Unser Vista Oriente Development

(Vista Oriente St. / Unser Blvd.)

Traffic Impact Study

October 27, 2025

DRAFT

Presented to:
City of Albuquerque

Prepared for:
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Executive Summary

The purpose of this traffic study was to evaluate the impacts of the center's expansion and to support petitioning the Mid-Region Council of Governments (MRCOG) for a right-out access from the center. The study evaluated the transportation conditions before and after the Unser Vista Oriente development to determine the project's impact on the adjacent transportation system. Three scenarios were examined: **No Build, Build with Existing Geometry, and Build with Proposed Geometry**. Based on the results, mitigation measures for the development are recommended. Furthermore, the **study analyzed and recommends adding a right-out movement** to the existing right-in only access on Unser Blvd., with the intention of obtaining approval for this modification through MRCOG. This study has been prepared in accordance with the requirements of the City of Albuquerque Traffic Engineering Department and the scoping letter approved on September 16, 2025.

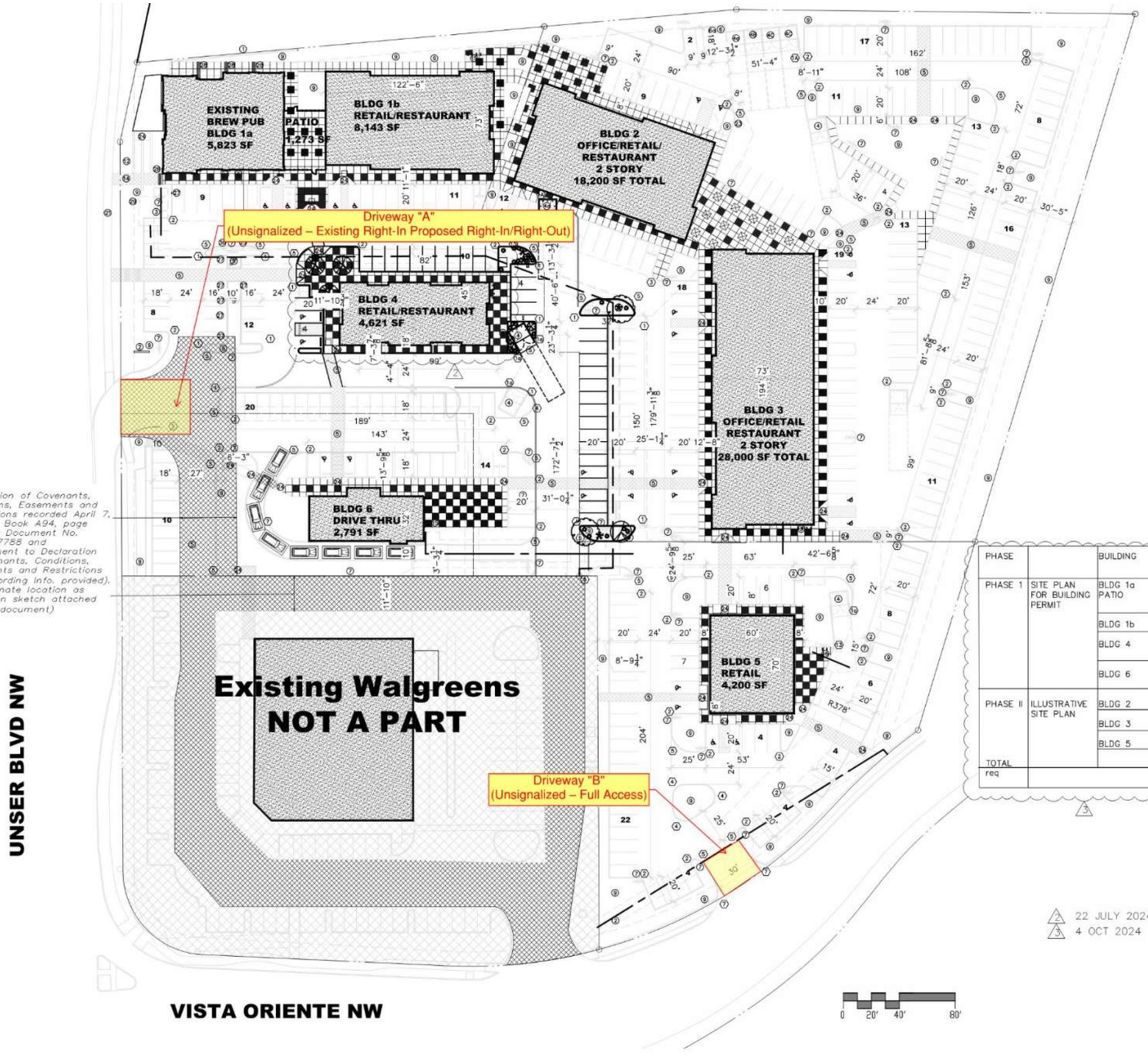
The proposed Unser Vista Oriente development is located within the City of Albuquerque, New Mexico northeast of Vista Oriente St. / Unser Blvd. The legal description of the subject property is as follows:

The Unser Vista Oriente development is planned as a mixed-use commercial project that will include an existing sit-down restaurant as well as proposed retail space, a sit-down restaurant, and a restaurant with a drive-through. Access to the site will be provided by two unsignalized driveways.

The first, Driveway “A,” will be located on the east side of Unser Blvd., about 475 feet north of Vista Oriente St. It is currently a right-in only driveway with a northbound deceleration lane measuring approximately 140 feet in length, but it is proposed to operate as a right-in/right-out access point. The driveway will also serve the existing Walgreens adjacent to the site through a granted access easement, resulting in access for a total of eight businesses. See figure below for conceptual layout of the proposed addition.

The second, Driveway “B,” is an existing right-in/right-out driveway on the north side of Vista Oriente Street, approximately 570 feet east of Unser Boulevard. It is proposed to be modified to function as a full-access driveway.

A site plan illustrating these access points is provided below. See Appendix Page A-1 for the full site plan.



SITE PLAN 1" = 40'-0"

PHASE		BUILDING	TOTAL		USE/AREA FACTOR	PARKING REQUIRED	PARKING PROVIDED HC	INCLUDES MC PARKING	PLUS PARKING	BICYCLE PARKING
PHASE 1	SITE PLAN FOR BUILDING PERMIT	BLDG 1a PATIO	5,823 SF 1,273 SF	RESTAURANT 245 SEATS	8/1000	47	58	2	–	4
		BLDG 1b	8,143 SF	RETAIL	4/1000	33		2	2	4
		BLDG 4	3,161 SF 1,469 sf	RETAIL RESTAURANT	4/1000 8/1000	13 12		2	3	4
		BLDG 6	2,791 SF	DRIVE THRU (70 SEATS)	1 PER 4 SEATS	18	47 + 8 QUEUE	2	2	3
PHASE II	ILLUSTRATIVE SITE PLAN	BLDG 2	18,200 SF	RETAIL	4/1000	73	188	4	2	3
		BLDG 3	28,000 SF	RETAIL/WHSE	4/1000	112		12	4	12
		BLDG 5	4,200 SF	RETAIL	4/1000	17	64	2	2	6
TOTAL req						325	365	26, 12 req	15, 6 req	36, 33

2 22 JULY 2024
3 4 OCT 2024

SITE

VICINITY MAP NTS

A summary of the calculated trips expected to be generated by the proposed mixed commercial use development based on the current Institute of Transportation (ITE) trip generation rates is presented below:

Unser Vista Oriente (Vista Oriente St. / Unser Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 12th Edition)

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
BLDG ID: 6	Fast Food Restaurant w/ Drive-Thru Window (934)	2.79	1,304	63	61	48	44
BLDG ID: 1B, 2, 3, 5	Shopping Plaza 40 - 150K - No Supermarket (821)	58.54	3,953	63	38	149	155
	Subtotal		**5,257**	**126**	**99**	**197**	**199**
	Internal Capture			**8**	**8**	**18**	**18**
	Subtotal			**118**	**91**	**179**	**181**
	Pass-By Trips	30%		*-35*	*-27*	*-54*	*-54*
	Total Primary Trips			**83**	**64**	**125**	**127**
BLDG ID: 4	*High Turnover (Sit-Down) Restaurant (932)*	*1.47*	*158*	*8*	*6*	*8*	*5*
BLDG ID: 4	*Shopping Plaza 40 - 150K - No Supermarket (821)*	*3.16*	*213*	*3*	*2*	*8*	*8*
	Subtotal		***371***	***11***	***8***	***16***	***13***
	Pass-By Trips	*30%*		*-3*	*-2*	*-5*	*-4*
	Total Primary Trips			***8***	***6***	***11***	***9***

Building #4 has completed its vertical phase of construction but currently has no occupant. As a result, project-generated traffic for approximately 1,469 square feet of sit-down restaurant space and 3,161 square feet of retail space was included in the background traffic.

The study area includes one signalized intersection and three unsignalized intersections, as listed below:

1. Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd. (Signalized – Full Access)
2. Vista Oriente St. / Vista Oeste / Walgreens (Unsignalized – Two-Way Stop
3. Driveway “A” / Unser Blvd. (Unsignalized – NB Right-In Only)
4. Vista Oriente St. / Driveway “B” (Unsignalized – One-Way Stop)

Analysis of the study area for this project was performed using Synchro 12 software (12.2.5.31). Reporting in this Traffic Impact Study are the HCM7 (Highway Capacity Manual, 7th Edition) reports from Synchro 12 software. Results of the analysis are summarized in the following table:

Executive Summary Results Table

Intersection No. / Name	Intersection Operation	Case Evaluation	Implementation Year (2029) Conditions		Horizon Year (2039) Conditions	
			AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)	AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)
1 Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.	Signalized	*No Build (Exist. Geo.)*	C - 26.6	C - 22.8	C - 34.4	C - 30.8
		Build (Exist. Geo.)	C - 29.5	C - 29.2	D - 38.9	D - 39.3
		Build (Exist. Geo. MIT)	N/A	C - 29.7*	N/A	D - 37.0*
		Build (Pro. Geo.)	C - 29.4	C - 28.9	D - 38.9	D - 39.2
		Build (Pro. Geo. MIT)	N/A	C - 29.4*	N/A	D - 36.8*
2 Vista Oriente St. / Vista Oeste / Walgreens	Unsignalized	*No Build (Exist. Geo.)*	B - 10.5	B - 13.3	B - 11.0	C - 16.0
		Build (Exist. Geo.)	B - 11.8	C - 19.3	B - 12.4	D - 26.9
		Build (Pro. Geo.)	B - 11.6	C - 17.7	B - 12.1	C - 23.6
3 Driveway "A" / Unser Blvd.	Unsignalized	*No Build (Exist. Geo.)*	N/A	N/A	N/A	N/A
		Build (Exist. Geo.)	N/A	N/A	N/A	N/A
		Build (Pro. Geo.)	B - 10.8	B - 10.8	B - 11.4	B - 11.9
4 Vista Oriente St. / Driveway "B"	Unsignalized	*No Build (Exist. Geo.)*	A - 8.9	A - 8.5	A - 9.1	A - 8.6
		Build (Exist. Geo.)	A - 9.5	A - 9.4	A - 9.6	A - 9.4
		Build (Pro. Geo.)	A - 9.3	A - 9.0	A - 9.5	A - 9.1

* Mitigation needed for individual movments

The proposed Unser Vista Oriente development is expected to have no significant adverse impact on the adjacent transportation system in both the 2029 Implementation Year and the 2039 Horizon Year. However, additional right-out access to Unser Blvd improves overall efficiency and has positive impact to the network as articulated below.

Intersection #1 - Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.
The 2029 and 2039 traffic analyses that overall intersection operations remain acceptable under both scenarios. In 2029, only the westbound left-turn movement experiences delay issues during the PM peak hour, which can be mitigated by optimizing signal splits, improving LOS from "F" to "D."

In 2039, the westbound left-turn (PM peak) movements experience similar delay increases, but signal optimization restores LOS to acceptable levels. In all cases, 95th-percentile queues remain within limits.

Intersection #4 – Vista Oriente St. / Driveway "B"
The eastbound left turning movement off Vista Oriente St. meets the City of Albuquerque DPM turning threshold and therefore, a deceleration lane is warranted.

Frontage off Vista Oriente St.
Currently, sidewalks do not exist along the frontage of the project on Vista Oriente St. on the north side,

Besides the three listed deficiencies and impacts, the remaining traffic analysis confirms that intersection operations within the study area are expected to remain at LOS "D" or better. Crash history for the study area indicates that the majority of crashes were associated with "Other, No Driver Error" and driver inattention.

The proposed right-out movement connecting to the existing right-in only access at Driveway "A" is justified based on the following key points:

- **Provides direct exiting northbound access** onto Unser Blvd. for eight businesses. Implementing the proposed right-out reduces vehicle travel from the site by approximately 19.8 vehicle-miles during peak hours, which is expected to decrease associated vehicle emissions.
- **Improves overall traffic network operations.** The most significant benefit is the reduction in total vehicle delay during both the AM and PM peak hours (27 to 65 vehicle-minutes) at the signalized intersection of Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.
- **Does not significantly increase crash risk.** Crash data (all available NMDOT AASHTOWare for the past 10 years) indicates that there has been only one recorded right-turn crash at a right-in/right-out-only intersection within a one-mile radius of Driveway "A," off Unser Blvd. and the crash did not result in any fatalities.

Based on the analysis provided in this Traffic Impact Study, the following recommendations are made:

- Intersection #1 - Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd
    - It is recommended to optimize signal splits during the PM peak hour in the implementation year and in the horizon year.
- Intersection #4 – Vista Oriente St. / Driveway "B"
    - It is recommended to construct a left-turn lane for traffic to enter the project. The lane should provide 40 feet of storage and a 150–150-foot reverse curve transition. The lane should have a minimum width of 10 feet, consistent with the City of Albuquerque DPM and NMDOT Roadway Design Manual standards.
    - It can remain a full-access, unsignalized, two-lane driveway.
- Frontage off Vista Oriente St.
    - It is recommended that a sidewalk be constructed on the north side of Vista Oriente St. along the frontage of the subject property to connect to the existing sidewalks.
- Intersection #3 – Driveway "A" / Unser Blvd.
    - It can function as a proposed right-in/right-out, unsignalized, two-lane driveway.*
- All design and construction of the project shall maintain adequate sight distances at driveways and intersections to the extent possible.

*Approval of the proposed right-turn out at Driveway "A" will require approval of the Transportation Coordinating Committee at the Mid-Region Council of Governments.

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DRAFT Traffic Impact Study

Introduction

Purpose

The purpose of this traffic study was to evaluate the impacts of the center's expansion and to support petitioning the Mid-Region Council of Governments (MRCOG) for a right-out access from the center. The study evaluated the transportation conditions before and after the Unser Vista Oriente development to determine the project's impact on the adjacent transportation system. Three scenarios were examined: **No Build, Build with Existing Geometry, and Build with Proposed Geometry**. Based on the results, mitigation measures for the development are recommended. Furthermore, the **study analyzed and recommends adding a right-out movement** to the existing right-in only access on Unser Blvd., with the intention of obtaining approval for this modification through MRCOG. This study has been prepared in accordance with the requirements of the City of Albuquerque Traffic Engineering Department and the scoping letter approved on September 16, 2025.

Project Location

The proposed Unser Vista Oriente development is located within the City of Albuquerque, New Mexico northeast of Vista Oriente St. / Unser Blvd. The legal description of the subject property is as follows:

Plat of LTS 1-B-1, 1-B-2, 1-B-3 & 1-B-4, Ladera Industrial Center (being a replat of LTS 1-B & 1-D, Ladera Industrial Center), containing a total of 7.0919 AC as follows: LT 1-B-1 – 1.2639 AC; LT 1-B-2 – 0.6724 AC; LT 1-B-3 – 1.9817 AC; LT 1-B-4 – 3.1739 AC.

See vicinity map below:

Figure 1 - Vicinity Map

Description of Proposed Development

Land Use

The Unser Vista Oriente development is proposed as a mixed-use commercial project, consisting of retail, a sit-down restaurant, and a restaurant with a drive-through window.

Development Phasing and Timing

The subject site is proposed to be developed in two phases, as outlined below:

Table 1: Phases and Uses

Phase	Building ID	Total (SF)	Use
1	1A	5,823	Restaurant
	Patio	1,273	
	1B	8,143	Retail
	*4	3,161	Retail
		1,469	Restaurant
	6	2,791	Restaurant w/ Drive Thru
2	2	18,200	Retail
	3	28,000	Retail/Warehouse
	5	4,200	Retail
Project Related Total SF per Use			
Sit-Down Restaurant		1,469 SF	
Restaurant with Drive-Thru		2,791 SF	
Retail		61,704 SF	

*Building 1A is existing and generating trips.

*Building 4 is under construction and trips are assumed as Previous Development

Although the project will be proposed to be constructed in two phases, this study assumes a single-phase development and evaluates an implementation year of 2029 and a horizon year of 2039.

Existing and Planned Zoning

The subject site is located on Geographic Information System (GIS) IDO Zone Atlas Page H-9-Z. The approximately 7.1-acre tract is currently zoned Non-Residential Commercial (NR-C). There are no plans for future rezoning. See Zone Atlas map below.

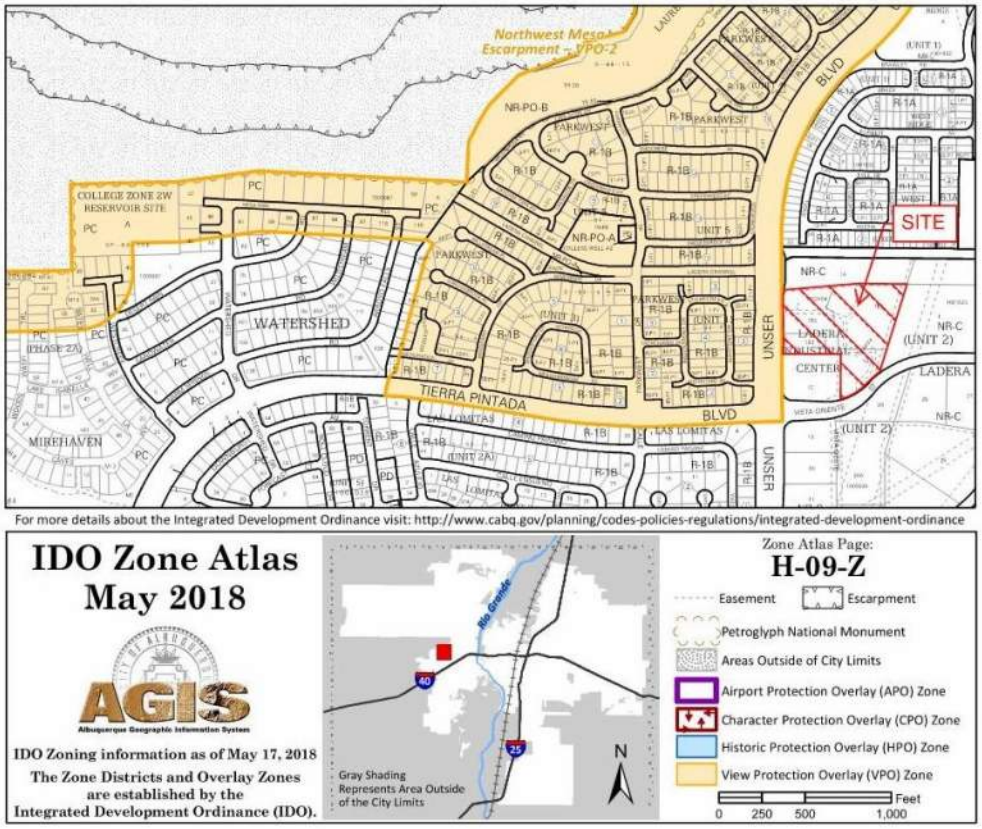


Figure 2 - Zone Atlas Map page H-9-Z

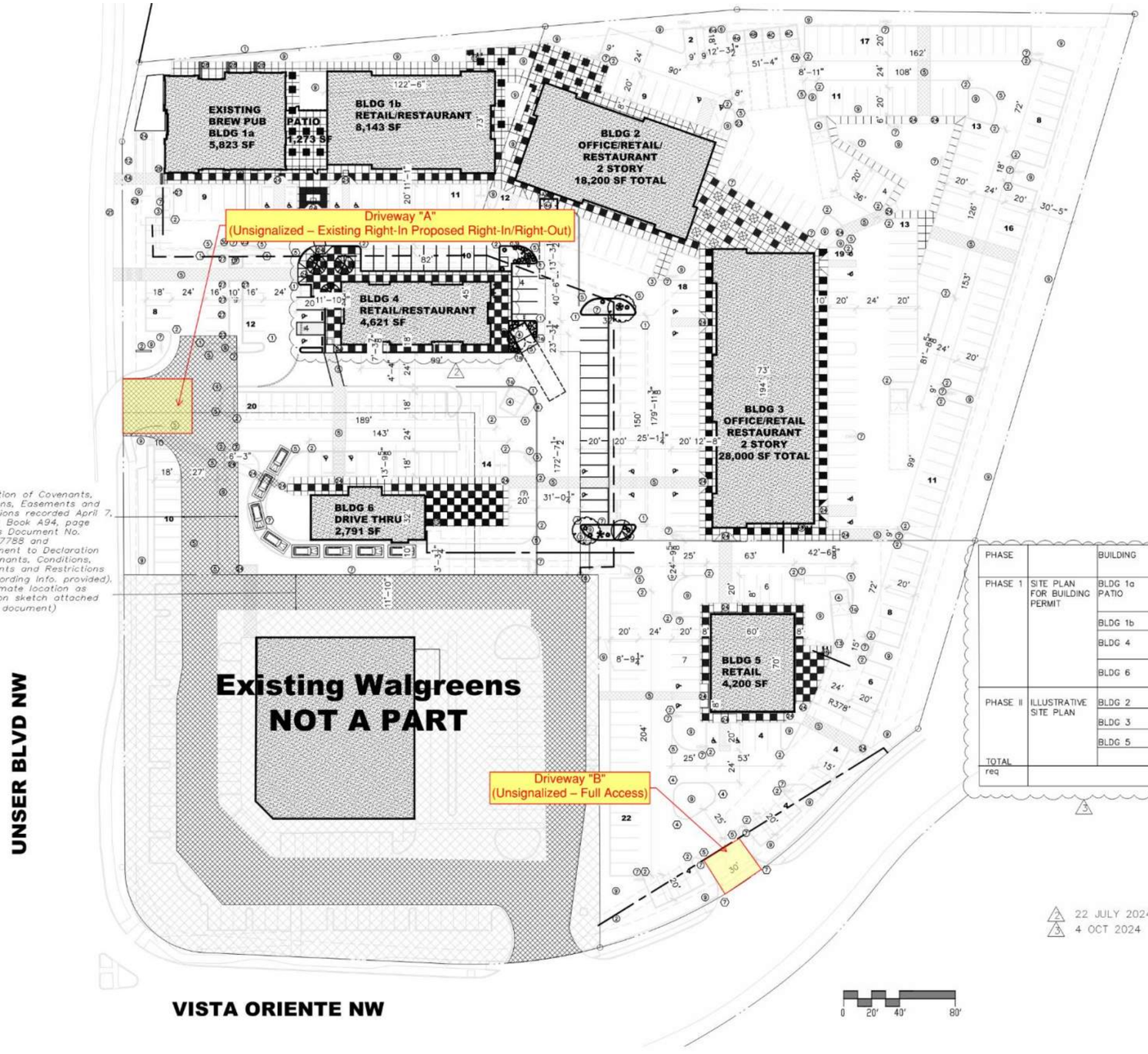
Site Access

The proposed Site Plan is presented on the next page. The project will be accessed via two unsignalized driveways listed as follows:

Driveway "A" – Proposed right-in/right-out driveway on the east side of Unser Blvd., approximately 465 feet north of Vista Oriente St. (centerline to centerline). The existing driveway currently operates as a right-in only and includes an approximately 140-foot northbound right turn deceleration lane.

Driveway "B" – Existing right-in/right-out driveway on the north side of Vista Oriente St., approximately 564 feet east of Unser Blvd. (centerline to centerline).

See Appendix Page A-1 for the full site plan.



PHASE		BUILDING	TOTAL		USE/AREA FACTOR	PARKING REQUIRED	PARKING PROVIDED HC	INCLUDES MC PARKING	PLUS PARKING	BICYCLE PARKING
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		BLDG 1b	8,143 SF	RETAIL	4/1000	33		2	2	4
		BLDG 4	3,161 SF 1,469 sf	RETAIL RESTAURANT	4/1000 8/1000	13 12		2	3	4
		BLDG 6	2,791 SF	DRIVE THRU (70 SEATS)	1 PER 4 SEATS	18	47 + 8 QUEUE	2	2	3
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		BLDG 3	28,000 SF	RETAIL/WHSE	4/1000	112		12	4	12
		BLDG 5	4,200 SF	RETAIL	4/1000	17	64	2	2	6
TOTAL req						325	365	26, 12 req	15, 6 req	36, 33

2 22 JULY 2024
3 4 OCT 2024

Figure 3 - Site Plan

Study Area Conditions

Study Area Definition

A Traffic Impact Study scoping meeting was held online with the City of Albuquerque on September 11, 2025, at 9:00 AM. Attendees include Ernest Armijo, P.E. (City of Albuquerque), Ronald R. Bohannan, P.E., Jacob Liberman, Derek Bohannan, E.I., Jay Nelson, P.E., and Terry Brown P.E. (Tierra West, LLC). The study area includes the following:

1. Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd. (Signalized – Full Access)
2. Vista Oriente St. / Vista Oeste / Walgreens (Unsignalized – Two-Way Stop)
3. Driveway "A" / Unser Blvd. (Unsignalized – Existing Right-In, Proposed Right-In/Right-Out)
4. Vista Oriente St. / Driveway "B" (Unsignalized – One-Way Stop)

The characteristics of the study area are as follows:

- The study meets the standards of the City of Albuquerque Traffic Engineers.
- The study assumes the subject project would develop a mix of sit-down restaurants, restaurants with drive-through windows, and retail.
- There are no other known land development projects in the area which need to be incorporated into the background traffic model for this study.
- Analysis of the intersections in the study area will be performed using Trafficware's Synchro 12 software (version 12.2.5.31).

The signed scoping letter can be found on A-100 through A-103 in the Appendix of this report.

Existing Land Use

The subject property contains a fully developed taproom with a restaurant (BLDG 1A) and a retail/restaurant currently under construction (BLDG 4), while the remainder of the site is vacant. An existing Walgreens adjacent to the subject property has an easement granting access via Driveway "A". Trips associated with these three developments are accounted for in the background traffic. The surrounding area within the study limits is primarily developed with commercial retail, commercial services, industrial uses, and low-density residential.

Existing Roadway System Characteristics

The Mid-Region Council of Governments (MRCOG) Futures 2040 Long Range Roadway System Map (see Figure 4) and Bikeway System Map (see Figure 5), shown below, were used in the analysis. The roadway classifications and characteristics within the study area are as follows:

Unser Blvd. is classified as a **Regional Principal Arterial** with a posted speed limit of 45 MPH. It is typically a six-lane urban roadway with curb and gutter, sidewalks, and a raised median. Sidewalks and bike lanes are present on both sides of the roadway fronting the project site. The roadway carries a bi-directional Average Annual Weekday Traffic volume of 25,600 vehicles north of Tierra Pintada Blvd. and 28,000 vehicles to the south.

Tierra Pintada Blvd. is classified as a **Major Collector** with a posted speed of 35 MPH. It is typically a four-lane urban roadway with curb and gutter, sidewalks, and a raised median. Sidewalks are present on both sides of the roadway. The roadway carries a bi-directional Average Annual Weekday Traffic volume of 10,200 vehicles.

Vista Oriente St. is classified as **residential or local**, with an assumed speed limit of 25 MPH. It is generally a two-lane local roadway with curb and gutter and a raised median between Unser Blvd. and Vista Oeste, further to the east there in no median. Sidewalks are present on both sides of the roadway adjacent to the project, further to the east there are no sidewalks.

Vista Oeste is classified as **residential or local**, with an assumed speed limit of 25 MPH. It is generally a two-lane local roadway with curb and gutter, and no median. Sidewalks are located on Vista Oeste where development has occurred.

A portion of the 2023 average annual weekday traffic (AAWDT) published by MRCOG showing the AAWDT near the proposed project is presented in Figure 6.

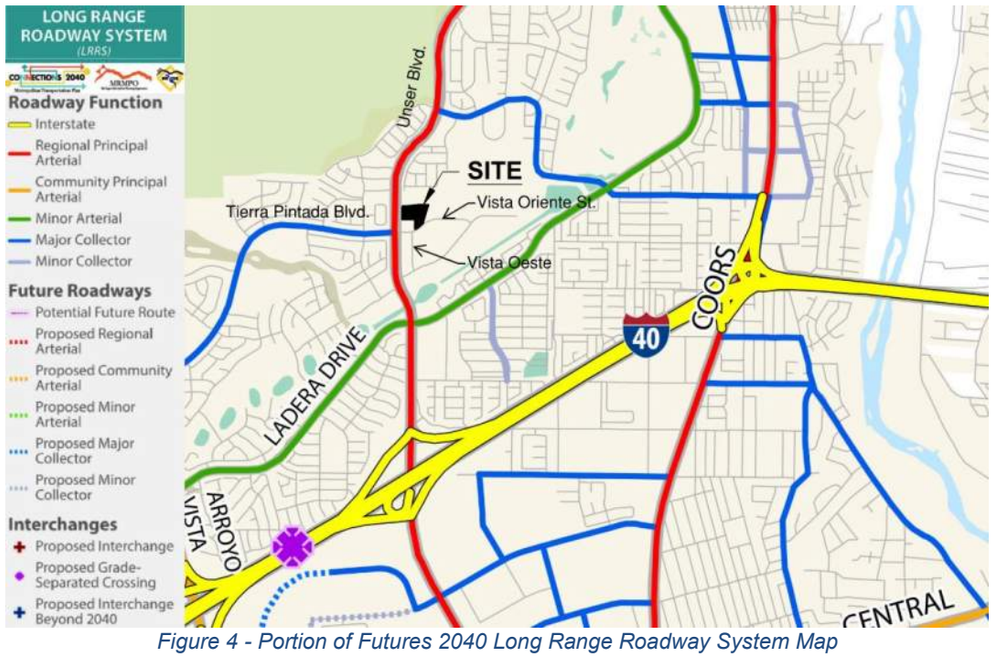


Figure 4 - Portion of Futures 2040 Long Range Roadway System Map

Figure 5 - Portion of Futures 2040 Long Range Bikeway System Map

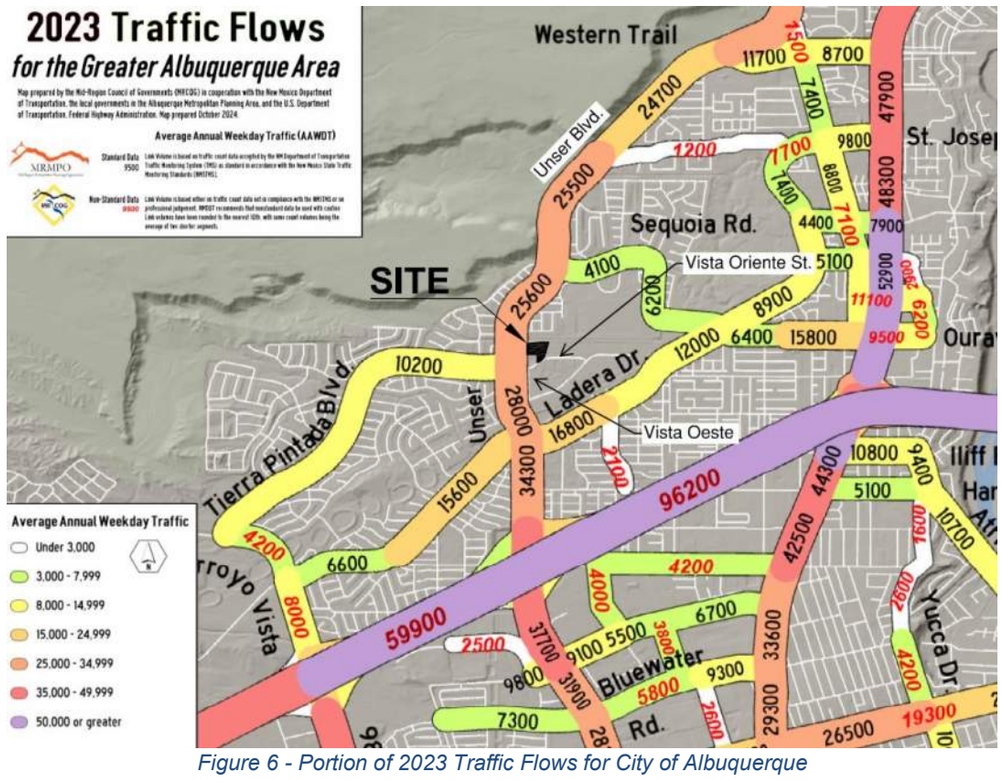


Figure 6 - Portion of 2023 Traffic Flows for City of Albuquerque

Traffic Signal System

Signal timing data for Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd. was provided by the City of Albuquerque and used in the analysis. The signal currently operates as a fully-actuated-coordinated signal with AM and PM cycle times of 130 seconds. See Appendix Page A-98 & A-99.

Analysis of Existing Conditions

Existing Traffic Volumes

Since the implementation year is only four years away, no existing conditions analysis was performed. This was approved by the City of Albuquerque during the scoping meeting. Existing traffic volumes (turning movement counts) were collected from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the intersections analyzed in this study in September 2025, while school was in session. These counts are included in the Appendix on Pages A-92 through A-97. The 2029 NO BUILD conditions analysis is assumed to closely approximate existing conditions.

Level of Service (LOS) Criteria

According to the City of Albuquerque Design Process Manual (DPM), Level of Service (LOS) standards are defined by Access Category. Table 7.5.89 in the DPM outlines the minimum acceptable LOS standards based on Functional Classification, Roadway Type, and the City of Albuquerque's ABC Comprehensive Plan designation. This table is shown below.

Table 2 - Desired LOS by Location and Corridor Type (DPM Table 7.5.88)

Functional Classification & Roadway Type	ABC Comp Plan Center Type						
	Transit Station Area	Downtown	Urban Center	Activity Center	Village Center	Employment Center	Outside Center
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Multi-modal	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D

Unser Blvd. and Tierra Pintada Blvd. are classified as a Principal Arterial and a Major Collector outside a Center; therefore, intersections along the corridor should operate at LOS D or better. Mitigation measures should be considered for any intersections projected to operate at a LOS worse than D under Build conditions within the project area, or at a minimum, to maintain the LOS at the No Build condition.

Analysis of Implementation Year and Horizon Year Conditions

Traffic Projections

Background traffic volumes were calculated by applying an annual traffic growth rate to the existing traffic volumes. This growth rate for both the implementation year and the horizon year was determined by analyzing AAWDT volumes from the MRCOG Annual Traffic Flow Maps from 2013 through 2022. The trendline resulting from this analysis indicates that an annual background traffic growth rate of **2.4%** is appropriate. See Appendix Pages A-2 and A-3 for background growth worksheet and graph.

Building #4 has completed its vertical phase of construction but currently has no occupant. As a result, project-generated traffic for approximately 1,469 square feet of sit-down restaurant space and 3,161 square feet of retail space was included in the background traffic. The calculated trip generation for Building #4 is shown below:

Table 3 - Building #4 Trip Generation

Unser Vista Oriente (Vista Oriente St. / Unser Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 12th Edition)

BLDG ID: 4	*High Turnover (Sit-Down) Restaurant (932)*	*1.47*	*158*	*8*	*6*	*8*	*5*
BLDG ID: 4	*Shopping Plaza 40 - 150K - No Supermarket (821)*	*3.16*	*213*	*3*	*2*	*8*	*8*
	Subtotal		***371***	***11***	***8***	***16***	***13***
	Pass-By Trips	*30%*		*-3*	*-2*	*-5*	*-4*
	Total Primary Trips			***8***	***6***	***11***	***9***

Trip Generated by the Development

The Unser Vista Oriente development is proposed to include approximately 58,543 square feet of retail space, and 2,791 square feet of restaurant space with a drive-through. The analysis used the following Land Use Codes to estimate the average weekday, as well as AM and PM peak hour, project trips:

- Shopping Plaza (40,000–150,000 sq. ft.) (ITE Code 821): This land use refers to an open-air, integrated commercial development of 40,000–150,000 square feet, typically anchored by a supermarket or major store. It may include retail, dining, office, and recreational facilities, with its size distinguishing it from smaller strip plazas and larger shopping centers.
- Fast-Food Restaurant with Drive-Through Window (ITE Code 934): This land use refers to fast-food restaurants with drive-through service, featuring high customer turnover, limited eat-in service with no table service, and typical patron stays of less than 30 minutes.

A summary of the calculated weekday along with the AM and PM peak hour trips for this project is as follows:

Table 4 - Trip Generation

Unser Vista Oriente (Vista Oriente St. / Unser Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 12th Edition)

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
BLDG ID: 6	Fast Food Restaurant w/ Drive-Thru Window (934)	2.79	1,304	63	61	48	44
BLDG ID: 1B, 2, 3, 5	Shopping Plaza 40 - 150K - No Supermarket (821)	58.54	3,953	63	38	149	155
	Subtotal		**5,257**	**126**	**99**	**197**	**199**
	Internal Capture			**8**	**8**	**18**	**18**
	Subtotal			**118**	**91**	**179**	**181**
	Pass-By Trips	30%		*-35*	*-27*	*-54*	*-54*
	Total Primary Trips			**83**	**64**	**125**	**127**

As shown above, a 30% pass-by rate was applied to generate the total primary trips. See Appendix Pages A-4 through A-8 for additional information.

Trip Distribution and Assignment

Trip distribution and trip assignments of the newly generated traffic are based on interpolated 2016 and 2040 Socioeconomic Forecasts by Data Analysis Subzones (DASZ) for the Mid-Region of New Mexico, as published by the MRCOG. New retail commercial trips were distributed proportionally based on the population distribution within a two-mile radius of the project. See Appendix Pages A-9 through A-11 for the trip distribution data and diagrams.

The project trip distribution percentages at the project driveways and the study intersections based on both existing driveway configurations and proposed driveway configurations are shown in Figure 7 – Figure 13 below.

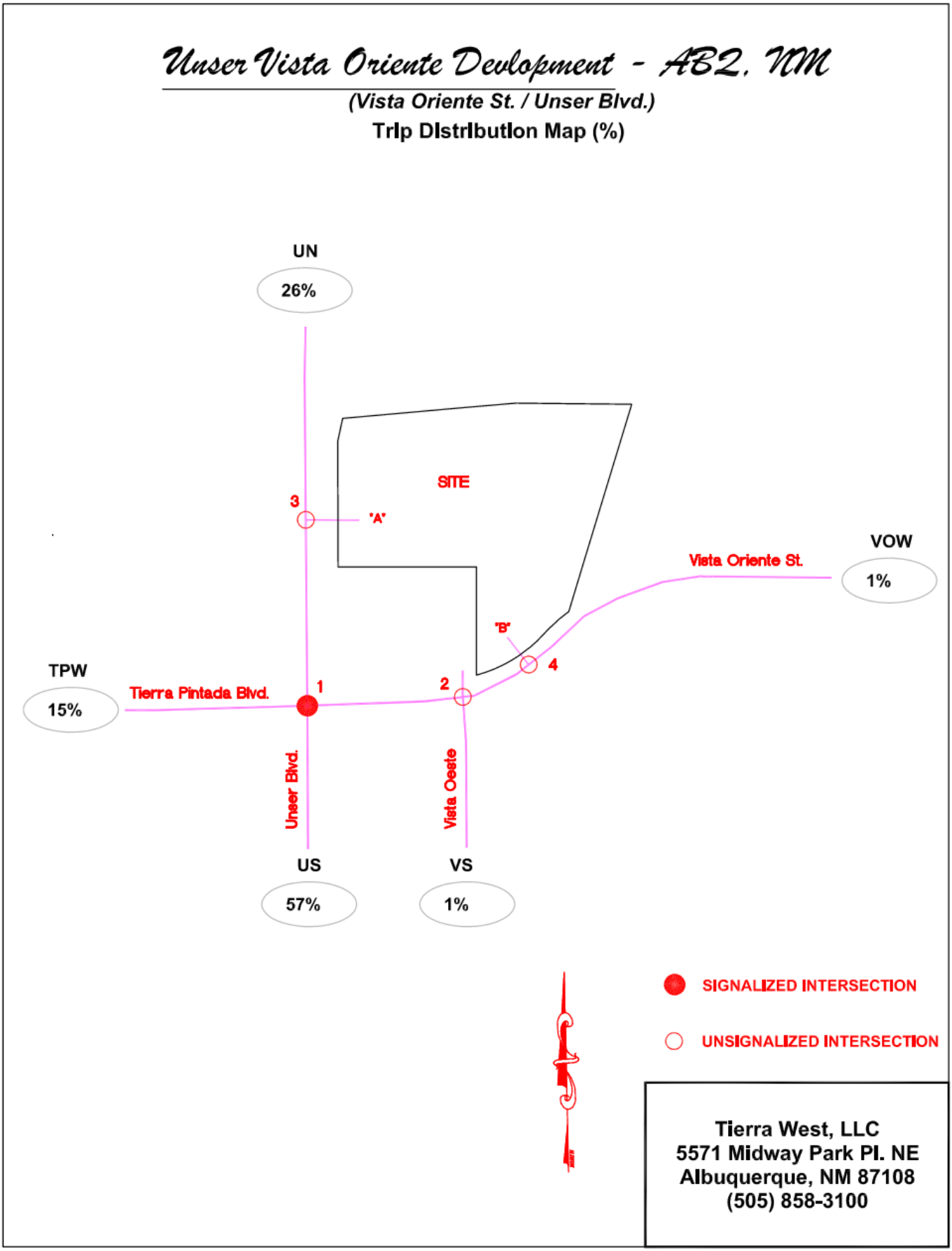


Figure 7 - Trip Distribution Map (%)

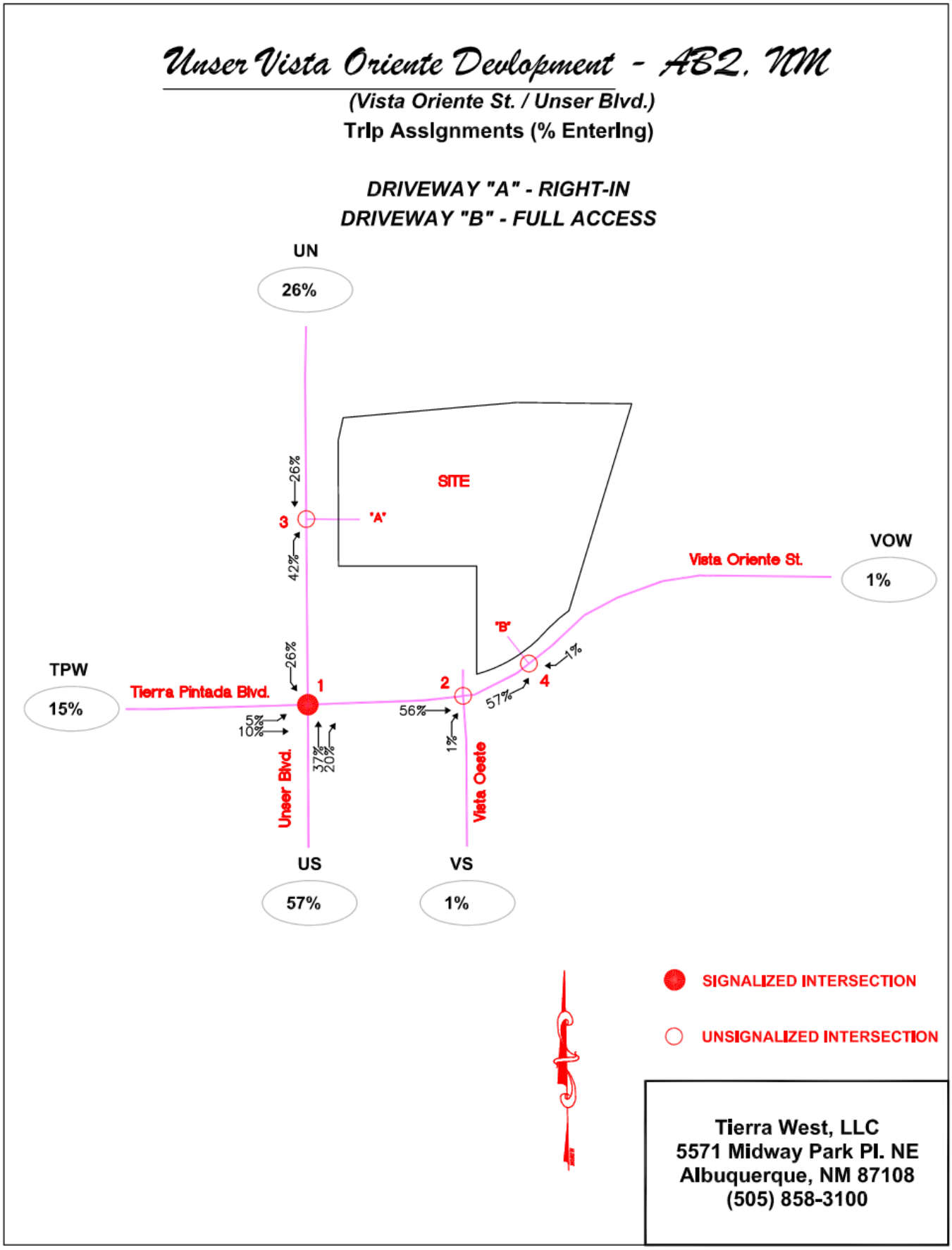


Figure 8 - Existing BUILD Trip Assignment Map (% Entering)

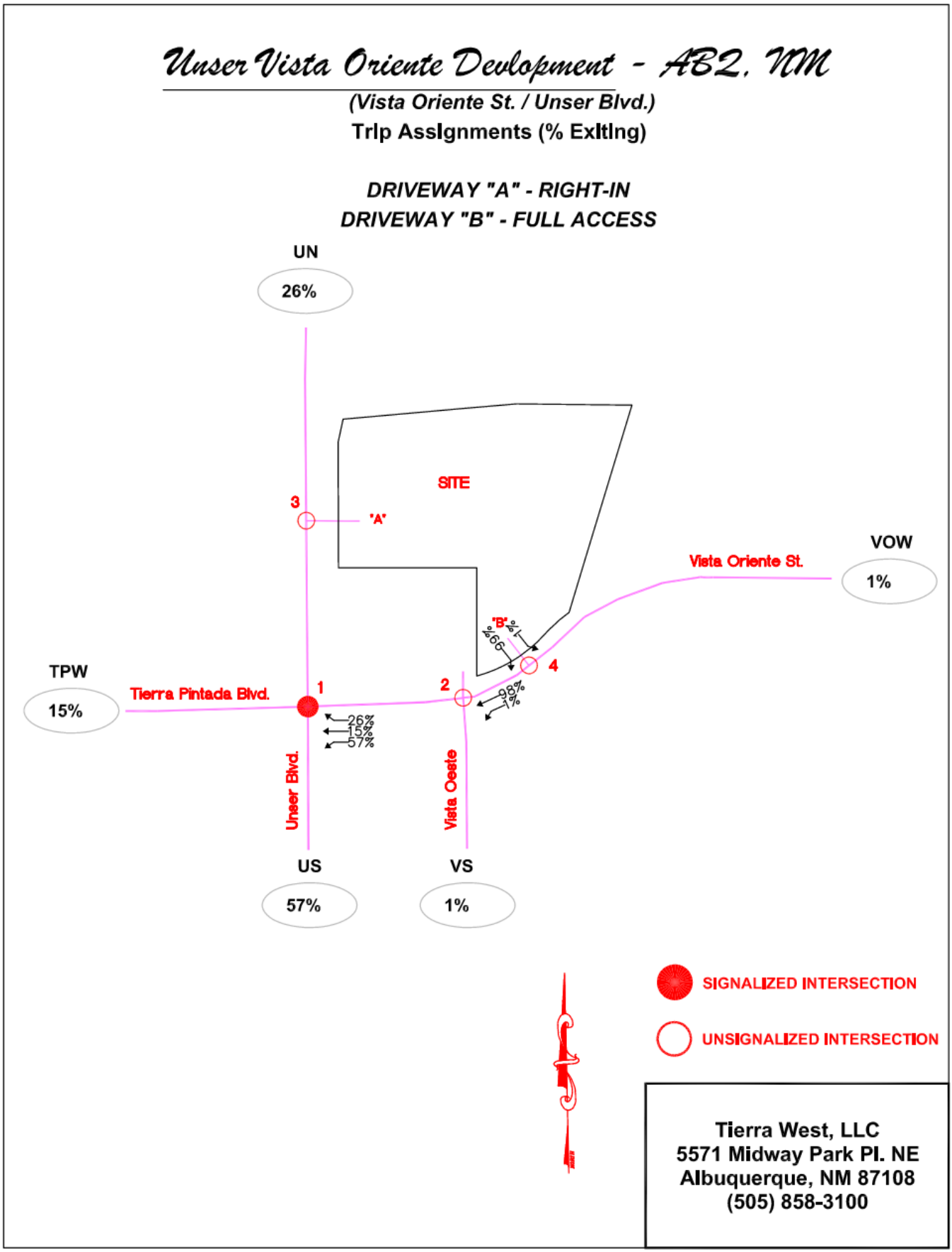


Figure 9 - Existing BUILD Trip Assignment Map (% Exiting)

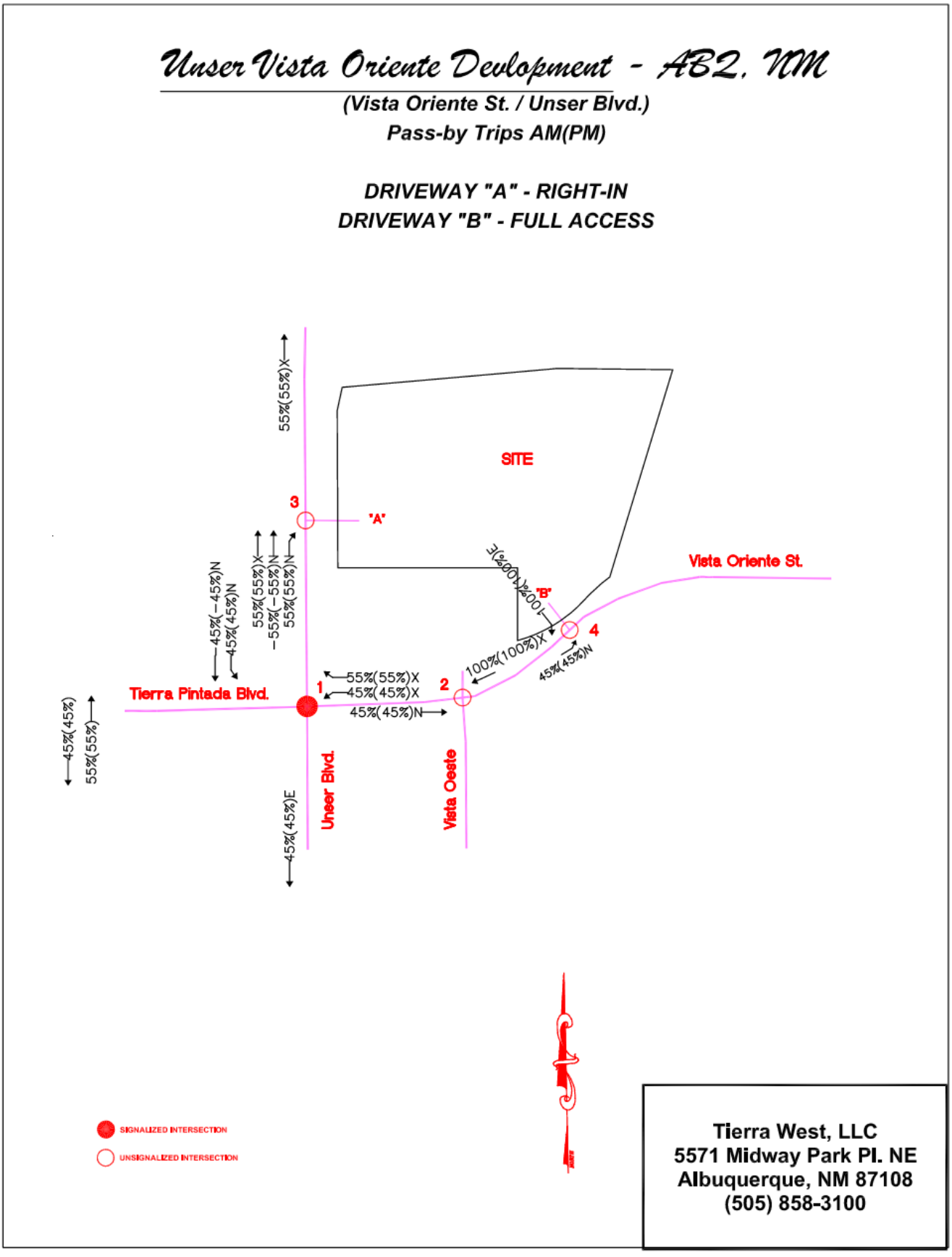


Figure 10 - Existing BUILD Pass-by Trips

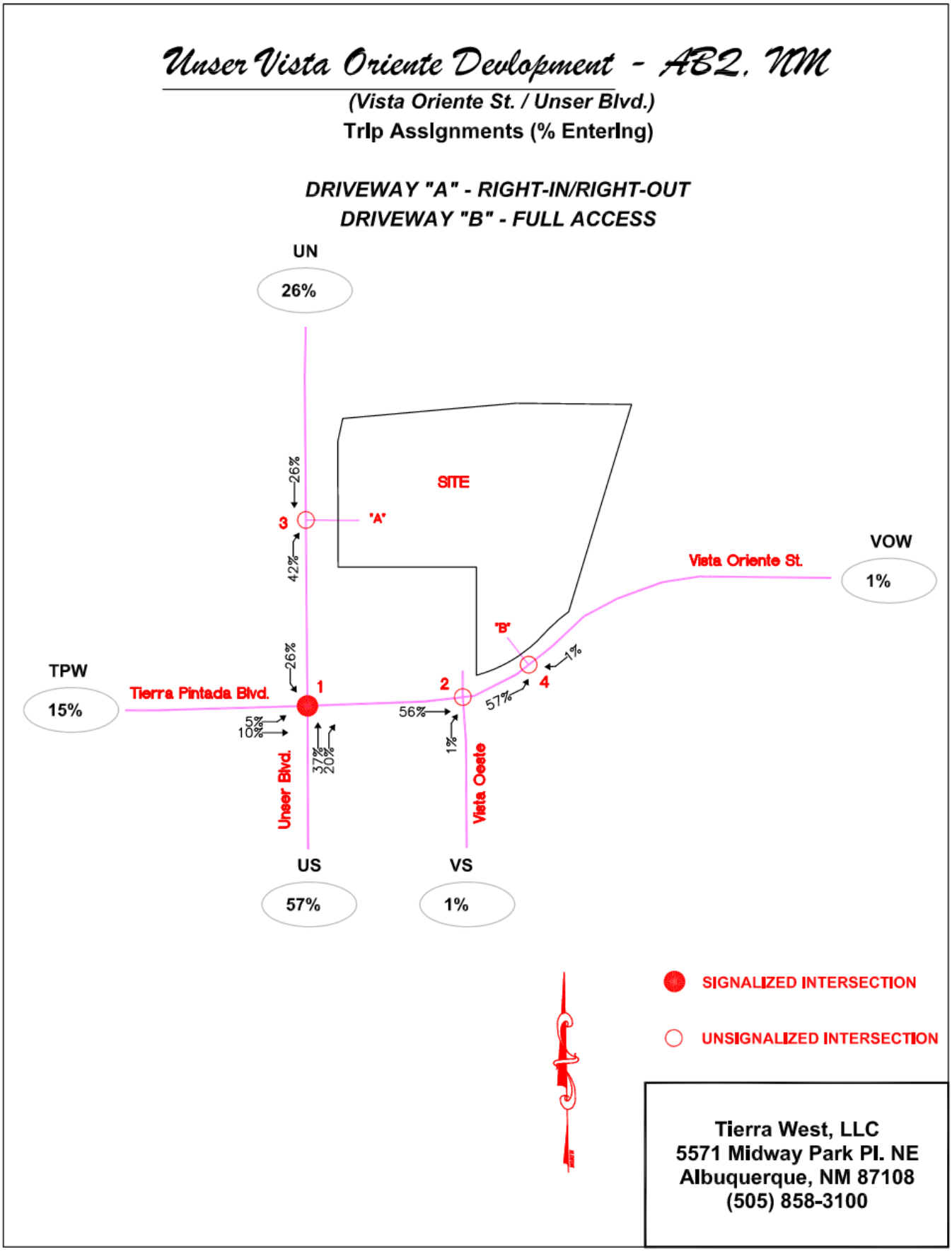


Figure 11 - Proposed BUILD Trip Assignment Map (% Entering)

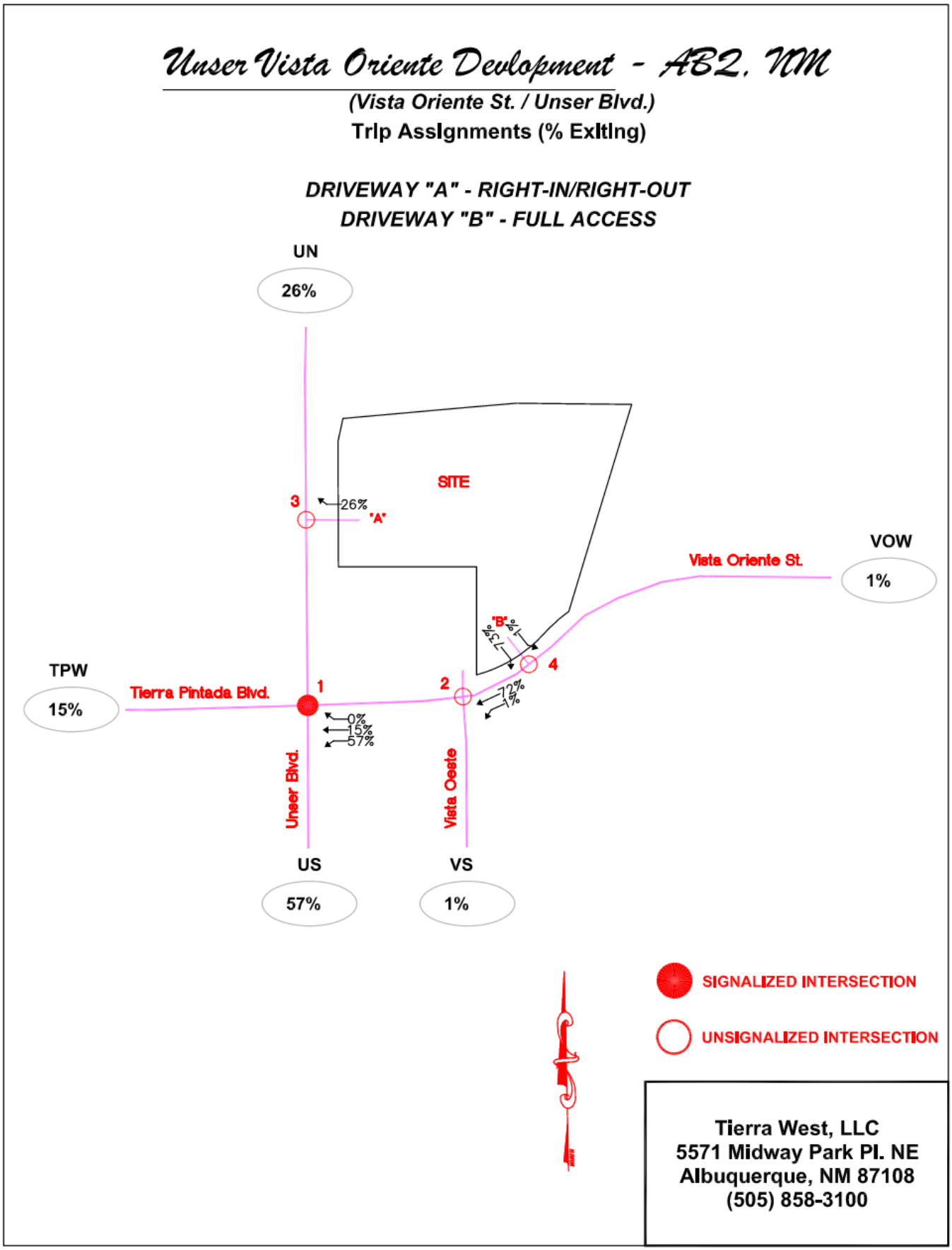


Figure 12 - Proposed BUILD Trip Assignment Map (% Exiting)

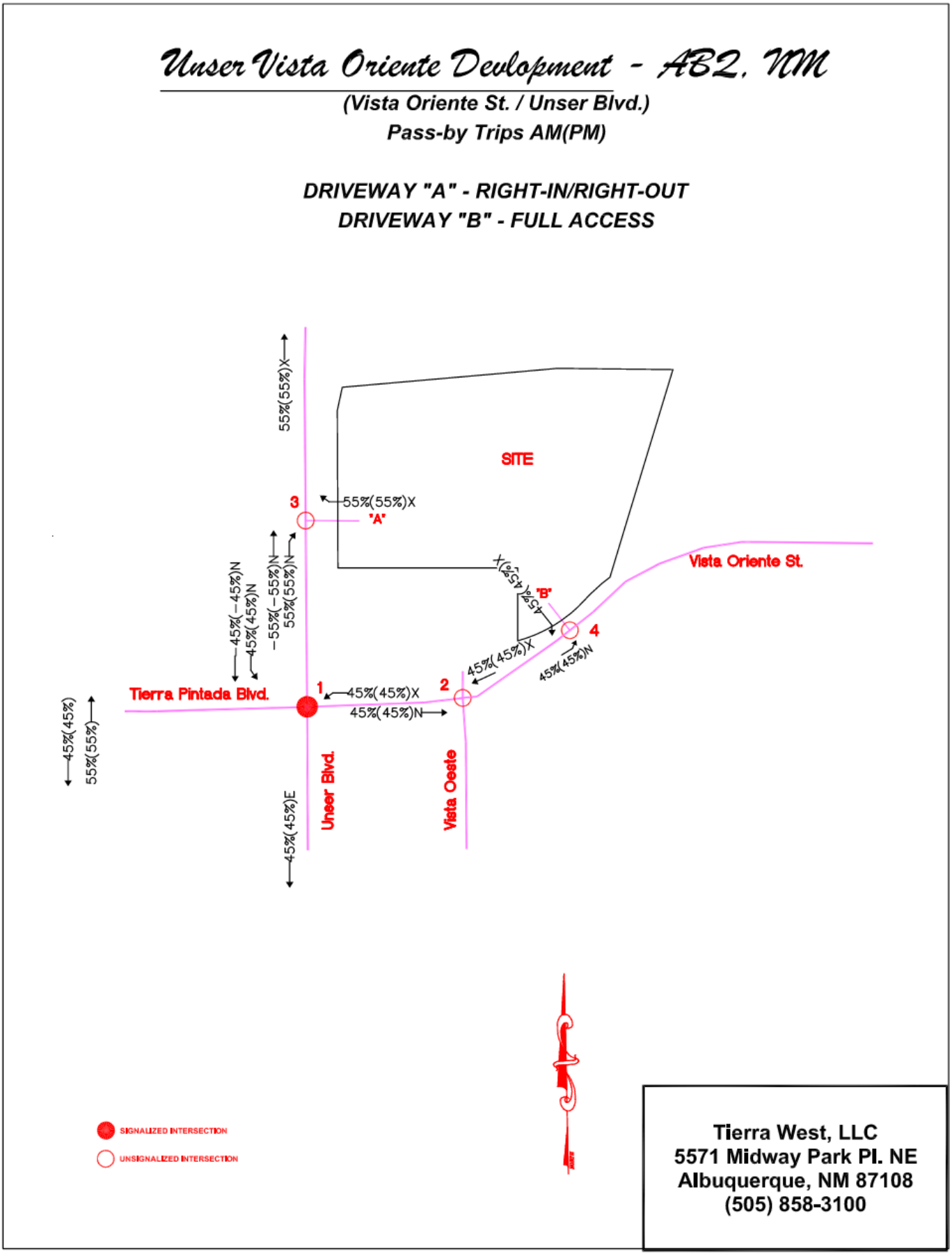


Figure 13 – Proposed BUILD Pass-by Trips

Traffic Volumes

The 2029 and 2039 AM and PM peak-hour NO BUILD and BUILD with existing geometry and traffic volumes were calculated for each turning movement at each study intersection in 15-minute intervals. Peak-hour volumes were determined by multiplying the highest 15-minute volume by four. NO BUILD volumes were generated by adjusting the traffic count volumes with the background traffic growth. BUILD volumes were calculated by increasing the NO BUILD volumes by the trips generated by the project with the reduction from the pass-by percentages. Detailed calculations are provided in Appendix Pages A-12 through A-47.

Traffic Analysis

A capacity analysis was conducted for the following No-Build and Build with existing geometry conditions during both the AM and PM peak hour:

1. Implementation Year – 2029
2. Horizon Year – 2039

Synchro 12 (version 12.2.5.31) by Trafficware was used to perform capacity and queuing analyses using the HCM 7 methodology for both signalized and unsignalized intersections. The lane/volume analysis maps for these intersections are provided below.

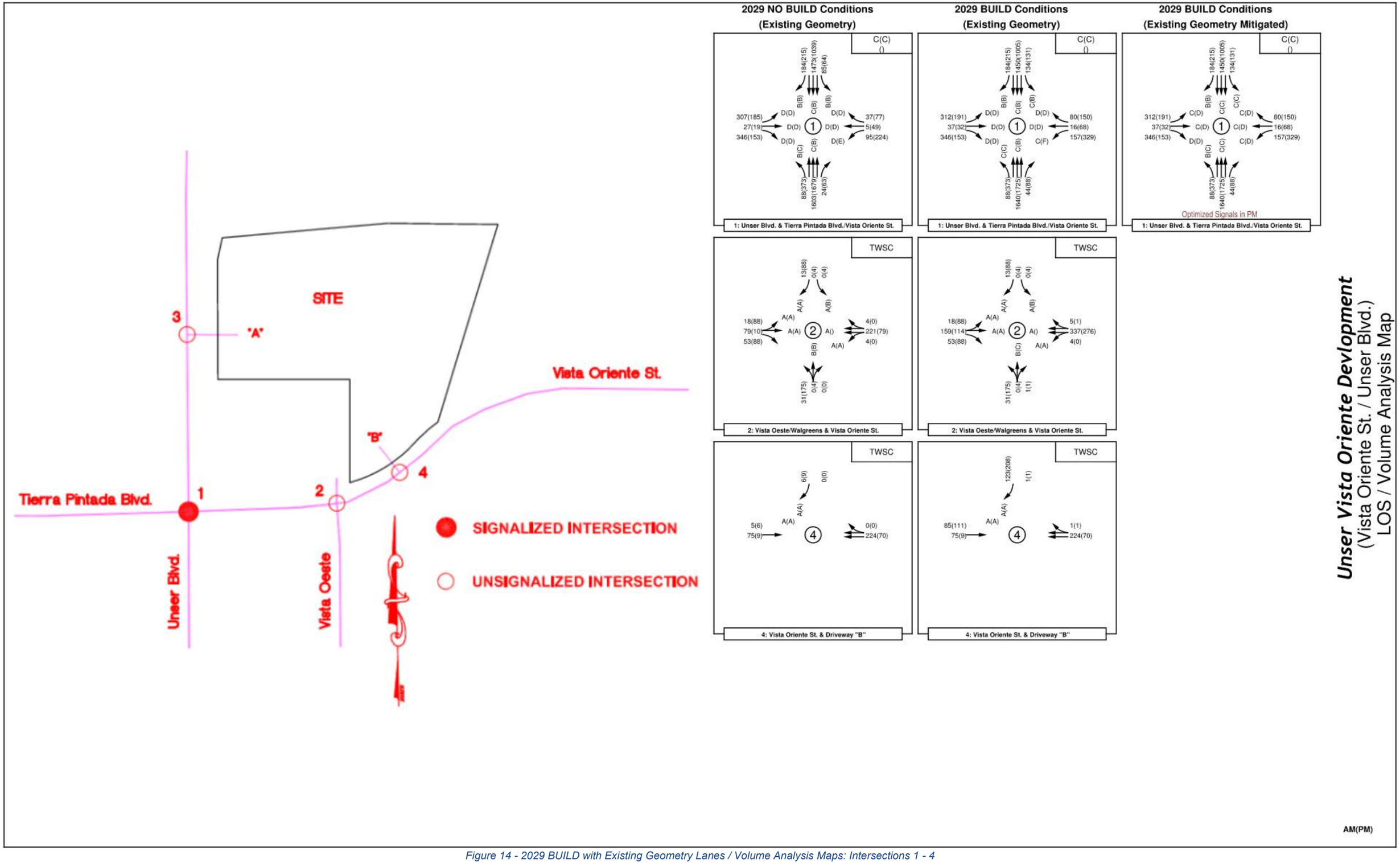


Figure 14 - 2029 BUILD with Existing Geometry Lanes / Volume Analysis Maps: Intersections 1 - 4

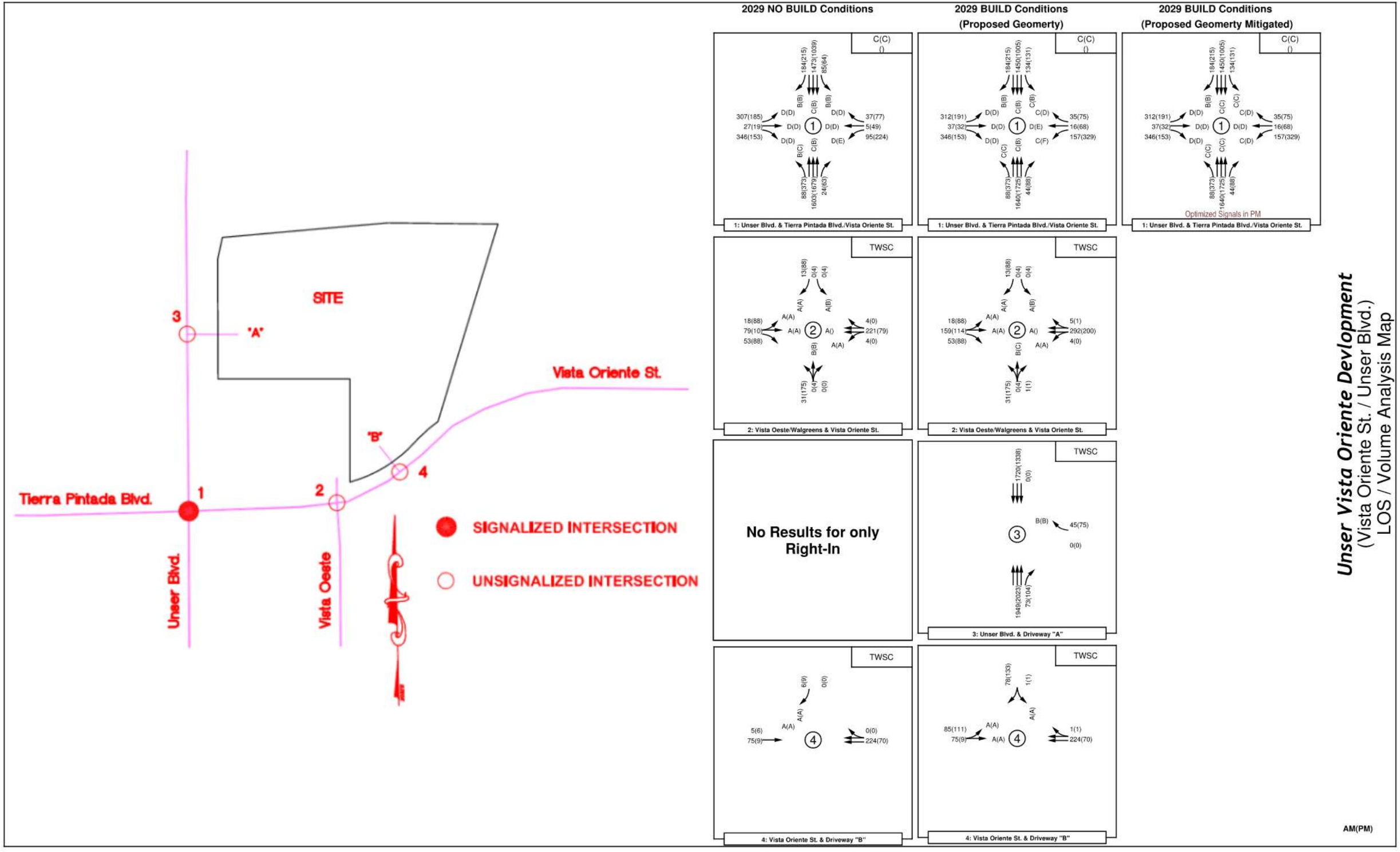
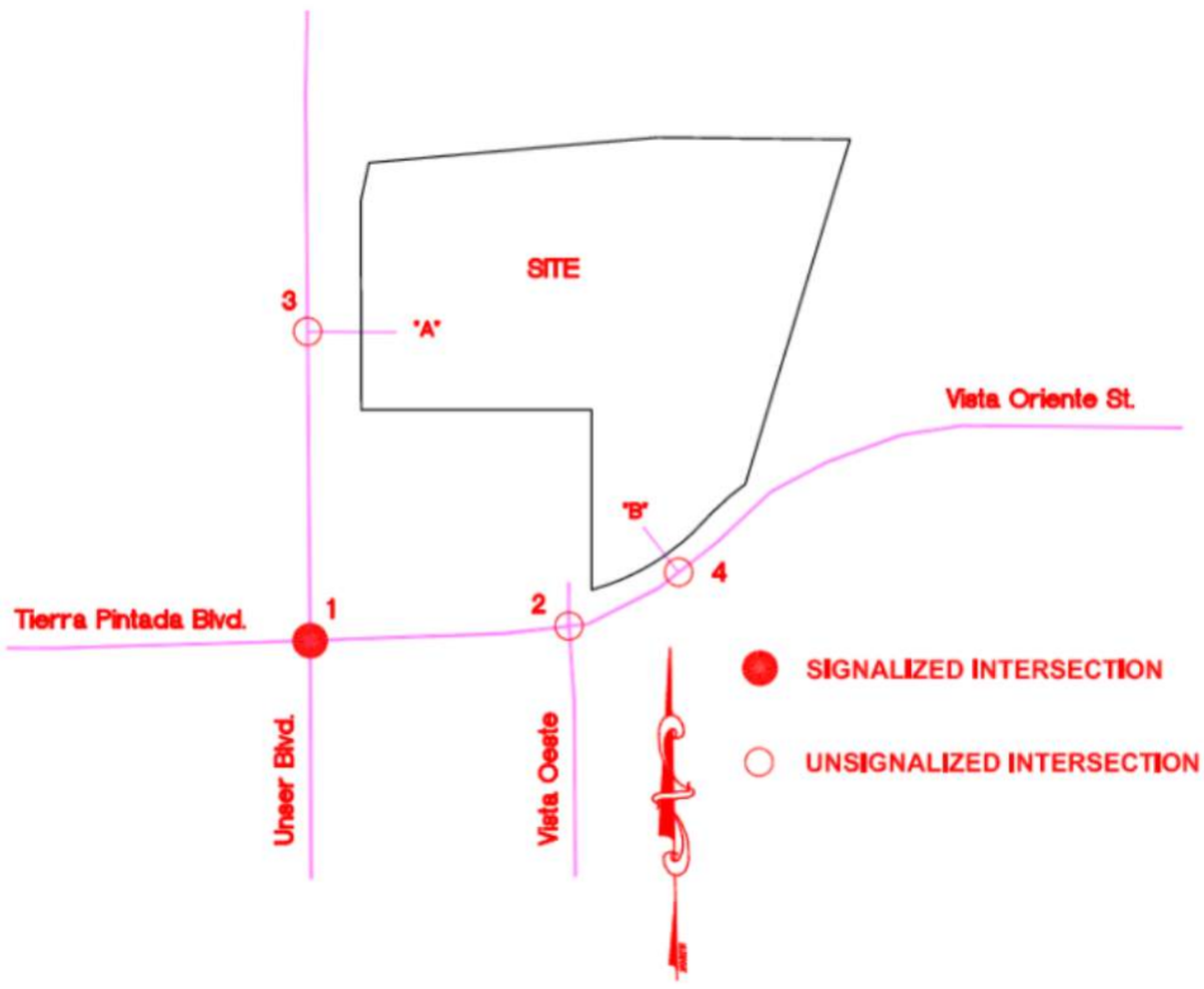


Figure 15 - 2029 BUILD with Proposed Geometry Lanes / Volume Analysis Maps: Intersections 1 - 4



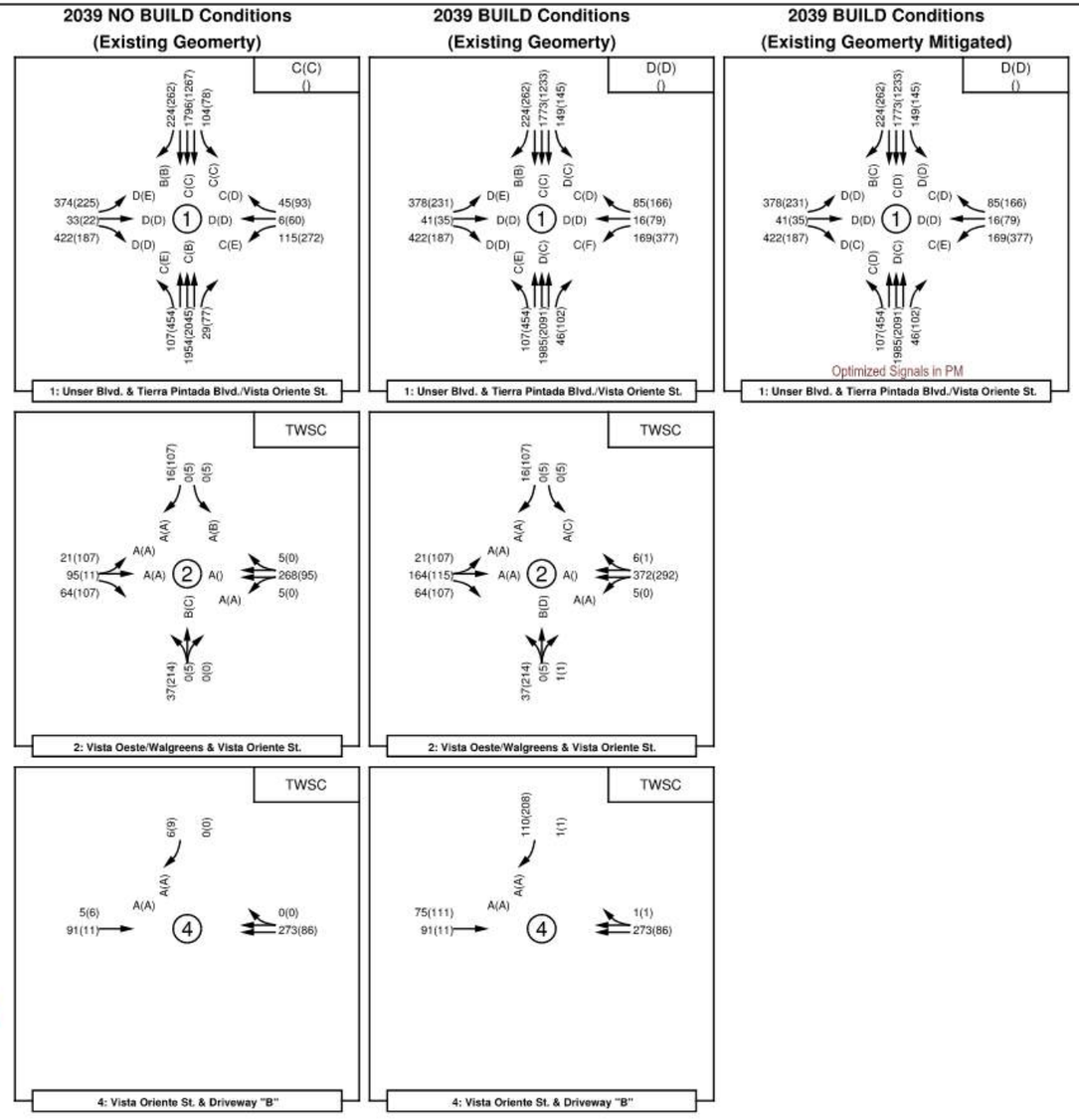
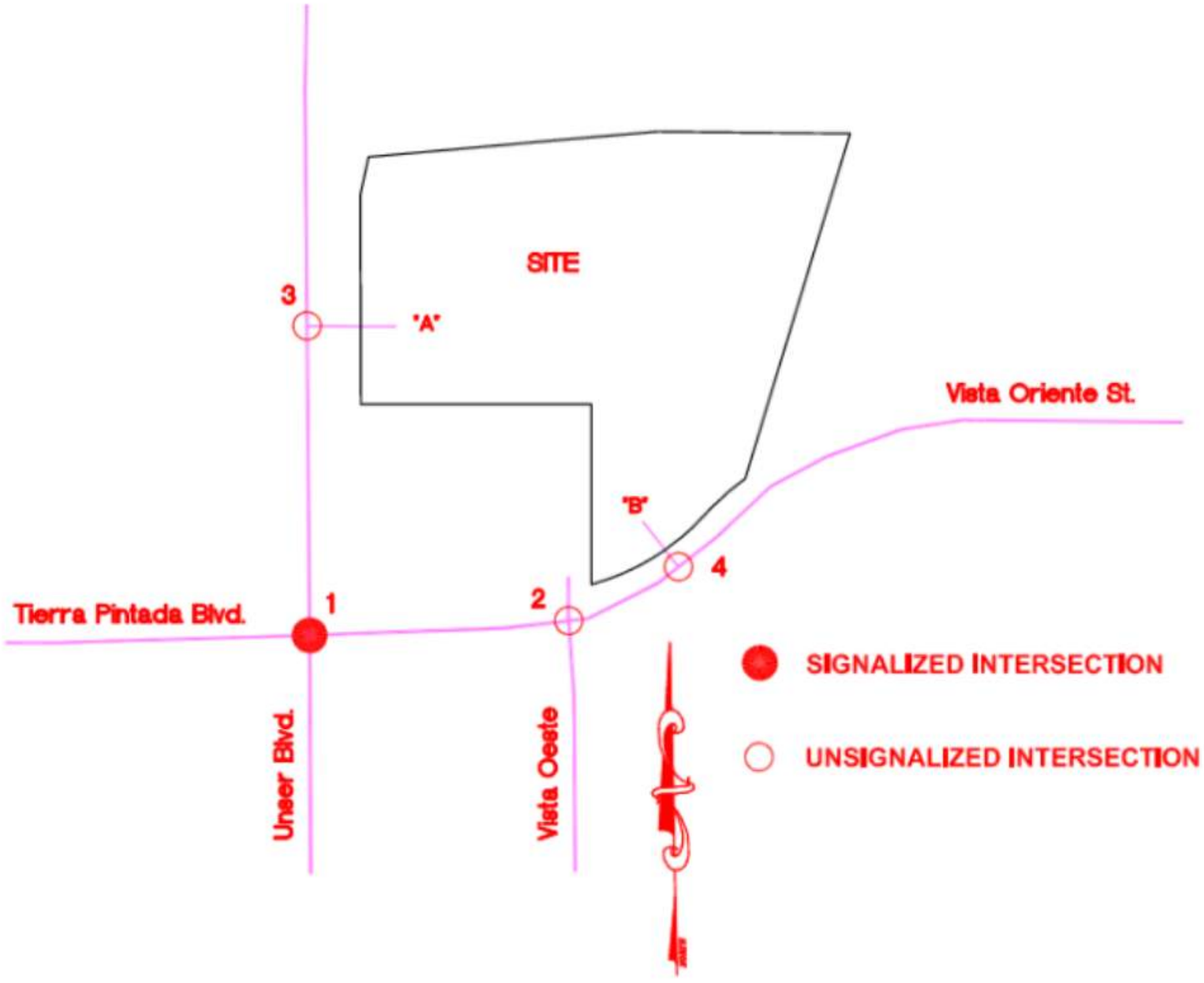


Figure 16 - 2039 BUILD with Existing Geometry Lanes / Volume Analysis Maps: Intersections 1 - 4



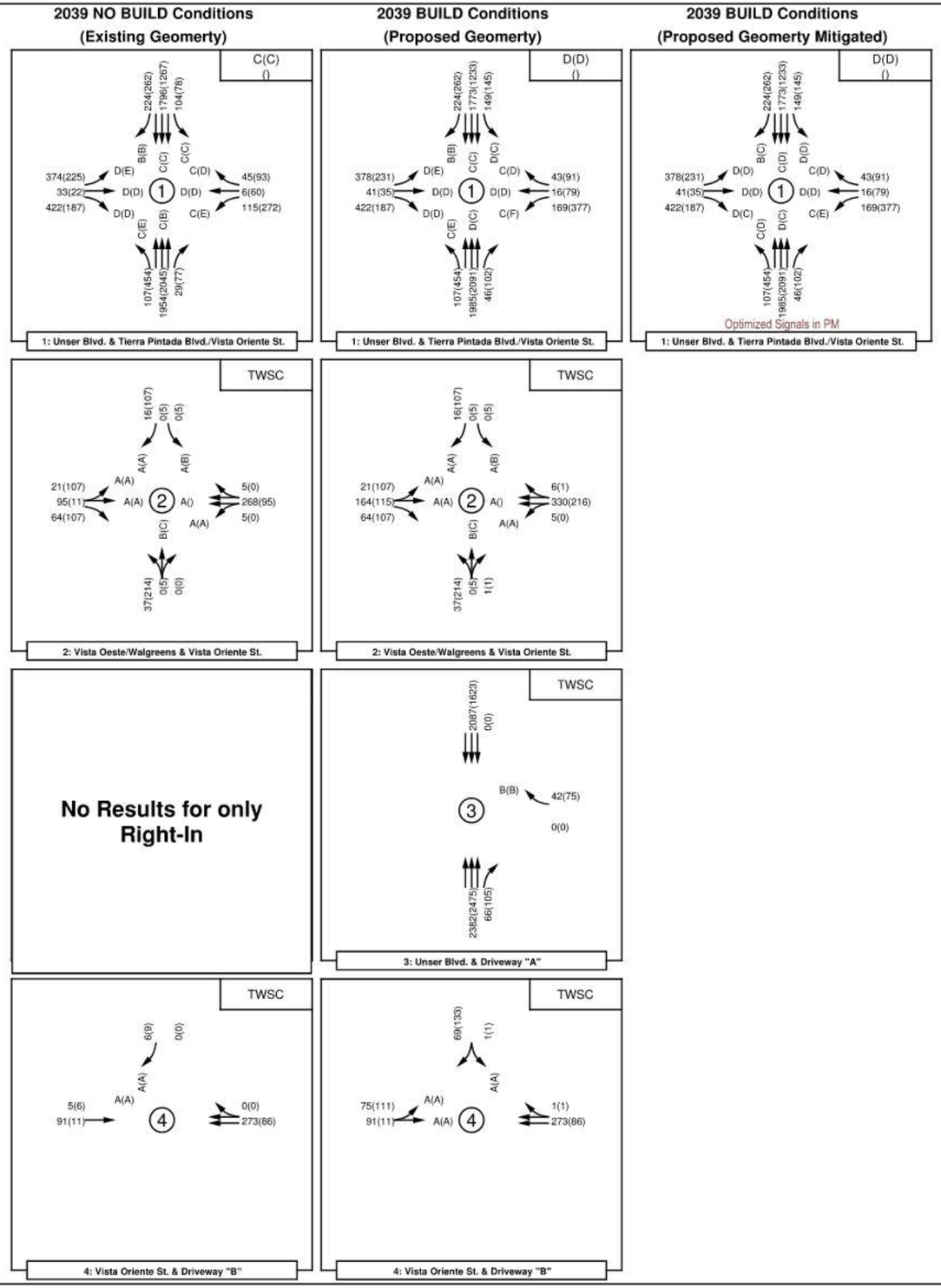


Figure 17 - 2029 BUILD with Proposed Geometry Lanes / Volume Analysis Maps: Intersections 1 - 4

Intersection #1 – Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.

Figure 18 - Aerial Image: Intersection #1

The results of the 2029 and 2039 analysis of Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd. (Signalized – Full Access) are summarized in Table 5 through Table 8, as well as attached in Appendix Pages A-48 through A-55 and A-70 through A-77.

Table 5 - 2029 BUILD with Existing Geometry Synchro Summary - Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.

Signalized

1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
2029 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	3	1	1	3	1
Queuing Length (ft)	250		675	260		300	500		410	450		490
AM Peak Hour												
2029 **NO BUILD** Conditions Volumes	307	27	346	95	5	37	88	1,603	24	85	1,473	184
V/C Ratio	0.65	0.06	0.82	0.27	0.01	0.10	0.40	0.61		0.40	0.56	0.19
Level-of-Service	D	D	D	D	D	D	B	C		B	C	B
Control Delay (Seconds)	43.2	39.4	53.5	38.6	41.9	39.1	18.3	23.1	0.0	19.1	22.1	12.1
Intersection LOS	**C - 26.6**											
95th Percentile Queue (veh)	6.6	1.2	17.1	4.5	0.2	1.7	2.2	16.5	0.0	2.1	14.9	4.6
95th Percentile Queue (ft)	165.0	30.0	427.5	112.5	5.0	42.5	55.0	412.5	0.0	52.5	372.5	115.0
2029 **BUILD Existing** Conditions Volumes	312	37	346	157	16	80	88	1,640	44	134	1,450	184
V/C Ratio	0.64	0.09	0.82	0.38	0.04	0.18	0.41	0.68		0.61	0.58	0.20
Level-of-Service	D	D	D	C	D	D	C	C		C	C	B
Control Delay (Seconds)	41.1	39.6	52.8	34.8	39.5	35.8	20.6	28.0	0.0	25.8	24.7	13.8
Total Intersection Delays (veh-sec)	**131,061**											
Intersection LOS	**C - 29.5**											
95th Percentile Queue (veh)	6.4	1.7	17.0	7.0	0.7	3.6	2.5	18.6	0.0	3.8	15.5	5.0
95th Percentile Queue (ft)	160.0	42.5	425.0	175.0	17.5	90.0	62.5	465.0	0.0	95.0	387.5	125.0
PM Peak Hour												
2029 **NO BUILD** Conditions Volumes	185	19	153	224	49	77	373	1,679	63	64	1,039	215
V/C Ratio	0.60	0.10	0.45	0.70	0.25	0.35	0.85	0.53		0.26	0.38	0.22
Level-of-Service	D	D	D	E	D	D	C	B		B	B	B
Control Delay (Seconds)	51.2	53.0	45.4	55.8	54.3	51.7	25.5	15.0	0.0	13.9	17.7	11.1
Intersection LOS	**C - 22.8**											
95th Percentile Queue (veh)	9.6	1.0	7.9	3.7	2.8	4.2	9.0	13.7	0.0	1.5	9.7	5.1
95th Percentile Queue (ft)	240.0	25.0	197.5	92.5	70.0	105.0	225.0	342.5	0.0	37.5	242.5	127.5
2029 **BUILD Existing** Conditions Volumes	191	32	153	329	68	150	373	1,725	88	131	1,005	215
V/C Ratio	0.64	0.16	0.44	1.03	0.33	0.60	0.84	0.57		0.52	0.37	0.22
Level-of-Service	D	D	D	**F**	D	D	C	B		B	B	B
Control Delay (Seconds)	52.5	52.7	44.4	**110.5**	54.4	53.0	24.1	16.9	0.0	16.5	18.2	11.6
Total Intersection Delays (veh-sec)	**127,599**											
Intersection LOS	**C - 29.2**											
95th Percentile Queue (veh)	1.4	1.8	7.8	15.7	3.8	8.3	9.0	15.0	0.0	3.2	9.6	5.3
95th Percentile Queue (ft)	35.0	45.0	195.0	392.5	95.0	207.5	225.0	375.0	0.0	80.0	240.0	132.5
Mitigate by Optimizing Signal Timing												
2029 **BUILD Existing** Conditions Volumes	191	32	153	329	68	150	373	1,725	88	131	1,005	215
V/C Ratio	0.52	0.17	0.41	0.71	0.22	0.43	0.87	0.66		0.57	0.46	0.25
Level-of-Service	D	D	D	**D**	D	D	C	C		C	C	B
Control Delay (Seconds)	46.8	54.1	43.1	**45.5**	47.7	44.7	29.8	25.0	0.0	24.2	26.8	16.5
Total Intersection Delays (veh-sec)	**130,075**											
Intersection LOS	**C - 29.7**											
95th Percentile Queue (veh)	9.5	1.8	7.7	15.1	3.6	7.7	10.7	18.4	0.0	4.0	11.6	6.5
95th Percentile Queue (ft)	237.5	45.0	192.5	377.5	90.0	192.5	267.5	460.0	0.0	100.0	290.0	162.5

Table 6 - 2039 BUILD with Existing Geometry Synchro Summary - Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.

Signalized

1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
2039 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	3	1	1	3	1
Queuing Length (ft)	250		675	260		300	500		410	450		490
AM Peak Hour												
2039 **NO BUILD** Conditions Volumes	374	33	422	115	6	45	107	1,954	29	104	1,796	224
V/C Ratio	0.70	0.07	0.84	0.29	0.01	0.10	0.62	0.83		0.63	0.76	0.26
Level-of-Service	D	D	D	C	D	C	C	C		C	C	B
Control Delay (Seconds)	41.6	35.4	52.9	33.6	37.1	33.7	30.5	34.0	0.0	32.2	31.6	16.3
Intersection LOS	**C - 34.4**											
95th Percentile Queue (veh)	9.5	1.4	20.5	5.0	0.3	1.9	3.2	24.4	0.0	3.2	21.6	6.8
95th Percentile Queue (ft)	237.5	35.0	512.5	125.0	7.5	47.5	80.0	610.0	0.0	80.0	540.0	170.0
2039 **BUILD Existing** Conditions Volumes	378	41	422	169	16	85	107	1,985	46	149	1,773	224
V/C Ratio	0.70	0.08	0.84	0.39	0.03	0.16	0.62	0.92		0.83	0.79	0.27
Level-of-Service	D	D	D	C	D	C	C	D		D	C	B
Control Delay (Seconds)	39.9	35.7	52.2	30.9	35.3	31.1	32.0	42.8	0.0	52.5	34.4	18.0
Total Intersection Delays (veh sec)	**208,232**											
Intersection LOS	**D - 38.9**											
95th Percentile Queue (veh)	9.4	1.8	20.3	7.1	0.7	3.5	3.5	27.5	0.0	6.4	22.3	7.2
95th Percentile Queue (ft)	235.0	45.0	507.5	177.5	17.5	87.5	87.5	687.5	0.0	160.0	557.5	180.0
PM Peak Hour												
2039 **NO BUILD** Conditions Volumes	225	22	187	272	60	93	454	2,045	77	78	1,267	262
V/C Ratio	0.72	0.10	0.41	0.82	0.28	0.39	0.98	0.67		0.41	0.54	0.30
Level-of-Service	**E**	D	D	**E**	D	D	E	B		C	C	B
Control Delay (Seconds)	**56.4**	51.7	37.6	**65.7**	53.2	50.7	66.1	18.4	0.0	20.2	25.9	16.8
Intersection LOS	**C - 30.8**											
95th Percentile Queue (veh)	4.0	1.2	8.6	8.3	3.3	5.1	25.8	18.5	0.0	2.3	14.0	8.0
95th Percentile Queue (ft)	100.0	30.0	215.0	207.5	82.5	127.5	645.0	462.5	0.0	57.5	350.0	200.0
2039 **BUILD Existing** Conditions Volumes	231	35	187	377	79	166	454	2,091	102	145	1,233	262
V/C Ratio	0.77	0.16	0.40	1.16	0.35	0.59	0.97	0.71		0.68	0.53	0.30
Level-of-Service	**E**	D	D	**F**	D	D	**E**	C		C	C	B
Control Delay (Seconds)	**61.1**	51.7	37.2	**152.0**	53.6	51.1	**63.1**	21.3	0.0	29.2	26.0	17.1
Total Intersection Delays (veh sec)	**206,859**											
Intersection LOS	**D - 39.3**											
95th Percentile Queue (veh)	5.2	1.9	8.5	21.8	4.4	8.9	25.5	20.5	0.0	4.6	13.7	8.0
95th Percentile Queue (ft)	130.0	47.5	212.5	545.0	110.0	222.5	637.5	512.5	0.0	115.0	342.5	200.0
Mitigate by Optimizing Signal Timing												
2039 **BUILD Existing** Conditions Volumes	231	35	187	377	79	166	454	2,091	102	145	1,233	262
V/C Ratio	0.59	0.17	0.37	0.86	0.31	0.51	0.94	0.80		0.70	0.66	0.34
Level-of-Service	**D**	D	C	**E**	D	D	**D**	C		D	D	C
Control Delay (Seconds)	**46.1**	53.0	34.8	**60.7**	51.1	47.3	**53.4**	29.3	0.0	36.6	36.2	21.2
Total Intersection Delays (veh sec)	**194,790**											
Intersection LOS	**D - 37.0**											
95th Percentile Queue (veh)	11.1	1.9	8.3	7.3	4.3	8.6	23.3	24.3	0.0	5.6	16.2	8.9
95th Percentile Queue (ft)	277.5	47.5	207.5	182.5	107.5	215.0	582.5	607.5	0.0	140.0	405.0	222.5

Table 7 - 2029 BUILD with Proposed Geometry Synchro Summary - Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.

Signalized

1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
2029 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	3	1	1	3	1
Queuing Length (ft)	250		675	260		300	500		410	450		490
AM Peak Hour												
2029 **NO BUILD** Conditions Volumes	307	27	346	95	5	37	88	1,603	24	85	1,473	184
V/C Ratio	0.65	0.06	0.82	0.27	0.01	0.10	0.40	0.61		0.40	0.56	0.19
Level-of-Service	D	D	D	D	D	D	B	C		B	C	B
Control Delay (Seconds)	43.2	39.4	53.5	38.6	41.9	39.1	18.3	23.1	0.0	19.1	22.1	12.1
Intersection LOS	**C - 26.6**											
95th Percentile Queue (veh)	6.6	1.2	17.1	4.5	0.2	1.7	2.2	16.5	0.0	2.1	14.9	4.6
95th Percentile Queue (ft)	165.0	30.0	427.5	112.5	5.0	42.5	55.0	412.5	0.0	52.5	372.5	115.0
2029 **BUILD Proposed** Conditions Volumes	312	37	346	157	16	35	88	1,640	44	134	1,450	184
V/C Ratio	0.62	0.09	0.82	0.38	0.04	0.08	0.41	0.68		0.61	0.58	0.20
Level-of-Service	D	D	D	C	D	C	C	C		C	C	B
Control Delay (Seconds)	40.7	39.6	52.8	34.8	39.5	34.7	20.6	28.0	0.0	25.8	24.7	13.8
Total Intersection Delays (veh-sec)	**129,287**											
Intersection LOS	**C - 29.4**											
95th Percentile Queue (veh)	6.2	1.7	17.0	7.0	0.7	1.5	2.5	18.6	0.0	3.8	15.5	5.0
95th Percentile Queue (ft)	155.0	42.5	425.0	175.0	17.5	37.5	62.5	465.0	0.0	95.0	387.5	125.0
PM Peak Hour												
2029 **NO BUILD** Conditions Volumes	185	19	153	224	49	77	373	1,679	63	64	1,039	215
V/C Ratio	0.60	0.10	0.45	0.70	0.25	0.35	0.85	0.53		0.26	0.38	0.22
Level-of-Service	D	D	D	E	D	D	C	B		B	B	B
Control Delay (Seconds)	51.2	53.0	45.4	55.8	54.3	51.7	25.5	15.0	0.0	13.9	17.7	11.1
Intersection LOS	**C - 22.8**											
95th Percentile Queue (veh)	9.6	1.0	7.9	3.7	2.8	4.2	9.0	13.7	0.0	1.5	9.7	5.1
95th Percentile Queue (ft)	240.0	25.0	197.5	92.5	70.0	105.0	225.0	342.5	0.0	37.5	242.5	127.5
2029 **BUILD Proposed** Conditions Volumes	191	32	153	329	68	75	373	1,725	88	131	1,005	215
V/C Ratio	0.65	0.16	0.45	1.05	0.35	0.31	0.84	0.56		0.52	0.37	0.22
Level-of-Service	D	D	D	**F**	**E**	D	C	B		B	B	B
Control Delay (Seconds)	53.3	53.5	45.3	**117.9**	**55.2**	49.7	23.4	16.4	0.0	16.1	17.6	11.1
Total Intersection Delays (veh-sec)	**124,295**											
Intersection LOS	**C - 28.9**											
95th Percentile Queue (veh)	1.5	1.8	7.9	16.2	3.9	4.0	8.8	14.7	0.0	3.1	9.4	5.1
95th Percentile Queue (ft)	37.5	45.0	197.5	405.0	97.5	100.0	220.0	367.5	0.0	77.5	235.0	127.5
Mitigate by Optimizing Signal Timing												
2029 **BUILD Proposed** Conditions Volumes	191	32	153	329	68	75	373	1,725	88	131	1,005	215
V/C Ratio	0.51	0.17	0.41	0.71	0.22	0.22	0.87	0.66		0.57	0.46	0.25
Level-of-Service	D	D	D	**D**	**D**	D	C	C		C	C	B
Control Delay (Seconds)	46.6	54.1	43.1	**45.5**	**47.7**	41.9	29.8	25.0	0.0	24.2	26.8	16.5
Total Intersection Delays (veh-sec)	**126,474**											
Intersection LOS	**C - 29.4**											
95th Percentile Queue (veh)	9.5	1.8	7.7	15.1	3.6	3.7	10.7	18.4	0.0	4.0	11.6	6.5
95th Percentile Queue (ft)	237.5	45.0	192.5	377.5	90.0	92.5	267.5	460.0	0.0	100.0	290.0	162.5

Table 8 - 2039 BUILD with Proposed Geometry Synchro Summary - Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.

Signalized

1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
2039 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	3	1	1	3	1
Queuing Length (ft)	250		675	260		300	500		410	450		490
AM Peak Hour												
2039 **NO BUILD** Conditions Volumes	374	33	422	115	6	45	107	1,954	29	104	1,796	224
V/C Ratio	0.70	0.07	0.84	0.29	0.01	0.10	0.62	0.83		0.63	0.76	0.26
Level-of-Service	D	D	D	C	D	C	C	C		C	C	B
Control Delay (Seconds)	41.6	35.4	52.9	33.6	37.1	33.7	30.5	34.0	0.0	32.2	31.6	16.3
Intersection LOS	**C - 34.4**											
95th Percentile Queue (veh)	9.5	1.4	20.5	5.0	0.3	1.9	3.2	24.4	0.0	3.2	21.6	6.8
95th Percentile Queue (ft)	237.5	35.0	512.5	125.0	7.5	47.5	80.0	610.0	0.0	80.0	540.0	170.0
2039 **BUILD Proposed** Conditions Volumes	378	41	422	169	16	43	107	1,985	46	149	1,773	224
V/C Ratio	0.68	0.08	0.84	0.39	0.03	0.08	0.62	0.92		0.83	0.79	0.27
Level-of-Service	D	D	D	C	D	C	C	D		D	C	B
Control Delay (Seconds)	39.2	35.7	52.2	30.9	35.3	30.2	32.0	42.8	0.0	52.5	34.4	18.0
Total Intersection Delays (veh sec)	**206,623**											
Intersection LOS	**D - 38.9**											
95th Percentile Queue (veh)	9.2	1.8	20.3	7.1	0.7	1.7	3.5	27.5	0.0	6.4	22.3	7.2
95th Percentile Queue (ft)	230.0	45.0	507.5	177.5	17.5	42.5	87.5	687.5	0.0	160.0	557.5	180.0
PM Peak Hour												
2039 **NO BUILD** Conditions Volumes	225	22	187	272	60	93	454	2,045	77	78	1,267	262
V/C Ratio	0.72	0.10	0.41	0.82	0.28	0.39	0.98	0.67		0.41	0.54	0.30
Level-of-Service	E	D	D	**E**	D	D	E	B		C	C	B
Control Delay (Seconds)	56.4	51.7	37.6	**65.7**	53.2	50.7	66.1	18.4	0.0	20.2	25.9	16.8
Intersection LOS	**C - 30.8**											
95th Percentile Queue (veh)	4.0	1.2	8.6	8.3	3.3	5.1	25.8	18.5	0.0	2.3	14.0	8.0
95th Percentile Queue (ft)	100.0	30.0	215.0	207.5	82.5	127.5	645.0	462.5	0.0	57.5	350.0	200.0
2039 **BUILD Proposed** Conditions Volumes	231	35	187	377	79	91	454	2,091	102	145	1,233	262
V/C Ratio	0.77	0.16	0.40	1.17	0.36	0.33	0.97	0.71		0.67	0.52	0.30
Level-of-Service	**E**	D	D	**F**	D	D	**E**	C		C	C	B
Control Delay (Seconds)	**60.7**	52.1	37.6	**157.2**	54.0	47.7	**62.2**	21.0	0.0	28.8	25.7	16.9
Total Intersection Delays (veh sec)	**203,189**											
Intersection LOS	**D - 39.2**											
95th Percentile Queue (veh)	5.1	1.9	8.6	22.2	4.5	4.8	25.3	20.3	0.0	4.5	13.6	8.0
95th Percentile Queue (ft)	127.5	47.5	215.0	555.0	112.5	120.0	632.5	507.5	0.0	112.5	340.0	200.0
Mitigate by Optimizing Signal Timing												
2039 **BUILD Proposed** Conditions Volumes	231	35	187	377	79	91	454	2,091	102	145	1,233	262
V/C Ratio	0.58	0.17	0.37	0.86	0.31	0.28	0.94	0.80		0.70	0.66	0.34
Level-of-Service	**D**	D	C	**E**	D	D	**D**	C		D	D	C
Control Delay (Seconds)	**45.8**	53.0	34.8	**60.7**	51.1	44.2	**53.4**	29.3	0.0	36.6	36.2	21.2
Total Intersection Delays (veh sec)	**190,891**											
Intersection LOS	**D - 36.8**											
95th Percentile Queue (veh)	11.1	1.9	8.3	7.3	4.3	4.6	23.3	24.3	0.0	5.6	16.2	8.9
95th Percentile Queue (ft)	277.5	47.5	207.5	182.5	107.5	115.0	582.5	607.5	0.0	140.0	405.0	222.5

The 2029 implementation analysis for Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd. under both scenarios is presented in Table 5 and Table 7. The results indicate that the overall intersection LOS and delays are within acceptable ranges for both the AM and PM peak hours. All individual movements are also within acceptable limits, except for the westbound left-turn movement in the PM peak hour.

As shown above, for both scenarios, this movement decreases in LOS from “E” to “F” during the PM peak hour compared to the NO BUILD scenario, with an increase in delay of approximately 55 seconds and 63 seconds. By optimizing signal splits during the PM peak hour, the LOS improves to “D,” with a decrease in delay of approximately 65 seconds and 73 seconds. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2039 horizon analysis for Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd. under both scenarios is presented in Table 6 and Table 8. The results indicate that the overall intersection LOS and delays are within acceptable ranges for both the AM and PM peak hours. All individual movements are also within acceptable limits, except the eastbound and westbound left-turn movement during the PM peak hour.

As shown above, for both scenarios, the eastbound left-turn movement maintains a LOS “E” but increases in delay by approximately 5 seconds during the PM peak hour compared to the NO BUILD scenario, while the westbound left-turn movement decreases in LOS from “E” to “F” during the PM peak hour, with an increase in delay of approximately 86 second and 92 seconds. By optimizing signal splits during PM peak hour, the undesirable LOS improves back to the NO BUILD level or better. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd., **it is recommended to optimize signal splits during the PM peak hour in the implementation year and during both AM and PM peak hour in the horizon year**.

Intersection # 2 – Vista Oriente St. / Vista Oeste / Walgreens

Figure 19 - Aerial Image: Intersection #2

The results of the 2029 and 2039 analysis of Vista Oriente St. / Vista Oeste / Walgreens (Unsignalized – Two-Way Stop) are summarized in Table 9 and Table 10, as well as attached in Appendix Pages A-56 through A-61 and A-78 through A-83.

Table 9 - 2029 Synchro Summary - Vista Oriente St. / Vista Oeste / Walgreens

Unsignalized

2: Vista Oeste/Walgreens & Vista Oriente St.	EB (Vista Oriente St.)			WB (Vista Oriente St.)			NB (Vista Oeste)			SB (Walgreens)		
2029 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1	1		<2>			<1>		1		1
AM Peak Hour												
2029 **NO BUILD** Conditions Volumes	18	79	53	4	221	4	31	0	0	0	0	13
V/C Ratio	0.01			0.00				0.05				0.01
Level-of-Service	A	A		A	A			B		A		A
Control Delay (Seconds)	7.7	0.0		7.5	0.0			10.5		0.0		9.0
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1				0.0
2029 **BUILD Existing** Conditions Volumes	18	159	53	4	337	5	31	0	1	0	0	13
V/C Ratio	0.02			0.00				0.06				0.02
Level-of-Service	A	A		A	A			B		A		A
Control Delay (Seconds)	8.0	0.0		7.7	0.0			11.8		0.0		9.3
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.2				0.0
2029 **BUILD Proposed** Conditions Volumes	18	159	53	4	292	5	31	0	1	0	0	13
V/C Ratio	0.01			0.00				0.06				0.02
Level-of-Service	A	A		A	A			B		A		A
Control Delay (Seconds)	7.9	0.0		7.7	0.0			11.6		0.0		9.2
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.2				0.0
PM Peak Hour												
2029 **NO BUILD** Conditions Volumes	88	10	88	0	79	0	175	4	0	4	4	88
V/C Ratio	0.06							0.29		0.01		0.09
Level-of-Service	A	A		A				B		B		A
Control Delay (Seconds)	7.5	0.0		0.0				13.3		10.8		8.8
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0				1.2		0.0		0.3
2029 **BUILD Existing** Conditions Volumes	88	114	88	0	276	1	175	4	1	4	4	88
V/C Ratio	0.07							0.42		0.01		0.10
Level-of-Service	A	A		A				C		B		A
Control Delay (Seconds)	8.0	0.0		0.0				19.3		14.5		9.5
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0				2.0		0.0		0.3
2029 **BUILD Proposed** Conditions Volumes	88	114	88	0	200	1	175	4	1	4	4	88
V/C Ratio	0.06							0.39		0.01		0.09
Level-of-Service	A	A		A				C		B		A
Control Delay (Seconds)	7.8	0.0		0.0				17.7		13.4		9.2
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0				1.8		0.0		0.3

Table 10 - 2039 Synchro Summary - Vista Oriente St. / Vista Oeste / Walgreens

Unsignalized

2: Vista Oeste/Walgreens & Vista Oriente St.	EB (Vista Oriente St.)			WB (Vista Oriente St.)			NB (Vista Oeste)			SB (Walgreens)		
2039 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		<1	1		<2>			<1>		1		1
AM Peak Hour												
2039 **NO BUILD** Conditions Volumes	21	95	64	5	268	5	37	0	0	0	0	16
V/C Ratio	0.02			0.00				0.06				0.02
Level-of-Service	A	A		A	A			B		A		A
Control Delay (Seconds)	7.8	0.0		7.5	0.0			11.0		0.0		9.1
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.2				0.1
2039 **BUILD Existing** Conditions Volumes	21	164	64	5	372	6	37	0	1	0	0	16
V/C Ratio	0.02			0.00				0.07				0.02
Level-of-Service	A	A		A	A			B		A		A
Control Delay (Seconds)	8.1	0.0		7.7	0.0			12.4		0.0		9.5
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.2				0.1
2039 **BUILD Proposed** Conditions Volumes	21	164	64	5	330	6	37	0	1	0	0	16
V/C Ratio	0.02			0.00				0.07				0.02
Level-of-Service	A	A		A	A			B		A		A
Control Delay (Seconds)	8.0	0.0		7.7	0.0			12.1		0.0		9.3
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.2				0.1
PM Peak Hour												
2039 **NO BUILD** Conditions Volumes	107	11	107	0	95	0	214	5	0	5	5	107
V/C Ratio	0.07							0.40		0.01		0.11
Level-of-Service	A	A		A				C		B		A
Control Delay (Seconds)	7.6	0.0		0.0				16.0		11.4		9.0
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0				1.9		0.0		0.4
2039 **BUILD Existing** Conditions Volumes	107	115	107	0	292	1	214	5	1	5	5	107
V/C Ratio	0.08							0.58		0.02		0.12
Level-of-Service	A	A		A				D		C		A
Control Delay (Seconds)	8.1	0.0		0.0				26.9		15.7		9.7
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.3			0.0				3.5		0.0		0.4
2039 **BUILD Proposed** Conditions Volumes	107	115	107	0	216	1	214	5	1	5	5	107
V/C Ratio	0.08							0.54		0.01		0.12
Level-of-Service	A	A		A				C		B		A
Control Delay (Seconds)	7.9	0.0		0.0				23.6		14.4		9.4
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.3			0.0				3.1		0.0		0.4

The 2029 implementation analysis for the Vista Oriente St. / Vista Oeste / Walgreens, presented in Table 9, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS "C" or better** during the 2026 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2039 horizon analysis for Vista Oriente St. / Vista Oeste / Walgreens, presented in Table 10, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS "D" or better** during the 2036 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for Vista Oriente St. / Vista Oeste / Walgreens, **no improvements or mitigation measures are recommended at this location**.

Intersection #3 – Driveway "A" / Unser Blvd.

Figure 20 - Aerial Image: Intersection #3

The results of the 2029 and 2039 analysis of Driveway "A" / Unser Blvd. (Unsignalized – Existing Right-In, Proposed Right-In/Right-Out) are summarized in Table 11 and Table 12, as well as attached in Appendix Pages A-62 & A-63 and A-84 & A-85.

Table 11 - 2029 Synchro Summary - Driveway "A" / Unser Blvd.

Unsignalized

3: Unser Blvd. & Driveway "A" 2029 Conditions	WB (Driveway "A")			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry					3	1		3	
Existing Lane Geometry			1		3	1		3	
AM Peak Hour									
2029 **BUILD Proposed** Conditions Volumes	0		45		1,949	73	0	1,720	
V/C Ratio			0.07						
Level-of-Service			B						
Control Delay (Seconds)			10.8						
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)			0.2						
PM Peak Hour									
2029 **BUILD Proposed** Conditions Volumes	0		75		2,023	104	0	1,338	
V/C Ratio			0.12						
Level-of-Service			B						
Control Delay (Seconds)			11.2						
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)			0.4						

Table 12 - 2039 Synchro Summary - Driveway "A" / Unser Blvd.

Unsignalized

3: Unser Blvd. & Driveway "A" 2039 Conditions	WB (Driveway "A")			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry					3	1		3	
Proposed Lane Geometry			1		3	1		3	
AM Peak Hour									
2039 **BUILD Proposed** Conditions Volumes	0		42		2,382	66	0	2,087	
V/C Ratio			0.07						
Level-of-Service			B						
Control Delay (Seconds)			11.4						
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)			0.2						
PM Peak Hour									
2039 **BUILD Proposed** Conditions Volumes	0		75		2,475	105	0	1,623	
V/C Ratio			0.13						
Level-of-Service			B						
Control Delay (Seconds)			11.9						
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)			0.4						

The 2029 implementation analysis for the Driveway "A" / Unser Blvd., presented in Table 10, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS "B"** during the 2029 AM and PM peak hours for the BUILD with Proposed Geometry scenario. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2039 horizon analysis for Driveway "A" / Unser Blvd., presented in Table 11, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS "B"** during the 2039 AM and PM peak hours for the BUILD with Proposed Geometry scenario. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for Driveway "A" / Unser Blvd., **no improvements or mitigation measures are recommended at this location**. Refer to the Access Design Specifications starting on Page 42 for the access break justification.

Intersection #4 – Vista Oriente St. / Driveway "B"

Figure 21 - Aerial Image: Intersection #4

The results of the 2029 and 2039 analysis of Vista Oriente St. / Driveway "B" (Unsignalized – One-Way Stop) are summarized in Table 13 and Table 14, as well as attached in Appendix Pages A-64 through A-69 and A-86 & A-91.

Table 13 - 2029 Synchro Summary - Vista Oriente St. / Driveway "B"

Unsignalized

4: Vista Oriente St. & Driveway "B" 2029 Conditions	EB (Vista Oriente St.)			WB (Vista Oriente St.)			SB (Driveway "B")		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1			2>				1
AM Peak Hour									
2029 **NO BUILD** Conditions Volumes	5	75			224	0	0		6
V/C Ratio	0.00								0.01
Level-of-Service	A								A
Control Delay (Seconds)	7.7								8.9
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0								0.0
2029 **BUILD Existing** Conditions Volumes	85	75			224	1	1		123
V/C Ratio	0.06								0.13
Level-of-Service	A								A
Control Delay (Seconds)	7.9								9.5
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2								0.5
2029 **BUILD Proposed** Conditions Volumes	85	75			224	1	1		78
V/C Ratio	0.06						0.09		
Level-of-Service	A	A					A		
Control Delay (Seconds)	7.9	0.0					9.3		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2						0.3		
PM Peak Hour									
2029 **NO BUILD** Conditions Volumes	6	9			70	0	0		9
V/C Ratio	0.00								0.01
Level-of-Service	A								A
Control Delay (Seconds)	7.4								8.5
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0								0.0
2029 **BUILD Existing** Conditions Volumes	111	9			70	1	1		208
V/C Ratio	0.07								0.20
Level-of-Service	A								A
Control Delay (Seconds)	7.5								9.4
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2								0.8
2029 **BUILD Proposed** Conditions Volumes	111	9			70	1	1		133
V/C Ratio	0.07						0.13		
Level-of-Service	A	A					A		
Control Delay (Seconds)	7.5	0.0					9.0		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2						0.4		

Table 14 - 2039 Synchro Summary - Vista Oriente St. / Driveway "B"

Unsignalized

4: Vista Oriente St. & Driveway "B" 2039 Conditions	EB (Vista Oriente St.)			WB (Vista Oriente St.)			SB (Driveway "B")		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1			2>				1
AM Peak Hour									
2039 **NO BUILD** Conditions Volumes	5	91			273	0	0		6
V/C Ratio	0.00								0.01
Level-of-Service	A								A
Control Delay (Seconds)	7.8								9.1
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0								0.0
2039 **BUILD Existing** Conditions Volumes	75	91			273	1	1		110
V/C Ratio	0.06								0.12
Level-of-Service	A								A
Control Delay (Seconds)	8.0								9.6
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2								0.4
2039 **BUILD Proposed** Conditions Volumes	75	91			273	1	1		69
V/C Ratio	0.06						0.08		
Level-of-Service	A	A					A		
Control Delay (Seconds)	8.0	0.0					9.5		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2						0.3		
PM Peak Hour									
2039 **NO BUILD** Conditions Volumes	6	11			86	0	0		9
V/C Ratio	0.00								0.01
Level-of-Service	A								A
Control Delay (Seconds)	7.4								8.6
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0								0.0
2039 **BUILD Existing** Conditions Volumes	111	11			86	1	1		208
V/C Ratio	0.07								0.20
Level-of-Service	A								A
Control Delay (Seconds)	7.6								9.4
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2								0.8
2039 **BUILD Proposed** Conditions Volumes	111	11			86	1	1		133
V/C Ratio	0.07						0.13		
Level-of-Service	A	A					A		
Control Delay (Seconds)	7.6	0.0					9.1		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2						0.5		

The 2029 implementation analysis for the Vista Oriente St. / Driveway "B", presented in Table 13, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS "A"** during the 2026 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2039 horizon analysis for Vista Oriente St. / Driveway "B", presented in Table 14, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS "A"** during the 2036 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for Vista Oriente St. / Driveway "B", **no improvements or mitigation measures are recommended at this location.**

Access Spacing Evaluation

Based on Section 7-4(B)(4) of the City of Albuquerque DPM. Driveway "A" (on Unser Blvd., Principal Arterial) requirements are shown in red, and Driveway "B" (on Vista Oriente St., local street) requirements are shown in green.

TABLE 7.4.45 **Minimum Distance Between Commercial Site Access and Intersection**

Type of Street	Cross Street Classes					
	Arterial		Collector		Local	
	A	D	A	D	A	D
Principal Arterial	300 ft.	200 ft.	200 ft.	150 ft.	150 ft.	100 ft.
Minor Arterial	200 ft.	150 ft.	150 ft.	100 ft.	100 ft.	100 ft.
Major Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.
Minor Collector	150 ft.	150 ft.	100 ft.	100 ft.	75 ft.	75 ft.
Local (additional distance may be required for queuing)	75 ft.	75 ft.	50 ft.	50 ft.	25 ft.	25 ft.

Figure 22 - Site Access Spacing Requirements

The subject site has the following access spacing distances:

Driveway "A"

- Approach Distance (A): 395 feet
- Departure Distance (D): 441 feet

Driveway "B"

- Approach Distance (A): 456 feet
- Departure Distance (D): 153 feet

The proposed Access Spacing Distances meet the requirements outlined in the City of Albuquerque DPM. No recommendations are made. Refer to Figure 23 and Figure 24 for additional detail.

Figure 23 - Access Spacing: Driveway "A"

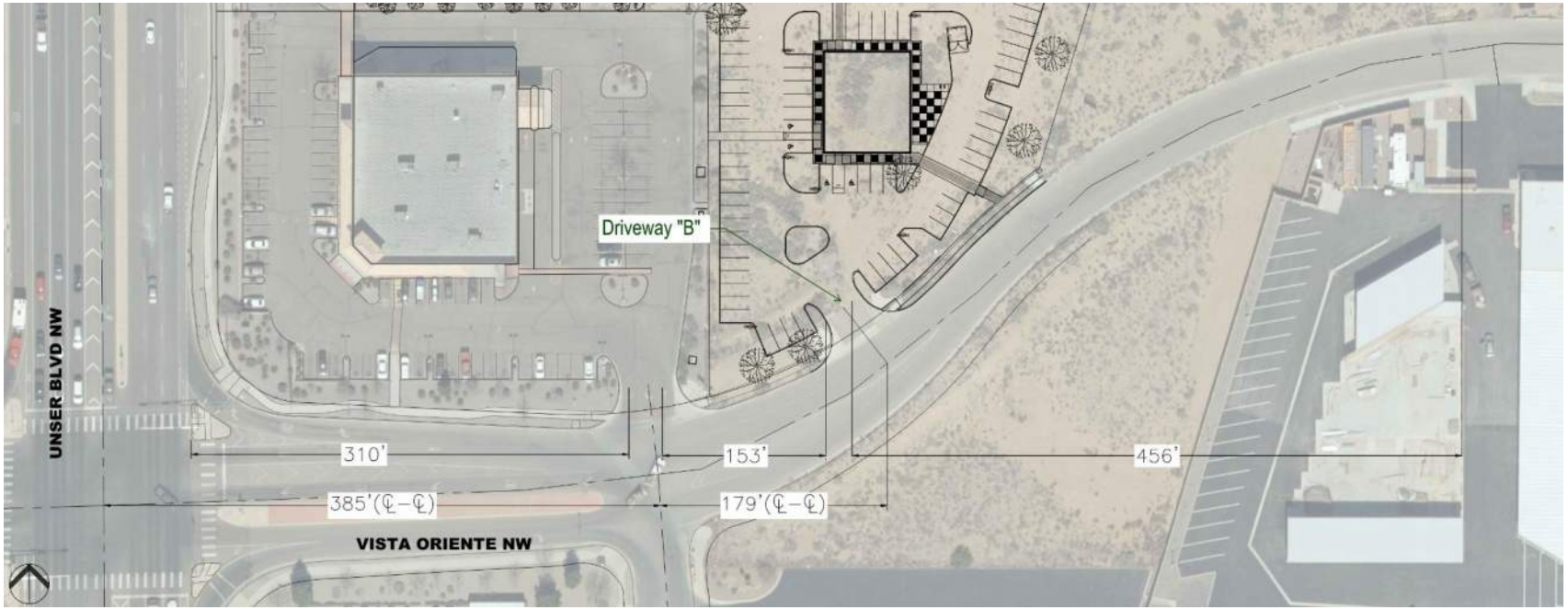


Figure 24 - Access Spacing: Driveway "B"

Access Sight Distance Evaluation

Based on Section 7-4(I)(5)(ii) of the City of Albuquerque DPM. Driveway "A" (on Unser Blvd., 45 MPH 3-lane right-turn only) requirements are shown in red, and Driveway "B" (on Vista Oriente St., 25 MPH 2-lane undivided) requirements are shown in green.

TABLE 7.4.65 **Minimum Intersection Sight Distance**

Speed Limit (MPH)	Minimum Intersection Sight Distance					
	2 Lane Undivided		3 Lane Undivided or 2 Lane Divided w/ 12 ft. Median		4 Lane Undivided	
	Left Turn	Right Turn	Left Turn	Right Turn	Left Turn	Right Turn
20	230 ft.	200 ft.	240 ft.	200 ft.	250 ft.	200 ft.
25	280 ft.	240 ft.	300 ft.	240 ft.	320 ft.	240 ft.
30	340 ft.	290 ft.	360 ft.	290 ft.	380 ft.	290 ft.
35	390 ft.	340 ft.	420 ft.	340 ft.	440 ft.	340 ft.
40	450 ft.	390 ft.	480 ft.	390 ft.	500 ft.	390 ft.
45	500 ft.	430 ft.	530 ft.	430 ft.	570 ft.	430 ft.
50	560 ft.	480 ft.	590 ft.	480 ft.	630 ft.	480 ft.

Figure 25 - Minimum Intersection Sight Distance

The subject site has the following sight distances:

Driveway "A"

- Right-Turn: 430 feet
- Left-Turn: N/A

Driveway "B"

- Right-Turn: 240 feet
- Left-Turn: 280 feet

The proposed Access Sight Distances meet the requirements outlined in the City of Albuquerque DPM. No recommendations are made. Refer to Figure 26 and Figure 27 for additional detail.

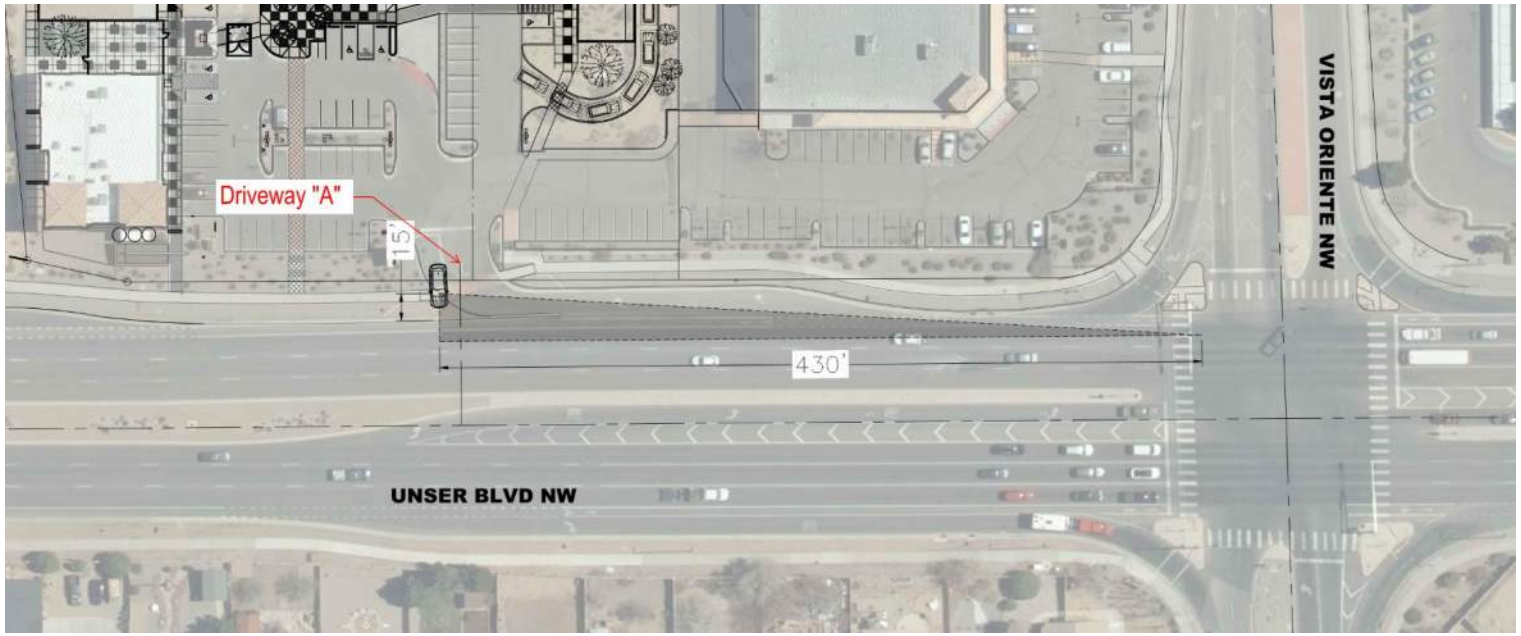


Figure 26 - Sight Distance: Driveway "A"

Figure 27 - Sight Distance: Driveway "B"

Access Break

The proposed right-out movement connecting to the existing right-in only at Driveway "A" is justified based on three key points: (1) travel distance/vehicle emission, (2) it improves overall traffic network operations, and (3) it does not significantly increase crash frequency. See justification in more detail below.

Travel Distance/Vehicle Emissions

Figure 28 illustrates the exiting distances from the centroid of the subject property for both existing and proposed geometry. For this study, 26% of project-related trips were assumed to travel to or from the north using Unser Blvd.

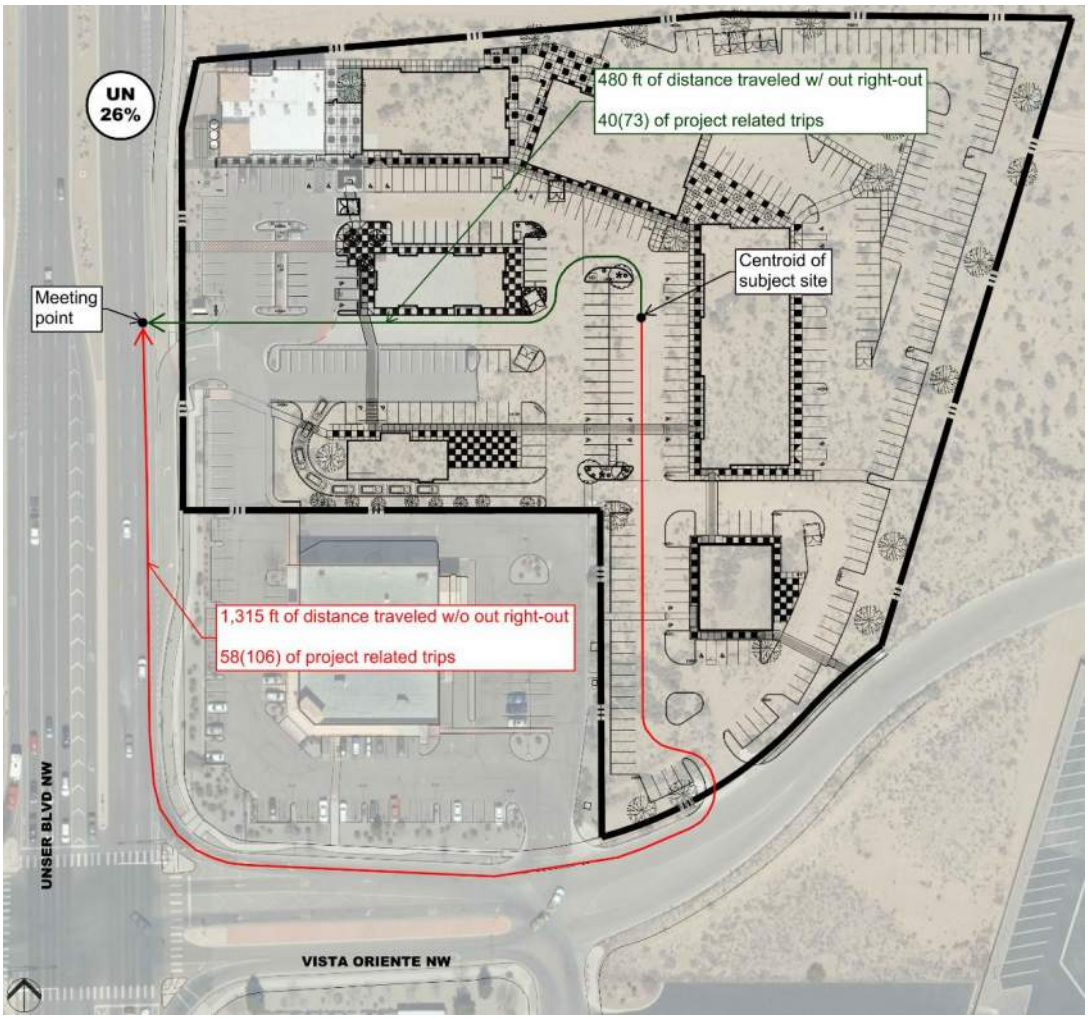


Figure 28 - Access Break: Travel Distances

Using this distribution, AM and PM peak hour volumes were calculated for both scenarios to estimate vehicle-miles traveled, as summarized in:

Table 15 - Access Break: Distance Traveled for AM(PM) peak hour

W/o Right-Turn (Existing Geometry)		W/ Right-Turn (Proposed Geometry)		Difference (veh-ft)	Difference (veh-mi)
Distance Traveled (ft)	1,315	Distance Traveled (ft)	480		
AM Project Gen Trips (26% exiting)	58	AM Project Gen Trips (26% exiting)	40		
Total (ft)	*76,270*	*Total (ft)*	*19,200*	*57,070*	***10.8***
PM Project Gen Trips (26% exiting)	106	PM Project Gen Trips (26% exiting)	73		
Total (ft)	*139,390*	*Total (ft)*	*35,040*	*104,350*	***19.8***

The results indicate that implementing the proposed right-out reduces the distance traveled when exiting the site by up to approximately **19.8 veh-mi**, which is expected to reduce associated vehicle emissions.

Existing Geometry and Proposed Geometry Analysis

Implementation of the proposed right-out is projected to improve traffic operations, with the most notable benefits observed at the signalized full-access intersection of Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd. Overall total intersection delays are expected to decrease significantly, primarily due to the redistribution of approximately 26% of project-generated trips to Driveway "B" (See Table 5 - Table 8).

Table 16 summarizes the total difference in network performance for the 2029 Implementation Year and the 2039 Horizon Year. Improvements in the total vehicle delay during both AM and PM peak hours range from roughly 1,609 to 3,899 veh-sec, **equivalent to approximately 27 to 65 minutes of total vehicle delay**.

Table 16 – Total Intersection Delay

Total Intersection Delays (veh-sec) *1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.*			
	AM Peak Hour	PM Peak Hour	PM Peak Hour Mitigated
2029 BUILD Existing Conditions Volumes	131,061	127,599	130,075
2029 BUILD Proposed Conditions Volumes	129,287	124,295	126,474
2029 *Difference*	*1,774*	*3,304*	*3,304*
2029 *Difference in Minutes*	*30*	*55*	*55*
2039 BUILD Existing Conditions Volumes	208,232	206,859	194,790
2039 BUILD Proposed Conditions Volumes	206,623	203,189	190,891
2039 Difference	1,609	3,670	3,899
2039 *Difference in Minutes*	*27*	*61*	*65*

Conflict Point Analysis

Conflict point analysis, per NHI Access Management guidelines, quantifies potential vehicle conflicts at at-grade intersections and driveways. A typical full-access intersection contains 32 conflict points (Figure 29).

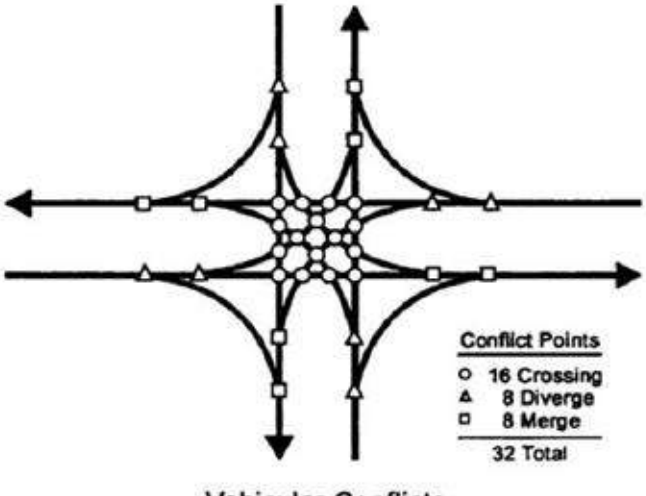


Figure 29 - 4-Leg Intersection Conflict Points

In contrast, a right-in/right-out driveway on the east side of Unser Blvd., north of Vista Oriente St., would introduce only two conflict points (Figure 30). With an existing right-turn deceleration lane, the conflict points are further reduced by half to one (approximately 3%).

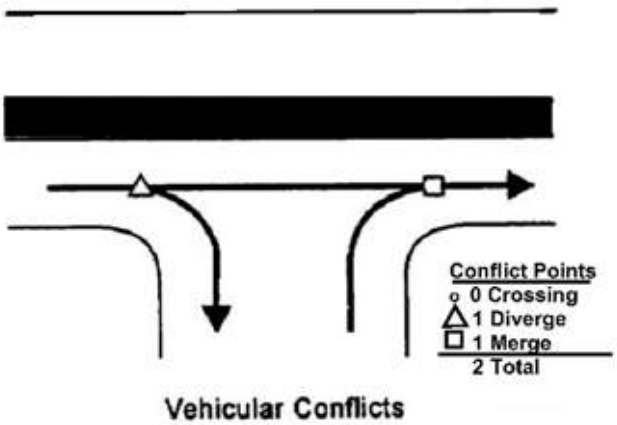


Figure 30 - Conflict Points with Raised Median

While this method assumes all conflict points carry equal weight, crash data show that not all movements contribute equally to crash risk (see Figure 31). By prohibiting left-turn movements, approximately 74% of crash potential can be eliminated. Thus, the proposed right-in/right-out driveway is expected to reduce crash probability by 74% compared to a full-access T-intersection. Considering equal weighting of conflict points, **total conflict points are reduced by approximately 90% relative to a full-access driveway**.

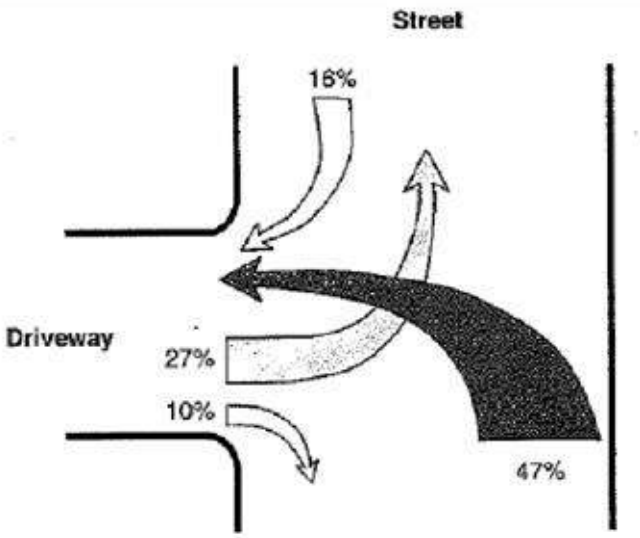


Figure 31 - Percentage of Crashes by Movement

Safety data for the five existing right-in/right-out driveways along the Unser Blvd. corridor within a 1-mile radius of Driveway “A” (2013–2023, NMDOT AASHTOWare) indicate that, of 22 recorded crashes over ten years, **only one (5%) involved a right-turning vehicle**. This crash occurred at La Morada Pl. / Unser Blvd. and was classified as a T-bone collision with a KABCO severity rating of “C.” See Figure 32 for vicinity map and Table 17 for more information about the 22 crashes discussed above.

These findings confirm that right-turn movements contribute minimally to crash frequency and severity. Therefore, implementing the proposed right-in/right-out at Driveway “A” is **not expected to increase crash risk and aligns with safe access management practices for arterial corridors such as Unser Blvd**.

Figure 32 - Crash Data Summary: 1-mile Radius Vicinity Map

Table 17 - Crash Data Summary: Right-In/Right Out Driveways

Right-in/Right-Out within 1-mile radius of Driveway "A"	***# of Crashes***	***% of Total Crashes***
New Mexico Summary		
Total Crashes	22	
Avg. Crashes per year	7	
Pedestrian Involed	0	0%
Pedalcycle Involed	0	0%
Alchohol Involded	4	18%
KABCO Crash Severity		
O(Property Damage Only)	14	64%
C(Possible Injury)	3	14%
B (Minor Injury)	3	14%
K (Fatal)	1	5%
A (Serious Injury)	1	5%
Contributing Factor		
Driver Inattention	10	
Other, No Driver Error	6	
Other Improper Driving	3	
Under the Influence of Alcohol	3	
Avoid No Contact Vehicle	2	
Manner of Impact		
Not Available	11	
Front-to-Rear	2	
Front-to-Side	1	
Front-to-Front	1	
Sideswipe	1	
Driver Action		
Going Straight	14	
Left Turn	2	
Stopped in Traffic	2	
Other	2	
Parked	1	
Right Turn	**1**	
Wrong Way	1	

Access Design Specifications

Driveway "A"

The existing northbound right-turn lane is of sufficient length. Based on the operational analysis, Driveway "A" can function as a proposed right-in/right-out, unsignalized, two-lane driveway. **No additional improvements are required**.

Driveway "B"

The warrants for deceleration lanes at Driveways "B," were evaluated in accordance with the City of Albuquerque DPM criteria. Table 18 defines the COA's warrant thresholds for right-turn and left-turn lanes at existing and proposed driveways.

Table 18 - Deceleration Lane Warrant Analysis Summary

City of Albuquerque Turn Lane Warrants for Driveway "B"					
Design Process Manual Table 7.4.67					
(Vista Oriente St. Speed Limit is 25 MPH)					
Left Turn			**Right Turn**		
Design Speed (MPH)	**Required Turning Volume per Hour for Decel Lane**	**Projected Left Turn**	**Design Speed (MPH)**	**Required Turning Volume per Hour for Decel Lane**	**Projected Right Turn**
Vista Oriente St. / Driveway "B" (AM Peak Hour for both Geometry)					
45	50	**85**	25	60	**1**
		Warranted			**Not Warranted**
Vista Oriente St. / Driveway "B" (PM Peak Hour for both Geometry)					
45	50	**120**	25	60	**1**
		Warranted			**Not Warranted**

The results indicate that an eastbound left-turn deceleration lane on Vista Oriente St. is warranted. Based on a 95th percentile queue of 0.3 vehicles, the lane **is recommended for construction, providing 40 feet of storage and a 150–150-foot reverse curve transition. The lane should have a minimum width of 10 feet**, consistent with the City of Albuquerque DPM and NMDOT Roadway Design Manual standards.

Based on the operational analysis, Driveway "B" **can remain a full-access, unsignalized, two-lane driveway. No additional recommendations are provided**.

Multi-Modal

Pedestrian Access

There are existing 6-foot-wide sidewalks on the east side of Unser Blvd. and on the north side of Vista Oriente St., west of the subject property. **It is recommended that a sidewalk be constructed on the north side of Vista Oriente St. along the frontage of the subject property** to connect to the existing sidewalks.

Figure 33 - Frontage off Vista Oriente St.

Bike Access

There is an existing 6-foot-wide bike lane on both sides of Unser Blvd. running north to south along the frontage of the subject property; therefore, **no recommendations are provided**.

Transit Access

According to the City of Albuquerque Transit Department, the service line that previously operated along the Unser Blvd. corridor (Route 94) is no longer in service; therefore, **no recommendations are provided**.

Figure 34 - Portion of CoA Transit System Map

Safety Analysis

As requested by the City of Albuquerque, three years (2021 through 2023) of Crash data for the Intersection of Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd. and Vista Oriente St. / Vista Oeste / Walgreens was extracted from the NMDOT's AASHTOWare Safety Transportation Application. Below is a summary of the two intersections that include some of the pertinent data and the graph of the top ten contributing factors and Crash Severity.

Intersection #1 – Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.

Table 19 - Crash Data Summary: Intersection 1

	# of Crashes	*% of Total Crashes*
New Mexico Summary		
Total Crashes	53	
Avg. Crashes per year	18	
Pedestrian Involed	1	2%
Pedalcycle Involed	1	2%
Alchohol Involded	2	4%
KABCO Crash Severity		
O(Property Damage Only)	30	57%
C(Possible Injury)	15	28%
B (Minor Injury)	7	13%
K (Fatal)	1	2%
A (Serious Injury)	0	0%
Contributing Factor		
Other, No Driver Error	36	68%
Driver Inattention	20	38%
Failed to Yield Right of Way	10	19%
Other Improper Driving	4	8%
Following too Closely	3	6%
Manner of Impact		
Front-to-Rear	14	26%
Front-to-Side	9	17%
Front-to-Front	3	6%
Sideswipe	2	4%
Driver Action		
Going Straight	45	85%
Left Turn	17	32%
Right Turn	13	25%
Changing Lanes	3	6%
Stopped for Sign or Signal	3	6%

As the data indicates, out of 53 recorded crashes, one involved a pedestrian, one involved a bicyclist, and two involved alcohol. The majority of crashes resulted in property damage only, with one fatality reported. Additionally, 68% of crashes were classified as "Other, No Driver Error," and 38% were attributed to driver inattention. A total of 45 vehicles were reported as traveling straight at the time of the crashes.

Given that the majority of crashes were associated with "Other, No Driver Error" and driver inattention, **no recommendations are provided**.

Intersection # 2 – Vista Oriente St. / Vista Oeste / Walgreens

Table 20 - Crash Data Summary: Intersection 2

	# of Crashes	% of Total Crashes
New Mexico Summary		
Total Crashes	2	
Avg. Crashes per year	1	
Pedestrian Involed	0	0%
Pedalcycle Involed	0	0%
Alchohol Involded	1	50%
KABCO Crash Severity		
O(Property Damage Only)	2	100%
C(Possible Injury)	0	0%
B (Minor Injury)	0	0%
K (Fatal)	0	0%
A (Serious Injury)	0	0%
Contributing Factor		
Driver Inattention	2	100%
Other Visual Obstruction(s)	1	50%
Other, No Driver Error	1	50%
Under the Influence of Alcohol	1	50%
Manner of Impact		
Front-to-Rear	0	0%
Front-to-Side	0	0%
Front-to-Front	0	0%
Sideswipe	0	0%
Driver Action		
Entering Traffic Lane	2	100%
Backing	1	50%
Going Straight	1	50%
Left Turn	1	50%
Negotiating a Curve	1	50%

As the data indicates, over a three-year span only two crashes were reported. Of these, one involved alcohol, while none involved pedestrians or bicyclists. Both crashes resulted in property damage only. Additionally, 100% of the crashes were attributed to driver inattention. In both cases, the vehicles were reported as entering traffic lanes at the time of the crashes.

Since all crashes were associated with driver inattention, **no recommendations are provided**.

See the Top 10 Contributing Factors & Crash Severity chart below.

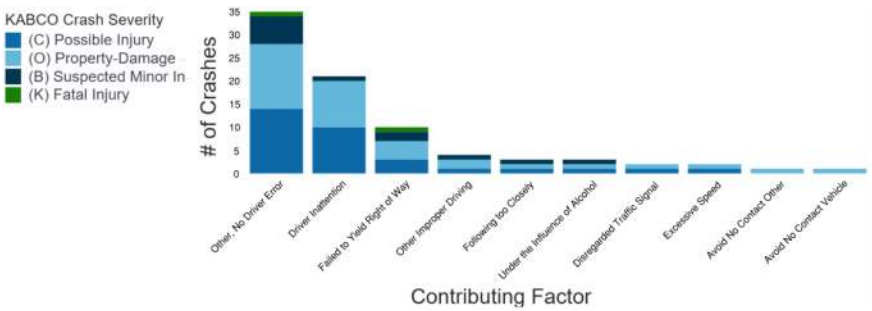


Figure 35 - Top 10 Contributing Factors & Crash Severity: INT 1 and 2

Summary of Deficiencies and Impacts

The proposed Unser Vista Oriente development is expected to have no significant adverse impact on the adjacent transportation system in both the 2029 Implementation Year and the 2039 Horizon Year. However, additional right-out access to Unser Blvd improves overall efficiency and has positive impact to the network as articulated below.

Intersection #1 - Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.
The 2029 and 2039 traffic analyses that overall intersection operations remain acceptable under both scenarios. In 2029, only the westbound left-turn movement experiences delay issues during the PM peak hour, which can be mitigated by optimizing signal splits, improving LOS from "F" to "D."

In 2039, the westbound left-turn (PM peak) movements experience similar delay increases, but signal optimization restores LOS to acceptable levels. In all cases, 95th-percentile queues remain within limits.

Intersection #4 – Vista Oriente St. / Driveway "B"
The eastbound left turning movement off Vista Oriente St. meets the City of Albuquerque DPM turning threshold and therefore, a deceleration lane is warranted.

Frontage off Vista Oriente St.
Currently, sidewalks do not exist along the frontage of the project on Vista Oriente St. on the north side,

Besides the three listed deficiencies and impacts, the remaining traffic analysis confirms that intersection operations within the study area are expected to remain at LOS "D" or better. Crash history for the study area indicates that the majority of crashes were associated with "Other, No Driver Error" and driver inattention.

The proposed right-out movement connecting to the existing right-in only access at Driveway "A" is justified based on the following key points:

- **Provides direct exiting northbound access** onto Unser Blvd. for eight businesses. Implementing the proposed right-out reduces vehicle travel from the site by approximately 19.8 vehicle-miles during peak hours, which is expected to decrease associated vehicle emissions.
- **Improves overall traffic network operations.** The most significant benefit is the reduction in total vehicle delay during both the AM and PM peak hours (27 to 65 vehicle-minutes) at the signalized intersection of Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd.
- **Does not significantly increase crash risk.** Crash data (all available NMDOT AASHTOWare for the past 10 years) indicates that there has been only one recorded right-turn crash at a right-in/right-out-only intersection within a one-mile radius of Driveway "A," off Unser Blvd. and the crash did not result in any fatalities.

See all mitigation recommendations in section below.

Recommendations

Based on the analysis provided in this Traffic Impact Study, the following recommendations are made:

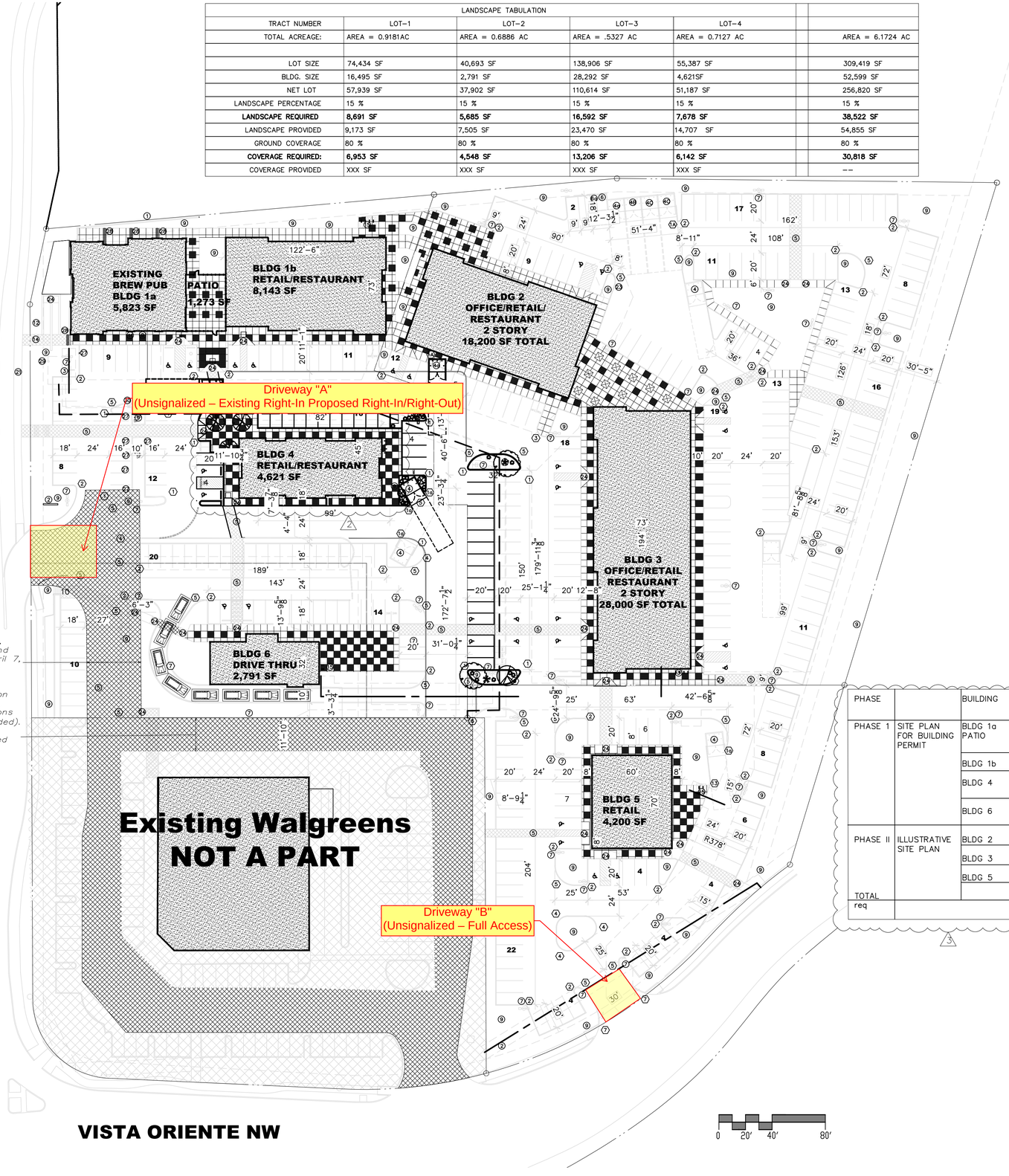
- Intersection #1 - Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd
    - It is recommended to optimize signal splits during the PM peak hour in the implementation year and in the horizon year.
- Intersection #4 – Vista Oriente St. / Driveway “B”
    - It is recommended to construct a left-turn lane for traffic to enter the project. The lane should provide 40 feet of storage and a 150–150-foot reverse curve transition. The lane should have a minimum width of 10 feet, consistent with the City of Albuquerque DPM and NMDOT Roadway Design Manual standards.
    - It can remain a full-access, unsignalized, two-lane driveway.
- Frontage off Vista Oriente St.
    - It is recommended that a sidewalk be constructed on the north side of Vista Oriente St. along the frontage of the subject property to connect to the existing sidewalks.
- Intersection #3 – Driveway “A” / Unser Blvd.
    - It can function as a proposed right-in/right-out, unsignalized, two-lane driveway.*
- All design and construction of the project shall maintain adequate sight distances at driveways and intersections to the extent possible.

*Approval of the proposed right-turn out at Driveway “A” will require approval of the Transportation Coordinating Committee at the Mid-Region Council of Governments.

Appendix

Intersection #4 – Vista Oriente St. / Driveway “B”	A-86 & A-91
Traffic Data	
Traffic Count Data Sheets	A-92 through A-94
Traffic Count Data Sheets (Bicycles / Pedestrian)	A-95 through A-97
Signal Timing Data: Tierra Pintada Blvd. / Vista Oriente St. / Unser Blvd	A-98 & A-99
Traffic Impact Study Approved Scoping Letter	A-100 through A-103

LANDSCAPE TABULATION					
TRACT NUMBER	LOT–1	LOT–2	LOT–3	LOT–4	
TOTAL ACREAGE:	AREA = 0.9181AC	AREA = 0.6886 AC	AREA = .5327 AC	AREA = 0.7127 AC	AREA = 6.1724 AC
LOT SIZE	74,434 SF	40,693 SF	138,906 SF	55,387 SF	309,419 SF
BLDG. SIZE	16,495 SF	2,791 SF	28,292 SF	4,621SF	52,599 SF
NET LOT	57,939 SF	37,902 SF	110,614 SF	51,187 SF	256,820 SF
LANDSCAPE PERCENTAGE	15 %	15 %	15 %	15 %	15 %
LANDSCAPE REQUIRED	**8,691 SF**	**5,685 SF**	**16,592 SF**	**7,678 SF**	**38,522 SF**
LANDSCAPE PROVIDED	9,173 SF	7,505 SF	23,470 SF	14,707 SF	54,855 SF
GROUND COVERAGE	80 %	80 %	80 %	80 %	80 %
COVERAGE REQUIRED:	**6,953 SF**	**4,548 SF**	**13,206 SF**	**6,142 SF**	**30,818 SF**
COVERAGE PROVIDED	XXX SF	XXX SF	XXX SF	XXX SF	--



Declaration of Covenants, Conditions, Easements and Restrictions recorded April 7, 2005 in Book A94, page 7642 as Document No. 2005047788 and Amendment to Declaration of Covenants, Conditions, Easements and Restrictions (No recording Info. provided). Approximate location as shown on sketch attached to said document)

SITE PLAN 1" = 40'-0"

RADIUS INFORMATION

- 1a RADIUS = 1'–0"
- 1 RADIUS = 2'–0"
- 2 RADIUS = 3'–0"
- 2a RADIUS = 4'–6"
- 2b RADIUS = 5'–0"
- 3 RADIUS = 6'–0"
- 4 RADIUS = 9'–0"
- 5 RADIUS = 15'–0"
- 6 RADIUS = 20'–0"
- 7 RADIUS = 25'–0"
- 8 RADIUS = 30'–0"
- 9 RADIUS = 40'–0"
- 10 RADIUS = 50'–0"
- 11 RADIUS = 60'–0"
- 12 RADIUS = 100'–0"
- 13 RADIUS = 28'–0"
- 14 RADIUS = 8'–0"

KEYED NOTES

1. PROPERTY LINE
2. MONUMENT SIGN
3. BICYCLE RACK LOCATION – 4 BIKES existing
4. DUMPSTER ENCLOSURE
4a. DUMPSTER ENCLOSURE FOR BLDG. 1a
4b. DUMPSTER ENCLOSURE FOR BLDG. 1b
4c. DUMPSTER ENCLOSURE FOR BLDG. 2
5. CROSSWALK. TEXTURED, WITH BRICK OR TILE WALKS
6. PROPOSED FUTURE RECYCLE AREA
6a. PROPOSED FUTURE RECYCLE AREA FOR BLDG. 1a & 1b
7. SITE LIGHTING
8. 8'–0" X 1'–6" BENCH. LOCATION NOT TO BE WITH DOORS OR STREET TREES
9. LANDSCAPE AREA
10. SCREEN WALL–MAX. HEIGHT 3', DARK RED BRICK
11. TRASH RECEPTACLES
12. TRANSFORMER LOCATION
13. EXISTING FIRE HYDRANT
14. SITE WALK
15. BICYCLE RACK LOCATION
16. EXISTING LOT LINE TO BE ELIMINATED
17. EXISTING LOT LINE PER EXISTING PLAT
18. EXISTING MEDIANS
19. EXISTING TRAFFIC SIGN
20. EXISTING BUS STOP
21. EXISTING SIDEWALK
22. NEW PROPOERTY LINE
23. NEW FIRE HYDRANT
24. HANDICAP RAMP SEE DETAILS SHT. A1.3
25. EXISTING ASHPHALT TRAIL
26. EXISTING HANDICAP RAMP, MUST COMPLY WITH ADA OR BE MODIFIED ACCORDINGLY
27. CURB OPENING – SEE SHT. CG–101
28. STEEL PLATE OVER 12" WIDE SIDEWALK CULVERT
29. PIV LOCATION
30. FDC LOCATION

PHASE		BUILDING	TOTAL		USE/AREA FACTOR	PARKING REQUIRED	PARKING PROVIDED HC	INCLUDES MC PARKING	PLUS PARKING	BICYCLE PARKING
PHASE 1	SITE PLAN FOR BUILDING PERMIT	BLDG 1a PATIO	5,823 SF 1,273 SF	RESTAURANT 245 SEATS	8/1000	47		2	–	4
		BLDG 1b	8,143 SF	RETAIL	4/1000	33	58	2	2	4
		BLDG 4	3,161 SF 1,469 sf	RETAIL RESTAURANT	4/1000 8/1000	13 12		2	3	4
		BLDG 6	2,791 SF	DRIVE THRU (70 SEATS)	1 PER 4 SEATS	18	47 + 8 QUEUE	2	2	3
PHASE II	ILLUSTRATIVE SITE PLAN	BLDG 2	18,200 SF	RETAIL	4/1000	73	188	4	2	3
		BLDG 3	28,000 SF	RETAIL/WHSE	4/1000	112		12	4	12
		BLDG 5	4,200 SF	RETAIL	4/1000	17	64	2	2	6
TOTAL req						325	365	26, 12 req	15, 6 req	36, 33

VICINITY MAP NTS

SITE PLAN

2 22 JULY 2024
3 4 OCT 2024

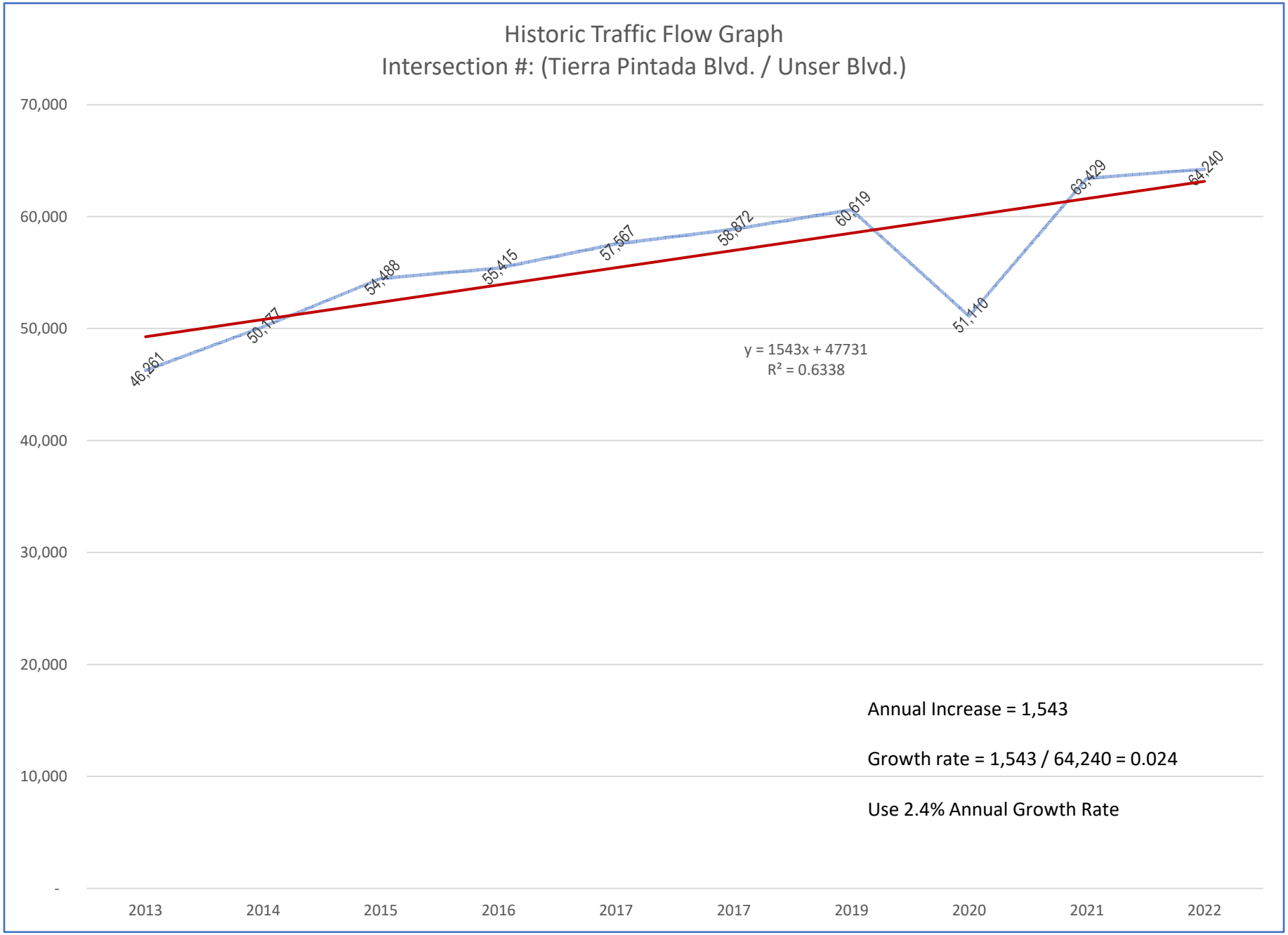
Historic Growth Data Table

Unser Vista Oriente Devlopment

(Vista Oriente St. / Unser Blvd.)

Traffic Flows (AWDT) from Mid-Region Council of Governments

COG ID	Location										
Intersection #1:	**TIERRA PINTADA BLVD. / UNSER BLVD.**										
	Street:	**Location:**	**2013**	**2014**	**2015**	**2016**	**2017**	**2017**	**2019**	**2020**	**2021**	**2022**
24449	TIERRA PINTADA BLVD.	NORTHEAST OF ARROYO VI	4,191	4,580	4,653	4,732	7,100	7,220	7,434	6,808	9,050	9,166
23271	UNSER BLVD.	NORTH OF TIERRA PINTADA	18,886	22,320	22,677	23,063	22,228	22,603	23,274	20,474	26,359	26,696
23268	UNSER BLVD.	NORTH OF LADERA DR. - SO	23,184	23,277	27,158	27,620	28,239	29,049	29,911	23,828	28,020	28,378
	Total Intersection Traffic Flows		**46,261**	**50,177**	**54,488**	**55,415**	**57,567**	**58,872**	**60,619**	**51,110**	**63,429**	**64,240**


Historic Traffic Flow Graph
Intersection #: (Tierra Pintada Blvd. / Unser Blvd.)
70,000
60,000
50,000
40,000
30,000
20,000
10,000
-
46,261
50,177
54,488
55,415
57,567
58,872
60,619
51,110
63,429
64,240
y = 1543x + 47731
R² = 0.6338
2013
2014
2015
2016
2017
2017
2019
2020
2021
2022
Annual Increase = 1,543
Growth rate = 1,543 / 64,240 = 0.024
Use 2.4% Annual Growth Rate

Unser Vista Oriente (Vista Oriente St. / Unser Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 12th Edition)

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
BLDG ID: 6	Fast Food Restaurant w/ Drive-Thru Window (934)	2.79	1,304	63	61	48	44
BLDG ID: 1B, 2, 3, 5	Shopping Plaza 40 - 150K - No Supermarket (821)	58.54	3,953	63	38	149	155
	Subtotal		**5,257**	**126**	**99**	**197**	**199**
	Internal Capture			**8**	**8**	**18**	**18**
	Subtotal			**118**	**91**	**179**	**181**
	Pass-By Trips	30%		*-35*	*-27*	*-54*	*-54*
	Total Primary Trips			**83**	**64**	**125**	**127**
BLDG ID: 4	*High Turnover (Sit-Down) Restaurant (932)*	*1.47*	*158*	*8*	*6*	*8*	*5*
BLDG ID: 4	*Shopping Plaza 40 - 150K - No Supermarket (821)*	*3.16*	*213*	*3*	*2*	*8*	*8*
	Subtotal		***371***	***11***	***8***	***16***	***13***
	Pass-By Trips	*30%*		*-3*	*-2*	*-5*	*-4*
	Total Primary Trips			***8***	***6***	***11***	***9***

Unser Vista Oriente (Vista Oriente St. / Unser Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 11th 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)	*1.47*	158	8	6	8	5
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = *107.2* (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 = *9.57* (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 = *9.05* (X) + *0*

61% Enter, *39%* Exit

Comments:

BLDG ID: 4

Based on ITE Trip Generation Manual - 11th Edition

Unser Vista Oriente (Vista Oriente St. / Unser Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 11th 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)	*2.79*	1,304	63	61	48	44
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = ***467.48*** **(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 = ***44.61*** **(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 = ***33.03*** **(X) +** ***0***

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

Comments:

BLDG ID: 6

Based on ITE Trip Generation Manual - 11th Edition

Unser Vista Oriente (Vista Oriente St. / Unser Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Plaza 40 - 150K - No Supermarket (821)	*58.54*	3,953	63	38	149	155
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = *67.52* (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 = *1.73* (X) + *0*

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

T = *5.19* (X) + *0*

49% Enter, *51%* Exit

Comments:

BLDG ID: 1B, 2, 3, 5

Based on ITE Trip Generation Manual - 11th Edition

Unser Vista Oriente (Vista Oriente St. / Unser Blvd.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Plaza 40 - 150K - No Supermarket (821)	*3.16*	213	3	2	8	8
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = *67.52* (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 = *1.73* (X) + *0*

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

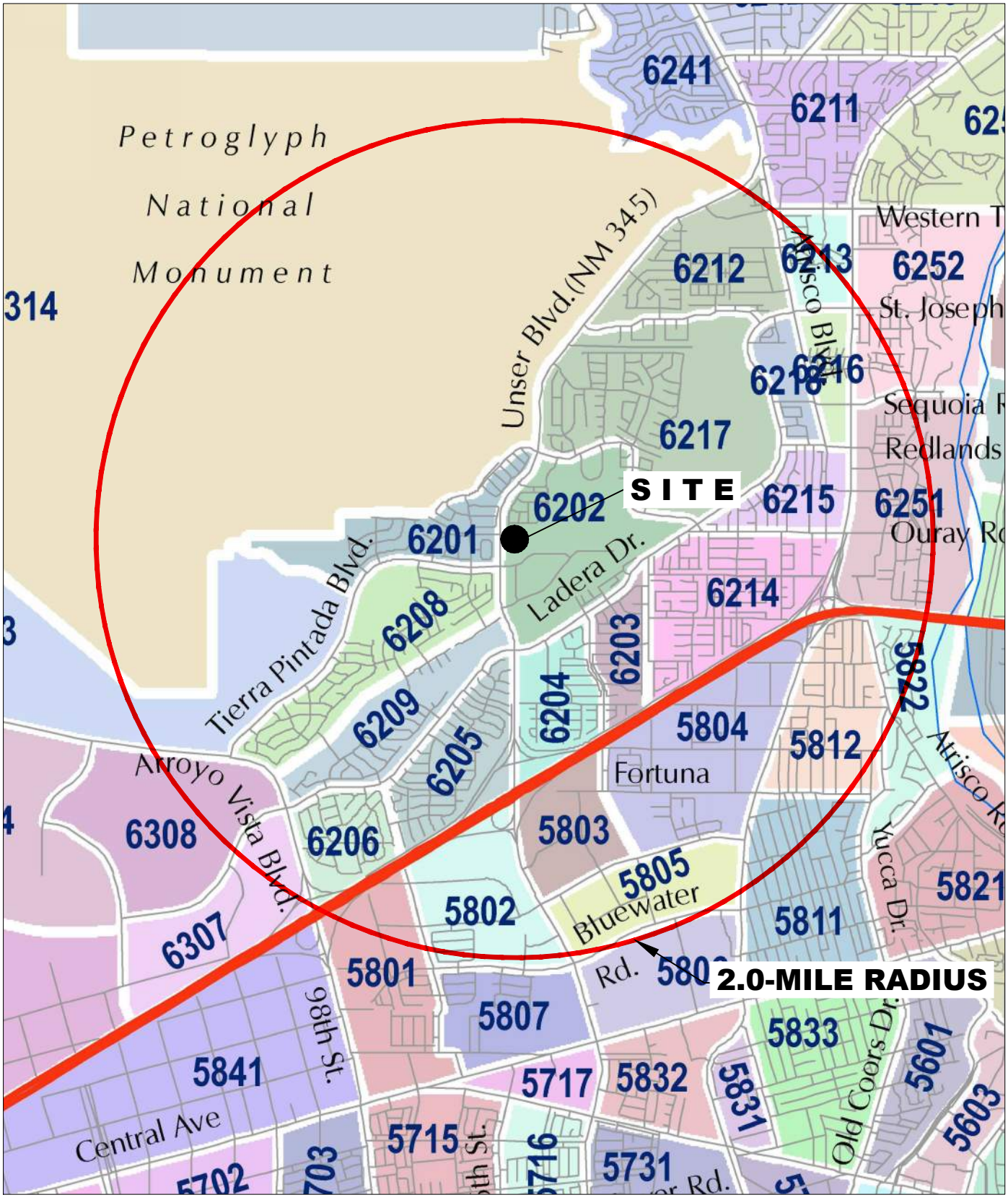
T = *5.19* (X) + *0*

49% Enter, *51%* Exit

Comments:

BLDG ID: 4

Based on ITE Trip Generation Manual - 11th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Trip Distribution Table

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

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

2016 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(UN) Unser Blvd. North			(VOE) Vista Oriente St. East			(ME) Vista Oeste South		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2029**											
Boundary Specified on DASZ Map															
6314	45%	0	1	1	0	**0.00%**	**100%**	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	2%	2409	2303	2,352	47	**0.13%**	**100%**	0.13%	47	0%	0.00%	0	0%	0.00%	0
6212	97%	2252	2371	2,316	2,247	**6.15%**	**100%**	6.15%	2,247	0%	0.00%	0	0%	0.00%	0
6213	50%	551	589	572	286	**0.78%**	**100%**	0.78%	286	0%	0.00%	0	0%	0.00%	0
6252	15%	1433	1534	1,488	223	**0.61%**	**90%**	0.55%	201	0%	0.00%	0	0%	0.00%	0
6217	100%	2576	2630	2,605	2,605	**7.13%**	**90%**	6.42%	2,345	0%	0.00%	0	0%	0.00%	0
6218	100%	2103	2491	2,313	2,313	**6.33%**	**50%**	3.17%	1,157	0%	0.00%	0	0%	0.00%	0
6216	100%	316	424	375	375	**1.03%**	**50%**	0.51%	188	0%	0.00%	0	0%	0.00%	0
6215	100%	1780	1744	1,761	1,761	**4.82%**	**50%**	2.41%	881	0%	0.00%	0	0%	0.00%	0
6251	60%	1881	2484	2,208	1,325	**3.63%**	**50%**	1.81%	663	0%	0.00%	0	0%	0.00%	0
6303	43%	409	2847	1,730	744	**2.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6201	100%	1382	1914	1,670	1,670	**4.57%**	**20%**	0.91%	334	0%	0.00%	0	0%	0.00%	0
6202	100%	1388	1446	1,419	1,419	**3.89%**	**40%**	1.55%	568	**30%**	1.17%	426	**30%**	1.17%	426
6208	100%	2499	3258	2,910	2,910	**7.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6308	30%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6209	100%	1641	1441	1,533	1,533	**4.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6307	20%	0	154	83	17	**0.05%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6206	100%	1713	1485	1,590	1,590	**4.35%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6205	100%	2227	1913	2,057	2,057	**5.63%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6204	100%	1827	1645	1,728	1,728	**4.73%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6203	100%	861	1047	962	962	**2.63%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6214	100%	3560	3480	3,517	3,517	**9.63%**	**20%**	1.93%	703	0%	0.00%	0	0%	0.00%	0
5801	20%	1449	1976	1,734	347	**0.95%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5802	95%	590	543	565	537	**1.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5803	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5804	100%	2853	3047	2,958	2,958	**8.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5812	95%	2217	2102	2,155	2,047	**5.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5822	20%	1046	1412	1,244	249	**0.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5805	98%	115	267	197	193	**0.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5806	3%	707	741	725	22	**0.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5811	20%	4234	4170	4,199	840	**2.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				48,967	36,522	100.00%			**9,617**			**426**			**426**
									26.33%			1.17%			1.17%
								USE	**26%**			**1%**			**1%**

Trip Distribution Table

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

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

2016 and 2040 Data Taken from Mid-Region Council of Governments'
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(US) Unser Blvd. South			(TPW) Tierra Pintada Blvd. West		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2029**								
Boundary Specified on DASZ Map												
6314	45%	0	1	1	0	**0.00%**	0%	0.00%	0	0%	0.00%	0
6241	2%	2409	2303	2,352	47	**0.13%**	0%	0.00%	0	0%	0.00%	0
6212	97%	2252	2371	2,316	2,247	**6.15%**	0%	0.00%	0	0%	0.00%	0
6213	50%	551	589	572	286	**0.78%**	0%	0.00%	0	0%	0.00%	0
6252	15%	1433	1534	1,488	223	**0.61%**	10%	0.06%	22	0%	0.00%	0
6217	100%	2576	2630	2,605	2,605	**7.13%**	10%	0.71%	261	0%	0.00%	0
6218	100%	2103	2491	2,313	2,313	**6.33%**	50%	3.17%	1,157	0%	0.00%	0
6216	100%	316	424	375	375	**1.03%**	50%	0.51%	188	0%	0.00%	0
6215	100%	1780	1744	1,761	1,761	**4.82%**	50%	2.41%	881	0%	0.00%	0
6251	60%	1881	2484	2,208	1,325	**3.63%**	50%	1.81%	663	0%	0.00%	0
6303	43%	409	2847	1,730	744	**2.04%**	0%	0.00%	0	100%	2.04%	744
6201	100%	1382	1914	1,670	1,670	**4.57%**	0%	0.00%	0	80%	3.66%	1,336
6202	100%	1388	1446	1,419	1,419	**3.89%**	0%	0.00%	0	0%	0.00%	0
6208	100%	2499	3258	2,910	2,910	**7.97%**	0%	0.00%	0	100%	7.97%	2,910
6308	30%	0	0	0	0	**0.00%**	0%	0.00%	0	100%	0.00%	0
6209	100%	1641	1441	1,533	1,533	**4.20%**	90%	3.78%	1,380	10%	0.42%	153
6307	20%	0	154	83	17	**0.05%**	90%	0.04%	15	10%	0.00%	2
6206	100%	1713	1485	1,590	1,590	**4.35%**	90%	3.92%	1,431	10%	0.44%	159
6205	100%	2227	1913	2,057	2,057	**5.63%**	100%	5.63%	2,057	0%	0.00%	0
6204	100%	1827	1645	1,728	1,728	**4.73%**	100%	4.73%	1,728	0%	0.00%	0
6203	100%	861	1047	962	962	**2.63%**	100%	2.63%	962	0%	0.00%	0
6214	100%	3560	3480	3,517	3,517	**9.63%**	80%	7.70%	2,814	0%	0.00%	0
5801	20%	1449	1976	1,734	347	**0.95%**	100%	0.95%	347	0%	0.00%	0
5802	95%	590	543	565	537	**1.47%**	100%	1.47%	537	0%	0.00%	0
5803	100%	0	0	0	0	**0.00%**	100%	0.00%	0	0%	0.00%	0
5804	100%	2853	3047	2,958	2,958	**8.10%**	100%	8.10%	2,958	0%	0.00%	0
5812	95%	2217	2102	2,155	2,047	**5.60%**	100%	5.60%	2,047	0%	0.00%	0
5822	20%	1046	1412	1,244	249	**0.68%**	100%	0.68%	249	0%	0.00%	0
5805	98%	115	267	197	193	**0.53%**	100%	0.53%	193	0%	0.00%	0
5806	3%	707	741	725	22	**0.06%**	100%	0.06%	22	0%	0.00%	0
5811	20%	4234	4170	4,199	840	**2.30%**	100%	2.30%	840	0%	0.00%	0
				48,967	36,522	100.00%			**20,749**			**5,304**
									56.81%			14.52%
									57%			**15%**

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2029) - 100% Development

BUILD w/ Existing Geometry

INTERSECTION: **Summary**

Tierra Pintadad Blvd. / Vista Oriente St. — 1.00 PHF

(1)

3.0% H.C.	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	280	24	316	84	4	32	80	1,460	20	76	1,344	168
2029 (NO BUILD - A.M.)	*307*	*27*	*346*	*95*	*5*	*37*	*88*	*1,603*	*24*	*85*	*1,473*	*184*
2029 (BUILD - A.M.)	***311***	***35***	***346***	***149***	***15***	***77***	***88***	***1,634***	***41***	***130***	***1,450***	***184***

1.00 PHF

	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	168	16	140	200	44	68	340	1,528	56	56	948	196
2029 (NO BUILD - P.M.)	*185*	*19*	*153*	*224*	*49*	*77*	*373*	*1,679*	*63*	*64*	*1,039*	*215*
2029 (BUILD - P.M.)	***191***	***32***	***153***	***329***	***68***	***150***	***373***	***1,725***	***88***	***131***	***1,005***	***215***

Vista Oriente St. / Vista Oeste / Walgree — 1.00 PHF

(2)

3.0% H.C.	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	16	68	48	4	196	4	28	0	0	0	0	12
2029 (NO BUILD - A.M.)	*18*	*79*	*53*	*4*	*221*	*4*	*31*	*0*	*0*	*0*	*0*	*13*
2029 (BUILD - A.M.)	***18***	***148***	***53***	***4***	***325***	***5***	***31***	***0***	***1***	***0***	***0***	***13***

1.00 PHF

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	80	4	80	0	64	0	160	4	0	4	4	80
2029 (NO BUILD - P.M.)	*88*	*10*	*88*	*0*	*79*	*0*	*175*	*4*	*0*	*4*	*4*	*88*
2029 (BUILD - P.M.)	***88***	***114***	***88***	***0***	***276***	***1***	***175***	***4***	***1***	***4***	***4***	***88***

Driveway "A" / Unser Blvd. — 1.00 PHF

(3)

3.0% H.C.	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	0	0	0	0	1,804	0	0	1,544	0
2029 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1,977*	*3*	*0*	*1,694*	*0*
2029 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1,949***	***66***	***0***	***1,716***	***0***

1.00 PHF

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	0	0	0	0	1,884	4	0	1,188	0
2029 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2,065*	*9*	*0*	*1,305*	*0*
2029 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,023***	***104***	***0***	***1,338***	***0***

Vista Oriente St. / Driveway "B" — 1.00 PHF

(4)

3.0% H.C.	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	68	0	0	204	0	0	0	0	0	0	0
2029 (NO BUILD - A.M.)	*5*	*75*	*0*	*0*	*224*	*0*	*0*	*0*	*0*	*0*	*0*	*6*
2029 (BUILD - A.M.)	***75***	***75***	***0***	***0***	***224***	***1***	***0***	***0***	***0***	***1***	***0***	***110***

1.00 PHF

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	8	0	0	64	0	0	0	0	0	0	0
2029 (NO BUILD - P.M.)	*6*	*9*	*0*	*0*	*70*	*0*	*0*	*0*	*0*	*0*	*0*	*9*
2029 (BUILD - P.M.)	***111***	***9***	***0***	***0***	***70***	***1***	***0***	***0***	***0***	***1***	***0***	***208***

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Tierra Pintadad Blvd. / Vista Oriente St. / Unser Blvd.

BUILD w/ Existing Geometry

INTERSECTION: E-W Street: **Tierra Pintadad Blvd. / Vista Ori** (1)

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

Year of Existing Counts 2025

Implementation Year **2029**

Growth Rates	2.40%			2.40%			2.40%			2.40%		
	EB (Tierra Pintada Blvd.)			**WB (Vista Oriente St.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	280	24	316	84	4	32	80	1,460	20	76	1,344	168
Background Traffic Growth	27	2	30	8	0	3	8	140	2	7	129	16
Subtotal	307	26	346	92	4	35	88	1,600	22	83	1,473	184
BLDG #4	*0*	*1*	*0*	*3*	*1*	*2*	*0*	*3*	*2*	*2*	*0*	*0*
Subtotal (NO BUILD - A.M.)	***307***	***27***	***346***	***95***	***5***	***37***	***88***	***1,603***	***24***	***85***	***1,473***	***184***
Percent Commercial Trips Generated(Entering)	***5.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***20.00%***	***26.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***57.00%***	***15.00%***	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	4	8	0	36	10	17	0	31	17	22	0	0
Subtotal AM Pk Hr. BUILD Volumes	311	35	346	131	15	54	88	1,634	41	107	1,473	184
Pass-by Trip Adjustments	*0*	*0*	*0*	*18*	*0*	*23*	*0*	*0*	*0*	*23*	*-23*	*0*
Total AM Peak Hour BUILD Volumes	**311**	**35**	**346**	**149**	**15**	**77**	**88**	**1,634**	**41**	**130**	**1,450**	**184**

	2.40%			2.40%			2.40%			2.40%		
	EB (Tierra Pintada Blvd.)			**WB (Vista Oriente St.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	168	16	140	200	44	68	340	1,528	56	56	948	196
Background Traffic Growth	16	2	13	19	4	7	33	147	5	5	91	19
Subtotal	184	18	153	219	48	75	373	1,675	61	61	1,039	215
BLDG #4	*1*	*1*	*0*	*5*	*1*	*2*	*0*	*4*	*2*	*3*	*0*	*0*
Subtotal (NO BUILD - P.M.)	***185***	***19***	***153***	***224***	***49***	***77***	***373***	***1,679***	***63***	***64***	***1,039***	***215***
Percent Commercial Trips Generated(Entering)	***5.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***20.00%***	***26.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***57.00%***	***15.00%***	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	13	0	72	19	33	0	46	25	33	0	0
Subtotal PM Pk Hr. BUILD Volumes	191	32	153	296	68	110	373	1,725	88	97	1,039	215
Pass-by Trip Adjustments	*0*	*0*	*0*	*33*	*0*	*40*	*0*	*0*	*0*	*34*	*-34*	*0*
Total PM Peak Hour BUILD Volumes	**191**	**32**	**153**	**329**	**68**	**150**	**373**	**1,725**	**88**	**131**	**1,005**	**215**

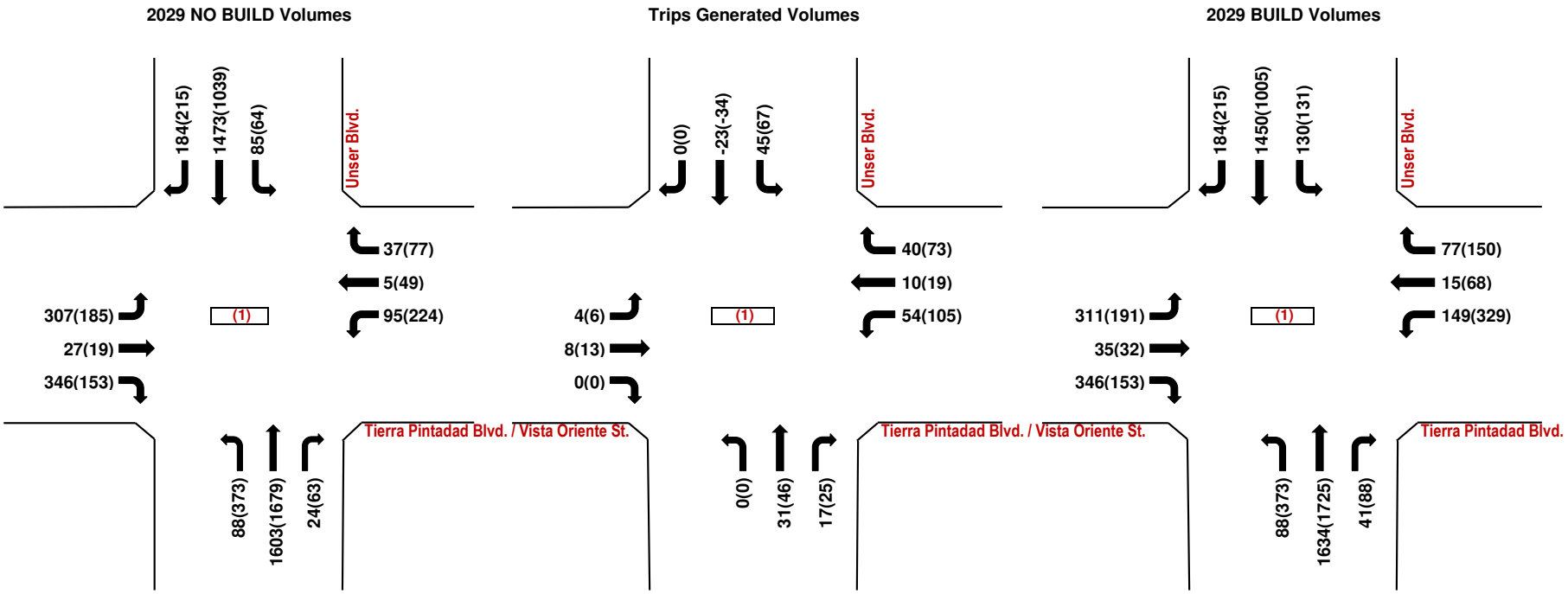
	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

Pass-by Trip Calculations:

AM Pass-by Trips	***EB (Tierra Pintada Blvd.)***			***WB (Vista Oriente St.)***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	***-45.00%***	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*23*	*-23*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	***55.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*18*	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***18***	***0***	***23***	***0***	***0***	***0***	***23***	***-23***	***0***

PM Pass-by Trips	***EB (Tierra Pintada Blvd.)***			***WB (Vista Oriente St.)***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	***-45.00%***	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*-34*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	***55.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*33*	*0*	*40*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***33***	***0***	***40***	***0***	***0***	***0***	***34***	***-34***	***0***

	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*



AM(PM)
BUILD w/ Existing Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Vista Oriente St. / Vista Oeste / Walgreens

BUILD w/ Existing Geometry

INTERSECTION: E-W Street: **Vista Oriente St.** (2)

N-S Street: **Vista Oeste / Walgreens**

Year of Existing Counts 2025

Implementation Year **2029**

Growth Rates	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Vista Oeste)**			**Southbound (Walgreens DW)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	68	48	4	196	4	28	0	0	0	0	12
Background Traffic Growth	2	7	5	0	19	0	3	0	0	0	0	1
Subtotal	18	75	53	4	215	4	31	0	0	0	0	13
BLDG #4	*0*	*4*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal (NO BUILD - A.M.)	***18***	***79***	***53***	***4***	***221***	***4***	***31***	***0***	***0***	***0***	***0***	***13***
Percent Commercial Trips Generated(Entering)	*0.00%*	***56.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***98.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	46	0	0	63	1	0	0	1	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	18	125	53	4	284	5	31	0	1	0	0	13
Pass-by Trip Adjustments	*0*	*23*	*0*	*0*	*41*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**18**	**148**	**53**	**4**	**325**	**5**	**31**	**0**	**1**	**0**	**0**	**13**

	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Vista Oeste)**			**Southbound (Walgreens DW)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	80	4	80	0	64	0	160	4	0	4	4	80
Background Traffic Growth	8	0	8	0	6	0	15	0	0	0	0	8
Subtotal	88	4	88	0	70	0	175	4	0	4	4	88
BLDG #4	*0*	*6*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal (NO BUILD - P.M.)	***88***	***10***	***88***	***0***	***79***	***0***	***175***	***4***	***0***	***4***	***4***	***88***
Percent Commercial Trips Generated(Entering)	*0.00%*	***56.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***98.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	70	0	0	124	1	0	0	1	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	88	80	88	0	203	1	175	4	1	4	4	88
Pass-by Trip Adjustments	*0*	*34*	*0*	*0*	*73*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**88**	**114**	**88**	**0**	**276**	**1**	**175**	**4**	**1**	**4**	**4**	**88**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

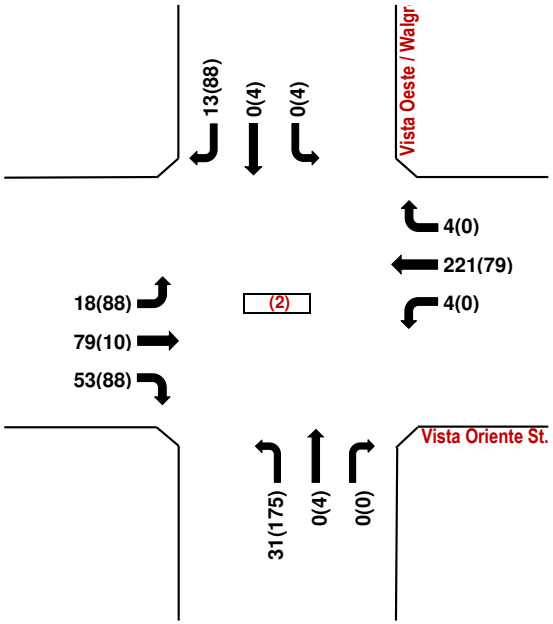
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Vista Oeste)***			***Southbound (Walgreens DW)***		
Percent Entering	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*41*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***23***	***0***	***0***	***41***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

PM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Vista Oeste)***			***Southbound (Walgreens DW)***		
Percent Entering	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*34*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*73*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***34***	***0***	***0***	***73***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

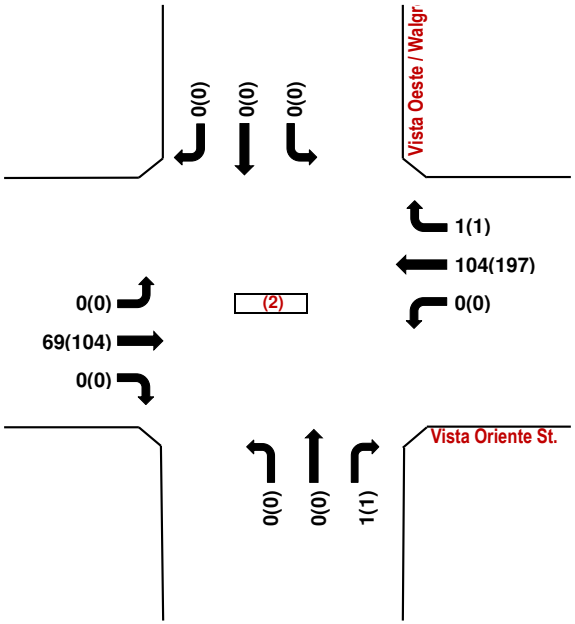
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2029 NO BUILD Volumes



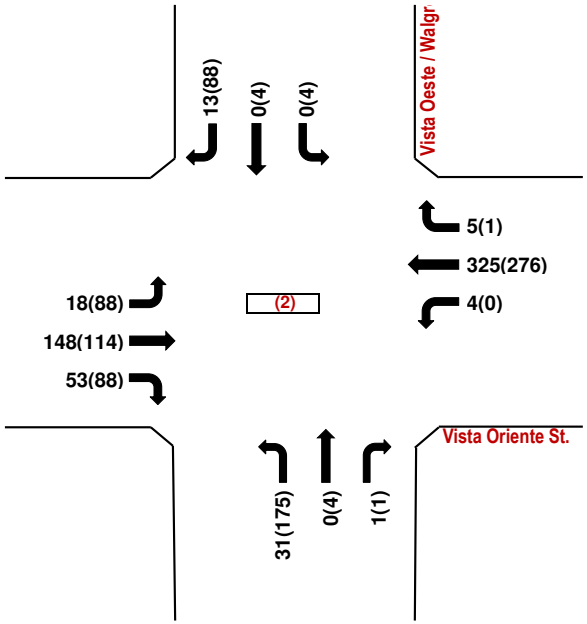
Vista Oriente St. / Vista Oeste / Walgreens

Trips Generated Volumes



Vista Oriente St. / Vista Oeste / Walgreens

2029 BUILD Volumes



Vista Oriente St. / Vista Oeste / Walgreens

AM(PM)
BUILD w/ Existing Geometry

Unser Vista Oriente Development (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Driveway "A" / Unser Blvd.

BUILD w/ Existing Geometry

INTERSECTION: E-W Street: **Driveway "A"** (3)

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

Year of Existing Counts 2025

Implementation Year **2029**

Growth Rates 2.40% 2.40% 2.40% 2.40%

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,804	0	0	1,544	0
Background Traffic Growth	0	0	0	0	0	0	0	173	0	0	148	0
Subtotal	0	0	0	0	0	0	0	1,977	0	0	1,692	0
BLDG #4	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*2*	*0*
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1,977***	***3***	***0***	***1,694***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***42.00%***	*0.00%*	***26.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	35	0	22	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,977**	**38**	**0**	**1,716**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-28*	*28*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,949**	**66**	**0**	**1,716**	**0**

	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,884	4	0	1,188	0
Background Traffic Growth	0	0	0	0	0	0	0	181	0	0	114	0
Subtotal	0	0	0	0	0	0	0	2,065	4	0	1,302	0
BLDG #4	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*3*	*0*
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,065***	***9***	***0***	***1,305***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***42.00%***	*0.00%*	***26.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	53	0	33	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,065**	**62**	**0**	**1,338**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-42*	*42*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,023**	**104**	**0**	**1,338**	**0**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

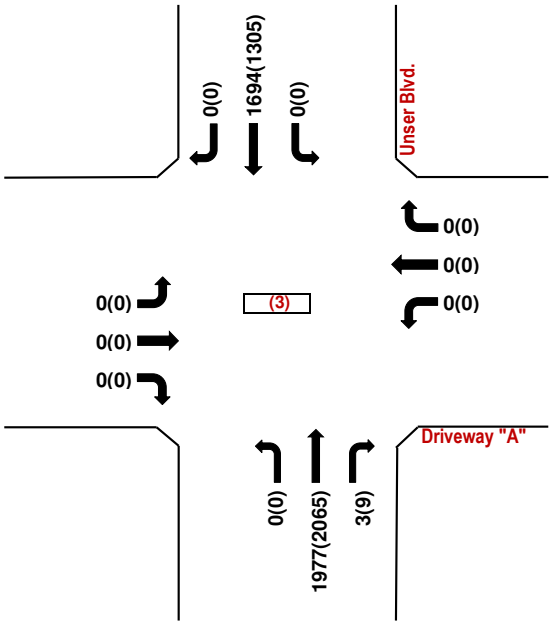
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Driveway "A")***			***Westbound (Driveway "A")***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-55.00%***	***55.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-28*	*28*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***-28***	***28***	***0***	***0***	***0***

PM Pass-by Trips	***Eastbound (Driveway "A")***			***Westbound (Driveway "A")***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-55.00%***	***55.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-42*	*42*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***-42***	***42***	***0***	***0***	***0***

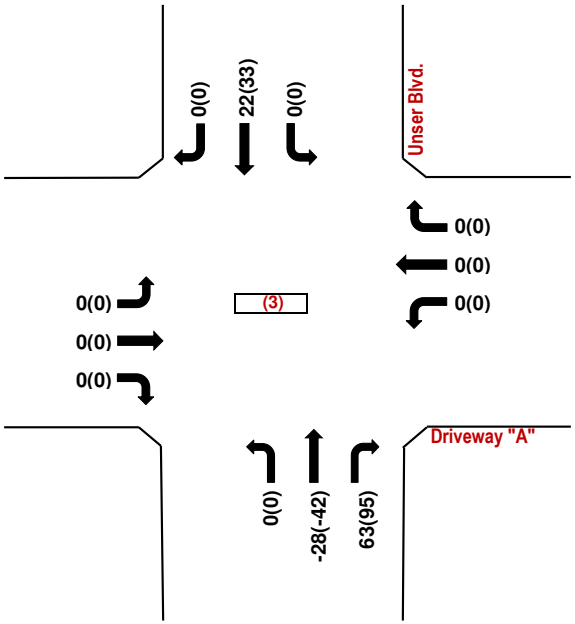
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2029 NO BUILD Volumes



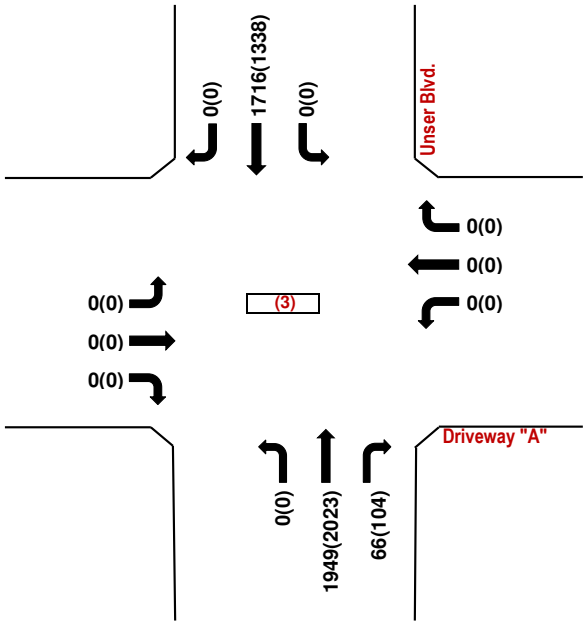
Driveway "A" / Unser Blvd.

Trips Generated Volumes



Driveway "A" / Unser Blvd.

2029 BUILD Volumes



Driveway "A" / Unser Blvd.

AM(PM)
BUILD w/ Existing Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Vista Oriente St. / Driveway "B"

BUILD w/ Existing Geometry

INTERSECTION: E-W Street: **Vista Oriente St.** (4)

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

Year of Existing Counts 2025

Implementation Year **2029**

Growth Rates	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Driveway "B")**			**Southbound (Driveway "B")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	68	0	0	204	0	0	0	0	0	0	0
Background Traffic Growth	0	7	0	0	20	0	0	0	0	0	0	0
Subtotal	0	75	0	0	224	0	0	0	0	0	0	0
BLDG #4	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*
Subtotal (NO BUILD - A.M.)	***5***	***75***	***0***	***0***	***224***	***0***	***0***	***0***	***0***	***0***	***0***	***6***
Percent Commercial Trips Generated(Entering)	***57.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***99.00%***
Total Trips Generated	47	0	0	0	0	1	0	0	0	1	0	63
Subtotal AM Pk Hr. BUILD Volumes	52	75	0	0	224	1	0	0	0	1	0	69
Pass-by Trip Adjustments	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*
Total AM Peak Hour BUILD Volumes	**75**	**75**	**0**	**0**	**224**	**1**	**0**	**0**	**0**	**1**	**0**	**110**

	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Driveway "B")**			**Southbound (Driveway "B")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	64	0	0	0	0	0	0	0
Background Traffic Growth	0	1	0	0	6	0	0	0	0	0	0	0
Subtotal	0	9	0	0	70	0	0	0	0	0	0	0
BLDG #4	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*
Subtotal (NO BUILD - P.M.)	***6***	***9***	***0***	***0***	***70***	***0***	***0***	***0***	***0***	***0***	***0***	***9***
Percent Commercial Trips Generated(Entering)	***57.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***99.00%***
Total Trips Generated	71	0	0	0	0	1	0	0	0	1	0	126
Subtotal PM Pk Hr. BUILD Volumes	77	9	0	0	70	1	0	0	0	1	0	135
Pass-by Trip Adjustments	*34*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*73*
Total PM Peak Hour BUILD Volumes	**111**	**9**	**0**	**0**	**70**	**1**	**0**	**0**	**0**	**1**	**0**	**208**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

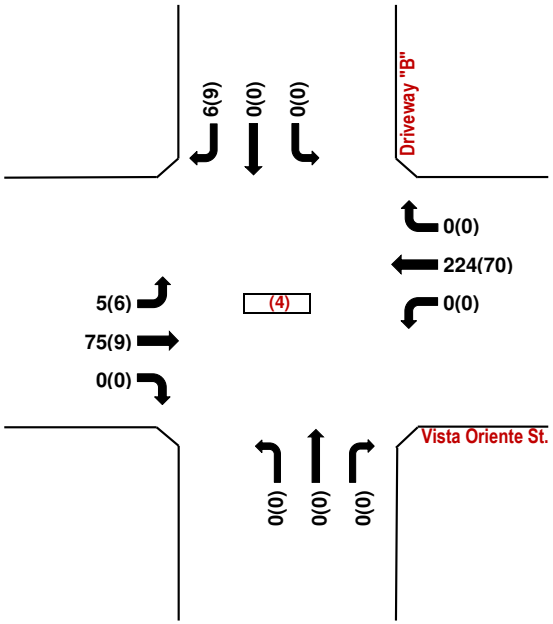
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Driveway "B")***			***Southbound (Driveway "B")***		
Percent Entering	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*23*	*0*	*0*	*0*	*0*	*0*	*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%*	*0.00%*	*0.00%*	***100.00%***
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*
Net AM Passby Trips	***23***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***41***

PM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Driveway "B")***			***Southbound (Driveway "B")***		
Percent Entering	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*34*	*0*	*0*	*0*	*0*	*0*	*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%*	*0.00%*	*0.00%*	***100.00%***
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*73*
Net PM Passby Trips	***34***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***73***

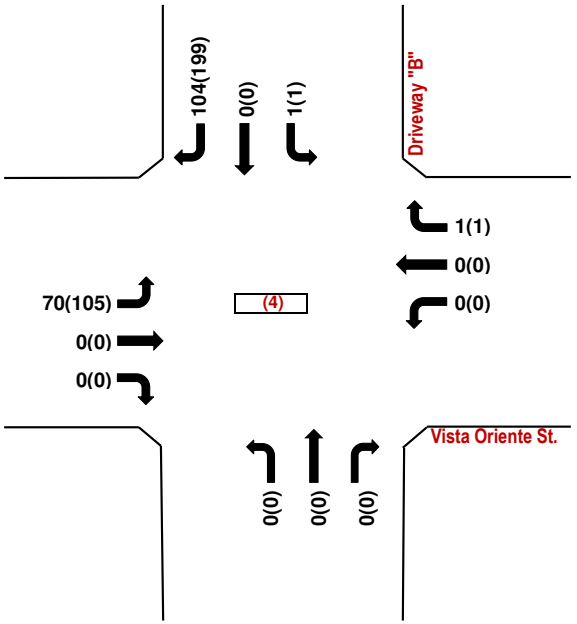
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2029 NO BUILD Volumes



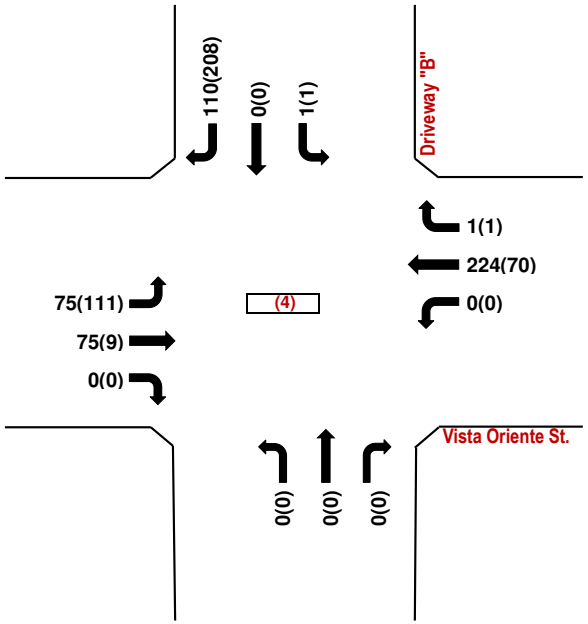
Vista Oriente St. / Driveway "B"

Trips Generated Volumes



Vista Oriente St. / Driveway "B"

2029 BUILD Volumes



Vista Oriente St. / Driveway "B"

AM(PM)
BUILD w/ Existing Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2029) - 100% Development

BUILD w/ Proposed Geometry

INTERSECTION: **Summary**

Tierra Pintadad Blvd. / Vista Oriente St. — 1.00 PHF

(1)

3.0% H.C.	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	280	24	316	84	4	32	80	1,460	20	76	1,344	168
2029 (NO BUILD - A.M.)	*307*	*27*	*346*	*95*	*5*	*35*	*88*	*1,603*	*24*	*85*	*1,473*	*184*
2029 (BUILD - A.M.)	***311***	***35***	***346***	***149***	***15***	***35***	***88***	***1,634***	***41***	***130***	***1,450***	***184***

1.00 PHF

	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	168	16	140	200	44	68	340	1,528	56	56	948	196
2029 (NO BUILD - P.M.)	*185*	*19*	*153*	*224*	*49*	*75*	*373*	*1,679*	*63*	*64*	*1,039*	*215*
2029 (BUILD - P.M.)	***191***	***32***	***153***	***329***	***68***	***75***	***373***	***1,725***	***88***	***131***	***1,005***	***215***

Vista Oriente St. / Vista Oeste / Walgree — 1.00 PHF

(2)

3.0% H.C.	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	16	68	48	4	196	4	28	0	0	0	0	12
2029 (NO BUILD - A.M.)	*18*	*79*	*53*	*4*	*219*	*4*	*31*	*0*	*0*	*0*	*0*	*13*
2029 (BUILD - A.M.)	***18***	***148***	***53***	***4***	***283***	***5***	***31***	***0***	***1***	***0***	***0***	***13***

1.00 PHF

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	80	4	80	0	64	0	160	4	0	4	4	80
2029 (NO BUILD - P.M.)	*88*	*10*	*88*	*0*	*76*	*0*	*175*	*4*	*0*	*4*	*4*	*88*
2029 (BUILD - P.M.)	***88***	***114***	***88***	***0***	***200***	***1***	***175***	***4***	***1***	***4***	***4***	***88***

Driveway "A" / Unser Blvd. — 1.00 PHF

(3)

3.0% H.C.	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	0	0	0	0	1,804	0	0	1,544	0
2029 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*1,977*	*3*	*0*	*1,694*	*0*
2029 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***42***	***0***	***1,949***	***66***	***0***	***1,716***	***0***

1.00 PHF

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	0	0	0	0	1,884	4	0	1,188	0
2029 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*2,065*	*9*	*0*	*1,305*	*0*
2029 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***75***	***0***	***2,023***	***104***	***0***	***1,338***	***0***

Vista Oriente St. / Driveway "B" — 1.00 PHF

(4)

3.0% H.C.	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	68	0	0	204	0	0	0	0	0	0	0
2029 (NO BUILD - A.M.)	*5*	*75*	*0*	*0*	*224*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	
2029 (BUILD - A.M.)	***75***	***75***	***0***	***0***	***224***	***1***	***0***	***0***	***0***	***1***	***0***	***69***

1.00 PHF

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	8	0	0	64	0	0	0	0	0	0	0
2029 (NO BUILD - P.M.)	*6*	*9*	*0*	*0*	*70*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	
2029 (BUILD - P.M.)	***111***	***9***	***0***	***0***	***70***	***1***	***0***	***0***	***0***	***1***	***0***	***133***

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Tierra Pintadad Blvd. / Vista Oriente St. / Unser Blvd.

BUILD w/ Proposed Geometry

INTERSECTION: E-W Street: **Tierra Pintadad Blvd. / Vista Ori** (1)

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

Year of Existing Counts 2025

Implementation Year **2029**

Growth Rates	2.40%			2.40%			2.40%			2.40%		
	EB (Tierra Pintada Blvd.)			**WB (Vista Oriente St.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	280	24	316	84	4	32	80	1,460	20	76	1,344	168
Background Traffic Growth	27	2	30	8	0	3	8	140	2	7	129	16
Subtotal	307	26	346	92	4	35	88	1,600	22	83	1,473	184
BLDG #4	*0*	*1*	*0*	*3*	*1*	*0*	*0*	*3*	*2*	*2*	*0*	*0*
Subtotal (NO BUILD - A.M.)	***307***	***27***	***346***	***95***	***5***	***35***	***88***	***1,603***	***24***	***85***	***1,473***	***184***
Percent Commercial Trips Generated(Entering)	***5.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***20.00%***	***26.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***57.00%***	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	4	8	0	36	10	0	0	31	17	22	0	0
Subtotal AM Pk Hr. BUILD Volumes	311	35	346	131	15	35	88	1,634	41	107	1,473	184
Pass-by Trip Adjustments	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*23*	*-23*	*0*
Total AM Peak Hour BUILD Volumes	**311**	**35**	**346**	**149**	**15**	**35**	**88**	**1,634**	**41**	**130**	**1,450**	**184**

	2.40%			2.40%			2.40%			2.40%		
	EB (Tierra Pintada Blvd.)			**WB (Vista Oriente St.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	168	16	140	200	44	68	340	1,528	56	56	948	196
Background Traffic Growth	16	2	13	19	4	7	33	147	5	5	91	19
Subtotal	184	18	153	219	48	75	373	1,675	61	61	1,039	215
BLDG #4	*1*	*1*	*0*	*5*	*1*	*0*	*0*	*4*	*2*	*3*	*0*	*0*
Subtotal (NO BUILD - P.M.)	***185***	***19***	***153***	***224***	***49***	***75***	***373***	***1,679***	***63***	***64***	***1,039***	***215***
Percent Commercial Trips Generated(Entering)	***5.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***20.00%***	***26.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***57.00%***	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	13	0	72	19	0	0	46	25	33	0	0
Subtotal PM Pk Hr. BUILD Volumes	191	32	153	296	68	75	373	1,725	88	97	1,039	215
Pass-by Trip Adjustments	*0*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*34*	*-34*	*0*
Total PM Peak Hour BUILD Volumes	**191**	**32**	**153**	**329**	**68**	**75**	**373**	**1,725**	**88**	**131**	**1,005**	**215**

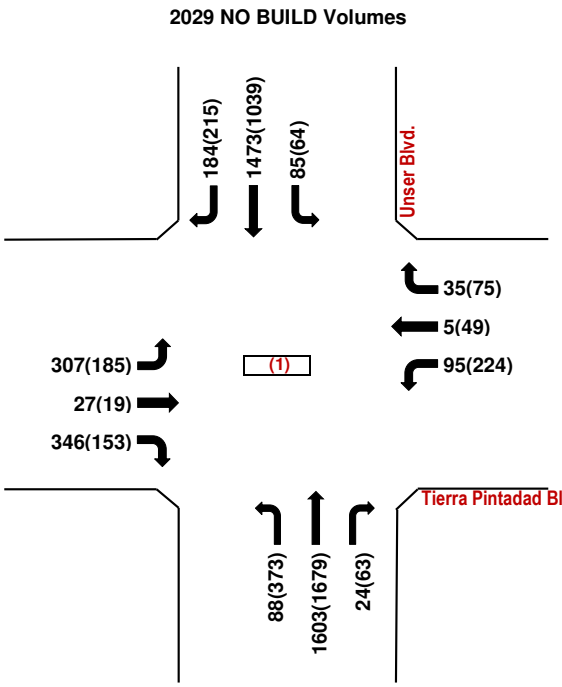
	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

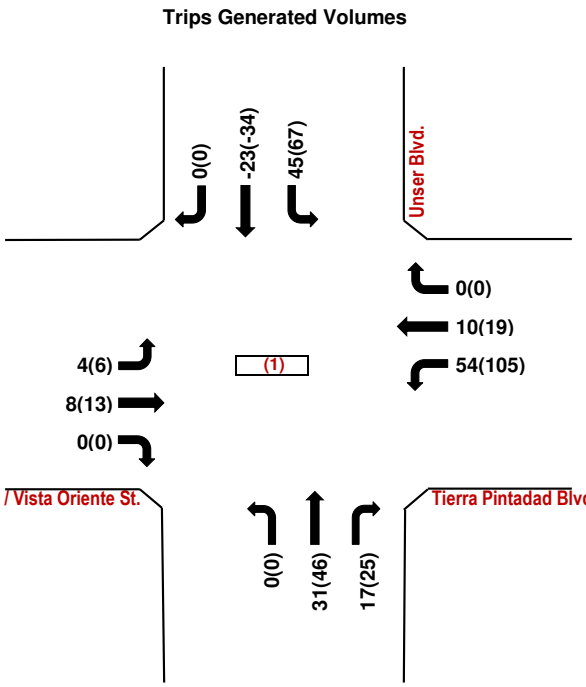
Pass-by Trip Calculations:

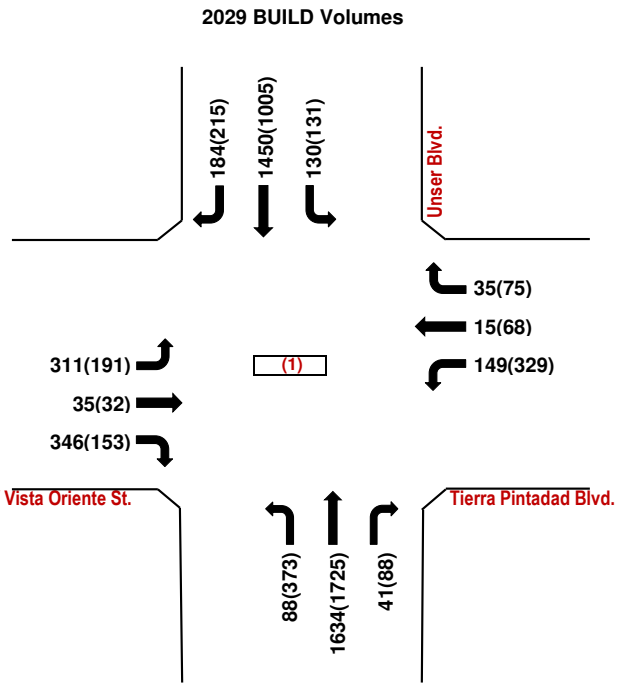
AM Pass-by Trips	***EB (Tierra Pintada Blvd.)***			***WB (Vista Oriente St.)***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	***-45.00%***	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*23*	*-23*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***18***	***0***	***0***	***0***	***0***	***0***	***23***	***-23***	***0***

PM Pass-by Trips	***EB (Tierra Pintada Blvd.)***			***WB (Vista Oriente St.)***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	***-45.00%***	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*-34*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***33***	***0***	***0***	***0***	***0***	***0***	***34***	***-34***	***0***

	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*







AM(PM)
BUILD w/ Proposed Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Vista Oriente St. / Vista Oeste / Walgreens

BUILD w/ Proposed Geometry

INTERSECTION: E-W Street: **Vista Oriente St.** (2)

N-S Street: **Vista Oeste / Walgreens**

Year of Existing Counts 2025

Implementation Year **2029**

Growth Rates	**2.40%**			**2.40%**			**2.40%**			**2.40%**		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Vista Oeste)**			**Southbound (Walgreens DW)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	68	48	4	196	4	28	0	0	0	0	12
Background Traffic Growth	2	7	5	0	19	0	3	0	0	0	0	1
Subtotal	18	75	53	4	215	4	31	0	0	0	0	13
BLDG #4	*0*	*4*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal (NO BUILD - A.M.)	***18***	***79***	***53***	***4***	***219***	***4***	***31***	***0***	***0***	***0***	***0***	***13***
Percent Commercial Trips Generated(Entering)	*0.00%*	***56.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***72.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	46	0	0	46	1	0	0	1	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	18	125	53	4	265	5	31	0	1	0	0	13
Pass-by Trip Adjustments	*0*	*23*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**18**	**148**	**53**	**4**	**283**	**5**	**31**	**0**	**1**	**0**	**0**	**13**

	2.40%			**2.40%**			**2.40%**			**2.40%**		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Vista Oeste)**			**Southbound (Walgreens DW)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	80	4	80	0	64	0	160	4	0	4	4	80
Background Traffic Growth	8	0	8	0	6	0	15	0	0	0	0	8
Subtotal	88	4	88	0	70	0	175	4	0	4	4	88
BLDG #4	*0*	*6*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal (NO BUILD - P.M.)	***88***	***10***	***88***	***0***	***76***	***0***	***175***	***4***	***0***	***4***	***4***	***88***
Percent Commercial Trips Generated(Entering)	*0.00%*	***56.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***72.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	70	0	0	91	1	0	0	1	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	88	80	88	0	167	1	175	4	1	4	4	88
Pass-by Trip Adjustments	*0*	*34*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**88**	**114**	**88**	**0**	**200**	**1**	**175**	**4**	**1**	**4**	**4**	**88**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

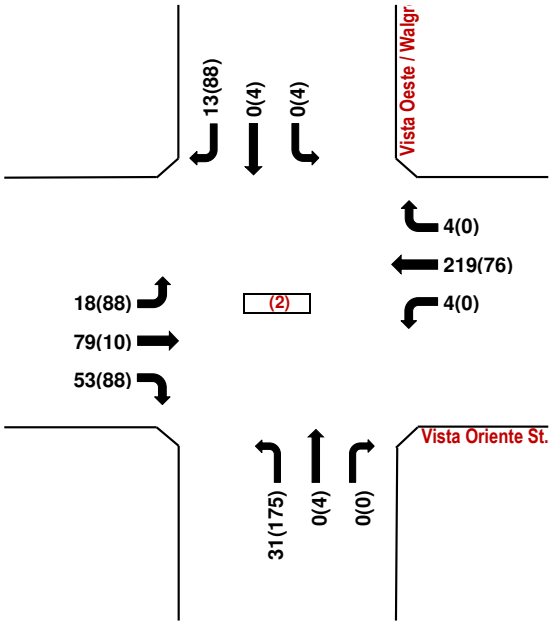
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Vista Oeste)***			***Southbound (Walgreens DW)***		
Percent Entering	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***23***	***0***	***0***	***18***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

PM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Vista Oeste)***			***Southbound (Walgreens DW)***		
Percent Entering	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*34*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***34***	***0***	***0***	***33***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

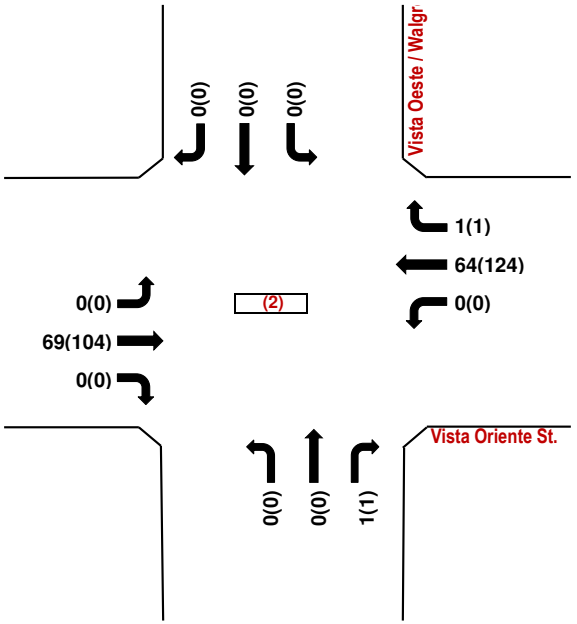
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2029 NO BUILD Volumes



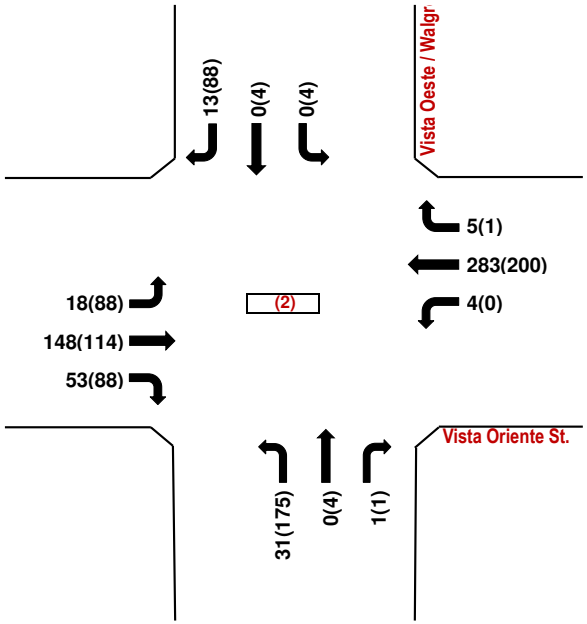
Vista Oriente St. / Vista Oeste / Walgreens

Trips Generated Volumes



Vista Oriente St. / Vista Oeste / Walgreens

2029 BUILD Volumes



Vista Oriente St. / Vista Oeste / Walgreens

AM(PM)
BUILD w/ Proposed Geometry

Unser Vista Oriente Development (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Driveway "A" / Unser Blvd.

BUILD w/ Proposed Geometry

INTERSECTION: E-W Street: **Driveway "A"** (3)

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

Year of Existing Counts 2025

Implementation Year **2029**

Growth Rates 2.40% 2.40% 2.40% 2.40%

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,804	0	0	1,544	0
Background Traffic Growth	0	0	0	0	0	0	0	173	0	0	148	0
Subtotal	0	0	0	0	0	0	0	1,977	0	0	1,692	0
BLDG #4	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*3*	*0*	*2*	*0*
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***2***	***0***	***1,977***	***3***	***0***	***1,694***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***42.00%***	*0.00%*	***26.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	17	0	0	35	0	22	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**1,977**	**38**	**0**	**1,716**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*23*	*0*	*-28*	*28*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**1,949**	**66**	**0**	**1,716**	**0**

	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,884	4	0	1,188	0
Background Traffic Growth	0	0	0	0	0	0	0	181	0	0	114	0
Subtotal	0	0	0	0	0	0	0	2,065	4	0	1,302	0
BLDG #4	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*5*	*0*	*3*	*0*
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***2***	***0***	***2,065***	***9***	***0***	***1,305***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***42.00%***	*0.00%*	***26.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	33	0	0	53	0	33	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**2,065**	**62**	**0**	**1,338**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*40*	*0*	*-42*	*42*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**75**	**0**	**2,023**	**104**	**0**	**1,338**	**0**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

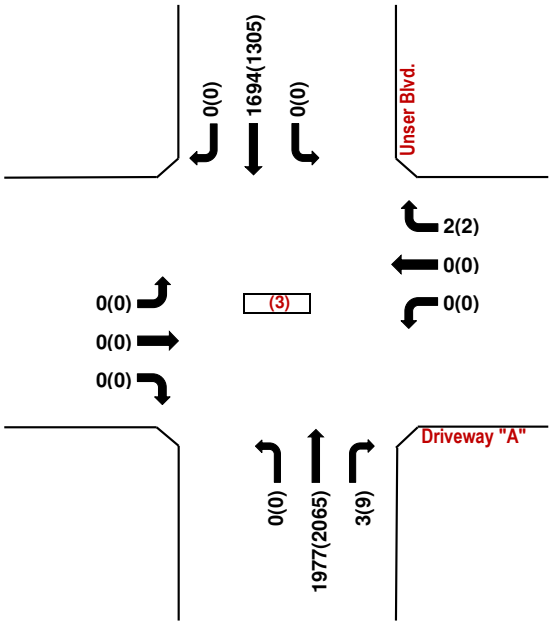
Pass-by Trip Calculations:

AM Pass-by Trips	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-55.00%***	***55.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-28*	*28*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***55.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***23***	***0***	***-28***	***28***	***0***	***0***	***0***

PM Pass-by Trips	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-55.00%***	***55.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-42*	*42*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***55.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*40*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***40***	***0***	***-42***	***42***	***0***	***0***	***0***

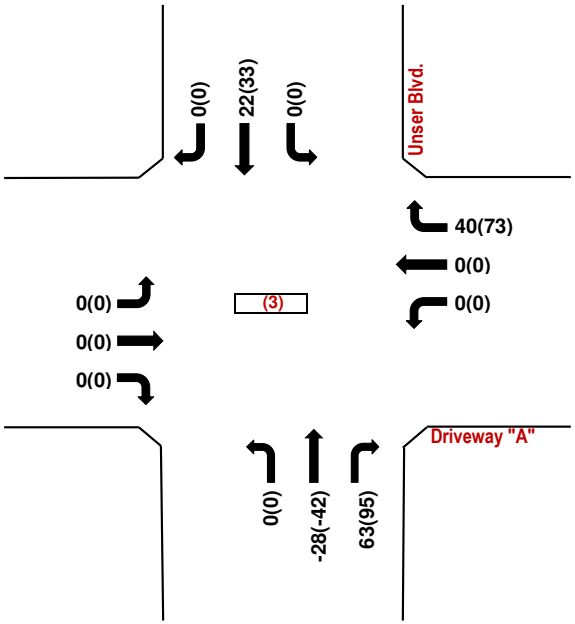
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2029 NO BUILD Volumes



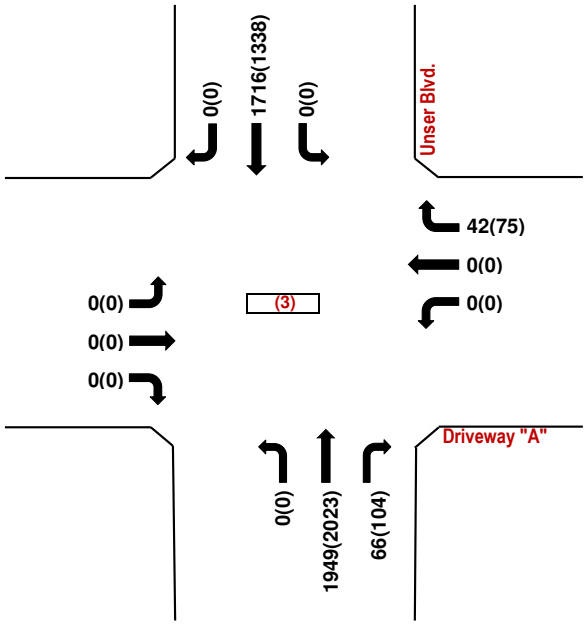
Driveway "A" / Unser Blvd.

Trips Generated Volumes



Driveway "A" / Unser Blvd.

2029 BUILD Volumes



Driveway "A" / Unser Blvd.

AM(PM)
BUILD w/ Proposed Geometry

Unser Vista Oriente Development (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Vista Oriente St. / Driveway "B"

BUILD w/ Proposed Geometry

INTERSECTION: E-W Street: **Vista Oriente St.** (4)

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

Year of Existing Counts 2025

Implementation Year **2029**

	Growth Rates	2.40%			2.40%			2.40%			2.40%		
		Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0	68	0	0	204	0	0	0	0	0	0	0
Background Traffic Growth		0	7	0	0	20	0	0	0	0	0	0	0
Subtotal		0	75	0	0	224	0	0	0	0	0	0	0
BLDG #4		*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*
Subtotal (NO BUILD - A.M.)		***5***	***75***	***0***	***0***	***224***	***0***	***0***	***0***	***0***	***0***	***0***	***4***
Percent Commercial Trips Generated(Entering)		***57.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***73.00%***
Total Trips Generated		47	0	0	0	0	1	0	0	0	1	0	47
Subtotal AM Pk Hr. BUILD Volumes		52	75	0	0	224	1	0	0	0	1	0	51
Pass-by Trip Adjustments		*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*
Total AM Peak Hour BUILD Volumes		**75**	**75**	**0**	**0**	**224**	**1**	**0**	**0**	**0**	**1**	**0**	**69**

	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	64	0	0	0	0	0	0	0
Background Traffic Growth	0	1	0	0	6	0	0	0	0	0	0	0
Subtotal	0	9	0	0	70	0	0	0	0	0	0	0
BLDG #4	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Subtotal (NO BUILD - P.M.)	***6***	***9***	***0***	***0***	***70***	***0***	***0***	***0***	***0***	***0***	***0***	***7***
Percent Commercial Trips Generated(Entering)	***57.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***73.00%***
Total Trips Generated	71	0	0	0	0	1	0	0	0	1	0	93
Subtotal PM Pk Hr. BUILD Volumes	77	9	0	0	70	1	0	0	0	1	0	100
Pass-by Trip Adjustments	*34*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*33*
Total PM Peak Hour BUILD Volumes	**111**	**9**	**0**	**0**	**70**	**1**	**0**	**0**	**0**	**1**	**0**	**133**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

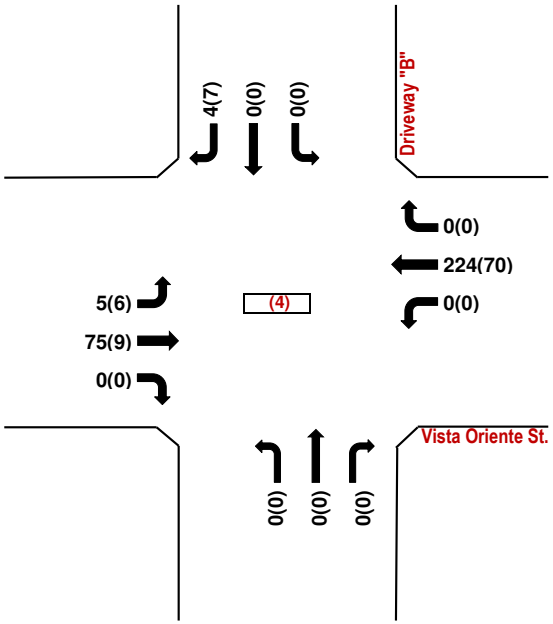
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Driveway "B")***			***Southbound (Driveway "B")***		
Percent Entering	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*23*	*0*	*0*	*0*	*0*	*0*	*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%*	*0.00%*	*0.00%*	***45.00%***
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*
Net AM Passby Trips	***23***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***18***

PM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Driveway "B")***			***Southbound (Driveway "B")***		
Percent Entering	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*34*	*0*	*0*	*0*	*0*	*0*	*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%*	*0.00%*	*0.00%*	***45.00%***
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*33*
Net PM Passby Trips	***34***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***33***

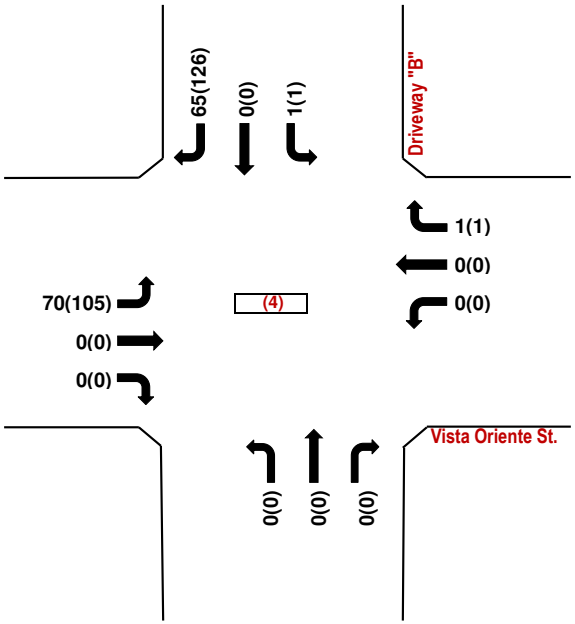
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2029 NO BUILD Volumes



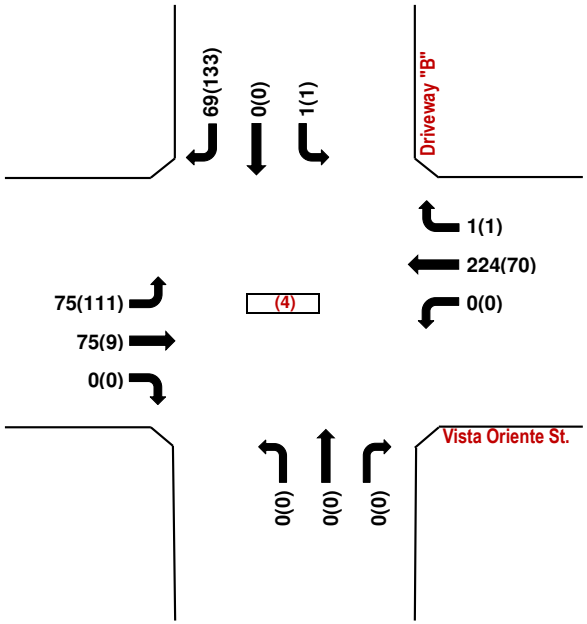
Vista Oriente St. / Driveway "B"

Trips Generated Volumes



Vista Oriente St. / Driveway "B"

2029 BUILD Volumes



Vista Oriente St. / Driveway "B"

AM(PM)
BUILD w/ Proposed Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2039) - 100% Development

BUILD w/ Existing Geometry

INTERSECTION: **Summary**

Tierra Pintadad Blvd. / Vista Oriente St. *1.00* *PHF*

(1)

3.0% H.C.	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	280	24	316	84	4	32	80	1,460	20	76	1,344	168
2039 (NO BUILD - A.M.)	*374*	*33*	*422*	*115*	*6*	*45*	*107*	*1,954*	*29*	*104*	*1,796*	*224*
2039 (BUILD - A.M.)	***378***	***41***	***422***	***169***	***16***	***85***	***107***	***1,985***	***46***	***149***	***1,773***	***224***

1.00 *PHF*

	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	168	16	140	200	44	68	340	1,528	56	56	948	196
2039 (NO BUILD - P.M.)	*225*	*22*	*187*	*272*	*60*	*93*	*454*	*2,045*	*77*	*78*	*1,267*	*262*
2039 (BUILD - P.M.)	***231***	***35***	***187***	***377***	***79***	***166***	***454***	***2,091***	***102***	***145***	***1,233***	***262***

Vista Oriente St. / Vista Oeste / Walgree *1.00* *PHF*

(2)

3.0% H.C.	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	16	68	48	4	196	4	28	0	0	0	0	12
2039 (NO BUILD - A.M.)	*21*	*95*	*64*	*5*	*268*	*5*	*37*	*0*	*0*	*0*	*0*	*16*
2039 (BUILD - A.M.)	***21***	***164***	***64***	***5***	***372***	***6***	***37***	***0***	***1***	***0***	***0***	***16***

1.00 *PHF*

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	80	4	80	0	64	0	160	4	0	4	4	80
2039 (NO BUILD - P.M.)	*107*	*11*	*107*	*0*	*95*	*0*	*214*	*5*	*0*	*5*	*5*	*107*
2039 (BUILD - P.M.)	***107***	***115***	***107***	***0***	***292***	***1***	***214***	***5***	***1***	***5***	***5***	***107***

Driveway "A" / Unser Blvd. *1.00* *PHF*

(3)

3.0% H.C.	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	0	0	0	0	1,804	0	0	1,544	0
2039 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2,410*	*3*	*0*	*2,065*	*0*
2039 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,382***	***66***	***0***	***2,087***	***0***

1.00 *PHF*

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	0	0	0	0	1,884	4	0	1,188	0
2039 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2,517*	*10*	*0*	*1,590*	*0*
2039 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,475***	***105***	***0***	***1,623***	***0***

Vista Oriente St. / Driveway "B" *1.00* *PHF*

(4)

3.0% H.C.	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	68	0	0	204	0	0	0	0	0	0	0
2039 (NO BUILD - A.M.)	*5*	*91*	*0*	*0*	*273*	*0*	*0*	*0*	*0*	*0*	*0*	*6*
2039 (BUILD - A.M.)	***75***	***91***	***0***	***0***	***273***	***1***	***0***	***0***	***0***	***1***	***0***	***110***

1.00 *PHF*

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	8	0	0	64	0	0	0	0	0	0	0
2039 (NO BUILD - P.M.)	*6*	*11*	*0*	*0*	*86*	*0*	*0*	*0*	*0*	*0*	*0*	*9*
2039 (BUILD - P.M.)	***111***	***11***	***0***	***0***	***86***	***1***	***0***	***0***	***0***	***1***	***0***	***208***

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Tierra Pintadad Blvd. / Vista Oriente St. / Unser Blvd.

BUILD w/ Existing Geometry

INTERSECTION: E-W Street: **Tierra Pintadad Blvd. / Vista Ori** (1)

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

Year of Existing Counts 2025

Horizon Year **2039**

Growth Rates	**2.40%**			**2.40%**			**2.40%**			**2.40%**		
	EB (Tierra Pintada Blvd.)			**WB (Vista Oriente St.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	280	24	316	84	4	32	80	1,460	20	76	1,344	168
Background Traffic Growth	94	8	106	28	1	11	27	491	7	26	452	56
Subtotal	374	32	422	112	5	43	107	1,951	27	102	1,796	224
BLDG #4	*0*	*1*	*0*	*3*	*1*	*2*	*0*	*3*	*2*	*2*	*0*	*0*
Subtotal (NO BUILD - A.M.)	***374***	***33***	***422***	***115***	***6***	***45***	***107***	***1,954***	***29***	***104***	***1,796***	***224***
Percent Commercial Trips Generated(Entering)	***5.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***20.00%***	***26.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***57.00%***	***15.00%***	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	4	8	0	36	10	17	0	31	17	22	0	0
Subtotal AM Pk Hr. BUILD Volumes	378	41	422	151	16	62	107	1,985	46	126	1,796	224
Pass-by Trip Adjustments	*0*	*0*	*0*	*18*	*0*	*23*	*0*	*0*	*0*	*23*	*-23*	*0*
Total AM Peak Hour BUILD Volumes	**378**	**41**	**422**	**169**	**16**	**85**	**107**	**1,985**	**46**	**149**	**1,773**	**224**

	2.40%			**2.40%**			**2.40%**			**2.40%**		
	EB (Tierra Pintada Blvd.)			**WB (Vista Oriente St.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	168	16	140	200	44	68	340	1,528	56	56	948	196
Background Traffic Growth	56	5	47	67	15	23	114	513	19	19	319	66
Subtotal	224	21	187	267	59	91	454	2,041	75	75	1,267	262
BLDG #4	*1*	*1*	*0*	*5*	*1*	*2*	*0*	*4*	*2*	*3*	*0*	*0*
Subtotal (NO BUILD - P.M.)	***225***	***22***	***187***	***272***	***60***	***93***	***454***	***2,045***	***77***	***78***	***1,267***	***262***
Percent Commercial Trips Generated(Entering)	***5.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***20.00%***	***26.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***57.00%***	***15.00%***	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	13	0	72	19	33	0	46	25	33	0	0
Subtotal PM Pk Hr. BUILD Volumes	231	35	187	344	79	126	454	2,091	102	111	1,267	262
Pass-by Trip Adjustments	*0*	*0*	*0*	*33*	*0*	*40*	*0*	*0*	*0*	*34*	*-34*	*0*
Total PM Peak Hour BUILD Volumes	**231**	**35**	**187**	**377**	**79**	**166**	**454**	**2,091**	**102**	**145**	**1,233**	**262**

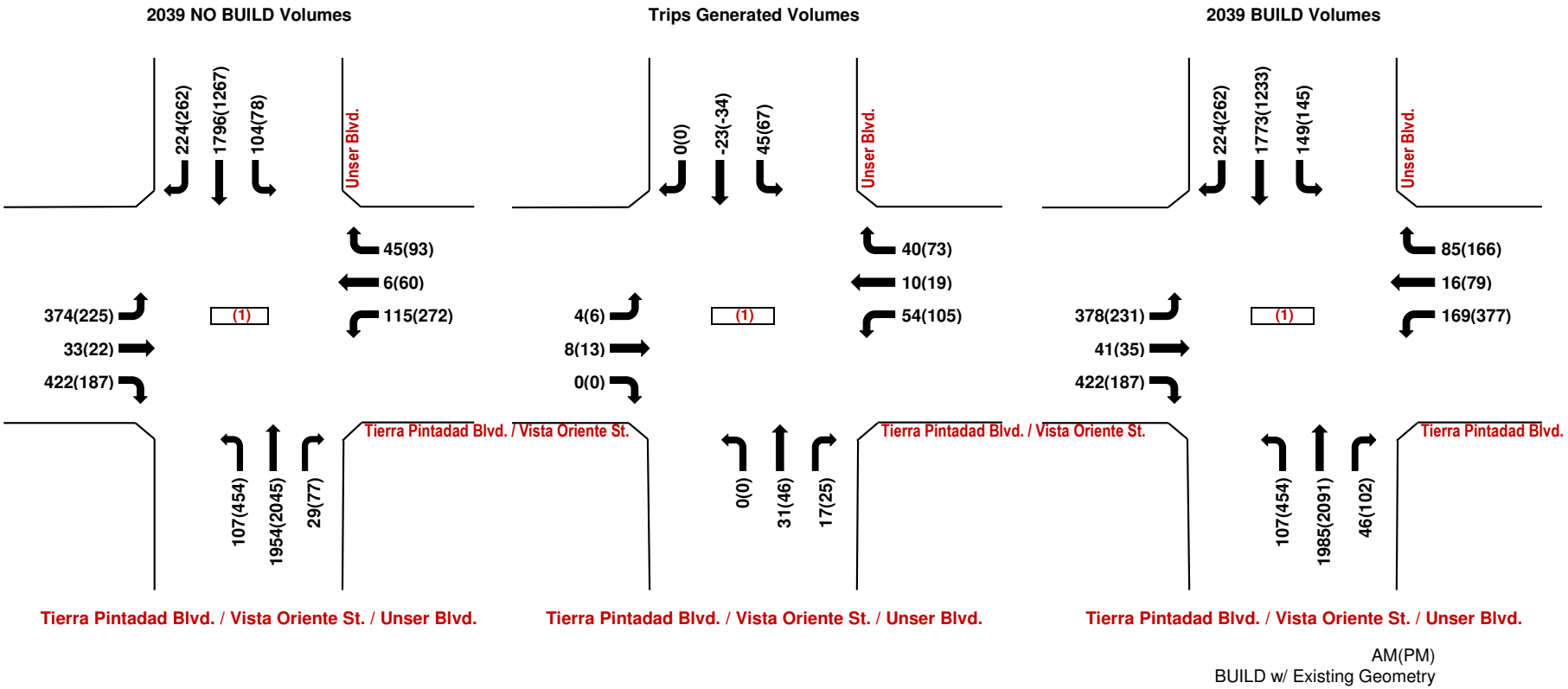
	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

Pass-by Trip Calculations:

AM Pass-by Trips	***EB (Tierra Pintada Blvd.)***			***WB (Vista Oriente St.)***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	***-45.00%***	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*23*	*-23*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	***55.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*18*	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***18***	***0***	***23***	***0***	***0***	***0***	***23***	***-23***	***0***

PM Pass-by Trips	***EB (Tierra Pintada Blvd.)***			***WB (Vista Oriente St.)***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	***-45.00%***	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*-34*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	***55.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*33*	*0*	*40*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***33***	***0***	***40***	***0***	***0***	***0***	***34***	***-34***	***0***

	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*



AM(PM)
BUILD w/ Existing Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Vista Oriente St. / Vista Oeste / Walgreens

BUILD w/ Existing Geometry

INTERSECTION: E-W Street: **Vista Oriente St.** (2)

N-S Street: **Vista Oeste / Walgreens**

Year of Existing Counts 2025

Horizon Year **2039**

Growth Rates	**2.40%**			**2.40%**			**2.40%**			**2.40%**		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Vista Oeste)**			**Southbound (Walgreens DW)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	68	48	4	196	4	28	0	0	0	0	12
Background Traffic Growth	5	23	16	1	66	1	9	0	0	0	0	4
Subtotal	21	91	64	5	262	5	37	0	0	0	0	16
BLDG #4	*0*	*4*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal (NO BUILD - A.M.)	***21***	***95***	***64***	***5***	***268***	***5***	***37***	***0***	***0***	***0***	***0***	***16***
Percent Commercial Trips Generated(Entering)	*0.00%*	***56.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***98.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	46	0	0	63	1	0	0	1	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	21	141	64	5	331	6	37	0	1	0	0	16
Pass-by Trip Adjustments	*0*	*23*	*0*	*0*	*41*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**21**	**164**	**64**	**5**	**372**	**6**	**37**	**0**	**1**	**0**	**0**	**16**

	2.40%			**2.40%**			**2.40%**			**2.40%**		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Vista Oeste)**			**Southbound (Walgreens DW)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	80	4	80	0	64	0	160	4	0	4	4	80
Background Traffic Growth	27	1	27	0	22	0	54	1	0	1	1	27
Subtotal	107	5	107	0	86	0	214	5	0	5	5	107
BLDG #4	*0*	*6*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal (NO BUILD - P.M.)	***107***	***11***	***107***	***0***	***95***	***0***	***214***	***5***	***0***	***5***	***5***	***107***
Percent Commercial Trips Generated(Entering)	*0.00%*	***56.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***98.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	70	0	0	124	1	0	0	1	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	107	81	107	0	219	1	214	5	1	5	5	107
Pass-by Trip Adjustments	*0*	*34*	*0*	*0*	*73*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**107**	**115**	**107**	**0**	**292**	**1**	**214**	**5**	**1**	**5**	**5**	**107**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

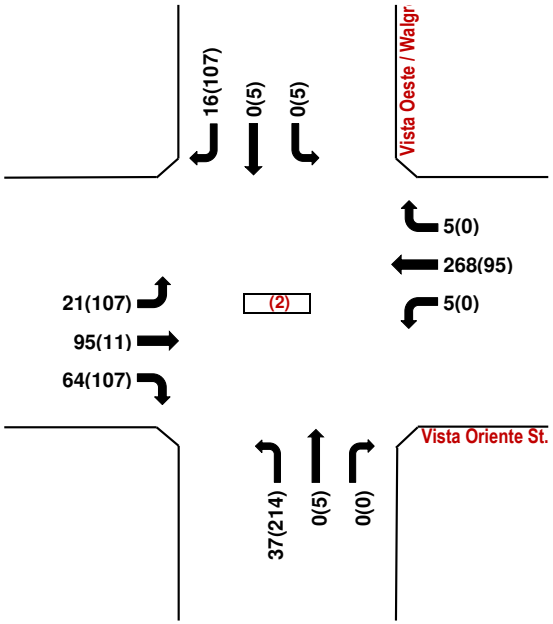
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Vista Oeste)***			***Southbound (Walgreens DW)***		
Percent Entering	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*41*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***23***	***0***	***0***	***41***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

PM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Vista Oeste)***			***Southbound (Walgreens DW)***		
Percent Entering	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*34*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***100.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*73*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***34***	***0***	***0***	***73***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

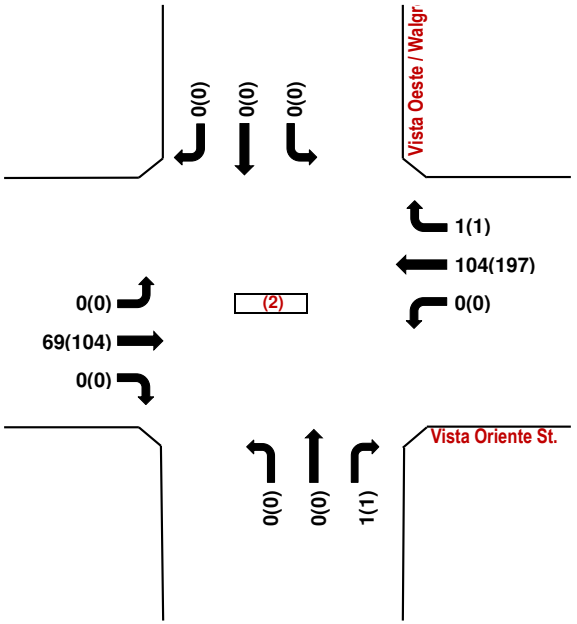
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2039 NO BUILD Volumes



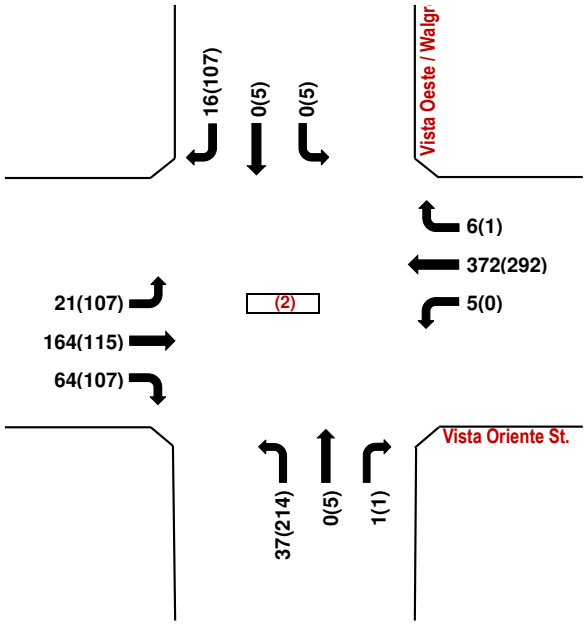
Vista Oriente St. / Vista Oeste / Walgreens

Trips Generated Volumes



Vista Oriente St. / Vista Oeste / Walgreens

2039 BUILD Volumes



Vista Oriente St. / Vista Oeste / Walgreens

AM(PM)
BUILD w/ Existing Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Driveway "A" / Unser Blvd.

BUILD w/ Existing Geometry

INTERSECTION: E-W Street: **Driveway "A"** (3)

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

Year of Existing Counts 2025

Horizon Year **2039**

Growth Rates 2.40% 2.40% 2.40% 2.40%

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,804	0	0	1,544	0
Background Traffic Growth	0	0	0	0	0	0	0	606	0	0	519	0
Subtotal	0	0	0	0	0	0	0	2,410	0	0	2,063	0
BLDG #4	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*2*	*0*
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,410***	***3***	***0***	***2,065***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***42.00%***	*0.00%*	***26.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	35	0	22	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,410**	**38**	**0**	**2,087**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-28*	*28*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,382**	**66**	**0**	**2,087**	**0**

	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,884	4	0	1,188	0
Background Traffic Growth	0	0	0	0	0	0	0	633	1	0	399	0
Subtotal	0	0	0	0	0	0	0	2,517	5	0	1,587	0
BLDG #4	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*3*	*0*
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,517***	***10***	***0***	***1,590***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***42.00%***	*0.00%*	***26.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	53	0	33	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,517**	**63**	**0**	**1,623**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-42*	*42*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,475**	**105**	**0**	**1,623**	**0**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

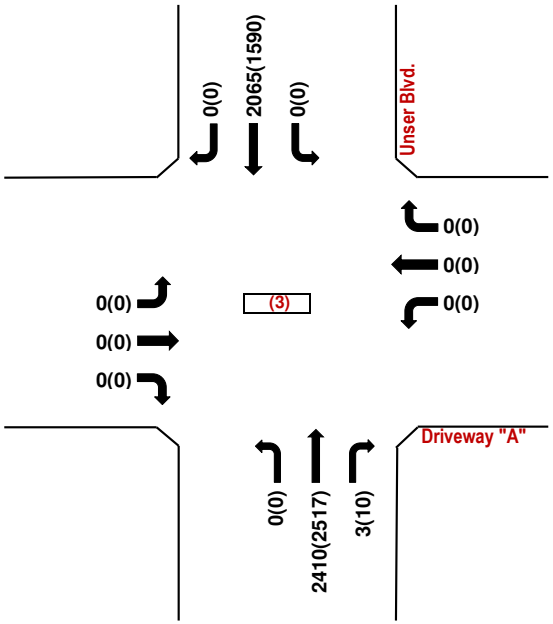
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Driveway "A")***			***Westbound (Driveway "A")***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-55.00%***	***55.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-28*	*28*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***-28***	***28***	***0***	***0***	***0***

PM Pass-by Trips	***Eastbound (Driveway "A")***			***Westbound (Driveway "A")***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-55.00%***	***55.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-42*	*42*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***-42***	***42***	***0***	***0***	***0***

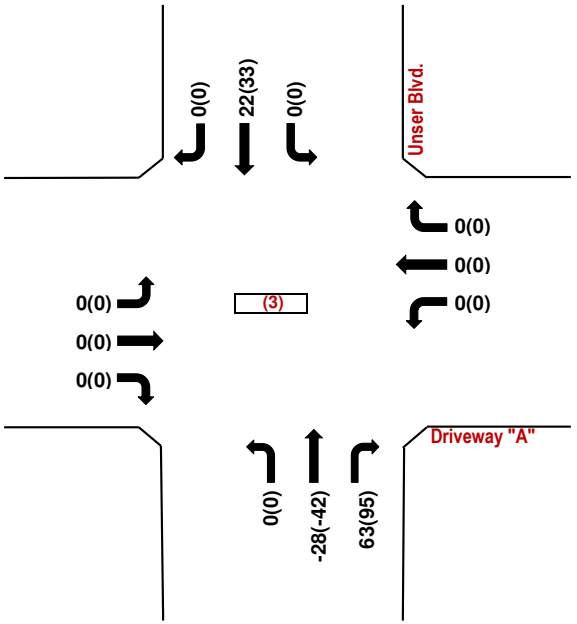
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2039 NO BUILD Volumes



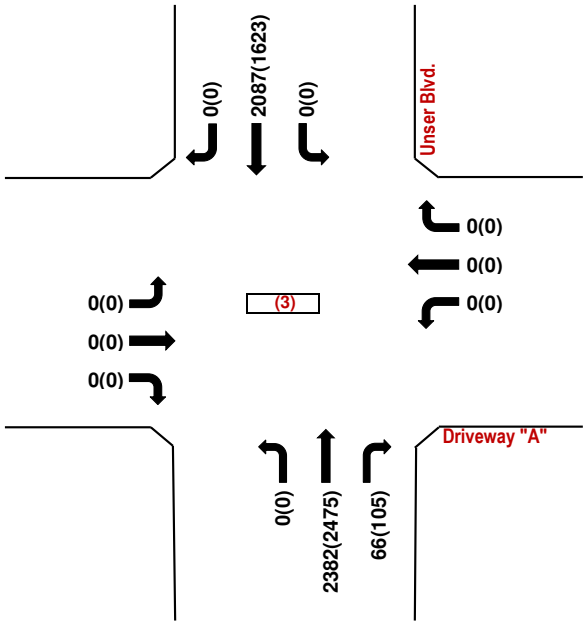
Driveway "A" / Unser Blvd.

Trips Generated Volumes



Driveway "A" / Unser Blvd.

2039 BUILD Volumes



Driveway "A" / Unser Blvd.

AM(PM)
BUILD w/ Existing Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Vista Oriente St. / Driveway "B"

BUILD w/ Existing Geometry

INTERSECTION: E-W Street: **Vista Oriente St.** (4)

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

Year of Existing Counts 2025

Horizon Year **2039**

Growth Rates **2.40%** **2.40%** **2.40%** **2.40%**

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	68	0	0	204	0	0	0	0	0	0	0
Background Traffic Growth	0	23	0	0	69	0	0	0	0	0	0	0
Subtotal	0	91	0	0	273	0	0	0	0	0	0	0
BLDG #4	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*
Subtotal (NO BUILD - A.M.)	***5***	***91***	***0***	***0***	***273***	***0***	***0***	***0***	***0***	***0***	***0***	***6***
Percent Commercial Trips Generated(Entering)	***57.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***99.00%***
Total Trips Generated	47	0	0	0	0	1	0	0	0	1	0	63
Subtotal AM Pk Hr. BUILD Volumes	52	91	0	0	273	1	0	0	0	1	0	69
Pass-by Trip Adjustments	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*
Total AM Peak Hour BUILD Volumes	**75**	**91**	**0**	**0**	**273**	**1**	**0**	**0**	**0**	**1**	**0**	**110**

2.40% **2.40%** **2.40%** **2.40%**

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	64	0	0	0	0	0	0	0
Background Traffic Growth	0	3	0	0	22	0	0	0	0	0	0	0
Subtotal	0	11	0	0	86	0	0	0	0	0	0	0
BLDG #4	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*
Subtotal (NO BUILD - P.M.)	***6***	***11***	***0***	***0***	***86***	***0***	***0***	***0***	***0***	***0***	***0***	***9***
Percent Commercial Trips Generated(Entering)	***57.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***99.00%***
Total Trips Generated	71	0	0	0	0	1	0	0	0	1	0	126
Subtotal PM Pk Hr. BUILD Volumes	77	11	0	0	86	1	0	0	0	1	0	135
Pass-by Trip Adjustments	*34*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*73*
Total PM Peak Hour BUILD Volumes	**111**	**11**	**0**	**0**	**86**	**1**	**0**	**0**	**0**	**1**	**0**	**208**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

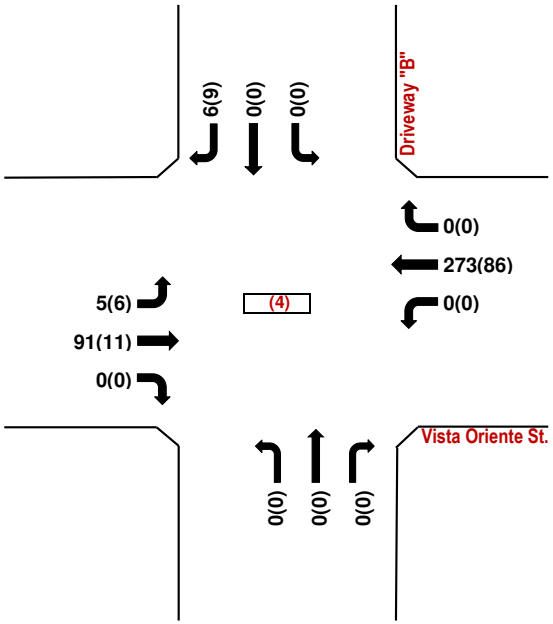
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Driveway "B")***			***Southbound (Driveway "B")***		
Percent Entering	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*23*	*0*	*0*	*0*	*0*	*0*	*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%*	*0.00%*	*0.00%*	***100.00%***
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*
Net AM Passby Trips	***23***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***41***

PM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Driveway "B")***			***Southbound (Driveway "B")***		
Percent Entering	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*34*	*0*	*0*	*0*	*0*	*0*	*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%*	*0.00%*	*0.00%*	***100.00%***
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*73*
Net PM Passby Trips	***34***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***73***

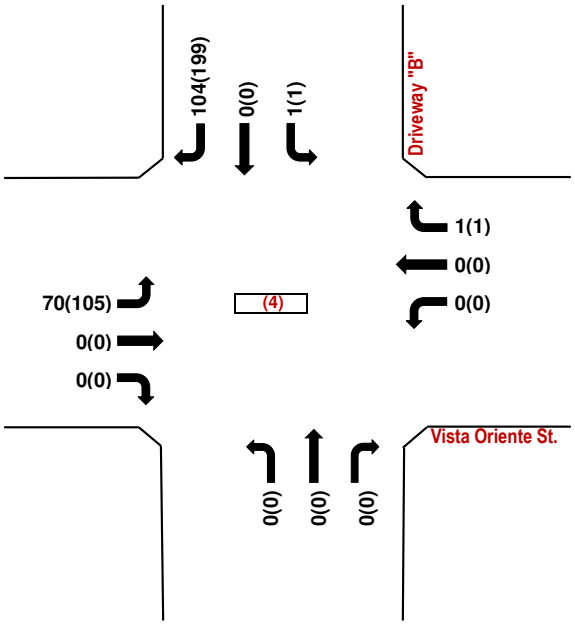
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2039 NO BUILD Volumes



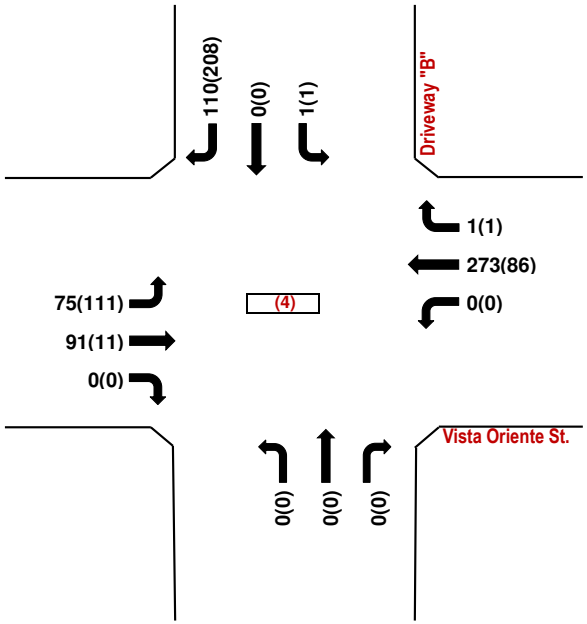
Vista Oriente St. / Driveway "B"

Trips Generated Volumes



Vista Oriente St. / Driveway "B"

2039 BUILD Volumes



Vista Oriente St. / Driveway "B"

AM(PM)
BUILD w/ Existing Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2039) - 100% Development

BUILD w/ Proposed Geometry

INTERSECTION: **Summary**

Tierra Pintadad Blvd. / Vista Oriente St. — 1.00 PHF

(1)

3.0% H.C.	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	280	24	316	84	4	32	80	1,460	20	76	1,344	168
2039 (NO BUILD - A.M.)	*374*	*33*	*422*	*115*	*6*	*43*	*107*	*1,954*	*29*	*104*	*1,796*	*224*
2039 (BUILD - A.M.)	***378***	***41***	***422***	***169***	***16***	***43***	***107***	***1,985***	***46***	***149***	***1,773***	***224***

1.00 PHF

	EB (Tierra Pintada Blvd.)			WB (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	168	16	140	200	44	68	340	1,528	56	56	948	196
2039 (NO BUILD - P.M.)	*225*	*22*	*187*	*272*	*60*	*91*	*454*	*2,045*	*77*	*78*	*1,267*	*262*
2039 (BUILD - P.M.)	***231***	***35***	***187***	***377***	***79***	***91***	***454***	***2,091***	***102***	***145***	***1,233***	***262***

Vista Oriente St. / Vista Oeste / Walgree — 1.00 PHF

(2)

3.0% H.C.	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	16	68	48	4	196	4	28	0	0	0	0	12
2039 (NO BUILD - A.M.)	*21*	*95*	*64*	*5*	*266*	*5*	*37*	*0*	*0*	*0*	*0*	*16*
2039 (BUILD - A.M.)	***21***	***164***	***64***	***5***	***330***	***6***	***37***	***0***	***1***	***0***	***0***	***16***

1.00 PHF

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	80	4	80	0	64	0	160	4	0	4	4	80
2039 (NO BUILD - P.M.)	*107*	*11*	*107*	*0*	*92*	*0*	*214*	*5*	*0*	*5*	*5*	*107*
2039 (BUILD - P.M.)	***107***	***115***	***107***	***0***	***216***	***1***	***214***	***5***	***1***	***5***	***5***	***107***

Driveway "A" / Unser Blvd. — 1.00 PHF

(3)

3.0% H.C.	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	0	0	0	0	1,804	0	0	1,544	0
2039 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*2,410*	*3*	*0*	*2,065*	*0*
2039 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***42***	***0***	***2,382***	***66***	***0***	***2,087***	***0***

1.00 PHF

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	0	0	0	0	1,884	4	0	1,188	0
2039 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*2,517*	*10*	*0*	*1,590*	*0*
2039 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***75***	***0***	***2,475***	***105***	***0***	***1,623***	***0***

Vista Oriente St. / Driveway "B" — 1.00 PHF

(4)

3.0% H.C.	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	68	0	0	204	0	0	0	0	0	0	0
2039 (NO BUILD - A.M.)	*5*	*91*	*0*	*0*	*273*	*0*	*0*	*0*	*0*	*0*	*0*	*4*
2039 (BUILD - A.M.)	***75***	***91***	***0***	***0***	***273***	***1***	***0***	***0***	***0***	***1***	***0***	***69***

1.00 PHF

	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	8	0	0	64	0	0	0	0	0	0	0
2039 (NO BUILD - P.M.)	*6*	*11*	*0*	*0*	*86*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
2039 (BUILD - P.M.)	***111***	***11***	***0***	***0***	***86***	***1***	***0***	***0***	***0***	***1***	***0***	***133***

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Tierra Pintadad Blvd. / Vista Oriente St. / Unser Blvd.

BUILD w/ Proposed Geometry

INTERSECTION: E-W Street: **Tierra Pintadad Blvd. / Vista Ori** (1)

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

Year of Existing Counts 2025

Horizon Year **2039**

Growth Rates	**2.40%**			**2.40%**			**2.40%**			**2.40%**		
	EB (Tierra Pintada Blvd.)			**WB (Vista Oriente St.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	280	24	316	84	4	32	80	1,460	20	76	1,344	168
Background Traffic Growth	94	8	106	28	1	11	27	491	7	26	452	56
Subtotal	374	32	422	112	5	43	107	1,951	27	102	1,796	224
BLDG #4	*0*	*1*	*0*	*3*	*1*	*0*	*0*	*3*	*2*	*2*	*0*	*0*
Subtotal (NO BUILD - A.M.)	***374***	***33***	***422***	***115***	***6***	***43***	***107***	***1,954***	***29***	***104***	***1,796***	***224***
Percent Commercial Trips Generated(Entering)	***5.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***20.00%***	***26.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***57.00%***	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	4	8	0	36	10	0	0	31	17	22	0	0
Subtotal AM Pk Hr. BUILD Volumes	378	41	422	151	16	43	107	1,985	46	126	1,796	224
Pass-by Trip Adjustments	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*23*	*-23*	*0*
Total AM Peak Hour BUILD Volumes	**378**	**41**	**422**	**169**	**16**	**43**	**107**	**1,985**	**46**	**149**	**1,773**	**224**

	2.40%			**2.40%**			**2.40%**			**2.40%**		
	EB (Tierra Pintada Blvd.)			**WB (Vista Oriente St.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	168	16	140	200	44	68	340	1,528	56	56	948	196
Background Traffic Growth	56	5	47	67	15	23	114	513	19	19	319	66
Subtotal	224	21	187	267	59	91	454	2,041	75	75	1,267	262
BLDG #4	*1*	*1*	*0*	*5*	*1*	*0*	*0*	*4*	*2*	*3*	*0*	*0*
Subtotal (NO BUILD - P.M.)	***225***	***22***	***187***	***272***	***60***	***91***	***454***	***2,045***	***77***	***78***	***1,267***	***262***
Percent Commercial Trips Generated(Entering)	***5.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***20.00%***	***26.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***57.00%***	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	13	0	72	19	0	0	46	25	33	0	0
Subtotal PM Pk Hr. BUILD Volumes	231	35	187	344	79	91	454	2,091	102	111	1,267	262
Pass-by Trip Adjustments	*0*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*34*	*-34*	*0*
Total PM Peak Hour BUILD Volumes	**231**	**35**	**187**	**377**	**79**	**91**	**454**	**2,091**	**102**	**145**	**1,233**	**262**

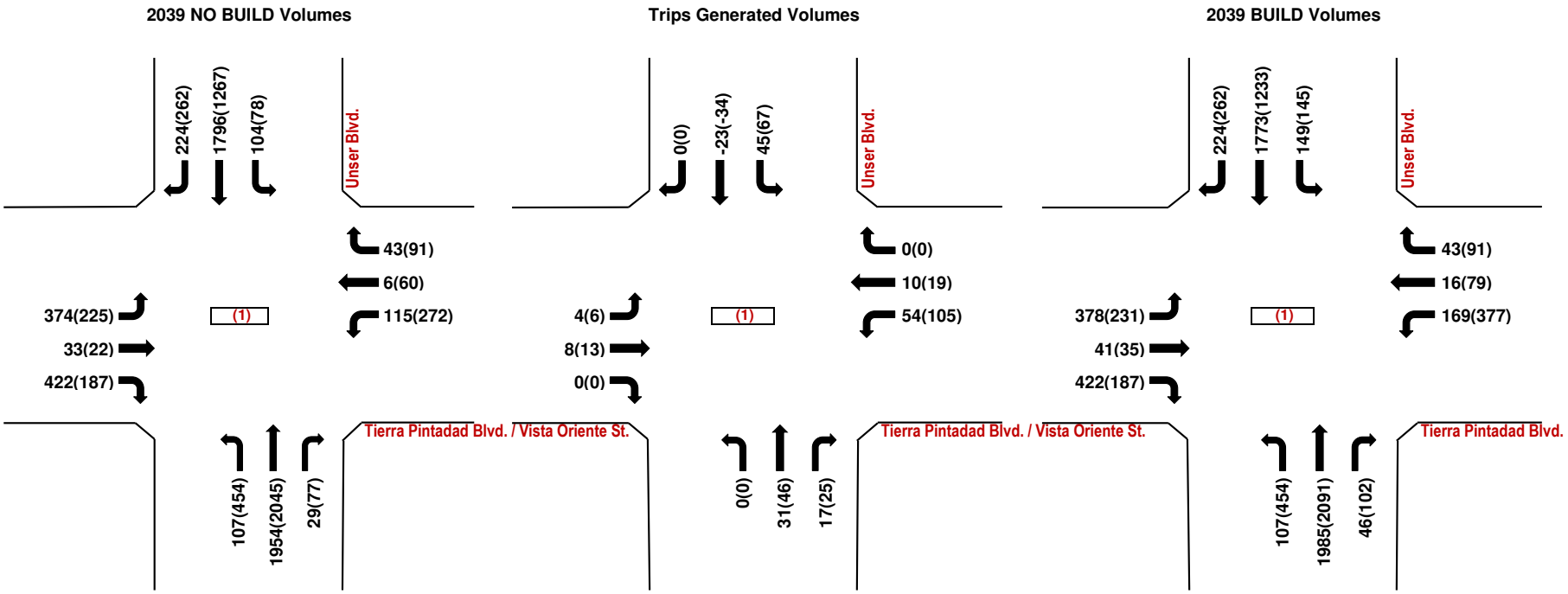
	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

Pass-by Trip Calculations:

AM Pass-by Trips	***EB (Tierra Pintada Blvd.)***			***WB (Vista Oriente St.)***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	***-45.00%***	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*23*	*-23*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***18***	***0***	***0***	***0***	***0***	***0***	***23***	***-23***	***0***

PM Pass-by Trips	***EB (Tierra Pintada Blvd.)***			***WB (Vista Oriente St.)***			***Northbound (Unser Blvd.)***			***Southbound (Unser Blvd.)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	***-45.00%***	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*-34*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***33***	***0***	***0***	***0***	***0***	***0***	***34***	***-34***	***0***

	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*



AM(PM)
BUILD w/ Proposed Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Vista Oriente St. / Vista Oeste / Walgreens

BUILD w/ Proposed Geometry

INTERSECTION: E-W Street: **Vista Oriente St.** (2)

N-S Street: **Vista Oeste / Walgreens**

Year of Existing Counts 2025

Horizon Year **2039**

Growth Rates	**2.40%**			**2.40%**			**2.40%**			**2.40%**		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Vista Oeste)**			**Southbound (Walgreens DW)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	68	48	4	196	4	28	0	0	0	0	12
Background Traffic Growth	5	23	16	1	66	1	9	0	0	0	0	4
Subtotal	21	91	64	5	262	5	37	0	0	0	0	16
BLDG #4	*0*	*4*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal (NO BUILD - A.M.)	***21***	***95***	***64***	***5***	***266***	***5***	***37***	***0***	***0***	***0***	***0***	***16***
Percent Commercial Trips Generated(Entering)	*0.00%*	***56.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***72.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	46	0	0	46	1	0	0	1	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	21	141	64	5	312	6	37	0	1	0	0	16
Pass-by Trip Adjustments	*0*	*23*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**21**	**164**	**64**	**5**	**330**	**6**	**37**	**0**	**1**	**0**	**0**	**16**

	2.40%			**2.40%**			**2.40%**			**2.40%**		
	Eastbound (Vista Oriente St.)			**Westbound (Vista Oriente St.)**			**Northbound (Vista Oeste)**			**Southbound (Walgreens DW)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	80	4	80	0	64	0	160	4	0	4	4	80
Background Traffic Growth	27	1	27	0	22	0	54	1	0	1	1	27
Subtotal	107	5	107	0	86	0	214	5	0	5	5	107
BLDG #4	*0*	*6*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Subtotal (NO BUILD - P.M.)	***107***	***11***	***107***	***0***	***92***	***0***	***214***	***5***	***0***	***5***	***5***	***107***
Percent Commercial Trips Generated(Entering)	*0.00%*	***56.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***72.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	70	0	0	91	1	0	0	1	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	107	81	107	0	183	1	214	5	1	5	5	107
Pass-by Trip Adjustments	*0*	*34*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**107**	**115**	**107**	**0**	**216**	**1**	**214**	**5**	**1**	**5**	**5**	**107**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

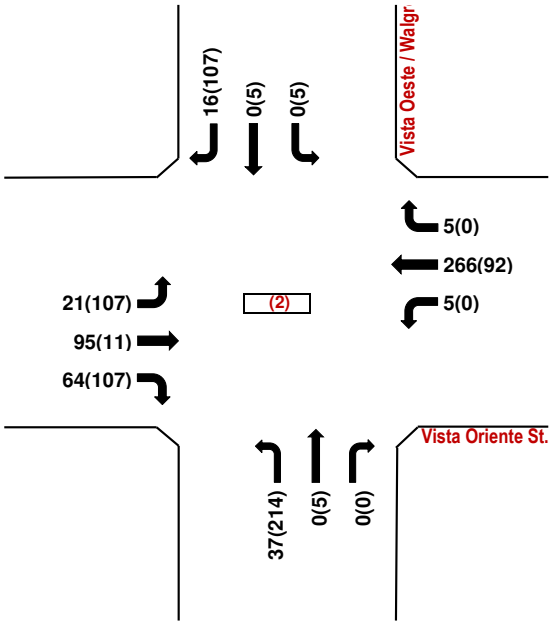
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Vista Oeste)***			***Southbound (Walgreens DW)***		
Percent Entering	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***23***	***0***	***0***	***18***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

PM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Vista Oeste)***			***Southbound (Walgreens DW)***		
Percent Entering	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*34*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***34***	***0***	***0***	***33***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

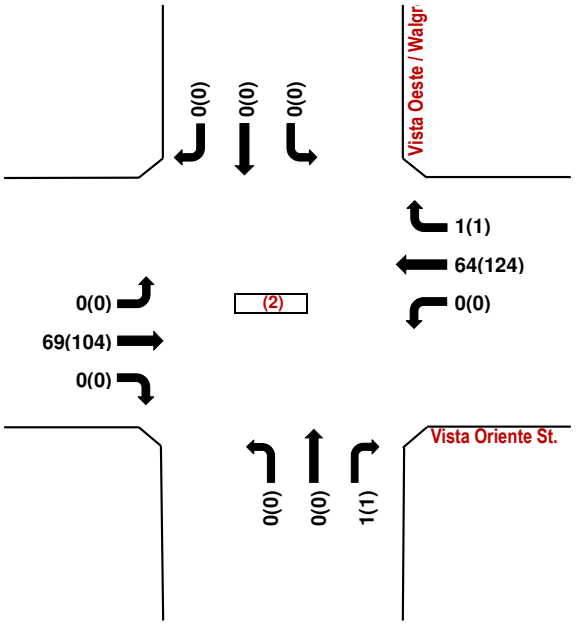
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2039 NO BUILD Volumes



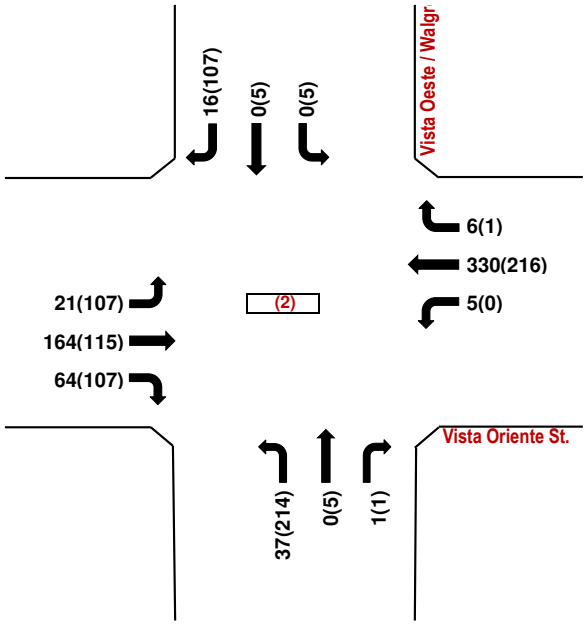
Vista Oriente St. / Vista Oeste / Walgreens

Trips Generated Volumes



Vista Oriente St. / Vista Oeste / Walgreens

2039 BUILD Volumes



Vista Oriente St. / Vista Oeste / Walgreens

AM(PM)
BUILD w/ Proposed Geometry

Unser Vista Oriente Development (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Driveway "A" / Unser Blvd.

BUILD w/ Proposed Geometry

INTERSECTION: E-W Street: **Driveway "A"** (3)

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

Year of Existing Counts 2025

Horizon Year **2039**

Growth Rates 2.40% 2.40% 2.40% 2.40%

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,804	0	0	1,544	0
Background Traffic Growth	0	0	0	0	0	0	0	606	0	0	519	0
Subtotal	0	0	0	0	0	0	0	2,410	0	0	2,063	0
BLDG #4	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*3*	*0*	*2*	*0*
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***2***	***0***	***2,410***	***3***	***0***	***2,065***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***42.00%***	*0.00%*	***26.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	17	0	0	35	0	22	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**2,410**	**38**	**0**	**2,087**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*23*	*0*	*-28*	*28*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**2,382**	**66**	**0**	**2,087**	**0**

	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,884	4	0	1,188	0
Background Traffic Growth	0	0	0	0	0	0	0	633	1	0	399	0
Subtotal	0	0	0	0	0	0	0	2,517	5	0	1,587	0
BLDG #4	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*5*	*0*	*3*	*0*
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***2***	***0***	***2,517***	***10***	***0***	***1,590***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***42.00%***	*0.00%*	***26.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***26.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	33	0	0	53	0	33	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**2,517**	**63**	**0**	**1,623**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*40*	*0*	*-42*	*42*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**75**	**0**	**2,475**	**105**	**0**	**1,623**	**0**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

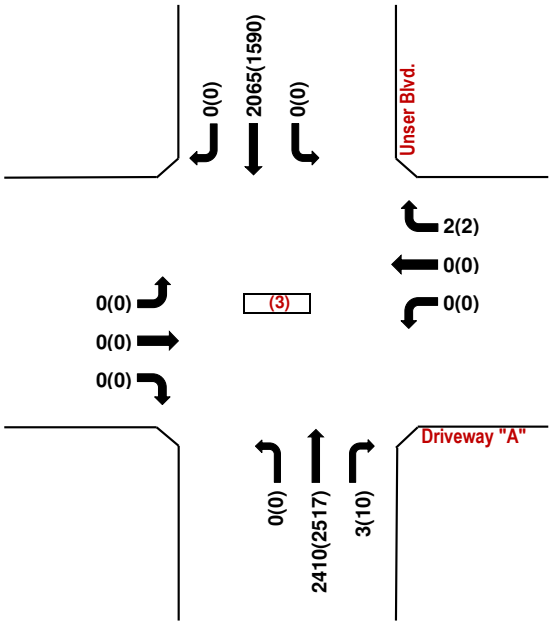
Pass-by Trip Calculations:

AM Pass-by Trips	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-55.00%***	***55.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-28*	*28*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***55.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***23***	***0***	***-28***	***28***	***0***	***0***	***0***

PM Pass-by Trips	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-55.00%***	***55.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-42*	*42*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***55.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*40*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***40***	***0***	***-42***	***42***	***0***	***0***	***0***

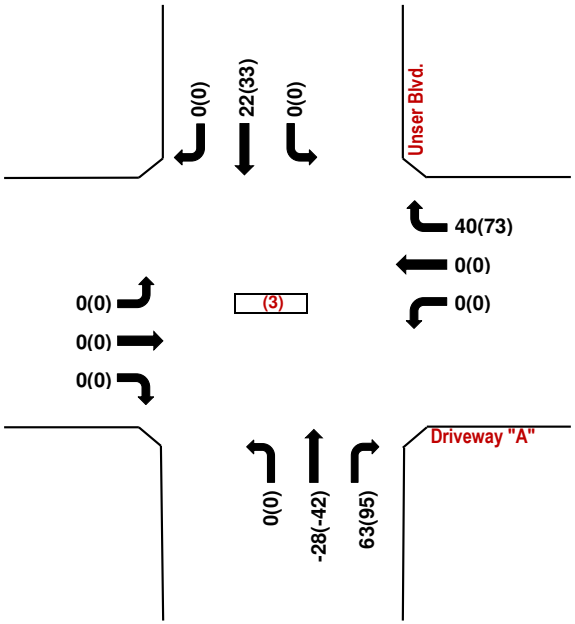
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2039 NO BUILD Volumes



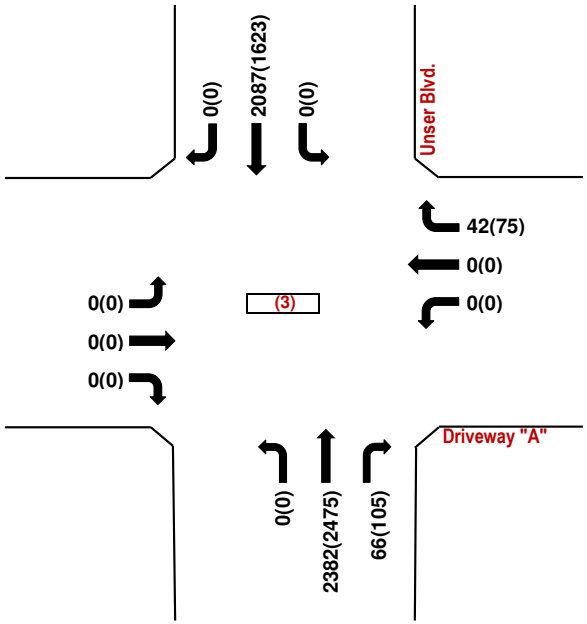
Driveway "A" / Unser Blvd.

Trips Generated Volumes



Driveway "A" / Unser Blvd.

2039 BUILD Volumes



Driveway "A" / Unser Blvd.

AM(PM)
BUILD w/ Proposed Geometry

Unser Vista Oriente Devlopment (Vista Oriente St. / Unser Blvd.)

Projected Turning Movements Worksheet

Vista Oriente St. / Driveway "B"

BUILD w/ Proposed Geometry

INTERSECTION: E-W Street: **Vista Oriente St.** (4)

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

Year of Existing Counts 2025

Horizon Year **2039**

	Growth Rates	2.40%			2.40%			2.40%			2.40%		
		Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0	68	0	0	204	0	0	0	0	0	0	0
Background Traffic Growth		0	23	0	0	69	0	0	0	0	0	0	0
Subtotal		0	91	0	0	273	0	0	0	0	0	0	0
BLDG #4		*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*
Subtotal (NO BUILD - A.M.)		***5***	***91***	***0***	***0***	***273***	***0***	***0***	***0***	***0***	***0***	***0***	***4***
Percent Commercial Trips Generated(Entering)		***57.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***73.00%***
Total Trips Generated		47	0	0	0	0	1	0	0	0	1	0	47
Subtotal AM Pk Hr. BUILD Volumes		52	91	0	0	273	1	0	0	0	1	0	51
Pass-by Trip Adjustments		*23*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*
Total AM Peak Hour BUILD Volumes		**75**	**91**	**0**	**0**	**273**	**1**	**0**	**0**	**0**	**1**	**0**	**69**

	2.40%			2.40%			2.40%			2.40%		
	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	64	0	0	0	0	0	0	0
Background Traffic Growth	0	3	0	0	22	0	0	0	0	0	0	0
Subtotal	0	11	0	0	86	0	0	0	0	0	0	0
BLDG #4	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Subtotal (NO BUILD - P.M.)	***6***	***11***	***0***	***0***	***86***	***0***	***0***	***0***	***0***	***0***	***0***	***7***
Percent Commercial Trips Generated(Entering)	***57.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***73.00%***
Total Trips Generated	71	0	0	0	0	1	0	0	0	1	0	93
Subtotal PM Pk Hr. BUILD Volumes	77	11	0	0	86	1	0	0	0	1	0	100
Pass-by Trip Adjustments	*34*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*33*
Total PM Peak Hour BUILD Volumes	**111**	**11**	**0**	**0**	**86**	**1**	**0**	**0**	**0**	**1**	**0**	**133**

	Entering	Exiting		
Number of **BLDG 4** Trips Generated	**8**	**6**	A.M.	
	11	**9**	P.M.	
Number of Commercial Trips Generated	**83**	**64**	A.M.	100% Commercial Development
	125	**127**	P.M.	

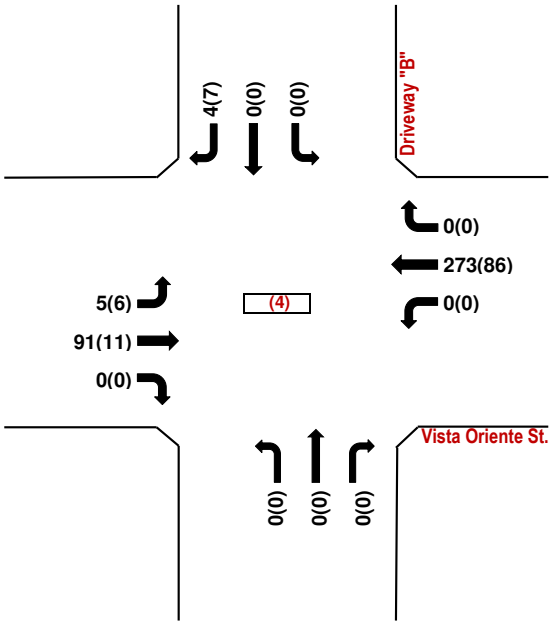
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Driveway "B")***			***Southbound (Driveway "B")***		
Percent Entering	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*23*	*0*	*0*	*0*	*0*	*0*	*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%*	*0.00%*	*0.00%*	***45.00%***
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*
Net AM Passby Trips	***23***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***18***

PM Pass-by Trips	***Eastbound (Vista Oriente St.)***			***Westbound (Vista Oriente St.)***			***Northbound (Driveway "B")***			***Southbound (Driveway "B")***		
Percent Entering	***45.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*34*	*0*	*0*	*0*	*0*	*0*	*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%*	*0.00%*	*0.00%*	***45.00%***
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*33*
Net PM Passby Trips	***34***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***33***

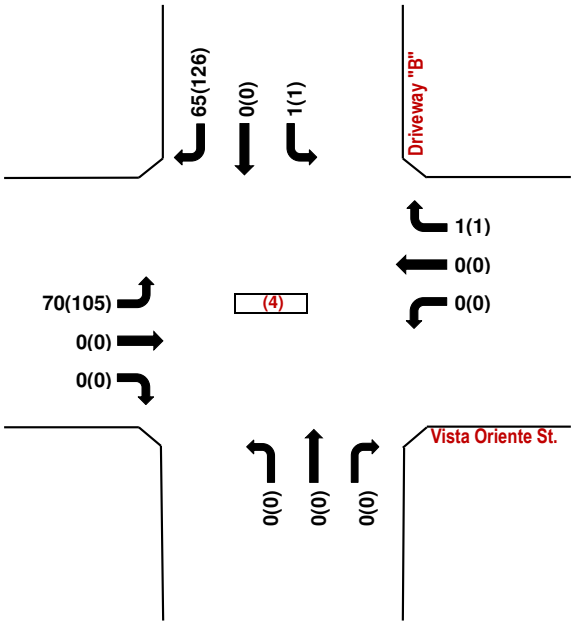
	Entering	*Exiting*	
Pass-by Trips	***51***	***41***	*AM*
	76	***73***	*PM*

2039 NO BUILD Volumes



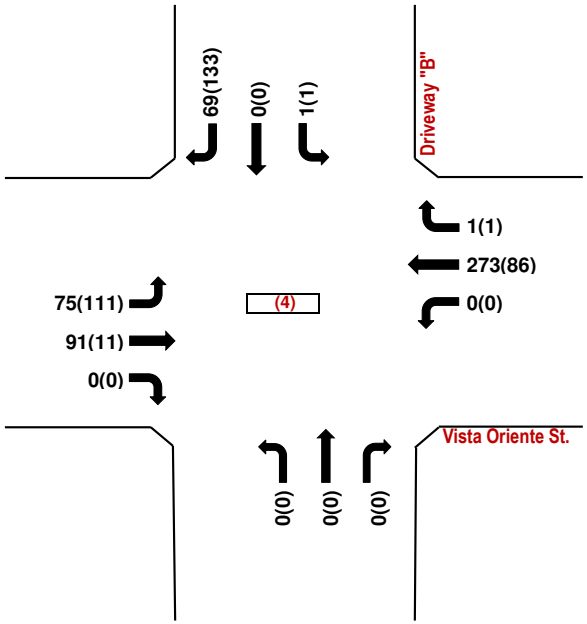
Vista Oriente St. / Driveway "B"

Trips Generated Volumes



Vista Oriente St. / Driveway "B"

2039 BUILD Volumes



Vista Oriente St. / Driveway "B"

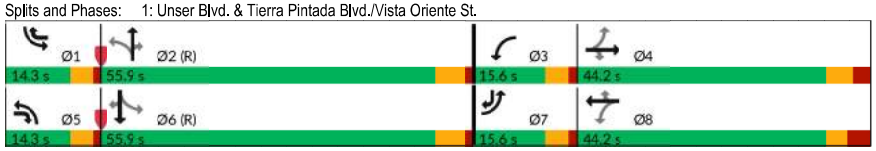
AM(PM)
BUILD w/ Proposed Geometry

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	27	346	95	5	37	88	1603	24	85	1473	184
Future Volume (vph)	307	27	346	95	5	37	88	1603	24	85	1473	184
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	14.3	15.6	44.2	14.3	14.3	55.9	55.9	14.3	55.9	15.6
Total Split (%)	12.0%	34.0%	11.0%	12.0%	34.0%	11.0%	11.0%	43.0%	43.0%	11.0%	43.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	19.2	7.4	27.2	13.4	6.5	11.2	100.9	87.4	87.4	86.2	77.2	99.5
Actuated g/C Ratio	0.15	0.06	0.21	0.10	0.05	0.09	0.78	0.67	0.67	0.66	0.59	0.77
v/c Ratio	1.23	0.25	0.77	0.52	0.05	0.19	0.23	0.47	0.02	0.33	0.49	0.15
Control Delay (s/veh)	177.8	63.9	37.1	63.0	58.8	6.4	5.8	11.9	0.0	9.8	17.3	1.4
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 (s/veh)	177.8	63.9	37.1	63.0	58.8	6.4	5.8	11.9	0.0	9.8	17.3	1.4
LOS	F	E	D	E	E	A	A	B	A	A	B	A
Approach Delay (s/veh)		101.7			47.6			11.4			15.2	
Approach LOS		F			D			B			B	

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: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay (s/veh): 28.5		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	27	346	95	5	37	88	1603	24	85	1473	184
Future Volume (veh/h)	307	27	346	95	5	37	88	1603	24	85	1473	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	27	346	95	5	37	88	1603	0	85	1473	184
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	426	420	355	371	373	219	2645		215	2641	955
Arrive On Green	0.09	0.23	0.23	0.06	0.20	0.20	0.04	0.52	0.00	0.04	0.52	0.52
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	307	27	346	95	5	37	88	1603	0	85	1473	184
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	1.5	26.7	5.5	0.3	2.4	3.0	28.7	0.0	2.9	25.4	6.8
Cycle Q Clear(g_c), s	11.1	1.5	26.7	5.5	0.3	2.4	3.0	28.7	0.0	2.9	25.4	6.8
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	475	426	420	355	371	373	219	2645		215	2641	955
V/C Ratio(X)	0.65	0.06	0.82	0.27	0.01	0.10	0.40	0.61		0.40	0.56	0.19
Avail Cap(c_a), veh/h	475	542	519	408	542	518	286	2645		284	2641	955
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	39.3	44.9	38.2	41.9	38.9	17.1	22.0	0.0	17.9	21.3	11.6
Incr Delay (d2), s/veh	3.0	0.1	8.6	0.4	0.0	0.1	1.2	1.0	0.0	1.2	0.9	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(95%),veh/ln	6.6	1.2	17.1	4.5	0.2	1.7	2.2	16.5	0.0	2.1	14.9	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.2	39.4	53.5	38.6	41.9	39.1	18.3	23.1	0.0	19.1	22.1	12.1
LnGrp LOS	D	D	D	D	D	D	B	C		B	C	B
Approach Vol, veh/h		680			137			1691			1742	
Approach Delay, s/veh		48.3			38.8			22.8			20.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	72.8	11.8	36.1	9.4	72.7	15.6	32.3
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	9.8	50.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	4.9	30.7	7.5	28.7	5.0	27.4	13.1	4.4
Green Ext Time (p_c), s	0.1	10.9	0.1	0.9	0.1	11.5	0.0	0.1

Intersection Summary		
HCM 7th Control Delay, s/veh	26.6	
HCM 7th LOS	C	

Notes

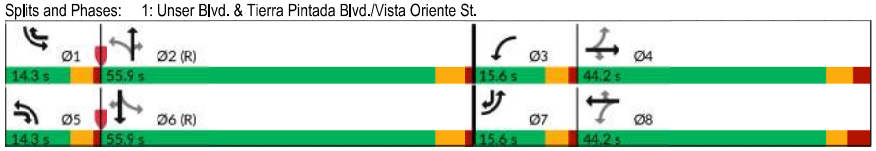
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	37	346	157	16	80	88	1640	44	134	1450	184
Future Volume (vph)	312	37	346	157	16	80	88	1640	44	134	1450	184
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	14.3	15.6	44.2	14.3	14.3	55.9	55.9	14.3	55.9	15.6
Total Split (%)	12.0%	34.0%	11.0%	12.0%	34.0%	11.0%	11.0%	43.0%	43.0%	11.0%	43.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	21.5	8.1	30.2	15.9	7.6	17.9	97.4	81.0	81.0	86.5	74.2	96.4
Actuated g/C Ratio	0.17	0.06	0.23	0.12	0.06	0.14	0.75	0.62	0.62	0.67	0.57	0.74
v/c Ratio	1.20	0.32	0.75	0.71	0.15	0.30	0.23	0.52	0.04	0.49	0.50	0.15
Control Delay (s/veh)	167.2	65.0	38.0	70.1	59.9	18.0	6.5	15.6	0.1	16.3	18.9	1.7
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 (s/veh)	167.2	65.0	38.0	70.1	59.9	18.0	6.5	15.6	0.1	16.3	18.9	1.7
LOS	F	E	D	E	E	B	A	B	A	B	B	A
Approach Delay (s/veh)		97.4			53.0			14.8			16.9	
Approach LOS		F			D			B			B	

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: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay (s/veh): 30.6		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	37	346	157	16	80	88	1640	44	134	1450	184
Future Volume (veh/h)	312	37	346	157	16	80	88	1640	44	134	1450	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	312	37	346	157	16	80	88	1640	0	134	1450	184
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	491	426	423	414	420	441	214	2424		220	2498	911
Arrive On Green	0.09	0.23	0.23	0.08	0.22	0.22	0.04	0.47	0.00	0.05	0.49	0.49
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	312	37	346	157	16	80	88	1640	0	134	1450	184
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	2.0	26.6	8.7	0.9	5.0	3.3	32.3	0.0	5.0	26.3	7.3
Cycle Q Clear(g_c), s	11.1	2.0	26.6	8.7	0.9	5.0	3.3	32.3	0.0	5.0	26.3	7.3
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	491	426	423	414	420	441	214	2424		220	2498	911
V/C Ratio(X)	0.64	0.09	0.82	0.38	0.04	0.18	0.41	0.68		0.61	0.58	0.20
Avail Cap(c_a), veh/h	491	542	522	420	542	545	278	2424		259	2498	911
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	39.6	44.7	34.3	39.4	35.6	19.4	26.4	0.0	22.8	23.7	13.3
Incr Delay (d2), s/veh	2.7	0.1	8.2	0.6	0.0	0.2	1.3	1.5	0.0	3.0	1.0	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(95%),veh/ln	6.4	1.7	17.0	7.0	0.7	3.6	2.5	18.6	0.0	3.8	15.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	39.6	52.8	34.8	39.5	35.8	20.6	28.0	0.0	25.8	24.7	13.8
LnGrp LOS	D	D	D	C	D	D	C	C		C	C	B
Approach Vol, veh/h		695			253			1728			1768	
Approach Delay, s/veh		46.9			35.4			27.6			23.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	67.2	15.2	36.1	9.6	69.1	15.6	35.7
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	9.8	50.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	7.0	34.3	10.7	28.6	5.3	28.3	13.1	7.0
Green Ext Time (p_c), s	0.1	9.8	0.0	1.0	0.1	11.1	0.0	0.3

Intersection Summary		
HCM 7th Control Delay, s/veh	29.5	
HCM 7th LOS	C	

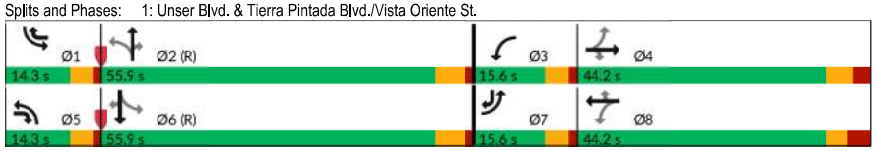
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	37	346	157	16	35	88	1640	44	134	1450	184
Future Volume (vph)	312	37	346	157	16	35	88	1640	44	134	1450	184
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	14.3	15.6	44.2	14.3	14.3	55.9	55.9	14.3	55.9	15.6
Total Split (%)	12.0%	34.0%	11.0%	12.0%	34.0%	11.0%	11.0%	43.0%	43.0%	11.0%	43.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	21.5	8.1	30.2	15.9	7.6	17.9	97.4	81.0	81.0	86.5	74.2	96.4
Actuated g/C Ratio	0.17	0.06	0.23	0.12	0.06	0.14	0.75	0.62	0.62	0.67	0.57	0.74
v/c Ratio	1.20	0.32	0.75	0.71	0.15	0.13	0.23	0.52	0.04	0.49	0.50	0.15
Control Delay (s/veh)	167.2	65.0	38.0	70.1	59.9	4.2	6.5	15.6	0.1	16.3	18.9	1.7
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 (s/veh)	167.2	65.0	38.0	70.1	59.9	4.2	6.5	15.6	0.1	16.3	18.9	1.7
LOS	F	E	D	E	E	A	A	B	A	B	B	A
Approach Delay (s/veh)		97.4			58.3			14.8			16.9	
Approach LOS		F			E			B			B	

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: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay (s/veh): 30.6		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	37	346	157	16	35	88	1640	44	134	1450	184
Future Volume (veh/h)	312	37	346	157	16	35	88	1640	44	134	1450	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	312	37	346	157	16	35	88	1640	0	134	1450	184
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	426	423	414	420	441	214	2424		220	2498	911
Arrive On Green	0.09	0.23	0.23	0.08	0.22	0.22	0.04	0.47	0.00	0.05	0.49	0.49
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	312	37	346	157	16	35	88	1640	0	134	1450	184
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	2.0	26.6	8.7	0.9	2.1	3.3	32.3	0.0	5.0	26.3	7.3
Cycle Q Clear(g_c), s	11.1	2.0	26.6	8.7	0.9	2.1	3.3	32.3	0.0	5.0	26.3	7.3
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	502	426	423	414	420	441	214	2424		220	2498	911
V/C Ratio(X)	0.62	0.09	0.82	0.38	0.04	0.08	0.41	0.68		0.61	0.58	0.20
Avail Cap(c_a), veh/h	502	542	522	420	542	545	278	2424		259	2498	911
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	39.6	44.7	34.3	39.4	34.6	19.4	26.4	0.0	22.8	23.7	13.3
Incr Delay (d2), s/veh	2.4	0.1	8.2	0.6	0.0	0.1	1.3	1.5	0.0	3.0	1.0	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(95%),veh/ln	6.2	1.7	17.0	7.0	0.7	1.5	2.5	18.6	0.0	3.8	15.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.7	39.6	52.8	34.8	39.5	34.7	20.6	28.0	0.0	25.8	24.7	13.8
LnGrp LOS	D	D	D	C	D	C	C	C		C	C	B
Approach Vol, veh/h		695			208			1728			1768	
Approach Delay, s/veh		46.7			35.2			27.6			23.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	67.2	15.2	36.1	9.6	69.1	15.6	35.7
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	9.8	50.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	7.0	34.3	10.7	28.6	5.3	28.3	13.1	4.1
Green Ext Time (p_c), s	0.1	9.8	0.0	1.0	0.1	11.1	0.0	0.2

Intersection Summary		
HCM 7th Control Delay, s/veh	29.4	
HCM 7th LOS	C	

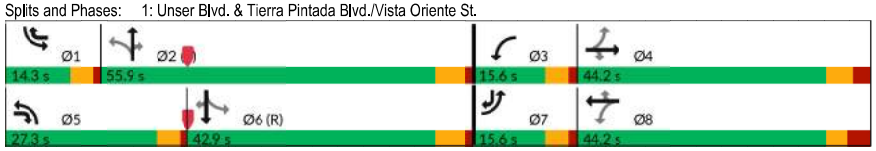
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	19	153	224	49	77	373	1679	63	64	1039	215
Future Volume (vph)	185	19	153	224	49	77	373	1679	63	64	1039	215
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	27.3	15.6	44.2	14.3	27.3	55.9	55.9	14.3	42.9	15.6
Total Split (%)	12.0%	34.0%	21.0%	12.0%	34.0%	11.0%	21.0%	43.0%	43.0%	11.0%	33.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	16.3	8.1	34.2	22.2	8.8	20.0	97.0	84.4	84.4	72.5	64.4	81.0
Actuated g/C Ratio	0.13	0.06	0.26	0.17	0.07	0.15	0.75	0.65	0.65	0.56	0.50	0.62
v/c Ratio	0.84	0.17	0.32	0.85	0.39	0.24	0.66	0.51	0.06	0.29	0.41	0.20
Control Delay (s/veh)	83.7	59.4	18.2	77.3	66.1	6.3	17.0	13.5	0.5	13.0	23.2	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.7	59.4	18.2	77.3	66.1	6.3	17.0	13.5	0.5	13.0	23.2	2.3
LOS	F	E	B	E	E	A	B	B	A	B	C	A
Approach Delay (s/veh)		54.3			60.1			13.8			19.3	
Approach LOS		D			E			B			B	

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: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 22.9		Intersection LOS: C	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	19	153	224	49	77	373	1679	63	64	1039	215
Future Volume (veh/h)	185	19	153	224	49	77	373	1679	63	64	1039	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	19	153	224	49	77	373	1679	0	64	1039	215
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	194	339	322	194	219	438	3139		242	2753	990
Arrive On Green	0.09	0.10	0.10	0.09	0.10	0.10	0.11	0.61	0.00	0.03	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	185	19	153	224	49	77	373	1679	0	64	1039	215
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	1.2	10.9	11.1	3.1	5.7	11.5	24.5	0.0	2.1	15.3	7.7
Cycle Q Clear(g_c), s	11.1	1.2	10.9	11.1	3.1	5.7	11.5	24.5	0.0	2.1	15.3	7.7
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	308	194	339	322	194	219	438	3139		242	2753	990
V/C Ratio(X)	0.60	0.10	0.45	0.70	0.25	0.35	0.85	0.53		0.26	0.38	0.22
Avail Cap(c_a), veh/h	308	542	634	322	542	515	554	3139		315	2753	990
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	52.8	44.5	49.5	53.6	50.7	15.5	14.4	0.0	13.3	17.3	10.6
Incr Delay (d2), s/veh	3.2	0.2	0.9	6.4	0.7	1.0	9.9	0.7	0.0	0.6	0.4	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(95%),veh/ln	9.6	1.0	7.9	3.7	2.8	4.2	9.0	13.7	0.0	1.5	9.7	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.2	53.0	45.4	55.8	54.3	51.7	25.5	15.0	0.0	13.9	17.7	11.1
LnGrp LOS	D	D	D	E	D	D	C	B		B	B	B
Approach Vol, veh/h		357			350			2052			1318	
Approach Delay, s/veh		48.8			54.7			16.9			16.5	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	85.4	15.6	20.0	18.8	75.6	15.6	20.0
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	22.8	37.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	4.1	26.5	13.1	12.9	13.5	17.3	13.1	7.7
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.8	7.5	0.0	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	22.8	
HCM 7th LOS	C	

Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

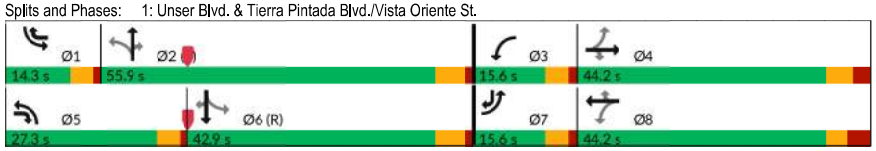
A-51

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	32	153	329	68	150	373	1725	88	131	1005	215
Future Volume (vph)	191	32	153	329	68	150	373	1725	88	131	1005	215
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	27.3	15.6	44.2	14.3	27.3	55.9	55.9	14.3	42.9	15.6
Total Split (%)	12.0%	34.0%	21.0%	12.0%	34.0%	11.0%	21.0%	43.0%	43.0%	11.0%	33.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	19.5	9.6	36.9	22.5	10.1	25.0	95.8	79.4	79.4	76.4	64.5	81.1
Actuated g/C Ratio	0.15	0.07	0.28	0.17	0.08	0.19	0.74	0.61	0.61	0.59	0.50	0.62
v/c Ratio	0.81	0.24	0.31	1.30	0.47	0.39	0.67	0.56	0.09	0.52	0.40	0.20
Control Delay (s/veh)	74.5	59.2	20.3	199.4	67.2	17.9	16.3	17.3	2.0	23.1	23.3	2.4
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 (s/veh)	74.5	59.2	20.3	199.4	67.2	17.9	16.3	17.3	2.0	23.1	23.3	2.4
LOS	E	E	C	F	E	B	B	B	A	C	C	A
Approach Delay (s/veh)		51.1			133.2			16.5			19.9	
Approach LOS		D			F			B			B	

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: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay (s/veh): 34.8		Intersection LOS: C	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	32	153	329	68	150	373	1725	88	131	1005	215
Future Volume (veh/h)	191	32	153	329	68	150	373	1725	88	131	1005	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	32	153	329	68	150	373	1725	0	131	1005	215
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	206	351	321	206	252	445	3034		252	2713	978
Arrive On Green	0.09	0.11	0.11	0.09	0.11	0.11	0.11	0.59	0.00	0.05	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	191	32	153	329	68	150	373	1725	0	131	1005	215
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	2.0	10.8	11.1	4.4	11.4	11.8	26.9	0.0	4.3	14.9	7.8
Cycle Q Clear(g_c), s	11.1	2.0	10.8	11.1	4.4	11.4	11.8	26.9	0.0	4.3	14.9	7.8
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	296	206	351	321	206	252	445	3034		252	2713	978
V/C Ratio(X)	0.64	0.16	0.44	1.03	0.33	0.60	0.84	0.57		0.52	0.37	0.22
Avail Cap(c_a), veh/h	296	542	637	321	542	537	558	3034		299	2713	978
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	52.4	43.6	53.4	53.4	50.8	15.2	16.2	0.0	14.9	17.8	11.0
Incr Delay (d2), s/veh	4.7	0.3	0.9	57.1	0.9	2.2	8.9	0.8	0.0	1.7	0.4	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(95%),veh/ln	1.4	1.8	7.8	15.7	3.8	8.3	9.0	15.0	0.0	3.2	9.6	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.5	52.7	44.4	110.5	54.4	53.0	24.1	16.9	0.0	16.5	18.2	11.6
LnGrp LOS	D	D	D	F	D	D	C	B		B	B	B
Approach Vol, veh/h		376			547			2098			1351	
Approach Delay, s/veh		49.2			87.8			18.2			17.0	
Approach LOS		D			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	82.8	15.6	20.8	19.0	74.6	15.6	20.8
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	22.8	37.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	6.3	28.9	13.1	12.8	13.8	16.9	13.1	13.4
Green Ext Time (p_c), s	0.1	12.4	0.0	0.6	0.8	7.3	0.0	0.9

Intersection Summary		
HCM 7th Control Delay, s/veh	29.2	
HCM 7th LOS	C	

Notes

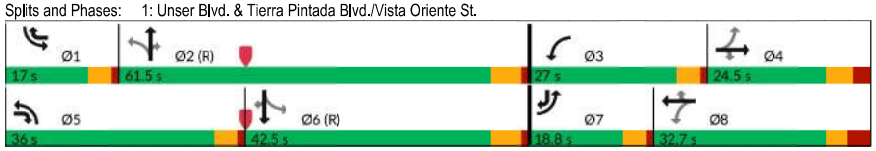
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	32	153	329	68	150	373	1725	88	131	1005	215
Future Volume (vph)	191	32	153	329	68	150	373	1725	88	131	1005	215
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	18.8	24.5	36.0	27.0	32.7	17.0	36.0	61.5	61.5	17.0	42.5	18.8
Total Split (%)	14.5%	18.8%	27.7%	20.8%	25.2%	13.1%	27.7%	47.3%	47.3%	13.1%	32.7%	14.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	22.1	7.7	33.0	32.7	13.2	27.9	88.3	72.0	72.0	70.8	59.0	80.1
Actuated g/C Ratio	0.17	0.06	0.25	0.25	0.10	0.21	0.68	0.55	0.55	0.54	0.45	0.62
v/c Ratio	0.68	0.29	0.32	0.88	0.36	0.36	0.74	0.61	0.09	0.57	0.44	0.20
Control Delay (s/veh)	55.2	64.6	13.8	68.8	58.0	16.5	23.3	22.4	0.5	31.3	27.8	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	0.0
Total Delay (s/veh)	55.2	64.6	13.8	68.8	58.0	16.5	23.3	22.4	0.5	31.3	27.8	2.9
LOS	E	E	B	E	E	B	C	C	A	C	C	A
Approach Delay (s/veh)		39.2			53.1			21.7			24.2	
Approach LOS		D			D			C			C	

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: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 27.8		Intersection LOS: C	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	32	153	329	68	150	373	1725	88	131	1005	215
Future Volume (veh/h)	191	32	153	329	68	150	373	1725	88	131	1005	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	32	153	329	68	150	373	1725	0	131	1005	215
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	186	369	464	304	347	428	2602		229	2207	860
Arrive On Green	0.11	0.10	0.10	0.17	0.16	0.16	0.13	0.51	0.00	0.06	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	191	32	153	329	68	150	373	1725	0	131	1005	215
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	12.3	2.0	10.7	21.0	4.1	10.6	14.4	32.5	0.0	5.3	18.1	9.3
Cycle Q Clear(g_c), s	12.3	2.0	10.7	21.0	4.1	10.6	14.4	32.5	0.0	5.3	18.1	9.3
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	367	186	369	464	304	347	428	2602		229	2207	860
V/C Ratio(X)	0.52	0.17	0.41	0.71	0.22	0.43	0.87	0.66		0.57	0.46	0.25
Avail Cap(c_a), veh/h	367	259	431	464	377	409	621	2602		300	2207	860
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	53.6	42.3	40.5	47.3	43.8	20.6	23.6	0.0	22.0	26.1	15.8
Incr Delay (d2), s/veh	1.3	0.4	0.7	4.9	0.4	0.9	9.3	1.3	0.0	2.2	0.7	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(95%),veh/ln	9.5	1.8	7.7	15.1	3.6	7.7	10.7	18.4	0.0	4.0	11.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.8	54.1	43.1	45.5	47.7	44.7	29.8	25.0	0.0	24.2	26.8	16.5
LnGrp LOS	D	D	D	D	D	D	C	C		C	C	B
Approach Vol, veh/h		376			547			2098			1351	
Approach Delay, s/veh		45.9			45.5			25.8			24.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	71.7	27.0	19.4	21.9	61.7	18.8	27.6
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	12.5	56.0	22.5	18.0	31.5	37.0	14.3	26.2
Max Q Clear Time (g_c+I1), s	7.3	34.5	23.0	12.7	16.4	20.1	14.3	12.6
Green Ext Time (p_c), s	0.1	12.4	0.0	0.3	1.0	6.7	0.0	0.7

Intersection Summary		
HCM 7th Control Delay, s/veh	29.7	
HCM 7th LOS	C	

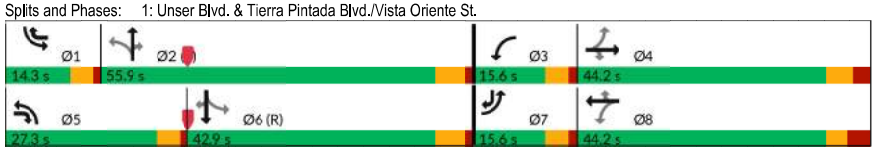
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	32	153	329	68	75	373	1725	88	131	1005	215
Future Volume (vph)	191	32	153	329	68	75	373	1725	88	131	1005	215
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	27.3	15.6	44.2	14.3	27.3	55.9	55.9	14.3	42.9	15.6
Total Split (%)	12.0%	34.0%	21.0%	12.0%	34.0%	11.0%	21.0%	43.0%	43.0%	11.0%	33.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	19.5	9.6	36.9	22.5	10.1	25.0	95.8	79.4	79.4	76.4	64.5	81.1
Actuated g/C Ratio	0.15	0.07	0.28	0.17	0.08	0.19	0.74	0.61	0.61	0.59	0.50	0.62
v/c Ratio	0.81	0.24	0.31	1.30	0.47	0.20	0.67	0.56	0.09	0.52	0.40	0.20
Control Delay (s/veh)	74.5	59.2	20.3	199.4	67.2	4.7	16.3	17.3	2.0	23.1	23.3	2.4
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 (s/veh)	74.5	59.2	20.3	199.4	67.2	4.7	16.3	17.3	2.0	23.1	23.3	2.4
LOS	E	E	C	F	E	A	B	B	A	C	C	A
Approach Delay (s/veh)		51.1			149.4			16.5			19.9	
Approach LOS		D			F			B			B	

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: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay (s/veh): 34.8		Intersection LOS: C	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	32	153	329	68	75	373	1725	88	131	1005	215
Future Volume (veh/h)	191	32	153	329	68	75	373	1725	88	131	1005	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	32	153	329	68	75	373	1725	0	131	1005	215
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	195	340	314	195	242	447	3066		253	2750	989
Arrive On Green	0.09	0.10	0.10	0.09	0.10	0.10	0.11	0.60	0.00	0.05	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	191	32	153	329	68	75	373	1725	0	131	1005	215
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	2.0	10.9	11.1	4.4	5.5	11.6	26.5	0.0	4.3	14.7	7.7
Cycle Q Clear(g_c), s	11.1	2.0	10.9	11.1	4.4	5.5	11.6	26.5	0.0	4.3	14.7	7.7
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	295	195	340	314	195	242	447	3066		253	2750	989
V/C Ratio(X)	0.65	0.16	0.45	1.05	0.35	0.31	0.84	0.56		0.52	0.37	0.22
Avail Cap(c_a), veh/h	295	542	635	314	542	536	562	3066		301	2750	989
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	53.1	44.4	53.8	54.1	49.0	14.8	15.7	0.0	14.4	17.2	10.6
Incr Delay (d2), s/veh	4.8	0.4	0.9	64.2	1.1	0.7	8.6	0.8	0.0	1.6	0.4	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(95%),veh/ln	1.5	1.8	7.9	16.2	3.9	4.0	8.8	14.7	0.0	3.1	9.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.3	53.5	45.3	117.9	55.2	49.7	23.4	16.4	0.0	16.1	17.6	11.1
LnGrp LOS	D	D	D	F	E	D	C	B		B	B	B
Approach Vol, veh/h		376			472			2098			1351	
Approach Delay, s/veh		50.1			98.1			17.7			16.4	
Approach LOS		D			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	83.6	15.6	20.0	18.8	75.5	15.6	20.0
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	22.8	37.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	6.3	28.5	13.1	12.9	13.6	16.7	13.1	7.5
Green Ext Time (p_c), s	0.1	12.6	0.0	0.6	0.8	7.4	0.0	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	28.9	
HCM 7th LOS	C	

Notes

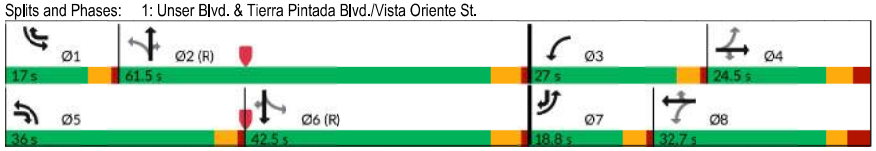
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	32	153	329	68	75	373	1725	88	131	1005	215
Future Volume (vph)	191	32	153	329	68	75	373	1725	88	131	1005	215
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	18.8	24.5	36.0	27.0	32.7	17.0	36.0	61.5	61.5	17.0	42.5	18.8
Total Split (%)	14.5%	18.8%	27.7%	20.8%	25.2%	13.1%	27.7%	47.3%	47.3%	13.1%	32.7%	14.5%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	22.1	7.7	33.0	32.7	13.2	27.9	88.3	72.0	72.0	70.8	59.0	80.1
Actuated g/C Ratio	0.17	0.06	0.25	0.25	0.10	0.21	0.68	0.55	0.55	0.54	0.45	0.62
v/c Ratio	0.68	0.29	0.32	0.88	0.36	0.18	0.74	0.61	0.09	0.57	0.44	0.20
Control Delay (s/veh)	55.2	64.6	13.8	68.8	58.0	4.1	23.3	22.4	0.5	31.3	27.8	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	0.0
Total Delay (s/veh)	55.2	64.6	13.8	68.8	58.0	4.1	23.3	22.4	0.5	31.3	27.8	2.9
LOS	E	E	B	E	E	A	C	C	A	C	C	A
Approach Delay (s/veh)		39.2			56.9			21.7			24.2	
Approach LOS		D			E			C			C	

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: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 27.8		Intersection LOS: C	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	32	153	329	68	75	373	1725	88	131	1005	215
Future Volume (veh/h)	191	32	153	329	68	75	373	1725	88	131	1005	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	32	153	329	68	75	373	1725	0	131	1005	215
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	186	369	464	304	347	428	2602		229	2207	860
Arrive On Green	0.11	0.10	0.10	0.17	0.16	0.16	0.13	0.51	0.00	0.06	0.43	0.43
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	191	32	153	329	68	75	373	1725	0	131	1005	215
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	12.3	2.0	10.7	21.0	4.1	5.0	14.4	32.5	0.0	5.3	18.1	9.3
Cycle Q Clear(g_c), s	12.3	2.0	10.7	21.0	4.1	5.0	14.4	32.5	0.0	5.3	18.1	9.3
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	375	186	369	464	304	347	428	2602		229	2207	860
V/C Ratio(X)	0.51	0.17	0.41	0.71	0.22	0.22	0.87	0.66		0.57	0.46	0.25
Avail Cap(c_a), veh/h	375	259	431	464	377	409	621	2602		300	2207	860
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	53.6	42.3	40.5	47.3	41.6	20.6	23.6	0.0	22.0	26.1	15.8
Incr Delay (d2), s/veh	1.1	0.4	0.7	4.9	0.4	0.3	9.3	1.3	0.0	2.2	0.7	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(95%),veh/ln	9.5	1.8	7.7	15.1	3.6	3.7	10.7	18.4	0.0	4.0	11.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.6	54.1	43.1	45.5	47.7	41.9	29.8	25.0	0.0	24.2	26.8	16.5
LnGrp LOS	D	D	D	D	D	D	C	C		C	C	B
Approach Vol, veh/h		376			472			2098			1351	
Approach Delay, s/veh		45.8			45.2			25.8			24.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	71.7	27.0	19.4	21.9	61.7	18.8	27.6
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	12.5	56.0	22.5	18.0	31.5	37.0	14.3	26.2
Max Q Clear Time (g_c+I1), s	7.3	34.5	23.0	12.7	16.4	20.1	14.3	7.0
Green Ext Time (p_c), s	0.1	12.4	0.0	0.3	1.0	6.7	0.0	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	29.4	
HCM 7th LOS	C	

Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	79	53	4	221	4	31	0	0	0	0	13
Future Vol, veh/h	18	79	53	4	221	4	31	0	0	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	79	53	4	221	4	31	0	0	0	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	132	0	0	234	348	79	346	-	113
Stage 1	-	-	-	-	-	-	115	115	-	231	-	-
Stage 2	-	-	-	-	-	-	119	233	-	115	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	1342	-	-	1452	-	-	711	575	981	596	0	920
Stage 1	-	-	-	-	-	-	889	800	-	752	0	-
Stage 2	-	-	-	-	-	-	874	711	-	889	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1342	-	-	1452	-	-	689	565	981	586	-	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	689	565	-	586	-	-
Stage 1	-	-	-	-	-	-	876	788	-	749	-	-
Stage 2	-	-	-	-	-	-	859	709	-	876	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.93	0.15	10.47	8.97
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	689	334	-	-	61	-	-	-	920
HCM Lane V/C Ratio	0.045	0.013	-	-	0.003	-	-	-	0.014
HCM Ctrl Dly (s/v)	10.5	7.7	0	-	7.5	0	-	0	9
HCM Lane LOS	B	A	A	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	159	53	4	337	5	31	0	1	0	0	13
Future Vol, veh/h	18	159	53	4	337	5	31	0	1	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	159	53	4	337	5	31	0	1	0	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	212	0	0	372	545	159	543	-	171
Stage 1	-	-	-	-	-	-	195	195	-	348	-	-
Stage 2	-	-	-	-	-	-	177	350	-	195	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	1215	-	-	1357	-	-	573	445	886	437	0	844
Stage 1	-	-	-	-	-	-	806	739	-	642	0	-
Stage 2	-	-	-	-	-	-	809	632	-	806	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1215	-	-	1357	-	-	552	436	886	427	-	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	552	436	-	427	-	-
Stage 1	-	-	-	-	-	-	793	726	-	640	-	-
Stage 2	-	-	-	-	-	-	794	630	-	792	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.63	0.11	11.83	9.33
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	559	183	-	-	41	-	-	-	844
HCM Lane V/C Ratio	0.057	0.015	-	-	0.003	-	-	-	0.015
HCM Ctrl Dly (s/v)	11.8	8	0	-	7.7	0	-	0	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	159	53	4	292	5	31	0	1	0	0	13
Future Vol, veh/h	18	159	53	4	292	5	31	0	1	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	159	53	4	292	5	31	0	1	0	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	297	0	0	212	0	0	349	500	159	498	-	149
Stage 1	-	-	-	-	-	-	195	195	-	303	-	-
Stage 2	-	-	-	-	-	-	154	305	-	195	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	1263	-	-	1357	-	-	593	472	886	469	0	872
Stage 1	-	-	-	-	-	-	806	739	-	683	0	-
Stage 2	-	-	-	-	-	-	833	662	-	806	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1263	-	-	1357	-	-	573	463	886	459	-	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	573	463	-	459	-	-
Stage 1	-	-	-	-	-	-	793	727	-	680	-	-
Stage 2	-	-	-	-	-	-	818	659	-	792	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.62	0.13	11.58	9.19
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	579	183	-	-	47	-	-	-	872
HCM Lane V/C Ratio	0.055	0.014	-	-	0.003	-	-	-	0.015
HCM Ctrl Dly (s/v)	11.6	7.9	0	-	7.7	0	-	0	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-	0

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	10	88	0	79	0	175	4	0	4	4	88
Future Vol, veh/h	88	10	88	0	79	0	175	4	0	4	4	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	10	88	0	79	0	175	4	0	4	4	88

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	79	0	0	98	0	0	228	265	10	267	353	40
Stage 1	-	-	-	-	-	-	186	186	-	79	79	-
Stage 2	-	-	-	-	-	-	42	79	-	188	274	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1518	-	-	1494	-	-	718	640	1071	675	571	1024
Stage 1	-	-	-	-	-	-	815	745	-	921	829	-
Stage 2	-	-	-	-	-	-	968	829	-	813	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1494	-	-	611	600	1071	629	536	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	611	600	-	629	536	-
Stage 1	-	-	-	-	-	-	765	699	-	921	829	-
Stage 2	-	-	-	-	-	-	881	829	-	758	640	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.56	0	13.31	8.93
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	611	1510	-	-	1494	-	-	629	1024
HCM Lane V/C Ratio	0.293	0.058	-	-	-	-	-	0.006	0.086
HCM Ctrl Dly (s/v)	13.3	7.5	0	-	0	-	-	10.8	8.8
HCM Lane LOS	B	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0	-	-	0	0.3

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	114	88	0	276	1	175	4	1	4	4	88
Future Vol, veh/h	88	114	88	0	276	1	175	4	1	4	4	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	114	88	0	276	1	175	4	1	4	4	88

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	277	0	0	202	0	0	430	567	114	569	655	139
Stage 1	-	-	-	-	-	-	290	290	-	277	277	-
Stage 2	-	-	-	-	-	-	140	277	-	292	378	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1284	-	-	1369	-	-	522	432	938	419	385	885
Stage 1	-	-	-	-	-	-	717	672	-	707	681	-
Stage 2	-	-	-	-	-	-	849	680	-	715	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1284	-	-	1369	-	-	429	399	938	382	355	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	429	399	-	382	355	-
Stage 1	-	-	-	-	-	-	661	619	-	707	681	-
Stage 2	-	-	-	-	-	-	760	680	-	654	566	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.43	0	19.29	9.73
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	430	784	-	-	1369	-	-	382	885
HCM Lane V/C Ratio	0.419	0.069	-	-	-	-	-	0.01	0.099
HCM Ctrl Dly (s/v)	19.3	8	0	-	0	-	-	14.5	9.5
HCM Lane LOS	C	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	2	0.2	-	-	0	-	-	0	0.3

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	114	88	0	200	1	175	4	1	4	4	88
Future Vol, veh/h	88	114	88	0	200	1	175	4	1	4	4	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	114	88	0	200	1	175	4	1	4	4	88

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	202	0	0	392	491	114	493	579	101
Stage 1	-	-	-	-	-	-	290	290	-	201	201	-
Stage 2	-	-	-	-	-	-	102	201	-	292	378	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1370	-	-	1369	-	-	554	478	938	473	426	936
Stage 1	-	-	-	-	-	-	717	672	-	783	735	-
Stage 2	-	-	-	-	-	-	893	734	-	715	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1369	-	-	461	443	938	434	395	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	461	443	-	434	395	-
Stage 1	-	-	-	-	-	-	665	622	-	783	735	-
Stage 2	-	-	-	-	-	-	805	734	-	658	569	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.37	0	17.68	9.42
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	462	784	-	-	1369	-	-	434	936
HCM Lane V/C Ratio	0.39	0.064	-	-	-	-	-	0.009	0.094
HCM Ctrl Dly (s/v)	17.7	7.8	0	-	0	-	-	13.4	9.2
HCM Lane LOS	C	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	1.8	0.2	-	-	0	-	-	0	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	45	1949	73	0	1720
Future Vol, veh/h	0	45	1949	73	0	1720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	205	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	1949	73	0	1720

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	975	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*663	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		0	-			-
Mov Cap-1 Maneuver	-	*663	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.82	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	663	-
HCM Lane V/C Ratio	-	0.068	-
HCM Ctrl Dly (s/v)	-	10.8	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	75	2023	104	0	1338
Future Vol, veh/h	0	75	2023	104	0	1338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	215	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	2023	104	0	1338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1012	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*652	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		0	-			-
Mov Cap-1 Maneuver	-	*652	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.24	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	652	-
HCM Lane V/C Ratio	-	0.115	-
HCM Ctrl Dly (s/v)	-	11.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.4	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	75	224	0	0	6
Future Vol, veh/h	5	75	224	0	0	6
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	75	224	0	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	224	0	-	0	-	112
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.319
Pot Cap-1 Maneuver	1343	-	-	-	0	920
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1343	-	-	-	-	920
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.48	0	8.94
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1343	-	-	-	920
HCM Lane V/C Ratio	0.004	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.7	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	75	224	1	1	123
Future Vol, veh/h	85	75	224	1	1	123
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	75	224	1	1	123

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	470	113
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1342	-	-	-	537	920
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1342	-	-	-	502	920
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.18	0	9.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1342	-	-	-	920
HCM Lane V/C Ratio	0.063	-	-	-	0.134
HCM Ctrl Dly (s/v)	7.9	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	75	224	1	1	78
Future Vol, veh/h	85	75	224	1	1	78
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	75	224	1	1	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	470	113
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1342	-	-	-	537	920
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1342	-	-	-	502	920
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.18	0	9.33
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	956	-	-	-	910
HCM Lane V/C Ratio	0.063	-	-	-	0.087
HCM Ctrl Dly (s/v)	7.9	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	9	70	0	0	9
Future Vol, veh/h	6	9	70	0	0	9
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	9	70	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	-	35
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.319
Pot Cap-1 Maneuver	1530	-	-	-	0	1030
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1530	-	-	-	-	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.95	0	8.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1530	-	-	-	1030
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Ctrl Dly (s/v)	7.4	-	-	-	8.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	111	9	70	1	1	208
Future Vol, veh/h	111	9	70	1	1	208
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	9	70	1	1	208

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	302	36
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	231	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1528	-	-	-	678	1030
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	628	1030
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	6.97	0	9.38
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	1030
HCM Lane V/C Ratio	0.073	-	-	-	0.202
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	111	9	70	1	1	133
Future Vol, veh/h	111	9	70	1	1	133
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	9	70	1	1	133

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	302	36
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	231	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1528	-	-	-	678	1030
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	628	1030
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	6.97	0	9.04
HCM LOS			A

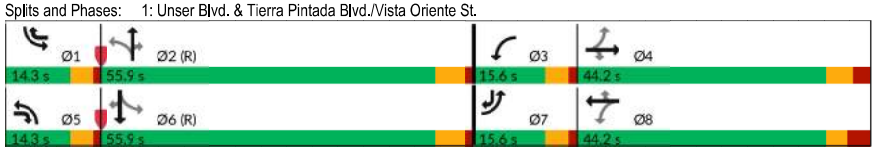
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1521	-	-	-	1025
HCM Lane V/C Ratio	0.073	-	-	-	0.131
HCM Ctrl Dly (s/v)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	33	422	115	6	45	107	1954	29	104	1796	224
Future Volume (vph)	374	33	422	115	6	45	107	1954	29	104	1796	224
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	14.3	15.6	44.2	14.3	14.3	55.9	55.9	14.3	55.9	15.6
Total Split (%)	12.0%	34.0%	11.0%	12.0%	34.0%	11.0%	11.0%	43.0%	43.0%	11.0%	43.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	19.5	7.8	35.2	13.6	6.7	12.5	100.6	86.0	86.0	79.3	69.2	91.7
Actuated g/C Ratio	0.15	0.06	0.27	0.10	0.05	0.10	0.77	0.66	0.66	0.61	0.53	0.71
v/c Ratio	1.48	0.30	0.80	0.62	0.06	0.22	0.26	0.58	0.03	0.50	0.66	0.19
Control Delay (s/veh)	273.8	64.5	39.3	68.2	58.5	9.0	12.4	14.5	0.0	25.3	25.5	1.8
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 (s/veh)	273.8	64.5	39.3	68.2	58.5	9.0	12.4	14.5	0.0	25.3	25.5	1.8
LOS	F	E	D	E	E	A	B	B	A	C	C	A
Approach Delay (s/veh)		146.1			51.8			14.2			23.0	
Approach LOS		F			D			B			C	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.48			
Intersection Signal Delay (s/veh): 40.0		Intersection LOS: D	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	374	33	422	115	6	45	107	1954	29	104	1796	224
Future Volume (veh/h)	374	33	422	115	6	45	107	1954	29	104	1796	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	374	33	422	115	6	45	107	1954	0	104	1796	224
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	503	499	397	460	462	174	2358		165	2353	866
Arrive On Green	0.09	0.27	0.27	0.06	0.25	0.25	0.05	0.46	0.00	0.05	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	374	33	422	115	6	45	107	1954	0	104	1796	224
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	1.7	32.3	6.2	0.3	2.7	4.1	43.4	0.0	4.0	38.0	9.7
Cycle Q Clear(g_c), s	11.1	1.7	32.3	6.2	0.3	2.7	4.1	43.4	0.0	4.0	38.0	9.7
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	537	503	499	397	460	462	174	2358		165	2353	866
V/C Ratio(X)	0.70	0.07	0.84	0.29	0.01	0.10	0.62	0.83		0.63	0.76	0.26
Avail Cap(c_a), veh/h	537	542	533	438	542	532	225	2358		219	2353	866
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	35.4	41.6	33.2	37.1	33.6	27.0	30.5	0.0	28.3	29.2	15.6
Incr Delay (d2), s/veh	3.9	0.1	11.4	0.4	0.0	0.1	3.5	3.5	0.0	3.9	2.4	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(95%),veh/ln	9.5	1.4	20.5	5.0	0.3	1.9	3.2	24.4	0.0	3.2	21.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	35.4	52.9	33.6	37.1	33.7	30.5	34.0	0.0	32.2	31.6	16.3
LnGrp LOS	D	D	D	C	D	C	C	C		C	C	B
Approach Vol, veh/h		829			166			2061			2124	
Approach Delay, s/veh		47.1			33.8			33.9			30.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	65.5	12.6	41.4	10.5	65.4	15.6	38.5
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	9.8	50.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	6.0	45.4	8.2	34.3	6.1	40.0	13.1	4.7
Green Ext Time (p_c), s	0.1	4.2	0.1	0.6	0.1	7.9	0.0	0.1

Intersection Summary		
HCM 7th Control Delay, s/veh	34.4	
HCM 7th LOS	C	

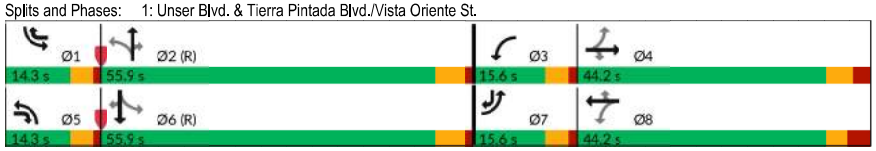
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	378	41	422	169	16	85	107	1985	46	149	1773	224
Future Volume (vph)	378	41	422	169	16	85	107	1985	46	149	1773	224
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	14.3	15.6	44.2	14.3	14.3	55.9	55.9	14.3	55.9	15.6
Total Split (%)	12.0%	34.0%	11.0%	12.0%	34.0%	11.0%	11.0%	43.0%	43.0%	11.0%	43.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	21.7	8.3	37.4	16.0	7.7	19.2	97.5	79.5	79.5	80.5	67.0	89.3
Actuated g/C Ratio	0.17	0.06	0.29	0.12	0.06	0.15	0.75	0.61	0.61	0.62	0.52	0.69
v/c Ratio	1.45	0.35	0.79	0.77	0.15	0.30	0.27	0.64	0.05	0.63	0.68	0.19
Control Delay (s/veh)	260.3	65.4	40.0	74.9	59.5	18.4	12.7	18.8	0.1	38.5	26.9	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	260.3	65.4	40.0	74.9	59.5	18.4	12.7	18.8	0.1	38.5	26.9	2.1
LOS	F	E	D	E	E	B	B	B	A	D	C	A
Approach Delay (s/veh)		140.3			56.2			18.1			25.1	
Approach LOS		F			E			B			C	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay (s/veh): 41.8		Intersection LOS: D	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	378	41	422	169	16	85	107	1985	46	149	1773	224
Future Volume (veh/h)	378	41	422	169	16	85	107	1985	46	149	1773	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	378	41	422	169	16	85	107	1985	0	149	1773	224
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	544	502	502	438	498	521	172	2167		179	2238	830
Arrive On Green	0.09	0.27	0.27	0.08	0.27	0.27	0.05	0.42	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	378	41	422	169	16	85	107	1985	0	149	1773	224
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	2.1	32.2	8.9	0.8	4.9	4.4	47.6	0.0	6.1	38.8	10.2
Cycle Q Clear(g_c), s	11.1	2.1	32.2	8.9	0.8	4.9	4.4	47.6	0.0	6.1	38.8	10.2
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	544	502	502	438	498	521	172	2167		179	2238	830
V/C Ratio(X)	0.70	0.08	0.84	0.39	0.03	0.16	0.62	0.92		0.83	0.79	0.27
Avail Cap(c_a), veh/h	544	542	537	442	542	559	220	2167		202	2238	830
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	35.6	41.3	30.4	35.3	31.0	28.4	35.2	0.0	30.1	31.4	17.2
Incr Delay (d2), s/veh	3.8	0.1	10.9	0.6	0.0	0.1	3.7	7.6	0.0	22.4	3.0	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(95%),veh/ln	9.4	1.8	20.3	7.1	0.7	3.5	3.5	27.5	0.0	6.4	22.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.9	35.7	52.2	30.9	35.3	31.1	32.0	42.8	0.0	52.5	34.4	18.0
LnGrp LOS	D	D	D	C	D	C	C	D		D	C	B
Approach Vol, veh/h		841			270			2092			2146	
Approach Delay, s/veh		45.9			31.2			42.2			33.9	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	60.7	15.3	41.4	10.8	62.5	15.6	41.1
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	9.8	50.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	8.1	49.6	10.9	34.2	6.4	40.8	13.1	6.9
Green Ext Time (p_c), s	0.1	0.7	0.0	0.6	0.1	7.3	0.0	0.3

Intersection Summary		
HCM 7th Control Delay, s/veh		38.9
HCM 7th LOS		D

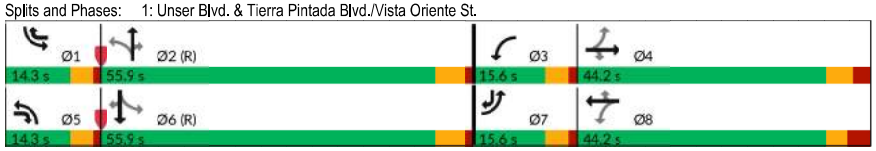
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	378	41	422	169	16	43	107	1985	46	149	1773	224
Future Volume (vph)	378	41	422	169	16	43	107	1985	46	149	1773	224
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	14.3	15.6	44.2	14.3	14.3	55.9	55.9	14.3	55.9	15.6
Total Split (%)	12.0%	34.0%	11.0%	12.0%	34.0%	11.0%	11.0%	43.0%	43.0%	11.0%	43.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	21.7	8.3	37.4	16.0	7.7	19.2	97.5	79.5	79.5	80.5	67.0	89.3
Actuated g/C Ratio	0.17	0.06	0.29	0.12	0.06	0.15	0.75	0.61	0.61	0.62	0.52	0.69
v/c Ratio	1.45	0.35	0.79	0.77	0.15	0.15	0.27	0.64	0.05	0.63	0.68	0.19
Control Delay (s/veh)	260.3	65.4	40.0	74.9	59.5	6.0	12.7	18.8	0.1	38.5	26.9	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	260.3	65.4	40.0	74.9	59.5	6.0	12.7	18.8	0.1	38.5	26.9	2.1
LOS	F	E	D	E	E	A	B	B	A	D	C	A
Approach Delay (s/veh)		140.3			60.8			18.1			25.1	
Approach LOS		F			E			B			C	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay (s/veh): 41.9		Intersection LOS: D	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	378	41	422	169	16	43	107	1985	46	149	1773	224
Future Volume (veh/h)	378	41	422	169	16	43	107	1985	46	149	1773	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	378	41	422	169	16	43	107	1985	0	149	1773	224
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	557	502	502	438	498	521	172	2167		179	2238	830
Arrive On Green	0.09	0.27	0.27	0.08	0.27	0.27	0.05	0.42	0.00	0.06	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	378	41	422	169	16	43	107	1985	0	149	1773	224
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	2.1	32.2	8.9	0.8	2.4	4.4	47.6	0.0	6.1	38.8	10.2
Cycle Q Clear(g_c), s	11.1	2.1	32.2	8.9	0.8	2.4	4.4	47.6	0.0	6.1	38.8	10.2
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	557	502	502	438	498	521	172	2167		179	2238	830
V/C Ratio(X)	0.68	0.08	0.84	0.39	0.03	0.08	0.62	0.92		0.83	0.79	0.27
Avail Cap(c_a), veh/h	557	542	537	442	542	559	220	2167		202	2238	830
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	35.6	41.3	30.4	35.3	30.1	28.4	35.2	0.0	30.1	31.4	17.2
Incr Delay (d2), s/veh	3.3	0.1	10.9	0.6	0.0	0.1	3.7	7.6	0.0	22.4	3.0	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(95%),veh/ln	9.2	1.8	20.3	7.1	0.7	1.7	3.5	27.5	0.0	6.4	22.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.2	35.7	52.2	30.9	35.3	30.2	32.0	42.8	0.0	52.5	34.4	18.0
LnGrp LOS	D	D	D	C	D	C	C	D		D	C	B
Approach Vol, veh/h		841			228			2092			2146	
Approach Delay, s/veh		45.6			31.1			42.2			33.9	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	60.7	15.3	41.4	10.8	62.5	15.6	41.1
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	9.8	50.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	8.1	49.6	10.9	34.2	6.4	40.8	13.1	4.4
Green Ext Time (p_c), s	0.1	0.7	0.0	0.6	0.1	7.3	0.0	0.2

Intersection Summary		
HCM 7th Control Delay, s/veh		38.9
HCM 7th LOS		D

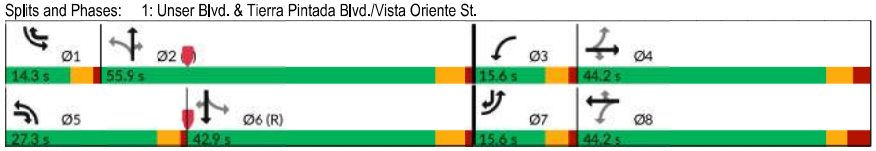
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	22	187	272	60	93	454	2045	77	78	1267	262
Future Volume (vph)	225	22	187	272	60	93	454	2045	77	78	1267	262
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	27.3	15.6	44.2	14.3	27.3	55.9	55.9	14.3	42.9	15.6
Total Split (%)	12.0%	34.0%	21.0%	12.0%	34.0%	11.0%	21.0%	43.0%	43.0%	11.0%	33.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	19.1	9.1	55.6	22.0	9.6	21.3	96.3	83.1	83.1	54.7	45.9	62.5
Actuated g/C Ratio	0.15	0.07	0.43	0.17	0.07	0.16	0.74	0.64	0.64	0.42	0.35	0.48
v/c Ratio	0.97	0.17	0.26	1.09	0.44	0.27	0.68	0.63	0.07	0.47	0.71	0.29
Control Delay (s/veh)	102.7	58.1	16.1	129.9	66.8	9.2	33.2	16.5	1.1	30.7	39.0	3.2
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 (s/veh)	102.7	58.1	16.1	129.9	66.8	9.2	33.2	16.5	1.1	30.7	39.0	3.2
LOS	F	E	B	F	E	A	C	B	A	C	D	A
Approach Delay (s/veh)		63.1			94.6			19.0			32.8	
Approach LOS		E			F			B			C	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 33.6		Intersection LOS: C	
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	22	187	272	60	93	454	2045	77	78	1267	262
Future Volume (veh/h)	225	22	187	272	60	93	454	2045	77	78	1267	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	225	22	187	272	60	93	454	2045	0	78	1267	262
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	216	461	331	216	241	465	3069		189	2360	868
Arrive On Green	0.09	0.12	0.12	0.09	0.12	0.12	0.18	0.60	0.00	0.04	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	225	22	187	272	60	93	454	2045	0	78	1267	262
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	1.4	12.3	11.1	3.8	6.9	21.8	34.6	0.0	3.0	23.1	11.6
Cycle Q Clear(g_c), s	11.1	1.4	12.3	11.1	3.8	6.9	21.8	34.6	0.0	3.0	23.1	11.6
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	314	216	461	331	216	241	465	3069		189	2360	868
V/C Ratio(X)	0.72	0.10	0.41	0.82	0.28	0.39	0.98	0.67		0.41	0.54	0.30
Avail Cap(c_a), veh/h	314	542	738	331	542	517	465	3069		259	2360	868
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	51.4	37.0	50.4	52.5	49.7	30.4	17.3	0.0	18.8	25.0	15.9
Incr Delay (d2), s/veh	7.6	0.2	0.6	15.3	0.7	1.0	35.7	1.2	0.0	1.4	0.9	0.9
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(95%),veh/ln	4.0	1.2	8.6	8.3	3.3	5.1	25.8	18.5	0.0	2.3	14.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	51.7	37.6	65.7	53.2	50.7	66.1	18.4	0.0	20.2	25.9	16.8
LnGrp LOS	E	D	D	E	D	D	E	B		C	C	B
Approach Vol, veh/h		434			425			2499			1607	
Approach Delay, s/veh		48.0			60.6			27.1			24.1	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	83.6	15.6	21.5	27.3	65.6	15.6	21.5
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	22.8	37.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	5.0	36.6	13.1	14.3	23.8	25.1	13.1	8.9
Green Ext Time (p_c), s	0.1	10.5	0.0	0.7	0.0	7.0	0.0	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	30.8	
HCM 7th LOS	C	

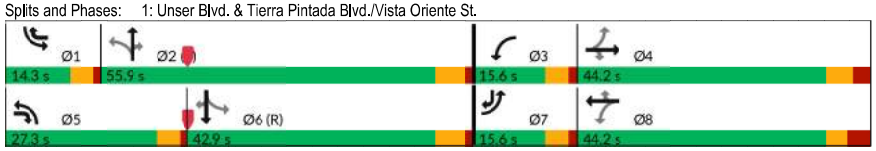
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	35	187	377	79	166	454	2091	102	145	1233	262
Future Volume (vph)	231	35	187	377	79	166	454	2091	102	145	1233	262
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	27.3	15.6	44.2	14.3	27.3	55.9	55.9	14.3	42.9	15.6
Total Split (%)	12.0%	34.0%	21.0%	12.0%	34.0%	11.0%	21.0%	43.0%	43.0%	11.0%	33.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	20.0	10.2	56.8	23.2	10.9	26.9	95.1	77.5	77.5	57.6	44.5	61.1
Actuated g/C Ratio	0.15	0.08	0.44	0.18	0.08	0.21	0.73	0.60	0.60	0.44	0.34	0.47
v/c Ratio	0.96	0.24	0.26	1.45	0.51	0.41	0.67	0.69	0.10	0.64	0.71	0.30
Control Delay (s/veh)	99.0	58.4	15.8	258.9	67.5	19.7	32.8	21.4	3.0	43.5	40.3	3.4
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 (s/veh)	99.0	58.4	15.8	258.9	67.5	19.7	32.8	21.4	3.0	43.5	40.3	3.4
LOS	F	E	B	F	E	B	C	C	A	D	D	A
Approach Delay (s/veh)		61.5			170.8			22.7			34.7	
Approach LOS		E			F			C			C	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay (s/veh): 46.8		Intersection LOS: D	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	35	187	377	79	166	454	2091	102	145	1233	262
Future Volume (veh/h)	231	35	187	377	79	166	454	2091	102	145	1233	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	35	187	377	79	166	454	2091	0	145	1233	262
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	223	467	326	223	281	468	2939		215	2342	862
Arrive On Green	0.09	0.12	0.12	0.09	0.12	0.12	0.18	0.58	0.00	0.06	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	231	35	187	377	79	166	454	2091	0	145	1233	262
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	2.2	12.3	11.1	5.1	12.5	21.4	38.3	0.0	5.6	22.4	11.7
Cycle Q Clear(g_c), s	11.1	2.2	12.3	11.1	5.1	12.5	21.4	38.3	0.0	5.6	22.4	11.7
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	299	223	467	326	223	281	468	2939		215	2342	862
V/C Ratio(X)	0.77	0.16	0.40	1.16	0.35	0.59	0.97	0.71		0.68	0.53	0.30
Avail Cap(c_a), veh/h	299	542	738	326	542	552	468	2939		245	2342	862
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	51.4	36.7	52.8	52.7	49.1	29.6	19.8	0.0	23.2	25.1	16.2
Incr Delay (d2), s/veh	11.9	0.3	0.6	99.3	1.0	2.0	33.6	1.5	0.0	6.0	0.9	0.9
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(95%),veh/ln	5.2	1.9	8.5	21.8	4.4	8.9	25.5	20.5	0.0	4.6	13.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.1	51.7	37.2	152.0	53.6	51.1	63.1	21.3	0.0	29.2	26.0	17.1
LnGrp LOS	E	D	D	F	D	D	E	C		C	C	B
Approach Vol, veh/h		453			622			2545			1640	
Approach Delay, s/veh		50.5			112.6			28.8			24.8	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	80.3	15.6	22.0	27.3	65.1	15.6	22.0
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	22.8	37.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	7.6	40.3	13.1	14.3	23.4	24.4	13.1	14.5
Green Ext Time (p_c), s	0.1	8.3	0.0	0.8	0.0	7.1	0.0	1.0

Intersection Summary		
HCM 7th Control Delay, s/veh	39.3	
HCM 7th LOS	D	

Notes

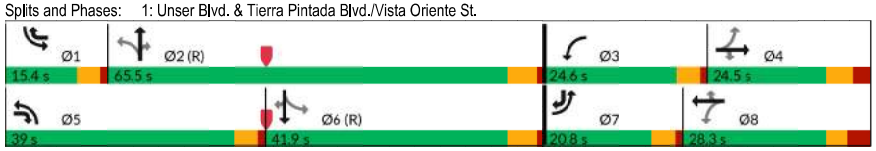
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	35	187	377	79	166	454	2091	102	145	1233	262
Future Volume (vph)	231	35	187	377	79	166	454	2091	102	145	1233	262
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	20.8	24.5	39.0	24.6	28.3	15.4	39.0	65.5	65.5	15.4	41.9	20.8
Total Split (%)	16.0%	18.8%	30.0%	18.9%	21.8%	11.8%	30.0%	50.4%	50.4%	11.8%	32.2%	16.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	23.8	8.0	42.1	31.5	11.0	26.8	89.1	71.6	71.6	63.9	50.9	73.5
Actuated g/C Ratio	0.18	0.06	0.32	0.24	0.08	0.21	0.69	0.55	0.55	0.49	0.39	0.57
v/c Ratio	0.77	0.31	0.34	1.05	0.50	0.41	0.85	0.75	0.11	0.65	0.62	0.26
Control Delay (s/veh)	61.9	64.4	21.1	107.0	67.0	19.8	45.6	26.1	3.5	43.5	36.0	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	0.0
Total Delay (s/veh)	61.9	64.4	21.1	107.0	67.0	19.8	45.6	26.1	3.5	43.5	36.0	3.0
LOS	E	E	C	F	E	B	D	C	A	D	D	A
Approach Delay (s/veh)		45.2			78.7			28.6			31.4	
Approach LOS		D			E			C			C	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 36.7		Intersection LOS: D	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	35	187	377	79	166	454	2091	102	145	1233	262
Future Volume (veh/h)	231	35	187	377	79	166	454	2091	102	145	1233	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	35	187	377	79	166	454	2091	0	145	1233	262
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	204	503	437	258	323	484	2599		206	1873	780
Arrive On Green	0.13	0.11	0.11	0.15	0.14	0.14	0.21	0.51	0.00	0.07	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	231	35	187	377	79	166	454	2091	0	145	1233	262
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	14.8	2.2	11.9	20.1	4.9	12.1	24.1	44.3	0.0	6.5	26.2	13.1
Cycle Q Clear(g_c), s	14.8	2.2	11.9	20.1	4.9	12.1	24.1	44.3	0.0	6.5	26.2	13.1
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	392	204	503	437	258	323	484	2599		206	1873	780
V/C Ratio(X)	0.59	0.17	0.37	0.86	0.31	0.51	0.94	0.80		0.70	0.66	0.34
Avail Cap(c_a), veh/h	392	259	549	437	314	370	586	2599		238	1873	780
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	52.6	34.4	44.7	50.4	46.0	32.6	26.5	0.0	29.0	34.4	20.1
Incr Delay (d2), s/veh	2.3	0.4	0.5	16.0	0.7	1.3	20.8	2.8	0.0	7.6	1.8	1.2
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(95%),veh/ln	11.1	1.9	8.3	7.3	4.3	8.6	23.3	24.3	0.0	5.6	16.2	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	53.0	34.8	60.7	51.1	47.3	53.4	29.3	0.0	36.6	36.2	21.2
LnGrp LOS	D	D	C	E	D	D	D	C		D	D	C
Approach Vol, veh/h		453			622			2545			1640	
Approach Delay, s/veh		42.0			55.9			33.6			33.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	71.7	24.6	20.7	31.6	53.2	20.8	24.5
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	10.9	60.0	20.1	18.0	34.5	36.4	16.3	21.8
Max Q Clear Time (g_c+I1), s	8.5	46.3	22.1	13.9	26.1	28.2	16.8	14.1
Green Ext Time (p_c), s	0.1	10.7	0.0	0.3	1.0	5.1	0.0	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	37.0	
HCM 7th LOS	D	

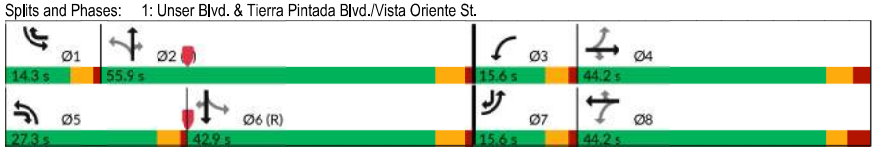
Notes
User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	35	187	377	79	91	454	2091	102	145	1233	262
Future Volume (vph)	231	35	187	377	79	91	454	2091	102	145	1233	262
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	15.6	44.2	27.3	15.6	44.2	14.3	27.3	55.9	55.9	14.3	42.9	15.6
Total Split (%)	12.0%	34.0%	21.0%	12.0%	34.0%	11.0%	21.0%	43.0%	43.0%	11.0%	33.0%	12.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	20.0	10.2	56.8	23.2	10.9	26.9	95.1	77.5	77.5	57.6	44.5	61.1
Actuated g/C Ratio	0.15	0.08	0.44	0.18	0.08	0.21	0.73	0.60	0.60	0.44	0.34	0.47
v/c Ratio	0.96	0.24	0.26	1.45	0.51	0.23	0.67	0.69	0.10	0.64	0.71	0.30
Control Delay (s/veh)	99.0	58.4	15.8	258.9	67.5	7.1	32.8	21.4	3.0	43.5	40.3	3.4
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 (s/veh)	99.0	58.4	15.8	258.9	67.5	7.1	32.8	21.4	3.0	43.5	40.3	3.4
LOS	F	E	B	F	E	A	C	C	A	D	D	A
Approach Delay (s/veh)		61.5			189.4			22.7			34.7	
Approach LOS		E			F			C			C	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay (s/veh): 47.0		Intersection LOS: D	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	35	187	377	79	91	454	2091	102	145	1233	262
Future Volume (veh/h)	231	35	187	377	79	91	454	2091	102	145	1233	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	35	187	377	79	91	454	2091	0	145	1233	262
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	217	462	322	217	276	470	2956		215	2357	867
Arrive On Green	0.09	0.12	0.12	0.09	0.12	0.12	0.18	0.58	0.00	0.06	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	231	35	187	377	79	91	454	2091	0	145	1233	262
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.1	2.2	12.3	11.1	5.1	6.5	21.2	38.0	0.0	5.5	22.3	11.7
Cycle Q Clear(g_c), s	11.1	2.2	12.3	11.1	5.1	6.5	21.2	38.0	0.0	5.5	22.3	11.7
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	301	217	462	322	217	276	470	2956		215	2357	867
V/C Ratio(X)	0.77	0.16	0.40	1.17	0.36	0.33	0.97	0.71		0.67	0.52	0.30
Avail Cap(c_a), veh/h	301	542	738	322	542	552	470	2956		246	2357	867
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	51.8	37.0	53.0	53.0	47.0	29.4	19.5	0.0	22.9	24.8	16.0
Incr Delay (d2), s/veh	11.3	0.3	0.6	104.3	1.0	0.7	32.9	1.5	0.0	5.9	0.8	0.9
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(95%),veh/ln	5.1	1.9	8.6	22.2	4.5	4.8	25.3	20.3	0.0	4.5	13.6	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.7	52.1	37.6	157.2	54.0	47.7	62.2	21.0	0.0	28.8	25.7	16.9
LnGrp LOS	E	D	D	F	D	D	E	C		C	C	B
Approach Vol, veh/h		453			547			2545			1640	
Approach Delay, s/veh		50.5			124.1			28.3			24.5	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	80.7	15.6	21.6	27.3	65.5	15.6	21.6
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	9.8	50.4	11.1	37.7	22.8	37.4	11.1	37.7
Max Q Clear Time (g_c+I1), s	7.5	40.0	13.1	14.3	23.2	24.3	13.1	8.5
Green Ext Time (p_c), s	0.1	8.5	0.0	0.8	0.0	7.2	0.0	0.7

Intersection Summary		
HCM 7th Control Delay, s/veh	39.2	
HCM 7th LOS	D	

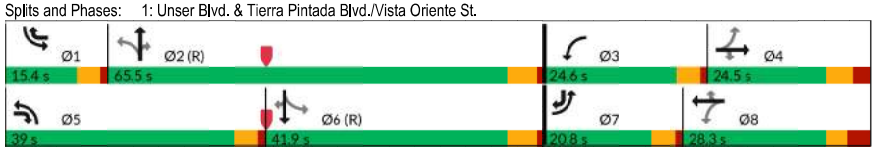
Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	35	187	377	79	91	454	2091	102	145	1233	262
Future Volume (vph)	231	35	187	377	79	91	454	2091	102	145	1233	262
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	7
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)	9.5	24.5	9.5	9.5	24.5	9.5	9.5	23.5	23.5	9.5	23.5	9.5
Total Split (s)	20.8	24.5	39.0	24.6	28.3	15.4	39.0	65.5	65.5	15.4	41.9	20.8
Total Split (%)	16.0%	18.8%	30.0%	18.9%	21.8%	11.8%	30.0%	50.4%	50.4%	11.8%	32.2%	16.0%
Yellow Time (s)	3.5	4.0	3.5	3.5	3.0	3.5	3.5	4.5	4.5	3.5	4.5	3.5
All-Red Time (s)	1.0	2.5	1.0	1.0	3.5	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)	4.5	6.5	4.5	4.5	6.5	4.5	4.5	5.5	5.5	4.5	5.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	23.8	8.0	42.1	31.5	11.0	26.8	89.1	71.6	71.6	63.9	50.9	73.5
Actuated g/C Ratio	0.18	0.06	0.32	0.24	0.08	0.21	0.69	0.55	0.55	0.49	0.39	0.57
v/c Ratio	0.77	0.31	0.34	1.05	0.50	0.23	0.85	0.75	0.11	0.65	0.62	0.26
Control Delay (s/veh)	61.9	64.4	21.1	107.0	67.0	7.2	45.6	26.1	3.5	43.5	36.0	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	0.0
Total Delay (s/veh)	61.9	64.4	21.1	107.0	67.0	7.2	45.6	26.1	3.5	43.5	36.0	3.0
LOS	E	E	C	F	E	A	D	C	A	D	D	A
Approach Delay (s/veh)		45.2			84.6			28.6			31.4	
Approach LOS		D			F			C			C	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay (s/veh): 36.7		Intersection LOS: D	
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Tierra Pintada Blvd./Vista Oriente St. 10/23/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	35	187	377	79	91	454	2091	102	145	1233	262
Future Volume (veh/h)	231	35	187	377	79	91	454	2091	102	145	1233	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	35	187	377	79	91	454	2091	0	145	1233	262
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	204	503	437	258	323	484	2599		206	1873	780
Arrive On Green	0.13	0.11	0.11	0.15	0.14	0.14	0.21	0.51	0.00	0.07	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	231	35	187	377	79	91	454	2091	0	145	1233	262
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	14.8	2.2	11.9	20.1	4.9	6.3	24.1	44.3	0.0	6.5	26.2	13.1
Cycle Q Clear(g_c), s	14.8	2.2	11.9	20.1	4.9	6.3	24.1	44.3	0.0	6.5	26.2	13.1
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	400	204	503	437	258	323	484	2599		206	1873	780
V/C Ratio(X)	0.58	0.17	0.37	0.86	0.31	0.28	0.94	0.80		0.70	0.66	0.34
Avail Cap(c_a), veh/h	400	259	549	437	314	370	586	2599		238	1873	780
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	52.6	34.4	44.7	50.4	43.7	32.6	26.5	0.0	29.0	34.4	20.1
Incr Delay (d2), s/veh	2.0	0.4	0.5	16.0	0.7	0.5	20.8	2.8	0.0	7.6	1.8	1.2
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(95%),veh/ln	11.1	1.9	8.3	7.3	4.3	4.6	23.3	24.3	0.0	5.6	16.2	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	53.0	34.8	60.7	51.1	44.2	53.4	29.3	0.0	36.6	36.2	21.2
LnGrp LOS	D	D	C	E	D	D	D	C		D	D	C
Approach Vol, veh/h		453			547			2545			1640	
Approach Delay, s/veh		41.8			56.6			33.6			33.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	71.7	24.6	20.7	31.6	53.2	20.8	24.5
Change Period (Y+Rc), s	4.5	5.5	4.5	6.5	4.5	5.5	4.5	6.5
Max Green Setting (Gmax), s	10.9	60.0	20.1	18.0	34.5	36.4	16.3	21.8
Max Q Clear Time (g_c+I1), s	8.5	46.3	22.1	13.9	26.1	28.2	16.8	8.3
Green Ext Time (p_c), s	0.1	10.7	0.0	0.3	1.0	5.1	0.0	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	36.8	
HCM 7th LOS	D	

Notes
User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	95	64	5	268	5	37	0	0	0	0	16
Future Vol, veh/h	21	95	64	5	268	5	37	0	0	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	95	64	5	268	5	37	0	0	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	159	0	0	281	420	95	418	-	137
Stage 1	-	-	-	-	-	-	137	137	-	281	-	-
Stage 2	-	-	-	-	-	-	144	283	-	137	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	1289	-	-	1419	-	-	660	524	961	532	0	888
Stage 1	-	-	-	-	-	-	866	783	-	703	0	-
Stage 2	-	-	-	-	-	-	845	676	-	866	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1289	-	-	1419	-	-	634	512	961	521	-	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	634	512	-	521	-	-
Stage 1	-	-	-	-	-	-	850	769	-	701	-	-
Stage 2	-	-	-	-	-	-	826	674	-	850	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.91	0.16	11.03	9.13
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	634	326	-	-	63	-	-	-	888
HCM Lane V/C Ratio	0.058	0.016	-	-	0.004	-	-	-	0.018
HCM Ctrl Dly (s/v)	11	7.8	0	-	7.5	0	-	0	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	164	64	5	372	6	37	0	1	0	0	16
Future Vol, veh/h	21	164	64	5	372	6	37	0	1	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	164	64	5	372	6	37	0	1	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	228	0	0	402	594	164	591	-	189
Stage 1	-	-	-	-	-	-	206	206	-	385	-	-
Stage 2	-	-	-	-	-	-	196	388	-	206	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	1179	-	-	1339	-	-	546	417	880	404	0	821
Stage 1	-	-	-	-	-	-	795	731	-	611	0	-
Stage 2	-	-	-	-	-	-	788	608	-	795	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1339	-	-	522	407	880	394	-	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	522	407	-	394	-	-
Stage 1	-	-	-	-	-	-	779	716	-	608	-	-
Stage 2	-	-	-	-	-	-	769	606	-	778	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.68	0.13	12.35	9.47
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	528	204	-	-	46	-	-	-	821
HCM Lane V/C Ratio	0.072	0.018	-	-	0.004	-	-	-	0.019
HCM Ctrl Dly (s/v)	12.4	8.1	0	-	7.7	0	-	0	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	164	64	5	330	6	37	0	1	0	0	16
Future Vol, veh/h	21	164	64	5	330	6	37	0	1	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	164	64	5	330	6	37	0	1	0	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	336	0	0	228	0	0	381	552	164	549	-	168
Stage 1	-	-	-	-	-	-	206	206	-	343	-	-
Stage 2	-	-	-	-	-	-	175	346	-	206	-	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	-	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	-	3.319
Pot Cap-1 Maneuver	1222	-	-	1339	-	-	564	441	880	432	0	847
Stage 1	-	-	-	-	-	-	795	731	-	646	0	-
Stage 2	-	-	-	-	-	-	810	635	-	795	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1339	-	-	540	430	880	421	-	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	430	-	421	-	-
Stage 1	-	-	-	-	-	-	780	716	-	644	-	-
Stage 2	-	-	-	-	-	-	792	632	-	779	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.67	0.14	12.09	9.33
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	546	204	-	-	51	-	-	-	847
HCM Lane V/C Ratio	0.07	0.017	-	-	0.004	-	-	-	0.019
HCM Ctrl Dly (s/v)	12.1	8	0	-	7.7	0	-	0	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	11	107	0	95	0	214	5	0	5	5	107
Future Vol, veh/h	107	11	107	0	95	0	214	5	0	5	5	107
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	11	107	0	95	0	214	5	0	5	5	107

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	118	0	0	275	320	11	323	427	48
Stage 1	-	-	-	-	-	-	225	225	-	95	95	-
Stage 2	-	-	-	-	-	-	50	95	-	228	332	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1498	-	-	1469	-	-	666	596	1070	619	519	1012
Stage 1	-	-	-	-	-	-	777	717	-	902	816	-
Stage 2	-	-	-	-	-	-	957	816	-	775	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1469	-	-	545	550	1070	566	479	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	545	550	-	566	479	-
Stage 1	-	-	-	-	-	-	717	661	-	902	816	-
Stage 2	-	-	-	-	-	-	851	816	-	709	594	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.61	0	15.98	9.09
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	545	1489	-	-	1469	-	-	566	1012
HCM Lane V/C Ratio	0.402	0.071	-	-	-	-	-	0.009	0.106
HCM Ctrl Dly (s/v)	16	7.6	0	-	0	-	-	11.4	9
HCM Lane LOS	C	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	1.9	0.2	-	-	0	-	-	0	0.4

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	115	107	0	292	1	214	5	1	5	5	107
Future Vol, veh/h	107	115	107	0	292	1	214	5	1	5	5	107
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	115	107	0	292	1	214	5	1	5	5	107

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	293	0	0	222	0	0	478	622	115	624	729	147
Stage 1	-	-	-	-	-	-	329	329	-	293	293	-
Stage 2	-	-	-	-	-	-	149	293	-	332	436	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1267	-	-	1346	-	-	484	402	937	384	349	875
Stage 1	-	-	-	-	-	-	683	646	-	692	670	-
Stage 2	-	-	-	-	-	-	840	670	-	681	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1267	-	-	1346	-	-	378	363	937	341	315	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	378	363	-	341	315	-
Stage 1	-	-	-	-	-	-	616	583	-	692	670	-
Stage 2	-	-	-	-	-	-	731	670	-	609	523	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.64	0	26.88	9.96
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	379	868	-	-	1346	-	-	341	875
HCM Lane V/C Ratio	0.581	0.084	-	-	-	-	-	0.015	0.122
HCM Ctrl Dly (s/v)	26.9	8.1	0	-	0	-	-	15.7	9.7
HCM Lane LOS	D	A	A	-	A	-	-	C	A
HCM 95th %tile Q(veh)	3.5	0.3	-	-	0	-	-	0	0.4

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	115	107	0	216	1	214	5	1	5	5	107
Future Vol, veh/h	107	115	107	0	216	1	214	5	1	5	5	107
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	115	107	0	216	1	214	5	1	5	5	107

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	222	0	0	440	546	115	548	653	109
Stage 1	-	-	-	-	-	-	329	329	-	217	217	-
Stage 2	-	-	-	-	-	-	111	217	-	332	436	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1351	-	-	1346	-	-	514	444	937	433	386	925
Stage 1	-	-	-	-	-	-	683	646	-	766	723	-
Stage 2	-	-	-	-	-	-	883	723	-	681	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1351	-	-	1346	-	-	408	404	937	388	351	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	404	-	388	351	-
Stage 1	-	-	-	-	-	-	621	587	-	766	723	-
Stage 2	-	-	-	-	-	-	776	723	-	613	526	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.57	0	23.61	9.62
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	409	868	-	-	1346	-	-	388	925
HCM Lane V/C Ratio	0.538	0.079	-	-	-	-	-	0.013	0.116
HCM Ctrl Dly (s/v)	23.6	7.9	0	-	0	-	-	14.4	9.4
HCM Lane LOS	C	A	A	-	A	-	-	B	A
HCM 95th %tile Q(veh)	3.1	0.3	-	-	0	-	-	0	0.4

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	42	2382	66	0	2087
Future Vol, veh/h	0	42	2382	66	0	2087
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	205	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	2382	66	0	2087

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1191	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*606	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		0	-			-
Mov Cap-1 Maneuver	-	*606	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.38	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	606	-
HCM Lane V/C Ratio	-	0.069	-
HCM Ctrl Dly (s/v)	-	11.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	75	2475	105	0	1623
Future Vol, veh/h	0	75	2475	105	0	1623
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	215	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	2475	105	0	1623

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1238	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*595	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		0	-			-
Mov Cap-1 Maneuver	-	*595	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.93	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	595	-
HCM Lane V/C Ratio	-	0.126	-
HCM Ctrl Dly (s/v)	-	11.9	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.4	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	91	273	0	0	6
Future Vol, veh/h	5	91	273	0	0	6
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	91	273	0	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	273	0	-	0	-	137
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.319
Pot Cap-1 Maneuver	1289	-	-	-	0	888
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1289	-	-	-	-	888
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.41	0	9.08
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1289	-	-	-	888
HCM Lane V/C Ratio	0.004	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.8	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	91	273	1	1	110
Future Vol, veh/h	75	91	273	1	1	110
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	91	273	1	1	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	274	0	-	0	515	137
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1288	-	-	-	505	887
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1288	-	-	-	474	887
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.6	0	9.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1288	-	-	-	887
HCM Lane V/C Ratio	0.058	-	-	-	0.124
HCM Ctrl Dly (s/v)	8	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	91	273	1	1	69
Future Vol, veh/h	75	91	273	1	1	69
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	91	273	1	1	69

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	274	0	-	0	515	137
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1288	-	-	-	505	887
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1288	-	-	-	474	887
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.6	0	9.47
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	813	-	-	-	876
HCM Lane V/C Ratio	0.058	-	-	-	0.08
HCM Ctrl Dly (s/v)	8	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	11	86	0	0	9
Future Vol, veh/h	6	11	86	0	0	9
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	11	86	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	-	43
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.319
Pot Cap-1 Maneuver	1509	-	-	-	0	1018
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1509	-	-	-	-	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.61	0	8.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	1018
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Ctrl Dly (s/v)	7.4	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	111	11	86	1	1	208
Future Vol, veh/h	111	11	86	1	1	208
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	11	86	1	1	208

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	320	44
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1508	-	-	-	661	1018
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1508	-	-	-	612	1018
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	6.89	0	9.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1508	-	-	-	1018
HCM Lane V/C Ratio	0.074	-	-	-	0.204
HCM Ctrl Dly (s/v)	7.6	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	111	11	86	1	1	133
Future Vol, veh/h	111	11	86	1	1	133
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	11	86	1	1	133

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	320	44
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1508	-	-	-	661	1018
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1508	-	-	-	612	1018
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	6.89	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	1013
HCM Lane V/C Ratio	0.074	-	-	-	0.132
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Vista Oriente St./Tierra Pintada Blvd.** Speed Limit (Vista Oriente St./Tierra Pintad **35**

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

Signalized **9/16/25**

Begin Time	End Time	Eastbound (Tierra Pintada Blvd.)			Westbound (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*52*	*2*	*88*	*8*	*1*	*6*	*13*	*274*	*3*	*11*	*251*	*20*
7:15 AM	7:30 AM	*62*	*6*	*89*	*8*	*2*	*13*	*19*	*272*	*4*	*9*	*298*	*15*
7:30 AM	7:45 AM	**70**	**6**	**79**	**21**	**1**	**8**	**20**	**365**	**5**	**19**	**336**	**42**
7:45 AM	8:00 AM	*64*	*8*	*81*	*15*	*1*	*8*	*25*	*234*	*6*	*20*	*343*	*46*
8:00 AM	8:15 AM	*61*	*7*	*62*	*43*	*2*	*13*	*33*	*291*	*4*	*21*	*331*	*20*
8:15 AM	8:30 AM	*51*	*4*	*68*	*59*	*3*	*18*	*25*	*208*	*6*	*9*	*304*	*23*
8:30 AM	8:45 AM	*38*	*3*	*67*	*31*	*2*	*12*	*29*	*204*	*8*	*15*	*328*	*25*
8:45 AM	9:00 AM	*32*	*10*	*50*	*18*	*3*	*6*	*37*	*144*	*8*	*10*	*227*	*17*
4X Peak 15-Min. Vol. (AM)		**280**	**24**	**316**	**84**	**4**	**32**	**80**	**1460**	**20**	**76**	**1344**	**168**
% of Total Traffic		7.2%	0.6%	8.1%	2.2%	0.1%	0.8%	2.1%	37.6%	0.5%	2.0%	34.6%	4.3%
% Directional			15.9%			3.1%	**Intersection**		40.1%			40.8%	

Begin Time	End Time	Eastbound (Tierra Pintada Blvd.)			Westbound (Vista Oriente St.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**42**	**4**	**35**	**50**	**11**	**17**	**85**	**382**	**14**	**14**	**237**	**49**
4:15 PM	4:30 PM	*38*	*10*	*35*	*23*	*11*	*20*	*79*	*353*	*11*	*10*	*230*	*61*
4:30 PM	4:45 PM	*46*	*6*	*51*	*41*	*16*	*29*	*44*	*394*	*16*	*13*	*208*	*70*
4:45 PM	5:00 PM	*35*	*7*	*26*	*51*	*8*	*18*	*74*	*336*	*24*	*13*	*241*	*74*
5:00 PM	5:15 PM	*46*	*7*	*50*	*32*	*17*	*29*	*68*	*333*	*20*	*14*	*223*	*78*
5:15 PM	5:30 PM	*45*	*8*	*35*	*32*	*3*	*14*	*55*	*373*	*21*	*8*	*225*	*63*
5:30 PM	5:45 PM	*45*	*7*	*36*	*19*	*11*	*19*	*75*	*318*	*15*	*10*	*255*	*51*
5:45 PM	6:00 PM	*42*	*4*	*42*	*28*	*11*	*18*	*56*	*273*	*20*	*11*	*200*	*63*
4X Peak 15-Min. Vol. (PM)		**168**	**16**	**140**	**200**	**44**	**68**	**340**	**1528**	**56**	**56**	**948**	**196**
% of Total Traffic		4.5%	0.4%	3.7%	5.3%	1.2%	1.8%	9.0%	40.6%	1.5%	1.5%	25.2%	5.2%
% Directional			8.6%			8.3%	**Intersection**		51.2%			31.9%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Vista Oriente St.**
N-S Street: **Vista Oeste/Walgreens DW**
Signalized

Speed Limit (Vista Oriente St.)= **25**
Speed Limit (Vista Oeste/Walgreens D **25**
9/16/25

Begin Time	End Time	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	3	4	7	0	9	0	6	0	0	0	0	0
7:15 AM	7:30 AM	12	4	10	0	6	0	5	0	1	0	0	7
7:30 AM	7:45 AM	7	6	15	0	6	0	11	0	0	1	0	11
7:45 AM	8:00 AM	2	17	14	0	13	0	9	0	0	1	2	1
8:00 AM	8:15 AM	**4**	**17**	**12**	**1**	**49**	**1**	**7**	**0**	**0**	**0**	**0**	**3**
8:15 AM	8:30 AM	5	8	4	2	58	1	8	1	0	0	0	3
8:30 AM	8:45 AM	12	4	11	0	25	1	10	0	0	2	1	7
8:45 AM	9:00 AM	10	2	12	1	12	0	9	1	0	1	0	6
4X Peak 15-Min. Vol. (AM)		**16**	**68**	**48**	**4**	**196**	**4**	**28**	**0**	**0**	**0**	**0**	**12**
% of Total Traffic		4.3%	18.1%	12.8%	1.1%	52.1%	1.1%	7.4%	0.0%	0.0%	0.0%	0.0%	3.2%
% Directional			35.1%			54.3%	**Intersection**		7.4%			3.2%	

Begin Time	End Time	Eastbound (Vista Oriente St.)			Westbound (Vista Oriente St.)			Northbound (Vista Oeste)			Southbound (Walgreens DW)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	18	5	8	0	13	0	44	2	0	0	2	21
4:15 PM	4:30 PM	13	4	13	0	13	0	22	2	0	1	2	17
4:30 PM	4:45 PM	18	9	6	0	27	0	37	0	0	0	0	22
4:45 PM	5:00 PM	24	2	15	0	38	0	12	1	0	0	1	21
5:00 PM	5:15 PM	**20**	**1**	**20**	**0**	**16**	**0**	**40**	**1**	**0**	**1**	**1**	**20**
5:15 PM	5:30 PM	19	1	17	0	11	0	16	3	0	0	2	21
5:30 PM	5:45 PM	17	1	14	0	4	0	23	1	1	0	0	24
5:45 PM	6:00 PM	19	6	10	0	4	0	26	0	0	0	0	24
4X Peak 15-Min. Vol. (PM)		**80**	**4**	**80**	**0**	**64**	**0**	**160**	**4**	**0**	**4**	**4**	**80**
% of Total Traffic		16.7%	0.8%	16.7%	0.0%	13.3%	0.0%	33.3%	0.8%	0.0%	0.8%	0.8%	16.7%
% Directional			34.2%			13.3%	**Intersection**		34.2%			18.3%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Driveway "A"**
N-S Street: **Unser Blvd.**

Signalized

Speed Limit (Driveway "A")= **15**
Speed Limit (Unser Blvd.)= **45**
9/16/25

Begin Time	End Time	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*329*	*0*	*0*	*272*	*0*
7:15 AM	7:30 AM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*329*	*1*	*0*	*319*	*0*
7:30 AM	7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**451**	**0**	**0**	**386**	**0**
7:45 AM	8:00 AM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*305*	*0*	*0*	*412*	*0*
8:00 AM	8:15 AM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*356*	*2*	*0*	*377*	*0*
8:15 AM	8:30 AM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*280*	*0*	*0*	*307*	*0*
8:30 AM	8:45 AM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*253*	*1*	*0*	*357*	*0*
8:45 AM	9:00 AM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*192*	*1*	*0*	*255*	*0*
4X Peak 15-Min. Vol. (AM)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1804**	**0**	**0**	**1544**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	53.9%	0.0%	0.0%	46.1%	0.0%
% Directional			0.0%			0.0%	**Intersection**		53.9%			46.1%	

Begin Time	End Time	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*435*	*7*	*0*	*297*	*0*
4:15 PM	4:30 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*409*	*4*	*0*	*305*	*0*
4:30 PM	4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**471**	**1**	**0**	**297**	**0**
4:45 PM	5:00 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*387*	*2*	*0*	*323*	*0*
5:00 PM	5:15 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*416*	*2*	*0*	*314*	*0*
5:15 PM	5:30 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*425*	*3*	*0*	*297*	*0*
5:30 PM	5:45 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*388*	*1*	*0*	*317*	*0*
5:45 PM	6:00 PM	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*336*	*1*	*0*	*277*	*0*
4X Peak 15-Min. Vol. (PM)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1884**	**4**	**0**	**1188**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	61.2%	0.1%	0.0%	38.6%	0.0%
% Directional			0.0%			0.0%	**Intersection**		61.4%			38.6%	

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2025**
E-W Street: **Vista Oriente St./Tierra Pintada Blvd.**
N-S Street: **Unser Blvd.**
Speed Limit (Vista Oriente St./Tierra Pintada Blvc **35** MPH
Speed Limit (Unser Blvd.)= **45** MPH
Signalized
9/16/25

Begin	End	Eastbound (Tierra Pintada Blvd.)				Westbound (Vista Oriente St.)				Northbound (Unser Blvd.)				Southbound (Unser Blvd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2

Begin	End	Eastbound (Tierra Pintada Blvd.)				Westbound (Vista Oriente St.)				Northbound (Unser Blvd.)				Southbound (Unser Blvd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2025**

E-W Street: **Vista Oriente St.**

N-S Street: **Vista Oeste/Walgreens DW**

Signalized

Speed Limit (Vista Oriente St.)= **25** MPH

Speed Limit (Vista Oeste/Walgreens DW)= **25** MPH

9/16/25

Begin	End	Eastbound (Vista Oriente St.)				Westbound (Vista Oriente St.)				Northbound (Vista Oeste)				Southbound (Walgreens DW)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0

Begin	End	Eastbound (Vista Oriente St.)				Westbound (Vista Oriente St.)				Northbound (Vista Oeste)				Southbound (Walgreens DW)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
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		0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1

Traffic Count Data Sheet (Bicyles / Pedestrians)

Year Counts Taken: **2025**
E-W Street: **Driveway "A"**
N-S Street: **Unser Blvd.**
Signalized
Speed Limit (Driveway "A")= **15** MPH
Speed Limit (Unser Blvd.)= **45** MPH
9/16/25

Begin	End	Eastbound (Driveway "A")				Westbound (Driveway "A")				Northbound (Unser Blvd.)				Southbound (Unser Blvd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak Hour Volumes		0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0

Begin	End	Eastbound (Driveway "A")				Westbound (Driveway "A")				Northbound (Unser Blvd.)				Southbound (Unser Blvd.)			
Time	Time	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0

Intersection No.: 390

System: Centracs
Address: 1

Intersection Name: TIERRA PINTADA & UNSER

Revision Date 8/29/2022

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	S-E	NB	W-S	EB	N-W	SB	E-N	WB
Min Grn	3	16	3	8	3	16	3	8
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	20	0	30	0	21	0	30
Veh Ext:	1.5	4.0	2.5	2.0	1.5	4.0	2.5	2.0
Veh Ext2:								
Max 1:	16	36	16	24	16	36	16	24
Max 2:								
Max 3:								
Yellow:	3.5	4.5	3.5	4.0	3.5	4.5	3.5	3.0
Red Clr	1.0	1.0	1.0	2.5	1.0	1.0	1.0	3.5

Recall Data

Locking Memory:								
Vehicle Recall:								
Ped Recall:								
Recall To Max:		X				X		

Flash Mode: ALL RED

Start Up Mode: ALL RED
Time: 8 SEC.
First Phases: 2 & 6
Start In: GREEN

Overlap Phases: YES

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:
1. Intersection flash mode, 4/6/94. Intersection turned on, 4/13/94.
2. Intersection put into coordination, 4/19/01.
3. Timing sheet updated, 8/1/05.
4. Advised by Unit 21, name changed from 98th to Tierra Pintada, 2/13/08
5. Timing sheet revised to show max recall for NB and SB, 3/18/09.
6. Signal phasing revised due to new construction. Full 8 phase intersection, 5/28/13.
7.Pedestrian, yellow and red clearance updated due to completion of construction by BB 7/16/2013.
8. Clearance intervals updated to NMDOT standard by BB, 12/23/13.
9. New Coordination Patterns implemented 05-24-2017, Lee Engineering.
10. Added extension time to the north to west due to complaints. 7/6/17 A.F.
11. Removed East and West delay. Increades E-N and W-S extension. A.F.

ASC3 COORDINATION PLAN DATA

9/12/2025 10:53 AM

390 - Unser Blvd & Tierra Pintada

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%	AM
TS2 (PAT-OFF)	0-1			
CYCLE	130s	STD (COS)	111	
OFFSET VAL	69%			
ACTUATED COORD	YES	TIMING PLAN	0	
ACT WALK REST	NO	SEQUENCE	0	
PHASE RESRVCE	NO	ACTION PLAN	0	

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	11	43	12	34	11	43	12	34
SEC	14.3	55.9	15.6	44.2	14.3	55.9	15.6	44.2
PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%	PM
TS2 (PAT-OFF)	0-5			
CYCLE	130s	STD (COS)	151	
OFFSET VAL	55%			
ACTUATED COORD	YES	TIMING PLAN	0	
ACT WALK REST	NO	SEQUENCE	0	
PHASE RESRVCE	NO	ACTION PLAN	0	

PHASE	1	2	3	4	5	6	7	8
DIRECTION	S-E	NB	W-S	EB	N-W	SB	E-N	WB
SPLITS	11	43	12	34	21	33	12	34
SEC	14.3	55.9	15.6	44.2	27.3	42.9	15.6	44.2
PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

DAY PLAN/EVENT 2

	EVENT	ACTION PLAN	START TIME
AM	1	21	6:30
	2	23	9:00
PM	3	25	14:00
	4	23	18:30
	5	100	21:00
	6	0	00:00
	7	0	00:00

NOTES:

1. January 2010 - New Coordination - Lee Engineering
2. Cycle lengths and offsets changed for cooridor, 9/25/14
3. New Coordination Patterns implemented 05-16-2017, Lee Engineering.

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Ronald R. Bohannan, P.E.
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87108

MEETING DATE: Thursday September 11, 2025

ATTENDEES: Ernest Armijo, P.E. (City of Albuquerque), Ronald R. Bohannan, P.E., Jacob Liberman, Derek Bohannan, E.I., Jay Nelson, P.E., and Terry Brown P.E. (Tierra West, LLC)

PROJECT: Unser Vista Oriente Development (NE corner of Vista Oriente St. / Unser Blvd)

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

___ Subdivision __X__ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION:

SCOPE OF REPORT:
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.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
   Local data may be used for certain land use types as determined by staff.
   Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
   a. Vista Oriente Blvd. / Unser Blvd.

   Unsignalized Intersections;
   a. Vista Oeste / Vista Oriente St.

   Driveway Intersections:
   a. Driveway “A” off Unser Blvd.
   b. Driveway “B” off Vista Oriente St.

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
   Use: Peak15 x 4
   Demand Voumes: No
   Consultant to provide for all intersections listed above.

A-100

4. Type of intersection progression and factors to be used.
Type III arrival type (see “Highway Capacity Manual, current edition” 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.

5. Boundaries of area to be used for trip distribution.
City Wide - residential, office or industrial;
2 mile radius – commercial;
Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Residential - $Ts = (Tt) (Se / D) / (Se / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - $Ts = (Tt) (Sp / D) / (Sp / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -
$Ts = (Tt) (Sp) / (Sp)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

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

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include: N/A

9. Method of intersection capacity analysis - planning or operational (see "Highway Capacity Manual 7th Edition" or equivalent [i.e. HCS, Synchro, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year: 2029
   Horizon Year: 2039

10. Traffic conditions for analysis:
    a. Existing analysis __ yes _X_ no - year (N/A);
    b. Phase implementation year(s) without proposed development – 2029
    c. Phase implementation year(s) with proposed development – 2029
    d. Project completion year without proposed development – 2039
    e. Project completion year with proposed development – 2039
    f. Other –

11. 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%.

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. Project – Location (Implementation Year) – N/A

13. Items to be included in the study:
    a. Intersection analysis. Yes
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: N/A
    c. Arterial LOS analysis; No
    d. Recommended street, intersection and signal improvements. Yes
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility. Yes
    f. Transportation system impacts. Yes
    g. Other mitigating measures.
    h. Accident analyses _X_ yes __ no; 3-years (2020-2023); Location(s):
       a. Vista Oriente Blvd. / Unser Blvd.
       b. Vista Oeste / Vista Oriente St.
    i. Weaving analyses __ yes _X_ no; Location(s):

14. Other: Building 4 noted on the site plan will be considered background traffic pending counts.

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. No paper copy
   b. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews (plus technology fee)

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 505.924.3991.

Ernest Armijo _____ 9/16/2025

Ernest Armijo, P.E., C.F.M. Date
Principal Engineer
City of Albuquerque, Planning
Transportation Development Section

via: ABQ-Plan
C: TIS Task Force Attendees, file

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