39 RIGHT 460 THRU 185 LEFT	<table border="1" style="margin: auto;"> <tr> <td>R</td> <td>T</td> <td>L</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> </tr> </table>	R	T	L	0	2	1	731 WB TOTAL
R	T	L						
0	2	1						

NO. LANES

1	L
1	T
0	R

TR? Y

1	R
1	T
1	L

NO. LANES

TR? N

66	LEFT
43	THRU
10	RIGHT

EB TOTAL

1	L
2	T
0	R

TR? Y

McLeod Rd E-W STREET		
7 LEFT	537 THRU 600	56 RIGHT
NB TOTAL		

EB LT = 13
 WB TH = 52

65

WB LT = 141
 EB TH = 53

194*

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT = 7
 SB TH = 250

257

SB LT = 185
 NB TH = 297

482*

194 + 482 = 676
 E-W CRITICAL N-S CRITICAL STATUS? UNDER

NOTES: Existing Geometry (2005)

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: McLeod Rd / Jefferson St
 Analyst: TOB
 Project: Jefferson Point (McLeod Rd / Jefferson St)
 Condition: 2009 BUILD

Date: 12-Nov-05
 Time Period Analyzed: AM Peak Hr.
 City / State: Albuquerque, NM

SB TOTAL		Jefferson St N-S STREET				603	
776		Y TR?				RIGHT	
39	236					54	798
RIGHT	LEFT					THRU	WB TOTAL
501	141					141	
THRU						LEFT	

NO. LANES

1	L
1	T
0	R

TR? Y

1	R
1	T
1	L

NO. LANES

TR? N

68	13
EB TOTAL	LEFT
	44
	THRU
	11
	RIGHT

1	2	0
L	T	R

TR? Y

McLeod Rd E-W STREET		
8	582	56
LEFT	THRU	RIGHT
	646	
NB TOTAL		

EB LT = 13
 WB TH = 54
67

WB LT = 141
 EB TH = 55
196*

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
 NEAR
 OVER

NB LT = 8
 SB TH = 270
278

SB LT = 236
 NB TH = 319
555*

196 + 555 = 751 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

NOTES: Existing Geometry (2005)

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: McLeod Rd / Jefferson St
 Analyst: TOB
 Project: Jefferson Point (McLeod Rd / Jefferson St)
 Condition: 2009 NO BUILD

Date: 12-Nov-05
 Time Period Analyzed: PM Peak Hr.
 City / State: Albuquerque, NM

Jefferson St N-S STREET		368 RIGHT 24 THRU 103 LEFT	495 WB TOTAL						
SB TOTAL 939	☐ Y TR?								
20 RIGHT 632 THRU 287 LEFT	<table border="1" style="margin: auto;"> <tr> <td>R</td> <td>T</td> <td>L</td> </tr> <tr> <td>0</td> <td>2</td> <td>1</td> </tr> </table>	R	T	L	0	2	1		
R	T	L							
0	2	1							
McLeod Rd E-W STREET									
135 EB TOTAL		668 NB TOTAL							
7 LEFT 112 THRU 16 RIGHT		7 LEFT 536 THRU 125 RIGHT							
☐ Y TR?		☐ N TR?							
1 L 2 T 0 R		1 R 1 T 1 L NO. LANES							

EB LT = 7
 WB TH = 24
31
 WB LT = 103
 EB TH = 128
231*

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT = 7
 SB TH = 326
333
 SB LT = 287
 NB TH = 331
618*

231 + 618 = 849
 E-W CRITICAL N-S CRITICAL STATUS? UNDER

NOTES: Existing Geometry (2005)

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: McLeod Rd / Jefferson St
 Analyst: TOB
 Project: Jefferson Point (McLeod Rd / Jefferson St)
 Condition: 2009 BUILD

Date: 12-Nov-05
 Time Period Analyzed: PM Peak Hr.
 City / State: Albuquerque, NM

SB TOTAL 1,184		Jefferson St N-S STREET		506 RIGHT 28 THRU 103 LEFT		637 WB TOTAL
20 RIGHT	423 LEFT	Y TR?				
741 THRU		R 0	T 2	L 1		

NO. LANES

1 L	
1 T	
0 R	

TR?

Y

1 R	
1 T	
1 L	

NO. LANES

TR?

N

7
LEFT

114

THRU

18

RIGHT

EB TOTAL

139

1 L	2 T	0 R	
---	---	---	--

TR?

Y

McLeod Rd
E-W STREET

10 **632** **125**
LEFT **THRU** **RIGHT**

767

NB TOTAL

EB LT = 7
 WB TH = 28

35

WB LT = 103
 EB TH = 132

235*

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT = 10
 SB TH = 381

391

SB LT = 423
 NB TH = 379

802*

235 + 802 = 1,037 STATUS? UNDER
E-W CRITICAL **N-S CRITICAL**

NOTES: Existing Geometry (2005)

Jefferson Point (McLeod Rd / Jefferson St)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
McLeod Rd / Jefferson St		EB LT	AM NO BLD.	1	13	100	1	25	0.4
		EB LT	AM BUILD	1	13	100	1	25	0.4
		EB LT	PM NO BLD.	1	7	100	1	25	0.2
		EB LT	PM BUILD	1	7	100	1	25	0.2

EASTBOUND Left Turn

EB LT AM NO BLD.		1 Lane(s)		EB LT AM BUILD		1 Lane(s)		EB LT PM NO BLD.		1 Lane(s)		EB LT PM BUILD		1 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.6969	69.7%	0	0	.6969	69.7%	0	0	.8233	82.3%	0	0	.8233	82.3%	0
1	.2517	94.9%	25	1	.2517	94.9%	25	1	.1601	98.3%	25	1	.1601	98.3%	25
2	.0454	99.4%	50	2	.0454	99.4%	50	2	.0156	99.9%		2	.0156	99.9%	
3	.0055	99.9%		3	.0055	99.9%		3	.0010	100.0%		3	.0010	100.0%	
4	.0005			4	.0005			4	.0000			4	.0000		
5	.0000			5	.0000			5	.0000			5	.0000		
6	.0000			6	.0000			6	.0000			6	.0000		
7	.0000			7	.0000			7	.0000			7	.0000		
8	.0000			8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Jefferson Point (McLeod Rd / Jefferson St)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
McLeod Rd / Jefferson St		WB LT	AM NO BLD.	1	141	100	1	25	3.9
		WB LT	AM BUILD	1	141	100	1	25	3.9
		WB LT	PM NO BLD.	1	103	100	1	25	2.9
		WB LT	PM BUILD	1	103	100	1	25	2.9

WESTBOUND Left Turn

WB LT AM NO BLD.		1 Lane(s)		WB LT AM BUILD		1 Lane(s)		WB LT PM NO BLD.		1 Lane(s)		WB LT PM BUILD		1 Lane(s)	
Vehicles in Queue	Poisson Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0199	2.0%		0	.0199	2.0%		0	.0572	5.7%		0	.0572	5.7%	
1	.0780	9.8%		1	.0780	9.8%		1	.1637	22.1%		1	.1637	22.1%	
2	.1527	25.1%		2	.1527	25.1%		2	.2341	45.5%		2	.2341	45.5%	
3	.1993	45.0%		3	.1993	45.0%		3	.2233	67.8%		3	.2233	67.8%	
4	.1952	64.5%		4	.1952	64.5%		4	.1597	83.8%		4	.1597	83.8%	75
5	.1529	79.8%	125	5	.1529	79.8%	125	5	.0914	92.9%		5	.0914	92.9%	100
6	.0998	89.8%	150	6	.0998	89.8%	150	6	.0436	97.3%		6	.0436	97.3%	125
7	.0558	95.4%	175	7	.0558	95.4%	175	7	.0178	99.1%		7	.0178	99.1%	150
8	.0273	98.1%	200	8	.0273	98.1%	200	8	.0064	99.7%		8	.0064	99.7%	175
9	.0119	99.3%	225	9	.0119	99.3%	225	9	.0020	99.9%		9	.0020	99.9%	
10	.0047	99.8%		10	.0047	99.8%		10	.0006	100.0%		10	.0006	100.0%	
11	.0017	99.9%		11	.0017	99.9%		11	.0002			11	.0002		
12	.0005	100.0%		12	.0005	100.0%		12	.0000			12	.0000		
13	.0002			13	.0002			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Jefferson Point (McLeod Rd / Jefferson St)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
McLeod Rd / Jefferson St		NB LT	AM NO BLD.	1	7	100	1	25	0.2
		NB LT	AM BUILD	1	8	100	1	25	0.2
		NB LT	PM NO BLD.	1	7	100	1	25	0.2
		NB LT	PM BUILD	1	10	100	1	25	0.3

NORTHBOUND Left Turn

NB LT AM NO BLD.		1 Lane(s)		NB LT AM BUILD		1 Lane(s)		NB LT PM NO BLD.		1 Lane(s)		NB LT PM BUILD		1 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.8233	82.3%	0	0	.8007	80.1%	0	0	.8233	82.3%	0	0	.7575	75.7%	0
1	.1601	98.3%	25	1	.1779	97.9%	25	1	.1601	98.3%	25	1	.2104	96.8%	25
2	.0156	99.9%		2	.0198	99.8%		2	.0156	99.9%		2	.0292	99.7%	
3	.0010	100.0%		3	.0015	100.0%		3	.0010	100.0%		3	.0027	100.0%	
4	.0000			4	.0001			4	.0000			4	.0002		
5	.0000			5	.0000			5	.0000			5	.0000		
6	.0000			6	.0000			6	.0000			6	.0000		
7	.0000			7	.0000			7	.0000			7	.0000		
8	.0000			8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Jefferson Point (McLeod Rd / Jefferson St									
McLeod Rd / Jefferson St									
SOUTHBOUND Left Turn									
Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle		
SB LT	AM NO BLD.	1	185	100	1	25	5.1		
SB LT	AM BUILD	1	236	100	1	25	6.6		
SB LT	PM NO BLD.	1	287	100	1	25	8.0		
SB LT	PM BUILD	1	423	100	1	25	11.8		

SB LT AM NO BLD.		1 Lane(s)		SB LT AM BUILD		1 Lane(s)		SB LT PM NO BLD.		1 Lane(s)		SB LT PM BUILD		1 Lane(s)	
Veh. in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0059	0.6%		0	.0014	0.1%		0	.0003	0.0%		0	.0000	0.0%	
1	.0301	3.6%		1	.0093	1.1%		1	.0027	0.3%		1	.0001	0.0%	
2	.0774	11.3%		2	.0306	4.1%		2	.0110	1.4%		2	.0005	0.1%	
3	.1326	24.6%		3	.0668	10.8%		3	.0291	4.3%		3	.0021	0.3%	
4	.1704	41.6%		4	.1094	21.8%		4	.0581	10.1%		4	.0063	0.9%	
5	.1751	59.2%		5	.1435	36.1%		5	.0926	19.4%		5	.0147	2.4%	
6	.1500	74.2%	150	6	.1568	51.8%		6	.1230	31.7%		6	.0288	5.3%	
7	.1101	85.2%	175	7	.1468	66.5%	175	7	.1401	45.7%		7	.0484	10.1%	
8	.0707	92.2%	200	8	.1203	78.5%	200	8	.1396	59.6%		8	.0711	17.2%	
9	.0404	96.3%	225	9	.0876	87.3%	225	9	.1236	72.0%	225	9	.0928	26.5%	
10	.0208	98.4%	250	10	.0575	93.0%	250	10	.0986	81.9%	250	10	.1091	37.4%	
11	.0097	99.3%	275	11	.0342	96.4%	275	11	.0714	89.0%	275	11	.1165	49.0%	
12	.0042	99.7%		12	.0187	98.3%	300	12	.0475	93.8%	300	12	.1141	60.5%	
13	.0016	99.9%		13	.0094	99.2%	325	13	.0291	96.7%	325	13	.1031	70.8%	325
14	.0006	100.0%		14	.0044	99.7%		14	.0166	98.3%	350	14	.0865	79.4%	350
15	.0002			15	.0019	99.9%		15	.0088	99.2%	375	15	.0678	86.2%	375
16	.0001			16	.0008	100.0%		16	.0044	99.6%		16	.0498	91.2%	400
17	.0000			17	.0003			17	.0021	99.8%		17	.0344	94.6%	425
18	.0000			18	.0001			18	.0009	99.9%		18	.0225	96.9%	450
19	.0000			19	.0000			19	.0004			19	.0139	98.2%	475
20	.0000			20	.0000			20	.0002			20	.0082	99.1%	500
21	.0000			21	.0000			21	.0001			21	.0046	99.5%	
22	.0000			22	.0000			22	.0000			22	.0024	99.8%	
23	.0000			23	.0000			23	.0000			23	.0012	99.9%	
24	.0000			24	.0000			24	.0000			24	.0006	99.9%	
25	.0000			25	.0000			25	.0000			25	.0003		
26	.0000			26	.0000			26	.0000			26	.0001		
27	.0000			27	.0000			27	.0000			27	.0001		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Jefferson Point (McLeod Rd / Jefferson St)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
McLeod Rd / Jefferson St		EB RT	AM NO BLD.	0	10	100	1	25	0.3
		EB RT	AM BUILD	0	11	100	1	25	0.3
		EB RT	PM NO BLD.	0	16	100	1	25	0.4
		EB RT	PM BUILD	0	18	100	1	25	0.5

EASTBOUND Right Turn

EB RT				AM NO BLD.				0 Lane(s)				EB RT				AM BUILD				0 Lane(s)				EB RT				PM NO BLD.				0 Lane(s)				EB RT				PM BUILD				0 Lane(s)															
Vehicles in Queue				Poisson Ind. Terms				Cumulative Poisson				Turnbay Length(ft)				Veh. in Queue				Poisson Ind. Terms				Cum. Poisson				Turnbay Length(ft)				Veh. in Queue				Poisson Ind. Terms				Cum. Poisson				Turnbay Length(ft)															
0				.7575				75.7%				0				0				.7367				73.7%				0				0				.6412				64.1%				0				.6065				60.7%							
1				.2104				96.8%				25				1				.2251				96.2%				25				1				.2850				92.6%				25				1				.3033				91.0%			
2				.0292				99.7%								2				.0344				99.6%								2				.0633				98.9%				50				2				.0758				98.6%			
3				.0027				100.0%								3				.0035				100.0%								3				.0094				99.9%								3				.0126				99.8%			
4				.0002												4				.0003												4				.0010				100.0%								4				.0016				100.0%			
5				.0000												5				.0000												5				.0001												5				.0002							
6				.0000												6				.0000												6				.0000												6				.0000							
7				.0000												7				.0000												7				.0000												7				.0000							
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Jefferson Point (McLeod Rd / Jefferson St)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
McLeod Rd / Jefferson St		WB RT	AM NO BLD.	1	538	100	1	25	14.9
		WB RT	AM BUILD	1	603	100	1	25	16.8
		WB RT	PM NO BLD.	1	368	100	1	25	10.2
		WB RT	PM BUILD	1	506	100	1	25	14.1

WESTBOUND Right Turn

WB RT AM NO BLD.		1 Lane(s)		WB RT AM BUILD		1 Lane(s)		WB RT PM NO BLD.		1 Lane(s)		WB RT PM BUILD		1 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0000	0.0%		0	.0000	0.0%		0	.0000	0.0%		0	.0000	0.0%	
1	.0000	0.0%		1	.0000	0.0%		1	.0004	0.0%		1	.0000	0.0%	
2	.0000	0.0%		2	.0000	0.0%		2	.0019	0.2%		2	.0001	0.0%	
3	.0002	0.0%		3	.0000	0.0%		3	.0065	0.9%		3	.0004	0.0%	
4	.0007	0.1%		4	.0002	0.0%		4	.0165	2.5%		4	.0013	0.2%	
5	.0020	0.3%		5	.0006	0.1%		5	.0338	5.9%		5	.0036	0.5%	
6	.0050	0.8%		6	.0016	0.2%		6	.0576	11.7%		6	.0084	1.4%	
7	.0107	1.9%		7	.0039	0.6%		7	.0841	20.1%		7	.0169	3.1%	
8	.0200	3.9%		8	.0082	1.5%		8	.1075	30.8%		8	.0297	6.0%	
9	.0331	7.2%		9	.0152	3.0%		9	.1221	43.0%		9	.0464	10.7%	
10	.0495	12.1%		10	.0255	5.5%		10	.1248	55.5%		10	.0652	17.2%	
11	.0673	18.8%		11	.0388	9.4%		11	.1160	67.1%	275	11	.0834	25.5%	
12	.0838	27.2%		12	.0541	14.8%		12	.0988	77.0%	300	12	.0976	35.3%	
13	.0963	36.9%		13	.0697	21.8%		13	.0777	84.8%	325	13	.1056	45.9%	
14	.1028	47.1%		14	.0834	30.1%		14	.0567	90.4%	350	14	.1060	56.5%	
15	.1024	57.4%		15	.0932	39.4%		15	.0387	94.3%	375	15	.0993	66.4%	375
16	.0957	66.9%	400	16	.0975	49.2%		16	.0247	96.8%	400	16	.0872	75.1%	400
17	.0841	75.4%	425	17	.0961	58.8%	450	17	.0149	98.3%	425	17	.0721	82.3%	425
18	.0698	82.3%	450	18	.0894	67.8%	475	18	.0084	99.1%	450	18	.0563	88.0%	450
19	.0549	87.8%	475	19	.0788	75.6%	500	19	.0045	99.6%	475	19	.0417	92.1%	475
20	.0410	91.9%	500	20	.0660	82.2%	525	20	.0023	99.8%	500	20	.0293	95.0%	500
21	.0292	94.9%	525	21	.0527	87.5%	550	21	.0011	99.9%	525	21	.0196	97.0%	525
22	.0198	96.8%	550	22	.0401	91.5%	575	22	.0005	100.0%	550	22	.0125	98.3%	550
23	.0129	98.1%	575	23	.0292	94.4%	600	23	.0002		575	23	.0077	99.0%	575
24	.0080	98.9%	600	24	.0204	96.5%	625	24	.0001		600	24	.0045	99.5%	600
25	.0048	99.4%	625	25	.0137	97.8%		25	.0000			25	.0025	99.7%	
26	.0028	99.7%		26	.0088	98.7%		26	.0000			26	.0014	99.9%	
27	.0015	99.8%		27	.0055	99.3%	675	27	.0000			27	.0007	99.9%	
28	.0008	99.9%		28	.0033	99.6%		28	.0000			28	.0004		
29	.0004			29	.0019	99.8%		29	.0000			29	.0002		
30	.0002			30	.0011	99.9%		30	.0000			30	.0001		
31	.0001			31	.0006	99.9%		31	.0000			31	.0000		
32	.0000			32	.0003			32	.0000			32	.0000		
33	.0000			33	.0002			33	.0000			33	.0000		
34	.0000			34	.0001			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Jefferson Point (McLeod Rd / Jefferson St McLeod Rd / Jefferson St)					
Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor
NB RT	AM NO BLD.	0	56	100	1
NB RT	AM BUILD	0	56	100	1
NB RT	PM NO BLD.	0	125	100	1
NB RT	PM BUILD	0	125	100	1
Ave. Veh. per Cycle					1.6
					1.6
					3.5
					3.5

NORTHBOUND Right Turn

NB RT AM NO BLD. 0 Lane(s)				NB RT AM BUILD 0 Lane(s)				NB RT PM NO BLD. 0 Lane(s)				NB RT PM BUILD 0 Lane(s)			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.2111	21.1%		0	.2111	21.1%		0	.0310	3.1%		0	.0310	3.1%	
1	.3283	53.9%	50	1	.3283	53.9%	50	1	.1078	13.9%		1	.1078	13.9%	
2	.2554	79.5%	75	2	.2554	79.5%	75	2	.1872	32.6%		2	.1872	32.6%	
3	.1324	92.7%	100	3	.1324	92.7%	100	3	.2166	54.3%		3	.2166	54.3%	
4	.0515	97.9%	125	4	.0515	97.9%	125	4	.1880	73.1%	100	4	.1880	73.1%	100
5	.0160	99.5%		5	.0160	99.5%		5	.1306	86.1%	125	5	.1306	86.1%	125
6	.0042	99.9%		6	.0042	99.9%		6	.0756	93.7%	150	6	.0756	93.7%	150
7	.0009	100.0%		7	.0009	100.0%		7	.0375	97.4%	175	7	.0375	97.4%	175
8	.0002			8	.0002			8	.0163	99.1%	200	8	.0163	99.1%	200
9	.0000			9	.0000			9	.0063	99.7%		9	.0063	99.7%	
10	.0000			10	.0000			10	.0022	99.9%		10	.0022	99.9%	
11	.0000			11	.0000			11	.0007	100.0%		11	.0007	100.0%	
12	.0000			12	.0000			12	.0002			12	.0002		
13	.0000			13	.0000			13	.0001			13	.0001		
14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Jefferson Point (McLeod Rd / Jefferson St)					
Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor
SB RT	AM NO BLD.	0	39	100	1
SB RT	AM BUILD	0	39	100	1
SB RT	PM NO BLD.	0	20	100	1
SB RT	PM BUILD	0	20	100	1
Ave. Veh. per Cycle					1.1
					1.1
					0.6
					0.6

SOUTHBOUND Right Turn

SB RT AM NO BLD.			0 Lane(s)			SB RT AM BUILD			0 Lane(s)			SB RT PM NO BLD.			0 Lane(s)			SB RT PM BUILD			0 Lane(s)		
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.3385	33.8%	25	0	.3385	33.8%	25	0	.3385	33.8%	25	0	.3385	33.8%	25	0	.3385	33.8%	25	0	.3385	33.8%	25
1	.3667	70.5%	50	1	.3667	70.5%	50	1	.3667	70.5%	50	1	.3667	70.5%	50	1	.3667	70.5%	50	1	.3667	70.5%	50
2	.1986	90.4%	75	2	.1986	90.4%	75	2	.1986	90.4%	75	2	.1986	90.4%	75	2	.1986	90.4%	75	2	.1986	90.4%	75
3	.0717	97.5%	100	3	.0717	97.5%	100	3	.0717	97.5%	100	3	.0717	97.5%	100	3	.0717	97.5%	100	3	.0717	97.5%	100
4	.0194	99.5%		4	.0194	99.5%		4	.0194	99.5%		4	.0194	99.5%		4	.0194	99.5%		4	.0194	99.5%	
5	.0042	99.9%		5	.0042	99.9%		5	.0042	99.9%		5	.0042	99.9%		5	.0042	99.9%		5	.0042	99.9%	
6	.0008	100.0%		6	.0008	100.0%		6	.0008	100.0%		6	.0008	100.0%		6	.0008	100.0%		6	.0008	100.0%	
7	.0001			7	.0001			7	.0001			7	.0001			7	.0001			7	.0001		
8	.0000			8	.0000			8	.0000			8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Jefferson Point (McLeod Rd / Jefferson St)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
McLeod Rd / Jefferson St		EB THRU	AM NO BLD.	1	43	100	1	25	1.2
		EB THRU	AM BUILD	1	44	100	1	25	1.2
		EB THRU	PM NO BLD.	1	112	100	1	25	3.1
		EB THRU	PM BUILD	1	114	100	1	25	3.2

EASTBOUND Thru Movements

EB THRU AM NO BLD.			1 Lane(s)			EB THRU AM BUILD			1 Lane(s)			EB THRU PM NO BLD.			1 Lane(s)			EB THRU PM BUILD			1 Lane(s)		
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.3029	30.3%	25	0	.2946	29.5%	25	0	.0446	4.5%	100	0	.0446	4.5%	100	0	.0421	4.2%	100	0	.0421	4.2%	100
1	.3618	66.5%	50	1	.3600	65.5%	50	1	.1386	18.3%	25	1	.1386	18.3%	25	1	.1335	17.6%	125	1	.1335	17.6%	125
2	.2161	88.1%	75	2	.2200	87.5%	75	2	.2156	39.9%	100	2	.2156	39.9%	100	2	.2113	38.7%	150	2	.2113	38.7%	150
3	.0860	96.7%	100	3	.0896	96.4%	100	3	.2236	62.2%	175	3	.2236	62.2%	175	3	.2230	61.0%	200	3	.2230	61.0%	200
4	.0257	99.2%		4	.0274	99.2%		4	.1739	79.6%		4	.1739	79.6%		4	.1766	78.7%		4	.1766	78.7%	
5	.0061	99.9%		5	.0067	99.8%		5	.1082	90.4%		5	.1082	90.4%		5	.1118	89.8%		5	.1118	89.8%	
6	.0012	100.0%		6	.0014	100.0%		6	.0561	96.1%		6	.0561	96.1%		6	.0590	95.7%		6	.0590	95.7%	
7	.0002			7	.0002			7	.0249	98.6%		7	.0249	98.6%		7	.0267	98.4%		7	.0267	98.4%	
8	.0000			8	.0000			8	.0097	99.5%		8	.0097	99.5%		8	.0106	99.5%		8	.0106	99.5%	
9	.0000			9	.0000			9	.0034	99.9%		9	.0034	99.9%		9	.0037	99.8%		9	.0037	99.8%	
10	.0000			10	.0000			10	.0010	100.0%		10	.0010	100.0%		10	.0012	100.0%		10	.0012	100.0%	
11	.0000			11	.0000			11	.0003			11	.0003			11	.0003			11	.0003		
12	.0000			12	.0000			12	.0001			12	.0001			12	.0001			12	.0001		
13	.0000			13	.0000			13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Jefferson Point (McLeod Rd / Jefferson St)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
McLeod Rd / Jefferson St		WB RT	AM NO BLD.	1	52	100	1	25	1.4
		WB RT	AM BUILD	1	54	100	1	25	1.5
		WB RT	PM NO BLD.	1	24	100	1	25	0.7
		WB RT	PM BUILD	1	28	100	1	25	0.8

WESTBOUND Thru Movements

WB RT AM NO BLD.			1 Lane(s)			WB RT AM BUILD			1 Lane(s)			WB RT PM NO BLD.			1 Lane(s)			WB RT PM BUILD			1 Lane(s)		
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.2359	23.6%		0	.2231	22.3%		0	.5134	51.3%		0	.4594	45.9%		0	.4594	45.9%		0	.4594	45.9%	
1	.3407	57.7%		1	.3347	55.8%		1	.3423	85.6%	25	1	.3573	81.7%	25	1	.3573	81.7%	25	1	.3573	81.7%	25
2	.2461	82.3%	50	2	.2510	80.9%	50	2	.1141	97.0%	50	2	.1390	95.6%	50	2	.1390	95.6%	50	2	.1390	95.6%	50
3	.1185	94.1%	75	3	.1255	93.4%	75	3	.0254	99.5%	75	3	.0360	99.2%	75	3	.0360	99.2%	75	3	.0360	99.2%	75
4	.0428	98.4%	100	4	.0471	98.1%	100	4	.0042	99.9%	100	4	.0070	99.9%		4	.0070	99.9%		4	.0070	99.9%	
5	.0124	99.6%		5	.0141	99.6%		5	.0006	100.0%		5	.0011	100.0%		5	.0011	100.0%		5	.0011	100.0%	
6	.0030	99.9%		6	.0035	99.9%		6	.0001			6	.0001			6	.0001			6	.0001		
7	.0006	100.0%		7	.0008	100.0%		7	.0000			7	.0000			7	.0000			7	.0000		
8	.0001			8	.0001			8	.0000			8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

<u>Jefferson Point (McLeod Rd / Jefferson St</u>		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
<u>McLeod Rd / Jefferson St</u>									
		NB RT	AM NO BLD.	2	537	100	0.55	25	8.2
		NB RT	AM BUILD	2	582	100	0.55	25	8.9
		NB RT	PM NO BLD.	2	536	100	0.55	25	8.2
		NB RT	PM BUILD	2	632	100	0.55	25	9.7

NB RT - AM NO BLD.				2 Lane(s)				2 Lane(s)				2 Lane(s)				2 Lane(s)									
NB RT		AM NO BLD.		Cumulative Poisson		Turnbay Length(ft)		NB RT		AM BUILD		2 Lane(s)		NB RT		PM NO BLD.		2 Lane(s)		NB RT		PM BUILD		2 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)		
0	.0003	0.0%		0	.0001	0.0%		0	.0003	0.0%		0	.0003	0.0%		0	.0001	0.0%		0	.0001	0.0%			
1	.0022	0.3%		1	.0012	0.1%		1	.0023	0.3%		1	.0023	0.3%		1	.0006	0.1%		1	.0006	0.1%			
2	.0092	1.2%		2	.0054	0.7%		2	.0054	0.7%		2	.0093	1.2%		2	.0030	0.4%		2	.0030	0.4%			
3	.0252	3.7%		3	.0161	2.3%		3	.0161	2.3%		3	.0254	3.7%		3	.0096	1.3%		3	.0096	1.3%			
4	.0516	8.9%		4	.0358	5.9%		4	.0358	5.9%		4	.0520	8.9%		4	.0232	3.6%		4	.0232	3.6%			
5	.0847	17.3%		5	.0637	12.2%		5	.0637	12.2%		5	.0852	17.5%		5	.0448	8.1%		5	.0448	8.1%			
6	.1158	28.9%		6	.0944	21.7%		6	.0944	21.7%		6	.1163	29.1%		6	.0721	15.3%		6	.0721	15.3%			
7	.1358	42.5%		7	.1199	33.7%		7	.1199	33.7%		7	.1361	42.7%		7	.0995	25.3%		7	.0995	25.3%			
8	.1392	56.4%		8	.1333	47.0%		8	.1333	47.0%		8	.1393	56.6%		8	.1200	37.3%		8	.1200	37.3%			
9	.1269	69.1%		9	.1317	60.2%		9	.1267	69.3%		9	.1267	69.3%		9	.1288	50.2%		9	.1288	50.2%			
10	.1041	79.5%	225	10	.1171	71.9%	250	10	.1038	79.7%	250	10	.1038	79.7%	250	10	.1244	62.6%		10	.1244	62.6%			
11	.0777	87.3%	275	11	.0946	81.3%	275	11	.0773	87.4%	275	11	.0773	87.4%	275	11	.1092	73.5%	275	11	.1092	73.5%	275		
12	.0531	92.6%	300	12	.0701	88.4%	300	12	.0527	92.7%	300	12	.0527	92.7%	300	12	.0878	82.3%	300	12	.0878	82.3%	300		
13	.0335	95.9%	325	13	.0480	93.1%	325	13	.0332	96.0%	325	13	.0332	96.0%	325	13	.0652	88.8%	325	13	.0652	88.8%	325		
14	.0196	97.9%	350	14	.0305	96.2%	350	14	.0194	97.9%	350	14	.0194	97.9%	350	14	.0450	93.3%	350	14	.0450	93.3%	350		
15	.0107	99.0%	375	15	.0181	98.0%	375	15	.0106	99.0%	375	15	.0106	99.0%	375	15	.0290	96.2%	375	15	.0290	96.2%	375		
16	.0055	99.5%		16	.0100	99.0%	400	16	.0054	99.5%		16	.0054	99.5%		16	.0175	98.0%	400	16	.0175	98.0%	400		
17	.0027	99.8%		17	.0052	99.5%		17	.0026	99.8%		17	.0026	99.8%		17	.0099	99.0%	425	17	.0099	99.0%	425		
18	.0012	99.9%		18	.0026	99.8%		18	.0012	99.9%		18	.0012	99.9%		18	.0053	99.5%	450	18	.0053	99.5%	450		
19	.0005	100.0%		19	.0012	99.9%		19	.0005	100.0%		19	.0005	100.0%		19	.0027	99.8%		19	.0027	99.8%			
20	.0002			20	.0005			20	.0002			20	.0002			20	.0013	99.9%		20	.0013	99.9%			
21	.0001			21	.0002			21	.0001			21	.0001			21	.0006	100.0%		21	.0006	100.0%			
22	.0000			22	.0001			22	.0000			22	.0000			22	.0003			22	.0003				
23	.0000			23	.0000			23	.0000			23	.0000			23	.0001			23	.0001				
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000				
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000				
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000				
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000				
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000				
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000				
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000				
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000				
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000				
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000				
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000				
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000				
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000				

Jefferson Point (McLeod Rd / Jefferson St)		Turn Direction	Peak Hour	# Lanes	Volume	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
McLeod Rd / Jefferson St		SB RT	AM NO BLD.	2	460	100	0.55	25	7.0
		SB RT	AM BUILD	2	501	100	0.55	25	7.7
		SB RT	PM NO BLD.	2	632	100	0.55	25	9.7
		SB RT	PM BUILD	2	741	100	0.55	25	11.3

SOUTHBOUND Thru Movements

SB RT AM NO BLD. 2 Lane(s)				SB RT AM BUILD 2 Lane(s)				SB RT PM NO BLD. 2 Lane(s)				SB RT PM BUILD 2 Lane(s)			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0009	0.1%		0	.0005	0.0%		0	.0001	0.0%		0	.0000	0.0%	
1	.0062	0.7%		1	.0036	0.4%		1	.0006	0.1%		1	.0001	0.0%	
2	.0219	2.9%		2	.0139	1.8%		2	.0030	0.4%		2	.0008	0.1%	
3	.0513	8.0%		3	.0354	5.3%		3	.0096	1.3%		3	.0029	0.4%	
4	.0901	17.0%		4	.0678	12.1%		4	.0232	3.6%		4	.0083	1.2%	
5	.1267	29.7%		5	.1038	22.5%		5	.0448	8.1%		5	.0188	3.1%	
6	.1484	44.6%		6	.1324	35.7%		6	.0721	15.3%		6	.0354	6.6%	
7	.1490	59.5%		7	.1448	50.2%		7	.0995	25.3%		7	.0573	12.4%	
8	.1309	72.5%	200	8	.1385	64.1%		8	.1200	37.3%		8	.0811	20.5%	
9	.1022	82.8%	225	9	.1178	75.9%	225	9	.1288	50.2%		9	.1020	30.7%	
10	.0718	89.9%	250	10	.0902	84.9%	250	10	.1244	62.6%		10	.1155	42.2%	
11	.0459	94.5%	275	11	.0627	91.1%	275	11	.1092	73.5%	275	11	.1188	54.1%	
12	.0269	97.2%	300	12	.0400	95.1%	300	12	.0878	82.3%	300	12	.1121	65.3%	300
13	.0145	98.7%	325	13	.0236	97.5%	325	13	.0652	88.8%	325	13	.0976	75.1%	325
14	.0073	99.4%	350	14	.0129	98.8%	350	14	.0450	93.3%	350	14	.0789	83.0%	350
15	.0034	99.7%		15	.0066	99.4%	375	15	.0290	96.2%		15	.0596	88.9%	375
16	.0015	99.9%		16	.0031	99.8%		16	.0175	98.0%		16	.0422	93.1%	400
17	.0006	100.0%		17	.0014	99.9%		17	.0099	99.0%	425	17	.0281	96.0%	425
18	.0002			18	.0006	100.0%		18	.0053	99.5%	450	18	.0177	97.7%	450
19	.0001			19	.0002			19	.0027	99.8%		19	.0105	98.8%	475
20	.0000			20	.0001			20	.0013	99.9%		20	.0060	99.4%	500
21	.0000			21	.0000			21	.0006	100.0%		21	.0032	99.7%	
22	.0000			22	.0000			22	.0003			22	.0017	99.9%	
23	.0000			23	.0000			23	.0001			23	.0008	99.9%	
24	.0000			24	.0000			24	.0000			24	.0004		
25	.0000			25	.0000			25	.0000			25	.0002		
26	.0000			26	.0000			26	.0000			26	.0001		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year AM Peak Hour 2009
 Comment 2009 AM Peak NOBUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street McLeod Rd
 Minor Street Restaurant Rd

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)	14	56	2	5	80	15	2	1	2	7	1	7
PHF	0.96	0.96	0.96	0.65	0.65	0.65	0.33	0.33	0.33	0.58	0.58	0.58
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	15	58	2	8	123	23	6	3	6	12	2	12
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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	15	774	0.019	0	9.7	A	9.7 A
	2								
	3								
SB	1	LTR	26	775	0.034	0	9.8	A	9.8 A
	2								
	3								
EB	①		15	1430	0.010	0	7.5	A	
WB	④		8	1537	0.005	0	7.4	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year AM Peak Hour 2009
 Comment 2009 AM Peak BUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street McLeod Rd
 Minor Street Restaurant Rd

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)	21	56	2	5	80	15	2	1	2	7	1	7
PHF	0.96	0.96	0.96	0.65	0.65	0.65	0.33	0.33	0.33	0.58	0.58	0.58
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	22	58	2	8	123	23	6	3	6	12	2	12
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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	15	760	0.020	0	9.8	A	9.8 A
	2								
	3								
SB	1	LTR	26	763	0.034	0	9.9	A	9.9 A
	2								
	3								
EB	①		22	1430	0.015	0	7.6	A	
WB	④		8	1537	0.005	0	7.4	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year PM Peak Hour 2009
 Comment 2009 PM Peak NOBUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street McLeod Rd
 Minor Street Restaurant Rd

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)	3	78	1	4	26	6	4	1	2	8	1	8
PHF	0.71	0.71	0.71	0.49	0.49	0.49	0.38	0.38	0.38	0.67	0.67	0.67
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	4	110	1	8	53	12	11	3	5	12	1	12
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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	19	774	0.025	0	9.8	A	9.8 A
	2								
	3								
SB	1	LTR	25	848	0.029	0	9.4	A	9.4 A
	2								
	3								
EB	①		4	1530	0.003	0	7.4	A	
WB	④		8	1472	0.006	0	7.5	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year PM Peak Hour 2009
 Comment 2009 PM Peak NOBUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street McLeod Rd
 Minor Street Restaurant Rd

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)	18	78	1	4	26	6	4	1	2	8	1	8
PHF	0.71	0.71	0.71	0.49	0.49	0.49	0.38	0.38	0.38	0.67	0.67	0.67
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	25	110	1	8	53	12	11	3	5	12	1	12
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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	19	731	0.026	0	10.1	B	10.1 B
	2								
	3								
SB	1	LTR	25	811	0.031	0	9.6	A	9.6 A
	2								
	3								
EB	①		25	1530	0.017	0	7.4	A	
WB	④		8	1472	0.006	0	7.5	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year AM Peak Hour 2009
 Comment 2009 AM Peak NOBUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street Jefferson St
 Minor Street Restaurant Rd

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			TR						LR		
Lane 2	LT			T								
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
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)	2	1177			676	5				1		2
PHF	0.86	0.86			0.90	0.90				0.50		0.50
Percent of heavy vehicles, HV	3	3			3	3				3		3
Flow rate	2	1369			751	6				2		4
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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
WB	1								
	2								
	3								
EB	1	LR	6	262	0.023	0	19.1	C	19.1
	2								C
	3								
NB	①		2	843	0.003	0	9.3	A	
SB	④								

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year AM Peak Hour 2009
 Comment 2009 AM Peak BUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street Jefferson St
 Minor Street Restaurant Rd

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			TR						LR		
Lane 2	LT			T								
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
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)	39	1180			680	7				2		33
PHF	0.86	0.86			0.90	0.90				0.50		0.50
Percent of heavy vehicles, HV	3	3			3	3				3		3
Flow rate	45	1372			756	8				4		66
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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
WB	1								
	2								
	3								
EB	1	LR	70	474	0.148	1	13.9	B	13.9
	2								B
	3								
NB	①		45	839	0.054	0	9.5	A	
SB	④								

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year PM Peak Hour 2009
 Comment 2009 PM Peak NOBUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street Jefferson St
 Minor Street Restaurant Rd

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			TR						LR		
Lane 2	LT			T								
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
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)	33	951			813	71				30		17
PHF	0.83	0.83			0.86	0.86				0.54		0.54
Percent of heavy vehicles, HV	3	3			3	3				3		3
Flow rate	40	1146			945	83				56		31
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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
WB	1								
	2								
	3								
EB	1	LR	87	121	0.722	4	89.0	F	89.0 F
	2								
	3								
NB	①		40	665	0.060	0	10.8	B	
SB	④								

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year PM Peak Hour 2009
 Comment 2009 PM Peak BUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street Jefferson St
 Minor Street Restaurant Rd

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			TR						LR		
Lane 2	LT			T								
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
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)	112	960			822	76				35		100
PHF	0.83	0.83			0.86	0.86				0.54		0.54
Percent of heavy vehicles, HV	3	3			3	3				3		3
Flow rate	135	1157			956	88				65		185
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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
WB	1								
	2								
	3								
EB	1	LR	250	154	1.626	17	361.7	F	361.7 F
	2								
	3								
NB	①		135	656	0.206	1	11.9	B	
SB	④								

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year AM Peak Hour 2009
 Comment 2009 AM Peak BUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street Jefferson St
 Minor Street Driveway 'A'

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			TR						LR		
Lane 2	LT			T								
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
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)	73	1216			709	4				3		59
PHF	0.90	0.90			0.90	0.90				0.85		0.85
Percent of heavy vehicles, HV	3	3			3	3				3		3
Flow rate	81	1351			788	4				4		69
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
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
WB	1								
	2								
	3								
EB	1	LR	73	447	0.163	1	14.6	B	14.6 B
	2								
	3								
NB	①		81	818	0.099	0	9.9	A	
SB	④								

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst Nancy
 Agency or Company Terry Brown, P.E.
 Analysis Period/Year PM Peak Hour 2009
 Comment 2009 PM Peak BUILD Conditions

Site Information

Jurisdiction/Date City of ABQ 11/4/2005
 Major Street Jefferson St
 Minor Street Driveway 'A'

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			TR						LR		
Lane 2	LT			T								
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
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)	154	1063			913	9				9		160
PHF	0.86	0.86			0.86	0.86				0.85		0.85
Percent of heavy vehicles, HV	3	3			3	3				3		3
Flow rate	179	1236			1062	10				11		188
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
Length of study period (h)	0.25											

Output Data

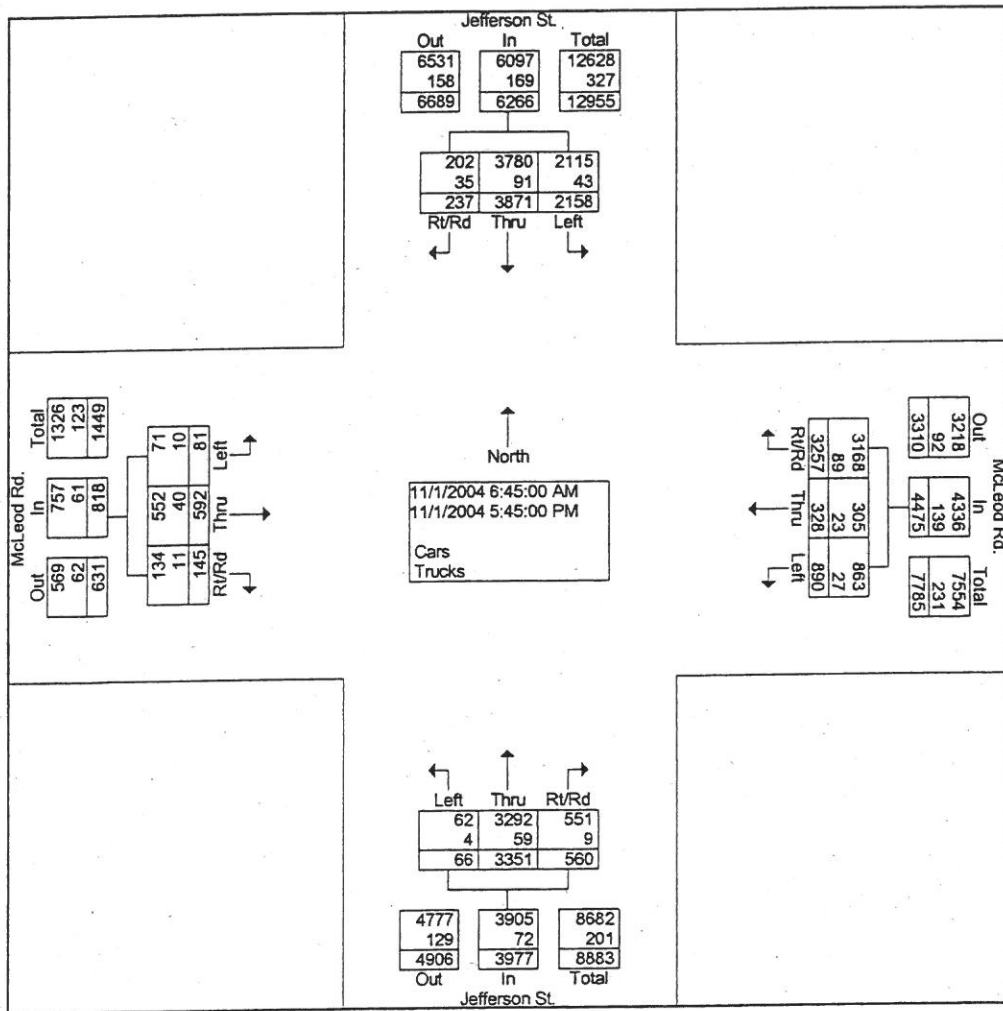
	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1								
	2								
	3								
EB	1	LR	199	283	0.704	5	43.1	E	43.1 E
	2								
	3								
NB	①		179	640	0.280	1	12.8	B	
SB	④								

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 1 of 1

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : McLeod Rd. and Jefferson St.
Site Code : 00025646
Start Date : 11/01/2004
Page No : 2



Mid-Region Council of Governments
Intersection Turning Movement Analysis

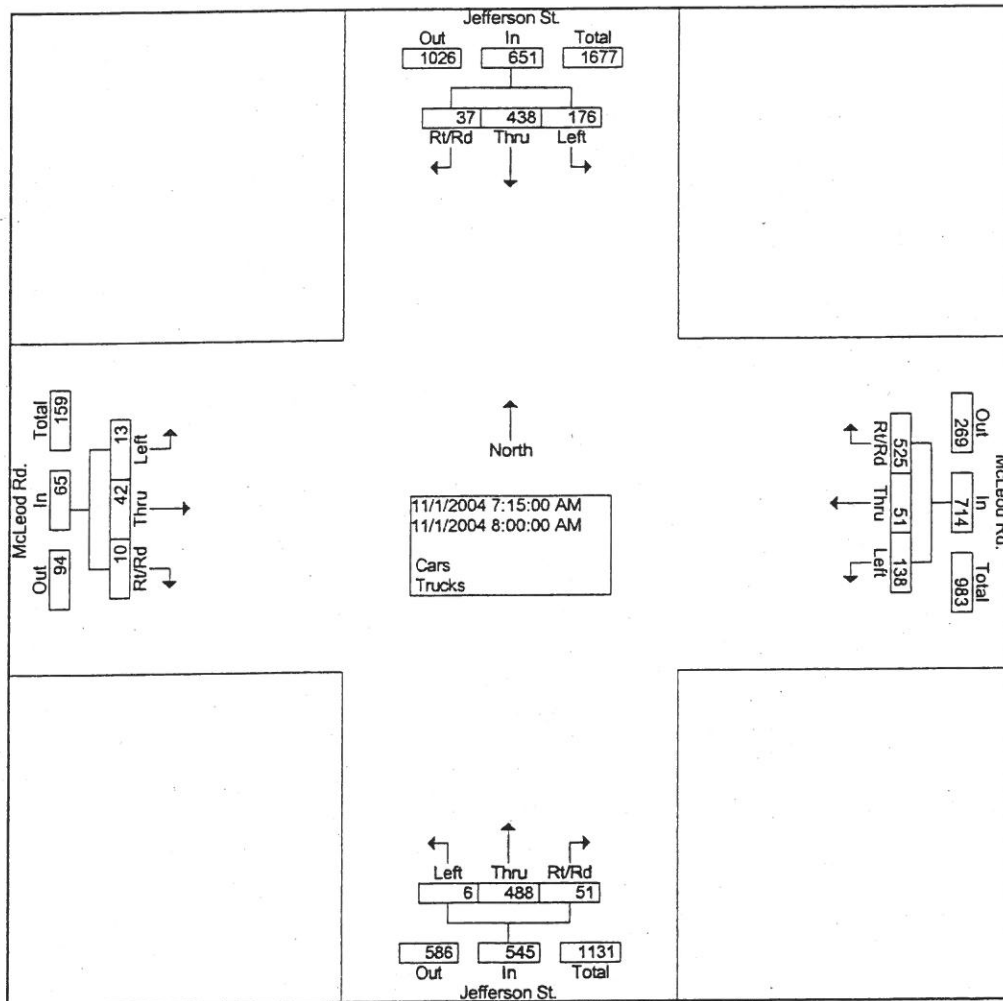
File Name : McLeod Rd. and Jefferson St.

Site Code : 00025646

Start Date : 11/01/2004

Page No : 3

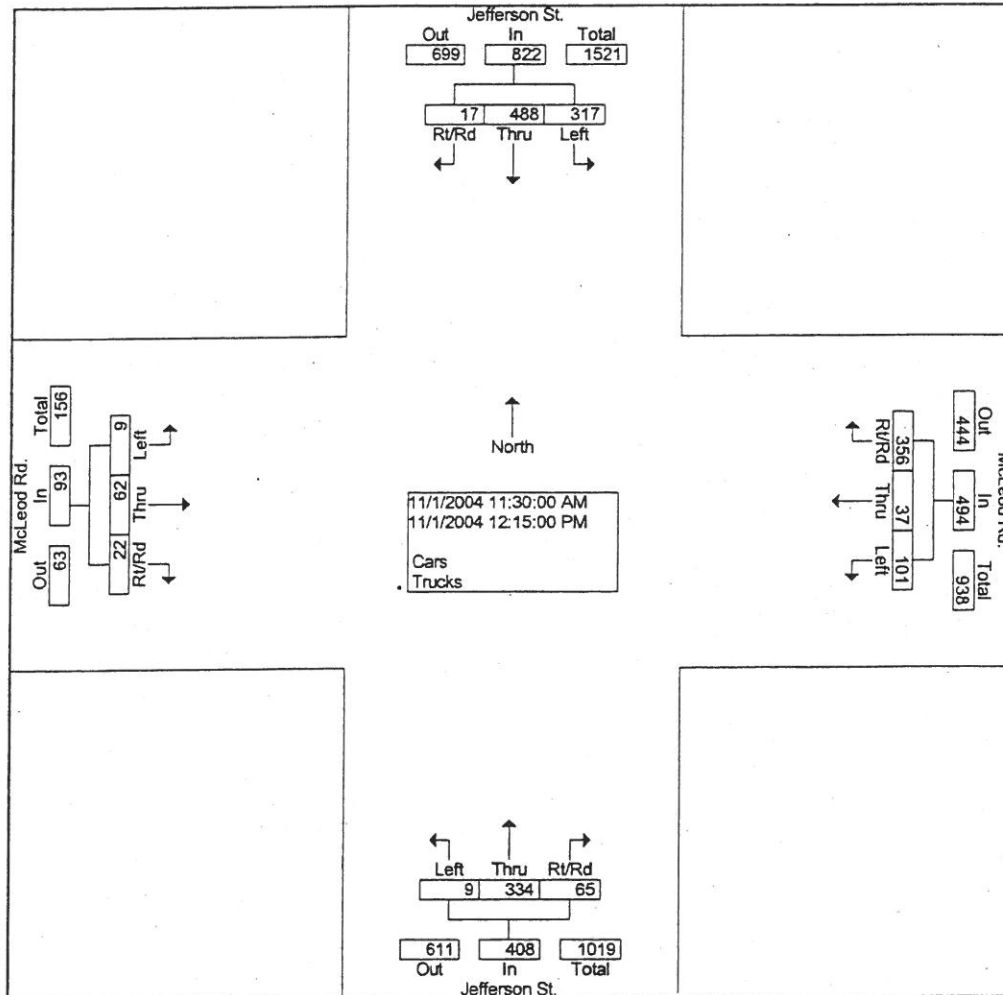
	Jefferson St. From North					McLeod Rd. From East					Jefferson St. From South					McLeod Rd. From West					
Start Time	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:15																				
Volume	176	438	30	7	651	138	51	416	109	714	6	488	49	2	545	13	42	10	0	65	1975
Percent	27.0	67.3	4.6	1.1		19.3	7.1	58.3	15.3		1.1	89.5	9.0	0.4		20.0	64.6	15.4	0.0		
Volume	176	438	30	7	651	138	51	416	109	714	6	488	49	2	545	13	42	10	0	65	1975
Volume	38	131	6	1	176	49	22	150	32	253	3	142	7	1	153	3	7	1	0	11	593
Peak Factor																					0.833
High Int.	07:45					07:45					07:45					08:00					
Volume	38	131	6	1	176	49	22	150	32	253	3	142	7	1	153	4	15	6	0	25	
Peak Factor					0.925					0.706					0.891					0.650	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : McLeod Rd. and Jefferson St.
Site Code : 00025646
Start Date : 11/01/2004
Page No : 4

	Jefferson St. From North					McLeod Rd. From East					Jefferson St. From South					McLeod Rd. From West					
Start Time	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection	11:30																				
Volume	317	488	16	1	822	101	37	238	118	494	9	334	63	2	408	9	62	17	5	93	1817
Percent	38.6	59.4	1.9	0.1		20.4	7.5	48.2	23.9		2.2	81.9	15.4	0.5		9.7	66.7	18.3	5.4		
Volume	317	488	16	1	822	101	37	238	118	494	9	334	63	2	408	9	62	17	5	93	1817
Volume	85	148	5	0	238	27	9	58	32	126	1	106	22	0	129	1	25	6	2	34	527
Peak Factor																					0.862
High Int.	12:00					12:15					12:00					12:00					
Volume	85	148	5	0	238	32	10	75	24	141	1	106	22	0	129	1	25	6	2	34	
Peak Factor					0.863					0.876					0.791					0.684	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

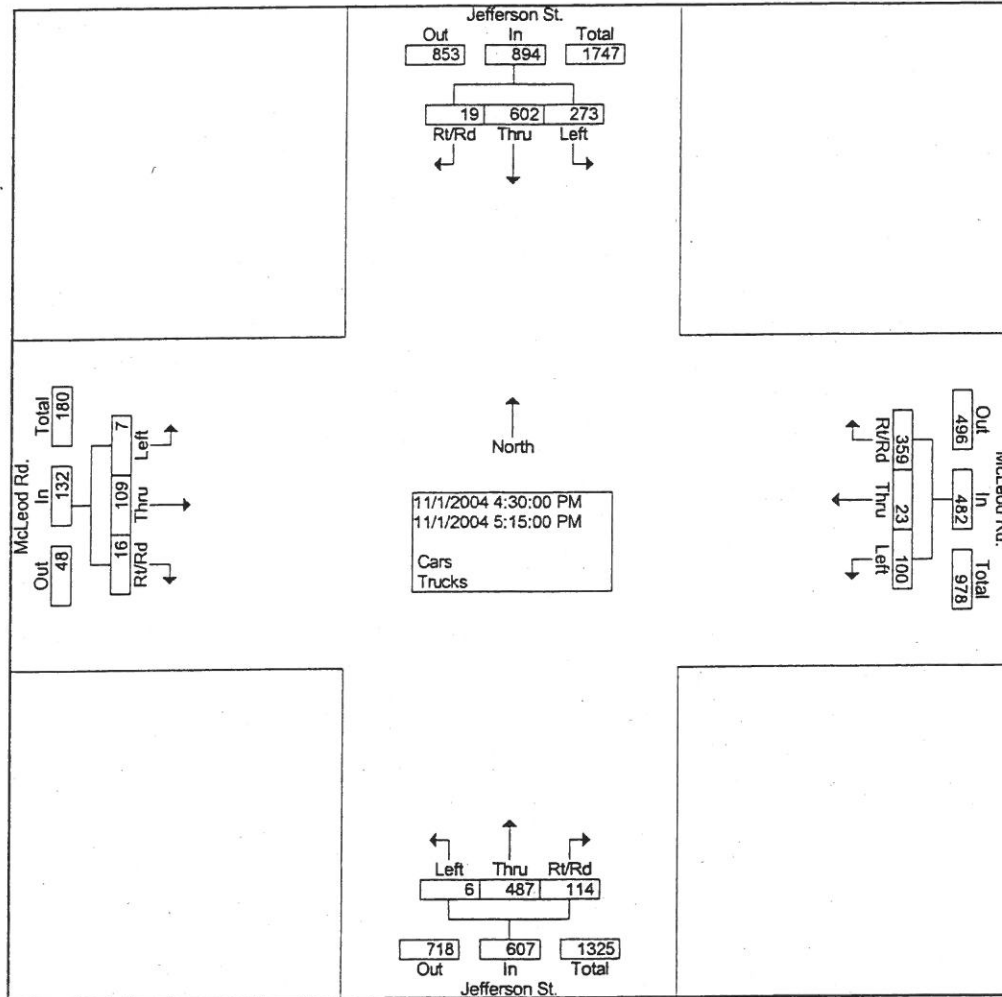
File Name : McLeod Rd. and Jefferson St.

Site Code : 00025646

Start Date : 11/01/2004

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	Jefferson St. From North					McLeod Rd. From East					Jefferson St. From South					McLeod Rd. From West					
Start Time	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Int. Total
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	16:30																				
Volume	273	602	17	2	894	100	23	243	116	482	6	487	107	7	607	7	109	14	2	132	2115
Percent	30.5	67.3	1.9	0.2		20.7	4.8	50.4	24.1		1.0	80.2	17.6	1.2		5.3	82.6	10.6	1.5		
Volume	273	602	17	2	894	100	23	243	116	482	6	487	107	7	607	7	109	14	2	132	2115
Volume	68	169	4	1	242	32	7	75	18	132	5	146	30	2	183	1	27	4	2	34	591
Peak Factor																					0.895
High Int.	16:30					17:00					17:00					17:15					
Volume	85	158	3	1	247	32	7	75	18	132	5	146	30	2	183	2	35	4	0	41	
Peak Factor					0.905					0.913					0.829					0.805	



Traffic Count Data Sheet

Year Counts Taken:		2005	Jefferson Point										
			E-W Street McCleod Rd										
			N-S Street: Restaurant Rd										
			UN SIGNALIZED										
			Date of Count: 10/31/05										
			Speed Limit (McCleod Rd)= 35 MPH										
			Speed Limit (Restaurant Rd)= N/A MPH										
Begin Time	End Time	Eastbound (McCleod Rd)			Westbound (McCleod Rd)			Northbound (Restaurant Rd)			Southbound (Restaurant Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	2	7	0	0	5	4	0	0	0	0	0	0
7:15 AM	7:30 AM	3	45	0	0	2	0	4	0	0	0	0	4
7:30 AM	7:45 AM	3	13	1	2	16	3	0	0	1	1	0	2
7:45 AM	8:00 AM	3	15	0	2	29	6	0	0	0	1	0	1
8:00 AM	8:15 AM	3	15	0	1	15	5	0	0	0	3	0	3
8:15 AM	8:30 AM	4	11	1	0	17	0	2	0	1	2	0	1
8:30 AM	8:45 AM	0	40	0	0	44	4	0	0	2	0	0	0
8:45 AM	9:00 AM	3	42	0	0	42	8	0	0	4	4	0	3
AM Peak Hour Volumes		13	54	2	5	77	14	2	0	2	7	0	7
% of Total Traffic		7.1%	29.5%	1.1%	2.7%	42.1%	7.7%	1.1%	0.0%	1.1%	3.8%	0.0%	3.8%
% Directional			37.7%			52.5%			2.2%			7.7%	
AM Peak Hour Factor			0.96			0.65			0.33			0.58	
Begin Time	End Time	Eastbound (McCleod Rd)			Westbound (McCleod Rd)			Northbound (Restaurant Rd)			Southbound (Restaurant Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	19	0	3	13	2	0	0	0	4	0	2
4:15 PM	4:30 PM	2	19	0	1	4	1	3	0	1	1	0	3
4:30 PM	4:45 PM	0	27	1	0	6	2	1	0	0	2	0	1
4:45 PM	5:00 PM	0	10	0	0	2	1	0	0	1	1	0	2
5:00 PM	5:15 PM	4	47	4	4	44	2	3	0	2	2	0	2
5:15 PM	5:30 PM	0	46	4	4	0	4	0	0	0	4	0	4
5:30 PM	5:45 PM	0	45	4	0	3	0	0	0	0	4	0	3
5:45 PM	6:00 PM	4	42	0	0	6	0	0	0	0	2	0	0
PM Peak Hour Volumes		3	75	1	4	25	6	4	0	2	8	0	8
% of Total Traffic		2.2%	55.1%	0.7%	2.9%	18.4%	4.4%	2.9%	0.0%	1.5%	5.9%	0.0%	5.9%
% Directional			58.1%			25.7%			4.4%			11.8%	
PM Peak Hour Factor			0.71			0.49			0.38			0.67	

Traffic Count Data Sheet

Year Counts Taken:		2005	Jefferson Point										Speed Limit (Restaurant Rd)=		MPH
			E-W Steel Restaurant Rd										Speed Limit (Jefferson Rd)=		35 MPH
			N-S Street: Jefferson Rd										Date of Count:		11/1/05
			UN SIGNALIZED												
Begin Time	End Time	Eastbound (Restaurant Rd)			Westbound (Restaurant Rd)			Northbound (Jefferson Rd)			Southbound (Jefferson Rd)				
		L	T	R	L	T	R	L	T	R	L	T	R		
7:00 AM	7:15 AM	0	0	0	0	0	0	0	455	0	0	438	4		
7:15 AM	7:30 AM	0	0	1	0	0	0	0	262	0	0	125	1		
7:30 AM	7:45 AM	0	0	0	0	0	0	1	298	0	0	166	0		
7:45 AM	8:00 AM	0	0	1	0	0	0	0	331	0	0	180	2		
8:00 AM	8:15 AM	0	0	0	0	0	0	1	241	0	0	179	2		
8:15 AM	8:30 AM	0	0	0	0	0	0	0	479	0	0	464	0		
8:30 AM	8:45 AM	0	0	4	0	0	0	0	499	0	0	469	0		
8:45 AM	9:00 AM	0	0	2	0	0	0	0	480	0	0	426	2		
AM Peak Hour Volumes		0	0	2	0	0	0	2	1132	0	0	650	5		
% of Total Traffic		0.0%			0.0%			0.1%			0.0%			36.3%	
% Directional		0.1%			0.0%			0.0%			63.3%			36.6%	
AM Peak Hour Factor		0.50			#DIV/0!			0.86			0.90				
Begin Time	End Time	Eastbound (Restaurant Rd)			Westbound (Restaurant Rd)			Northbound (Jefferson Rd)			Southbound (Jefferson Rd)				
		L	T	R	L	T	R	L	T	R	L	T	R		
4:00 PM	4:15 PM	4	0	4	0	0	0	4	492	0	0	484	3		
4:15 PM	4:30 PM	0	0	4	0	0	0	6	489	0	0	239	8		
4:30 PM	4:45 PM	4	0	4	0	0	0	3	496	0	0	489	4		
4:45 PM	5:00 PM	0	0	2	0	0	0	40	476	0	0	493	46		
5:00 PM	5:15 PM	6	0	3	0	0	0	12	273	0	0	232	16		
5:15 PM	5:30 PM	3	0	3	0	0	0	4	212	0	0	184	14		
5:30 PM	5:45 PM	5	0	4	0	0	0	12	217	0	0	204	18		
5:45 PM	6:00 PM	15	0	6	0	0	0	4	212	0	0	162	20		
PM Peak Hour Volumes		29	0	16	0	0	0	32	914	0	0	782	68		
% of Total Traffic		1.6%			0.0%			1.7%			0.0%			42.5%	
% Directional		2.4%			0.0%			51.4%			46.2%			46.2%	
PM Peak Hour Factor		0.54			#DIV/0!			0.83			0.86				

Intersection Data SheetIntersection: **McLeod Rd / Jefferson St**Posted Speed Limit (E-W Street): 35Date: 10/26/2005**Eastbound Approach: McLeod Rd**

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

Length: 100'

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

Is there a right turn slip lane that by-passes the traffic signal?

No

Westbound Approach: McLeod Rd

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

Length: 125'

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): 35**Northbound Approach: Jefferson St**

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

Length: 50'

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: Jefferson St

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

Length: 120'

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