CITY OF ALBUQUERQUE

March 28, 2017

Terry Brown, P.E.
P.O Box 92051
Albuquerque, NM 87199

Re: Coors Pavilion
NW corner of St. Joseph's Dr. / Coors Blvd.
Traffic Impact Study
Engineer's Stamp dated 02-02-17 (G11-D069)

Dear Mr. Brown,

The subject Traffic Impact Study received on February 2, 2017 has been reviewed and approved by the Transportation Development Section. All comments have been adequately addressed.

The final Traffic Impact Study shall be valid for a period of three years. Should significant modifications to the approved development proposal occur, the approved study shall be revised to incorporate the changes.

If you have any questions, please feel free to contact me at (505) 924-3991.

Sincerely,

Racquel M. Michel, P.E.
Traffic Engineer, Planning Dept.
Development Review Services

via: email
C: Applicant, File

PO Box 1293

Albuquerque

New Mexico 87103

www.cabq.gov

Coors Pavilion Retail Development

(St. Joseph's Dr. / Coors Blvd.)

Traffic Impact Study

February 2, 2017

F I N A L

Presented to:

City of Albuquerque
Transportation Development Section

New Mexico Dept. of Transportation
District 3

Prepared for:

Joshua J. Skarsgard
Retail Southwest Development
8220 San Pedro NE #500

Terry O. Brown P.E.
P.O. Box 92051
Albuquerque, NM 87199
505 · 883 · 8807

Albuquerque, NM 87113

Coors Pavilion Retail Development
(St. Josephs Dr. / Coors Blvd.)
TRAFFIC IMPACT STUDY

TABLE OF CONTENTS

Coors Pavilion Retail Development
(St. Josephs Dr. / Coors Blvd.)
TRAFFIC IMPACT STUDY

STUDY PURPOSE

This study is being conducted in conjunction with a request for approval of a site development plan for implementation of a retail development such as the one shown in the Appendix (Page A-3) 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. This study is being submitted to satisfy the requirements of the City of Albuquerque Transportation Development Section and the New Mexico Department of Transportation, District 3 Office.

STUDY PROCEDURES

A scoping meeting was held with City of Albuquerque Transportation staff members as well as with Nancy Perea at the New Mexico Department of Transportation, District 3 prior to beginning the study to discuss scope and methodology to be utilized within the proposed Coors Pavilion Retail Development Traffic Impact Study. 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 is described as follows:

1) Calculate the generated trips for the proposed development consisting of the following described land uses (See Appendix Pages A-17 thru A-22):
   - *a. A 105,000 SF of Retail Commercial Floor Space*
   - *b. A 4,500 SF Variety Store*
   - *c. A 7,000 SF Fast Food restaurant w/ drive-thru window*
   - *d. A 6,200 SF High Turnover (Sit-Down) Restaurant*
   - *e. A 48,000 SF General Office Building*

2) Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on year 2018 population within a 3-mile radius of the new project (See Appendix Pages A-23 thru A-34).

3) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site (See Appendix Pages A-35 thru A-36).

4) Acquire recent traffic counts for all intersections to be analyzed in this report (See Appendix Pages A-112 thru A-120).

5) Calculate growth rate for the area utilizing a Mid-Region Council of Governments' 2005 thru 2014 Traffic Flow Map Data to define area traffic growth rate (See Appendix Pages A-8 thru A-16).

6) Determine 2018 NO BUILD Volumes by growing the existing turning movement counts to the year 2018 utilizing the calculated annual historic growth rate for the area (See Appendix Pages A-37 thru A-61).

7) Add the trips generated by the development to the 2018 NO BUILD Volumes to obtain 2018 BUILD Volumes for this project (See Appendix Pages A-37 thru A-61).
8) Apply a 30% pass-by trips rate to the driveways (See Appendix Page A-17).
9) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Sequoia Rd. / Coors Blvd.	Traffic Signal	2018	2018
2) St. Josephs Dr. / Coors Blvd.	Traffic Signal	2018	2018
3) Western Trail / Coors Blvd.	Traffic Signal	2018	2018
4) Western Trail / Atrisco Dr.	Traffic Signal	2018	2018
5) St. Josephs Dr. / Atrisco Dr.	Traffic Signal	2018	2018
6) Milne Rd. / Atrisco Dr.	Stop Sign	2018	2018
9) Milne Rd. / Coors Blvd.	Stop Sign	2018	2018
10) St. Joseph's Dr. / Driveway "A"	Stop Sign	N/A	2018
11Driveway "B" / Coors Blvd.	Stop Sign	N/A	2018

PREVIOUS RELATED TRAFFIC IMPACT STUDIES

There are no trips from previously approved projects to consider for this development.

GENERAL AREA CHARACTERISTICS

The proposed requested site development plan is for a property bounded on the east by Coors Blvd., on the west by an existing development, on the south by St Joseph's Dr., and on the north by an existing residential subdivision as shown on the Vicinity Map on Page A-1 of the Appendix of this report. An aerial map of the adjacent transportation system to be considered and analyzed in this study may be found on Page A-2 in the Appendix of this report. The subject tract of land is in a moderately developed area of Northwest Albuquerque. The surrounding development is a mix of residential, commercial, and office uses. Also, there is a private school to the east of this site and a church to the west.

AREA STREET NETWORK

The impacted adjacent street network targeted for analysis in this study are defined on the 2040 Long Range Roadway System from the Mid-Region Metropolitan Planning Organization (MRMPO). They include the Coors Blvd. corridor and Atrisco Dr. from St. Josephs Dr. to Western Trail. Also included are the streets fronting the project or running through the project.

Coors Blvd is classified as a Regional Principal Arterial Roadway and is generally a six lane urban facility with raised medians. The posted speed limit along Coors Blvd. in the vicinity of this project is 45 MPH.

Atrisco Dr. and Sequoia Rd. are classified as Major Collector Streets. They are generally two lane urban roadways with left turn lanes at major intersections. The posted speed limit along these roads in the vicinity of this project is 35 MPH.

Western Trail and St. Joseph's Dr. are both classified as Minor Arterial Roadways and both are ultimately planned to be divided four lane paved urban roadway sections. Western Trail is fully improved from Atrisco Dr. to Coors Blvd. as a four lane urban roadway. The center of Western Trail is either a center two-way left turn lane or designated left turn lanes near the major intersections. St. Joseph's Dr. is currently a paved two lane roadway section between Atrisco Dr. and Coors Blvd.

The remaining roadways for the project are not classified.

EXISTING TRAFFIC VOLUMES

2014 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-6 thru A-7 of the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for the following intersections were acquired from recent field counts for the following intersections:

Sequoia Rd. / Coors Blvd.
St. Joseph's Dr. / Coors Blvd.
Western Trail / Coors Blvd.
Western Trail / Atrisco Dr.
St. Joseph's Dr. / Atrisco Dr.
Milne Rd. / Atrisco Dr.
Milne Rd. / Coors Blvd.

The counts are included in Appendix Pages A-112 thru A-120.

EXISTING TRANSIT, BICYCLE AND PEDESTRIAN SERVICES

This area is serviced by the ABQ RIDE Route 155 (Coors Blvd.) provides service approximately every 30 minutes from 6:30 a.m. to 10:00 p.m. 6 days a week and limited service from 10:00 a.m. to 5:00 p.m. on Sunday, and by the Westside Rapid Ride Route 790 which provides hourly service during the AM and PM Peak Hour periods 6 days a week. (See Appendix Pages A-122 thru A-124).

Bicycle facilities in the project area include existing bicycle lanes along Coors Blvd., Atrisco Dr. and Western Trail and an existing bicycle route along St. Joseph's Dr. Bicycle lanes are proposed for Atrisco Dr., St. Joseph's Dr. and Western Trail, according to the Mid-Region Metropolitan, Planning Organization's 2040 Long Range Bikeway System Map (Appendix Page A-121).

Pedestrian facilities include a mix of sidewalk and paved trails along Coors Blvd., Atrisco Dr. and St. Joseph's Dr. adjacent to the property; however, currently, no pedestrian facilities exist along the immediate frontage of the proposed site along Coors Blvd. and Western Trail.

PROPOSED DEVELOPMENT

The conceptual site plan as it is shown in this report proposes two primary access points into the site. One access will be at (Driveway "A") off of St. Joseph's Dr. The second access will be a right-in, right-out driveway off of Coors Blvd (Driveway "B").

The proposed conceptual site development plan associated with this project consists of several different land uses summarized in the following table:

Land Use Description	Size Proposed
Shopping Center	105,000 S.F.
Variety Store	4,500 S.F.
Fast Food Restaurant w/ drive-thru window	7,000 S.F.
High Turnover (Sit-Down) Restaurant	6,200 S.F.
General Office Building	48,000 S.F.

See the conceptual site development plan on Page A-3 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.

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation Manual (9th Edition, 2009). Trips for the development were determined based on land uses defined on the Conceptual Site Development Plan on Page A-3 in the Appendix of this report.

The resulting number of trips generated for the proposed development is summarized in the following table:

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
Lots 3, 6, 7, and Anchors	Shopping Center (820)	105.00	7,010	100	61	297	322
Lot 1 - Blake's	Fast Food Restaurant w/ Drive-Thru Window (934)	2.80	1,389	65	62	48	44
Lot 2 - Verizon	Variety Store (814)	4.50	288	9	9	15	15
Lot 4 - Panera Bread	High Turnover (Sit-Down) Restaurant (932)	6.20	788	37	30	37	24
Lot 5 - Chick Fil-A	Fast Food Restaurant w/ Drive-Thru Window (934)	4.20	2,084	97	93	71	66
	Commercial Subtotal		**11,559**	**308**	**255**	**468**	**471**
	*Pass-By Trips**	30%		*-92*	*-77*	*-140*	*-141*
	Total Primary Commercial Trips			**216**	**178**	**328**	**330**
	General Office Building (710)	48.00	752	94	13	22	110
	Total Primary Commercial and Office Trips		**12,311**	**310**	**191**	**350**	**440**

* - Pass-by Trip Reduction rate based on Figure 5.5 from Trip Generation Handbook, 2nd Edition

A 30% adjustment was made for Pass-By Trips.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Commercial Land Uses

Primary and diverted linked trips for office / commercial development have been distributed proportionally to the 2018 projected population of Subareas area wide. Population data for 2015 and 2025 were taken from the *2035 Socioeconomic Forecasts for Data Analysis Subzones for the Mid-Region of New Mexico*, supplied by the Mid-Region Council of Governments (MRCOG). Population Data was interpolated linearly to obtain 2018 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas are shown in the Appendix on Pages A-23 thru A-33. The Trip Distribution Map for Commercial use can be found in the Appendix on Page A-34.

TRIP ASSIGNMENTS

Trip assignments are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing to and from the proposed site. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignment maps are shown in the Appendix on Pages A-35 thru A-36.

BACKGROUND TRAFFIC GROWTH

Background traffic growth rates were considered for the study area that was targeted for analysis based on data from the 2005 through 2014 Traffic Flow maps prepared by the Mid-Region Council of Governments.

Most of the Traffic Flow Data for the years 2005 through 2014 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 may be 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 0.5% 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 0.5% was often 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-9 through A-16. 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-40 through A-61).

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2018 BUILDOUT

The calculated growth rates were applied to the most recent peak hour traffic counts (conducted for this study) to establish the 2018 background NO BUILD traffic volumes. To these volumes, the generated trips based on implementation of the proposed Coors Pavilion Retail Development (100% development) were added to obtain 2018 BUILD volumes for the intersection analyses. See Appendix Pages A-37 thru A-61 for further information regarding 2018 turning movement counts.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010, using Trafficware's Synchro version 9 Highway Capacity Software for signalized and unsignalized intersections. For signalized intersections, the operational method of analysis was used for 2018 conditions (NO BUILD and BUILD).

Capacity analyses were performed for the following traffic conditions.

2018 without development of the subject property (2018 NO BUILD)
2018 with total development as per the Proposed Site Plan (2018 BUILD).

The results of the 2018 NO BUILD and BUILD capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses*.

The Highway Capacity Manual (2010) defines Level of Service (LOS) for signalized and unsignalized intersections in terms of average controlled delay per vehicle as follows:

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Average Delay (secs)	Level-of-Service
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

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

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2018)

Intersection #1 - Sequoia Rd. / Coors Blvd. - Pages A-62 thru A-107

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

Intersection: 1 - Sequoia Rd. / Coors Blvd.

		2018 AM Peak Hour BUILD					2018 PM Peak Hour BUILD				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	2	D - 49.7	2	D - 47.3	L	2	D - 54.5	2	D - 50.1	
	T	3	D - 46.0	3	D - 43.9	T	3	D - 42.3	3	D - 39.5	
	R	>	**F** - 81.7	>	**D** - 53.3	R	>	D - 44.9	>	D - 41.8	
WB	L	1	**F** - 142	1	**E** - 64	L	1	E - 76.8	1	**E** - 61.3	
	T	1	D - 45.5	1	D - 43.5	T	1	D - 43.6	1	D - 40.7	
	R	1	D - 40.4	1	D - 39.0	R	1	D - 37.6	1	D - 35.2	
NB	L	>	B - 12.0	>	B - 16.0	L	>	B - 19.2	>	C - 21.0	
	T	3	A - 9.3	3	B - 13.1	T	3	C - 23.1	3	C - 31.1	
	R	1	A - 6.2	1	A - 8.5	R	1	A - 9.7	1	B - 11.2	
SB	L	1	A - 6.0	1	A - 9.2	L	1	D - 36.8	1	D - 37.3	
	T	3	A - 0.7	3	A - 0.5	T	3	C - 35.0	3	C - 26.8	
	R	1	A - 0.1	1	A - 0.0	R	1	C - 21.2	1	B - 16.5	
Intersection:		***B - 10.3***			***A - 9.3***			***C - 30.4***			***C - 31.0***

Note: ">" designates a shared right or left turn lane.

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2018 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will only increase the delay from 0.8 seconds during the AM Peak Hour and does not increase the delay during the PM Peak Hour. The analysis demonstrates that there will be no adverse impact to the intersection. Therefore, no recommendation is made for the Sequoia Rd. / Coors Blvd. intersection.

The results of the queueing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project: Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Intersection: **Sequoia Rd. / Coors Blvd.**

2018

Approach	Left Turns			Thru Movements				Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*66*	*180*	*2*	*47*	*Cont*		*0*	*173*	*0*
AM NO BUILD Queue	1	67	125	2	48	75		0	176	275
AM BUILD Queue	**1**	**67**	**125**	**2**	**48**	**75**		**0**	**176**	**275**
Existing Lane Length	*1*	*122*	*180*	*2*	*80*	*Cont*		*0*	*139*	*0*
PM NO BUILD Queue	1	124	200	2	81	100		0	141	225
PM BUILD Queue	**1**	**124**	**200**	**2**	**81**	**100**		**0**	**141**	**225**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*68*	*120*	*1*	*34*	*Cont*		*1*	*12*	*120*
AM NO BUILD Queue	1	69	125	1	35	75		1	12	50
AM BUILD Queue	**1**	**69**	**125**	**1**	**35**	**75**		**1**	**16**	**50**
Existing Lane Length	*1*	*164*	*120*	*1*	*129*	*Cont*		*1*	*51*	*120*
PM NO BUILD Queue	1	166	250	1	131	225		1	52	**100**
PM BUILD Queue	**1**	**166**	**250**	**1**	**131**	**225**		**1**	**57**	**125**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*86*	*120*	*3*	*1,565*	*Cont*		*1*	*87*	*165*
AM NO BUILD Queue	1	87	150	3	1,588	750		1	88	150
AM BUILD Queue	**1**	**87**	**150**	**3**	**1,686**	**800**		**1**	**88**	**150**
Existing Lane Length	*1*	*100*	*120*	*3*	*2,663*	*Cont*		*1*	*105*	*165*
PM NO BUILD Queue	1	102	175	3	2,703	>1,000	*	1	107	175
PM BUILD Queue	**1**	**102**	**175**	**3**	**2,813**	**>1,000**	*	**1**	**107**	**175**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*30*	*100*	*3*	*2,609*	*Cont*		*1*	*40*	*270*
AM NO BUILD Queue	1	30	75	3	2,648	>1,000	*	1	41	100
AM BUILD Queue	**1**	**33**	**75**	**3**	**2,708**	**>1,000**	*	**1**	**41**	**100**
Existing Lane Length	*1*	*86*	*100*	*3*	*1,647*	*Cont*		*1*	*76*	*270*
PM NO BUILD Queue	1	87	**150**	3	1,672	**775**		1	77	150
PM BUILD Queue	**1**	**93**	**175**	**3**	**1,810**	**850**		**1**	**77**	**150**

	AM	PM
Cycle Length:	130	130

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The recommendations of the queuing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	180	200	200	No Recommendation
Westbound Left Turn:	120	250	250	**250' plus transition.**
Westbound Right Turn:*	120	50	60	No Recommendation
Northbound Left Turn:	120	175	175	**175' plus transition.**
Northbound Right Turn:*	165	90	90	No Recommendation
Southbound Left Turn:	100	150	175	**175' plus transition.**
Southbound Right Turn:*	270	80	80	No Recommendation

* - Calculated right turn queue lengths reduced by 50% to account for rtor / overlap phases.

The queueing analysis demonstrates that the westbound left turn lane should be lengthened from 120 to 250 feet plus transition. These measures would adversely impact the length of the existing eastbound left turn lane into the Walgreen's. The queuing analysis also demonstrates that the northbound left turn lane should be lengthened from 120 feet to 175 feet plus transition. This measure would adversely impact the existing southbound left turn lane into the access to Sequoia Square Shopping Center. Therefore, no recommendations are made for the intersection of Sequoia Rd. / Coors Blvd. with regard to the westbound and northbound legs. The queuing analysis also demonstrates that the southbound left turn lane should be lengthened from 100 feet to 175 feet plus transition. It appears from an aerial photograph that this lengthening can be accomplished. Therefore, it is a recommendation of this study that the southbound left turn lane should be lengthened from 100 feet to 175 feet plus transition.

Intersection #2 - St. Josephs Dr. / Coors Blvd. - Pages A-62 thru A-107

The results of the implementation year analysis of the signalized intersection of St. Josephs Dr. / Coors Blvd. are summarized in the following table:

Intersection: 2 - St. Joseph's Dr. / Coors Blvd.

		2018 AM Peak Hour BUILD					2018 PM Peak Hour BUILD				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	2	**F** - 98.8	2	**F** - 86.3	L	2	**F** - 89.5	2	E - 66.6	
	T	1	E - 60.9	1	E - 61.0	T	1	E - 57.4	1	D - 51.1	
	R	1	E - 62.8	1	D - 47.7	R	1	E - 70.7	1	E - 76.1	
WB	L	1	D - 52.9	1	E - 56.7	L	1	E - 55.4	1	D - 49.3	
	T	2	D - 51.1	2	E - 57.5	T	2	E - 57.2	2	D - 52.9	
	R	1	A - 0.1	1	A - 0.0	R	1	A - 0.1	1	A - 0.0	
NB	L	1	C - 34.5	1	E - 73.6	L	1	C - 21.6	1	D - 43.0	
	T	3	D - 38.5	3	B - 19.0	T	3	A - 7.8	3	D - 41.6	
	R	1	A - 0.1	1	A - 0.0	R	1	A - 0.1	1	A - 0.0	
SB	L	1	D - 47.8	1	D - 37.5	L	1	B - 12.8	1	B - 16.6	
	T	3	B - 15.6	3	D - 46.2	T	3	A - 1.2	3	A - 5.3	
	R	1	A - 5.0	1	B - 14.6	R	1	A - 0.7	1	A - 1.4	
Intersection:		***C - 31.8***		***D - 41.9***			***A - 8.0***		***C - 28.1***		

Note: ">" designates a shared right or left turn lane.

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2018 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions for the overall intersection. Certain movements will experience marginally excessive and excessive delays for the AM Peak Hour and PM Peak Hour for both the NO BUILD and BUILD conditions – eastbound movements during the AM and PM Peak Hours. The northbound left turn movement will experience excessive delays during the AM Peak Hour BUILD conditions. Therefore, no recommendations are made for the intersection of St. Joseph's Dr. / Coors Blvd.

The results of the queueing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project: Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Intersection: **St. Joseph's Dr. / Coors Blvd.**

2018

Approach	Left Turns			Thru Movements				Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*297*	*130*	*1*	*95*	*Cont*		*1*	*85*	*130*
AM NO BUILD Queue	2	301	250	1	96	175		1	86	150
AM BUILD Queue	**2**	**352**	**300**	**1**	**97**	**175**		**1**	**117**	**200**
Existing Lane Length	*2*	*178*	*130*	*1*	*7*	*Cont*		*1*	*65*	*130*
PM NO BUILD Queue	2	181	**175**	1	7	**25**		1	66	**125**
PM BUILD Queue	**2**	**299**	**250**	**1**	**10**	**50**		**1**	**138**	**225**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*161*	*220*	*2*	*31*	*Cont*		*1*	*126*	*165*
AM NO BUILD Queue	1	163	250	2	31	50		1	128	200
AM BUILD Queue	**1**	**163**	**250**	**2**	**33**	**50**		**1**	**128**	**200**
Existing Lane Length	*1*	*58*	*220*	*2*	*11*	*Cont*		*1*	*36*	*165*
PM NO BUILD Queue	1	59	125	2	11	25		1	37	75
PM BUILD Queue	**1**	**59**	**125**	**2**	**13**	**25**		**1**	**37**	**75**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*80*	*440*	*3*	*1,404*	*Cont*		*1*	*212*	*330*
AM NO BUILD Queue	1	81	150	3	1,425	675		1	215	325
AM BUILD Queue	**1**	**183**	**275**	**3**	**1,425**	**675**		**1**	**215**	**325**
Existing Lane Length	*1*	*142*	*440*	*3*	*3,007*	*Cont*		*1*	*38*	*330*
PM NO BUILD Queue	1	144	**225**	3	3,052	>1,000	*	1	39	100
PM BUILD Queue	**1**	**259**	**375**	**3**	**3,052**	**>1,000**	*	**1**	**39**	**100**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*263*	*5,660*	*3*	*2,423*	*Cont*		*1*	*111*	*280*
AM NO BUILD Queue	1	271	375	3	2,496	>1,000	*	1	114	200
AM BUILD Queue	**1**	**271**	**375**	**3**	**2,527**	**>1,000**	*	**1**	**135**	**225**
Existing Lane Length	*1*	*52*	*5,660*	*3*	*2,072*	*Cont*		*1*	*272*	*280*
PM NO BUILD Queue	1	54	100	3	2,134	>1,000	*	1	280	**400**
PM BUILD Queue	**1**	**54**	**100**	**3**	**2,206**	**>1,000**	*	**1**	**304**	**425**

	AM	PM
Cycle Length:	130	130

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The recommendations of the queueing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	130	250	300	**300' plus transition.**
Eastbound Right Turn:*	130	80	110	No Recommendation
Westbound Left Turn:	220	250	250	**250' plus transition.**
Westbound Right Turn:*	165	100	100	No Recommendation
Northbound Left Turn:	440	225	375	No Recommendation
Northbound Right Turn:*	330	160	160	No Recommendation
Southbound Left Turn:	5,660	375	375	No Recommendation
Southbound Right Turn:*	280	200	210	No Recommendation

* - Calculated right turn queue lengths reduced by 50% to account for rtor / overlap phases.

The queueing analysis demonstrates that the eastbound left turn lane should be lengthened from 130 to 300 feet plus transition and the westbound left turn lane should be lengthened from 220 feet to 250 feet plus transition. The westbound left turn lane cannot be lengthened to the recommended length without adversely impacting the intersection with Fox Sparrow Trail. Therefore, no recommendation is made for the westbound left turn lane. It is recommended that the dual eastbound left turn lanes be extended to a total length of 300 feet per lane.

Intersection #3 - Western Trail / Coors Blvd. - Pages A-62 thru A-107

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

Intersection: 3 - Western Trail / Coors Blvd.

		2018 AM Peak Hour BUILD					2018 PM Peak Hour BUILD				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	2	E - 61.3	2	E - 65.0	L	2	E - 64.9	2	E - 65.4	
	T	1	**F** - 222	1	**F** - 206	T	1	**F** - 83.6	1	**F** - 86.6	
	R	>	**F** - 222	>	**F** - 206	R	>	**F** - 83.6	>	**F** - 86.6	
WB	L	1	D - 49.9	1	E - 65.9	L	1	D - 45.8	1	D - 46.1	
	T	2	D - 37.3	2	D - 40.1	T	2	D - 48.1	2	D - 48.1	
	R	1	D - 38.1	1	D - 40.9	R	1	D - 48.5	1	**F** - 419	
NB	L	1	D - 53.3	1	E - 68.8	L	1	E - 59.2	1	E - 60.6	
	T	3	D - 42.5	3	C - 34.5	T	3	D - 45.2	3	C - 33.6	
	R	1	C - 24.3	1	B - 19.9	R	1	C - 20.2	1	B - 14.7	
SB	L	1	B - 19.3	1	B - 19.3	L	1	C - 25.8	1	C - 25.7	
	T	3	E - 60.9	3	E - 64.2	T	3	C - 24.4	3	C - 25.8	
	R	1	B - 15.4	1	B - 15.7	R	1	B - 17.2	1	B - 17.5	
Intersection:		***E - 67.7***		***E - 65.7***			***D - 38.9***		***C - 33.9***		

Note: ">" designates a shared right or left turn lane.

This study demonstrates that this signalized intersection will operate at marginally acceptable levels-of-service for the 2018 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will not increase the delay at the intersection. It is important to note that sometimes the BUILD Condition demonstrates a lower delay than the NO BUILD Condition due to the difference in intersection splits, just as is the case for the AM and PM Peak Hour Conditions. Also, if a project generates traffic to a movement with relatively low delays, then the weighted average delay of the intersection may be reduced. The analysis demonstrates that there will be no significant adverse impact to the intersection. Therefore, no recommendation is made for the Western Trail / Coors Blvd. intersection.

Also, it seems apparent from the above analysis that there is a deficient capacity for the eastbound thru / right turn movement at the intersection for both the 2018 AM and PM Peak Hour periods and both the NO BUILD and BUILD conditions. It seems intuitive that a new eastbound right turn lane would help improve the operation of the intersection and solve the deficiency for the eastbound thru / right turn movement. However, it also seems intuitive that the development of the vacant land at the southwest corner of Western Trail / Coors Blvd. should be responsible to dedicate the needed right-of-way and to construct the new eastbound right turn lane when it proposes development.

The results of the queueing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project: Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Intersection: **Western Trail / Coors Blvd.**

2018

Approach	Left Turns			Thru Movements				Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*238*	*150*	*2*	*10*	*Cont*		*0*	*376*	*0*
AM NO BUILD Queue	2	270	225	2	11	25		0	427	550
AM BUILD Queue	**2**	**270**	**225**	**2**	**11**	**25**		**0**	**427**	**550**
Existing Lane Length	*2*	*125*	*150*	*2*	*71*	*Cont*		*0*	*111*	*0*
PM NO BUILD Queue	2	142	150	2	81	100		0	126	200
PM BUILD Queue	**2**	**142**	**150**	**2**	**81**	**100**		**0**	**126**	**200**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*77*	*295*	*2*	*17*	*Cont*		*1*	*31*	*245*
AM NO BUILD Queue	1	78	150	2	17	25		1	31	75
AM BUILD Queue	**1**	**82**	**150**	**2**	**17**	**25**		**1**	**31**	**75**
Existing Lane Length	*1*	*20*	*295*	*2*	*5*	*Cont*		*1*	*12*	*245*
PM NO BUILD Queue	1	20	**50**	2	5	0		1	12	50
PM BUILD Queue	**1**	**25**	**75**	**2**	**5**	**0**		**1**	**12**	**50**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*88*	*210*	*3*	*1,548*	*Cont*		*1*	*7*	*175*
AM NO BUILD Queue	1	91	175	3	1,594	750		1	7	25
AM BUILD Queue	**1**	**91**	**175**	**3**	**1,643**	**775**		**1**	**10**	**50**
Existing Lane Length	*1*	*292*	*210*	*3*	*2,389*	*Cont*		*1*	*38*	*175*
PM NO BUILD Queue	1	301	425	3	2,461	>1,000	*	1	39	100
PM BUILD Queue	**1**	**301**	**425**	**3**	**2,573**	**>1,000**	*	**1**	**45**	**100**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*11*	*100*	*3*	*2,271*	*Cont*		*1*	*88*	*420*
AM NO BUILD Queue	1	12	50	3	2,400	>1,000	*	1	93	175
AM BUILD Queue	**1**	**12**	**50**	**3**	**2,479**	**>1,000**	*	**1**	**93**	**175**
Existing Lane Length	*1*	*35*	*100*	*3*	*1,787*	*Cont*		*1*	*207*	*420*
PM NO BUILD Queue	1	37	75	3	1,889	**875**		1	219	325
PM BUILD Queue	**1**	**37**	**75**	**3**	**1,978**	**900**		**1**	**219**	**325**

	AM	PM
Cycle Length:	130	130

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The recommendations of the queueing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	150	225	225	**225' plus transition.**
Westbound Left Turn:	295	150	150	No Recommendation
Westbound Right Turn:*	245	40	40	No Recommendation
Northbound Left Turn:	210	425	425	**425' plus transition.**
Northbound Right Turn:*	175	50	50	No Recommendation
Southbound Left Turn:	100	75	75	No Recommendation
Southbound Right Turn:*	420	160	160	No Recommendation

* - Calculated right turn queue lengths reduced by 50% to account for rtor / overlap phases.

The queueing analysis demonstrates that the eastbound left turn lane should be lengthened from 150 feet to 225 feet plus transition and the northbound left turn lane should be lengthened from 210 feet to 425 feet plus transition. The eastbound left turn lane cannot be lengthened without adversely impacting the intersection of Stafford Place to the west. The proposed Coors Pavilion does not contribute any traffic to the northbound left turn movement and, therefore, should not be held responsible to lengthen it. This is a NO BUILD condition problem. Therefore, no recommendations are made for the intersection of St. Western Trail / Coors Blvd.

Intersection #4 - Western Trail / Atrisco Dr. - Pages A-62 thru A-107

The results of the implementation year analysis of the signalized intersection of Western Trail / Atrisco Dr. are summarized in the following table:

Intersection: 4 - Western Trail / Atrisco Rd.

		2018 AM Peak Hour BUILD					2018 PM Peak Hour BUILD				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	1	A - 9.4	1	B - 18.7	L	1	C - 23.3	1	D - 49.5	
	T	2	B - 11.2	2	C - 21.7	T	2	C - 20.4	2	D - 40.2	
	R	>	B - 12.9	>	C - 25.2	R	>	C - 20.7	>	D - 40.8	
WB	L	1	C - 30.0	1	E - 66.9	L	1	B - 17.8	1	E - 63.4	
	T	2	B - 14.1	2	C - 29.0	T	2	B - 14.8	2	D - 52.4	
	R	>	B - 14.1	>	C - 29.0	R	>	B - 14.8	>	D - 52.4	
NB	L	1	B - 15.8	1	C - 28.1	L	1	A - 7.6	1	A - 1.0	
	T	1	B - 14.7	1	C - 24.7	T	1	A - 6.1	1	A - 0.2	
	R	>	B - 14.7	>	C - 24.7	R	>	A - 6.1	>	A - 0.2	
SB	L	1	B - 15.5	1	C - 26.9	L	1	A - 6.4	1	A - 7.4	
	T	1	B - 13.8	1	C - 23.7	T	1	A - 5.4	1	A - 7.5	
	R	>	B - 13.8	>	C - 23.7	R	>	A - 5.4	>	A - 7.5	
Intersection:		***B - 13.9***		***C - 27.1***			***B - 13.7***		***C - 32.1***		

Note: ">" designates a shared right or left turn lane.

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2018 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will increase the delay from 13.2 to 18.4 seconds. The analysis demonstrates that there will be no adverse impact to the intersection. Therefore, no recommendation is made for the Western Trail / Atrisco Dr. intersection.

The results of the queueing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project: Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Intersection: **Western Trail / Atrisco Dr.**

2018

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*5*	*95*	*2*	*415*	*Cont*	*0*	*435*	*0*
AM NO BUILD Queue	1	5	25	2	421	325	0	442	575
AM BUILD Queue	**1**	**5**	**25**	**2**	**421**	**325**	**0**	**487**	**625**
Existing Lane Length	*1*	*9*	*95*	*2*	*163*	*Cont*	*0*	*110*	*0*
PM NO BUILD Queue	1	9	25	2	165	150	0	112	**200**
PM BUILD Queue	**1**	**9**	**25**	**2**	**165**	**150**	**0**	**163**	**250**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*72*	*65*	*2*	*137*	*Cont*	*0*	*16*	*0*
AM NO BUILD Queue	1	82	150	2	155	150	0	18	50
AM BUILD Queue	**1**	**82**	**150**	**2**	**155**	**150**	**0**	**18**	**50**
Existing Lane Length	*1*	*100*	*65*	*2*	*361*	*Cont*	*0*	*38*	*0*
PM NO BUILD Queue	1	114	200	2	410	325	0	43	100
PM BUILD Queue	**1**	**114**	**200**	**2**	**410**	**325**	**0**	**43**	**100**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*83*	*115*	*1*	*12*	*Cont*	*0*	*85*	*0*
AM NO BUILD Queue	1	85	150	1	12	50	0	87	150
AM BUILD Queue	**1**	**113**	**200**	**1**	**14**	**50**	**0**	**87**	**150**
Existing Lane Length	*1*	*253*	*115*	*1*	*42*	*Cont*	*0*	*87*	*0*
PM NO BUILD Queue	1	258	**375**	1	43	100	0	89	150
PM BUILD Queue	**1**	**322**	**425**	**1**	**48**	**100**	**0**	**89**	**150**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*29*	*105*	*1*	*60*	*Cont*	*0*	*6*	*0*
AM NO BUILD Queue	1	29	75	1	61	125	0	6	25
AM BUILD Queue	**1**	**29**	**75**	**1**	**65**	**125**	**0**	**6**	**25**
Existing Lane Length	*1*	*15*	*105*	*1*	*23*	*Cont*	*0*	*7*	*0*
PM NO BUILD Queue	1	15	50	1	23	75	0	7	25
PM BUILD Queue	**1**	**15**	**50**	**1**	**27**	**75**	**0**	**7**	**25**

	AM	PM
Cycle Length:	130	130

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The recommendations of the queueing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	95	25	25	No Recommendation
Eastbound Right Turn:*	0	290	310	No Recommendation
Westbound Left Turn:	65	200	200	**200' plus transition.**
Westbound Right Turn:*	0	50	50	No Recommendation
Northbound Left Turn:	115	375	425	**425' plus transition.**
Northbound Right Turn:*	0	80	80	No Recommendation
Southbound Left Turn:	105	75	75	No Recommendation
Southbound Right Turn:*	0	10	10	No Recommendation

* - Calculated right turn queue lengths have been reduced by 50% to account for right-turns-on red and overlap phases.

The queuing analysis recommends lengthening the westbound left turn lane from 65 feet to 200 feet plus transition and lengthening the northbound left turn lane from 115 feet to 425 feet plus transition. The westbound left turn lane actually transitions into a two-way left turn lane of more than 1,000 feet and therefore, does not need to be lengthened. The northbound left turn lane also transitions into a two-way left turn lane of 415 feet. If it is lengthened any more, it will adversely affect the street to the south (Los Cerros Rd.). Therefore, no recommendations are made for the intersection of Western Trail / Atrisco Dr.

Intersection #5 - St. Josephs Dr. / Atrisco Dr. - Pages A-62 thru A-107

The results of the implementation year analysis of the signalized intersection of St. Josephs Dr. / Atrisco Dr. are summarized in the following table:

Intersection: 5 - St. Joseph's Dr. (Ladera Dr.) / Atrisco Rd.

		2018 AM Peak Hour BUILD					2018 PM Peak Hour BUILD				
		(EXIST. GEOM.)					(EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	L	1	B - 15.8	1	C - 33.2	L	1	C - 26.5	1	D - 54.3	
	T	1	C - 22.9	1	D - 40.0	T	1	C - 21.9	1	D - 40.3	
	R	1	B - 14.6	1	C - 27.4	R	1	B - 19.3	1	C - 34.4	
WB	L	1	B - 16.7	1	E - 56.3	L	1	C - 25.3	1	D - 50.6	
	T	2	A - 7.5	2	C - 28.2	T	2	C - 22.1	2	D - 41.5	
	R	>	A - 7.5	>	C - 28.4	R	>	C - 22.2	>	D - 41.7	
NB	L	1	C - 21.2	1	B - 13.3	L	1	A - 5.6	1	A - 9.1	
	T	1	A - 8.3	1	B - 14.5	T	1	A - 7.7	1	B - 12.1	
	R	>	A - 8.3	>	B - 14.5	R	>	A - 7.7	>	B - 12.1	
SB	L	1	B - 13.2	1	A - 1.1	L	1	A - 1.0	1	A - 2.3	
	T	1	C - 21.5	1	A - 3.7	T	1	A - 0.5	1	A - 0.5	
	R	>	C - 21.5	>	A - 3.7	R	>	A - 0.5	>	A - 0.5	
Intersection:		***B - 18.1***		***C - 20.7***			***B - 13.9***		***C - 26.8***		

Note: ">" designates a shared right or left turn lane.

This study demonstrates that this signalized intersection will operate at acceptable levels-of-service for the 2018 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report. The newly generated traffic from this development will increase the delay from 2.6 to 12.9 seconds. The analysis demonstrates that there will be no adverse impact to the intersection. Therefore, no recommendation is made for the St. Joseph's Dr. / Atrisco Dr. intersection.

The results of the queueing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project: Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Intersection: **St. Joseph's Dr. / Atrisco Dr.**

2018

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*67*	*120*	*1*	*391*	*Cont*	*1*	*68*	*100*
AM NO BUILD Queue	1	68	125	1	397	525	1	69	125
AM BUILD Queue	**1**	**68**	**125**	**1**	**458**	**575**	**1**	**69**	**125**
Existing Lane Length	*1*	*57*	*120*	*1*	*203*	*Cont*	*1*	*40*	*100*
PM NO BUILD Queue	1	58	125	1	206	**300**	1	41	100
PM BUILD Queue	**1**	**58**	**125**	**1**	**275**	**375**	**1**	**41**	**100**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*54*	*155*	*2*	*118*	*Cont*	*0*	*47*	*0*
AM NO BUILD Queue	1	55	125	2	120	125	0	48	100
AM BUILD Queue	**1**	**60**	**125**	**2**	**157**	**150**	**0**	**81**	**150**
Existing Lane Length	*1*	*48*	*155*	*2*	*331*	*Cont*	*0*	*75*	*0*
PM NO BUILD Queue	1	49	**100**	2	336	**275**	0	76	**150**
PM BUILD Queue	**1**	**61**	**125**	**2**	**422**	**325**	**0**	**152**	**250**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*13*	*40*	*1*	*82*	*Cont*	*0*	*30*	*0*
AM NO BUILD Queue	1	15	50	1	97	175	0	36	75
AM BUILD Queue	**1**	**15**	**50**	**1**	**97**	**175**	**0**	**44**	**100**
Existing Lane Length	*1*	*43*	*40*	*1*	*280*	*Cont*	*0*	*57*	*0*
PM NO BUILD Queue	1	51	100	1	333	450	0	68	**125**
PM BUILD Queue	**1**	**51**	**100**	**1**	**333**	**450**	**0**	**77**	**150**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*84*	*110*	*1*	*554*	*Cont*	*0*	*43*	*0*
AM NO BUILD Queue	1	86	150	1	566	700	0	44	100
AM BUILD Queue	**1**	**140**	**225**	**1**	**566**	**700**	**0**	**44**	**100**
Existing Lane Length	*1*	*32*	*110*	*1*	*186*	*Cont*	*0*	*51*	*0*
PM NO BUILD Queue	1	33	**75**	1	190	275	0	52	100
PM BUILD Queue	**1**	**94**	**175**	**1**	**190**	**275**	**0**	**52**	**100**

	AM	PM
Cycle Length:	130	130

NOTE: Queue lengths are in feet.

Calculated Right Turn Queue Lengths can be reduced by 50% to account for right-turns-on-red and right turn overlaps.

The recommendations of the queueing analysis for this intersection are summarized in the following table and paragraph:

Lane Description	Existing Length (Ft)	NO BUILD Length (Ft)	BUILD Length (Ft)	Lengthen Existing Auxiliary Lane to:
Eastbound Left Turn:	120	125	125	No Recommendation
Eastbound Right Turn:*	100	60	60	No Recommendation
Westbound Left Turn:	155	125	125	No Recommendation
Westbound Right Turn:*	0	80	130	No Recommendation
Northbound Left Turn:	40	100	100	**100' plus transition.**
Northbound Right Turn:*	0	60	80	No Recommendation
Southbound Left Turn:	110	150	225	**225' plus transition.**
Southbound Right Turn:*	0	50	50	No Recommendation

* - Calculated right turn queue lengths have been reduced by 50% to account for right-turns-on red and overlap phases.

The queuing analysis recommends lengthening the northbound left turn lane from 40 feet to 100 feet plus transition and lengthening the southbound left turn lane from 110 feet to 150 feet plus transition. Both the northbound and southbound left turn lanes transition into two-way left turn lanes of 475 feet or more and therefore, do not need to be lengthened. Therefore, no recommendations are made for the intersection of St Joseph's Dr. / Atrisco Dr.

RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2018)

Intersection #6 - Milne Rd. / Atrisco Dr. - Pages A-62 thru A-107

The results of the implementation year analysis of the signalized intersection of Milne Rd. / Atrisco Dr. are summarized in the following table:

Intersection: 6 - Milne Rd. / Atrisco Dr.

		2018 AM Peak Hour BUILD (EXIST. GEOM.)				2018 PM Peak Hour BUILD (EXIST. GEOM.)			
		NO BUILD		BUILD		NO BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay
EB	L	1	D - 27.5	1	D - 33.1	1	B - 14.0	1	C - 15.1
	T	1	B - 14.3	1	C - 15.3	1	A - 9.5	1	A - 9.8
	R	>	B - 14.3	>	C - 15.3	>	A - 9.5	>	A - 9.8
WB	L	>	C - 20.2	>	C - 23.8	>	B - 12.7	>	B - 13.7
	T	1	C - 20.2	1	C - 23.8	1	B - 12.7	1	B - 13.7
	R	>	C - 20.2	>	C - 23.8	>	B - 12.7	>	B - 13.7
NB	L	1	A - 10.0	1	B - 10.6	1	A - 7.8	1	A - 7.9
	T	1	A - 0.0	1	A - 0.0	1	A - 0.0	1	A - 0.0
	R	>	A - 0.0	>	A - 0.0	>	A - 0.0	>	A - 0.0
SB	L	1	A - 7.5	1	A - 7.6	1	A - 8.0	1	A - 8.3
	T	1	A - 0.0	1	A - 0.0	1	A - 0.0	1	A - 0.0
	R	>	A - 0.0	>	A - 0.0	>	A - 0.0	>	A - 0.0
Intersection:		***u - 5.7***		***u - 6.0***		***u - 2.6***		***u - 2.4***	

Note: ">" designates a shared right or left turn lane.

This study demonstrates that this unsignalized intersection will operate at acceptable levels-of-service for the 2018 AM and PM Peak Hour NO BUILD and BUILD Conditions. Therefore, no recommendation is made for the intersection of Milne Rd. / Atrisco Rd.

Intersection #9 - Milne Rd. / Coors Blvd. - Pages A-62 thru A-107

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

Intersection: 9 - Milne Rd. / Coors Blvd.

2018 AM Peak Hour BUILD **2018 PM Peak Hour BUILD**

		(EXIST. GEOM.) NO BUILD Lanes	LOS-Delay	BUILD Lanes	LOS-Delay		(EXIST. GEOM.) NO BUILD Lanes	LOS-Delay	BUILD Lanes	LOS-Delay
EB	R	1	C - 24.7	1	C - 28.2	R	1	B - 13.4	1	B - 13.8
NB	L	1	B - 17.3	1	B - 19.0	L	1	B - 14.3	1	B - 15.3
NB	T	3	A - 0.0	3	A - 0.0	T	3	A - 0.0	3	A - 0.0
SB	T	3	A - 0.0	3	A - 0.0	T	3	A - 0.0	3	A - 0.0
SB	R	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0
Intersection:		***A - 0.3***		***A - 0.4***			***A - 0.2***		***A - 0.2***	

Note: ">" designates a shared right or left turn lane.

This study demonstrates that this unsignalized intersection will operate at acceptable levels-of-service for the 2018 AM Peak Hour and PM Peak Hour NO BUILD and BUILD Conditions considered in this report and that the newly generated traffic from this development will not have a significant adverse impact on this intersection. Therefore, no recommendations are made for the Milne Rd. / Coors Blvd. intersection.

Intersection #10 - St. Josephs Dr. / Driveway "A" - Pages A-62 thru A-107

The results of the analysis of the unsignalized intersection of St. Joseph's Dr. / Driveway "A" (full access) are summarized in the following table:

Intersection: 10 - St. Joseph's Dr. / Driveway "A"

2018 AM Peak Hour BUILD **2018 PM Peak Hour BUILD**

		(EXIST. GEOM.) NO BUILD Lanes	LOS-Delay	BUILD Lanes	LOS-Delay	(MIT. GEOM.) BUILD Lanes	LOS-Delay		(EXIST. GEOM.) NO BUILD Lanes	LOS-Delay	BUILD Lanes	LOS-Delay	(MIT. GEOM.) BUILD Lanes	LOS-Delay
EB	L	>	A - 0.0	>	A - 8.6	1	A - 8.1	L	>	A - 0.0	>	A - 9.8	1	A - 9.0
EB	T	1	A - 0.0	1	A - 0.0	1	A - 0.0	T	1	A - 0.0	1	A - 0.0	1	A - 0.0
WB	T	1	A - 0.0	1	A - 0.0	2	A - 0.0	T	1	A - 0.0	1	A - 0.0	2	A - 0.0
WB	R	>	A - 0.0	>	A - 0.0	1	A - 0.0	R	>	A - 0.0	>	A - 0.0	1	A - 0.0
SB	L	1	A - 0.0	1	**F** - 75.8	1	B - 13.6	L	1	A - 0.0	1	**F** - 528	1	D - 25.8
SB	R	>	A - 0.0	>	**F** - 75.8	1	A - 9.5	R	>	A - 0.0	>	**F** - 528	1	B - 11.7
Intersection:		***u - 0.0***		***u - 12.7***		***u - 2.8***			***u - 0.0***		***u - 155***		***u - 6.5***	

Note: ">" designates a shared right or left turn lane.

Construct separate EB left, WB right and SB right turn lanes. Construct a second WB thru lane from Coors Blvd. to Atrisco Dr.

Driveway “A” is a full access driveway. This study demonstrates that this unsignalized driveway will operate at acceptable levels-of-service for the 2018 AM Peak Hour and PM Peak Hour BUILD Conditions considered in this report, except for the southbound movements which will experience excessive delays during both the AM and PM Peak Hour BUILD Conditions. The intersection can be mitigated by constructing separate eastbound left, westbound right and southbound right turn lanes. A second westbound thru lane should also be constructed along St. Joseph’s Dr. from Coors Blvd. to Atrisco Dr.

Intersection #11 - Driveway “B” /Coors Blvd. - Pages A-62 thru A-107

The results of the analysis of the unsignalized intersection of Driveway “B” / Coors Blvd. (right-in, right-out only) are summarized in the following table:

Intersection: 11 - Driveway "B" / Coors Blvd.

		2018 AM Peak Hour BUILD (EXIST. GEOM.)					2018 PM Peak Hour BUILD (EXIST. GEOM.)				
		NO BUILD		BUILD			NO BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		Lanes	LOS-Delay	Lanes	LOS-Delay	
EB	R		A - 0.0	1	C - 24.5	R		A - 0.0	1	C - 19.5	
NB	T	3	A - 0.0	3	A - 0.0	T	3	A - 0.0	3	A - 0.0	
SB	T	3	A - 0.0	3	A - 0.0	T	3	A - 0.0	3	A - 0.0	
SB	R	>	A - 0.0	>	A - 0.0	R	>	A - 0.0	>	A - 0.0	
Intersection:		***u - 0.0***		***u - 0.3***			***u - 0.0***		***u - 0.4***		

Note: ">" designates a shared right or left turn lane.

Driveway “B” is a right-in, right-out only driveway. This study demonstrates that this unsignalized driveway will experience acceptable levels-of-service and delays for the 2018 AM Peak Hour and PM Peak Hour BUILD Conditions. Therefore, no recommendations are made for the intersection of Driveway “B” / Coors Blvd.

Additionally, this driveway warrants a southbound right turn lane along Coors Blvd. having a length of 370 feet with a 12.5:1 taper. See Appendix Pages A-108 thru A-111 for further detail regarding the Determination of Warrants for Deceleration Lanes.

CONCLUSIONS

This analysis was conducted using the following methodology: Trip Generation was established using the Institute of Transportation Engineers’ (ITE’s) Trip Generation Manual (9th Edition). Generated Trips were distributed proportionately based on the Population Data Analysis Subzones for Commercial Land Use; NO BUILD volumes were established based on recent traffic count data grown at historical growth rate; and the intersection analyses were performed in accordance with the 2010 Highway Capacity Manual. The Traffic Impact Study showed a moderate to substantial increase in traffic volumes for the adjacent transportation network based on 100% buildout of the proposed project.

In summary, the proposed plan for the Coors Pavilion Retail Development presents no significant adverse impact to the adjacent transportation system provided that the following recommendations are followed:

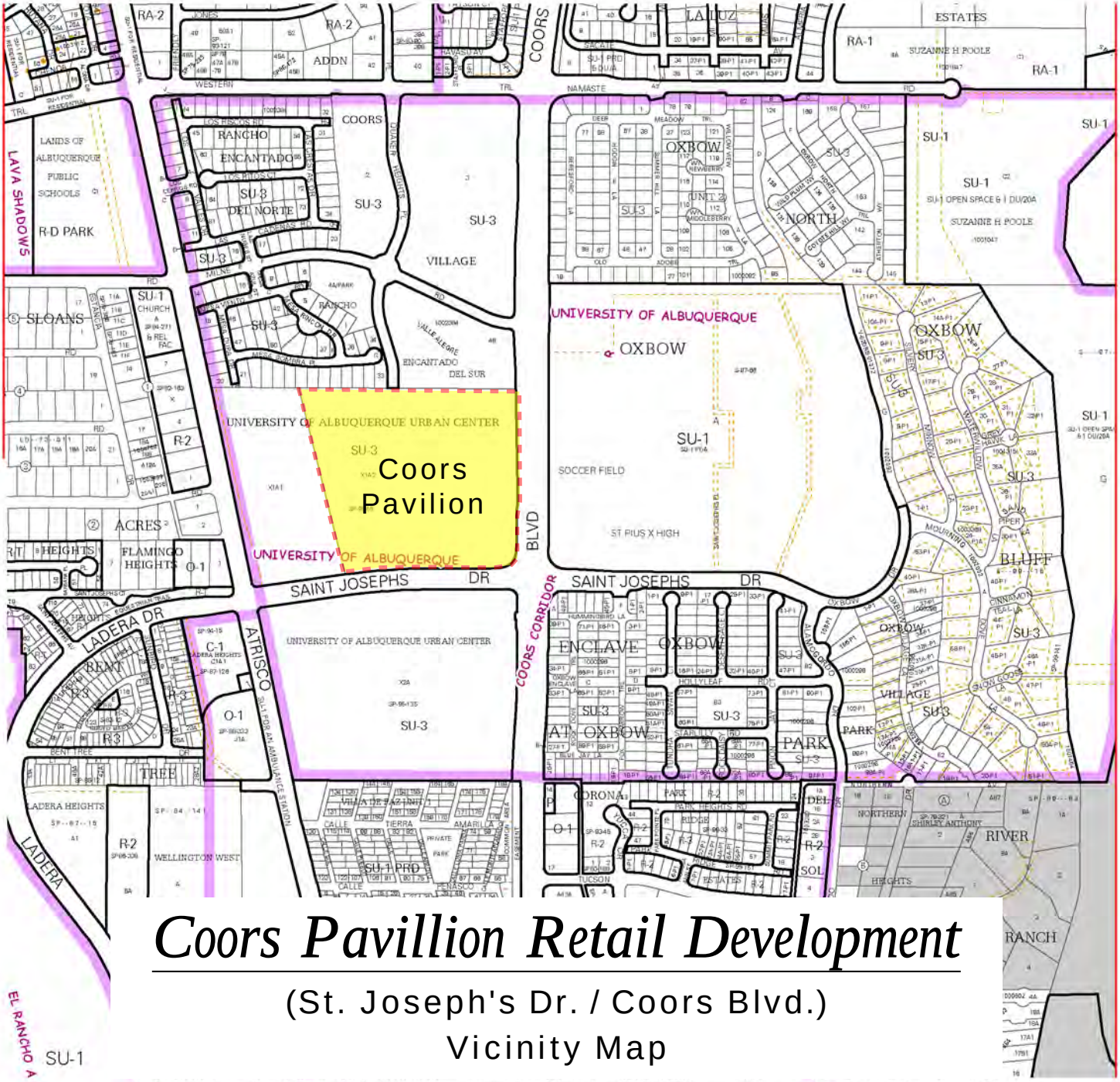
RECOMMENDATIONS

- All site design and construction including driveways and landscaping shall maintain adequate sight distances at the driveways and the existing intersections.
- Access to the site should be via the implementation of two driveways - St. Joseph's Dr. / Driveway "A" (full access with one lane entering, two lanes exiting) and Driveway "B" / Coors Blvd. (right-in, right-out, only with one lane entering, one lane exiting) as defined on the conceptual site plan on Page A-3 of the Appendix of this report.
- **Sequoia Rd. / Coors Blvd.** – lengthen the southbound left turn lane from 100 feet to 175 feet plus transition.
- **St. Joseph's Dr. / Coors Blvd.** – Lengthen the dual eastbound left turn lanes to 300 feet plus transition.
- **St. Joseph's Dr. / Driveway "A"** - construct separate eastbound left, westbound right and southbound right turn lanes. Construct a second westbound thru lane along St. Joseph's Dr. from Coors Blvd. to Atrisco Dr. (to be constructed by City of Albuquerque). The eastbound left turn lane on St. Joseph's Dr. at Driveway "A" should be constructed to a length of 150 feet plus transition (150' – 150' reverse curve transition). The westbound right turn deceleration lane should be constructed to a length of 150 feet plus transition (150' – 150' reverse curve transition)
- **Driveway "B" / Coors Blvd.** - a southbound right turn deceleration lane on Coors Blvd. southbound at Driveway "B" is warranted. The right turn deceleration lane should be designed and constructed to be 370 feet in length with a 12.5:1 taper, and it should be 12 feet wide. Physical constraints in the field may require slight reduction in the length of the right turn deceleration lane. The length of the right turn deceleration lane will require New Mexico Department of Transportation approval.

In addition to the recommendations above, the New Mexico Department of Transportation's requirements are stipulated in the letter from Nancy Perea dated 12/16/2016 which is included on Pages A-128 thru A-130 in the Appendix of this report.

APPENDIX

APPENDIX



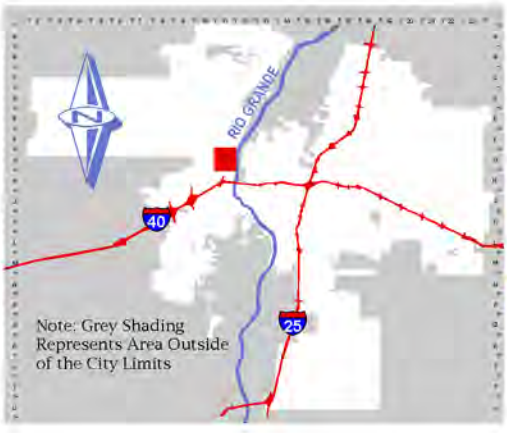
Coors Pavillion Retail Development

(St. Joseph's Dr. / Coors Blvd.)

Vicinity Map

Albuquerque Geographic Information System

Map amended through: 1/24/2011



Zone Atlas Page:

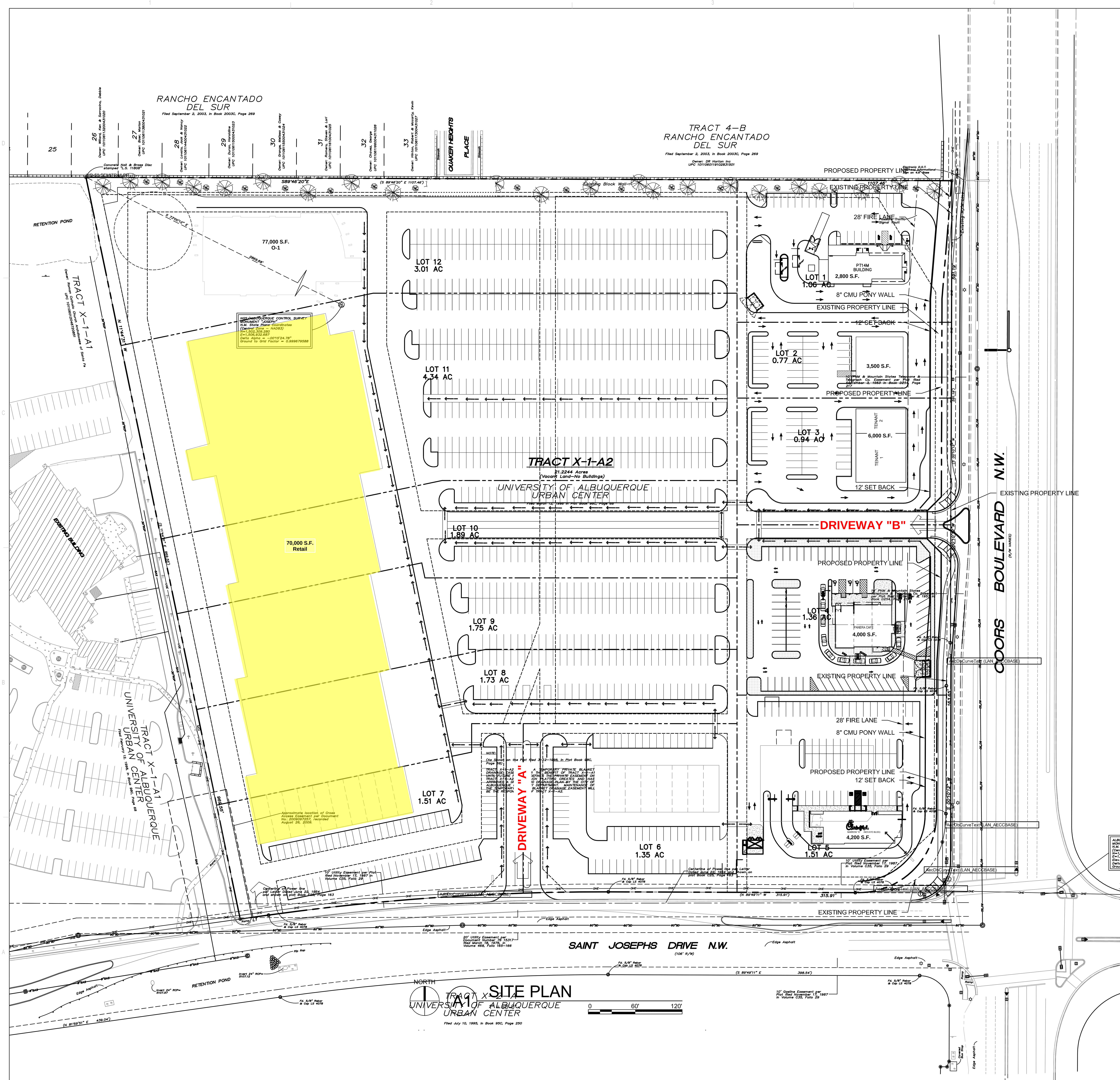
F&G 10 & 11Z

Selected Symbols

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

0 750 1,500 Feet

Coors Pavilion Retail Development
(St. Joseph's Dr. / Coors Blvd.)



SITE DATA

LEGAL DESCRIPTION:
TRACT X-1-A2 PLAT OF TRACTS X-1-A1 & X-1-A2 UNIVERSITY OF ALBUQUERQUE URBAN CENTER CONT 21.2244 AC OR 924,537 SF
Acres: 21.2244

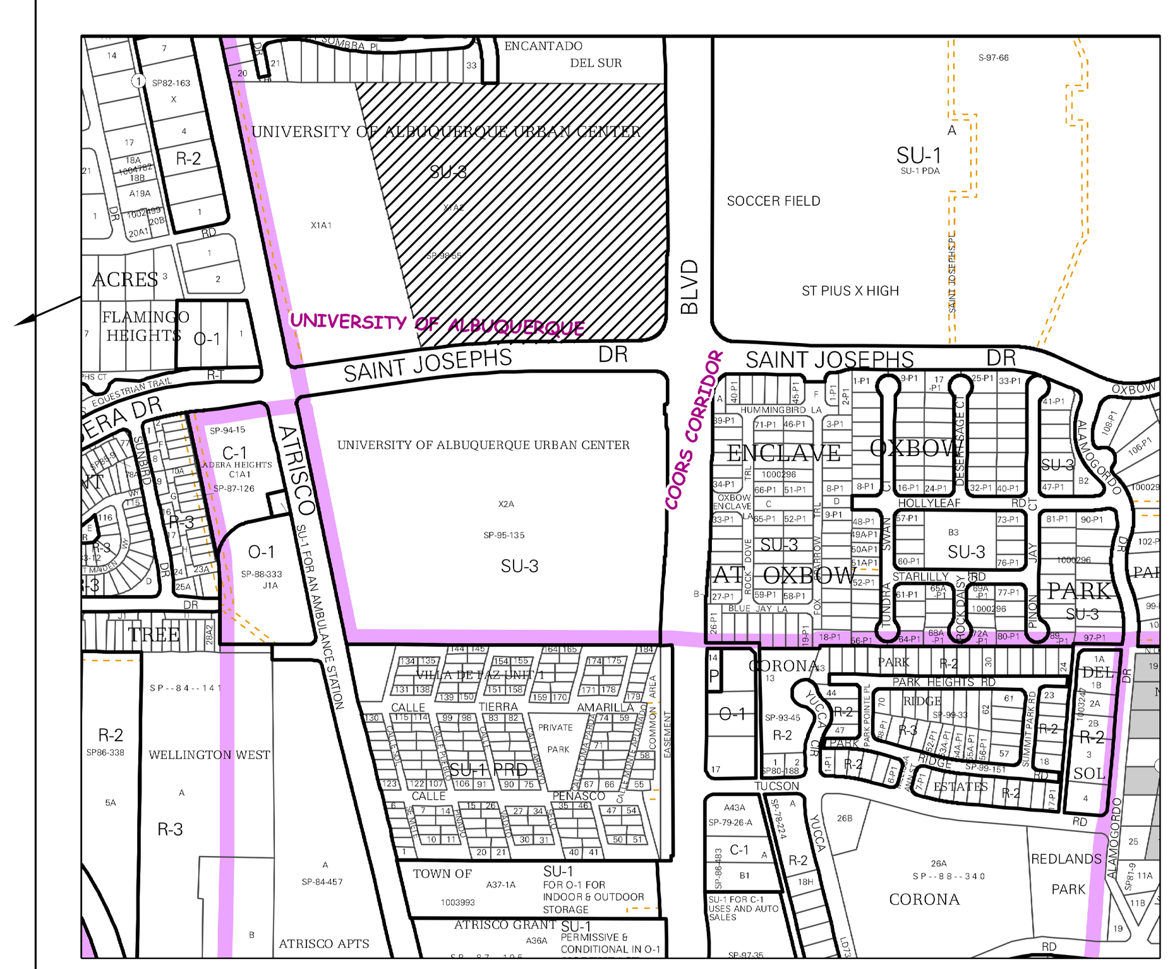
ZONE:
SU-3

MAXIMUM BUILDING HEIGHT: SEE DESIGN STANDARDS
BUILDING SETBACKS: SEE DESIGN STANDARDS
PROPOSED USES: RETAIL, RESTAURANT, OR OFFICE
MAXIMUM FAR: 1.0

SITE PLAN LEGEND

- PEDESTRIAN INGRESS / EGRESS
- VEHICULAR INGRESS / EGRESS
- PROPERTY LINE EXISTING AS NOTED
- PROPERTY LINE PROPOSED AS NOTED

LEGEND



VICINITY MAP
Zone Atlas Map G-11-Z
nts

ARCHITECTURE / DESIGN / INSPIRATION

DEKKER
PERICH
SABATINI

7601 JEFFERSON NE, SUITE 100
ALBUQUERQUE, NM 87109

505.761.9700 / DPSDESIGN.ORG

SEAL

PROJECT

COORS PAVILION
ALBUQUERQUE, NM
Project Location

REVISIONS

DRAWN BY	CS, JMG
REVIEWED BY	AMA
DATE	7/22/16
PROJECT NO	15-0158

DRAWING NAME

SITE DEVELOPMENT PLAN FOR SUBDIVISION

SHEET NO

SPSD

Futures 2040
Metropolitan Transportation Plan

MRMPO
Mid-Region Metropolitan Planning Organization

2040 Long Range Roadway System

- ⊕ Interchange/Crossing
- ⊕ Interchange/Crossing, Post 2040
- Freeways
- Regional Principal Arterial
- Community Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Proposed Regional Principal Arterial
- Proposed Community Principal Arterial
- Proposed Minor Arterial
- Proposed Major Collector
- Proposed Minor Collector
- Proposed Regional Principal Arterial, Post 2040
- Proposed Community Principal Arterial, Post 2040
- Proposed Minor Arterial, Post 2040
- Proposed Major Collector, Post 2040
- Proposed Minor Collector, Post 2040
- Classification TBD, Post 2040

The Long Range Roadway System (LRRS) provides future recommended roadways and their regional role. This network includes roadways that are not expected to be constructed in the timeframe of the 2040 MTP, however they are included to in order to identify future needed connections.

The LRRS builds upon functional classification, by considering the character of the roadway, its role in the regional network, the types of trips taken, and the needs to all users.

REGIONAL PRINCIPAL ARTERIAL
Trips on regional principal arterials are primarily for traveling longer distances across the region. Regional principal arterials prioritize passenger vehicles and freight. These roadways should have high levels of access management.

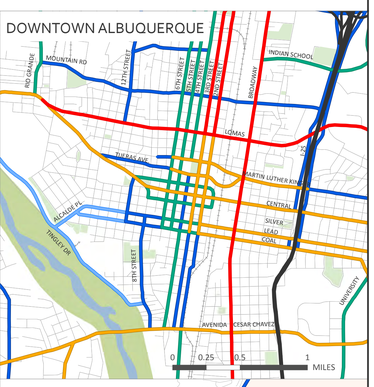
COMMUNITY PRINCIPAL ARTERIAL
Community principal arterial include many destinations with direct access from the arterial. Travel on community principal arterials tends to be over relatively short distances. Community principal arterials do not prioritize one mode over another; instead, they strive to achieve a balance for different user needs.

MINOR ARTERIAL
Minor arterials provide the connectivity of principal arterials, but they prioritize slower moving traffic, including bicyclists and pedestrians, to allow these modes additional options to reach destinations without needing to be on a principal arterial.

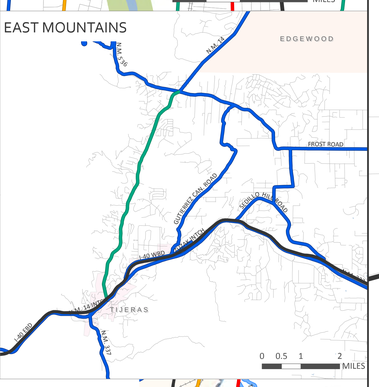
MAJOR COLLECTOR
Major collectors provide additional connectivity between destinations on arterials and neighborhoods. They prioritize bicyclists and pedestrians. Bicyclists should be able to use collectors for long segments of their trips while motorists primarily use them for short segments of their trips.

MINOR COLLECTOR
Minor collectors provide additional connectivity between destinations on arterials and neighborhoods.

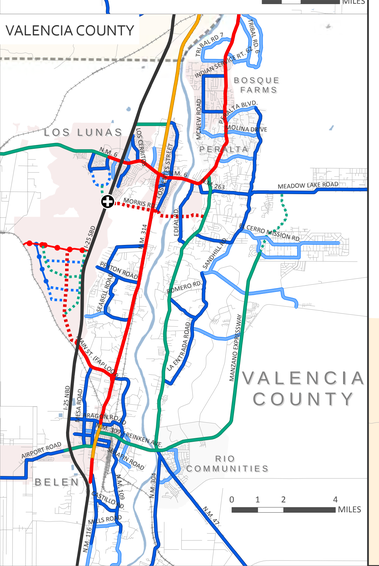
DOWNTOWN ALBUQUERQUE

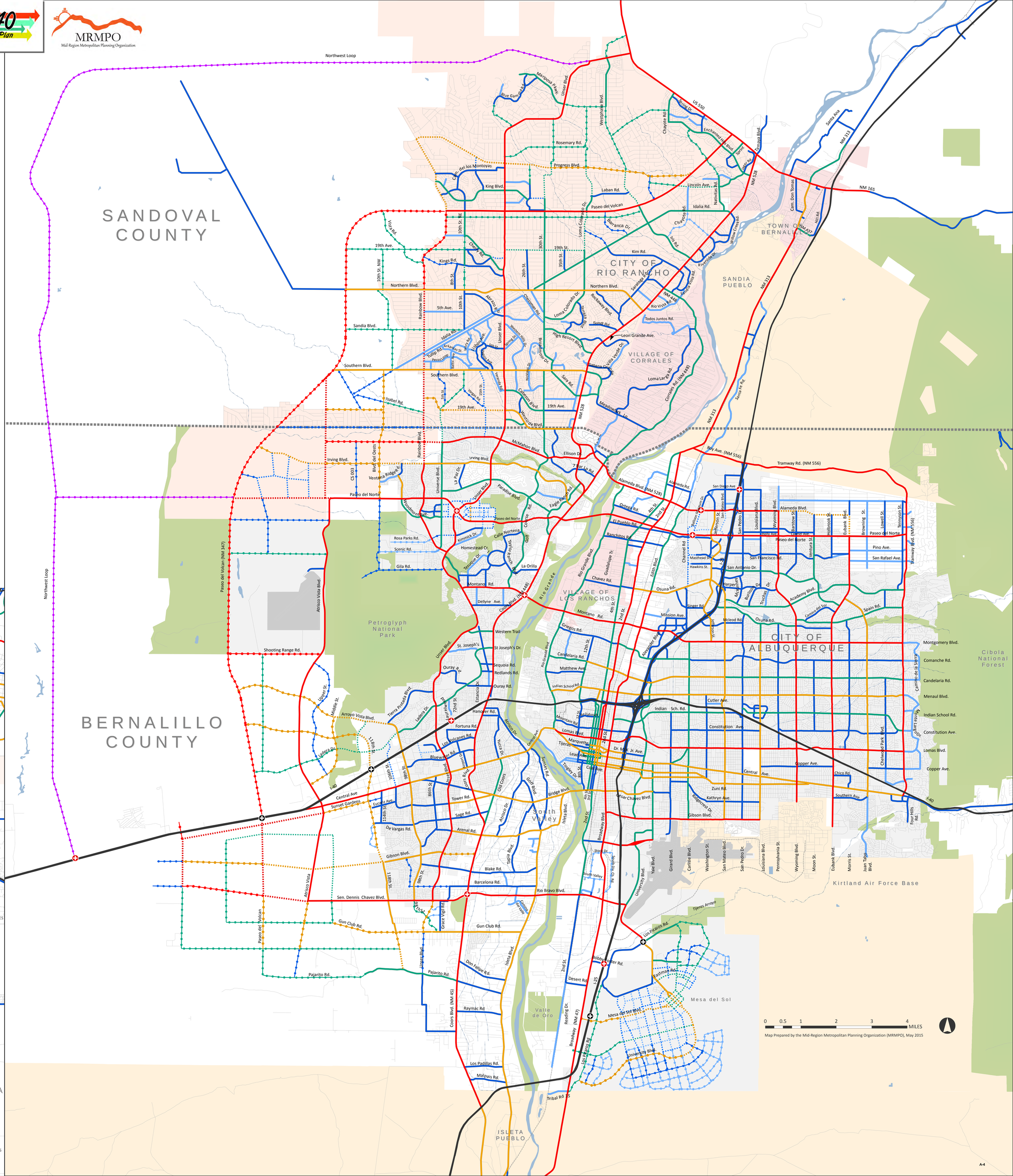


EAST MOUNTAINS

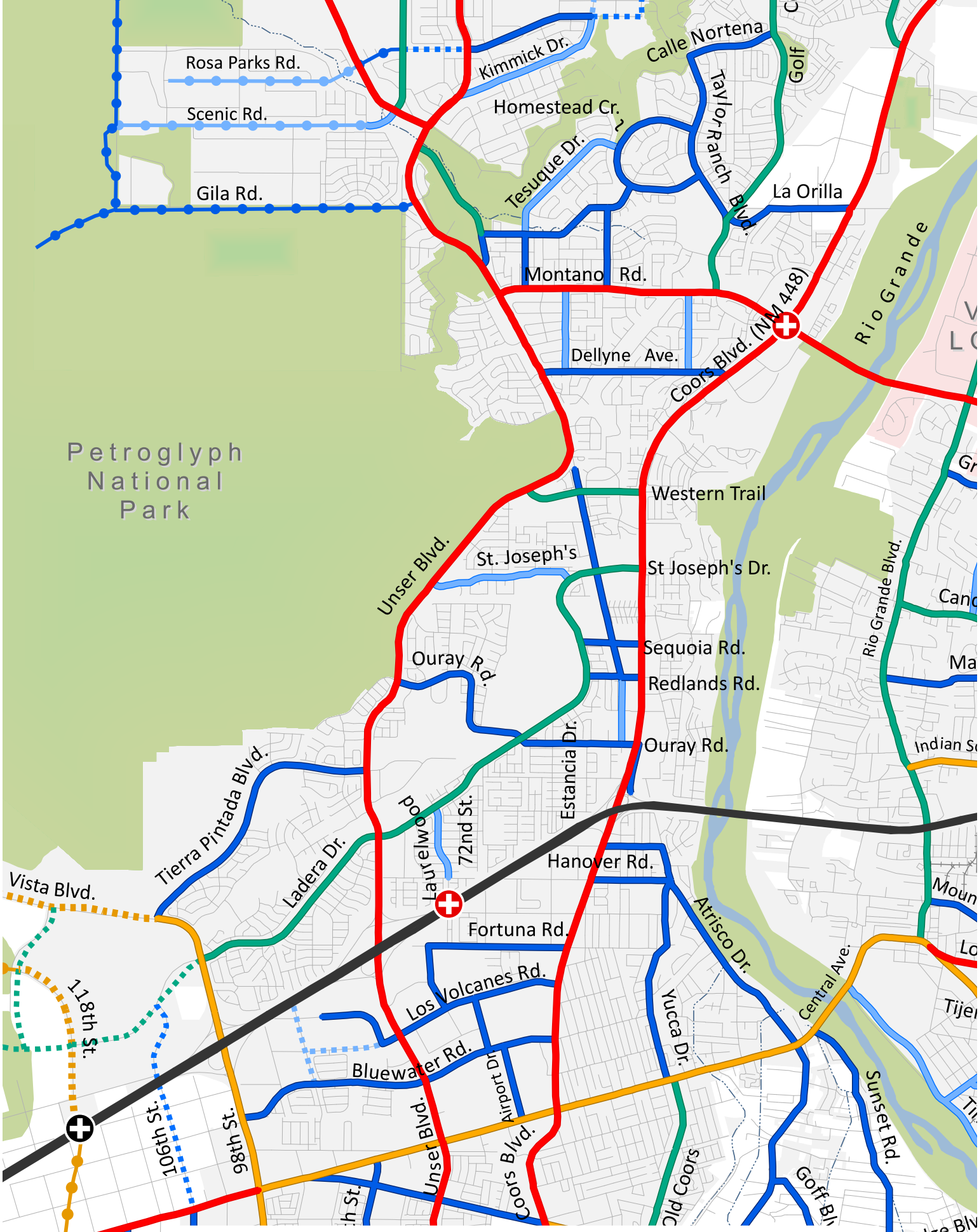


VALENCIA COUNTY





Map Prepared by the Mid-Region Metropolitan Planning Organization (MRMPO), May 2015



Portion of Long Range Roadway System Map - 2040

2015 Traffic Flows

for the Greater Albuquerque Area

Map prepared by the Mid-Region Council of Governments (MRCOG) in cooperation with the New Mexico Department of Transportation, the local governments in the Albuquerque Metropolitan Planning Area, and the U.S. Department of Transportation, Federal Highway Administration. Map prepared July 2015.

An online version of this map with complete and historic traffic count information and additional maps can be found at: www.mrcog-nm.gov

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

MRMPO
Mid-Region Metropolitan Planning Organization

Average Weekday Traffic

Standard Data
9500

Link Volume is based on traffic count data accepted by the NM Department of Transportation Traffic Monitoring System (TMS) as standard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS).

Non-Standard Data
9500

Link Volume is based either on traffic count data not in compliance with the NMSTMS or on professional judgement. NMDOT recommends that nonstandard data be used with caution.

Link volumes have been rounded to the nearest 10th, with some count volumes being the average of two shorter segments.

Santa Ana Pueblo

Sandia Pueblo

Isleta Pueblo

Uptown Inset

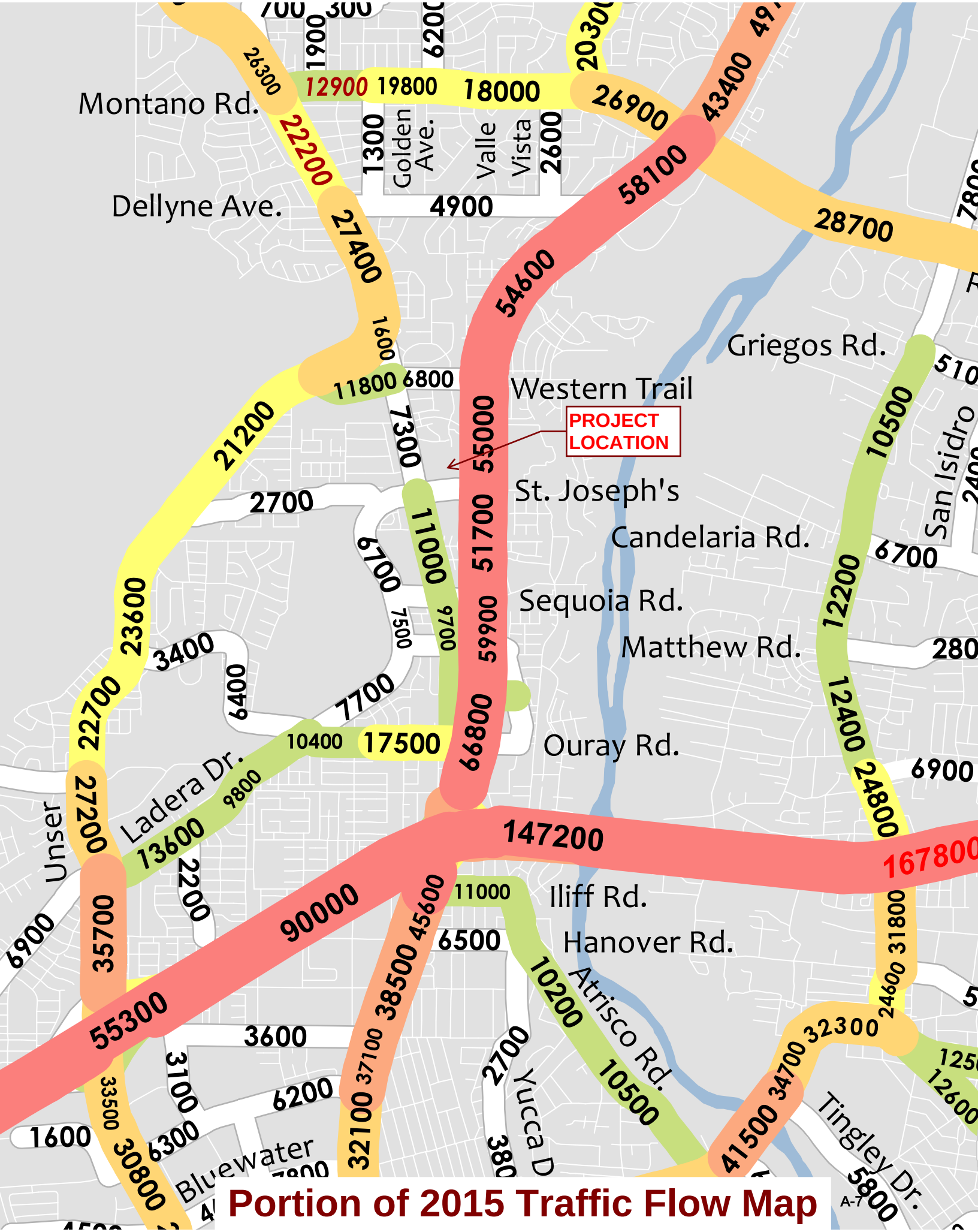
Downtown Inset

Average Weekday Traffic

- 0 - 2999
- 3000 - 7999
- 8000 - 14999
- 15000 - 24999
- 25000 - 34999
- 35000 - 49999
- >50000 + Highways

0 0.75 1.5 3 MILES

A-6



Portion of 2015 Traffic Flow Map

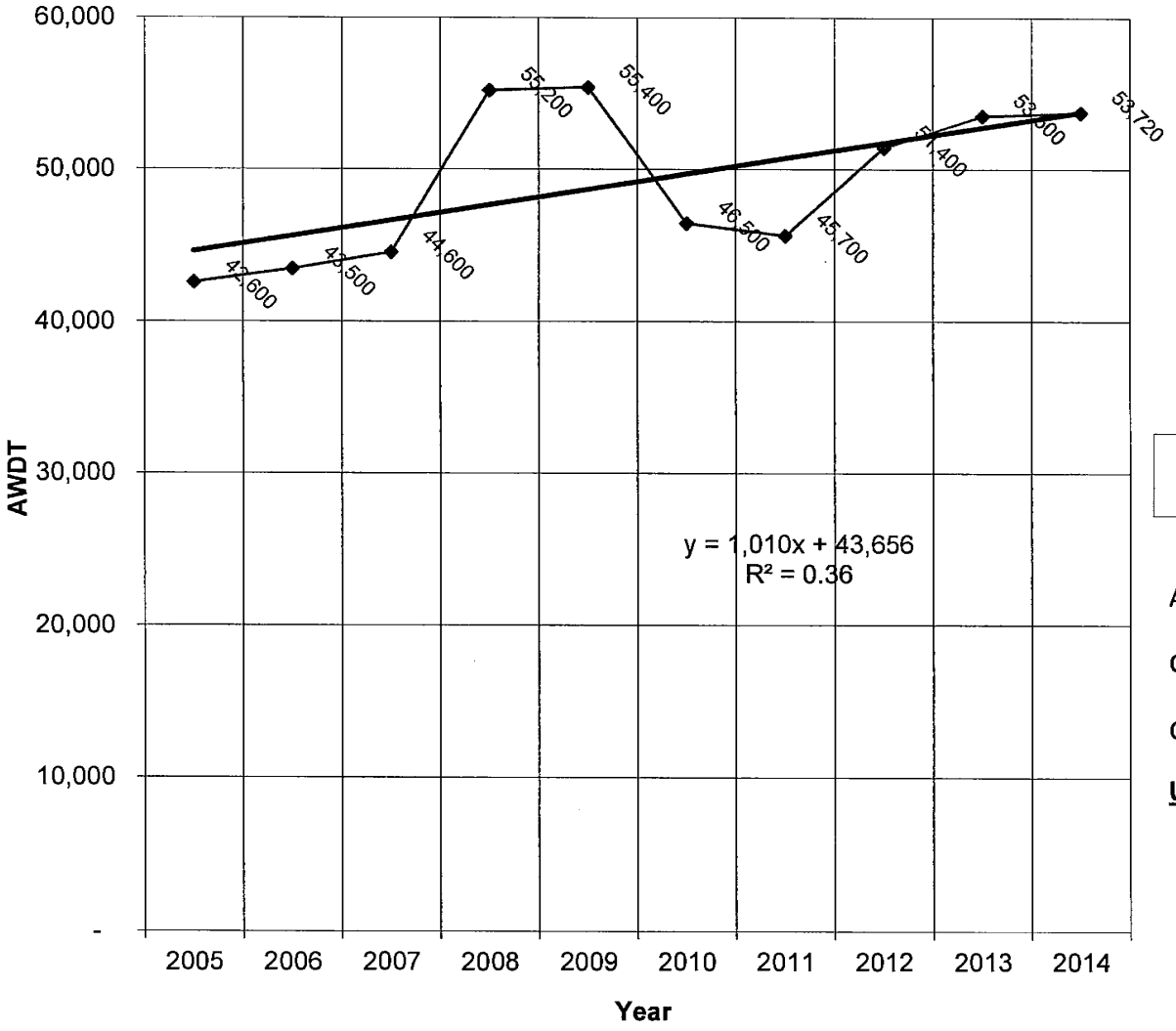
Coors Pavillion Retail Development

Historic Growth Rate Table

Traffic Flows from MRCOG Map

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Coors Blvd. North of Western Trail	42,600	43,500	44,600	55,200	55,400	46,500	45,700	51,400	53,500	53,720
Coors Blvd. btwn Western Trail & St.Joe's	52,500	44,700	45,800	46,300	48,100	48,100	47,200	51,100	50,700	54,150
Coors Blvd. btwn St.Joe's & Sequoia Rd.	49,900	52,100	53,400	49,000	49,100	43,500	42,800	49,300	51,800	50,860
Coors Blvd. South of Sequoia Rd.	60,600	47,100	48,300	48,700	42,200	42,200	52,700	56,100	55,700	65,700
Atrisco Dr. btwn Sequoia & St. Joe's	7,200	4,200	4,300	4,400	9,100	9,100	9,000	9,700	9,600	9,660
St. Joseph's Dr. West of Atrisco Dr.	2,100	2,200	600	7,800	7,800	4,400	900	900	900	870
Atrisco Dr. btwn St. Joe's & Western Trl.	6,500	6,600	6,800	7,400	7,400	7,400	7,100	7,000	6,900	7,200
Western Trail btwn Atrisco & Coors	2,500	5,300	5,500	5,500	5,600	5,600	5,700	6,200	6,600	6,130

Historic Growth Chart Coors Blvd. North of Western Trail (2005-2014)



Annual Increase (Trendline) = 1010 veh./day

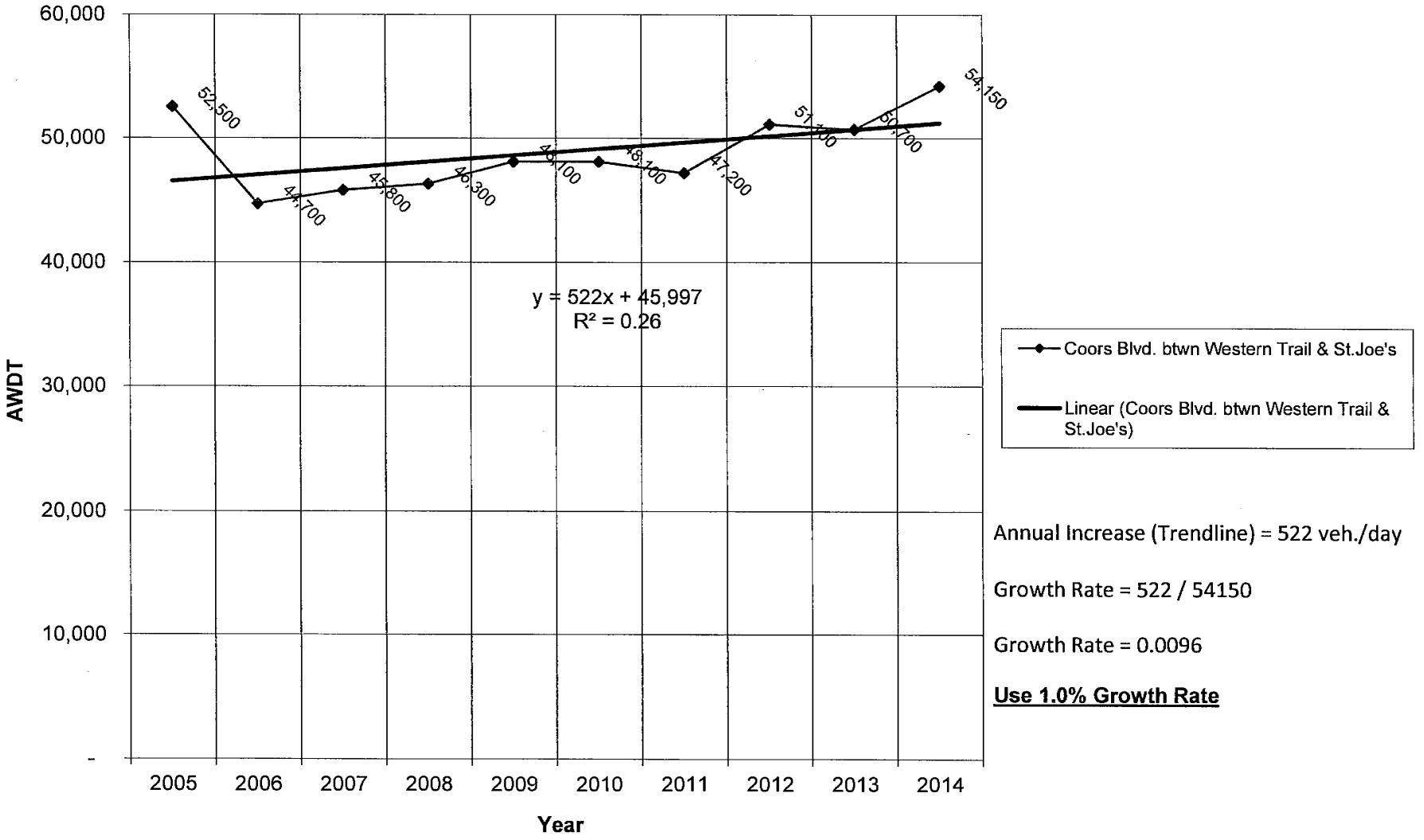
Growth Rate = 1010 / 53720

Growth Rate = 0.0188

Use 1.9% Growth Rate

Coors_Pavilion_Growth.xlsx

Historic Growth Chart Coors Blvd. btwn Western Trail & St.Joe's (2005-2014)



Annual Increase (Trendline) = 522 veh./day

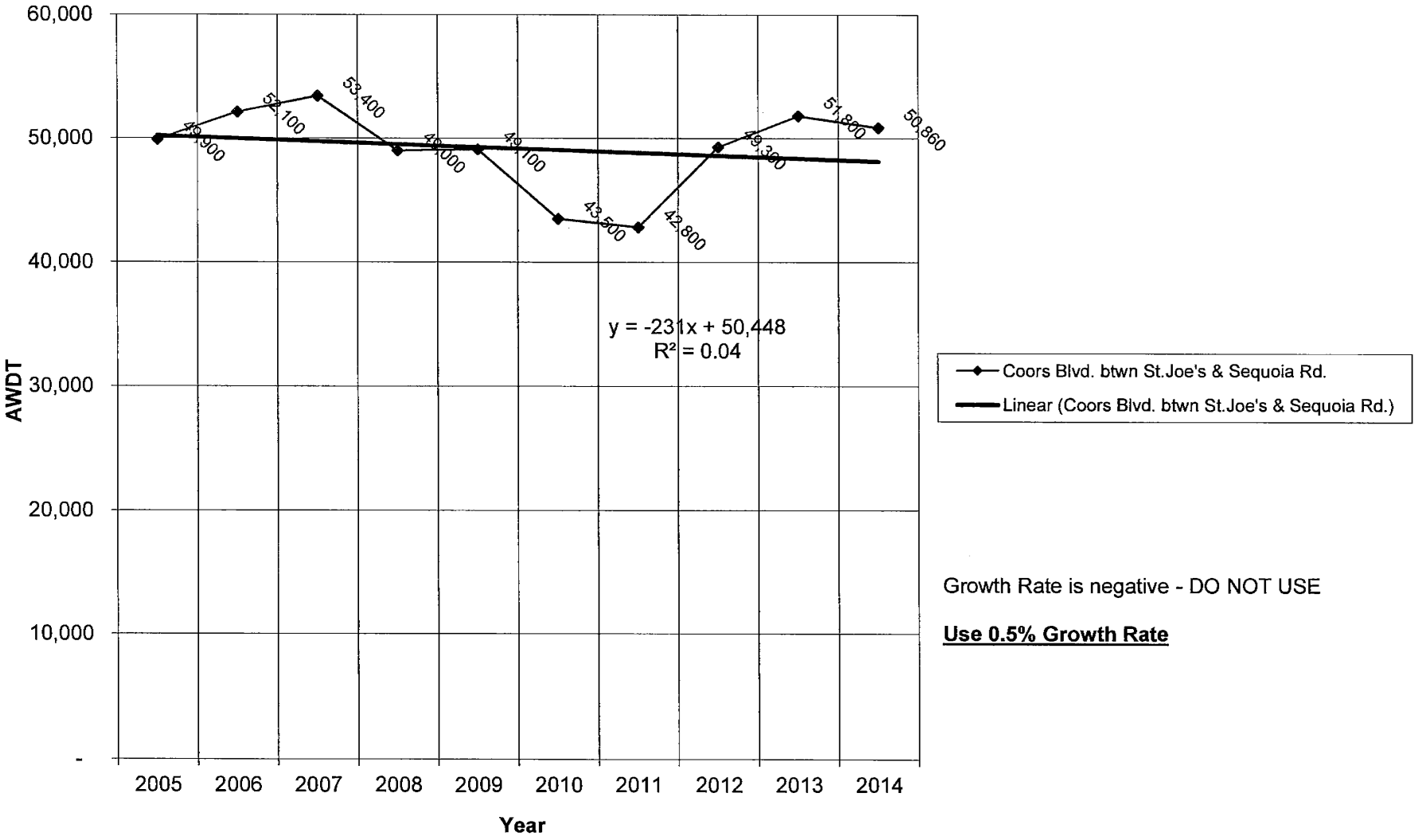
Growth Rate = 522 / 54150

Growth Rate = 0.0096

Use 1.0% Growth Rate

Coors_Pavilion_Growth.xlsx

Historic Growth Coors Blvd. btwn St.Joe's & Sequoia Rd. (2005-2014)

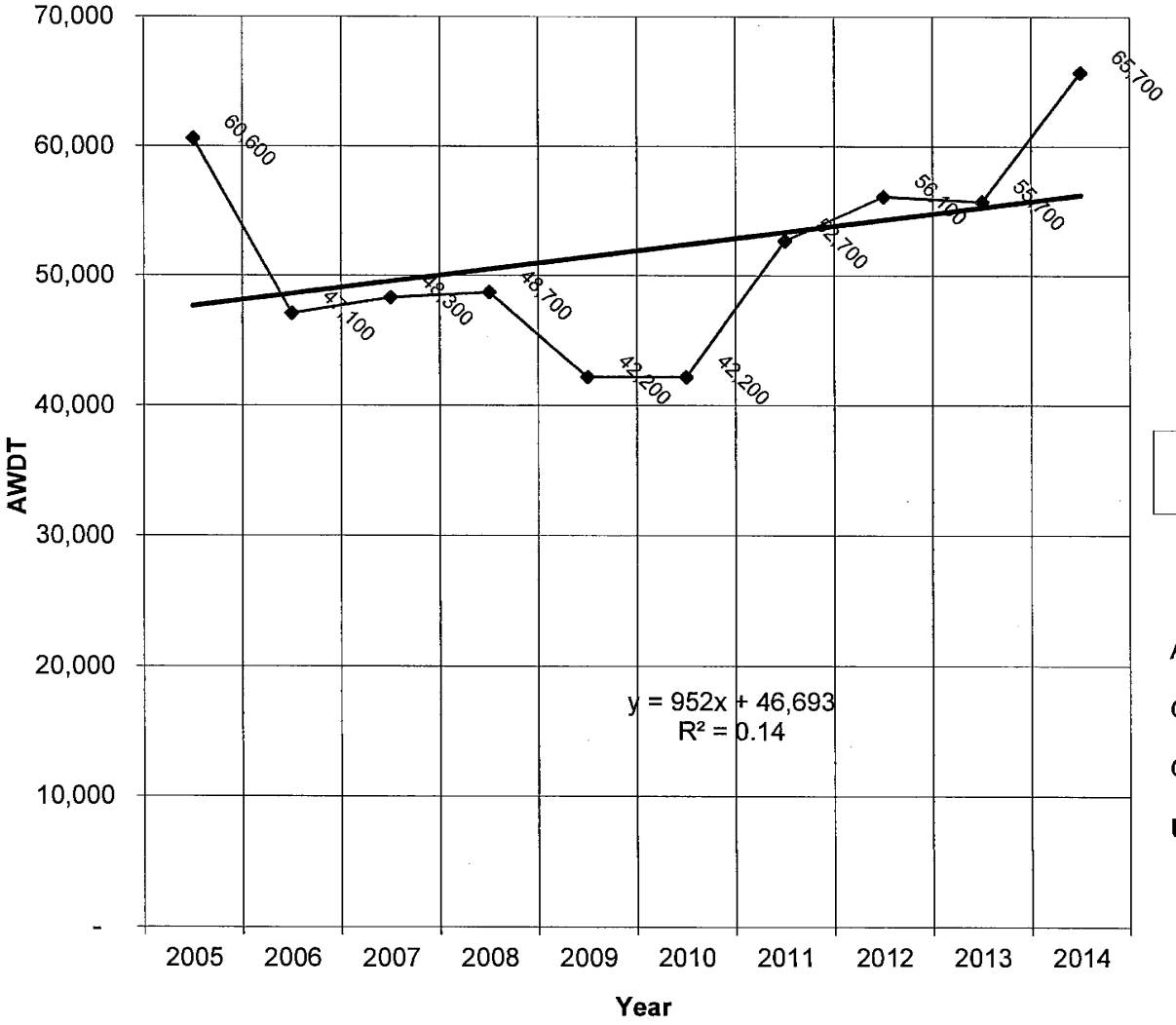


Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

Coors_Pavilion_Growth.xlsx

Historic Growth Chart Coors Blvd. South of Sequoia Rd. (2005-2014)



Annual Increase (Trendline) = 952 veh./day

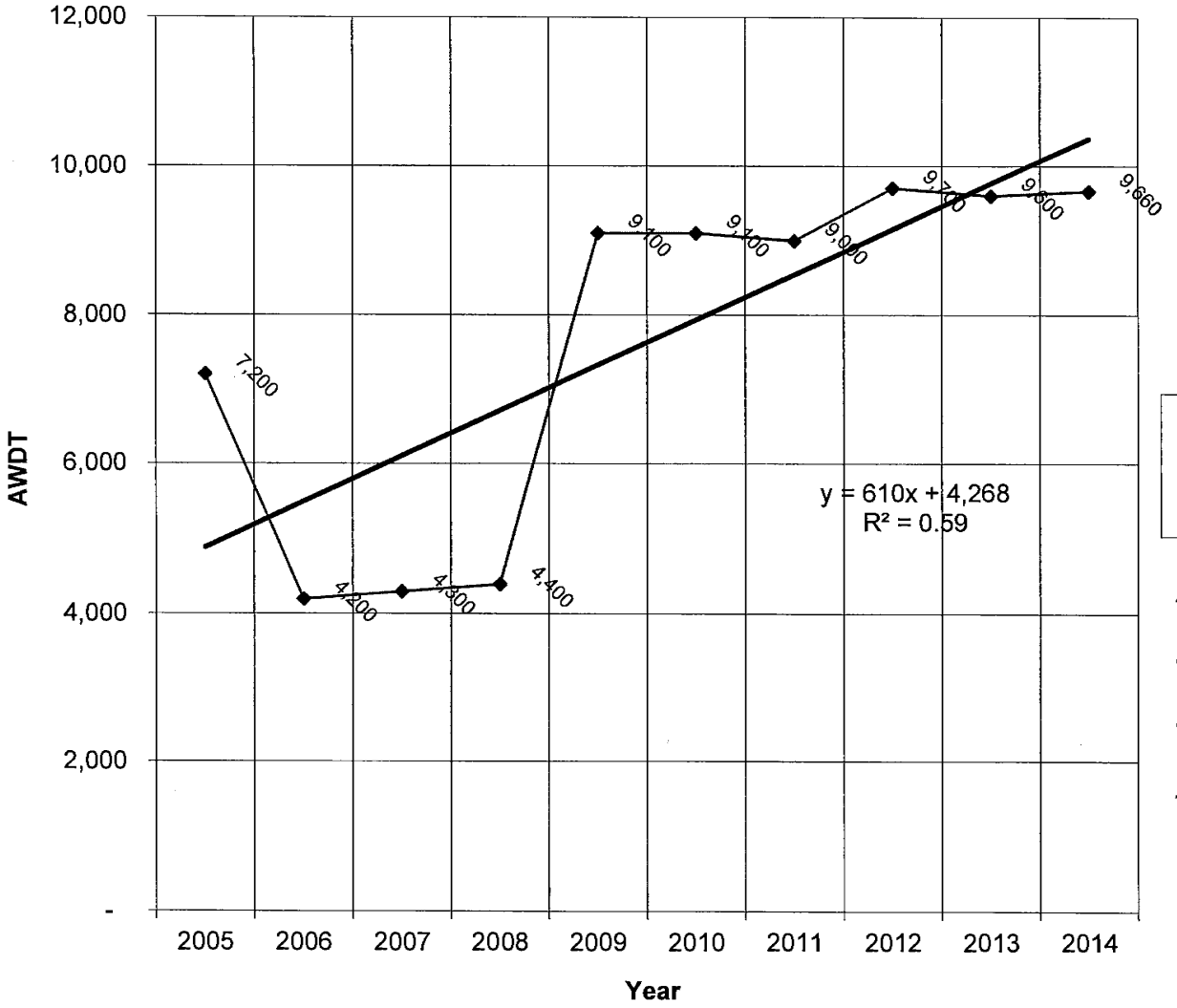
Growth Rate = 952 / 65700

Growth Rate = 0.0144

Use 1.4% Growth Rate

Coors_Pavilion_Growth.xlsx

Historic Growth Chart Atrisco Dr. btwn Sequoia & St. Joe's (2005-2014)



Annual Increase (Trendline) = 611 veh./day

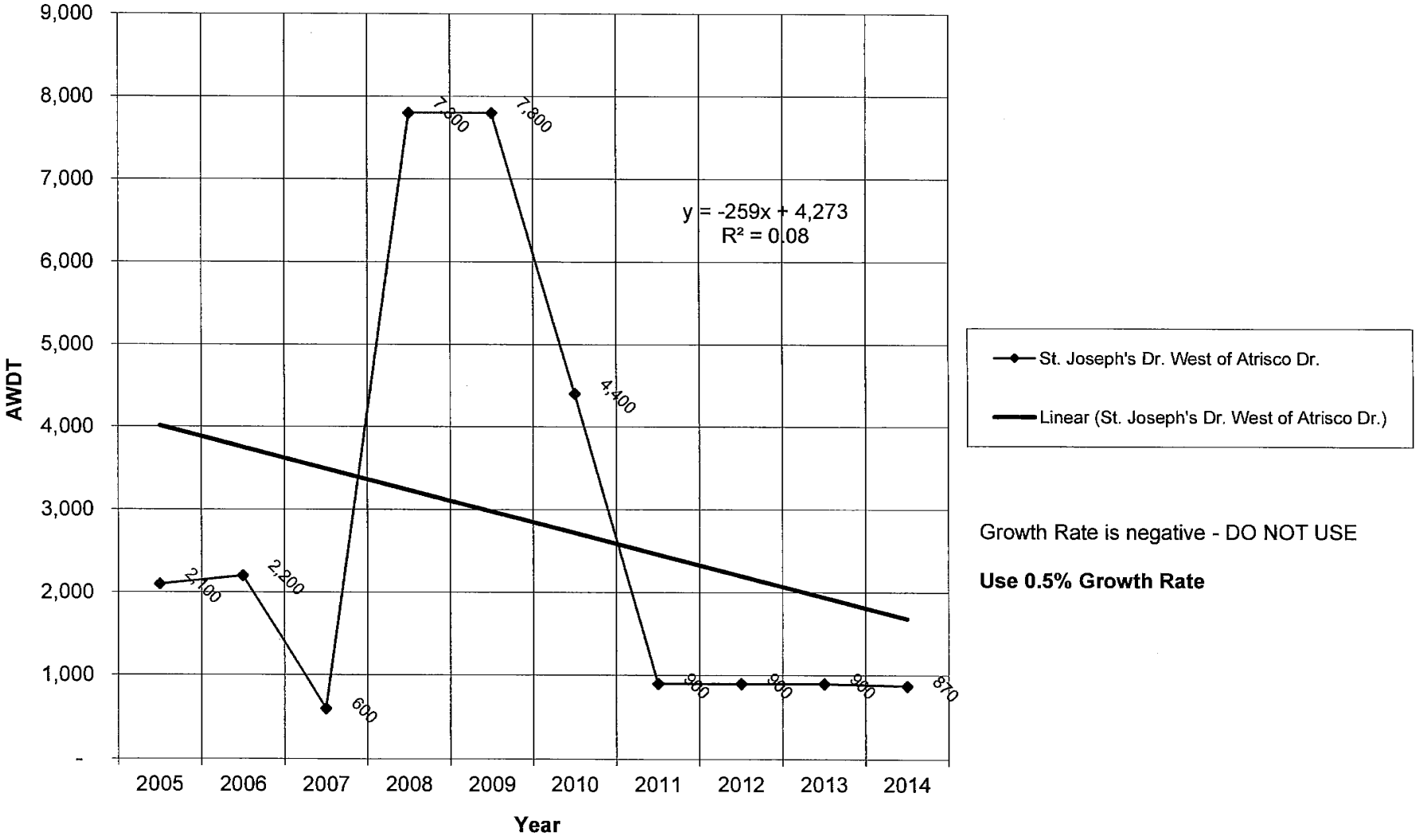
Growth Rate = 611 / 9660

Growth Rate = 0.063

Use 6.3% Growth Rate

Coors_Pavilion_Growth.xlsx

Historic Growth Chart St. Joseph's Dr. West of Atrisco Dr. (2005-2014)

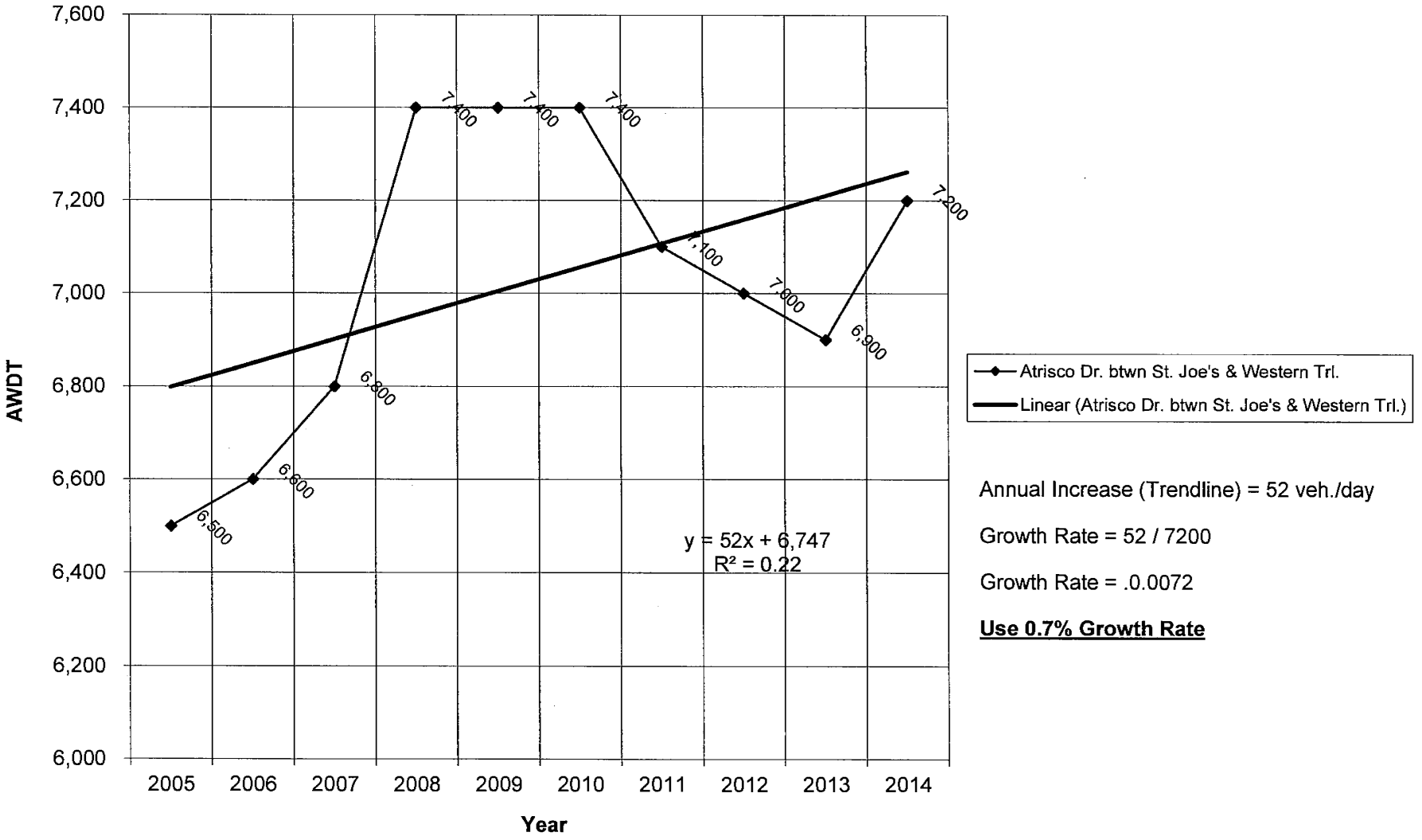


Growth Rate is negative - DO NOT USE

Use 0.5% Growth Rate

Coors_Pavilion_Growth.xlsx

Historic Growth Chart Atrisco Dr. btwn St. Joe's & Western Trl. (2005-2014)



Annual Increase (Trendline) = 52 veh./day

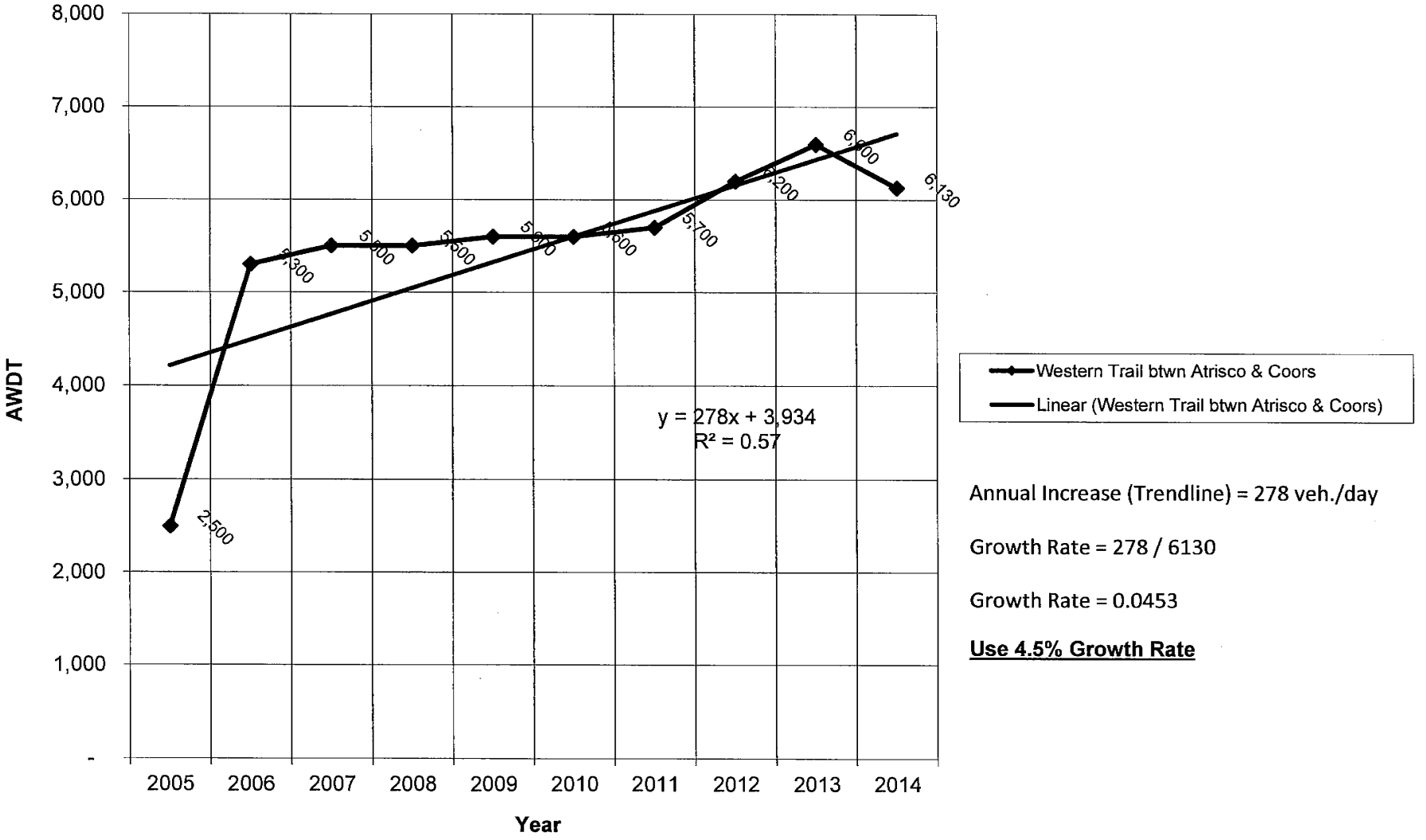
Growth Rate = 52 / 7200

Growth Rate = .0.0072

Use 0.7% Growth Rate

Coors_Pavilion_Growth.xlsx

Historic Growth Chart Western Trail btwn Atrisco & Coors (2005-2014)



Annual Increase (Trendline) = 278 veh./day

Growth Rate = 278 / 6130

Growth Rate = 0.0453

Use 4.5% Growth Rate

Coors_Pavilion_Growth.xlsx

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
Lots 3, 6, 7, and Anchors	Shopping Center (820)	105.00	7,010	100	61	297	322
Lot 1 - Blake's	Fast Food Restaurant w/ Drive-Thru Window (934)	2.80	1,389	65	62	48	44
Lot 2 - Verizon	Variety Store (814)	4.50	288	9	9	15	15
Lot 4 - Panera Bread	High Turnover (Sit-Down) Restaurant (932)	6.20	788	37	30	37	24
Lot 5 - Chick Fil-A	Fast Food Restaurant w/ Drive-Thru Window (934)	4.20	2,084	97	93	71	66
	Commercial Subtotal		**11,559**	**308**	**255**	**468**	**471**
	*Pass-By Trips**	30%		*-92*	*-77*	*-140*	*-141*
	Total Primary Commercial Trips			**216**	**178**	**328**	**330**
	General Office Building (710)	48.00	752	94	13	22	110
	Total Primary Commercial and Office Trips		**12,311**	**310**	**191**	**350**	**440**

* - Pass-by Trip Reduction rate based on Figure 5.5 from Trip Generation Handbook, 2nd Edition

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Center (820)	***105.00***	7,010	100	61	297	322
	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) = ***0.61*** **Ln(X) +** ***2.24***
62% Enter, ***38%*** 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) = ***0.67*** **Ln(X) +** ***3.31***
48% Enter, ***52%*** Exit

Comments:
Lots 3, 6, 7, and Anchors

Based on ITE Trip Generation Manual - 9th Edition

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Fast Food Restaurant w/ Drive-Thru Window (934)	***2.80***	1,389	65	62	48	44
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = ***496.12*** **(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 = ***45.42*** **(X) +** ***0***

51% Enter, ***49%*** 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 = ***32.65*** **(X) +** ***0***

52% Enter, ***48%*** Exit

Comments:

Lot 1 - Blake's

Based on ITE Trip Generation Manual - 9th Edition

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Variety Store (814)	*4.50*	288	9	9	15	15
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = *64.03* (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 = *3.81* (X) + *0*

50% Enter, *50%* 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 = *6.82* (X) + *0*

50% Enter, *50%* Exit

Comments:

Lot 2 - Verizon

Based on ITE Trip Generation Manual - 9th Edition

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
High Turnover (Sit-Down) Restaurant (932)	***6.20***	788	37	30	37	24
	1,000 S.F.					

ITE Trip Generation Equations:

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

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

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

T = ***10.81*** (X) + ***0***
55% Enter, ***45%*** 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 = ***9.85*** (X) + ***0***
60% Enter, ***40%*** Exit

Comments:
Lot 4 - Panera Bread

Based on ITE Trip Generation Manual - 9th Edition

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Fast Food Restaurant w/ Drive-Thru Window (934)	***4.20***	2,084	97	93	71	66
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = ***496.12*** (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 = ***45.42*** (X) + ***0***
51% Enter, ***49%*** 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 = ***32.65*** (X) + ***0***
52% Enter, ***48%*** Exit

Comments:
Lot 5 - Chick Fil-A

Based on ITE Trip Generation Manual - 9th Edition

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 9th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
General Office Building (710)	***48.00***	752	94	13	22	110
	1,000 S.F.					

ITE Trip Generation Equations:

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

Ln(T) = ***0.76*** **Ln(X) +** ***3.68***
50% Enter, ***50%*** Exit

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

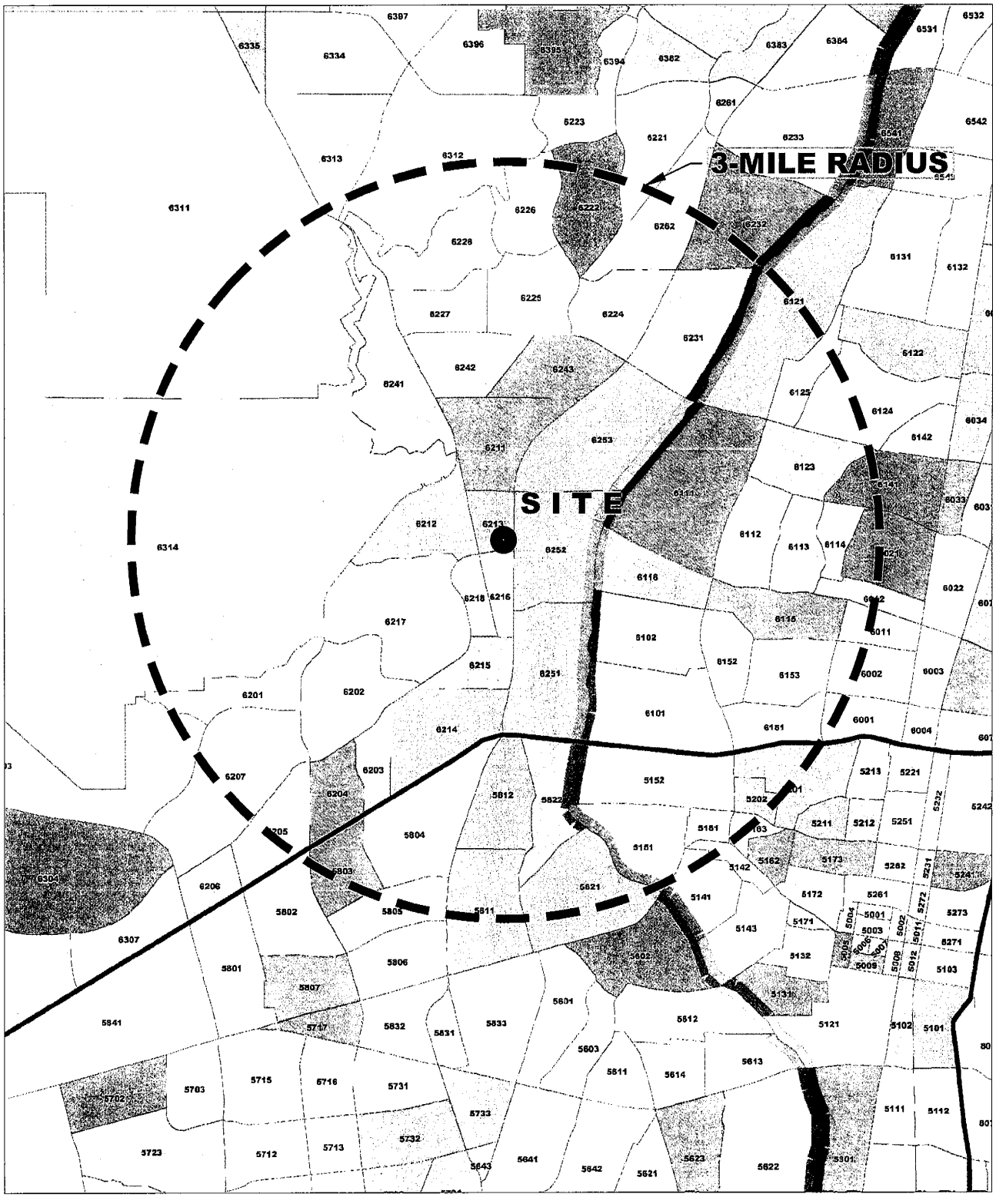
Ln(T) = ***0.8*** **Ln(X) +** ***1.57***
88% Enter, ***12%*** Exit

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

T = ***1.12*** **(X) +** ***78.45***
17% Enter, ***83%*** Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 9th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Coors Pavillion Retail Development

(St. Joseph's Dr. / Coors Blvd.)

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(CN) Coors Blvd. North			(WE) Western Trail East			(JE) St. Joseph's Dr. East		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**											
Boundary Specified on DASZ Map															
5141	10%	166	185	172	17	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5142	25%	354	400	368	92	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5151	100%	620	599	614	614	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5152	100%	1422	1375	1,408	1,408	**1.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5161	100%	549	531	544	544	**0.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5163	40%	44	41	43	17	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5201	45%	925	1143	990	446	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5202	80%	69	66	68	54	**0.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5803	70%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5804	100%	2438	2361	2,415	2,415	**2.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5805	35%	126	152	134	47	**0.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5811	55%	3939	3941	3,940	2,167	**2.63%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5812	100%	2277	2203	2,255	2,255	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5821	75%	1848	1800	1,834	1,376	**1.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5822	100%	1093	1057	1,082	1,082	**1.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6001	15%	553	598	567	85	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6002	35%	1364	1380	1,369	479	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	40%	542	608	562	225	**0.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	50%	954	942	950	475	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	45%	2238	2252	2,242	1,009	**1.22%**	100%	1.22%	1,009	0%	0.00%	0	0%	0.00%	0
6101	100%	2204	2131	2,182	2,182	**2.65%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6102	100%	1395	1352	1,382	1,382	**1.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,320	1,320	**1.60%**	100%	1.60%	1,320	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,147	1,147	**1.39%**	100%	1.39%	1,147	0%	0.00%	0	0%	0.00%	0
6113	100%	755	729	747	747	**0.91%**	100%	0.91%	747	0%	0.00%	0	0%	0.00%	0
6114	100%	772	745	764	764	**0.93%**	100%	0.93%	764	0%	0.00%	0	0%	0.00%	0
6115	100%	1400	1358	1,387	1,387	**1.68%**	50%	0.84%	694	0%	0.00%	0	0%	0.00%	0
6116	100%	788	771	783	783	**0.95%**	50%	0.47%	392	0%	0.00%	0	0%	0.00%	0
6121	45%	737	723	733	330	**0.40%**	100%	0.40%	330	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	863	863	**1.05%**	100%	1.05%	863	0%	0.00%	0	0%	0.00%	0
6124	30%	833	804	824	247	**0.30%**	100%	0.30%	247	0%	0.00%	0	0%	0.00%	0
6125	90%	150	141	147	132	**0.16%**	100%	0.16%	132	0%	0.00%	0	0%	0.00%	0
6141	40%	2181	2179	2,180	872	**1.06%**	100%	1.06%	872	0%	0.00%	0	0%	0.00%	0
6151	100%	1626	1827	1,686	1,686	**2.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6152	100%	897	866	888	888	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(CN) Coors Blvd. North			(WE) Western Trail East			(JE) St. Joseph's Dr. East		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**											
Boundary Specified on DASZ Map															
6153	100%	1640	1589	1,625	1,625	**1.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6201	95%	1508	1739	1,577	1,498	**1.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6202	100%	1682	1626	1,665	1,665	**2.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6203	100%	948	925	941	941	**1.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6204	100%	1537	1486	1,522	1,522	**1.85%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6205	55%	2141	2071	2,120	1,166	**1.41%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6207	50%	4300	4159	4,258	2,129	**2.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,444	2,444	**2.96%**	30%	0.89%	733	0%	0.00%	0	0%	0.00%	0
6212	100%	2378	2434	2,395	2,395	**2.90%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6213	100%	731	718	727	727	**0.88%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6214	100%	3507	3396	3,474	3,474	**4.21%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6215	100%	1770	1802	1,780	1,780	**2.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6216	100%	434	457	441	441	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6217	100%	2766	2724	2,753	2,753	**3.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6218	100%	2205	2126	2,181	2,181	**2.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	10%	2555	2512	2,542	254	**0.31%**	100%	0.31%	254	0%	0.00%	0	0%	0.00%	0
6222	55%	3194	3144	3,179	1,748	**2.12%**	100%	2.12%	1,748	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,637	2,637	**3.20%**	100%	3.20%	2,637	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,929	1,929	**2.34%**	100%	2.34%	1,929	0%	0.00%	0	0%	0.00%	0
6226	100%	1637	1609	1,629	1,629	**1.98%**	100%	1.98%	1,629	0%	0.00%	0	0%	0.00%	0
6227	100%	1703	1652	1,688	1,688	**2.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	100%	1819	1760	1,801	1,801	**2.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	383	383	**0.46%**	100%	0.46%	383	0%	0.00%	0	0%	0.00%	0
6232	25%	714	699	710	178	**0.22%**	100%	0.22%	178	0%	0.00%	0	0%	0.00%	0
6241	100%	2616	2531	2,591	2,591	**3.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,037	2,037	**2.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,120	2,120	**2.57%**	100%	2.57%	2,120	0%	0.00%	0	0%	0.00%	0
6251	100%	1987	1944	1,974	1,974	**2.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	100%	1403	1373	1,394	1,394	**1.69%**	0%	0.00%	0	20%	0.34%	279	40%	0.68%	558
6253	100%	1478	2183	1,690	1,690	**2.05%**	50%	1.02%	845	50%	1.02%	845	0%	0.00%	0
6262	55%	124	117	122	67	**0.08%**	100%	0.08%	67	0%	0.00%	0	0%	0.00%	0
6311	25%	3265	3593	3,363	841	**1.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	50%	1923	3502	2,397	1,199	**1.45%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	5%	0	2064	619	31	**0.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6314	50%	2	2	2	1	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				103,300	82,470	100.00%			**21,039**			**1,124**			**558**
									25.51%			1.36%			0.68%

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(SE) Sequoia Rd. East			(CS) Coors Blvd. South			(AS) Atrisco Dr. South		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**											
Boundary Specified on DASZ Map															
5141	10%	166	185	172	17	**0.02%**	0%	0.00%	0	100%	0.02%	17	0%	0.00%	0
5142	25%	354	400	368	92	**0.11%**	0%	0.00%	0	100%	0.11%	92	0%	0.00%	0
5151	100%	620	599	614	614	**0.74%**	0%	0.00%	0	100%	0.74%	614	0%	0.00%	0
5152	100%	1422	1375	1,408	1,408	**1.71%**	0%	0.00%	0	100%	1.71%	1,408	0%	0.00%	0
5161	100%	549	531	544	544	**0.66%**	0%	0.00%	0	100%	0.66%	544	0%	0.00%	0
5163	40%	44	41	43	17	**0.02%**	0%	0.00%	0	100%	0.02%	17	0%	0.00%	0
5201	45%	925	1143	990	446	**0.54%**	0%	0.00%	0	100%	0.54%	446	0%	0.00%	0
5202	80%	69	66	68	54	**0.07%**	0%	0.00%	0	100%	0.07%	54	0%	0.00%	0
5803	70%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5804	100%	2438	2361	2,415	2,415	**2.93%**	0%	0.00%	0	100%	2.93%	2,415	0%	0.00%	0
5805	35%	126	152	134	47	**0.06%**	0%	0.00%	0	100%	0.06%	47	0%	0.00%	0
5811	55%	3939	3941	3,940	2,167	**2.63%**	0%	0.00%	0	100%	2.63%	2,167	0%	0.00%	0
5812	100%	2277	2203	2,255	2,255	**2.73%**	0%	0.00%	0	100%	2.73%	2,255	0%	0.00%	0
5821	75%	1848	1800	1,834	1,376	**1.67%**	0%	0.00%	0	100%	1.67%	1,376	0%	0.00%	0
5822	100%	1093	1057	1,082	1,082	**1.31%**	0%	0.00%	0	100%	1.31%	1,082	0%	0.00%	0
6001	15%	553	598	567	85	**0.10%**	0%	0.00%	0	100%	0.10%	85	0%	0.00%	0
6002	35%	1364	1380	1,369	479	**0.58%**	0%	0.00%	0	100%	0.58%	479	0%	0.00%	0
6011	40%	542	608	562	225	**0.27%**	0%	0.00%	0	100%	0.27%	225	0%	0.00%	0
6012	50%	954	942	950	475	**0.58%**	0%	0.00%	0	100%	0.58%	475	0%	0.00%	0
6021	45%	2238	2252	2,242	1,009	**1.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6101	100%	2204	2131	2,182	2,182	**2.65%**	0%	0.00%	0	100%	2.65%	2,182	0%	0.00%	0
6102	100%	1395	1352	1,382	1,382	**1.68%**	0%	0.00%	0	100%	1.68%	1,382	0%	0.00%	0
6111	100%	1333	1290	1,320	1,320	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,147	1,147	**1.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	100%	755	729	747	747	**0.91%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	100%	772	745	764	764	**0.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	100%	1400	1358	1,387	1,387	**1.68%**	0%	0.00%	0	50%	0.84%	694	0%	0.00%	0
6116	100%	788	771	783	783	**0.95%**	0%	0.00%	0	50%	0.47%	392	0%	0.00%	0
6121	45%	737	723	733	330	**0.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	863	863	**1.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	30%	833	804	824	247	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	90%	150	141	147	132	**0.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	40%	2181	2179	2,180	872	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6151	100%	1626	1827	1,686	1,686	**2.04%**	0%	0.00%	0	100%	2.04%	1,686	0%	0.00%	0
6152	100%	897	866	888	888	**1.08%**	0%	0.00%	0	100%	1.08%	888	0%	0.00%	0

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(SE) Sequoia Rd. East			(CS) Coors Blvd. South			(AS) Atrisco Dr. South		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**											
Boundary Specified on DASZ Map															
6153	100%	1640	1589	1,625	1,625	**1.97%**	0%	0.00%	0	100%	1.97%	1,625	0%	0.00%	0
6201	95%	1508	1739	1,577	1,498	**1.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6202	100%	1682	1626	1,665	1,665	**2.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6203	100%	948	925	941	941	**1.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6204	100%	1537	1486	1,522	1,522	**1.85%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6205	55%	2141	2071	2,120	1,166	**1.41%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6207	50%	4300	4159	4,258	2,129	**2.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,444	2,444	**2.96%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6212	100%	2378	2434	2,395	2,395	**2.90%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6213	100%	731	718	727	727	**0.88%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6214	100%	3507	3396	3,474	3,474	**4.21%**	0%	0.00%	0	50%	2.11%	1,737	0%	0.00%	0
6215	100%	1770	1802	1,780	1,780	**2.16%**	0%	0.00%	0	10%	0.22%	178	50%	1.08%	890
6216	100%	434	457	441	441	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6217	100%	2766	2724	2,753	2,753	**3.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6218	100%	2205	2126	2,181	2,181	**2.64%**	0%	0.00%	0	0%	0.00%	0	20%	0.53%	436
6221	10%	2555	2512	2,542	254	**0.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	55%	3194	3144	3,179	1,748	**2.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,637	2,637	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,929	1,929	**2.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	100%	1637	1609	1,629	1,629	**1.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	100%	1703	1652	1,688	1,688	**2.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	100%	1819	1760	1,801	1,801	**2.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	383	383	**0.46%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	25%	714	699	710	178	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	100%	2616	2531	2,591	2,591	**3.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,037	2,037	**2.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,120	2,120	**2.57%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6251	100%	1987	1944	1,974	1,974	**2.39%**	30%	0.72%	592	70%	1.68%	1,382	0%	0.00%	0
6252	100%	1403	1373	1,394	1,394	**1.69%**	40%	0.68%	558	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,690	1,690	**2.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	55%	124	117	122	67	**0.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6311	25%	3265	3593	3,363	841	**1.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	50%	1923	3502	2,397	1,199	**1.45%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	5%	0	2064	619	31	**0.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6314	50%	2	2	2	1	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				103,300	82,470	100.00%			**1,150**			**25,943**			**1,326**
									1.39%			31.46%			1.61%

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(SW) Sequoia Rd. West			(JW) St. Joseph's Dr. West			(MW) Milne Rd. West		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**											
Boundary Specified on DASZ Map															
5141	10%	166	185	172	17	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5142	25%	354	400	368	92	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5151	100%	620	599	614	614	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5152	100%	1422	1375	1,408	1,408	**1.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5161	100%	549	531	544	544	**0.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5163	40%	44	41	43	17	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5201	45%	925	1143	990	446	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5202	80%	69	66	68	54	**0.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5803	70%	0	0	0	0	**0.00%**	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0
5804	100%	2438	2361	2,415	2,415	**2.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5805	35%	126	152	134	47	**0.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5811	55%	3939	3941	3,940	2,167	**2.63%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5812	100%	2277	2203	2,255	2,255	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5821	75%	1848	1800	1,834	1,376	**1.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5822	100%	1093	1057	1,082	1,082	**1.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6001	15%	553	598	567	85	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6002	35%	1364	1380	1,369	479	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	40%	542	608	562	225	**0.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	50%	954	942	950	475	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	45%	2238	2252	2,242	1,009	**1.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6101	100%	2204	2131	2,182	2,182	**2.65%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6102	100%	1395	1352	1,382	1,382	**1.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,320	1,320	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,147	1,147	**1.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	100%	755	729	747	747	**0.91%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	100%	772	745	764	764	**0.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	100%	1400	1358	1,387	1,387	**1.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	100%	788	771	783	783	**0.95%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	45%	737	723	733	330	**0.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	863	863	**1.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	30%	833	804	824	247	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	90%	150	141	147	132	**0.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	40%	2181	2179	2,180	872	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6151	100%	1626	1827	1,686	1,686	**2.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6152	100%	897	866	888	888	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(SW) Sequoia Rd. West			(JW) St. Joseph's Dr. West			(MW) Milne Rd. West		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**											
Boundary Specified on DASZ Map															
6153	100%	1640	1589	1,625	1,625	**1.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6201	95%	1508	1739	1,577	1,498	**1.82%**	0%	0.00%	0	100%	1.82%	1,498	0%	0.00%	0
6202	100%	1682	1626	1,665	1,665	**2.02%**	0%	0.00%	0	100%	2.02%	1,665	0%	0.00%	0
6203	100%	948	925	941	941	**1.14%**	0%	0.00%	0	100%	1.14%	941	0%	0.00%	0
6204	100%	1537	1486	1,522	1,522	**1.85%**	0%	0.00%	0	100%	1.85%	1,522	0%	0.00%	0
6205	55%	2141	2071	2,120	1,166	**1.41%**	0%	0.00%	0	100%	1.41%	1,166	0%	0.00%	0
6207	50%	4300	4159	4,258	2,129	**2.58%**	0%	0.00%	0	100%	2.58%	2,129	0%	0.00%	0
6211	100%	2469	2384	2,444	2,444	**2.96%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6212	100%	2378	2434	2,395	2,395	**2.90%**	0%	0.00%	0	30%	0.87%	719	30%	0.87%	719
6213	100%	731	718	727	727	**0.88%**	0%	0.00%	0	0%	0.00%	0	90%	0.79%	654
6214	100%	3507	3396	3,474	3,474	**4.21%**	0%	0.00%	0	50%	2.11%	1,737	0%	0.00%	0
6215	100%	1770	1802	1,780	1,780	**2.16%**	0%	0.00%	0	40%	0.86%	712	0%	0.00%	0
6216	100%	434	457	441	441	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6217	100%	2766	2724	2,753	2,753	**3.34%**	0%	0.00%	0	100%	3.34%	2,753	0%	0.00%	0
6218	100%	2205	2126	2,181	2,181	**2.64%**	20%	0.53%	436	60%	1.59%	1,309	0%	0.00%	0
6221	10%	2555	2512	2,542	254	**0.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	55%	3194	3144	3,179	1,748	**2.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,637	2,637	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,929	1,929	**2.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	100%	1637	1609	1,629	1,629	**1.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	100%	1703	1652	1,688	1,688	**2.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	100%	1819	1760	1,801	1,801	**2.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	383	383	**0.46%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	25%	714	699	710	178	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	100%	2616	2531	2,591	2,591	**3.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,037	2,037	**2.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,120	2,120	**2.57%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6251	100%	1987	1944	1,974	1,974	**2.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	100%	1403	1373	1,394	1,394	**1.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,690	1,690	**2.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	55%	124	117	122	67	**0.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6311	25%	3265	3593	3,363	841	**1.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	50%	1923	3502	2,397	1,199	**1.45%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	5%	0	2064	619	31	**0.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6314	50%	2	2	2	1	**0.00%**	0%	0.00%	0	100%	0.00%	1	0%	0.00%	0
				103,300	82,470	100.00%			**436**			**16,151**			**1,373**
									0.53%			19.58%			1.66%

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(WW) Western Trail West			(AN) Atrisco Dr. North			(AC) Atrisco Dr. Central		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**											
Boundary Specified on DASZ Map															
5141	10%	166	185	172	17	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5142	25%	354	400	368	92	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5151	100%	620	599	614	614	**0.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5152	100%	1422	1375	1,408	1,408	**1.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5161	100%	549	531	544	544	**0.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5163	40%	44	41	43	17	**0.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5201	45%	925	1143	990	446	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5202	80%	69	66	68	54	**0.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5803	70%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5804	100%	2438	2361	2,415	2,415	**2.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5805	35%	126	152	134	47	**0.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5811	55%	3939	3941	3,940	2,167	**2.63%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5812	100%	2277	2203	2,255	2,255	**2.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5821	75%	1848	1800	1,834	1,376	**1.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5822	100%	1093	1057	1,082	1,082	**1.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6001	15%	553	598	567	85	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6002	35%	1364	1380	1,369	479	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	40%	542	608	562	225	**0.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	50%	954	942	950	475	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	45%	2238	2252	2,242	1,009	**1.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6101	100%	2204	2131	2,182	2,182	**2.65%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6102	100%	1395	1352	1,382	1,382	**1.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,320	1,320	**1.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,147	1,147	**1.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	100%	755	729	747	747	**0.91%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	100%	772	745	764	764	**0.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	100%	1400	1358	1,387	1,387	**1.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	100%	788	771	783	783	**0.95%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	45%	737	723	733	330	**0.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	863	863	**1.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	30%	833	804	824	247	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	90%	150	141	147	132	**0.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	40%	2181	2179	2,180	872	**1.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6151	100%	1626	1827	1,686	1,686	**2.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6152	100%	897	866	888	888	**1.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(WW) Western Trail West			(AN) Atrisco Dr. North			(AC) Atrisco Dr. Central		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**											
Boundary Specified on DASZ Map															
6153	100%	1640	1589	1,625	1,625	**1.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6201	95%	1508	1739	1,577	1,498	**1.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6202	100%	1682	1626	1,665	1,665	**2.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6203	100%	948	925	941	941	**1.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6204	100%	1537	1486	1,522	1,522	**1.85%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6205	55%	2141	2071	2,120	1,166	**1.41%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6207	50%	4300	4159	4,258	2,129	**2.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,444	2,444	**2.96%**	30%	0.89%	733	10%	0.30%	244	0%	0.00%	0
6212	100%	2378	2434	2,395	2,395	**2.90%**	40%	1.16%	958	0%	0.00%	0	0%	0.00%	0
6213	100%	731	718	727	727	**0.88%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6214	100%	3507	3396	3,474	3,474	**4.21%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6215	100%	1770	1802	1,780	1,780	**2.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6216	100%	434	457	441	441	**0.53%**	0%	0.00%	0	0%	0.00%	0	100%	0.53%	441
6217	100%	2766	2724	2,753	2,753	**3.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6218	100%	2205	2126	2,181	2,181	**2.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	10%	2555	2512	2,542	254	**0.31%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	55%	3194	3144	3,179	1,748	**2.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,637	2,637	**3.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,929	1,929	**2.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	100%	1637	1609	1,629	1,629	**1.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	100%	1703	1652	1,688	1,688	**2.05%**	100%	2.05%	1,688	0%	0.00%	0	0%	0.00%	0
6228	100%	1819	1760	1,801	1,801	**2.18%**	100%	2.18%	1,801	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	383	383	**0.46%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	25%	714	699	710	178	**0.22%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	100%	2616	2531	2,591	2,591	**3.14%**	100%	3.14%	2,591	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,037	2,037	**2.47%**	100%	2.47%	2,037	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,120	2,120	**2.57%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6251	100%	1987	1944	1,974	1,974	**2.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	100%	1403	1373	1,394	1,394	**1.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,690	1,690	**2.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	55%	124	117	122	67	**0.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6311	25%	3265	3593	3,363	841	**1.02%**	100%	1.02%	841	0%	0.00%	0	0%	0.00%	0
6312	50%	1923	3502	2,397	1,199	**1.45%**	100%	1.45%	1,199	0%	0.00%	0	0%	0.00%	0
6313	5%	0	2064	619	31	**0.04%**	100%	0.04%	31	0%	0.00%	0	0%	0.00%	0
6314	50%	2	2	2	1	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				103,300	82,470	100.00%			**11,879**			**244**			**441**
									14.40%			0.30%			0.53%

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(QC) Quaker Hts. Pl. Central			(QN) Quaker Hts. Pl. North		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**								
Boundary Specified on DASZ Map												
5141	10%	166	185	172	17	**0.02%**	0%	0.00%	0	0%	0.00%	0
5142	25%	354	400	368	92	**0.11%**	0%	0.00%	0	0%	0.00%	0
5151	100%	620	599	614	614	**0.74%**	0%	0.00%	0	0%	0.00%	0
5152	100%	1422	1375	1,408	1,408	**1.71%**	0%	0.00%	0	0%	0.00%	0
5161	100%	549	531	544	544	**0.66%**	0%	0.00%	0	0%	0.00%	0
5163	40%	44	41	43	17	**0.02%**	0%	0.00%	0	0%	0.00%	0
5201	45%	925	1143	990	446	**0.54%**	0%	0.00%	0	0%	0.00%	0
5202	80%	69	66	68	54	**0.07%**	0%	0.00%	0	0%	0.00%	0
5803	70%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
5804	100%	2438	2361	2,415	2,415	**2.93%**	0%	0.00%	0	0%	0.00%	0
5805	35%	126	152	134	47	**0.06%**	0%	0.00%	0	0%	0.00%	0
5811	55%	3939	3941	3,940	2,167	**2.63%**	0%	0.00%	0	0%	0.00%	0
5812	100%	2277	2203	2,255	2,255	**2.73%**	0%	0.00%	0	0%	0.00%	0
5821	75%	1848	1800	1,834	1,376	**1.67%**	0%	0.00%	0	0%	0.00%	0
5822	100%	1093	1057	1,082	1,082	**1.31%**	0%	0.00%	0	0%	0.00%	0
6001	15%	553	598	567	85	**0.10%**	0%	0.00%	0	0%	0.00%	0
6002	35%	1364	1380	1,369	479	**0.58%**	0%	0.00%	0	0%	0.00%	0
6011	40%	542	608	562	225	**0.27%**	0%	0.00%	0	0%	0.00%	0
6012	50%	954	942	950	475	**0.58%**	0%	0.00%	0	0%	0.00%	0
6021	45%	2238	2252	2,242	1,009	**1.22%**	0%	0.00%	0	0%	0.00%	0
6101	100%	2204	2131	2,182	2,182	**2.65%**	0%	0.00%	0	0%	0.00%	0
6102	100%	1395	1352	1,382	1,382	**1.68%**	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,320	1,320	**1.60%**	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,147	1,147	**1.39%**	0%	0.00%	0	0%	0.00%	0
6113	100%	755	729	747	747	**0.91%**	0%	0.00%	0	0%	0.00%	0
6114	100%	772	745	764	764	**0.93%**	0%	0.00%	0	0%	0.00%	0
6115	100%	1400	1358	1,387	1,387	**1.68%**	0%	0.00%	0	0%	0.00%	0
6116	100%	788	771	783	783	**0.95%**	0%	0.00%	0	0%	0.00%	0
6121	45%	737	723	733	330	**0.40%**	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	863	863	**1.05%**	0%	0.00%	0	0%	0.00%	0
6124	30%	833	804	824	247	**0.30%**	0%	0.00%	0	0%	0.00%	0
6125	90%	150	141	147	132	**0.16%**	0%	0.00%	0	0%	0.00%	0
6141	40%	2181	2179	2,180	872	**1.06%**	0%	0.00%	0	0%	0.00%	0
6151	100%	1626	1827	1,686	1,686	**2.04%**	0%	0.00%	0	0%	0.00%	0
6152	100%	897	866	888	888	**1.08%**	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

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

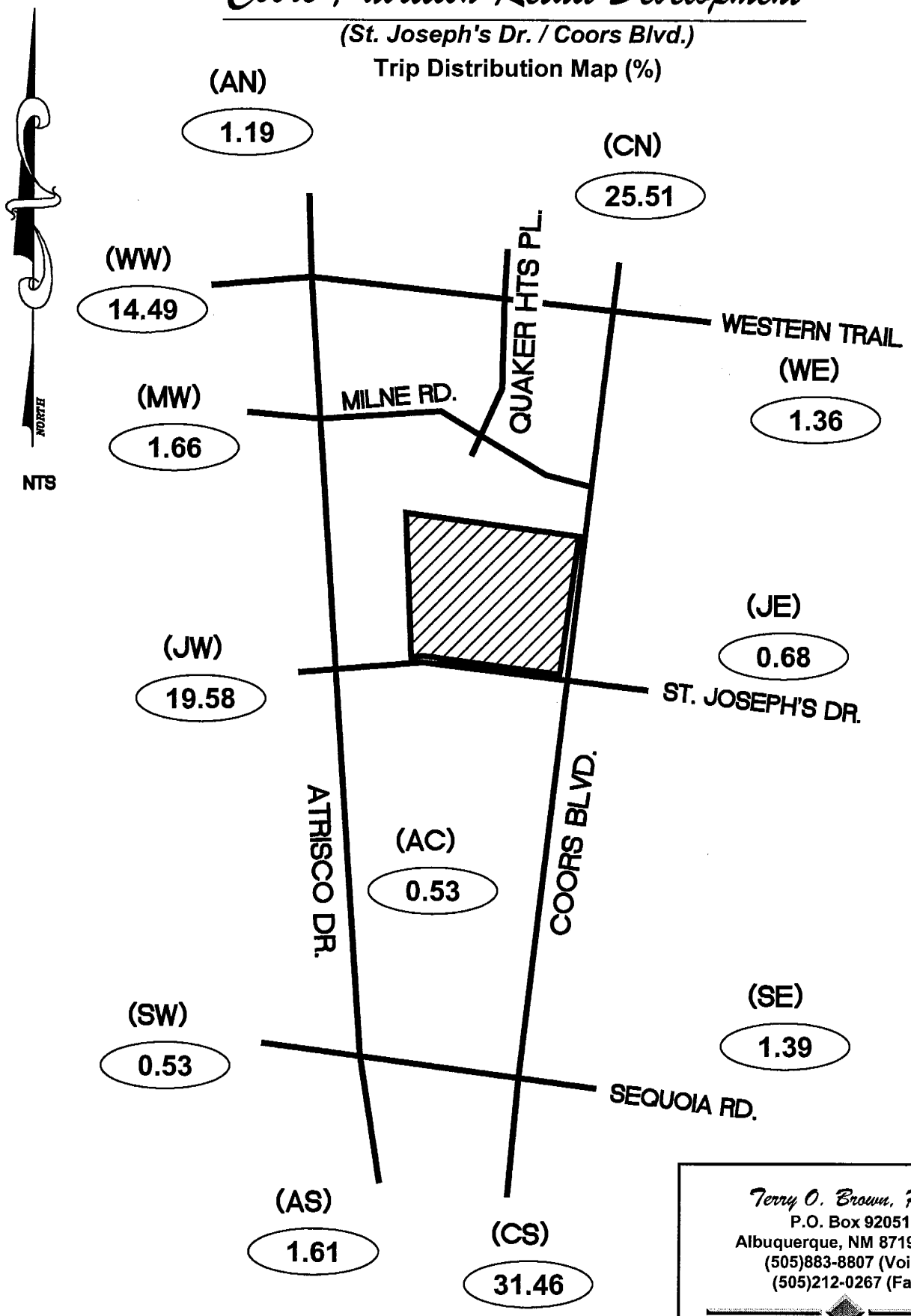
2015 and 2025 Data Taken from Mid-Region Council of Governments
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(QC) Quaker Hts. Pl. Central			(QN) Quaker Hts. Pl. North		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2018**								
Boundary Specified on DASZ Map												
6153	100%	1640	1589	1,625	1,625	**1.97%**	0%	0.00%	0	0%	0.00%	0
6201	95%	1508	1739	1,577	1,498	**1.82%**	0%	0.00%	0	0%	0.00%	0
6202	100%	1682	1626	1,665	1,665	**2.02%**	0%	0.00%	0	0%	0.00%	0
6203	100%	948	925	941	941	**1.14%**	0%	0.00%	0	0%	0.00%	0
6204	100%	1537	1486	1,522	1,522	**1.85%**	0%	0.00%	0	0%	0.00%	0
6205	55%	2141	2071	2,120	1,166	**1.41%**	0%	0.00%	0	0%	0.00%	0
6207	50%	4300	4159	4,258	2,129	**2.58%**	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,444	2,444	**2.96%**	0%	0.00%	0	30%	0.89%	733
6212	100%	2378	2434	2,395	2,395	**2.90%**	0%	0.00%	0	0%	0.00%	0
6213	100%	731	718	727	727	**0.88%**	10%	0.09%	73	0%	0.00%	0
6214	100%	3507	3396	3,474	3,474	**4.21%**	0%	0.00%	0	0%	0.00%	0
6215	100%	1770	1802	1,780	1,780	**2.16%**	0%	0.00%	0	0%	0.00%	0
6216	100%	434	457	441	441	**0.53%**	0%	0.00%	0	0%	0.00%	0
6217	100%	2766	2724	2,753	2,753	**3.34%**	0%	0.00%	0	0%	0.00%	0
6218	100%	2205	2126	2,181	2,181	**2.64%**	0%	0.00%	0	0%	0.00%	0
6221	10%	2555	2512	2,542	254	**0.31%**	0%	0.00%	0	0%	0.00%	0
6222	55%	3194	3144	3,179	1,748	**2.12%**	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,637	2,637	**3.20%**	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,929	1,929	**2.34%**	0%	0.00%	0	0%	0.00%	0
6226	100%	1637	1609	1,629	1,629	**1.98%**	0%	0.00%	0	0%	0.00%	0
6227	100%	1703	1652	1,688	1,688	**2.05%**	0%	0.00%	0	0%	0.00%	0
6228	100%	1819	1760	1,801	1,801	**2.18%**	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	383	383	**0.46%**	0%	0.00%	0	0%	0.00%	0
6232	25%	714	699	710	178	**0.22%**	0%	0.00%	0	0%	0.00%	0
6241	100%	2616	2531	2,591	2,591	**3.14%**	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,037	2,037	**2.47%**	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,120	2,120	**2.57%**	0%	0.00%	0	0%	0.00%	0
6251	100%	1987	1944	1,974	1,974	**2.39%**	0%	0.00%	0	0%	0.00%	0
6252	100%	1403	1373	1,394	1,394	**1.69%**	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,690	1,690	**2.05%**	0%	0.00%	0	0%	0.00%	0
6262	55%	124	117	122	67	**0.08%**	0%	0.00%	0	0%	0.00%	0
6311	25%	3265	3593	3,363	841	**1.02%**	0%	0.00%	0	0%	0.00%	0
6312	50%	1923	3502	2,397	1,199	**1.45%**	0%	0.00%	0	0%	0.00%	0
6313	5%	0	2064	619	31	**0.04%**	0%	0.00%	0	0%	0.00%	0
6314	50%	2	2	2	1	**0.00%**	0%	0.00%	0	0%	0.00%	0
				103,300	82,470	100.00%			**73**			**733**
									0.09%			0.89%

Coors Pavillion Retail Development

(St. Joseph's Dr. / Coors Blvd.)

Trip Distribution Map (%)



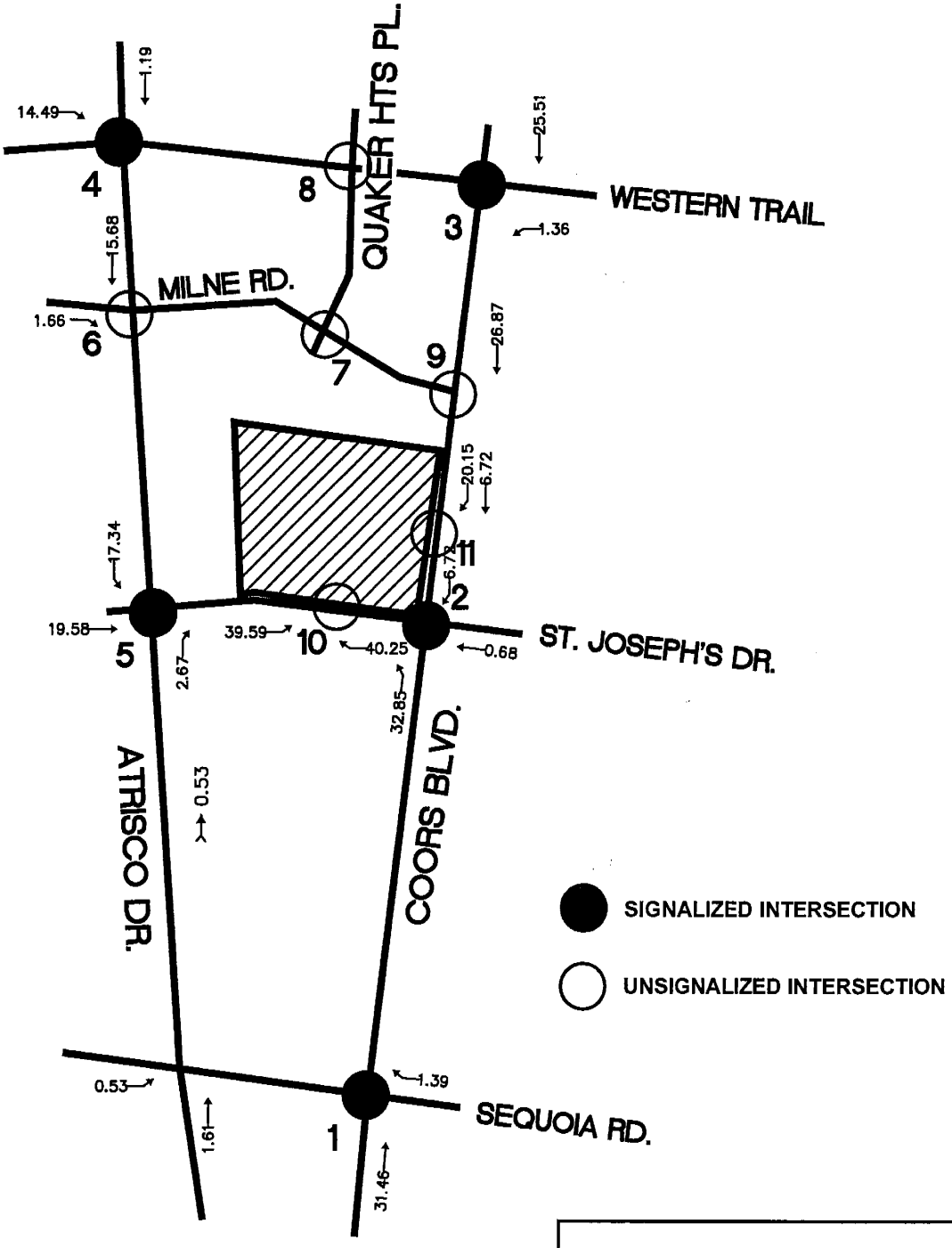
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Coors Pavillion Retail Development

(St. Joseph's Dr. / Coors Blvd.)

Trip Assignments (% Entering)

NTS



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

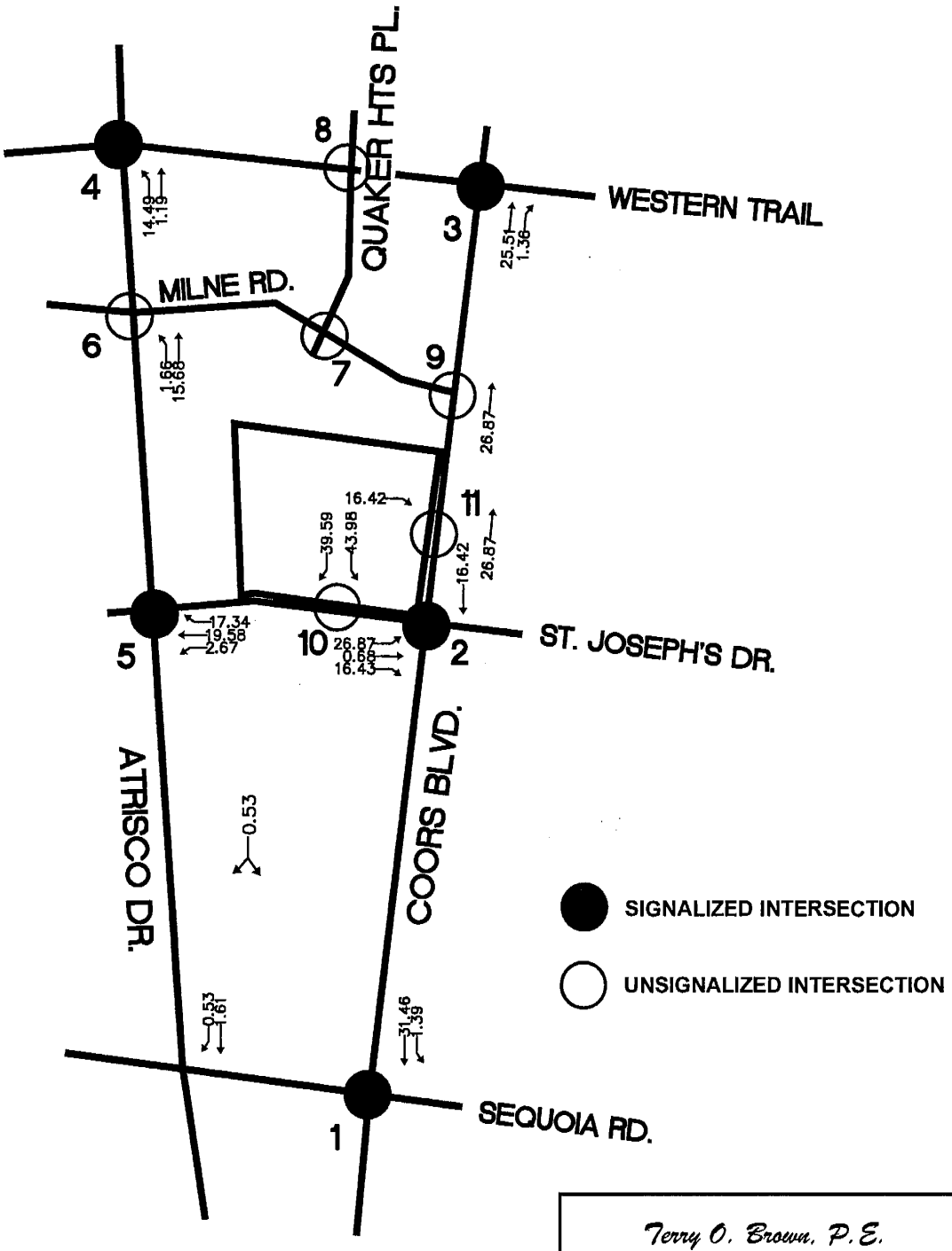
Coors Pavillion Retail Development

(St. Joseph's Dr. / Coors Blvd.)

Trip Assignments (% Exiting)

NORTH

NTS



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

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2018) - 100% Development

INTERSECTION: **Summary**

Sequoia Rd. / Coors Blvd.

(1)

3.0% Truck

	0.90			0.90			0.90			0.90		PHF
	Eastbound (Sequoia Rd.)			Westbound (Sequoia Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2016)	66	47	174	68	34	12	86	1,573	87	30	2,622	40
2018 (NO BUILD - A.M.)	*67*	*48*	*176*	*69*	*35*	*12*	*87*	*1,588*	*88*	*30*	*2,648*	*41*
2018 (BUILD - A.M.)	***67***	***48***	***176***	***69***	***35***	***16***	***87***	***1,686***	***88***	***33***	***2,708***	***41***

	0.98			0.98			0.98			0.98		PHF
	Eastbound (Sequoia Rd.)			Westbound (Sequoia Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2016)	123	80	140	165	130	51	101	2,676	106	86	1,655	76
2018 (NO BUILD - P.M.)	*124*	*81*	*141*	*166*	*131*	*52*	*102*	*2,703*	*107*	*87*	*1,672*	*77*
2018 (BUILD - P.M.)	***124***	***81***	***141***	***166***	***131***	***57***	***102***	***2,813***	***107***	***93***	***1,810***	***77***

St. Joseph's Dr. / Coors Blvd.

(2)

3.0% Truck

	0.88			0.88			0.88			0.88		PHF
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2016)	298	95	85	162	31	127	80	1,411	213	266	2,447	112
2018 (NO BUILD - A.M.)	*301*	*96*	*86*	*163*	*31*	*128*	*81*	*1,425*	*215*	*271*	*2,496*	*114*
2018 (BUILD - A.M.)	***352***	***97***	***117***	***163***	***33***	***128***	***183***	***1,425***	***215***	***271***	***2,527***	***135***

	0.87			0.87			0.87			0.87		PHF
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2016)	179	7	65	58	11	36	143	3,022	38	53	2,093	275
2018 (NO BUILD - P.M.)	*181*	*7*	*66*	*59*	*11*	*37*	*144*	*3,052*	*39*	*54*	*2,134*	*280*
2018 (BUILD - P.M.)	***299***	***10***	***138***	***59***	***13***	***37***	***259***	***3,052***	***39***	***54***	***2,206***	***304***

Western Trail / Coors Blvd.

(3)

3.0% Truck

	0.88			0.88			0.88			0.88		PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2016)	249	10	393	77	17	31	89	1,563	7	11	2,314	90
2018 (NO BUILD - A.M.)	*270*	*11*	*427*	*78*	*17*	*31*	*91*	*1,594*	*7*	*12*	*2,400*	*93*
2018 (BUILD - A.M.)	***270***	***11***	***427***	***82***	***17***	***31***	***91***	***1,643***	***10***	***12***	***2,479***	***93***

	0.99			0.99			0.99			0.99		PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2016)	131	74	116	20	5	12	295	2,413	38	36	1,821	211
2018 (NO BUILD - P.M.)	*142*	*81*	*126*	*20*	*5*	*12*	*301*	*2,461*	*39*	*37*	*1,889*	*219*
2018 (BUILD - P.M.)	***142***	***81***	***126***	***25***	***5***	***12***	***301***	***2,573***	***45***	***37***	***1,978***	***219***

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2018) - 100% Development

INTERSECTION: **Summary**

Western Trail / Atrisco Dr.

(4)

3.0% Truck

	0.90			0.90			0.90			0.90			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	5	417	437	75	143	17	84	12	86	29	60	6	
2018 (NO BUILD - A.M.)	*5*	*421*	*442*	*82*	*155*	*18*	*85*	*12*	*87*	*29*	*61*	*6*	
2018 (BUILD - A.M.)	***5***	***421***	***487***	***82***	***155***	***18***	***113***	***14***	***87***	***29***	***65***	***6***	

	0.96			0.96			0.96			0.96			PHF
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	9	164	111	105	377	40	255	42	88	15	23	7	
2018 (NO BUILD - P.M.)	*9*	*165*	*112*	*114*	*410*	*43*	*258*	*43*	*89*	*15*	*23*	*7*	
2018 (BUILD - P.M.)	***9***	***165***	***163***	***114***	***410***	***43***	***322***	***48***	***89***	***15***	***27***	***7***	

St. Joseph's Dr. / Atrisco Dr.

(5)

3.0% Truck

	0.89			0.89			0.89			0.89			PHF
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	67	393	68	54	119	47	14	87	32	85	558	43	
2018 (NO BUILD - A.M.)	*68*	*397*	*69*	*55*	*120*	*48*	*15*	*97*	*36*	*86*	*566*	*44*	
2018 (BUILD - A.M.)	***68***	***458***	***69***	***60***	***157***	***81***	***15***	***97***	***44***	***140***	***566***	***44***	

	0.96			0.96			0.96			0.96			PHF
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	57	204	40	48	333	75	46	298	61	32	187	51	
2018 (NO BUILD - P.M.)	*58*	*206*	*41*	*49*	*336*	*76*	*51*	*333*	*68*	*33*	*190*	*52*	
2018 (BUILD - P.M.)	***58***	***275***	***41***	***61***	***422***	***152***	***51***	***333***	***77***	***94***	***190***	***52***	

Milne Rd. / Atrisco Dr.

(6)

3.0% Truck

	0.75			0.75			0.75			0.75			PHF
	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	76	10	90	6	10	9	125	110	6	3	381	104	
2018 (NO BUILD - A.M.)	*77*	*10*	*91*	*6*	*10*	*9*	*127*	*111*	*6*	*3*	*385*	*105*	
2018 (BUILD - A.M.)	***77***	***10***	***96***	***6***	***10***	***9***	***130***	***141***	***6***	***3***	***434***	***105***	

	0.95			0.95			0.95			0.95			PHF
	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	34	4	46	9	14	11	66	333	16	3	145	63	
2018 (NO BUILD - P.M.)	*35*	*4*	*47*	*9*	*14*	*11*	*67*	*338*	*16*	*3*	*146*	*64*	
2018 (BUILD - P.M.)	***35***	***4***	***53***	***9***	***14***	***11***	***74***	***407***	***16***	***3***	***201***	***64***	

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2018) - 100% Development

INTERSECTION: **Summary**

Milne Rd. / Coors Blvd.

(9)

3.0% Truck

	0.90			0.90			0.90			0.90			PHF
	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	0	0	53	0	0	0	11	1,834	0	0	2,817	8	
2018 (NO BUILD - A.M.)	*0*	*0*	*54*	*0*	*0*	*0*	*11*	*1,692*	*0*	*0*	*2,905*	*8*	
2018 (BUILD - A.M.)	***0***	***0***	***54***	***0***	***0***	***0***	***11***	***1,743***	***0***	***0***	***2,988***	***8***	

	0.86			0.86			0.86			0.86			PHF
	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	0	0	22	0	0	0	67	3,187	0	0	2,406	14	
2018 (NO BUILD - P.M.)	*0*	*0*	*22*	*0*	*0*	*0*	*68*	*2,801*	*0*	*0*	*2,035*	*14*	
2018 (BUILD - P.M.)	***0***	***0***	***22***	***0***	***0***	***0***	***68***	***2,919***	***0***	***0***	***2,129***	***14***	

St. Joseph's Dr. / Driveway "A"

(10)

3.0% Truck

	0.88			0.88			0.85			0.85			PHF
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Driveway "A")			Southbound (Driveway "A")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	0	0	0	0	0	0	0	0	0	0	0	0	
2018 (NO BUILD - A.M.)	*0*	*483*	*0*	*0*	*226*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2018 (BUILD - A.M.)	***135***	***471***	***0***	***0***	***220***	***131***	***0***	***0***	***0***	***94***	***0***	***81***	

	0.87			0.87			0.85			0.85			PHF
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Driveway "A")			Southbound (Driveway "A")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	0	0	0	0	0	0	0	0	0	0	0	0	
2018 (NO BUILD - P.M.)	*0*	*254*	*0*	*0*	*435*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2018 (BUILD - P.M.)	***150***	***243***	***0***	***0***	***416***	***160***	***0***	***0***	***0***	***205***	***0***	***193***	

Driveway "B" / Coors Blvd.

(11)

3.0% Truck

	0.85			0.85			0.88			0.88			PHF
	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	0	0	0	0	0	0	0	0	0	0	0	0	
2018 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1,854*	*0*	*0*	*2,881*	*0*	
2018 (BUILD - A.M.)	***0***	***0***	***62***	***0***	***0***	***0***	***0***	***1,905***	***0***	***0***	***2,828***	***136***	

	0.85			0.85			0.87			0.87			PHF
	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2016)	0	0	0	0	0	0	0	0	0	0	0	0	
2018 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3,270*	*0*	*0*	*2,468*	*0*	
2018 (BUILD - P.M.)	***0***	***0***	***110***	***0***	***0***	***0***	***0***	***3,388***	***0***	***0***	***2,383***	***180***	

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

Sequoia Rd. / Coors Blvd.

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

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

Year of Existing Counts 2015

Implementation Year **2018**

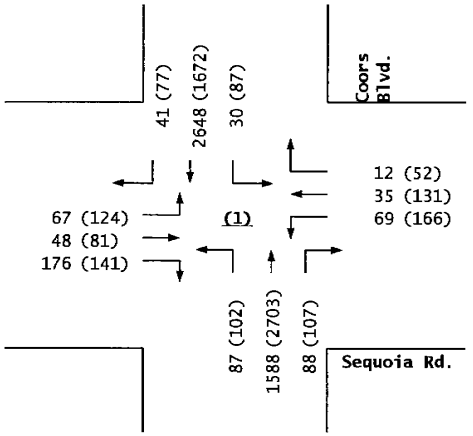
Growth Rates	**0.50%**			**0.50%**			**0.50%**			**0.50%**		
	Eastbound (Sequoia Rd.)			Westbound (Sequoia Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	66	47	173	68	34	12	86	1,565	87	30	2,609	40
Background Traffic Growth	1	1	3	1	1	0	1	23	1	0	39	1
Subtotal (NO BUILD - A.M.)	***67***	***48***	***176***	***69***	***35***	***12***	***87***	***1,588***	***88***	***30***	***2,648***	***41***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.39%***	*0.00%*	***31.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.39%***	***31.46%***	*0.00%*
Total Trips Generated	0	0	0	0	0	4	0	98	0	3	60	0
Subtotal AM Pk Hr. BUILD Volumes	**67**	**48**	**176**	**69**	**35**	**16**	**87**	**1,686**	**88**	**33**	**2,708**	**41**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**67**	**48**	**176**	**69**	**35**	**16**	**87**	**1,686**	**88**	**33**	**2,708**	**41**

	Eastbound (Sequoia Rd.)			Westbound (Sequoia Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	122	80	139	164	129	51	100	2,663	105	86	1,647	76
Background Traffic Growth	2	1	2	2	2	1	2	40	2	1	25	1
Subtotal (NO BUILD - P.M.)	***124***	***81***	***141***	***166***	***131***	***52***	***102***	***2,703***	***107***	***87***	***1,672***	***77***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.39%***	*0.00%*	***31.46%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.39%***	***31.46%***	*0.00%*
Total Trips Generated	0	0	0	0	0	5	0	110	0	6	138	0
Subtotal PM Pk Hr. BUILD Volumes	**124**	**81**	**141**	**166**	**131**	**57**	**102**	**2,813**	**107**	**93**	**1,810**	**77**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**124**	**81**	**141**	**166**	**131**	**57**	**102**	**2,813**	**107**	**93**	**1,810**	**77**

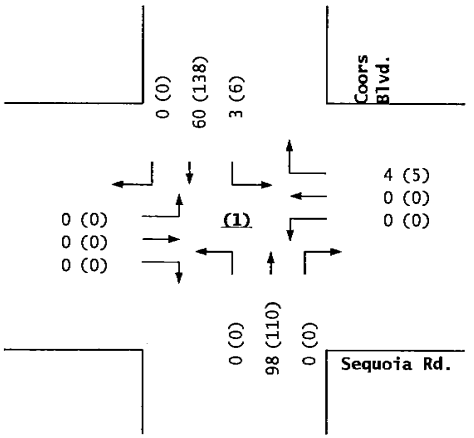
	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (Sequoia Rd.)			Westbound (Sequoia Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2016 AM Peak Hr. Volumes	66	47	174	68	34	12	86	1,573	87	30	2,622	40
2016 PM Peak Hr. Volumes	123	80	140	165	130	51	101	2,676	106	86	1,655	76

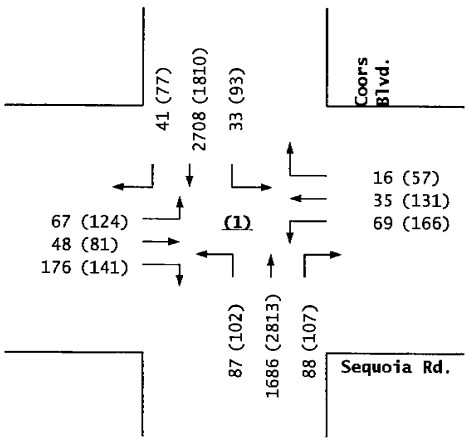
2018
NO BUILD



Trips



2018
BUILD



Sequoia Rd. / Coors Blvd.

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

St. Joseph's Dr. / Coors Blvd.

INTERSECTION: E-W Street: **St. Joseph's Dr.** (2)

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

Year of Existing Counts 2015

Implementation Year **2018**

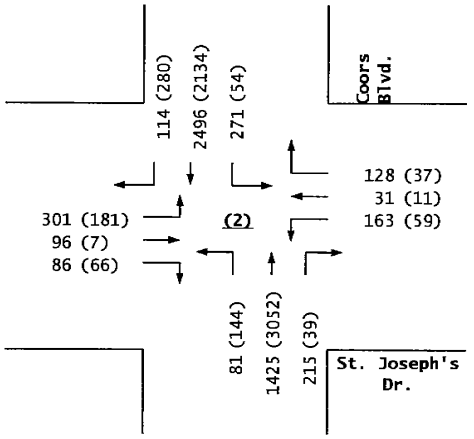
Growth Rates	0.50%			0.50%			0.50%			1.00%		
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	297	95	85	161	31	126	80	1,404	212	263	2,423	111
Background Traffic Growth	4	1	1	2	0	2	1	21	3	8	73	3
Subtotal (NO BUILD - A.M.)	***301***	***96***	***86***	***163***	***31***	***128***	***81***	***1,425***	***215***	***271***	***2,496***	***114***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.68%***	*0.00%*	***32.85%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.72%***
Percent Commercial Trips Generated(Exiting)	***26.87%***	***0.68%***	***16.43%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***16.42%***	*0.00%*
Total Trips Generated	51	1	31	0	2	0	102	0	0	0	31	21
Subtotal AM Pk Hr. BUILD Volumes	**352**	**97**	**117**	**163**	**33**	**128**	**183**	**1,425**	**215**	**271**	**2,527**	**135**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**352**	**97**	**117**	**163**	**33**	**128**	**183**	**1,425**	**215**	**271**	**2,527**	**135**

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	178	7	65	58	11	36	142	3,007	38	52	2,072	272
Background Traffic Growth	3	0	1	1	0	1	2	45	1	2	62	8
Subtotal (NO BUILD - P.M.)	***181***	***7***	***66***	***59***	***11***	***37***	***144***	***3,052***	***39***	***54***	***2,134***	***280***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***0.68%***	*0.00%*	***32.85%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.72%***
Percent Commercial Trips Generated(Exiting)	***26.87%***	***0.68%***	***16.43%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***16.42%***	*0.00%*
Total Trips Generated	118	3	72	0	2	0	115	0	0	0	72	24
Subtotal PM Pk Hr. BUILD Volumes	**299**	**10**	**138**	**59**	**13**	**37**	**259**	**3,052**	**39**	**54**	**2,206**	**304**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**299**	**10**	**138**	**59**	**13**	**37**	**259**	**3,052**	**39**	**54**	**2,206**	**304**

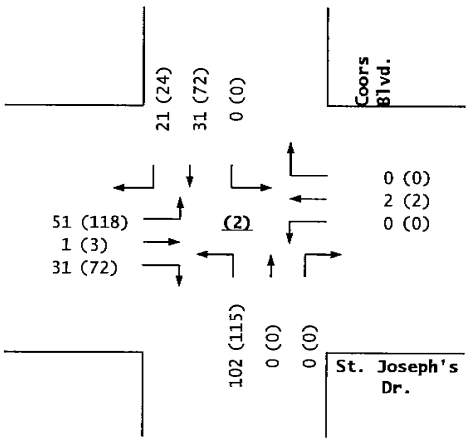
	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2016 AM Peak Hr. Volumes	298	95	85	162	31	127	80	1,411	213	266	2,447	112
2016 PM Peak Hr. Volumes	179	7	65	58	11	36	143	3,022	38	53	2,093	275

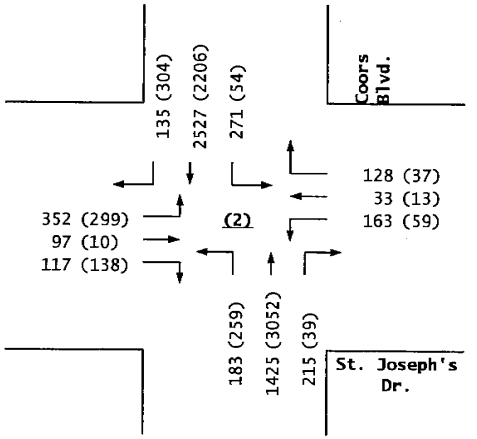
2018
NO BUILD



Trips



2018
BUILD



St. Joseph's Dr. / Coors Blvd.

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

Western Trail / Coors Blvd.

INTERSECTION: E-W Street: **Western Trail** (3)

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

Year of Existing Counts 2015

Implementation Year **2018**

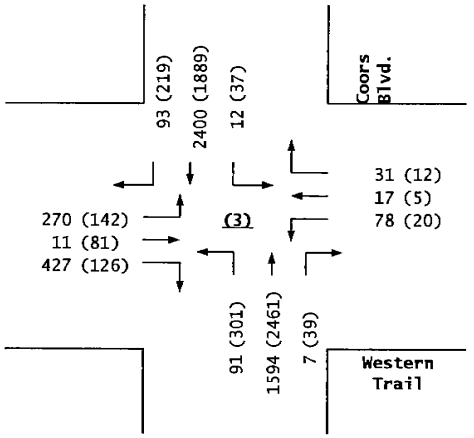
Growth Rates	**4.50%**			**0.50%**			**1.00%**			**1.90%**		
	Eastbound (Western Trail)			**Westbound (Western Trail)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	238	10	376	77	17	31	88	1,548	7	11	2,271	88
Background Traffic Growth	32	1	51	1	0	0	3	46	0	1	129	5
Subtotal (NO BUILD - A.M.)	***270***	***11***	***427***	***78***	***17***	***31***	***91***	***1,594***	***7***	***12***	***2,400***	***93***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*1.36%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.51%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.51%*	*1.36%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	4	0	0	0	49	3	0	79	0
Subtotal AM Pk Hr. BUILD Volumes	**270**	**11**	**427**	**82**	**17**	**31**	**91**	**1,643**	**10**	**12**	**2,479**	**93**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**270**	**11**	**427**	**82**	**17**	**31**	**91**	**1,643**	**10**	**12**	**2,479**	**93**

	Eastbound (Western Trail)			**Westbound (Western Trail)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	125	71	111	20	5	12	292	2,389	38	35	1,787	207
Background Traffic Growth	17	10	15	0	0	0	9	72	1	2	102	12
Subtotal (NO BUILD - P.M.)	***142***	***81***	***126***	***20***	***5***	***12***	***301***	***2,461***	***39***	***37***	***1,889***	***219***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*1.36%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.51%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.51%*	*1.36%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	5	0	0	0	112	6	0	89	0
Subtotal PM Pk Hr. BUILD Volumes	**142**	**81**	**126**	**25**	**5**	**12**	**301**	**2,573**	**45**	**37**	**1,978**	**219**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**142**	**81**	**126**	**25**	**5**	**12**	**301**	**2,573**	**45**	**37**	**1,978**	**219**

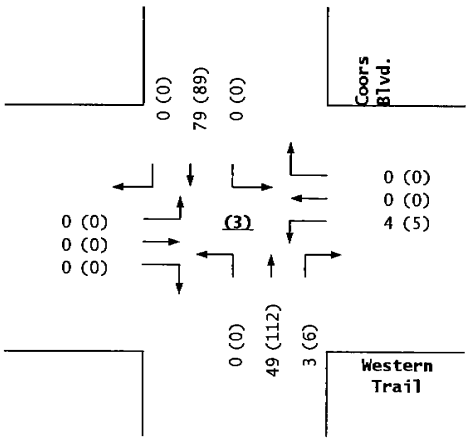
	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (Western Trail)			**Westbound (Western Trail)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
2016 AM Peak Hr. Volumes	249	10	393	77	17	31	89	1,563	7	11	2,314	90
2016 PM Peak Hr. Volumes	131	74	116	20	5	12	295	2,413	38	36	1,821	211

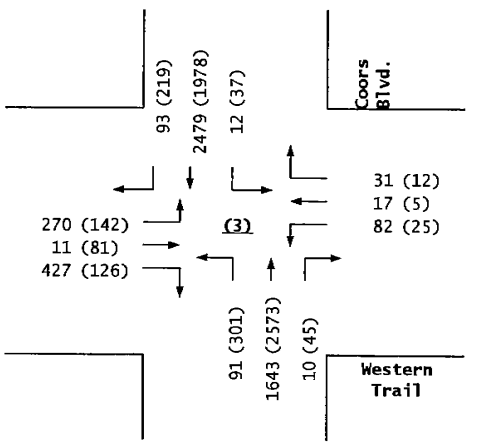
2018
NO BUILD



Trips



2018
BUILD



Western Trail / Coors Blvd.

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

Western Trail / Atrisco Dr.

INTERSECTION: E-W Street: **Western Trail** (4)

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

Year of Existing Counts 2015

Implementation Year **2018**

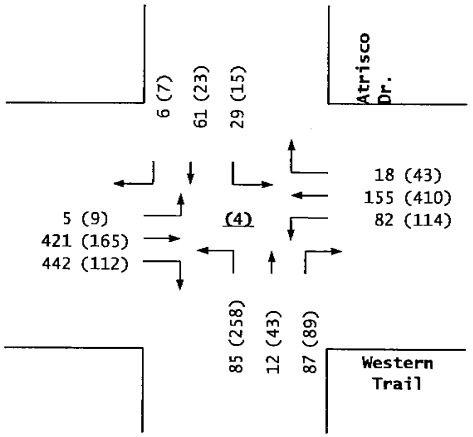
Growth Rates	0.50%			4.50%			0.70%			0.50%		
	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	5	415	435	72	137	16	83	12	85	29	60	6
Background Traffic Growth	0	6	7	10	18	2	2	0	2	0	1	0
Subtotal (NO BUILD - A.M.)	***5***	***421***	***442***	***82***	***155***	***18***	***85***	***12***	***87***	***29***	***61***	***6***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*14.49%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.19%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.49%*	*1.19%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	45	0	0	0	28	2	0	0	4	0
Subtotal AM Pk Hr. BUILD Volumes	**5**	**421**	**487**	**82**	**155**	**18**	**113**	**14**	**87**	**29**	**65**	**6**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**5**	**421**	**487**	**82**	**155**	**18**	**113**	**14**	**87**	**29**	**65**	**6**

	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	163	110	100	361	38	253	42	87	15	23	7
Background Traffic Growth	0	2	2	14	49	5	5	1	2	0	0	0
Subtotal (NO BUILD - P.M.)	***9***	***165***	***112***	***114***	***410***	***43***	***258***	***43***	***89***	***15***	***23***	***7***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*14.49%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.19%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.49%*	*1.19%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	51	0	0	0	64	5	0	0	4	0
Subtotal PM Pk Hr. BUILD Volumes	**9**	**165**	**163**	**114**	**410**	**43**	**322**	**48**	**89**	**15**	**27**	**7**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**9**	**165**	**163**	**114**	**410**	**43**	**322**	**48**	**89**	**15**	**27**	**7**

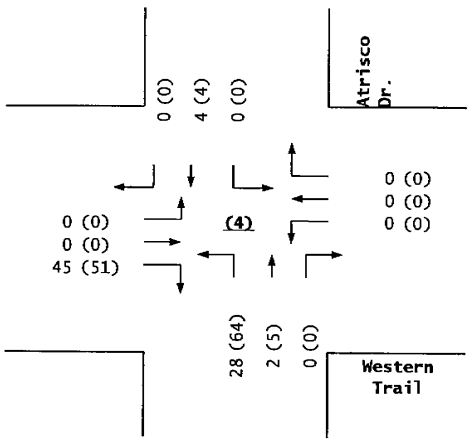
	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (Western Trail)			Westbound (Western Trail)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
2016 AM Peak Hr. Volumes	5	417	437	75	143	17	84	12	86	29	60	6
2016 PM Peak Hr. Volumes	9	164	111	105	377	40	255	42	88	15	23	7

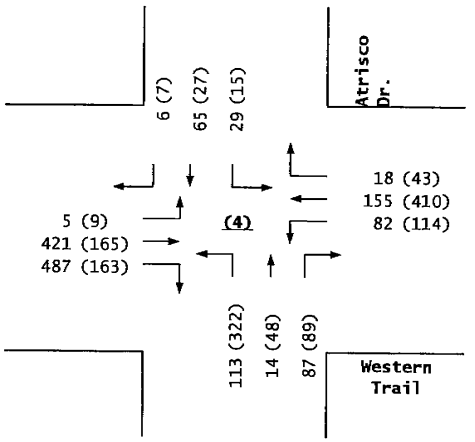
2018
NO BUILD



Trips



2018
BUILD



Western Trail / Atrisco Dr.

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

St. Joseph's Dr. / Atrisco Dr.

INTERSECTION: E-W Street: **St. Joseph's Dr.** (5)

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

Year of Existing Counts 2015

Implementation Year **2018**

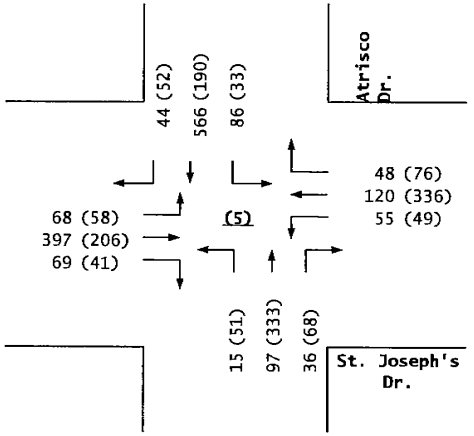
Growth Rates	**0.50%**			**0.50%**			**6.30%**			**0.70%**		
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	67	391	68	54	118	47	13	82	30	84	554	43
Background Traffic Growth	1	6	1	1	2	1	2	15	6	2	12	1
Subtotal (NO BUILD - A.M.)	***68***	***397***	***69***	***55***	***120***	***48***	***15***	***97***	***36***	***86***	***566***	***44***
Percent Commercial Trips Generated(Entering)	*0.00%*	*19.58%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.67%*	*17.34%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*2.67%*	*19.58%*	*17.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	61	0	5	37	33	0	0	8	54	0	0
Subtotal AM Pk Hr. BUILD Volumes	**68**	**458**	**69**	**60**	**157**	**81**	**15**	**97**	**44**	**140**	**566**	**44**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**68**	**458**	**69**	**60**	**157**	**81**	**15**	**97**	**44**	**140**	**566**	**44**

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	57	203	40	48	331	75	43	280	57	32	186	51
Background Traffic Growth	1	3	1	1	5	1	8	53	11	1	4	1
Subtotal (NO BUILD - P.M.)	***58***	***206***	***41***	***49***	***336***	***76***	***51***	***333***	***68***	***33***	***190***	***52***
Percent Commercial Trips Generated(Entering)	*0.00%*	*19.58%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.67%*	*17.34%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*2.67%*	*19.58%*	*17.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	69	0	12	86	76	0	0	9	61	0	0
Subtotal PM Pk Hr. BUILD Volumes	**58**	**275**	**41**	**61**	**422**	**152**	**51**	**333**	**77**	**94**	**190**	**52**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**58**	**275**	**41**	**61**	**422**	**152**	**51**	**333**	**77**	**94**	**190**	**52**

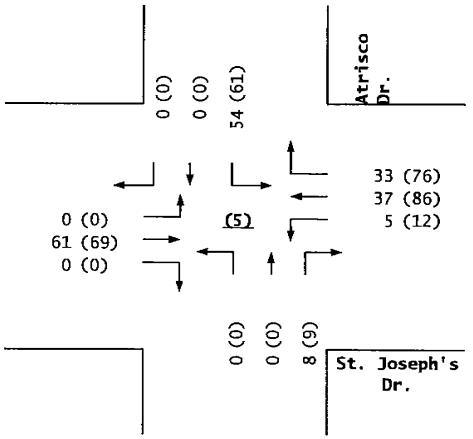
	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
2016 AM Peak Hr. Volumes	67	393	68	54	119	47	14	87	32	85	558	43
2016 PM Peak Hr. Volumes	57	204	40	48	333	75	46	298	61	32	187	51

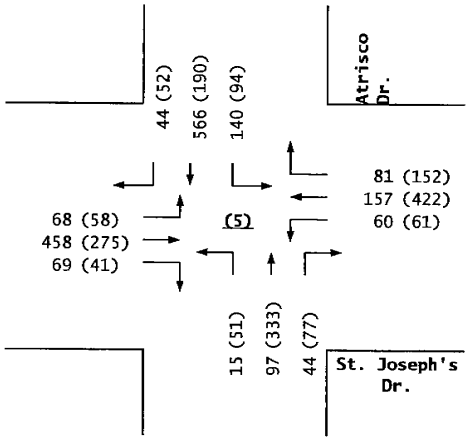
2018
NO BUILD



Trips



2018
BUILD



St. Joseph's Dr. / Atrisco Dr.

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

Milne Rd. / Atrisco Dr.

INTERSECTION: E-W Street: **Milne Rd.** (6)

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

Year of Existing Counts 2015

Implementation Year **2018**

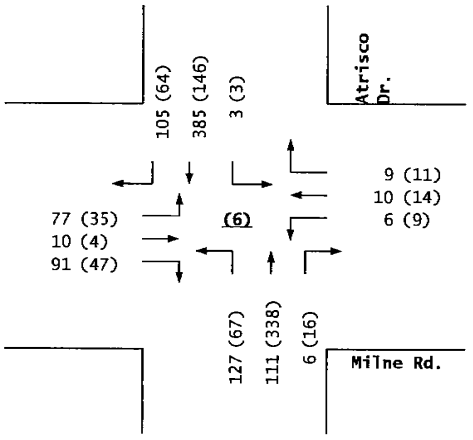
Growth Rates	0.50%			0.50%			0.70%			0.50%		
	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	76	10	90	6	10	9	124	109	6	3	379	103
Background Traffic Growth	1	0	1	0	0	0	3	2	0	0	6	2
Subtotal (NO BUILD - A.M.)	***77***	***10***	***91***	***6***	***10***	***9***	***127***	***111***	***6***	***3***	***385***	***105***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.66%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.68%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.66%***	***15.68%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	5	0	0	0	3	30	0	0	49	0
Subtotal AM Pk Hr. BUILD Volumes	**77**	**10**	**96**	**6**	**10**	**9**	**130**	**141**	**6**	**3**	**434**	**105**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**77**	**10**	**96**	**6**	**10**	**9**	**130**	**141**	**6**	**3**	**434**	**105**

	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	34	4	46	9	14	11	66	331	16	3	144	63
Background Traffic Growth	1	0	1	0	0	0	1	7	0	0	2	1
Subtotal (NO BUILD - P.M.)	***35***	***4***	***47***	***9***	***14***	***11***	***67***	***338***	***16***	***3***	***146***	***64***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***1.66%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.68%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.66%***	***15.68%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	6	0	0	0	7	69	0	0	55	0
Subtotal PM Pk Hr. BUILD Volumes	**35**	**4**	**53**	**9**	**14**	**11**	**74**	**407**	**16**	**3**	**201**	**64**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**35**	**4**	**53**	**9**	**14**	**11**	**74**	**407**	**16**	**3**	**201**	**64**

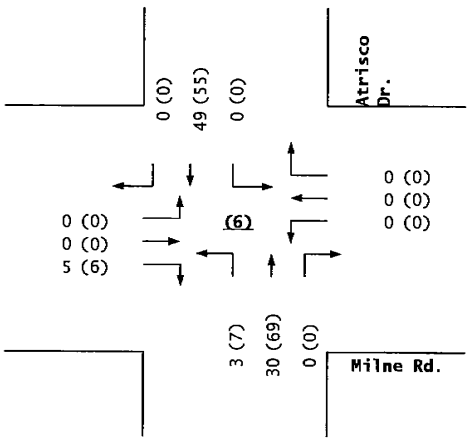
	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Atrisco Dr.)			Southbound (Atrisco Dr.)		
2016 AM Peak Hr. Volumes	76	10	90	6	10	9	125	110	6	3	381	104
2016 PM Peak Hr. Volumes	34	4	46	9	14	11	66	333	16	3	145	63

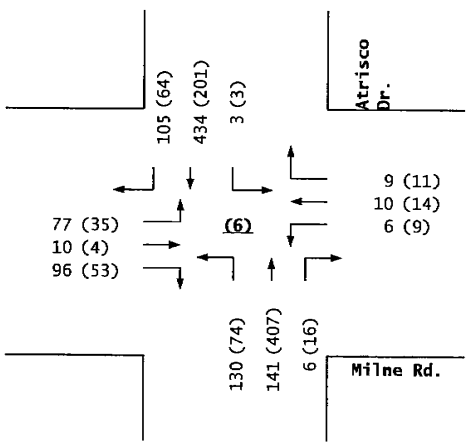
2018
NO BUILD



Trips



2018
BUILD



Milne Rd. / Atrisco Dr.

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

Milne Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Milne Rd.** (9)

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

This is a right-in, right-out only drive and therefore no exiting traffic exists

Year of Existing Counts 2015

Implementation Year **2018**

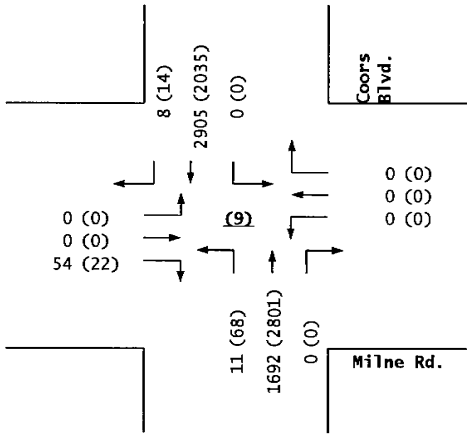
Growth Rates	0.50%			0.50%			1.00%			1.00%		
	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	53	0	0	0	11	1,816	0	0	2,789	8
Background Traffic Growth	0	0	1	0	0	0	0	54	0	0	84	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***54***	***0***	***0***	***0***	***11***	***1,692***	***0***	***0***	***2,905***	***8***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.87%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.87%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	51	0	0	83	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**54**	**0**	**0**	**0**	**11**	**1,743**	**0**	**0**	**2,988**	**8**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**54**	**0**	**0**	**0**	**11**	**1,743**	**0**	**0**	**2,988**	**8**

	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	22	0	0	0	66	3,155	0	0	2,382	14
Background Traffic Growth	0	0	0	0	0	0	2	95	0	0	71	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***22***	***0***	***0***	***0***	***68***	***2,801***	***0***	***0***	***2,035***	***14***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.87%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.87%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	118	0	0	94	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**22**	**0**	**0**	**0**	**68**	**2,919**	**0**	**0**	**2,129**	**14**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**22**	**0**	**0**	**0**	**68**	**2,919**	**0**	**0**	**2,129**	**14**

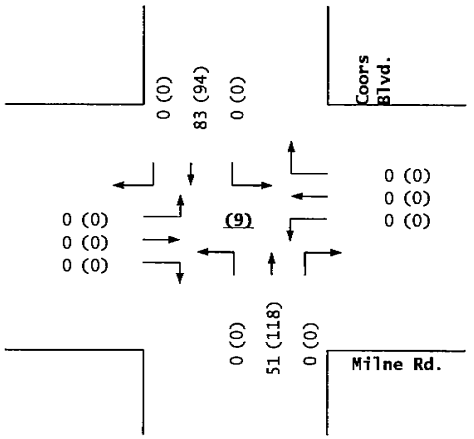
	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2016 AM Peak Hr. Volumes	0	0	53	0	0	0	11	1,834	0	0	2,817	8
2016 PM Peak Hr. Volumes	0	0	22	0	0	0	67	3,187	0	0	2,406	14

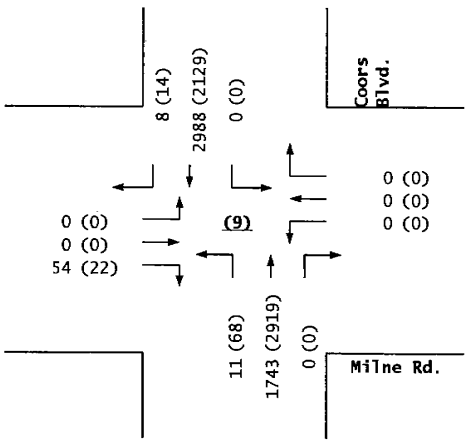
2018
NO BUILD



Trips



2018
BUILD



Milne Rd. / Coors Blvd.

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

St. Joseph's Dr. / Driveway "A"

INTERSECTION: E-W Street: **St. Joseph's Dr.** (10)

N-S Street: **Driveway "A"**

Year of Existing Counts 2015

Implementation Year **2018**

Growth Rates 0.00% 0.00% 0.00% 0.00%

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***483***	***0***	***0***	***226***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*39.59%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*40.25%*	*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%*	*43.98%*	*0.00%*	*39.59%*
Total Trips Generated	123	0	0	0	0	125	0	0	0	84	0	76
Subtotal AM Pk Hr. BUILD Volumes	**123**	**483**	**0**	**0**	**226**	**125**	**0**	**0**	**0**	**84**	**0**	**76**
Pass-by Trip Adjustments	*12*	*-12*	*0*	*0*	*-6*	*6*	*0*	*0*	*0*	*10*	*0*	*5*
Total AM Peak Hour BUILD Volumes	**135**	**471**	**0**	**0**	**220**	**131**	**0**	**0**	**0**	**94**	**0**	**81**

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***254***	***0***	***0***	***435***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*39.59%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*40.25%*	*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%*	*43.98%*	*0.00%*	*39.59%*
Total Trips Generated	139	0	0	0	0	141	0	0	0	194	0	174
Subtotal PM Pk Hr. BUILD Volumes	**139**	**254**	**0**	**0**	**435**	**141**	**0**	**0**	**0**	**194**	**0**	**174**
Pass-by Trip Adjustments	*11*	*-11*	*0*	*0*	*-19*	*19*	*0*	*0*	*0*	*11*	*0*	*19*
Total PM Peak Hour BUILD Volumes	**150**	**243**	**0**	**0**	**416**	**160**	**0**	**0**	**0**	**205**	**0**	**193**

	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
2016 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2016 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

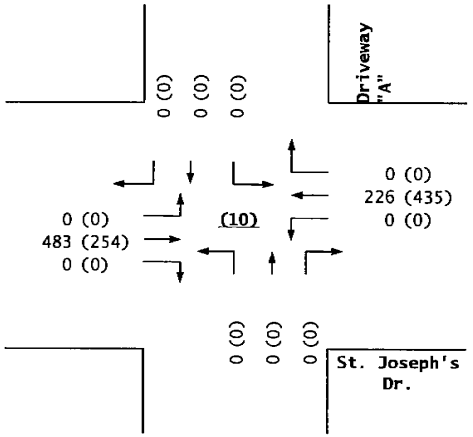
Pass-by Trip Calculations:

AM Pass-by Trips	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
Percent Entering	*13.45%*	*-13.45%*	*0.00%*	*0.00%*	*-6.30%*	*6.30%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*12*	*-12*	*0*	*0*	*-6*	*6*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.45%*	*0.00%*	*6.30%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*5*
Net AM Passby Trips	***12***	***-12***	***0***	***0***	***-6***	***6***	***0***	***0***	***0***	***10***	***0***	***5***

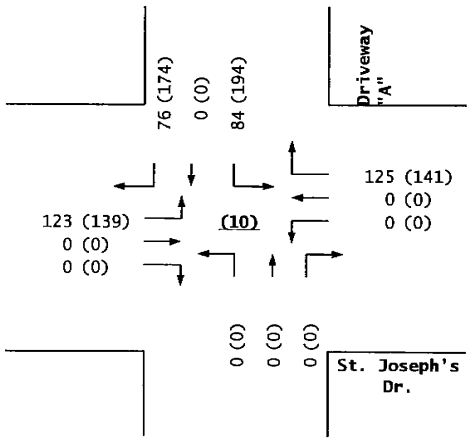
PM Pass-by Trips	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
Percent Entering	*8.04%*	*-8.04%*	*0.00%*	*0.00%*	*-13.78%*	*13.78%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Growth Rate to Apply to *Volume Entering*	*11*	*-11*	*0*	*0*	*-19*	*19*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*8.04%*	*0.00%*	*13.78%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*19*
Net PM Passby Trips	***11***	***-11***	***0***	***0***	***-19***	***19***	***0***	***0***	***0***	***11***	***0***	***19***

	Entering	*Exiting*	
Pass-by Trips	***92***	***77***	*AM*
	140	***141***	*PM*

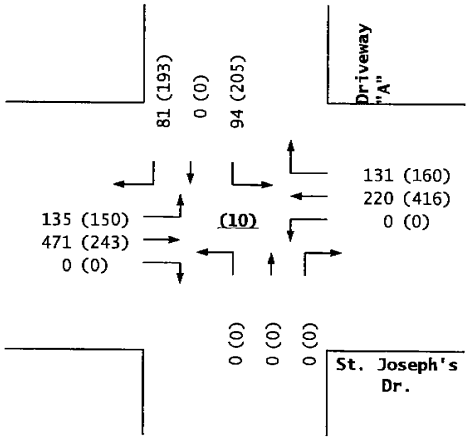
2018
NO BUILD



Trips



2018
BUILD



St. Joseph's Dr. / Driveway "A"

Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)

Projected Turning Movements Worksheet

Driveway "B" / Coors Blvd.

INTERSECTION: E-W Street: **Driveway "B"** (11)

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

Year of Existing Counts 2015

Implementation Year **2018**

Growth Rates 0.00% 0.00% 0.00% 0.00%

	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1,854***	***0***	***0***	***2,881***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.72%***	***20.15%***
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.87%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	51	0	0	21	62
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,905**	**0**	**0**	**2,902**	**62**
Pass-by Trip Adjustments	*0*	*0*	*62*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-74*	*74*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**62**	**0**	**0**	**0**	**0**	**1,905**	**0**	**0**	**2,828**	**136**

	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***3,270***	***0***	***0***	***2,468***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.72%***	***20.15%***
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.87%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	118	0	0	24	71
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,388**	**0**	**0**	**2,492**	**71**
Pass-by Trip Adjustments	*0*	*0*	*110*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-109*	*109*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**110**	**0**	**0**	**0**	**0**	**3,388**	**0**	**0**	**2,383**	**180**

	Entering	Exiting		
Number of Commercial Trips Generated	**310**	**191**	A.M.	100% Commercial Development
	350	**440**	P.M.	

	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
2016 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2016 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

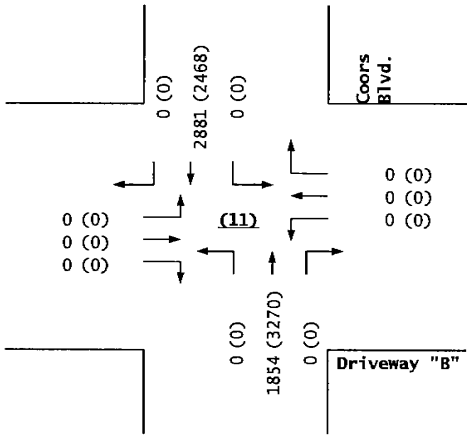
Pass-by Trip Calculations:

AM Pass-by Trips	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-80.25%***	***80.25%***
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-74*	*74*
Percent Exiting	*0.00%*	*0.00%*	***80.25%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*62*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***62***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***-74***	***74***

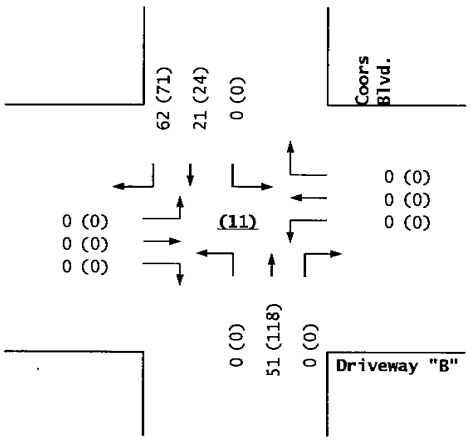
PM Pass-by Trips	Eastbound (Driveway "B")			Westbound (Driveway "B")			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-78.18%***	***78.18%***
Growth Rate to Apply to *Volume Entering*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-109*	*109*
Percent Exiting	*0.00%*	*0.00%*	***78.18%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*110*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***110***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***-109***	***109***

	Entering	*Exiting*	
Pass-by Trips	***92***	***77***	*AM*
	140	***141***	*PM*

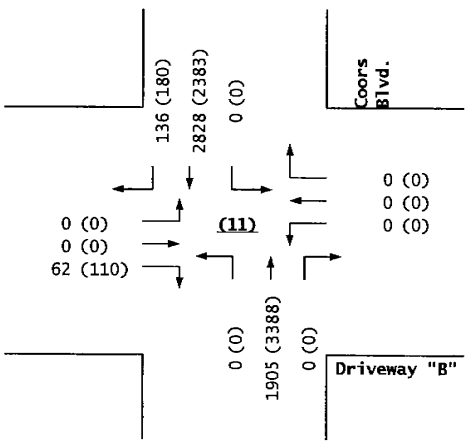
2018
NO BUILD



Trips



2018
BUILD



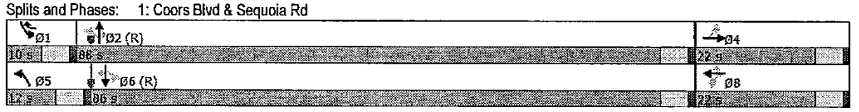
Driveway "B" / Coors Blvd.

This Page Intentionally Left Blank.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	67	48	69	35	12	87	1588	88	30	2648	41
Future Volume (vph)	67	48	69	35	12	87	1588	88	30	2648	41
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	1	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	22.0	22.0	22.0	22.0	10.0	12.0	88.0	88.0	10.0	86.0	86.0
Total Split (%)	18.3%	18.3%	18.3%	18.3%	8.3%	10.0%	73.3%	73.3%	8.3%	71.7%	71.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	14.1	14.1	14.1	14.1	24.6	92.2	85.4	85.4	89.5	84.1	84.1
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.20	0.77	0.71	0.71	0.75	0.70	0.70
v/c Ratio	0.47	0.59	0.78	0.18	0.04	0.60	0.49	0.09	0.16	0.83	0.04
Control Delay	58.2	42.0	95.7	48.1	12.1	34.1	8.5	1.3	1.2	3.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.2	42.0	95.7	48.1	12.1	34.1	8.5	1.3	1.2	3.9	0.0
LOS	E	D	F	D	B	C	A	A	A	A	A
Approach Delay		45.7		72.9			9.4			3.8	
Approach LOS		D		E			A			A	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 79 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 10.0 Intersection LOS: A
Intersection Capacity Utilization 83.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Coors Blvd & Sequoia Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	48	176	69	35	12	87	1588	88	30	2648	41
Future Volume (veh/h)	67	48	176	69	35	12	87	1588	88	30	2648	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	74	53	196	77	39	13	97	1764	98	33	2942	46
Adj No. of Lanes	1	2	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	224	248	222	81	261	287	188	3483	1085	261	3483	1085
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.04	0.69	0.69	0.08	1.00	1.00
Sat Flow, veh/h	1334	1752	1568	1115	1845	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	74	53	196	77	39	13	97	1764	98	33	2942	46
Grp Sat Flow(s),veh/h/ln	1334	1752	1568	1115	1845	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	6.2	3.2	14.7	2.3	2.2	0.8	1.9	19.9	2.5	0.6	0.0	0.0
Cycle Q Clear(g_c), s	8.4	3.2	14.7	17.0	2.2	0.8	1.9	19.9	2.5	0.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	248	222	81	261	287	188	3483	1085	261	3483	1085
V/C Ratio(X)	0.33	0.21	0.88	0.95	0.15	0.05	0.52	0.51	0.09	0.13	0.84	0.04
Avail Cap(c_a), veh/h	224	248	222	81	261	287	217	3483	1085	261	3483	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.24	0.24
Uniform Delay (d), s/veh	48.8	45.6	50.5	59.7	45.2	40.4	9.8	8.8	6.1	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.4	31.2	82.2	0.3	0.1	2.2	0.5	0.2	0.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.6	8.3	4.4	1.2	0.4	2.2	9.3	1.1	0.3	0.2	0.0
LnGrp Delay(d),s/veh	49.7	46.0	81.7	141.8	45.4	40.4	12.0	9.3	6.2	6.0	0.7	0.0
LnGrp LOS	D	D	F	F	D	D	B	A	A	A	A	A
Approach Vol, veh/h		323			129			1959			3021	
Approach Delay, s/veh		68.5			102.5			9.3			0.7	
Approach LOS		E			F			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	88.0		22.0	10.0	88.0		22.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	83.0		17.0	7.0	81.0		17.0				
Max Q Clear Time (g_c+I1), s	2.6	21.9		16.7	3.9	2.0		19.0				
Green Ext Time (p_c), s	0.0	59.7		0.1	0.1	76.8		0.0				

Intersection Summary
HCM 2010 Ctrl Delay 10.3
HCM 2010 LOS B

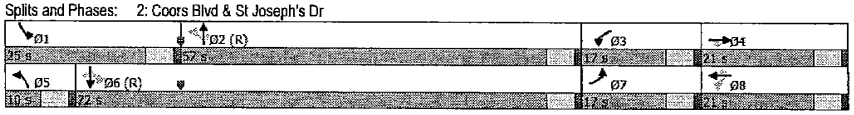
Timings
2: Coors Blvd & St Joseph's Dr

Terry O. Brown, PE
12/25/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	301	96	86	163	31	128	81	1425	215	271	2496	114
Future Volume (vph)	301	96	86	163	31	128	81	1425	215	271	2496	114
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	17.0	21.0	21.0	17.0	21.0	21.0	10.0	57.0	57.0	25.0	72.0	72.0
Total Split (%)	14.2%	17.5%	17.5%	14.2%	17.5%	17.5%	8.3%	47.5%	47.5%	20.8%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	12.0	12.2	12.2	23.7	11.9	11.9	62.8	56.1	56.1	81.1	69.4	69.4
Actuated g/C Ratio	0.10	0.10	0.10	0.20	0.10	0.10	0.52	0.47	0.47	0.68	0.58	0.58
v/c Ratio	1.01	0.58	0.33	0.66	0.10	0.49	0.58	0.69	0.28	0.87	0.97	0.14
Control Delay	92.3	60.7	10.3	50.7	47.9	12.3	29.5	29.0	10.3	47.4	16.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.3	60.7	10.3	50.7	47.9	12.3	29.5	29.0	10.3	47.4	16.0	0.2
LOS	F	E	B	D	D	B	C	C	B	D	B	A
Approach Delay		71.4			35.2			26.7			18.3	
Approach LOS		E			D			C			B	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 44 (37%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 26.7 Intersection LOS: C
Intersection Capacity Utilization 80.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: Coors Blvd & St Joseph's Dr



HCM 2010 Signalized Intersection Summary
2: Coors Blvd & St Joseph's Dr

Terry O. Brown, PE
12/25/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	96	86	163	31	128	81	1425	215	271	2496	114
Future Volume (veh/h)	301	96	86	163	31	128	81	1425	215	271	2496	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	342	109	98	185	35	0	92	1619	0	308	2836	130
Adj No. of Lanes	2	1	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	341	154	131	264	292	131	148	2693	838	336	3064	954
Arrive On Green	0.03	0.03	0.03	0.10	0.08	0.00	0.01	0.18	0.00	0.15	0.81	0.81
Sat Flow, veh/h	3408	1845	1568	1757	3505	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	342	109	98	185	35	0	92	1619	0	308	2836	130
Grp Sat Flow(s),veh/h/ln	1704	1845	1568	1757	1752	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	12.0	7.0	7.4	11.5	1.1	0.0	2.8	35.5	0.0	11.3	51.4	2.1
Cycle Q Clear(g_c), s	12.0	7.0	7.4	11.5	1.1	0.0	2.8	35.5	0.0	11.3	51.4	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	154	131	264	292	131	148	2693	838	336	3064	954
V/C Ratio(X)	1.00	0.71	0.75	0.70	0.12	0.00	0.62	0.60	0.00	0.92	0.93	0.14
Avail Cap(c_a), veh/h	341	246	209	264	467	209	148	2693	838	426	3064	954
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33	1.33	1.33	1.33
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	0.00	0.87	0.87	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	56.9	57.1	45.0	50.9	0.0	27.6	37.6	0.0	26.5	9.4	4.7
Incr Delay (d2), s/veh	40.8	4.0	5.7	8.0	0.2	0.0	6.8	0.9	0.0	21.2	6.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	3.8	3.4	6.1	0.5	0.0	2.0	16.8	0.0	11.9	24.5	1.0
LnGrp Delay(d),s/veh	98.8	60.9	62.8	52.9	51.1	0.0	34.5	38.5	0.0	47.8	15.6	5.0
LnGrp LOS	F	E	E	D	D		C	D		D	B	A
Approach Vol, veh/h		549			220			1711			3274	
Approach Delay, s/veh		84.9			52.6			38.3			18.2	
Approach LOS		F			D			D			B	

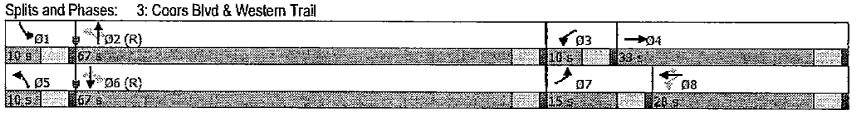
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	68.2	17.8	15.8	10.8	78.8	17.8	15.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	52.0	12.0	16.0	5.0	67.0	12.0	16.0
Max Q Clear Time (g_c+I1), s	13.3	37.5	13.5	9.4	4.8	53.4	14.0	3.1
Green Ext Time (p_c), s	0.5	14.3	0.0	0.5	0.0	13.5	0.0	0.8

Intersection Summary
HCM 2010 Ctrl Delay 31.8
HCM 2010 LOS C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	270	11	78	17	31	91	1594	7	12	2400	93
Future Volume (vph)	270	11	78	17	31	91	1594	7	12	2400	93
Turn Type	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases			8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	15.0	33.0	10.0	28.0	28.0	10.0	67.0	67.0	10.0	67.0	67.0
Total Split (%)	12.5%	27.5%	8.3%	23.3%	23.3%	8.3%	55.8%	55.8%	8.3%	55.8%	55.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	9.4	28.0	28.6	23.6	23.6	67.0	62.0	62.0	67.0	62.0	62.0
Actuated g/C Ratio	0.08	0.23	0.24	0.20	0.20	0.56	0.52	0.52	0.56	0.52	0.52
v/c Ratio	0.57	1.14	0.66	0.03	0.09	0.76	0.70	0.01	0.10	1.05	0.12
Control Delay	63.7	117.2	56.9	39.6	0.5	42.0	28.4	0.0	11.4	61.1	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	117.2	56.9	39.6	0.5	42.0	28.4	0.0	11.4	61.1	2.9
LOS	E	F	E	D	A	D	C	A	B	E	A
Approach Delay		104.6		40.8			29.0			58.7	
Approach LOS		F		D			C			E	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 112 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 53.4 Intersection LOS: D
Intersection Capacity Utilization 99.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Coors Blvd & Western Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	11	427	78	17	31	91	1594	7	12	2400	93
Future Volume (veh/h)	270	11	427	78	17	31	91	1594	7	12	2400	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	153	12	485	89	19	35	103	1811	8	14	2727	106
Adj No. of Lanes	2	1	0	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	210	9	358	133	748	334	133	2602	810	178	2602	810
Arrive On Green	0.06	0.23	0.23	0.04	0.21	0.21	0.01	0.17	0.17	0.04	0.52	0.52
Sat Flow, veh/h	3408	38	1536	1757	3505	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	153	0	497	89	19	35	103	1811	8	14	2727	106
Grp Sat Flow(s),veh/h/ln	1704	0	1574	1757	1752	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	5.3	0.0	28.0	4.8	0.5	2.2	3.3	40.6	0.5	0.4	62.0	4.2
Cycle Q Clear(g_c), s	5.3	0.0	28.0	4.8	0.5	2.2	3.3	40.6	0.5	0.4	62.0	4.2
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	367	133	748	334	133	2602	810	178	2602	810
V/C Ratio(X)	0.73	0.00	1.35	0.67	0.03	0.10	0.77	0.70	0.01	0.08	1.05	0.13
Avail Cap(c_a), veh/h	284	0	367	133	748	334	133	2602	810	178	2602	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	0.0	46.0	37.8	37.3	38.0	29.3	40.9	24.3	19.1	29.0	15.0
Incr Delay (d2), s/veh	6.0	0.0	176.0	12.1	0.0	0.1	24.0	1.6	0.0	0.2	31.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	30.1	2.7	0.3	0.9	2.7	19.3	0.2	0.2	36.1	1.9
LnGrp Delay(d),s/veh	61.3	0.0	222.0	49.9	37.3	38.1	53.3	42.5	24.3	19.3	60.9	15.4
LnGrp LOS	E		F	D	D	D	D	D	C	B	F	B
Approach Vol, veh/h		650			143			1922			2847	
Approach Delay, s/veh		184.2			45.3			43.0			59.0	
Approach LOS		F			D			D			E	

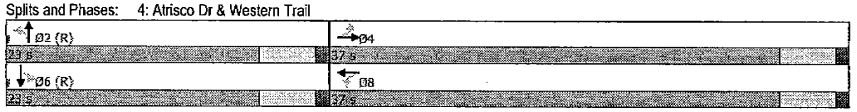
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	67.0	10.0	33.0	10.0	67.0	12.4	30.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	62.0	5.0	28.0	5.0	62.0	10.0	23.0
Max Q Clear Time (g_c+I1), s	2.4	42.6	6.8	30.0	5.3	64.0	7.3	4.2
Green Ext Time (p_c), s	0.0	19.2	0.0	0.0	0.0	0.0	0.1	3.5

Intersection Summary
HCM 2010 Ctrl Delay 67.7
HCM 2010 LOS E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	421	82	155	85	12	29	61
Future Volume (vph)	5	421	82	155	85	12	29	61
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	37.0	37.0	37.0	37.0	23.0	23.0	23.0	23.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	19.4	19.4	19.4	19.4	30.6	30.6	30.6	30.6
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.51	0.51	0.51	0.51
v/c Ratio	0.01	0.70	0.75	0.17	0.14	0.13	0.05	0.08
Control Delay	9.0	10.1	51.6	13.3	10.8	3.5	11.6	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	10.1	51.6	13.3	10.8	3.5	11.6	10.5
LOS	A	B	D	B	B	A	B	B
Approach Delay		10.1		25.6		6.9		10.8
Approach LOS		B		C		A		B

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 34 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 54.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Atrisco Dr & Western Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	421	442	82	155	18	85	12	87	29	61	6
Future Volume (veh/h)	5	421	442	82	155	18	85	12	87	29	61	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	468	491	91	172	20	94	13	97	32	68	7
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	639	857	767	268	1549	178	533	65	485	494	567	58
Arrive On Green	0.49	0.49	0.49	0.16	0.16	0.16	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1175	1752	1568	577	3169	364	1306	189	1408	1266	1645	169
Grp Volume(v), veh/h	3	468	491	91	94	98	94	0	110	32	0	75
Grp Sat Flow(s),veh/h/ln	1175	1752	1568	577	1752	1780	1306	0	1596	1266	0	1815
Q Serve(g_s), s	0.1	11.2	14.0	9.1	2.8	2.8	3.2	0.0	2.9	1.1	0.0	1.7
Cycle Q Clear(g_c), s	2.9	11.2	14.0	23.1	2.8	2.8	4.9	0.0	2.9	4.0	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.88	1.00		0.09
Lane Grp Cap(c), veh/h	639	857	767	268	857	871	533	0	550	494	0	625
V/C Ratio(X)	0.00	0.55	0.64	0.34	0.11	0.11	0.18	0.00	0.20	0.06	0.00	0.12
Avail Cap(c_a), veh/h	691	935	836	293	935	950	533	0	550	494	0	625
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	10.7	11.4	29.3	14.0	14.0	15.1	0.0	13.8	15.3	0.0	13.5
Incr Delay (d2), s/veh	0.0	0.5	1.5	0.7	0.1	0.1	0.7	0.0	0.8	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.5	6.3	1.5	1.4	1.4	1.3	0.0	1.4	0.4	0.0	0.9
LnGrp Delay(d),s/veh	9.4	11.2	12.9	30.0	14.1	14.1	15.8	0.0	14.7	15.5	0.0	13.8
LnGrp LOS	A	B	B	C	B	B	B		B	B		B
Approach Vol, veh/h		962			283			204			107	
Approach Delay, s/veh		12.1			19.2			15.2			14.3	
Approach LOS		B			B			B			B	

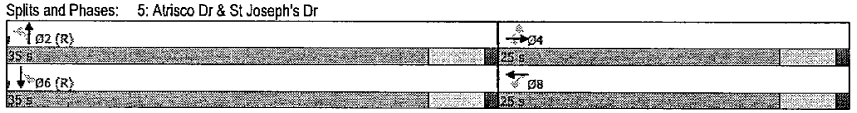
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		28.7		34.3		28.7		34.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		18.0		32.0		18.0		32.0
Max Q Clear Time (g_c+I1), s		6.9		16.0		6.0		25.1
Green Ext Time (p_c), s		1.1		7.6		1.1		4.2

Intersection Summary
HCM 2010 Ctrl Delay 13.9
HCM 2010 LOS B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	68	397	69	55	120	15	97	86	566
Future Volume (vph)	68	397	69	55	120	15	97	86	566
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	35.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	58.3%	58.3%	58.3%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	18.1	18.1	18.1	18.1	18.1	31.9	31.9	31.9	31.9
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.53	0.53	0.53	0.53
v/c Ratio	0.22	0.80	0.15	0.43	0.18	0.07	0.18	0.15	0.70
Control Delay	16.4	31.4	4.9	26.5	12.2	8.9	6.5	6.6	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	31.4	4.9	26.5	12.2	8.9	6.5	6.6	12.5
LOS	B	C	A	C	B	A	A	A	B
Approach Delay		26.0			15.7		6.7		11.7
Approach LOS		C			B		A		B

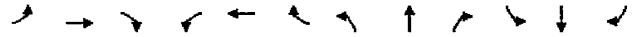
Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 36 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 78.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: Atrisco Dr & St Joseph's Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	397	69	55	120	48	15	97	36	86	566	44
Future Volume (veh/h)	68	397	69	55	120	48	15	97	36	86	566	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	76	446	78	62	135	54	17	109	40	97	636	49
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	475	598	508	214	803	308	253	656	241	687	862	66
Arrive On Green	0.32	0.32	0.32	0.65	0.65	0.65	0.51	0.51	0.51	0.34	0.34	0.34
Sat Flow, veh/h	1178	1845	1568	866	2479	950	746	1288	473	1222	1691	130
Grp Volume(v), veh/h	76	446	78	62	94	95	17	0	149	97	0	685
Grp Sat Flow(s),veh/h/ln	1178	1845	1568	866	1752	1677	746	0	1761	1222	0	1822
Q Serve(g_s), s	2.9	12.9	2.1	3.9	1.3	1.4	1.1	0.0	2.7	3.5	0.0	19.9
Cycle Q Clear(g_c), s	4.2	12.9	2.1	16.9	1.3	1.4	21.0	0.0	2.7	6.2	0.0	19.9
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.27	1.00		0.07
Lane Grp Cap(c), veh/h	475	598	508	214	568	543	253	0	897	687	0	928
V/C Ratio(X)	0.16	0.75	0.15	0.29	0.17	0.18	0.07	0.00	0.17	0.14	0.00	0.74
Avail Cap(c_a), veh/h	486	615	523	222	584	559	253	0	897	687	0	928
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	18.1	14.4	16.0	7.4	7.4	20.7	0.0	7.9	12.7	0.0	16.2
Incr Delay (d2), s/veh	0.2	4.8	0.1	0.7	0.1	0.1	0.5	0.0	0.4	0.4	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.4	0.9	1.0	0.6	0.6	0.3	0.0	1.4	1.2	0.0	11.4
LnGrp Delay(d),s/veh	15.8	22.9	14.6	16.7	7.5	7.5	21.2	0.0	8.3	13.2	0.0	21.5
LnGrp LOS	B	C	B	B	A	A	C		A	B		C
Approach Vol, veh/h		600			251			166			782	
Approach Delay, s/veh		20.9			9.8			9.6			20.4	
Approach LOS		C			A			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.6		24.4		35.6		24.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		23.0		14.9		21.9		18.9				
Green Ext Time (p_c), s		3.4		2.1		3.8		0.6				

Intersection Summary
HCM 2010 Ctrl Delay 18.1
HCM 2010 LOS B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	0		0	150		0	150		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.865			0.951			0.992			0.968	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1752	1596	0	0	1733	0	1752	1830	0	1752	1786	0
Flt Permitted	0.950				0.988		0.950			0.950		
Satd. Flow (perm)	1752	1596	0	0	1733	0	1752	1830	0	1752	1786	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			992			1536			790	
Travel Time (s)		6.9			22.5			34.9			18.0	

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	77	10	91	6	10	9	127	111	6	3	385	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	103	13	121	8	13	12	169	148	8	4	513	140

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1094	1086	583	1150	1152	152	653	0	0	156	0	0
Stage 1	591	591	-	491	491	-	-	-	-	-	-	-
Stage 2	503	495	-	659	661	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	175	191	571	154	167	937	886	-	-	1433	-	-
Stage 1	540	505	-	568	549	-	-	-	-	-	-	-
Stage 2	559	547	-	482	459	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	140	154	571	100	135	937	886	-	-	1433	-	-
Mov Cap-2 Maneuver	261	284	-	162	217	-	-	-	-	-	-	-
Stage 1	437	503	-	460	444	-	-	-	-	-	-	-
Stage 2	433	443	-	368	457	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	20.2	5.2	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	886	-	-	261	519	270	1433	-	-
HCM Lane V/C Ratio	0.191	-	-	0.393	0.259	0.123	0.003	-	-
HCM Control Delay (s)	10	-	-	27.5	14.3	20.2	7.5	-	-
HCM Lane LOS	B	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	1.8	1	0.4	0	-	-

This Page Intentionally Left Blank.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	260			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.865				0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	1596	1752	5036	5036	1568
Flt Permitted			0.950			
Satd. Flow (perm)	0	1596	1752	5036	5036	1568
Link Speed (mph)	30			40	45	
Link Distance (ft)	588			1125	1018	
Travel Time (s)	13.4			19.2	15.4	

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	54	11	1692	2905	8
Future Vol, veh/h	0	54	11	1692	2905	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	260	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	60	12	1880	3228	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	4004	1614	3228	0	-	0
Stage 1	3228	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	-	-
Pot Cap-1 Maneuver	*86	*242	*304	-	-	-
Stage 1	*248	-	-	-	-	-
Stage 2	*536	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*83	*242	*304	-	-	-
Mov Cap-2 Maneuver	*83	-	-	-	-	-
Stage 1	*248	-	-	-	-	-
Stage 2	*515	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.7	0.1	0
HCM LOS	C		

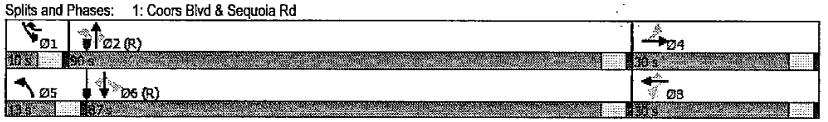
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	*304	-	242	-	-
HCM Lane V/C Ratio	0.04	-	0.248	-	-
HCM Control Delay (s)	17.3	-	24.7	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Notes				
-: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

Lane Configurations												
Traffic Volume (vph)	67	48	69	35	16	87	1686	88	33	2708	41	
Future Volume (vph)	67	48	69	35	16	87	1686	88	33	2708	41	
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4		8	1	5	2		1	6		
Permitted Phases	4		8		8	2		2	6		6	
Detector Phase	4	4	8	8	1	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	21.0	10.0	21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	10.0	13.0	90.0	90.0	10.0	87.0	87.0	
Total Split (%)	23.1%	23.1%	23.1%	23.1%	7.7%	10.0%	69.2%	69.2%	7.7%	66.9%	66.9%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min	
Act Effct Green (s)	15.9	15.9	15.9	15.9	26.9	101.0	93.1	93.1	97.2	91.2	91.2	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.21	0.78	0.72	0.72	0.75	0.70	0.70	
v/c Ratio	0.45	0.58	0.76	0.17	0.05	0.60	0.52	0.09	0.19	0.85	0.04	
Control Delay	60.0	44.1	96.0	50.2	15.1	36.4	9.6	1.8	1.7	4.8	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.0	44.1	96.0	50.2	15.1	36.4	9.6	1.8	1.7	4.8	0.0	
LOS	E	D	F	D	B	D	A	A	A	A	A	
Approach Delay		47.7		71.8			10.5			4.7		
Approach LOS		D		E			B			A		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 33 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Coors Blvd & Sequoia Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	48	176	69	35	16	87	1686	88	33	2708	41
Future Volume (veh/h)	67	48	176	69	35	16	87	1686	88	33	2708	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	74	53	196	77	39	18	97	1873	98	37	3009	46
Adj No. of Lanes	1	2	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	288	337	302	141	355	362	171	3293	1025	221	3293	1025
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.65	0.65	0.08	1.00	1.00
Sat Flow, veh/h	1328	1752	1568	1115	1845	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	74	53	196	77	39	18	97	1873	98	37	3009	46
Grp Sat Flow(s),veh/h/ln	1328	1752	1568	1115	1845	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	6.3	3.3	15.0	8.9	2.3	1.2	2.3	26.6	3.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	8.6	3.3	15.0	23.9	2.3	1.2	2.3	26.6	3.0	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	337	302	141	355	362	171	3293	1025	221	3293	1025
V/C Ratio(X)	0.26	0.16	0.65	0.55	0.11	0.05	0.57	0.57	0.10	0.17	0.91	0.04
Avail Cap(c_a), veh/h	288	337	302	141	355	362	212	3293	1025	221	3293	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	46.9	43.7	48.5	59.5	43.3	38.9	13.1	12.4	8.3	9.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.2	4.9	4.3	0.1	0.1	2.9	0.7	0.2	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.6	6.9	2.9	1.2	0.5	2.3	12.5	1.3	0.4	0.2	0.0
LnGrp Delay(d),s/veh	47.3	43.9	53.3	63.8	43.5	39.0	16.0	13.1	8.5	9.2	0.5	0.0
LnGrp LOS	D	D	D	E	D	D	B	B	A	A	A	A
Approach Vol, veh/h		323			134			2068			3092	
Approach Delay, s/veh		50.4			54.5			13.0			0.6	
Approach LOS		D			D			B			A	

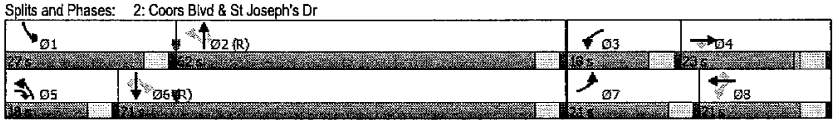
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	90.0		30.0	10.0	90.0		30.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	5.0	85.0		25.0	8.0	82.0		25.0
Max Q Clear Time (g_c+I1), s	2.8	28.6		17.0	4.3	2.0		25.9
Green Ext Time (p_c), s	0.0	55.5		1.5	0.1	78.3		0.0

Intersection Summary		
HCM 2010 Ctrl Delay	9.3	
HCM 2010 LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	352	97	117	163	33	128	183	1425	215	271	2527	135
Future Volume (vph)	352	97	117	163	33	128	183	1425	215	271	2527	135
Turn Type	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	21.0	10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	21.0	23.0	18.0	18.0	21.0	21.0	18.0	62.0	62.0	27.0	71.0	71.0
Total Split (%)	16.0%	17.6%	13.7%	13.7%	16.0%	16.0%	13.7%	47.3%	47.3%	20.6%	54.2%	54.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	16.0	13.4	33.1	22.7	10.0	10.0	77.5	62.8	62.8	90.0	70.2	70.2
Actuated g/C Ratio	0.12	0.10	0.25	0.17	0.08	0.08	0.59	0.48	0.48	0.69	0.54	0.54
v/c Ratio	0.94	0.57	0.28	0.68	0.14	0.57	0.80	0.66	0.27	0.82	1.04	0.17
Control Delay	88.7	67.7	12.4	56.5	55.7	17.7	57.5	28.5	3.5	49.3	59.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.7	67.7	12.4	56.5	55.7	17.7	57.5	28.5	3.5	49.3	59.4	6.8
LOS	F	E	B	E	E	B	E	C	A	D	E	A
Approach Delay		69.3			41.1			28.4			56.1	
Approach LOS		E			D			C			E	

Intersection Summary			
Cycle Length: 131			
Actuated Cycle Length: 131			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 47.6		Intersection LOS: D	
Intersection Capacity Utilization 88.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Coors Blvd & St Joseph's Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	97	117	163	33	128	183	1425	215	271	2527	135
Future Volume (veh/h)	352	97	117	163	33	128	183	1425	215	271	2527	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	391	108	130	181	37	0	203	1583	0	301	2808	150
Adj No. of Lanes	2	1	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	416	172	299	271	246	110	227	2833	882	333	2806	874
Arrive On Green	0.12	0.09	0.09	0.10	0.07	0.00	0.10	0.56	0.00	0.09	0.56	0.56
Sat Flow, veh/h	3408	1845	1568	1757	3505	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	391	108	130	181	37	0	203	1583	0	301	2808	150
Grp Sat Flow(s),veh/h/ln	1704	1845	1568	1757	1752	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	14.9	7.4	9.6	12.5	1.3	0.0	10.8	26.3	0.0	9.5	73.0	6.1
Cycle Q Clear(g_c), s	14.9	7.4	9.6	12.5	1.3	0.0	10.8	26.3	0.0	9.5	73.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	172	299	271	246	110	227	2833	882	333	2806	874
V/C Ratio(X)	0.94	0.63	0.43	0.67	0.15	0.00	0.89	0.56	0.00	0.90	1.00	0.17
Avail Cap(c_a), veh/h	416	253	369	271	428	192	229	2833	882	465	2806	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.85	0.85	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	57.2	46.8	50.5	57.2	0.0	44.5	18.3	0.0	21.0	29.0	14.2
Incr Delay (d2), s/veh	29.2	3.8	1.0	6.2	0.3	0.0	29.1	0.7	0.0	16.5	17.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	4.0	4.2	6.5	0.6	0.0	9.1	12.3	0.0	7.6	38.0	2.8
LnGrp Delay(d),s/veh	86.3	61.0	47.7	56.7	57.5	0.0	73.6	19.0	0.0	37.5	46.2	14.6
LnGrp LOS	F	E	D	E	E		E	B		D	F	B
Approach Vol, veh/h		629			218			1786			3259	
Approach Delay, s/veh		74.0			56.8			25.2			43.9	
Approach LOS		E			E			C			D	

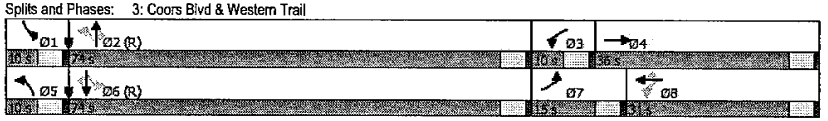
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	78.7	18.0	17.2	17.3	78.0	21.3	14.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	57.0	13.0	18.0	13.0	66.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	11.5	28.3	14.5	11.6	12.8	75.0	16.9	3.3
Green Ext Time (p_c), s	0.6	28.1	0.0	0.6	0.0	0.0	0.0	0.9

Intersection Summary		
HCM 2010 Ctrl Delay		41.9
HCM 2010 LOS		D

Lane Configurations												
Traffic Volume (veh/h)	270	11	82	17	31	91	1643	10	12	2479	93	
Future Volume (vph)	270	11	82	17	31	91	1643	10	12	2479	93	
Turn Type	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	7	4	3	8		5	2		1	6		
Permitted Phases			8		8	2		2	6		6	
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	
Total Split (s)	15.0	36.0	10.0	31.0	31.0	10.0	74.0	74.0	10.0	74.0	74.0	
Total Split (%)	11.5%	27.7%	7.7%	23.8%	23.8%	7.7%	56.9%	56.9%	7.7%	56.9%	56.9%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min	
Act Effct Green (s)	9.6	31.0	31.4	26.4	26.4	74.0	69.0	69.0	74.0	69.0	69.0	
Actuated g/C Ratio	0.07	0.24	0.24	0.20	0.20	0.57	0.53	0.53	0.57	0.53	0.53	
v/c Ratio	0.61	1.14	0.75	0.03	0.09	0.83	0.70	0.01	0.11	1.05	0.12	
Control Delay	58.0	121.0	70.9	42.1	0.4	73.4	11.0	0.0	12.1	64.2	3.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	58.0	121.0	70.9	42.1	0.4	73.4	11.0	0.0	12.1	64.2	3.0	
LOS	E	F	E	D	A	E	B	A	B	E	A	
Approach Delay		106.2		50.4			14.2			61.8		
Approach LOS		F		D			B			E		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 43 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 50.0	Intersection LOS: D
Intersection Capacity Utilization 101.2%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Coors Blvd & Western Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	11	427	82	17	31	91	1643	10	12	2479	93
Future Volume (veh/h)	270	11	427	82	17	31	91	1643	10	12	2479	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	153	12	485	93	19	35	103	1867	11	14	2817	106
Adj No. of Lanes	2	1	0	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	205	9	366	123	759	340	123	2673	832	174	2673	832
Arrive On Green	0.06	0.24	0.24	0.04	0.22	0.22	0.03	0.36	0.36	0.04	0.53	0.53
Sat Flow, veh/h	3408	38	1536	1757	3505	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	153	0	497	93	19	35	103	1867	11	14	2817	106
Grp Sat Flow(s),veh/h/ln	1704	0	1574	1757	1752	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	5.7	0.0	31.0	5.0	0.6	2.3	3.5	41.3	0.6	0.4	69.0	4.4
Cycle Q Clear(g_c), s	5.7	0.0	31.0	5.0	0.6	2.3	3.5	41.3	0.6	0.4	69.0	4.4
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	0	375	123	759	340	123	2673	832	174	2673	832
V/C Ratio(X)	0.74	0.00	1.32	0.76	0.03	0.10	0.84	0.70	0.01	0.08	1.05	0.13
Avail Cap(c_a), veh/h	262	0	375	123	759	340	123	2673	832	174	2673	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.00	0.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	0.0	49.5	42.7	40.1	40.8	31.5	33.0	19.8	19.1	30.5	15.3
Incr Delay (d2), s/veh	4.9	0.0	156.5	23.2	0.0	0.1	37.3	1.5	0.0	0.2	33.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	29.8	1.7	0.3	1.0	5.0	19.5	0.3	0.2	40.0	2.0
LnGrp Delay(d),s/veh	65.0	0.0	206.0	65.9	40.1	40.9	68.8	34.5	19.9	19.3	64.2	15.7
LnGrp LOS	E		F	E	D	D	E	C	B	B	F	B
Approach Vol, veh/h		650			147			1981			2937	
Approach Delay, s/veh		172.8			56.6			36.2			62.3	
Approach LOS		F			E			D			E	

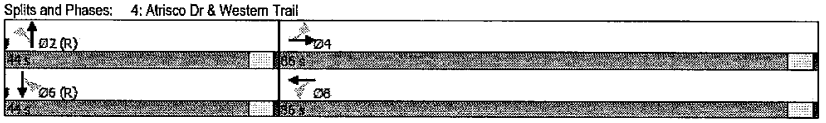
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.0	10.0	36.0	10.0	74.0	12.8	33.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	69.0	5.0	31.0	5.0	69.0	10.0	26.0
Max Q Clear Time (g_c+I1), s	2.4	43.3	7.0	33.0	5.5	71.0	7.7	4.3
Green Ext Time (p_c), s	0.0	25.4	0.0	0.0	0.0	0.0	0.1	3.7

Intersection Summary		
HCM 2010 Ctrl Delay	65.7	
HCM 2010 LOS	E	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	5	421	82	155	113	14	29	65
Future Volume (vph)	5	421	82	155	113	14	29	65
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	86.0	86.0	86.0	86.0	44.0	44.0	44.0	44.0
Total Split (%)	66.2%	66.2%	66.2%	66.2%	33.8%	33.8%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	40.7	40.7	40.7	40.7	79.3	79.3	79.3	79.3
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.61	0.61	0.61	0.61
v/c Ratio	0.01	0.77	1.62	0.18	0.16	0.11	0.04	0.07
Control Delay	22.7	25.9	372.7	24.9	17.6	7.1	15.0	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	25.9	372.7	24.9	17.6	7.1	15.0	13.5
LOS	C	C	F	C	B	A	B	B
Approach Delay		25.9		136.7		12.6		13.9
Approach LOS		C		F		B		B

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 31 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.63			
Intersection Signal Delay: 42.2		Intersection LOS: D	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Atrisco Dr & Western Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	421	487	82	155	18	113	14	87	29	65	6
Future Volume (veh/h)	5	421	487	82	155	18	113	14	87	29	65	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	3	468	541	91	172	20	126	16	97	32	72	7
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	600	895	800	195	1618	186	558	94	567	520	683	66
Arrive On Green	0.51	0.51	0.51	0.17	0.17	0.17	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1175	1752	1568	551	3169	364	1302	227	1375	1262	1655	161
Grp Volume(v), veh/h	3	468	541	91	94	98	126	0	113	32	0	79
Grp Sat Flow(s),veh/h/ln	1175	1752	1568	551	1752	1780	1302	0	1602	1262	0	1816
Q Serve(g_s), s	0.2	23.2	33.5	20.8	5.9	6.1	8.6	0.0	5.8	2.1	0.0	3.5
Cycle Q Clear(g_c), s	6.2	23.2	33.5	54.3	5.9	6.1	12.0	0.0	5.8	7.9	0.0	3.5
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.86	1.00		0.09
Lane Grp Cap(c), veh/h	600	895	800	195	895	909	558	0	661	520	0	749
V/C Ratio(X)	0.00	0.52	0.68	0.47	0.11	0.11	0.23	0.00	0.17	0.06	0.00	0.11
Avail Cap(c_a), veh/h	733	1092	977	257	1092	1109	558	0	661	520	0	749
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	21.3	23.8	65.3	28.9	29.0	27.1	0.0	24.1	26.6	0.0	23.4
Incr Delay (d2), s/veh	0.0	0.5	1.4	1.6	0.0	0.0	0.9	0.0	0.6	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.3	14.7	3.3	2.9	3.0	3.2	0.0	2.7	0.8	0.0	1.8
LnGrp Delay(d),s/veh	18.7	21.7	25.2	68.9	29.0	29.0	28.1	0.0	24.7	26.9	0.0	23.7
LnGrp LOS	B	C	C	E	C	C	C		C	C		C
Approach Vol, veh/h		1012			283			239			111	
Approach Delay, s/veh		23.6			41.2			26.5			24.6	
Approach LOS		C			D			C			C	

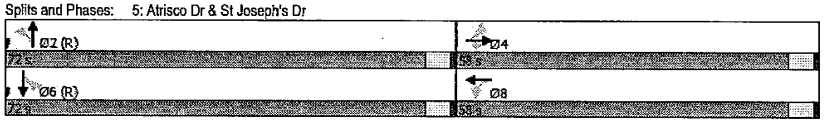
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		58.6		71.4		58.6		71.4
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		39.0		81.0		39.0		81.0
Max Q Clear Time (g_c+I1), s		14.0		35.5		9.9		56.3
Green Ext Time (p_c), s		1.6		12.1		1.7		10.0

Intersection Summary		
HCM 2010 Ctrl Delay	27.1	
HCM 2010 LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	68	458	69	60	157	15	97	140	566
Future Volume (vph)	68	458	69	60	157	15	97	140	566
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0	72.0	72.0	72.0	72.0
Total Split (%)	44.6%	44.6%	44.6%	44.6%	44.6%	55.4%	55.4%	55.4%	55.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	43.0	43.0	43.0	43.0	43.0	77.0	77.0	77.0	77.0
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.33	0.59	0.59	0.59	0.59
v/c Ratio	0.22	0.84	0.14	0.76	0.23	0.06	0.15	0.22	0.63
Control Delay	30.9	53.1	15.0	78.9	13.9	14.9	11.7	13.4	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	53.1	15.0	78.9	13.9	14.9	11.7	13.4	18.6
LOS	C	D	B	E	B	B	B	B	B
Approach Delay		46.1			27.0		12.0		17.6
Approach LOS		D			C		B		B

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 84 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

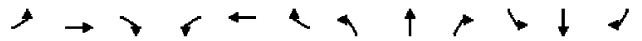
Splits and Phases: 5: Atrisco Dr & St Joseph's Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	458	69	60	157	81	15	97	44	140	566	44
Future Volume (veh/h)	68	458	69	60	157	81	15	97	44	140	566	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	76	515	78	67	176	91	17	109	49	157	636	49
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	399	680	578	156	838	414	469	669	301	674	938	72
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	1.00	1.00	1.00
Sat Flow, veh/h	1097	1845	1568	813	2274	1125	746	1207	542	1212	1691	130
Grp Volume(v), veh/h	76	515	78	67	134	133	17	0	158	157	0	685
Grp Sat Flow(s),veh/h/ln	1097	1845	1568	813	1752	1646	746	0	1749	1212	0	1822
Q Serve(g_s), s	6.6	31.8	4.3	10.2	6.8	7.2	1.3	0.0	5.7	1.8	0.0	0.0
Cycle Q Clear(g_c), s	13.9	31.8	4.3	42.0	6.8	7.2	1.3	0.0	5.7	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.31	1.00		0.07
Lane Grp Cap(c), veh/h	399	680	578	156	646	606	469	0	970	674	0	1010
V/C Ratio(X)	0.19	0.76	0.14	0.43	0.21	0.22	0.04	0.00	0.16	0.23	0.00	0.68
Avail Cap(c_a), veh/h	442	752	639	188	714	671	469	0	970	674	0	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	36.0	27.3	54.4	28.1	28.2	13.2	0.0	14.2	0.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	4.0	0.1	1.9	0.2	0.2	0.1	0.0	0.4	0.8	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	16.9	1.9	2.4	3.3	3.3	0.3	0.0	2.9	0.7	0.0	1.0
LnGrp Delay(d),s/veh	33.2	40.0	27.4	56.3	28.2	28.4	13.3	0.0	14.5	1.1	0.0	3.7
LnGrp LOS	C	D	C	E	C	C	B		B	A		A
Approach Vol, veh/h		669			334			175			842	
Approach Delay, s/veh		37.8			33.9			14.4			3.2	
Approach LOS		D			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		77.1		52.9		77.1		52.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		67.0		53.0		67.0		53.0
Max Q Clear Time (g_c+I1), s		7.7		33.8		9.5		44.0
Green Ext Time (p_c), s		8.3		5.8		8.3		3.9

Intersection Summary		
HCM 2010 Ctrl Delay	20.7	
HCM 2010 LOS	C	



Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	77	10	96	6	10	9	130	141	6	3	434	105
Future Volume (vph)	77	10	96	6	10	9	130	141	6	3	434	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	150		0	150		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.864			0.951			0.994			0.971	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1752	1594	0	0	1733	0	1752	1834	0	1752	1791	0
Flt Permitted	0.950				0.988		0.950			0.950		
Satd. Flow (perm)	1752	1594	0	0	1733	0	1752	1834	0	1752	1791	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			1580			1536			790	
Travel Time (s)		6.9			35.9			34.9			18.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	103	13	128	8	13	12	173	188	8	4	579	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	141	0	0	33	0	173	196	0	4	719	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	10	96	6	10	9	130	141	6	3	434	105
Future Vol, veh/h	77	10	96	6	10	9	130	141	6	3	434	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	103	13	128	8	13	12	173	188	8	4	579	140

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1208	1200	649	1266	1266	192	719	0	0	196	0	0
Stage 1	657	657	-	539	539	-	-	-	-	-	-	-
Stage 2	551	543	-	727	727	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	128	142	546	109	122	914	817	-	-	1392	-	-
Stage 1	513	474	-	539	522	-	-	-	-	-	-	-
Stage 2	530	519	-	450	425	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	100	112	546	67	96	914	817	-	-	1392	-	-
Mov Cap-2 Maneuver	228	250	-	129	183	-	-	-	-	-	-	-
Stage 1	405	472	-	425	412	-	-	-	-	-	-	-
Stage 2	399	409	-	334	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.8	23.8	5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	228	491	225	1392	-	-
HCM Lane V/C Ratio	0.212	-	-	0.45	0.288	0.148	0.003	-	-
HCM Control Delay (s)	10.6	-	-	33.1	15.3	23.8	7.6	-	-
HCM Lane LOS	B	-	-	D	C	C	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	2.2	1.2	0.5	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	54	11	1743	2988	8
Future Volume (vph)	0	54	11	1743	2988	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	260			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	1596	1752	5036	5036	1568
Flt Permitted			0.950			
Satd. Flow (perm)	0	1596	1752	5036	5036	1568
Link Speed (mph)	30			40	45	
Link Distance (ft)	1580			435	1018	
Travel Time (s)	35.9			7.4	15.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	60	12	1937	3320	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	60	12	1937	3320	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection						
Int Delay, s/veh	0.4					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	54	11	1743	2988	8
Future Vol, veh/h	0	54	11	1743	2988	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	260	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	60	12	1937	3320	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1660	3320	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.16	5.36	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.93	3.13	-	-	-
Pot Cap-1 Maneuver	0	*214	*269	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	1	-	-	-
Mov Cap-1 Maneuver	-	*214	*269	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 269	-	214	-	-
HCM Lane V/C Ratio	0.045	-	0.28	-	-
HCM Control Delay (s)	19	-	28.2	-	-
HCM Lane LOS	C	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	471	220	131	94	81
Future Volume (vph)	135	471	220	131	94	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.950		0.938	
Flt Protected		0.989			0.974	
Satd. Flow (prot)	0	1824	1752	0	1685	0
Flt Permitted		0.989			0.974	
Satd. Flow (perm)	0	1824	1752	0	1685	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		641	300		362	
Travel Time (s)		12.5	5.8		8.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	153	535	250	149	107	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	688	399	0	199	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection								
Int Delay, s/veh	12.7							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	135	471			220	131	94	81
Future Vol, veh/h	135	471			220	131	94	81
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	-	-			-	-	0	-
Veh in Median Storage, #	-	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	88	88			88	88	88	88
Heavy Vehicles, %	3	3			3	3	3	3
Mvmt Flow	153	535			250	149	107	92

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	399	0		-	0	1166	324
Stage 1	-	-		-	-	324	-
Stage 2	-	-		-	-	842	-
Critical Hdwy	4.13	-		-	-	6.43	6.23
Critical Hdwy Stg 1	-	-		-	-	5.43	-
Critical Hdwy Stg 2	-	-		-	-	5.43	-
Follow-up Hdwy	2.227	-		-	-	3.527	3.327
Pot Cap-1 Maneuver	1154	-		-	-	177	715
Stage 1	-	-		-	-	731	-
Stage 2	-	-		-	-	400	-
Platoon blocked, %		-		-	-	1	
Mov Cap-1 Maneuver	1154	-		-	-	144	715
Mov Cap-2 Maneuver	-	-		-	-	144	-
Stage 1	-	-		-	-	731	-
Stage 2	-	-		-	-	325	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	75.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1154	-	-	-	228
HCM Lane V/C Ratio	0.133	-	-	-	0.872
HCM Control Delay (s)	8.6	0	-	-	75.8
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	471	220	131	94	81
Future Volume (vph)	135	471	220	131	94	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1845	3505	1568	1752	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1845	3505	1568	1752	1568
Link Speed (mph)		35	35		30	
Link Distance (ft)		641	300		362	
Travel Time (s)		12.5	5.8		8.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	153	535	250	149	107	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	535	250	149	107	92
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	471	220	131	94	81
Future Vol, veh/h	135	471	220	131	94	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	153	535	250	149	107	92

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	250	0	-	0	1092	125
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	842	-
Critical Hdwy	4.145	-	-	-	6.645	6.945
Critical Hdwy Stg 1	-	-	-	-	5.845	-
Critical Hdwy Stg 2	-	-	-	-	5.445	-
Follow-up Hdwy	2.2285	-	-	-	3.5285	3.3285
Pot Cap-1 Maneuver	1308	-	-	-	*622	900
Stage 1	-	-	-	-	*767	-
Stage 2	-	-	-	-	*657	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1308	-	-	-	*549	900
Mov Cap-2 Maneuver	-	-	-	-	*526	-
Stage 1	-	-	-	-	*767	-
Stage 2	-	-	-	-	*580	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1308	-	-	-	526	900
HCM Lane V/C Ratio	0.117	-	-	-	0.203	0.102
HCM Control Delay (s)	8.1	-	-	-	13.6	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8	0.3

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	62	0	1905	2828	136
Future Volume (vph)	0	62	0	1905	2828	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.865			0.993	
Flt Protected						
Satd. Flow (prot)	0	1596	0	5036	5001	0
Flt Permitted						
Satd. Flow (perm)	0	1596	0	5036	5001	0
Link Speed (mph)	30			40	45	
Link Distance (ft)	302			690	435	
Travel Time (s)	6.9			11.8	6.6	
Peak Hour Factor	0.88	0.88	0.88	0.90	0.90	0.88
Adj. Flow (vph)	0	70	0	2117	3142	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	70	0	2117	3297	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	62	0	1905	2828	136
Future Vol, veh/h	0	62	0	1905	2828	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	90	90	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	70	0	2117	3142	155

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1648	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.16	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.93	-	-	-	-
Pot Cap-1 Maneuver	0	*254	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*254	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	254	-	-
HCM Lane V/C Ratio	-	0.277	-	-
HCM Control Delay (s)	-	24.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-

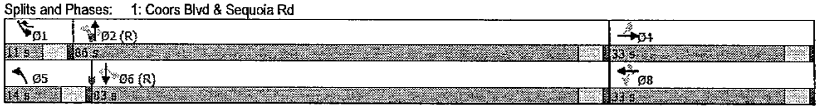
Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

This Page Intentionally Left Blank.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	124	81	166	131	52	102	2703	107	87	1672	77
Future Volume (vph)	124	81	166	131	52	102	2703	107	87	1672	77
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	1	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	33.0	33.0	33.0	33.0	11.0	14.0	86.0	86.0	11.0	83.0	83.0
Total Split (%)	25.4%	25.4%	25.4%	25.4%	8.5%	10.8%	66.2%	66.2%	8.5%	63.8%	63.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	24.6	24.6	24.6	24.6	35.9	91.7	84.1	84.1	89.1	82.8	82.8
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.28	0.71	0.65	0.65	0.69	0.64	0.64
v/c Ratio	0.64	0.33	0.88	0.39	0.12	0.48	0.85	0.11	0.63	0.53	0.08
Control Delay	62.5	25.8	91.9	48.5	24.9	13.0	21.9	4.6	46.1	17.5	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	25.8	91.9	48.5	24.9	13.0	21.9	4.6	46.1	17.5	3.3
LOS	E	C	F	D	C	B	C	A	D	B	A
Approach Delay		38.9		65.6			21.0			18.3	
Approach LOS		D		E			C			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 84 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 89.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Coors Blvd & Sequoia Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	81	141	166	131	52	102	2703	107	87	1672	77
Future Volume (veh/h)	124	81	141	166	131	52	102	2703	107	87	1672	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	127	83	144	169	134	53	104	2758	109	89	1706	79
Adj No. of Lanes	1	2	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	237	377	338	210	397	398	209	3177	989	139	3177	989
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.04	0.63	0.63	0.01	0.21	0.21
Sat Flow, veh/h	1180	1752	1568	1138	1845	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	127	83	144	169	134	53	104	2758	109	89	1706	79
Grp Sat Flow(s),veh/h/ln	1180	1752	1568	1138	1845	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	13.3	5.1	10.3	17.7	8.0	3.4	2.7	58.1	3.6	2.3	39.3	5.3
Cycle Q Clear(g_c), s	21.3	5.1	10.3	28.0	8.0	3.4	2.7	58.1	3.6	2.3	39.3	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	377	338	210	397	398	209	3177	989	139	3177	989
V/C Ratio(X)	0.54	0.22	0.43	0.80	0.34	0.13	0.50	0.87	0.11	0.64	0.54	0.08
Avail Cap(c_a), veh/h	237	377	338	210	397	398	263	3177	989	153	3177	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	52.1	42.0	44.1	56.9	43.1	37.5	17.4	19.6	9.5	32.0	34.5	21.1
Incr Delay (d2), s/veh	2.4	0.3	0.9	19.9	0.5	0.2	1.8	3.5	0.2	4.7	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	2.5	4.6	7.2	4.1	1.5	2.0	27.6	1.6	2.3	18.4	2.3
LnGrp Delay(d),s/veh	54.5	42.3	44.9	76.8	43.6	37.6	19.2	23.1	9.7	36.8	35.0	21.2
LnGrp LOS	D	D	D	E	D	D	B	C	A	D	C	C
Approach Vol, veh/h		354			356			2971			1874	
Approach Delay, s/veh		47.7			58.5			22.5			34.5	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	87.0		33.0	10.0	87.0		33.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	6.0	81.0		28.0	9.0	78.0		28.0
Max Q Clear Time (g_c+I1), s	4.3	60.1		23.3	4.7	41.3		30.0
Green Ext Time (p_c), s	0.0	20.6		1.6	0.1	36.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay	30.4	
HCM 2010 LOS	C	

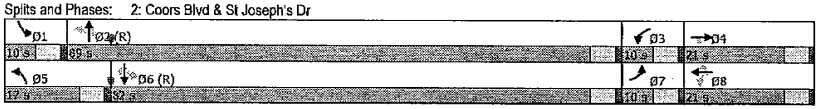
Timings
2: Coors Blvd & St Joseph's Dr

Terry O. Brown, PE
12/25/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	7	66	59	11	37	144	3052	39	54	2134	280
Future Volume (vph)	181	7	66	59	11	37	144	3052	39	54	2134	280
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	17.0	89.0	89.0	10.0	82.0	82.0
Total Split (%)	7.7%	16.2%	16.2%	7.7%	16.2%	16.2%	13.1%	68.5%	68.5%	7.7%	63.1%	63.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	5.0	6.2	6.2	11.2	6.2	6.2	103.1	91.8	91.8	92.4	85.5	85.5
Actuated g/C Ratio	0.04	0.05	0.05	0.09	0.05	0.05	0.79	0.71	0.71	0.71	0.66	0.66
v/c Ratio	0.80	0.09	0.36	0.51	0.08	0.20	0.71	0.99	0.04	0.41	0.74	0.28
Control Delay	99.6	53.7	10.3	66.6	59.7	2.2	58.7	18.9	0.1	25.2	8.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.6	53.7	10.3	66.6	59.7	2.2	58.7	18.9	0.1	25.2	8.2	0.9
LOS	F	D	B	E	E	A	E	B	A	C	A	A
Approach Delay		61.5			43.5			20.4			7.7	
Approach LOS		E			D			C			A	

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 85.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Coors Blvd & St Joseph's Dr



HCM 2010 Signalized Intersection Summary
2: Coors Blvd & St Joseph's Dr

Terry O. Brown, PE
12/25/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	7	66	59	11	37	144	3052	39	54	2134	280
Future Volume (veh/h)	181	7	66	59	11	37	144	3052	39	54	2134	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	104	8	76	68	13	0	166	3508	0	62	2453	322
Adj No. of Lanes	2	1	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	118	101	201	225	101	204	3551	1105	155	3516	1095
Arrive On Green	0.04	0.06	0.06	0.04	0.06	0.00	0.09	1.00	0.00	0.08	1.00	1.00
Sat Flow, veh/h	3408	1845	1568	1757	3505	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	104	8	76	68	13	0	166	3508	0	62	2453	322
Grp Sat Flow(s),veh/h/ln	1704	1845	1568	1757	1752	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	3.9	0.5	6.2	4.7	0.5	0.0	3.7	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.5	6.2	4.7	0.5	0.0	3.7	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	118	101	201	225	101	204	3551	1105	155	3516	1095
V/C Ratio(X)	0.79	0.07	0.76	0.34	0.06	0.00	0.81	0.99	0.00	0.40	0.70	0.29
Avail Cap(c_a), veh/h	131	227	193	201	431	193	286	3551	1105	155	3516	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.46	0.46	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	57.2	59.8	54.5	57.1	0.0	15.9	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	27.5	0.2	10.9	1.0	0.1	0.0	5.7	7.8	0.0	1.7	1.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.3	3.0	2.3	0.2	0.0	4.2	2.6	0.0	1.5	0.4	0.2
LnGrp Delay(d),s/veh	89.5	57.4	70.7	55.4	57.2	0.0	21.6	7.8	0.0	12.8	1.2	0.7
LnGrp LOS	F	E	E	E	E		C	A		B	A	A
Approach Vol, veh/h		188			81			3674			2837	
Approach Delay, s/veh		80.5			55.7			8.4			1.4	
Approach LOS		F			E			A			A	

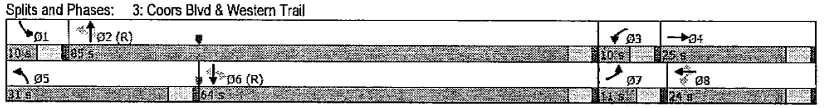
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	96.7	10.0	13.3	10.9	95.8	10.0	13.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	84.0	5.0	16.0	12.0	77.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	3.2	2.0	6.7	8.2	5.7	2.0	5.9	2.5
Green Ext Time (p_c), s	0.0	81.4	0.0	0.1	0.2	74.5	0.0	0.2

Intersection Summary		
HCM 2010 Ctrl Delay	8.0	
HCM 2010 LOS	A	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	142	81	20	5	12	301	2461	39	37	1889	219
Future Volume (vph)	142	81	20	5	12	301	2461	39	37	1889	219
Turn Type	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases			8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	11.0	25.0	10.0	24.0	24.0	31.0	85.0	85.0	10.0	64.0	64.0
Total Split (%)	8.5%	19.2%	7.7%	18.5%	18.5%	23.8%	65.4%	65.4%	7.7%	49.2%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	6.3	16.6	20.9	15.6	15.6	93.1	82.6	82.6	72.0	66.5	66.5
Actuated g/C Ratio	0.05	0.13	0.16	0.12	0.12	0.72	0.64	0.64	0.55	0.51	0.51
v/c Ratio	0.44	0.81	0.15	0.01	0.04	0.87	0.78	0.04	0.28	0.74	0.24
Control Delay	64.2	63.1	42.5	47.8	0.2	38.8	26.1	0.8	17.4	28.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	63.1	42.5	47.8	0.2	38.8	25.1	0.8	17.4	28.6	3.3
LOS	E	E	D	D	A	D	C	A	B	C	A
Approach Delay		63.4		29.5			27.1			25.8	
Approach LOS		E		C			C			C	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 126 (97%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 28.5 Intersection LOS: C
Intersection Capacity Utilization 82.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: Coors Blvd & Western Trail



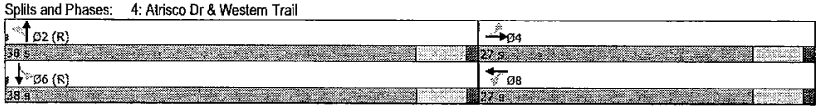
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	81	126	20	5	12	301	2461	39	37	1889	219
Future Volume (veh/h)	142	81	126	20	5	12	301	2461	39	37	1889	219
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	72	82	127	20	5	12	304	2486	39	37	1908	221
Adj No. of Lanes	2	1	0	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	92	142	143	492	220	337	3167	986	143	2686	836
Arrive On Green	0.04	0.14	0.14	0.04	0.14	0.14	0.04	0.21	0.21	0.04	0.53	0.53
Sat Flow, veh/h	3408	654	1012	1757	3505	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	72	0	209	20	5	12	304	2486	39	37	1908	221
Grp Sat Flow(s),veh/h/ln	1704	0	1666	1757	1752	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	2.7	0.0	16.0	1.2	0.2	0.9	14.8	60.8	2.6	1.2	37.0	10.0
Cycle Q Clear(g_c), s	2.7	0.0	16.0	1.2	0.2	0.9	14.8	60.8	2.6	1.2	37.0	10.0
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	0	234	143	492	220	337	3167	986	143	2686	836
V/C Ratio(X)	0.55	0.00	0.89	0.14	0.01	0.05	0.90	0.79	0.04	0.26	0.71	0.26
Avail Cap(c_a), veh/h	157	0	256	143	512	229	453	3167	986	143	2686	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.4	0.0	54.9	45.3	48.1	48.4	42.1	43.2	20.1	24.9	22.8	16.5
Incr Delay (d2), s/veh	3.5	0.0	28.7	0.4	0.0	0.1	17.1	2.0	0.1	0.9	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	9.2	0.6	0.1	0.4	12.5	28.9	1.1	0.7	17.5	4.5
LnGrp Delay(d),s/veh	64.9	0.0	83.6	45.8	48.1	48.5	59.2	45.2	20.2	25.8	24.4	17.2
LnGrp LOS	E		F	D	D	D	E	D	C	C	C	B
Approach Vol, veh/h		281			37			2829			2166	
Approach Delay, s/veh		78.8			47.0			46.4			23.7	
Approach LOS		E			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	86.7	10.0	23.3	22.4	74.3	10.0	23.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	80.0	5.0	20.0	26.0	59.0	6.0	19.0				
Max Q Clear Time (g_c+I1), s	3.2	62.8	3.2	18.0	16.8	39.0	4.7	2.9				
Green Ext Time (p_c), s	0.0	17.0	0.0	0.2	0.6	19.7	0.0	1.1				

Intersection Summary
HCM 2010 Ctrl Delay 38.9
HCM 2010 LOS D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	165	114	410	258	43	15	23
Future Volume (vph)	9	165	114	410	258	43	15	23
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	27.0	27.0	27.0	27.0	38.0	38.0	38.0	38.0
Total Split (%)	41.5%	41.5%	41.5%	41.5%	58.5%	58.5%	58.5%	58.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	15.0	15.0	15.0	15.0	40.0	40.0	40.0	40.0
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.62	0.62	0.62	0.62
v/c Ratio	0.03	0.34	0.49	0.58	0.32	0.13	0.02	0.03
Control Delay	17.2	12.3	26.6	23.0	6.6	2.0	6.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	12.3	26.6	23.0	6.6	2.0	6.7	5.6
LOS	B	B	C	C	A	A	A	A
Approach Delay		12.4		23.8		5.0		5.9
Approach LOS		B		C		A		A

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 50.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Atrisco Dr & Western Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	165	112	114	410	43	258	43	89	15	23	7
Future Volume (veh/h)	9	165	112	114	410	43	258	43	89	15	23	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	5	172	117	119	427	45	269	45	93	16	24	7
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	253	509	328	300	797	84	913	321	664	802	820	239
Arrive On Green	0.25	0.25	0.25	0.50	0.50	0.50	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	909	2047	1318	1075	3202	336	1359	538	1111	1234	1373	401
Grp Volume(v), veh/h	5	146	143	119	233	239	269	0	138	16	0	31
Grp Sat Flow(s),veh/h/ln	909	1752	1612	1075	1752	1785	1359	0	1649	1234	0	1774
Q Serve(g_s), s	0.3	4.4	4.8	6.0	5.9	6.0	6.6	0.0	2.4	0.4	0.0	0.5
Cycle Q Clear(g_c), s	6.3	4.4	4.8	10.7	5.9	6.0	7.0	0.0	2.4	2.8	0.0	0.5
Prop In Lane	1.00		0.82	1.00		0.19	1.00		0.67	1.00		0.23
Lane Grp Cap(c), veh/h	253	436	401	300	436	444	913	0	985	802	0	1060
V/C Ratio(X)	0.02	0.33	0.36	0.40	0.53	0.54	0.29	0.00	0.14	0.02	0.00	0.03
Avail Cap(c_a), veh/h	335	593	546	396	593	604	913	0	985	802	0	1060
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	20.0	20.1	16.9	13.7	13.8	6.8	0.0	5.8	6.4	0.0	5.4
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.9	1.0	1.0	0.8	0.0	0.3	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.2	2.2	1.8	2.9	3.0	2.7	0.0	1.2	0.1	0.0	0.2
LnGrp Delay(d),s/veh	23.3	20.4	20.7	17.8	14.8	14.8	7.6	0.0	6.1	6.4	0.0	5.4
LnGrp LOS	C	C	C	B	B	B	A		A	A		A
Approach Vol, veh/h		294			591			407			47	
Approach Delay, s/veh		20.6			15.4			7.1			5.8	
Approach LOS		C			B			A			A	

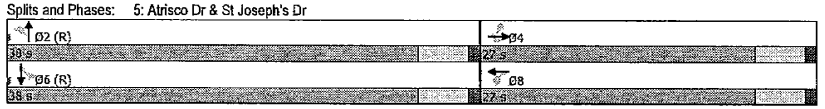
Timer	1	2	4	6	8
Assigned Phs		2	4	6	8
Phs Duration (G+Y+Rc), s		43.6	31.3	43.6	31.3
Change Period (Y+Rc), s		5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s		33.0	22.0	33.0	22.0
Max Q Clear Time (g_c+I1), s		9.0	8.3	4.8	12.7
Green Ext Time (p_c), s		1.9	4.3	2.0	3.4

Intersection Summary
HCM 2010 Ctrl Delay 13.7
HCM 2010 LOS B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	206	41	49	336	51	333	33	190
Future Volume (vph)	58	206	41	49	336	51	333	33	190
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	38.0	38.0	38.0	38.0
Total Split (%)	41.5%	41.5%	41.5%	41.5%	41.5%	58.5%	58.5%	58.5%	58.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	13.3	13.3	13.3	13.3	13.3	41.7	41.7	41.7	41.7
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.64	0.64	0.64	0.64
v/c Ratio	0.39	0.57	0.12	0.26	0.59	0.07	0.36	0.06	0.22
Control Delay	28.7	28.8	7.5	19.0	20.2	5.8	6.9	4.8	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	28.8	7.5	19.0	20.2	5.8	6.9	4.8	4.8
LOS	C	C	A	B	C	A	A	A	A
Approach Delay		25.9			20.1		6.8		4.8
Approach LOS		C			C		A		A

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 38 (58%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 14.4 Intersection LOS: B
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: Atrisco Dr & St Joseph's Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	206	41	49	336	76	51	333	68	33	190	52
Future Volume (veh/h)	58	206	41	49	336	76	51	333	68	33	190	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	60	215	43	51	350	79	53	347	71	34	198	54
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	239	449	381	269	693	155	781	896	183	571	842	230
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.60	0.60	0.60	1.00	1.00	1.00
Sat Flow, veh/h	946	1845	1568	1106	2849	636	1112	1487	304	955	1397	381
Grp Volume(v), veh/h	60	215	43	51	214	215	53	0	418	34	0	252
Grp Sat Flow(s),veh/h/ln	946	1845	1568	1106	1752	1732	1112	0	1791	955	0	1777
Q Serve(g_s), s	3.8	6.5	1.4	2.7	6.8	7.0	1.3	0.0	7.9	0.5	0.0	0.0
Cycle Q Clear(g_c), s	10.8	6.5	1.4	9.2	6.8	7.0	1.3	0.0	7.9	8.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.17	1.00		0.21
Lane Grp Cap(c), veh/h	239	449	381	269	426	422	781	0	1080	571	0	1072
V/C Ratio(X)	0.25	0.48	0.11	0.19	0.50	0.51	0.07	0.00	0.39	0.06	0.00	0.24
Avail Cap(c_a), veh/h	329	624	531	375	593	586	781	0	1080	571	0	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	21.1	19.1	25.0	21.2	21.3	5.4	0.0	6.7	0.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.8	0.1	0.3	0.9	1.0	0.2	0.0	1.0	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.4	0.6	0.8	3.4	3.5	0.4	0.0	4.1	0.2	0.0	0.2
LnGrp Delay(d),s/veh	26.5	21.9	19.3	25.3	22.1	22.2	5.6	0.0	7.7	1.0	0.0	0.5
LnGrp LOS	C	C	B	C	C	C	A		A	A		A
Approach Vol, veh/h		318			480			471			286	
Approach Delay, s/veh		22.4			22.5			7.5			0.6	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		44.2		20.8		44.2		20.8
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		33.0		22.0		33.0		22.0
Max Q Clear Time (g_c+I1), s		9.9		12.8		10.4		11.2
Green Ext Time (p_c), s		4.8		3.0		4.8		3.3

Intersection Summary
HCM 2010 Ctrl Delay 13.9
HCM 2010 LOS B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	4	47	9	14	11	67	338	16	3	146	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.861			0.955			0.993			0.955	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1752	1588	0	0	1741	0	1752	1832	0	1752	1762	0
Flt Permitted	0.950				0.988		0.950			0.950		
Satd. Flow (perm)	1752	1588	0	0	1741	0	1752	1832	0	1752	1762	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			992			1536			790	
Travel Time (s)		6.9			22.5			34.9			18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	4	49	9	15	12	71	356	17	3	154	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	53	0	0	36	0	71	373	0	3	221	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 40.7%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	35	4	47	9	14	11	67	338	16	3	146	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	37	4	49	9	15	12	71	356	17	3	154	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	712	708	187	726	732	364	221	0	0	373	0	0
Stage 1	194	194	-	505	505	-	-	-	-	-	-	-
Stage 2	518	514	-	221	227	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	362	365	925	353	351	812	1362	-	-	1209	-	-
Stage 1	867	767	-	612	562	-	-	-	-	-	-	-
Stage 2	599	555	-	835	740	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	333	345	925	318	332	812	1362	-	-	1209	-	-
Mov Cap-2 Maneuver	437	429	-	434	417	-	-	-	-	-	-	-
Stage 1	822	765	-	580	532	-	-	-	-	-	-	-
Stage 2	544	527	-	784	738	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	12.7	1.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1362	-	-	437	848	501	1209	-	-
HCM Lane V/C Ratio	0.052	-	-	0.084	0.063	0.071	0.003	-	-
HCM Control Delay (s)	7.8	-	-	14	9.5	12.7	8	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.2	0	-	-

This Page Intentionally Left Blank.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	260			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.865				0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	1596	1752	5036	5036	1568
Flt Permitted			0.950			
Satd. Flow (perm)	0	1596	1752	5036	5036	1568
Link Speed (mph)	30			40	45	
Link Distance (ft)	588			1125	1018	
Travel Time (s)	13.4			19.2	15.4	

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	0	22	68	2801	2035	14
Future Vol, veh/h	0	22	68	2801	2035	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	260	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	26	79	3257	2366	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3827	1183	2366	0	-	0
Stage 1	2366	-	-	-	-	-
Stage 2	1461	-	-	-	-	-
Critical Hdwy	5.76	7.16	5.36	-	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	3.13	-	-	-
Pot Cap-1 Maneuver	*37	*453	465	-	-	-
Stage 1	*362	-	-	-	-	-
Stage 2	*282	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*31	*453	465	-	-	-
Mov Cap-2 Maneuver	*31	-	-	-	-	-
Stage 1	*362	-	-	-	-	-
Stage 2	*234	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.01	0
HCM LOS	B		

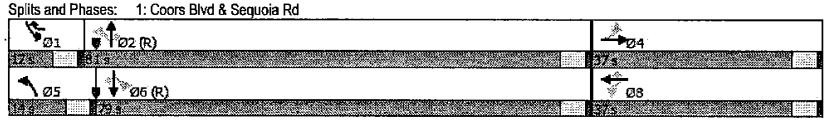
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	453	-	-
HCM Lane V/C Ratio	0.17	-	0.056	-	-
HCM Control Delay (s)	14.3	-	13.4	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	-	-

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

Lane Configurations												
Traffic Volume (vph)	124	81	166	131	57	102	2813	107	93	1810	77	
Future Volume (vph)	124	81	166	131	57	102	2813	107	93	1810	77	
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4		8	1	5	2		1	6		
Permitted Phases	4		8		8	2		2	6		6	
Detector Phase	4	4	8	8	1	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	10.0	10.0	21.0	21.0	10.0	21.0	21.0	
Total Split (s)	37.0	37.0	37.0	37.0	12.0	14.0	81.0	81.0	12.0	79.0	79.0	
Total Split (%)	28.5%	28.5%	28.5%	28.5%	9.2%	10.8%	62.3%	62.3%	9.2%	60.8%	60.8%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min	
Act Effct Green (s)	25.0	25.0	25.0	25.0	37.5	90.4	82.5	82.5	89.5	82.1	82.1	
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.29	0.70	0.63	0.63	0.69	0.63	0.63	
v/c Ratio	0.62	0.33	0.87	0.38	0.13	0.53	0.90	0.11	0.61	0.58	0.08	
Control Delay	60.2	23.6	87.1	47.3	23.6	19.5	26.2	5.8	38.9	11.3	2.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.2	23.6	87.1	47.3	23.6	19.5	26.2	5.8	38.9	11.3	2.6	
LOS	E	C	F	D	C	B	C	A	D	B	A	
Approach Delay		36.7		62.1			25.3			12.3		
Approach LOS		D		E			C			B		

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 90 (69%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 92.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Coors Blvd & Sequoia Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	81	141	166	131	57	102	2813	107	93	1810	77
Future Volume (veh/h)	124	81	141	166	131	57	102	2813	107	93	1810	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	127	83	144	169	134	58	104	2870	109	95	1847	79
Adj No. of Lanes	1	2	0	1	1	1	1	3	1	1	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	269	423	378	243	445	439	195	3046	948	129	3046	948
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.04	0.60	0.60	0.03	0.41	0.41
Sat Flow, veh/h	1175	1752	1568	1138	1845	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	127	83	144	169	134	58	104	2870	109	95	1847	79
Grp Sat Flow(s),veh/h/ln	1175	1752	1568	1138	1845	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	12.9	4.9	10.0	18.9	7.7	3.6	2.9	68.1	3.8	2.6	37.6	4.0
Cycle Q Clear(g_c), s	20.6	4.9	10.0	28.9	7.7	3.6	2.9	68.1	3.8	2.6	37.6	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	423	378	243	445	439	195	3046	948	129	3046	948
V/C Ratio(X)	0.47	0.20	0.38	0.70	0.30	0.13	0.53	0.94	0.11	0.73	0.61	0.08
Avail Cap(c_a), veh/h	275	431	386	248	454	446	249	3046	948	156	3046	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Uniform Delay (d), s/veh	48.8	39.3	41.2	53.3	40.4	35.0	16.8	23.6	10.9	32.6	26.5	16.5
Incr Delay (d2), s/veh	1.3	0.2	0.6	8.0	0.4	0.1	2.3	7.5	0.2	4.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	2.4	4.4	6.5	4.0	1.6	2.1	33.5	1.7	2.3	17.5	1.8
LnGrp Delay(d),s/veh	50.1	39.5	41.8	61.3	40.7	35.2	21.0	31.1	11.2	37.3	26.8	16.5
LnGrp LOS	D	D	D	E	D	D	C	C	B	D	C	B
Approach Vol, veh/h		354			361			3083			2021	
Approach Delay, s/veh		44.2			49.5			30.0			26.9	
Approach LOS		D			D			C			C	

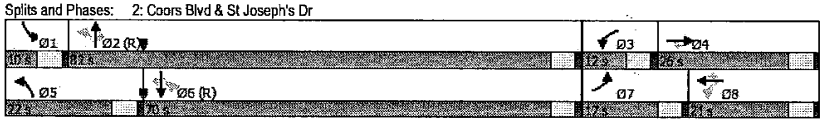
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	83.6		36.4	10.0	83.6		36.4
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	76.0		32.0	9.0	74.0		32.0
Max Q Clear Time (g_c+I1), s	4.6	70.1		22.6	4.9	39.6		30.9
Green Ext Time (p_c), s	0.0	5.9		2.5	0.1	34.0		0.4

Intersection Summary		
HCM 2010 Ctrl Delay	31.0	
HCM 2010 LOS	C	

Lane Configurations													
Traffic Volume (vph)	299	10	138	59	13	37	259	3052	39	54	2206	304	
Future Volume (vph)	299	10	138	59	13	37	259	3052	39	54	2206	304	
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4	8		8	2		2	6		6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6	
Switch Phase													
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	
Total Split (s)	17.0	26.0	26.0	12.0	21.0	21.0	22.0	82.0	82.0	10.0	70.0	70.0	
Total Split (%)	13.1%	20.0%	20.0%	9.2%	16.2%	16.2%	16.9%	63.1%	63.1%	7.7%	53.8%	53.8%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?													
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min	
Act Effct Green (s)	11.0	10.5	10.5	13.2	6.3	6.3	97.7	85.6	85.6	73.4	66.4	66.4	
Actuated g/C Ratio	0.08	0.08	0.08	0.10	0.05	0.05	0.75	0.66	0.66	0.56	0.51	0.51	
v/c Ratio	0.60	0.07	0.58	0.43	0.09	0.20	0.73	1.06	0.04	0.41	0.99	0.38	
Control Delay	64.5	56.7	22.3	55.0	59.6	2.2	56.2	43.7	0.1	22.0	36.7	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	64.5	56.7	22.3	55.0	59.6	2.2	56.2	43.7	0.1	22.0	36.7	6.4	
LOS	E	E	C	D	E	A	E	D	A	C	D	A	
Approach Delay		44.6			37.5			44.2			32.8		
Approach LOS		D			D			D			C		

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 12 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 39.5		Intersection LOS: D	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Coors Blvd & St Joseph's Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	10	138	59	13	37	259	3052	39	54	2206	304
Future Volume (veh/h)	299	10	138	59	13	37	259	3052	39	54	2206	304
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	172	11	159	68	15	0	298	3508	0	62	2536	349
Adj No. of Lanes	2	1	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	226	216	184	263	353	158	317	3227	1005	149	2811	875
Arrive On Green	0.07	0.12	0.12	0.05	0.10	0.00	0.24	1.00	0.00	0.08	1.00	1.00
Sat Flow, veh/h	3408	1845	1568	1757	3505	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	172	11	159	68	15	0	298	3508	0	62	2536	349
Grp Sat Flow(s),veh/h/ln	1704	1845	1568	1757	1752	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	6.5	0.7	13.0	4.4	0.5	0.0	13.6	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.7	13.0	4.4	0.5	0.0	13.6	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	216	184	263	353	158	317	3227	1005	149	2811	875
V/C Ratio(X)	0.76	0.05	0.86	0.26	0.04	0.00	0.94	1.09	0.00	0.42	0.90	0.40
Avail Cap(c_a), veh/h	315	298	253	271	431	193	334	3227	1005	149	2811	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.37	0.37	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	51.0	56.4	48.8	52.8	0.0	26.2	0.0	0.0	14.8	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.1	19.7	0.5	0.0	0.0	16.8	41.6	0.0	1.8	5.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.4	6.6	2.2	0.2	0.0	11.7	12.4	0.0	1.2	1.4	0.3
LnGrp Delay(d),s/veh	66.6	51.1	76.1	49.3	52.9	0.0	43.0	41.6	0.0	16.6	5.3	1.4
LnGrp LOS	E	D	E	D	D		D	F		B	A	A
Approach Vol, veh/h		342			83			3808			2947	
Approach Delay, s/veh		70.5			50.0			41.7			5.0	
Approach LOS		E			D			D			A	

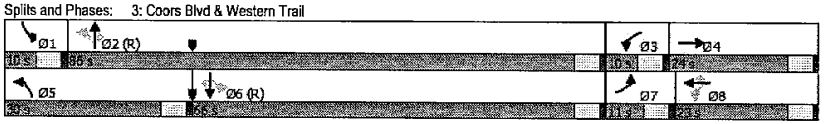
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	88.3	11.5	20.2	20.7	77.6	13.6	18.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	77.0	7.0	21.0	17.0	65.0	12.0	16.0
Max Q Clear Time (g_c+I1), s	3.9	2.0	6.4	15.0	15.6	2.0	8.5	2.5
Green Ext Time (p_c), s	0.0	74.5	0.0	0.3	0.1	62.6	0.2	0.5

Intersection Summary			
HCM 2010 Ctrl Delay		28.1	
HCM 2010 LOS		C	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	142	81	25	5	12	301	2573	45	37	1978	219
Future Volume (vph)	142	81	25	5	12	301	2573	45	37	1978	219
Turn Type	Prot	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases			8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	11.0	24.0	10.0	23.0	23.0	30.0	86.0	86.0	10.0	66.0	66.0
Total Split (%)	8.5%	18.5%	7.7%	17.7%	17.7%	23.1%	66.2%	66.2%	7.7%	50.8%	50.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Min	C-Min	Min	C-Min	C-Min
Act Effct Green (s)	6.0	16.4	20.6	15.5	15.5	93.5	83.1	83.1	72.5	67.1	67.1
Actuated g/C Ratio	0.05	0.13	0.16	0.12	0.12	0.72	0.64	0.64	0.56	0.52	0.52
v/c Ratio	0.46	0.82	0.20	0.01	0.04	0.88	0.81	0.04	0.28	0.77	0.24
Control Delay	63.9	60.3	44.2	48.6	0.2	42.1	23.8	1.4	16.8	29.0	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	60.3	44.2	48.6	0.2	42.1	23.8	1.4	16.8	29.0	3.1
LOS	E	E	D	D	A	D	C	A	B	C	A
Approach Delay		61.2		32.2			25.3			26.2	
Approach LOS		E		C			C			C	

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 8 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 27.6		Intersection LOS: C	
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Coors Blvd & Western Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	81	126	25	5	12	301	2573	45	37	1978	219
Future Volume (veh/h)	142	81	126	25	5	12	301	2573	45	37	1978	219
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	72	82	127	25	5	12	304	2599	45	37	1998	221
Adj No. of Lanes	2	1	0	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	92	142	142	491	220	334	3168	986	142	2670	831
Arrive On Green	0.03	0.09	0.09	0.04	0.14	0.14	0.09	0.42	0.42	0.04	0.53	0.53
Sat Flow, veh/h	3408	654	1012	1757	3505	1568	1757	5036	1568	1757	5036	1568
Grp Volume(v), veh/h	72	0	209	25	5	12	304	2599	45	37	1998	221
Grp Sat Flow(s),veh/h/ln	1704	0	1666	1757	1752	1568	1757	1679	1568	1757	1679	1568
Q Serve(g_s), s	2.7	0.0	16.1	1.5	0.2	0.9	15.3	59.3	2.2	1.2	40.2	10.0
Cycle Q Clear(g_c), s	2.7	0.0	16.1	1.5	0.2	0.9	15.3	59.3	2.2	1.2	40.2	10.0
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	0	234	142	491	220	334	3168	986	142	2670	831
V/C Ratio(X)	0.55	0.00	0.89	0.18	0.01	0.05	0.91	0.82	0.05	0.26	0.75	0.27
Avail Cap(c_a), veh/h	157	0	243	142	491	220	431	3168	986	142	2670	831
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	0.0	57.9	45.5	48.1	48.4	41.1	31.1	14.6	24.8	23.8	16.7
Incr Delay (d2), s/veh	3.2	0.0	28.7	0.6	0.0	0.1	19.6	2.5	0.1	1.0	2.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	9.3	0.8	0.1	0.4	12.6	28.3	1.0	0.7	19.0	4.5
LnGrp Delay(d),s/veh	65.4	0.0	86.6	46.1	48.1	48.5	60.6	33.6	14.7	25.7	25.8	17.5
LnGrp LOS	E		F	D	D	D	E	C	B	C	C	B
Approach Vol, veh/h		281			42			2948			2256	
Approach Delay, s/veh		81.2			47.0			36.1			24.9	
Approach LOS		F			D			D			C	

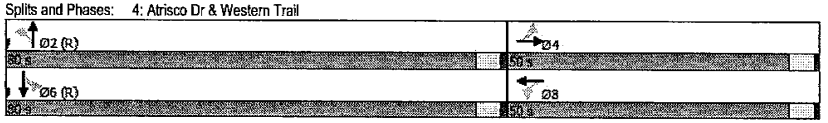
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	86.8	10.0	23.2	22.8	73.9	10.0	23.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	81.0	5.0	19.0	25.0	61.0	6.0	18.0
Max Q Clear Time (g_c+I1), s	3.2	61.3	3.5	18.1	17.3	42.2	4.7	2.9
Green Ext Time (p_c), s	0.0	19.5	0.0	0.1	0.5	18.7	0.0	1.1

Intersection Summary		
HCM 2010 Ctrl Delay	33.9	
HCM 2010 LOS	C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	165	114	410	322	48	15	27
Future Volume (vph)	9	165	114	410	322	48	15	27
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0	80.0	80.0	80.0	80.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	61.5%	61.5%	61.5%	61.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	24.9	24.9	24.9	24.9	95.1	95.1	95.1	95.1
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.73	0.73	0.73	0.73
v/c Ratio	0.06	0.45	0.84	0.71	0.34	0.12	0.02	0.03
Control Delay	40.0	23.6	71.4	34.8	5.6	1.0	6.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	23.6	71.4	34.8	5.6	1.0	6.5	5.4
LOS	D	C	E	C	A	A	A	A
Approach Delay		23.9		42.2		4.2		5.7
Approach LOS		C		D		A		A

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 118 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Atrisco Dr & Western Trail



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	165	163	114	410	43	322	48	89	15	27	7
Future Volume (veh/h)	9	165	163	114	410	43	322	48	89	15	27	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	5	172	170	119	427	45	335	50	93	16	28	7
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	174	452	405	227	827	87	947	385	716	872	948	237
Arrive On Green	0.26	0.26	0.26	0.09	0.09	0.09	1.00	1.00	1.00	0.68	0.66	0.66
Sat Flow, veh/h	909	1752	1568	1024	3202	336	1355	579	1076	1228	1425	356
Grp Volume(v), veh/h	5	172	170	119	233	239	335	0	143	16	0	35
Grp Sat Flow(s),veh/h/ln	909	1752	1568	1024	1752	1785	1355	0	1655	1228	0	1782
Q Serve(g_s), s	0.6	10.5	11.7	14.8	16.5	16.7	0.5	0.0	0.0	0.6	0.0	0.9
Cycle Q Clear(g_c), s	17.3	10.5	11.7	26.6	16.5	16.7	1.4	0.0	0.0	0.6	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.65	1.00		0.20
Lane Grp Cap(c), veh/h	174	452	405	227	452	461	947	0	1100	872	0	1185
V/C Ratio(X)	0.03	0.38	0.42	0.52	0.51	0.52	0.35	0.00	0.13	0.02	0.00	0.03
Avail Cap(c_a), veh/h	253	607	543	318	607	618	947	0	1100	872	0	1185
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	39.7	40.1	62.0	51.7	51.7	0.0	0.0	0.0	7.4	0.0	7.4
Incr Delay (d2), s/veh	0.1	0.5	0.7	1.4	0.7	0.7	1.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.1	5.2	4.3	8.1	8.4	0.3	0.0	0.1	0.2	0.0	0.4
LnGrp Delay(d),s/veh	49.5	40.2	40.8	63.4	52.4	52.4	1.0	0.0	0.2	7.4	0.0	7.5
LnGrp LOS	D	D	D	E	D	D	A		A	A		A
Approach Vol, veh/h		347			591			478			51	
Approach Delay, s/veh		40.6			54.6			0.8			7.5	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		91.4		38.6		91.4		38.6
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		75.0		45.0		75.0		45.0
Max Q Clear Time (g_c+I1), s		3.4		19.3		2.9		28.6
Green Ext Time (p_c), s		2.3		5.8		2.3		5.0

Intersection Summary		
HCM 2010 Ctrl Delay	32.1	
HCM 2010 LOS	C	

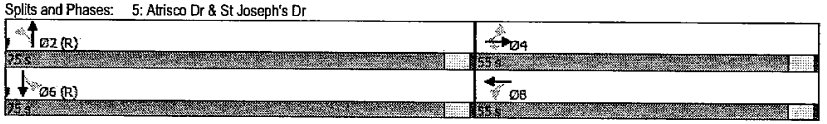
Timings
5: Atrisco Dr & St Joseph's Dr

Terry O. Brown, P.E.
8/17/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	58	275	41	61	422	51	333	94	190
Future Volume (vph)	58	275	41	61	422	51	333	94	190
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4			8		2		6
Permitted Phases	4		4	8		2		6	
Detector Phase	4	4	4	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	55.0	55.0	55.0	55.0	55.0	75.0	75.0	75.0	75.0
Total Split (%)	42.3%	42.3%	42.3%	42.3%	42.3%	57.7%	57.7%	57.7%	57.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	28.6	28.6	28.6	28.6	28.6	91.4	91.4	91.4	91.4
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.70	0.70	0.70	0.70
v/c Ratio	0.82	0.70	0.11	0.54	0.77	0.07	0.34	0.16	0.20
Control Delay	113.2	55.9	13.4	49.3	41.0	7.5	8.8	4.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.2	55.9	13.4	49.3	41.0	7.5	8.8	4.8	4.1
LOS	F	E	B	D	D	A	A	A	A
Approach Delay		60.1			41.8		8.7		4.3
Approach LOS		E			D		A		A

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 102 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 30.1 Intersection LOS: C
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: Atrisco Dr & St Joseph's Dr



HCM 2010 Signalized Intersection Summary
5: Atrisco Dr & St Joseph's Dr

Terry O. Brown, P.E.
8/17/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	275	41	61	422	152	51	333	77	94	190	52
Future Volume (veh/h)	58	275	41	61	422	152	51	333	77	94	190	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1845	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	60	286	43	64	440	158	53	347	80	98	198	54
Adj No. of Lanes	1	1	1	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	162	524	445	213	720	256	766	928	214	554	893	243
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.64	0.64	0.64	1.00	1.00	1.00
Sat Flow, veh/h	809	1845	1568	1037	2535	902	1112	1451	335	947	1397	381
Grp Volume(v), veh/h	60	286	43	64	303	295	53	0	427	98	0	252
Grp Sat Flow(s),veh/h/ln	809	1845	1568	1037	1752	1685	1112	0	1786	947	0	1777
Q Serve(g_s), s	9.0	17.1	2.6	7.3	19.5	19.8	2.3	0.0	14.7	2.8	0.0	0.0
Cycle Q Clear(g_c), s	28.8	17.1	2.6	24.3	19.5	19.8	2.3	0.0	14.7	17.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.54	1.00		0.19	1.00		0.21
Lane Grp Cap(c), veh/h	162	524	445	213	497	478	766	0	1141	554	0	1136
V/C Ratio(X)	0.37	0.55	0.10	0.30	0.61	0.62	0.07	0.00	0.37	0.18	0.00	0.22
Avail Cap(c_a), veh/h	244	709	603	318	674	648	766	0	1141	554	0	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	39.5	34.3	49.8	40.3	40.4	8.9	0.0	11.1	1.6	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.9	0.1	0.8	1.2	1.3	0.2	0.0	0.9	0.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.9	1.1	2.1	9.6	9.4	0.8	0.0	7.5	0.8	0.0	0.1
LnGrp Delay(d),s/veh	54.3	40.3	34.4	50.6	41.5	41.7	9.1	0.0	12.1	2.3	0.0	0.5
LnGrp LOS	D	D	C	D	D	D	A		B	A		A
Approach Vol, veh/h		389			662			480			350	
Approach Delay, s/veh		41.8			42.5			11.7			1.0	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		88.1		41.9		88.1		41.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		70.0		50.0		70.0		50.0
Max Q Clear Time (g_c+I1), s		16.7		30.8		19.6		26.3
Green Ext Time (p_c), s		6.0		6.1		6.0		6.6

Intersection Summary
HCM 2010 Ctrl Delay 26.8
HCM 2010 LOS C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	4	53	9	14	11	74	407	16	3	201	64
Future Volume (vph)	35	4	53	9	14	11	74	407	16	3	201	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.860			0.955			0.994			0.964	
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1752	1586	0	0	1741	0	1752	1834	0	1752	1778	0
Flt Permitted	0.950				0.988		0.950			0.950		
Satd. Flow (perm)	1752	1586	0	0	1741	0	1752	1834	0	1752	1778	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		302			1580			1536			790	
Travel Time (s)		6.9			35.9			34.9			18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	4	56	9	15	12	78	428	17	3	212	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	60	0	0	36	0	78	445	0	3	279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			16			16	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	4	53	9	14	11	74	407	16	3	201	64
Future Vol, veh/h	35	4	53	9	14	11	74	407	16	3	201	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	37	4	56	9	15	12	78	428	17	3	212	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	858	853	245	875	878	437	279	0	0	445	0	0
Stage 1	252	252	-	593	593	-	-	-	-	-	-	-
Stage 2	606	601	-	282	285	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	316	310	884	302	294	*738	1300	-	-	*1103	-	-
Stage 1	827	733	-	565	515	-	-	-	-	-	-	-
Stage 2	552	509	-	792	705	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1	1	1	-	-	1	-	-
Mov Cap-1 Maneuver	287	291	884	267	276	*738	1300	-	-	*1103	-	-
Mov Cap-2 Maneuver	394	385	-	388	371	-	-	-	-	-	-	-
Stage 1	777	731	-	531	485	-	-	-	-	-	-	-
Stage 2	496	479	-	736	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	13.7	1.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	394	810	448	1103	-	-
HCM Lane V/C Ratio	0.06	-	-	0.094	0.074	0.08	0.003	-	-
HCM Control Delay (s)	7.9	-	-	15.1	9.8	13.7	8.3	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.3	0	-	-

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	22	68	2919	2129	14
Future Volume (vph)	0	22	68	2919	2129	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	260			250
Storage Lanes	0	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	1596	1752	5036	5036	1568
Flt Permitted			0.950			
Satd. Flow (perm)	0	1596	1752	5036	5036	1568
Link Speed (mph)	30			40	45	
Link Distance (ft)	1580			435	1018	
Travel Time (s)	35.9			7.4	15.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	26	79	3394	2476	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	26	79	3394	2476	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	22	68	2919	2129	14
Future Vol, veh/h	0	22	68	2919	2129	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	260	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	26	79	3394	2476	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1238	2476	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.16	5.36	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.93	3.13	-	-	-
Pot Cap-1 Maneuver	0	*433	429	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	1	-	-	-
Mov Cap-1 Maneuver	-	*433	429	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	429	- 433	-	-
HCM Lane V/C Ratio	0.184	- 0.059	-	-
HCM Control Delay (s)	15.3	- 13.8	-	-
HCM Lane LOS	C	- B	-	-
HCM 95th %tile Q(veh)	0.7	- 0.2	-	-

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	243	416	160	205	193
Future Volume (vph)	150	243	416	160	205	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962		0.935	
Flt Protected		0.981			0.975	
Satd. Flow (prot)	0	1810	1775	0	1682	0
Flt Permitted		0.981			0.975	
Satd. Flow (perm)	0	1810	1775	0	1682	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		641	300		362	
Travel Time (s)		12.5	5.8		8.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	172	279	478	184	236	222
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	451	662	0	458	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.9%		ICU Level of Service E	
Analysis Period (min) 15			

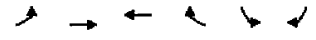
Intersection								
Int Delay, s/veh	154.8							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	150	243			416	160	205	193
Future Vol, veh/h	150	243			416	160	205	193
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	-	-			-	-	0	-
Veh in Median Storage, #	-	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	87	87			87	87	87	87
Heavy Vehicles, %	3	3			3	3	3	3
Mvmt Flow	172	279			478	184	236	222

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	662	0		-	0	1194	570
Stage 1	-	-		-	-	570	-
Stage 2	-	-		-	-	624	-
Critical Hdwy	4.13	-		-	-	6.43	6.23
Critical Hdwy Stg 1	-	-		-	-	5.43	-
Critical Hdwy Stg 2	-	-		-	-	5.43	-
Follow-up Hdwy	2.227	-		-	-	3.527	3.327
Pot Cap-1 Maneuver	922	-		-	-	~ 184	519
Stage 1	-	-		-	-	564	-
Stage 2	-	-		-	-	535	-
Platoon blocked, %		-		-	-	1	
Mov Cap-1 Maneuver	922	-		-	-	~ 144	519
Mov Cap-2 Maneuver	-	-		-	-	~ 144	-
Stage 1	-	-		-	-	564	-
Stage 2	-	-		-	-	417	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	$ 528.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	922	-	-	-	222
HCM Lane V/C Ratio	0.187	-	-	-	2.061
HCM Control Delay (s)	9.8	0	-	-	$ 528.2
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	34.4

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	243	416	160	205	193
Future Volume (vph)	150	243	416	160	205	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1845	3505	1568	1752	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1845	3505	1568	1752	1568
Link Speed (mph)		35	35		30	
Link Distance (ft)		641	300		362	
Travel Time (s)		12.5	5.8		8.2	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	172	279	478	184	236	222
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	279	478	184	236	222
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection								
Int Delay, s/veh	6.5							
Movement	EBL	EBT			WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	150	243			416	160	205	193
Future Vol, veh/h	150	243			416	160	205	193
Conflicting Peds, #/hr	0	0			0	0	0	0
Sign Control	Free	Free			Free	Free	Stop	Stop
RT Channelized	-	None			-	None	-	None
Storage Length	150	-			-	150	150	0
Veh in Median Storage, #	-	0			0	-	0	-
Grade, %	-	0			0	-	0	-
Peak Hour Factor	87	87			87	87	87	87
Heavy Vehicles, %	3	3			3	3	3	3
Mvmt Flow	172	279			478	184	236	222

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	478	0		-	0	1102	239
Stage 1	-	-		-	-	478	-
Stage 2	-	-		-	-	624	-
Critical Hdwy	4.145	-		-	-	6.645	6.945
Critical Hdwy Stg 1	-	-		-	-	5.845	-
Critical Hdwy Stg 2	-	-		-	-	5.445	-
Follow-up Hdwy	2.2285	-		-	-	3.5285	3.3285
Pot Cap-1 Maneuver	1076	-		-	-	325	760
Stage 1	-	-		-	-	588	-
Stage 2	-	-		-	-	754	-
Platoon blocked, %		-		-	-	1	
Mov Cap-1 Maneuver	1076	-		-	-	273	760
Mov Cap-2 Maneuver	-	-		-	-	403	-
Stage 1	-	-		-	-	588	-
Stage 2	-	-		-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	19
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1076	-	-	-	403	760
HCM Lane V/C Ratio	0.16	-	-	-	0.585	0.292
HCM Control Delay (s)	9	-	-	-	25.8	11.7
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.6	-	-	-	3.6	1.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	110	0	3388	2383	180
Future Volume (vph)	0	110	0	3388	2383	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			400
Storage Lanes	0	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.865			0.989	
Flt Protected						
Satd. Flow (prot)	0	1596	0	5036	4981	0
Flt Permitted						
Satd. Flow (perm)	0	1596	0	5036	4981	0
Link Speed (mph)	30			40	45	
Link Distance (ft)	302			690	435	
Travel Time (s)	6.9			11.8	6.6	
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.87
Adj. Flow (vph)	0	126	0	3764	2648	207
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	126	0	3764	2855	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	110	0	3388	2383	180
Future Vol, veh/h	0	110	0	3388	2383	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	90	90	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	126	0	3764	2648	207

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1427	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.16	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.93	-	-	-	-
Pot Cap-1 Maneuver	0	*373	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*373	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	373	-	-
HCM Lane V/C Ratio	-	0.339	-	-
HCM Control Delay (s)	-	19.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.5	-	-

Notes				
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon	

This Page Intentionally Left Blank.

Data Entry Sheet

Determination of Warrants for Deceleration Lanes

NM DOT State Access Management Manual Criteria

Driveway "B" / Coors Blvd.

Project Information:

Project Name:	**Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)**
Project Location:	**St. Joseph's Dr. / Coors Blvd.**
Implemenation Year:	**2018**
Project Environment:	**Urban Multi-Lane**

Street Information:

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

Intersection Information:

	Orientation	Prevailing Speed	No. Lanes Each Direction
Driveway "B"	**Eastbound**	**25**	**N/A**
Coors Blvd.	**North-South**	**45**	**2**

Determine Case:

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

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

SB Right Turn Volumes		**SB Thru Volumes**
2018 AM Pk. Hr. NO BUILD	0	2881
2018 AM Pk. Hr. BUILD	136	2828
2018 PM Pk. Hr. NO BUILD	0	2468
2018 PM Pk. Hr. BUILD	180	2383

NB Left Turn Volumes		**NB Thru Volumes**
2018 AM Pk. Hr. NO BUILD	0	1854
2018 AM Pk. Hr. BUILD	0	1905
2018 PM Pk. Hr. NO BUILD	0	3270
2018 PM Pk. Hr. BUILD	0	3388

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

Determination of Warrants for Auxiliary Lanes

Project Name: **Coors Pavillion Retail Development (St. Joseph's Dr. / Coors Blvd.)**
Name of Highway: **Coors Blvd.**
Name of Cross Street: **Driveway "B"**

Determination of Warrants for: Eastbound Driveway

Implementation Year Volumes - **2018** **Posted Speed Limit:** **45**

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2018**	-	-	1,441		N/A		-	**N/A**	**N/A**
AM Peak Hour BUILD	**2018**	136	1	1,414	✓	400	1.00	-	**400**	**12.5:1**
PM Peak Hour NO BUILD	**2018**	-	-	1,234		N/A		-	**N/A**	**N/A**
PM Peak Hour BUILD	**2018**	180	1	1,192	✓	400	1.00	-	**400**	**12.5:1**

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

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2018**	-	-	927		N/A		N/A	**N/A**	**N/A**
AM Peak Hour BUILD	**2018**	-	-	953		N/A		N/A	**N/A**	**N/A**
PM Peak Hour NO BUILD	**2018**	-	-	1,635		N/A		N/A	**N/A**	**N/A**
PM Peak Hour BUILD	**2018**	-	-	1,694		N/A		N/A	**N/A**	**N/A**

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

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

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

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

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

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

Notes and Comments:

1. This warrant sheet is for the eastbound Driveway "B" at 100% Development of the Project

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

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

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

Notes:

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

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

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

Traffic Count Data Sheet

Year Counts Taken: **2015** E-W Street: **Sequoia Rd.** Speed Limit (Sequoia Rd.)= **35** MPH

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

SIGNALIZED **12/10/15**

Begin Time	End Time	Eastbound (Sequoia Rd.)				Westbound (Sequoia Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	19	11	35	1	14	8	4	0	10	257	32	1	8	568	4	1
7:15 AM	7:30 AM	**16**	**8**	**44**	**1**	**21**	**14**	**4**	**1**	**19**	**321**	**19**	**0**	**7**	**672**	**9**	**1**
7:30 AM	7:45 AM	**20**	**8**	**52**	**1**	**19**	**5**	**1**	**1**	**13**	**456**	**20**	**0**	**4**	**713**	**7**	**0**
7:45 AM	8:00 AM	**18**	**20**	**37**	**1**	**16**	**7**	**5**	**0**	**29**	**463**	**29**	**1**	**8**	**691**	**9**	**0**
8:00 AM	8:15 AM	**12**	**11**	**40**	**0**	**12**	**8**	**2**	**0**	**25**	**325**	**19**	**2**	**11**	**533**	**15**	**0**
8:15 AM	8:30 AM	6	8	33	1	15	3	2	3	16	351	22	0	7	532	18	1
8:30 AM	8:45 AM	14	10	26	0	18	10	7	1	18	312	15	1	1	517	15	0
8:45 AM	9:00 AM	10	12	32	0	12	9	1	0	25	353	7	0	10	525	10	0
AM Peak Hour Volumes		**66**	**47**	**173**	**3**	**68**	**34**	**12**	**2**	**86**	**1565**	**87**	**3**	**30**	**2609**	**40**	**1**
% of Total Traffic		1.4%	1.0%	3.6%		1.4%	0.7%	0.2%		1.8%	32.4%	1.8%		0.6%	54.1%	0.0%	
% Directional			5.9%				2.4%		Intersection		36.0%				54.7%		
AM Peak Hour Factor			*0.89*				*0.73*		0.90		*0.83*				*0.93*		

Begin Time	End Time	Eastbound (Sequoia Rd.)				Westbound (Sequoia Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	35	18	50	1	35	29	13	4	31	541	15	0	12	408	17	4
4:15 PM	4:30 PM	21	17	39	0	38	20	8	1	27	634	36	0	18	429	23	1
4:30 PM	4:45 PM	26	13	29	2	32	21	18	4	36	644	19	1	14	438	12	2
4:45 PM	5:00 PM	**32**	**19**	**38**	**0**	**40**	**29**	**9**	**5**	**24**	**660**	**21**	**0**	**17**	**437**	**20**	**5**
5:00 PM	5:15 PM	**35**	**16**	**29**	**0**	**42**	**35**	**14**	**2**	**36**	**655**	**30**	**0**	**13**	**412**	**21**	**1**
5:15 PM	5:30 PM	**27**	**28**	**32**	**2**	**42**	**23**	**16**	**0**	**21**	**644**	**20**	**7**	**32**	**416**	**14**	**2**
5:30 PM	5:45 PM	**28**	**17**	**40**	**1**	**40**	**42**	**12**	**2**	**19**	**704**	**34**	**0**	**24**	**382**	**21**	**0**
5:45 PM	6:00 PM	16	18	27	4	24	30	11	0	39	618	25	0	14	405	28	0
PM Peak Hour Volumes		**122**	**80**	**139**	**3**	**164**	**129**	**51**	**9**	**100**	**2663**	**105**	**7**	**86**	**1647**	**76**	**8**
% of Total Traffic		2.3%	1.5%	2.6%		3.0%	2.4%	0.9%		1.9%	49.5%	2.0%		1.6%	30.6%	1.4%	
% Directional			6.3%				6.4%		Intersection		53.3%				33.6%		
PM Peak Hour Factor			*0.96*				*0.91*		0.98		*0.95*				*0.95*		

Traffic Count Data Sheet

Year Counts Taken: **2015**

E-W Street: **St. Joseph's Dr.**

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

Speed Limit (St. Joseph's Dr.)= **35** MPH

Speed Limit (Coors Blvd.)= **45** MPH

UNSIGNALIZED

12/10/15

Begin Time	End Time	Eastbound (St. Joseph's Dr.)				Westbound (St. Joseph's Dr.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	59	0	26	0	3	0	1	1	12	260	7	0	8	496	14	0
7:15 AM	7:30 AM	60	3	37	0	13	1	14	0	6	224	49	0	16	523	25	0
7:30 AM	7:45 AM	**71**	**17**	**29**	**2**	**27**	**5**	**21**	**0**	**21**	**275**	**34**	**0**	**44**	**647**	**31**	**0**
7:45 AM	8:00 AM	**92**	**41**	**23**	**0**	**63**	**6**	**28**	**0**	**14**	**356**	**93**	**0**	**105**	**663**	**23**	**0**
8:00 AM	8:15 AM	**67**	**34**	**17**	**0**	**57**	**17**	**59**	**1**	**21**	**443**	**71**	**0**	**104**	**590**	**28**	**0**
8:15 AM	8:30 AM	**67**	**0**	**16**	**0**	**14**	**3**	**18**	**0**	**24**	**330**	**14**	**0**	**10**	**523**	**29**	**0**
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
8:45 AM	9:00 AM	44	4	19	0	5	1	10	1	28	301	15	0	10	537	26	0
AM Peak Hour Volumes		**297**	**92**	**85**	**2**	**161**	**31**	**126**	**1**	**80**	**1404**	**212**	**0**	**263**	**2423**	**111**	**0**
% of Total Traffic		5.6%	1.7%	1.6%		3.0%	0.6%	2.4%		1.5%	26.6%	4.0%		5.0%	45.8%	0.0%	
% Directional			9.0%				6.0%		Intersection		32.1%				50.8%		
AM Peak Hour Factor			*0.76*				*0.60*		0.88		*0.79*				*0.88*		

Begin Time	End Time	Eastbound (St. Joseph's Dr.)				Westbound (St. Joseph's Dr.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	47	1	12	0	24	3	31	0	34	510	14	0	25	439	71	0
4:15 PM	4:30 PM	42	3	13	0	26	5	20	0	28	593	12	0	15	385	61	0
4:30 PM	4:45 PM	54	4	12	0	20	4	24	0	31	599	16	1	15	453	83	0
4:45 PM	5:00 PM	45	2	12	0	15	7	23	0	30	696	20	0	18	480	64	0
5:00 PM	5:15 PM	**41**	**3**	**21**	**0**	**26**	**4**	**14**	**0**	**34**	**690**	**14**	**0**	**11**	**398**	**47**	**0**
5:15 PM	5:30 PM	**41**	**2**	**14**	**0**	**13**	**1**	**10**	**0**	**33**	**718**	**6**	**0**	**18**	**553**	**70**	**0**
5:30 PM	5:45 PM	**45**	**1**	**10**	**0**	**11**	**4**	**6**	**1**	**43**	**761**	**3**	**0**	**10**	**483**	**71**	**0**
5:45 PM	6:00 PM	**51**	**1**	**20**	**0**	**8**	**2**	**6**	**0**	**32**	**838**	**15**	**0**	**13**	**638**	**84**	**0**
PM Peak Hour Volumes		**178**	**7**	**65**	**0**	**58**	**11**	**36**	**1**	**142**	**3007**	**38**	**0**	**52**	**2072**	**272**	**0**
% of Total Traffic		3.0%	0.1%	1.1%		1.0%	0.2%	0.6%		2.4%	50.6%	0.6%		0.9%	34.9%	4.6%	
% Directional			4.2%				1.8%		Intersection		53.7%				40.3%		
PM Peak Hour Factor			*0.87*				*0.60*		0.87		*0.90*				*0.81*		

Traffic Count Data Sheet

Year Counts Taken: **2015** E-W Street: **Western Trail** Speed Limit (Western Trail)= **35** MPH

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

UNSIGNALIZED **12/10/15**

Begin Time	End Time	Eastbound (Western Trail)				Westbound (Western Trail)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	46	7	85	0	10	0	3	0	33	290	7	0	3	377	18	0
7:15 AM	7:30 AM	**57**	**5**	**117**	**0**	**15**	**4**	**6**	**0**	**17**	**305**	**0**	**0**	**3**	**488**	**16**	**0**
7:30 AM	7:45 AM	**63**	**3**	**122**	**0**	**24**	**4**	**15**	**0**	**29**	**344**	**0**	**0**	**4**	**629**	**17**	**0**
7:45 AM	8:00 AM	**75**	**2**	**75**	**0**	**24**	**6**	**7**	**0**	**22**	**426**	**6**	**0**	**1**	**680**	**30**	**0**
8:00 AM	8:15 AM	**43**	**0**	**62**	**0**	**14**	**3**	**3**	**0**	**20**	**473**	**1**	**0**	**3**	**474**	**25**	**0**
8:15 AM	8:30 AM	46	5	61	0	20	0	2	0	30	337	1	0	4	464	18	0
8:30 AM	8:45 AM	45	2	71	0	8	3	2	0	25	341	7	0	3	426	33	0
8:45 AM	9:00 AM	66	1	72	0	14	2	10	0	29	326	2	0	2	457	35	0
AM Peak Hour Volumes		**238**	**10**	**376**	**0**	**77**	**17**	**31**	**0**	**88**	**1548**	**7**	**0**	**11**	**2271**	**88**	**0**
% of Total Traffic		5.0%	0.2%	7.9%		1.6%	0.4%	0.7%		1.8%	32.5%	0.1%		0.2%	47.7%	0.0%	
% Directional			13.1%				2.6%	Intersection			34.5%				47.9%		
AM Peak Hour Factor			*0.83*				*0.73*	0.88			*0.83*				*0.83*		

Begin Time	End Time	Eastbound (Western Trail)				Westbound (Western Trail)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	26	2	32	0	6	0	1	0	80	561	11	0	4	479	35	0
4:15 PM	4:30 PM	34	1	32	0	7	2	2	2	69	584	8	0	3	448	30	0
4:30 PM	4:45 PM	**29**	**1**	**28**	**0**	**4**	**1**	**2**	**0**	**68**	**622**	**5**	**1**	**8**	**451**	**55**	**0**
4:45 PM	5:00 PM	**39**	**4**	**33**	**0**	**4**	**3**	**4**	**0**	**63**	**580**	**6**	**0**	**10**	**471**	**48**	**0**
5:00 PM	5:15 PM	**32**	**1**	**30**	**0**	**5**	**0**	**3**	**0**	**77**	**612**	**9**	**0**	**8**	**449**	**58**	**0**
5:15 PM	5:30 PM	**25**	**65**	**20**	**0**	**7**	**1**	**3**	**0**	**84**	**575**	**18**	**0**	**9**	**416**	**46**	**0**
5:30 PM	5:45 PM	27	5	33	0	13	1	3	0	64	531	7	0	7	427	45	0
5:45 PM	6:00 PM	29	1	26	0	8	3	8	0	65	486	13	0	6	404	39	0
PM Peak Hour Volumes		**125**	**71**	**111**	**0**	**20**	**5**	**12**	**0**	**292**	**2389**	**38**	**1**	**35**	**1787**	**207**	**0**
% of Total Traffic		2.5%	1.4%	2.2%		0.4%	0.1%	0.2%		5.7%	46.9%	0.7%		0.7%	35.1%	4.1%	
% Directional			6.0%				0.7%	Intersection			53.4%				39.8%		
PM Peak Hour Factor			*0.70*				*0.84*	0.99			*0.97*				*0.96*		

Traffic Count Data Sheet

Year Counts Taken: **2015** E-W Street: **Western Trail** Speed Limit (Western Trail)= **25** MPH

N-S Street: **Atrisco Dr.** Speed Limit (Atrisco Dr.)= **35** MPH

SIGNALIZED **12/10/15**

Begin Time	End Time	Eastbound (Western Trail)				Westbound (Western Trail)				Northbound (Atrisco Dr.)				Southbound (Atrisco Dr.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	**1**	**126**	**86**	**0**	**10**	**32**	**4**	**0**	**12**	**2**	**14**	**0**	**7**	**11**	**3**	**1**
7:15 AM	7:30 AM	**1**	**131**	**106**	**0**	**12**	**32**	**2**	**0**	**13**	**4**	**28**	**0**	**8**	**16**	**1**	**0**
7:30 AM	7:45 AM	**2**	**93**	**137**	**0**	**27**	**35**	**5**	**0**	**29**	**3**	**23**	**0**	**5**	**19**	**0**	**0**
7:45 AM	8:00 AM	**1**	**65**	**106**	**0**	**23**	**38**	**5**	**0**	**29**	**3**	**20**	**0**	**9**	**14**	**2**	**0**
8:00 AM	8:15 AM	*1*	*84*	*104*	*0*	*24*	*41*	*1*	*0*	*20*	*0*	*20*	*1*	*6*	*6*	*0*	*0*
8:15 AM	8:30 AM	*0*	*81*	*79*	*1*	*19*	*38*	*3*	*0*	*16*	*2*	*23*	*0*	*3*	*11*	*2*	*1*
8:30 AM	8:45 AM	*1*	*86*	*97*	*0*	*25*	*50*	*10*	*0*	*34*	*2*	*26*	*0*	*9*	*17*	*2*	*0*
8:45 AM	9:00 AM	*6*	*66*	*64*	*0*	*18*	*25*	*6*	*0*	*30*	*7*	*16*	*0*	*8*	*13*	*7*	*4*
AM Peak Hour Volumes		**5**	**415**	**435**	**0**	**72**	**137**	**16**	**0**	**83**	**12**	**85**	**0**	**29**	**60**	**6**	**1**
% of Total Traffic		0.4%	30.6%	32.1%		5.3%	10.1%	1.2%		6.1%	0.9%	6.3%		2.1%	4.4%	0.1%	
% Directional			63.1%				16.6%	Intersection			13.3%				6.6%		
AM Peak Hour Factor			*0.90*				*0.84*	0.90			*0.82*				*0.96*		

Begin Time	End Time	Eastbound (Western Trail)				Westbound (Western Trail)				Northbound (Atrisco Dr.)				Southbound (Atrisco Dr.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	*5*	*53*	*22*	*1*	*13*	*64*	*18*	*1*	*67*	*12*	*17*	*1*	*7*	*4*	*0*	*0*
4:15 PM	4:30 PM	**2**	**29**	**24**	**0**	**24**	**91**	**9**	**0**	**64**	**11**	**15**	**0**	**2**	**3**	**2**	**0**
4:30 PM	4:45 PM	**1**	**59**	**23**	**0**	**25**	**82**	**11**	**0**	**61**	**11**	**24**	**0**	**6**	**11**	**0**	**0**
4:45 PM	5:00 PM	**4**	**40**	**28**	**0**	**31**	**88**	**6**	**0**	**70**	**9**	**21**	**0**	**4**	**6**	**3**	**0**
5:00 PM	5:15 PM	**2**	**35**	**35**	**0**	**20**	**100**	**12**	**0**	**58**	**11**	**27**	**0**	**3**	**3**	**2**	**0**
5:15 PM	5:30 PM	*2*	*37*	*30*	*0*	*18*	*70*	*9*	*0*	*59*	*8*	*15*	*0*	*9*	*6*	*4*	*0*
5:30 PM	5:45 PM	*2*	*32*	*19*	*0*	*15*	*74*	*15*	*0*	*49*	*4*	*16*	*1*	*9*	*6*	*2*	*1*
5:45 PM	6:00 PM	*3*	*34*	*26*	*0*	*20*	*65*	*10*	*0*	*36*	*4*	*14*	*0*	*5*	*8*	*0*	*0*
PM Peak Hour Volumes		**9**	**163**	**110**	**0**	**100**	**361**	**38**	**0**	**253**	**42**	**87**	**0**	**15**	**23**	**7**	**0**
% of Total Traffic		0.7%	13.5%	9.1%		8.3%	29.9%	3.1%		20.9%	3.5%	7.2%		1.2%	1.9%	0.6%	
% Directional			23.3%				41.3%	Intersection			31.6%				3.7%		
PM Peak Hour Factor			*0.85*				*0.95*	0.96			*0.96*				*0.66*		

Traffic Count Data Sheet

Year Counts Taken: **2015** E-W Street: **St. Joseph's Dr.** Speed Limit (St. Joseph's Dr.)= **25** MPH

N-S Street: **Atrisco Dr.** Speed Limit (Atrisco Dr.)= **35** MPH

SIGNALIZED **12/10/15**

Begin Time	End Time	Eastbound (St. Joseph's Dr.)				Westbound (St. Joseph's Dr.)				Northbound (Atrisco Dr.)				Southbound (Atrisco Dr.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	7	73	6	1	6	16	1	0	2	13	7	0	11	94	5	0
7:15 AM	7:30 AM	12	64	13	0	6	17	8	0	1	20	9	0	17	87	8	0
7:30 AM	7:45 AM	**13**	**105**	**19**	**0**	**7**	**31**	**10**	**0**	**2**	**19**	**5**	**0**	**14**	**125**	**12**	**0**
7:45 AM	8:00 AM	**20**	**100**	**17**	**1**	**12**	**22**	**7**	**1**	**2**	**25**	**10**	**0**	**26**	**163**	**16**	**0**
8:00 AM	8:15 AM	**16**	**114**	**20**	**0**	**20**	**36**	**18**	**0**	**5**	**17**	**7**	**0**	**32**	**143**	**8**	**0**
8:15 AM	8:30 AM	**18**	**72**	**12**	**1**	**15**	**29**	**12**	**1**	**4**	**21**	**8**	**0**	**12**	**123**	**7**	**1**
8:30 AM	8:45 AM	12	62	8	0	7	29	13	1	1	29	8	0	9	111	8	1
8:45 AM	9:00 AM	31	54	15	0	10	27	22	0	6	38	11	1	16	82	11	0
AM Peak Hour Volumes		**67**	**391**	**68**	**2**	**54**	**118**	**47**	**2**	**13**	**82**	**30**	**0**	**84**	**554**	**43**	**1**
% of Total Traffic		4.3%	25.1%	4.4%		3.5%	7.6%	3.0%		0.8%	5.3%	1.9%		5.4%	35.6%	0.1%	
% Directional			33.8%				14.1%		Intersection		8.0%				41.1%		
AM Peak Hour Factor			*0.88*				*0.74*		0.89		*0.84*				*0.83*		

Begin Time	End Time	Eastbound (St. Joseph's Dr.)				Westbound (St. Joseph's Dr.)				Northbound (Atrisco Dr.)				Southbound (Atrisco Dr.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	**15**	**58**	**11**	**0**	**16**	**87**	**13**	**0**	**13**	**54**	**17**	**0**	**12**	**53**	**17**	**0**
4:15 PM	4:30 PM	**13**	**35**	**12**	**0**	**9**	**84**	**20**	**1**	**11**	**76**	**15**	**0**	**7**	**62**	**9**	**2**
4:30 PM	4:45 PM	**12**	**58**	**7**	**0**	**11**	**81**	**18**	**2**	**15**	**72**	**9**	**0**	**2**	**32**	**15**	**0**
4:45 PM	5:00 PM	**17**	**52**	**10**	**0**	**12**	**79**	**24**	**0**	**4**	**78**	**16**	**0**	**11**	**39**	**10**	**0**
5:00 PM	5:15 PM	9	45	9	0	14	80	16	0	17	91	13	0	4	33	15	0
5:15 PM	5:30 PM	18	53	13	0	6	95	22	0	17	81	8	1	4	40	7	0
5:30 PM	5:45 PM	8	57	17	0	8	86	17	2	21	68	9	0	7	32	7	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Hour Volumes		**57**	**203**	**40**	**0**	**48**	**331**	**75**	**3**	**43**	**280**	**57**	**0**	**32**	**186**	**51**	**2**
% of Total Traffic		4.1%	14.4%	2.8%		3.4%	23.5%	5.3%		3.1%	19.9%	4.1%		2.3%	13.2%	3.6%	
% Directional			21.3%				32.3%		Intersection		27.0%				19.1%		
PM Peak Hour Factor			*0.89*				*0.98*		0.96		*0.93*				*0.82*		

Traffic Count Data Sheet

Year Counts Taken: **2015** E-W Street: **Milne Rd.** Speed Limit (Milne Rd.)= **25** MPH

N-S Street: **Atrisco Blvd.** Speed Limit (Atrisco Blvd.)= **35** MPH

UNSIGNALIZED **12/15/15**

Begin Time	End Time	Eastbound (Milne Rd.)				Westbound (Milne Rd.)				Northbound (Atrisco Blvd.)				Southbound (Atrisco Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	10	0	12	0	3	1	1	0	9	27	3	0	0	94	4	0
7:15 AM	7:30 AM	4	3	19	0	4	1	1	0	7	21	2	0	1	118	4	0
7:30 AM	7:45 AM	11	3	24	0	10	0	2	0	5	37	1	0	2	167	11	0
7:45 AM	8:00 AM	14	2	7	0	8	0	1	0	10	46	2	0	0	127	6	0
8:00 AM	8:15 AM	**12**	**1**	**14**	**0**	**1**	**0**	**1**	**1**	**15**	**29**	**2**	**0**	**2**	**123**	**17**	**0**
8:15 AM	8:30 AM	**13**	**1**	**13**	**0**	**2**	**2**	**4**	**0**	**16**	**27**	**1**	**0**	**0**	**93**	**17**	**0**
8:30 AM	8:45 AM	**16**	**5**	**22**	**0**	**2**	**5**	**1**	**2**	**41**	**19**	**0**	**0**	**0**	**72**	**26**	**0**
8:45 AM	9:00 AM	**35**	**3**	**41**	**0**	**1**	**3**	**3**	**0**	**52**	**34**	**3**	**0**	**1**	**91**	**43**	**0**
AM Peak Hour Volumes		**76**	**10**	**90**	**0**	**6**	**10**	**9**	**3**	**124**	**109**	**6**	**0**	**3**	**379**	**103**	**0**
% of Total Traffic		8.2%	1.1%	9.7%		0.6%	1.1%	1.0%		13.4%	11.7%	0.6%		0.3%	40.8%	0.0%	
% Directional			19.0%				2.7%		Intersection		25.8%				41.2%		
AM Peak Hour Factor			*0.56*				*0.78*		0.75		*0.67*				*0.85*		

Begin Time	End Time	Eastbound (Milne Rd.)				Westbound (Milne Rd.)				Northbound (Atrisco Blvd.)				Southbound (Atrisco Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	9	0	15	0	4	4	3	0	12	67	3	1	0	44	15	0
4:15 PM	4:30 PM	9	1	8	0	5	2	2	0	12	72	5	0	0	34	16	1
4:30 PM	4:45 PM	**11**	**0**	**7**	**0**	**3**	**5**	**4**	**0**	**21**	**82**	**4**	**0**	**0**	**37**	**20**	**0**
4:45 PM	5:00 PM	**11**	**0**	**21**	**0**	**0**	**4**	**5**	**0**	**8**	**96**	**3**	**0**	**2**	**37**	**7**	**0**
5:00 PM	5:15 PM	**8**	**3**	**7**	**0**	**4**	**1**	**1**	**0**	**22**	**80**	**4**	**0**	**0**	**34**	**19**	**0**
5:15 PM	5:30 PM	**4**	**1**	**11**	**0**	**2**	**4**	**1**	**0**	**15**	**73**	**5**	**0**	**1**	**36**	**17**	**0**
5:30 PM	5:45 PM	8	3	15	0	0	2	1	0	9	83	1	0	2	33	15	0
5:45 PM	6:00 PM	9	2	8	0	7	3	0	0	7	59	6	0	1	37	14	0
PM Peak Hour Volumes		**34**	**4**	**46**	**0**	**9**	**14**	**11**	**0**	**66**	**331**	**16**	**0**	**3**	**144**	**63**	**0**
% of Total Traffic		4.6%	0.5%	6.2%		1.2%	1.9%	1.5%		8.9%	44.7%	2.2%		0.4%	19.4%	8.5%	
% Directional			11.3%				4.6%		Intersection		55.7%				28.3%		
PM Peak Hour Factor			*0.66*				*0.71*		0.95		*0.96*				*0.92*		

Traffic Count Data Sheet

Coors Pavilion (St. Joseph's Dr. / Coors Blvd.)

Year Counts Taken: **2015**

E-W Street **Milne Rd.**

N-S Street: **Quaker Hghts**

(Roundabout) **UNSIGNALIZED**

Speed Limit (Milne Rd.)= **25** MPH

Speed Limit (Quaker Hghts)= **25** MPH

Date of Count - **12/16/15**

Begin Time	End Time	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Quaker Hghts)			Southbound (Quaker Hghts)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	**0**	**10**	**1**	**0**	**3**	**0**	**0**	**3**	**3**	**3**	**1**	**1**
7:15 AM	7:30 AM	**5**	**15**	**2**	**0**	**4**	**0**	**2**	**1**	**7**	**4**	**0**	**1**
7:30 AM	7:45 AM	**5**	**10**	**1**	**1**	**4**	**1**	**1**	**4**	**5**	**1**	**1**	**1**
7:45 AM	8:00 AM	**4**	**4**	**1**	**0**	**3**	**1**	**2**	**1**	**3**	**1**	**0**	**2**
8:00 AM	8:15 AM	1	5	2	2	2	2	3	1	3	1	2	1
8:15 AM	8:30 AM	2	4	1	2	5	1	1	1	4	1	0	1
8:30 AM	8:45 AM	4	6	1	1	4	1	1	5	2	1	0	1
8:45 AM	9:00 AM	3	5	1	2	4	2	1	3	3	2	1	2
AM Peak Hour Volumes		**14**	**39**	**5**	**1**	**14**	**2**	**5**	**9**	**18**	**9**	**2**	**5**
% of Total Traffic		11.4%	31.7%	4.1%	0.8%	11.4%	1.6%	4.1%	7.3%	14.6%	7.3%	1.6%	0.0%
% Directional			47.2%			13.8%	Intersection		26.0%			8.9%	
AM Peak Hour Factor			*0.66*			*0.71*	0.75		*0.80*			*0.80*	

Begin Time	End Time	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Quaker Hghts)			Southbound (Quaker Hghts)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	3	1	1	11	1	0	0	1	1	1	4
4:15 PM	4:30 PM	3	3	1	8	17	5	1	0	1	1	0	1
4:30 PM	4:45 PM	0	4	1	2	7	4	1	2	0	1	0	2
4:45 PM	5:00 PM	**2**	**2**	**1**	**3**	**19**	**4**	**1**	**0**	**1**	**1**	**1**	**10**
5:00 PM	5:15 PM	**2**	**1**	**1**	**2**	**13**	**7**	**0**	**4**	**1**	**2**	**2**	**2**
5:15 PM	5:30 PM	**3**	**4**	**1**	**6**	**8**	**7**	**1**	**2**	**1**	**0**	**2**	**3**
5:30 PM	5:45 PM	**2**	**6**	**1**	**4**	**14**	**5**	**0**	**1**	**6**	**1**	**1**	**7**
5:45 PM	6:00 PM	1	3	0	3	2	2	1	2	1	0	1	1
PM Peak Hour Volumes		**9**	**13**	**4**	**15**	**54**	**23**	**2**	**7**	**9**	**4**	**6**	**22**
% of Total Traffic		5.4%	7.7%	2.4%	8.9%	32.1%	13.7%	1.2%	4.2%	5.4%	2.4%	3.6%	13.1%
% Directional			15.5%			54.8%	Intersection		10.7%			19.0%	
PM Peak Hour Factor			*0.72*			*0.88*	0.88		*0.64*			*0.67*	

Traffic Count Data Sheet

Year Counts Taken: **2015** E-W Street: **Western Trail** Speed Limit (Western Trail)= **25** MPH

N-S Street: **Quaker Heights** Speed Limit (Quaker Heights)= **35** MPH

UNSIGNALIZED **12/15/15**

Begin Time	End Time	Eastbound (Western Trail)				Westbound (Western Trail)				Northbound (Quaker Heights)				Southbound (Quaker Heights)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	**1**	**135**	**1**	**0**	**2**	**28**	**2**	**0**	**0**	**0**	**9**	**0**	**5**	**2**	**0**	**0**
7:15 AM	7:30 AM	**0**	**143**	**0**	**0**	**5**	**39**	**1**	**0**	**0**	**0**	**5**	**0**	**1**	**1**	**0**	**0**
7:30 AM	7:45 AM	**0**	**126**	**3**	**0**	**1**	**28**	**0**	**0**	**1**	**0**	**6**	**0**	**5**	**0**	**0**	**0**
7:45 AM	8:00 AM	**0**	**110**	**1**	**0**	**2**	**46**	**2**	**0**	**1**	**0**	**10**	**0**	**4**	**1**	**2**	**0**
8:00 AM	8:15 AM	0	82	0	0	5	37	2	0	0	0	4	0	1	0	0	0
8:15 AM	8:30 AM	0	101	0	0	4	50	7	0	1	1	5	0	3	1	0	0
8:30 AM	8:45 AM	0	99	0	0	0	50	1	1	1	0	5	0	5	1	0	1
8:45 AM	9:00 AM	0	117	0	0	2	61	1	0	1	0	5	0	4	0	1	0
AM Peak Hour Volumes		**1**	**514**	**5**	**0**	**10**	**141**	**5**	**0**	**2**	**0**	**30**	**0**	**15**	**4**	**2**	**0**
% of Total Traffic		0.1%	70.5%	0.7%		1.4%	19.3%	0.7%		0.3%	0.0%	4.1%		2.1%	0.5%	0.0%	
% Directional			71.3%				21.4%		Intersection		4.4%				2.6%		
AM Peak Hour Factor			*0.91*				*0.78*		0.93		*0.73*				*0.75*		

Begin Time	End Time	Eastbound (Western Trail)				Westbound (Western Trail)				Northbound (Quaker Heights)				Southbound (Quaker Heights)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	**0**	**60**	**1**	**0**	**3**	**117**	**2**	**1**	**3**	**0**	**4**	**0**	**2**	**1**	**1**	**0**
4:15 PM	4:30 PM	**1**	**45**	**1**	**0**	**10**	**125**	**3**	**0**	**2**	**2**	**1**	**0**	**1**	**0**	**1**	**0**
4:30 PM	4:45 PM	**2**	**59**	**1**	**0**	**2**	**123**	**7**	**0**	**6**	**0**	**5**	**0**	**1**	**0**	**1**	**0**
4:45 PM	5:00 PM	**1**	**52**	**0**	**0**	**4**	**129**	**6**	**0**	**7**	**1**	**5**	**0**	**4**	**1**	**1**	**0**
5:00 PM	5:15 PM	3	48	1	0	6	116	4	0	1	1	4	0	5	1	0	0
5:15 PM	5:30 PM	0	57	0	0	4	115	9	0	3	1	1	0	2	0	0	0
5:30 PM	5:45 PM	0	59	0	0	4	119	7	0	2	1	5	0	7	0	0	0
5:45 PM	6:00 PM	1	48	0	0	6	82	2	0	1	1	3	0	2	0	0	0
PM Peak Hour Volumes		**4**	**216**	**3**	**0**	**19**	**494**	**18**	**1**	**18**	**3**	**15**	**0**	**8**	**2**	**4**	**0**
% of Total Traffic		0.5%	26.8%	0.4%		2.4%	61.4%	2.2%		2.2%	0.4%	1.9%		1.0%	0.2%	0.5%	
% Directional			27.7%				66.0%		Intersection		4.5%				1.7%		
PM Peak Hour Factor			*0.90*				*0.96*		0.95		*0.69*				*0.58*		

Traffic Count Data Sheet

Coors Pavilion

Year Counts Taken: **2015**

E-W Street **Milne Rd.**

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

UNSIGNALIZED

Speed Limit (Milne Rd.)= **25** MPH

Speed Limit (Coors Blvd.)= **45** MPH

Date of Count - **12/16/15**

Begin Time	End Time	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	11	0	0	0	1	319	0	0	517	1
7:15 AM	7:30 AM	0	0	15	0	0	0	2	296	0	0	564	0
7:30 AM	7:45 AM	**0**	**0**	**20**	**0**	**0**	**0**	**4**	**363**	**0**	**0**	**721**	**1**
7:45 AM	8:00 AM	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**476**	**0**	**0**	**787**	**4**
8:00 AM	8:15 AM	**0**	**0**	**7**	**0**	**0**	**0**	**2**	**567**	**0**	**0**	**721**	**1**
8:15 AM	8:30 AM	**0**	**0**	**7**	**0**	**0**	**0**	**5**	**410**	**0**	**0**	**560**	**2**
8:30 AM	8:45 AM	0	0	6	0	0	0	6	-6	0	0	2	1
8:45 AM	9:00 AM	0	0	11	0	0	0	5	350	0	0	572	1
AM Peak Hour Volumes		**0**	**0**	**53**	**0**	**0**	**0**	**11**	**1816**	**0**	**0**	**2789**	**8**
% of Total Traffic		0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.2%	38.8%	0.0%	0.0%	59.6%	0.0%
% Directional			1.1%			0.0%			39.1%			59.6%	
AM Peak Hour Factor			*0.66*				**Intersection**		*0.80*			*0.88*	
							0.90						

Begin Time	End Time	Eastbound (Milne Rd.)			Westbound (Milne Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	4	0	0	0	9	579	0	0	532	3
4:15 PM	4:30 PM	0	0	4	0	0	0	23	632	0	0	458	3
4:30 PM	4:45 PM	0	0	6	0	0	0	14	663	0	0	547	4
4:45 PM	5:00 PM	0	0	3	0	0	0	22	742	0	0	559	3
5:00 PM	5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**20**	**725**	**0**	**0**	**454**	**2**
5:15 PM	5:30 PM	**0**	**0**	**5**	**0**	**0**	**0**	**20**	**749**	**0**	**0**	**639**	**2**
5:30 PM	5:45 PM	**0**	**0**	**8**	**0**	**0**	**0**	**13**	**799**	**0**	**0**	**559**	**5**
5:45 PM	6:00 PM	**0**	**0**	**7**	**0**	**0**	**0**	**13**	**882**	**0**	**0**	**730**	**5**
PM Peak Hour Volumes		**0**	**0**	**22**	**0**	**0**	**0**	**66**	**3155**	**0**	**0**	**2382**	**14**
% of Total Traffic		0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	1.2%	55.9%	0.0%	0.0%	42.2%	0.2%
% Directional			0.4%			0.0%			57.1%			42.5%	
PM Peak Hour Factor			*0.69*				**Intersection**		*0.90*			*0.81*	
							0.86						

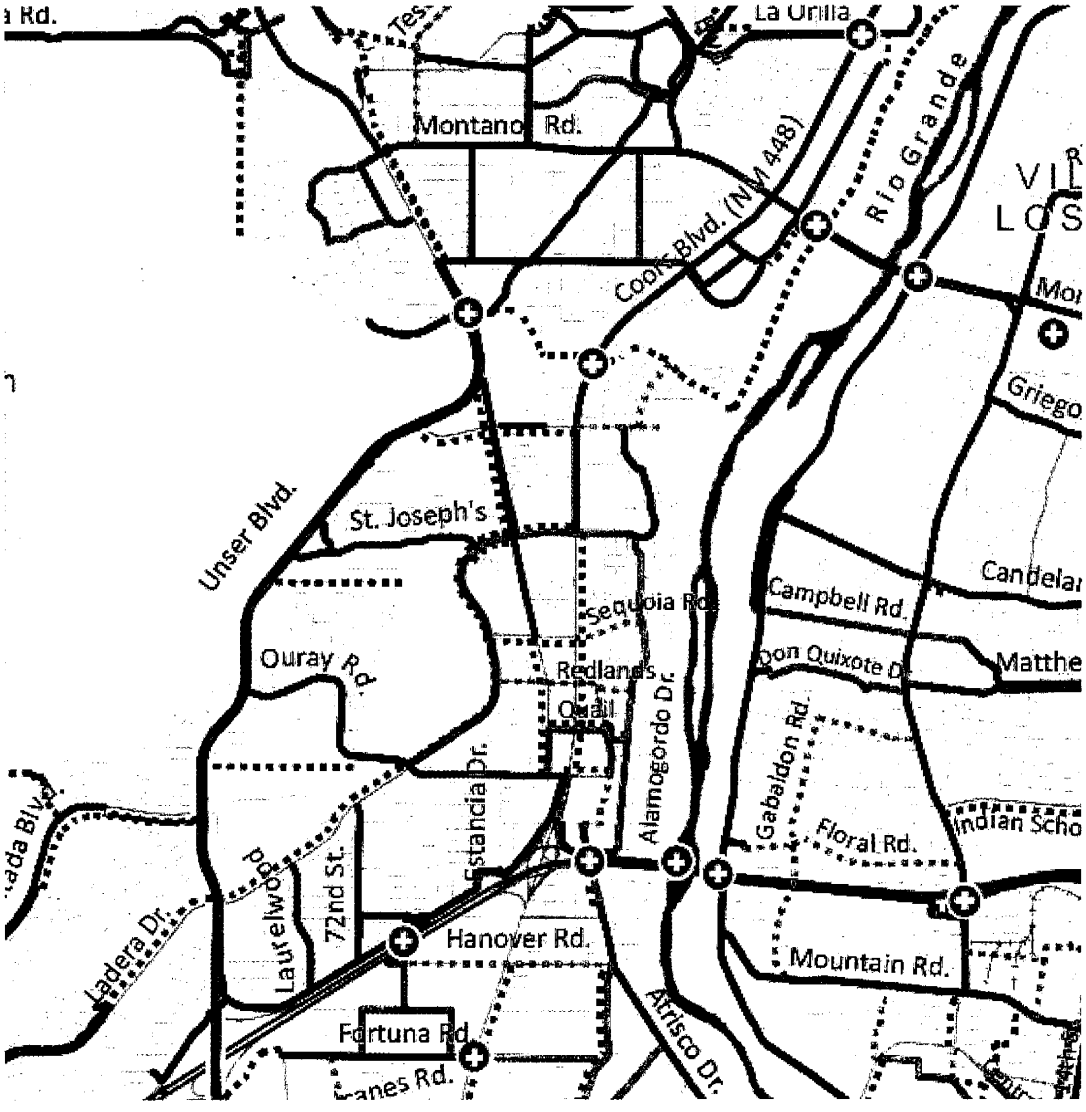
Futures 2040
Metropolitan Transportation Plan

MRMPO

2040 Long Range Bikeway System

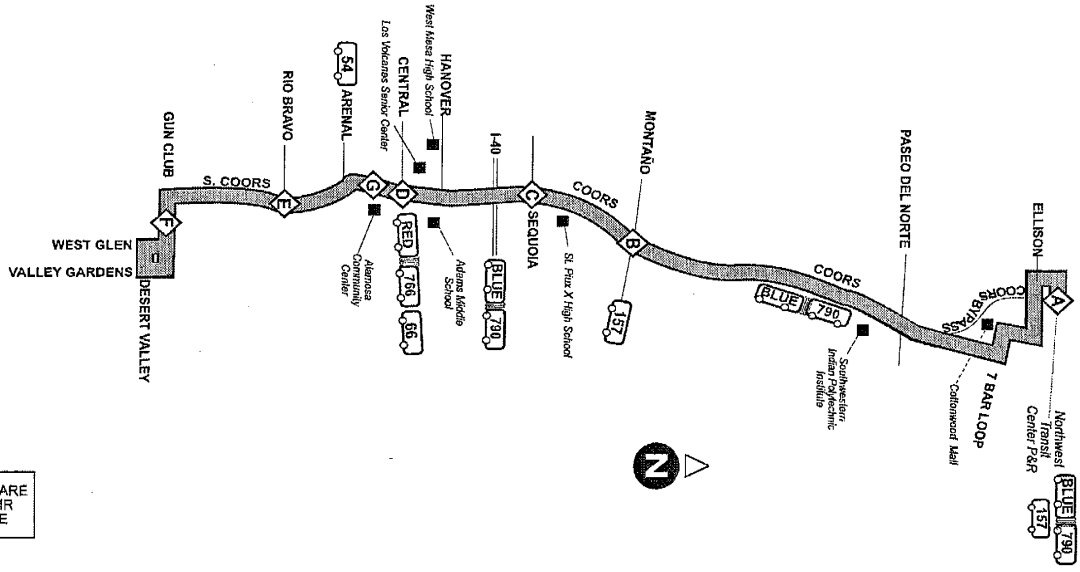
- Proposed Overpass/Underpass
- Existing Overpass/Underpass
- Existing, Bicycle Boulevard
- Existing, Bicycle Lane
- Existing, Bicycle Route
- Existing, Paved Trail; Existing
- Proposed, Bicycle Boulevard
- Proposed, Bicycle Lane
- Proposed, Bicycle Route
- Proposed, Paved Trail

SANI
COl



Route / Ruta 155
Coors Blvd.

Effective: January 2015



Route 155 - Saturday Southbound

NORTHWEST TRANSIT CENTER P & R (A)	COORS & MONTAÑO (B)	COORS & SEQUOIA (C)	COORS & CENTRAL (D)	COORS & RIO BRAVO (E)	COORS & GUN CLUB (F)
6:57a	7:12a	7:17a	7:25a	7:34a	7:41a
7:42a	7:57a	8:02a	8:10a	8:19a	8:26a
8:27a	8:42a	8:47a	8:55a	9:04a	9:11a
9:11a	9:26a	9:31a	9:40a	9:49a	9:56a
9:56a	10:11a	10:16a	10:25a	10:35a	10:42a
10:42a	10:57a	11:03a	11:10a	11:21a	11:28a
11:27a	11:42a	11:48a	11:55a	12:06p	12:13p
12:11p	12:26p	12:32p	12:40p	12:50p	12:57p
12:56p	1:12p	1:17p	1:25p	1:35p	1:42p
1:41p	1:57p	2:02p	2:10p	2:20p	2:27p
2:24p	2:40p	2:45p	2:56p	3:06p	3:13p
3:09p	3:25p	3:30p	3:41p	3:51p	3:58p
3:54p	4:10p	4:15p	4:26p	4:36p	4:43p
4:39p	4:55p	5:00p	5:11p	5:21p	5:28p
5:24p	5:40p	5:45p	5:56p	6:05p	6:12p
6:13p	6:28p	6:32p	6:40p	6:48p	6:55p
6:58p	7:13p	7:17p	7:25p	7:33p	7:40p
7:43p	7:58p	8:02p	8:10p	8:18p	8:25p
8:28p	8:43p	8:47p	8:55p	9:03p	9:19p
9:28p	9:43p	9:47p	9:55p	10:03p	10:10p

Route 155 - Saturday Northbound

COORS & GUN CLUB (F)	COORS & RIO BRAVO (E)	COORS & CENTRAL (D)	COORS & SEQUOIA (C)	COORS & MONTAÑO (B)	NORTHWEST TRANSIT CENTER P & R (A)
7:47a	7:51a	8:00a	8:10a	8:16a	8:31a
8:42a	8:46a	8:55a	9:05a	9:11a	9:26a
9:27a	9:31a	9:40a	9:50a	9:56a	10:11a
10:12a	10:16a	10:25a	10:34a	10:40a	10:55a
10:56a	11:00a	11:10a	11:18a	11:24a	11:39a
11:40a	11:45a	11:55a	12:03p	12:09p	12:24p
12:27p	12:32p	12:40p	12:50p	12:57p	1:13p
1:12p	1:17p	1:25p	1:35p	1:42p	1:58p
1:57p	2:02p	2:10p	2:20p	2:27p	2:43p
2:42p	2:47p	2:55p	3:05p	3:12p	3:28p
3:27p	3:32p	3:40p	3:50p	3:57p	4:13p
4:10p	4:15p	4:25p	4:36p	4:41p	4:57p
4:55p	5:00p	5:10p	5:21p	5:26p	5:42p
5:40p	5:45p	5:55p	6:06p	6:11p	6:27p
6:27p	6:31p	6:40p	6:48p	6:53p	7:08p
7:12p	7:16p	7:25p	7:33p	7:38p	7:53p
7:57p	8:01p	8:10p	8:18p	8:23p	8:38p

Route 155 - Sunday Southbound

NORTHWEST TRANSIT CENTER P & R (A)	COORS & MONTAÑO (B)	COORS & SEQUOIA (C)	COORS & CENTRAL (D)	ALAMOSA COMMUNITY CTR. (G)
10:09a	10:24a	10:30a	10:39a	10:41a
10:54a	11:09a	11:15a	11:24a	11:26a
11:39a	11:54a	12:00p	12:09p	12:11p
12:24p	12:39p	12:45p	12:54p	12:56p
1:09p	1:24p	1:30p	1:39p	1:41p
1:54p	2:09p	2:15p	2:24p	2:26p
2:39p	2:54p	3:00p	3:09p	3:11p
3:24p	3:39p	3:45p	3:54p	3:56p
4:09p	4:24p	4:30p	4:39p	4:41p

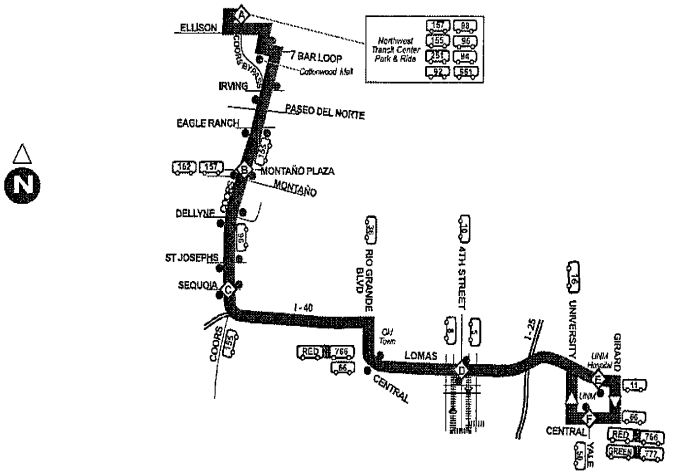
Route 155 - Sunday Northbound

ALAMOSA COMMUNITY CTR. (G)	COORS & CENTRAL (D)	COORS & SEQUOIA (C)	COORS & MONTAÑO (B)	NORTHWEST TRANSIT CENTER P & R (A)
10:00a	10:02a	10:11a	10:18a	10:33a
10:45a	10:47a	10:56a	11:03a	11:18a
11:30a	11:32a	11:41a	11:48a	12:03p
12:15p	12:17p	12:26p	12:33p	12:48p
1:00p	1:02p	1:11p	1:18p	1:33p
1:45p	1:47p	1:56p	2:03p	2:18p
2:30p	2:32p	2:41p	2:48p	3:03p
3:15p	3:17p	3:26p	3:33p	3:48p
4:00p	4:02p	4:11p	4:18p	4:33p

NO SERVICE TO GUN CLUB OR RIO BRAVO ON SUNDAYS
NO HAY SERVICIO A GUN CLUB O RIO BRAVO LOS DOMINGOS

Route/Ruta 790
Rapid Ride Blue Line

Effective: 8/8/2015



Route 790 - Weekday

SOUTH & EASTBOUND

NORTHWEST TRANSIT CENTER P&R (A)	COORS & MONTAÑO (B)	COORS & SEQUOIA (C)	LOMAS & 4TH STREET (D)	LOMAS @ UNM HOSPITAL (E)	CENTRAL & YALE (F)	
5:19a	5:31a	5:37a	5:48a	5:55a	6:00a	
5:54a	6:06a	6:12a	6:23a	6:30a	6:35a	
6:19a	6:31a	6:37a	6:48a	6:55a	7:00a	
6:36a	6:49a	6:55a	7:07a	7:15a	7:20a	
6:47a	7:00a	7:07a	7:21a	7:29a	7:35a	
6:54a	7:07a	7:14a	7:28a	7:36a	7:42a	
*7:01a	7:14a	7:22a	7:36a	7:44a	7:50a	M,T,W,Th,F
7:08a	7:21a	7:29a	7:43a	7:51a	7:57a	
7:18a	7:31a	7:41a	7:57a	8:05a	8:11a	
7:33a	7:46a	7:56a	8:12a	8:20a	8:26a	
*7:44a	7:57a	8:05a	8:20a	8:28a	8:33a	M,W,F
7:51a	8:04a	8:12a	8:27a	8:35a	8:40a	
7:58a	8:11a	8:18a	8:33a	8:41a	8:46a	
8:13a	8:26a	8:33a	8:48a	8:56a	9:01a	
*8:23a	8:36a	8:43a	8:58a	9:06a	9:11a	T,Th
8:31a	8:44a	8:51a	9:03a	9:11a	9:16a	
8:51a	9:04a	9:11a	9:23a	9:31a	9:36a	
9:01a	9:14a	9:21a	9:33a	9:41a	9:46a	
9:21a	9:34a	9:41a	9:53a	10:01a	10:06a	
9:43a	9:56a	10:03a	10:15a	10:23a	10:28a	
9:59a	10:12a	10:19a	10:31a	10:39a	10:44a	
10:07a	10:20a	10:27a	10:39a	10:47a	10:52a	
10:34a	10:47a	10:53a	11:05a	11:13a	11:18a	
11:04a	11:17a	11:23a	11:35a	11:43a	11:48a	
11:23a	11:36a	11:43a	11:55a	12:03p	12:08p	
11:43a	11:56a	12:03p	12:15p	12:23p	12:28p	
12:03p	12:16p	12:23p	12:35p	12:43p	12:48p	
12:23p	12:36p	12:43p	12:55p	1:03p	1:08p	
12:41p	12:54p	1:01p	1:15p	1:23p	1:28p	
1:01p	1:14p	1:21p	1:35p	1:43p	1:48p	
1:21p	1:34p	1:41p	1:55p	2:03p	2:08p	
1:43p	1:56p	2:03p	2:15p	2:23p	2:28p	
2:02p	2:15p	2:22p	2:34p	2:42p	2:47p	
2:20p	2:33p	2:40p	2:52p	3:00p	3:05p	
.....	.....	.....	.....	3:08p	3:13p	
*.....	.....	.....	.....	3:17p	3:22p	M,T,W,Th,F
2:46p	2:59p	3:06p	3:18p	3:26p	3:31p	
3:07p	3:20p	3:27p	3:39p	3:47p	3:52p	
3:22p	3:35p	3:42p	3:54p	4:02p	4:07p	
3:42p	3:55p	4:02p	4:14p	4:22p	4:27p	
.....	.....	.....	.....	4:39p	4:44p	
4:05p	4:19p	4:26p	4:39p	4:47p	4:52p	
4:17p	4:31p	4:38p	4:51p	4:59p	5:04p	
4:32p	4:46p	4:53p	5:07p	5:15p	5:20p	
4:53p	5:07p	5:14p	5:28p	5:36p	5:41p	
5:15p	5:29p	5:36p	5:50p	5:58p	6:03p	
5:46p	5:59p	6:06p	6:18p	6:25p	6:30p	
6:22p	6:35p	6:42p	6:54p	7:00p	7:05p	
6:57p	7:10p	7:17p	7:29p	7:35p	7:40p	
7:20p	7:33p	7:40p	7:52p	7:58p	8:03p	
7:53p	8:06p	8:12p	8:24p	8:30p	8:35p	
8:28p	8:41p	8:47p	8:59p	9:05p	9:10p	

WEST & NORTHBOUND

CENTRAL & YALE (F)	LOMAS & 4TH STREET (D)	COORS & SEQUOIA (C)	COORS & MONTAÑO (B)	NORTHWEST TRANSIT CENTER P&R (A)	
6:02a	6:08a	6:18a	6:25a	6:39a	
6:37a	6:43a	6:53a	7:00a	7:14a	
7:02a	7:08a	7:19a	7:26a	7:40a	
7:37a	7:44a	7:55a	8:01a	8:15a	
7:59a	8:06a	8:17a	8:23a	8:37a	
8:13a	8:20a	8:31a	8:37a	8:51a	
8:28a	8:35a	8:46a	8:52a	9:06a	
8:42a	8:49a	9:00a	9:06a	9:20a	
8:48a	8:55a	9:06a	9:12a	9:26a	
9:18a	9:25a	9:36a	9:42a	9:56a	
9:48a	9:55a	10:06a	10:12a	10:26a	
10:08a	10:15a	10:26a	10:32a	10:46a	
10:30a	10:37a	10:48a	10:54a	11:08a	
10:46a	10:53a	11:04a	11:10a	11:24a	
10:54a	11:01a	11:12a	11:18a	11:32a	
11:20a	11:27a	11:38a	11:44a	11:58a	
11:50a	11:57a	12:08p	12:14p	12:28p	
12:10p	12:17p	12:29p	12:35p	12:50p	
12:30p	12:37p	12:49p	12:55p	1:10p	
12:50p	12:57p	1:09p	1:15p	1:30p	
1:10p	1:17p	1:29p	1:35p	1:50p	
1:30p	1:37p	1:49p	1:55p	2:10p	
1:50p	1:57p	2:09p	2:15p	2:30p	
2:10p	2:17p	2:29p	2:35p	2:51p	
2:30p	2:37p	2:49p	2:55p	3:11p	
2:49p	2:56p	3:10p	3:17p	3:33p	
3:07p	3:14p	3:29p	3:36p	3:53p	
3:13p	3:20p	3:35p	3:42p	3:59p	
*3:23p	3:30p	3:45p	3:52p	4:09p	M,T,W,Th,F
3:33p	3:40p	3:55p	4:02p	4:19p	
3:54p	4:01p	4:15p	4:22p	4:39p	
4:09p	4:16p	4:30p	4:37p	4:54p	
4:29p	4:36p	4:50p	4:57p	5:14p	
4:44p	4:51p	5:05p	5:12p	5:29p	
4:54p	5:01p	5:17p	5:24p	5:42p	
5:06p	5:13p	5:29p	5:36p	5:54p	
5:22p	5:29p	5:45p	5:52p	6:10p	
5:43p	5:50p	6:03p	6:10p	6:26p	
6:05p	6:11p	6:24p	6:30p	6:46p	
6:31p	6:37p	6:48p	6:54p	7:08p	
7:06p	7:12p	7:23p	7:29p	7:43p	
7:41p	7:47p	7:58p	8:04p	8:18p	
8:04p	8:10p	8:20p	8:26p	8:39p	
8:36p	8:42p	8:52p	8:58p	9:11p	
9:11p	9:17p	9:27p	9:33p	9:46p	

* Designated trips that operate only when U.N.M. is in session.

M,T,W,Th,F = All weekday service

M,W,F = Only Monday, Wednesday & Friday Service

T,Th = Only Tuesday & Thursday Service

* Designado viajes que operan sólo cuando U.N.M. se encuentra en período de sesiones.

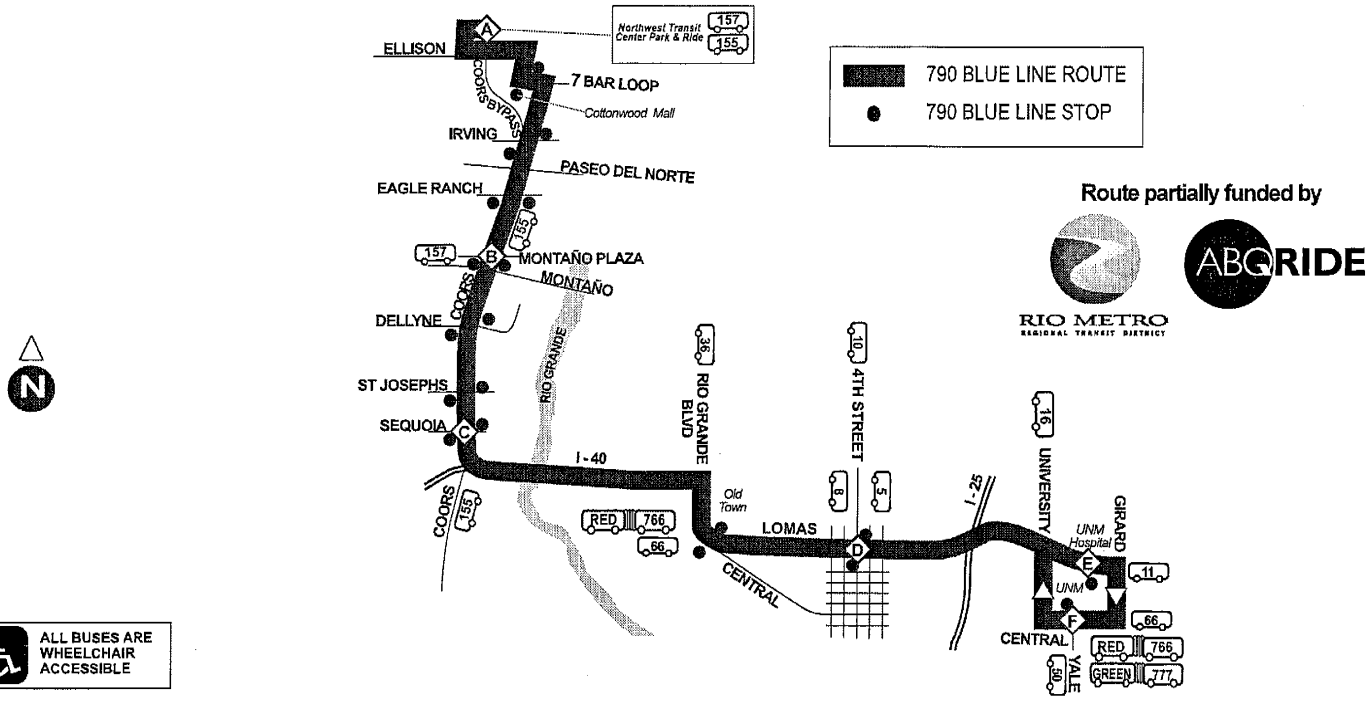
M,T,W,Th,F = Servicio los lunes, martes, miércoles, jueves y viernes.

M,W,F = Servicio sólo los lunes, miércoles y viernes.

T,Th = Servicio sólo los martes y jueves.

Route/Ruta 790
Rapid Ride Blue Line

Effective: January 2015



Route partially funded by

RIO METRO REGIONAL TRANSIT DISTRICT

ABQRIDE

Route 790 - Saturday

SOUTH & EASTBOUND

NORTHWEST TRANSIT CENTER P&R (A)	COORS & MONTAÑO (B)	COORS & SEQUOIA (C)	LOMAS & 4TH STREET (D)	LOMAS @ UNM HOSPITAL (E)	CENTRAL & YALE (F)
6:53a	7:08a	7:13a	7:23a	7:29a	7:34a
7:39a	7:54a	7:59a	8:09a	8:15a	8:20a
8:25a	8:40a	8:45a	8:55a	9:01a	9:06a
9:11a	9:26a	9:31a	9:41a	9:47a	9:52a
9:57a	10:12a	10:17a	10:27a	10:33a	10:38a
10:43a	10:58a	11:03a	11:13a	11:19a	11:24a
11:29a	11:44a	11:49a	11:59a	12:05p	12:10p
12:15p	12:30p	12:35p	12:45p	12:51p	12:56p
1:01p	1:16p	1:21p	1:31p	1:37p	1:42p
1:47p	2:02p	2:07p	2:17p	2:23p	2:28p
2:33p	2:48p	2:53p	3:03p	3:09p	3:14p
3:19p	3:34p	3:39p	3:49p	3:55p	4:00p
4:05p	4:20p	4:25p	4:35p	4:41p	4:46p
4:51p	5:06p	5:11p	5:21p	5:27p	5:32p
5:37p	5:52p	5:57p	6:07p	6:13p	6:18p
6:23p	6:38p	6:43p	6:53p	6:59p	7:04p
7:09p	7:24p	7:29p	7:39p	7:45p	7:50p

WEST & NORTHBOUND

CENTRAL & YALE (F)	LOMAS & 4TH STREET (D)	COORS & SEQUOIA (C)	COORS & MONTAÑO (B)	NORTHWEST TRANSIT CENTER P&R (A)
7:36a	7:42a	7:55a	8:00a	8:15a
8:22a	8:28a	8:41a	8:46a	9:01a
9:08a	9:14a	9:27a	9:32a	9:47a
9:54a	10:00a	10:13a	10:18a	10:33a
10:40a	10:46a	10:59a	11:04a	11:19a
11:26a	11:32a	11:45a	11:50a	12:05p
12:12p	12:18p	12:31p	12:36p	12:51p
12:58p	1:04p	1:17p	1:22p	1:37p
1:44p	1:50p	2:03p	2:08p	2:23p
2:30p	2:36p	2:49p	2:54p	3:09p
3:16p	3:22p	3:35p	3:40p	3:55p
4:02p	4:08p	4:21p	4:26p	4:41p
4:48p	4:54p	5:07p	5:12p	5:27p
5:34p	5:40p	5:53p	5:58p	6:13p
6:20p	6:26p	6:39p	6:44p	6:59p
7:06p	7:12p	7:25p	7:30p	7:45p
7:52p	7:58p	8:11p	8:16p	8:31p

CITY OF ALBUQUERQUE

STANDARD LETTER

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown, P.E., PTOE
P. O. Box 92051
Albuquerque, NM 87199-2051
tobe@swcp.com

MEETING DATE: December 3, 2015

ATTENDEES: Jeanne Wolfenbarger, Racquel Michel, Carol Toffaleti and John MacKenzie, City of Albuquerque; Terry Brown.

PROJECT: Coors Pavilion (northwest corner of St. Joseph's Drive/Coors Boulevard)

REQUESTED CITY ACTION: _X__Zone Change ___Site Development Plan

X Subdivision X Building Permit ___Sector Plan ___Sector Plan Amendment

___Curb Cut Permit ___Conditional Use ___Annexation ___Site Plan Amendment

ASSOCIATED APPLICATION: There is a 21-acre tract on the northwest corner of St. Joseph's Drive and Coors Boulevard. On this tract, it is proposed to construct a couple of drive-thru restaurants and a shopping center, drive-in bank, and pharmacy. There will be partial access onto Coors Boulevard (right-turn-in, right-turn-out only) approximately 400 feet north of St. Joseph's Drive, access onto Ladera Drive, and a possible tie-in to the north via Quaker Heights Plaza.

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study. As each item identified in the scoping letter is completed, check the appropriate (box).

1. Trip Generation - Use Trip Generation Manual, 9th Edition. (30% pass-by trips are assumed.)

2. **Signalized Intersections:**

- **Coors Blvd. / St. Joseph's Drive**
- **Coors Blvd. / Sequoia Road**
- **Coors Blvd. / Western Trail**
- **Atrisco Drive / St. Joseph's Drive**
- **Atrisco Drive / Western Trail**

Unsignalized Intersections:

- **Quaker Heights Plaza / Western Trail**
- **Milne Road / Atrisco Drive**
- **Quaker Heights Plaza / Milne Road**
- **Milne Road / Coors Blvd.**

All drives for site access.

O Box 1293
Albuquerque
New Mexico 87103
www.cabq.gov

3. Intersection turning movement counts (7-9 a.m. peak hour, 4-6 p.m. peak hour).

4. Existing traffic signal timing and synchronization.
Intersections provided: signalized intersections above

5. Type of intersection progression and factors to be used.
Type III arrival type (see "2010 Highway Capacity Manual" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

6. Boundaries of area to be used for trip distribution.
City Wide - residential, office or industrial;
3-mile radius - commercial;

7. Basis for trip distribution.
Residential – Use inverse relationship based upon distance and employment. Use employment data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2035 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

8. Traffic Assignment. Logical routing on the major street system.

9. Proposed developments which have been approved but not constructed that are to be Included in the analyses: None

10. Method of intersection capacity analysis - planning or operational (see "2010 Highway Capacity Manual" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of highway capacity manual.
Implementation Year: 2018

11. Traffic conditions for analysis:

a. Project completion year without proposed development (yr. 2018);

b. Project completion year with proposed development (yr. 2018).

12. Background traffic growth.
Method: Use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

13. Planned (programmed) traffic improvements.
List planned CIP improvements in study area and projected project implementation year: Ladera Drive Improvements (Kellie Shaw - DMD Project Manager).

14. Items to be included in the study:
    a. Intersection analysis.
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted.
    c. Arterial LOS analysis;
    d. Recommended street, intersection and signal improvements.
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    f. Transportation system impacts.
    g. Other mitigating measures.
    h. Accident analyses ___yes X no.
    Location(s):
    i. Weaving analyses ___yes X no.

15. Number of copies of report required 4_(3 for the COA, 1 for NMDOT), 1 electronic version.
    Executive Summary Required ___yes X no

16. Other:
    - Comply with the Coors Corridor Plan (existing and proposed). Proposed plan, as indicated by Carol, requires driveway spacing of one driveway per 450 feet for partial access and one driveway per 1000 feet for full access. Table 18C1 of the Highway Access Manual also shows required spacing of access points on state-owned facilities. The proposed right-turn-in, right-turn-out access onto Coors Blvd. follows both the existing and proposed Coors Corridor Plan and is acceptable to the DOT.
    - Terry Brown met with Nancy Perea of NMDOT in advance of the TIS meeting to determine acceptability of proposed access off of Coors Boulevard. Terry mentioned that the DOT requested a deceleration lane in advance of the Coors Boulevard access.

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3993.

12-08-15

Jeanne Wolfenbarger, P.E. — Date
Senior Engineer

cc: TIS Task Force Attendees
file

O Box 1293
Albuquerque
New Mexico 87103
www.cabq.gov

New Mexico DEPARTMENT OF
TRANSPORTATION

December 16, 2016

Mr. Terry Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199

Subject: Proposed Coors Pavilion Revision 1
NM 45 Mile Post 16.09 (NW Quadrant at St. Joseph's Drive)
Albuquerque, Bernalillo County, New Mexico

Dear Mr. Brown:

This letter is to inform you that the Traffic Impact Study (TIS) for the proposed commercial development at the northwest quadrant of the intersection of NM 45 and St. Joseph's Drive dated October 8, 2016 has been reviewed and below are the District comments.

The NMDOT has no objection to granting the requested Right-in/Right-out commercial driveway onto NM 45 southbound providing the following conditions are met.

1. The NMDOT shall provide final approval on the design for the offsite improvements. The developer shall agree to incorporate all the comments requested by the NMDOT.
2. The Property Owner shall submit a Commercial Driveway Application for the Right-in/Right-out commercial driveway onto NM 45.

In addition to the TIS, the improvements are based on other factors, including but not limited to, the State Access Management Manual (SAMM) design criteria, roadway design references and any local jurisdiction planning documents. The following offsite improvements will be required inclusive of those listed in the TIS report recommendations (attached) for the proposed development:

A. The 12 foot wide deceleration lane shall be constructed to include the taper and storage area.

B. The access width shall be constructed to accommodate lanes for one ingress and one egress movement at a maximum of 36 feet wide. The access return radii shall meet design vehicle criteria.

C. Bike lane with buffer shall be built in kind along the property frontage on NM 45.

D. Pavement marking shall be installed on NM 45 for the full length of the development's property frontage. Any existing pavement markings impacted or otherwise damaged during construction shall be re-installed at NMDOT discretion.

E. Appropriate signage per the MUTCD shall be installed based on the new roadway geometry.

F. The existing ITS sign conflicts with the new deceleration lane. It consists of three major components, the foundation, the structure, and the board. All major components shall be removed and installed new with the exception of the structure itself. Pending the following: (1) Structural drawings stamped, signed by a registered engineer of New Mexico approving the reuse of the existing sign structure and (2) NMDOT D-3 ITS approval for reuse of sign structure.

G. Sidewalk shall be installed along the property line of NM 45 tying into the existing sidewalk to the north and new ADA curb ramp to the south. All sidewalk installation shall be built per standard drawings 608 series.

H. Verify that the ADA curb ramp(s) at the northwest corner of NM 45 & St. Joseph's Drive are ADA compliant. If existing conditions are not ADA compliant the subject area shall be rebuilt to NMDOT/PROWAG specifications. ADA curb ramp shall be built per standard drawings 608 series.

I. Roadway luminaires shall be removed and reinstalled along the property frontage of NM 45 with roadway widening. Roadway luminaires shall be installed per standard drawings 706, 707 & 708 series.

J. Utilities shall be removed and relocated along the property frontage of NM 45 and additional, if needed, to tie into existing infrastructure.

The following information will be required in conjunction with the approval of the development:

a. All geometric details associated with the proposed offsite improvements listed in this letter shall be approved by the NMDOT. Any schematic layout (s) for the proposed improvements that is contained in the report is for informational purposes only and should not be considered as an approved final design.

b. Detailed construction plans, including traffic control plans, for the proposed roadway improvements shall be submitted to Margaret Haynes P.E at Margaret.Haynes@state.nm.us prior to any driveway application submittals. The roadway design shall be compliant with proposed right-of-way accessibility guidelines (PROWAG) for pedestrian facilities.

c. Grading and drainage plans, shall be submitted with the driveway application for review and approval by Mr. Timothy Trujillo, D3 Drainage Engineer.

d. An Environmental Clearance will need to be obtained from Mr. Gary Funkhouser for disturbance to the state right-of-way. Mr. Funkhouser can be reached at 505.827.5692 or Gary.Funkhouser@state.nm.us

e. Utility permit application for all utility work within NMDOT right-of-way shall be submitted to Mr. Israel Suazo, D3 Permit Agent, for review and processing. Mr. Suazo can be reached at 505.798.6655 or Israel.Suazo@state.nm.us

f. All traffic control permits, within NMDOT right-of-way related to the proposed development shall be submitted to Mr. Peter Kubiak, D3 Engineering Coordinator at 505.798.6608 or Peter.Kubiak@state.nm.us

If you have any questions please feel free to call me at 505.798.6625.

Sincerely,

Nancy R. Perea, P.E.
District Three Traffic Engineer

Copies: Jill Mosher, NMDOT D3 ADE Engineering Support
Margaret Haynes, NMDOT D3 DTE
Rachel Michel, City of Albuquerque
File

Attachment: Coors Pavilion TIS – Page 26