

H13D001

Westway Plaza Commercial Development

(Indian School Rd. / 12th St.)

Traffic Impact Study



October 8, 2003

FINAL

Terry O. Brown, P.E.

Presented to:

***Transportation Development Division
City of Albuquerque***

Developers:

**Paul Blanchard
Mountain Run Partners, Ltd.
5850 Eubank Blvd. # B-62
Albuquerque, NM 87111**

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P. O. Box 92051
Albuquerque, NM 87199
(505) 883-8807

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Tuesday, September 23, 2003

Tony Loyd

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

Re: West Way Plaza (Indian School Rd. / 12th St.)

Dear Tony:

Attached are the following documents for your review:

- 1) Lowe's Preliminary Site Plan reduced to 8.5" x 11"
- 2) Trip Generation Comparison of Lowe's Plan with Trips Assumed in Traffic Study
- 3) Copy of New Mexico Department of Transportation's Right-of-Way Map showing the Limit of Access Control on 12th St. just north of the I-40 Ramp / Frontage Rd.

Note that the number of trips generated under the current Lowe's Plan is significantly lower than the number of trips assumed in the West Way Plaza Traffic Impact Study submitted in 2002.

Additionally, the attached Right-of-Way Plan from the New Mexico Department of Transportation demonstrates that the proposed driveway onto 12th St. south of Indian School Rd. does not encroach into the existing Access Control Line for I-40.

I believe that this should address two of the three concerns that you stated in our Preliminary Review Team Meeting a few weeks ago. The third item of concern that you expressed had to do with the number of trips generated by the smoke shop across Indian School Rd. to the north of this project. I will schedule a traffic count for the driveway next to the smoke shop in the near future to address your concern there.

Please call if you have questions or need additional information.

Sincerely Yours,

Terry O. Brown

cc: Paul Blanchard, Mountain Run Partners, Ltd. w/1 copy of report
Lawrence Kline, Denish-Kline & Associates

attachments as noted

[illegible]

SITE DEVELOPMENT CRITERIA PLAN
116K SUPERWIDE RH 155GC
LOWE'S OF
CENTRAL ALBUQUERQUE
ALBUQUERQUE, NEW MEXICO
PROJECT NO. R3218004 DRAWN BY: DMG CHECKED BY: MAA

LOWE'S®
ENGINEERING AND
CONSTRUCTION
HYW 268 EAST, EAST DOCK K. WILKESBORO, NC 28659
338.658.4000 (V) 338.658.3257 (F)

**WILSON
& COMPANY**
2600 THE AMERICAN ROAD SE
SUITE 100
RIO RANCHO, NEW MEXICO
87124
(505) 898-8021

SP-1

West Way Plaza (Indian School Rd. / 12th St.) - Lowe's Plan

Trip Generation Data

COMMENT	USE (ITE CODE)	DESCRIPTION	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
			GROSS	ENTER	EXIT	ENTER	EXIT	
	Summary Sheet		Units					
(Local Data)		Home Improvement Superstore (862)	4,627	104	89	175	198	
		Pharmacy/Drugstore w/Drive-Through Window (881)	2,400	32	29	137	132	
		Total Trips in Current Lowe's Plan	7,027	136	118	312	330	
	Total Trips Assumed in Traffic Impact Study (2002)		18,000	464	349	796	778	

MIDDLE RIO GRANDE CONSERVANCY DISTRICT MAPS NO 35 & 36

CITY OF ALBUQUERQUE

TOWN OF ALBUQUERQUE GRANT

T-ION R-3E

SE. 1/4 SEC 7

Approx. Location of Proposed Driveway

End Access Control

TRACT 246A MAP 35, PORTION OF TRACT 246
FILED MAY 1, 1950 - ST. ANTHONY'S DONORSHIP
THE FOUR SISTERS OF ST. FRANCIS SEAPARK
A COLORADO CORPORATION

TRACT 341A MAP 35
PUBLIC SERVICE COMPANY OF NEW MEXICO

TRACT 60B
TRACT 60C, 66 & 67 & PORTION
TRACT 65 MAP 36
LAND OF UNITED STATES GOVERNMENT
UNITED STATES SERVICES ADMINISTRATION

TRACT 60D AND 60E
JOHN STEVENSON

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End Access Control

R/W Section F
Const. Proj. I-040-3(9)157

ACCESS CONTROLLED
 ————soo———Designates Line of Access Control
 + + + + + Designates Limits of Cut or Fill Slope
 on the Lettering Stone Case Section

NEW MEXICO STATE HIGHWAY COMMISSION
RIGHT OF WAY MAP
NEW MEXICO PROJECT NO.
1-040-3(27)155

Prepared by Gordon Harkupoff and Associates
SCALE 1"=100' 1"=100' SHEET 14 OF 15
BERNALILLO COUNTY

TOWN OF ALBUQUERQUE GRANT

T-10N R-3E

FRWY
1590 + 83.55
17° 07' RT
17° 30'
574.9'
141.1'

Sawmill Area Neighborhood Association
P.O. Box 7932
Albuquerque, NM 87194

Post-it® Fax Note 7671		Date 12/15	# of pages 2
To Lola	From Carmen		
Co./Dept. DK	Co. COA		
Phone #	Phone # 924-3814		
Fax # 842-6471	Fax #		

December 9, 2003

Re: Case 03EPC-01917
Project # 1002805

The Sawmill Area Neighborhood Association (SANA) met with representatives from Denish Kline and Associates on December 9, 2003 regarding development of a Lowe's and a Walgreen's upgrade at 12th and I-40.

The board is pleased that redevelopment of the area has started to take place. There will be great benefits to the neighborhood both economically and through revitalization for the community at large.

We are also pleased that Lowe's will use lighting that does not increase light pollution. This is especially important in the Sawmill area, because our very good neighbor, the LodeStar Astronomy Center, has a public observatory that grapples with light pollution. LodeStar works with community children to educate them about light pollution, and would look forward to working with Lowe's as a role model of good lighting.

Our concerns center on environmental issues, traffic issues, and crime brought on by liquor sales at Walgreen's.

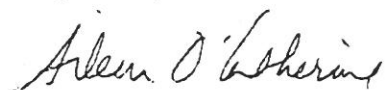
With regard to traffic: there was no traffic impact study done south of I-40. This area, in particular 12th Street south to Lomas, and Sawmill Road, which diverts traffic to Mountain Road west to Rio Grande, currently suffers from heavy traffic. Traffic increases to these streets will naturally occur with installation of the proposed center. SANA fully recognizes as well that further development in the nearby area is also in the queue. SANA would appreciate mitigation of the issues as they currently stand, before problems are compounded by development.

The Sawmill area also suffers from noise pollution because there is no freeway sound wall; increased traffic from the freeway to Lowe's will compound the problem, especially on weekends when noise is currently somewhat abated. Increased traffic will also compound the smog that lingers in the area. The North Valley is well known for having poor air quality that hovers in pockets. We would like to know air quality will not decrease.

And finally, the present Walgreen's currently serves as a magnet for crime. Liquor sales at this location are brisk and bring walkthrough alcoholics into our neighborhoods. We do not agree that limiting singles and small bottles will resolve the crime issue. We are also concerned that Lowe's does not plan to have nighttime security at this location. If the 7-11 at Lomas and 12th street eliminates liquor sales, liquor traffic to this Walgreen's will increase, as will the potential for crime.

We appreciate the opportunity to voice our concerns. We look forward to presenting our thoughts at the December 18 hearing.

Respectfully,



Aileen O'Catherine
President, SANA

NNV Near North Valley Neighborhood Association
PMB 254, 3800 Rio Grande Boulevard NW
Albuquerque, NM 87107

December 15, 2003

Mr. Jeffrey Jesionowski, Chair
Environmental Planning Commission
City of Albuquerque
600 Second Street NW
Albuquerque, NM 87103

Hand-delivered

RE: Proposed Site Development Plan
12th St. and Indian School Rd. NW
Project No. 1002805

Dear Mr. Jesionowski:

I am writing on behalf of the Near North Valley Neighborhood Association (NNVNA) concerning the Site Development Plan for a Building Permit at Westway Plaza, 12th Street and Indian School Road NW, within NNVNA boundaries.

At a meeting on November 25th, our members reviewed the proposal to develop a Lowe's Home Improvement Center and relocate the existing Walgreen's. Representatives from Lowe's management and Denish + Kline Associates made presentations and answered questions. NNVNA members welcomed the economic revitalization of the area, and noted that several of the product lines Lowe's offers are not presently available in the near North Valley area. Members were supportive of the project, but this support was qualified by several concerns, which we ask the EPC to take into consideration:

1. Traffic

Given current and anticipated developments in the immediate area, traffic planning should anticipate the impact of increased volume from the Lowe's project, expansion of the Indian Pueblo Cultural Center and the actual and prospective uses of the Albuquerque Indian School property. A federal government office building is nearing completion, and two additional federal office buildings are proposed. Employees and clients of these offices will greatly increase use of the intersection at 12th Street and Indian School Road. The enlarged Indian Pueblo Cultural Center and anticipated commercial businesses on the west half of the A.I.S. property will significantly increase traffic on 12th Street.

We are particularly concerned about the increased numbers of Lowe's/Walgreen's customers who will use the north exits. The first north exit from the Lowe's/Walgreen's site and the Pueblo Smoke Shop exit create a de facto intersection with the two-lane Indian School Road. There could be significant congestion during busy periods, with exiting Lowe's/Walgreen's customers trying to make left turns onto Indian School Road against the heavy flow of local traffic heading from I-40 to the

Menaul extension. At the second north exit, customers leaving the Walgreen's drive-up and going either east or west on Indian School Road will sometimes be competing with delivery trucks. We seek assurance that there is sufficient road space on Indian School Road available for delivery trucks and customer vehicles to enter and exit the property while minimally impeding traffic on Indian School Road. This issue was discussed, but we believe it needs additional consideration. We suggest that all delivery trucks be routed to exit onto 12th Street rather than onto Indian School Road.

2. Appearance

Lowe's seems willing to modify their standard design to bring it into harmony with local architectural motifs and with the architecturally distinctive Indian Pueblo Cultural Center. NNVNA members expressed a preference for greater use of tan/brown colors and less use of blue. Members felt particularly strongly that Walgreen's should not use their standard glass window tower but out of deference to the Cultural Center should use a design similar to that used at the Walgreen's near Old Town.

3. Liquor

The current availability of package liquor, particularly miniatures, singles and cold beer, coupled with the large, unattractive parking lot of the existing shopping center has contributed to an atmosphere which has discouraged customers from using Walgreen's and other stores. We also note that the adjacent Albuquerque Job Corps serves 300 resident and 100 commuting vocational students, aged 16-22. The relocated Walgreen's will be much closer to the Job Corps Center, adjacent to its entrance gate. We advocate the limitation or elimination of liquor sales at Walgreen's, which would contribute to a positive environment for these youth, and to a safer environment for customers and neighbors. (We are also working on this question with other stores in our neighborhood.) In the event Walgreen's continues to sell alcohol, security and trash pickup around the store should be improved significantly.

4. Bats

A colony of bats is resident above the Mercado in the current Westway Plaza building. We are informed by the developers that these are not an endangered/threatened species, and that they will likely depart safely when construction starts, as long as this is in the spring when they come out of hibernation. We ask that appropriate parties be alerted and advised to exercise caution and attention during demolition so these bats can survive and depart. We would appreciate the developers following through on their commitment to work with a recognized bat expert from the University of New Mexico, Dr. Bill Gannon, to insure the bats are treated appropriately.

5. Jobs

The neighborhood is excited about the prospect of good, new jobs in the area. As was suggested by Sen. Dede Feldman's question at the meeting, we would appreciate Lowe's management developing a specific plan for recruiting and hiring people from the immediate area. We believe that

by working with the neighborhoods, Lowe's could develop a successful campaign to attract local residents.

After many years, we are pleased to see these vacant and underutilized properties about to be redeveloped. We think this project will have a positive effect on our community, and appreciate the Commission's efforts to mitigate any negative impacts.

Sincerely,

Joe Sabatini, Secretary, NNVNA

Attachment

The following document was distributed to the November 25th meeting of the Near North Valley Neighborhood Association. Many of these concerns were addressed by representatives of Lowe's and Denish + Kline Associates. Others are addressed in the EPC Staff Report. Items still unanswered are highlighted.

Lowe's: Community Concerns with Proposed Plans for Discussion, Additions and Deletions.

1. Overall Concern

With all of the development underway in the area, we really need a traffic impact study that considers ALL of the projects. While we welcome development, we want to make sure that traffic and transportation are properly handled. How can we ensure that this happens?

2. Traffic - Offsite:

a. Intersection of Indian School and Menaul Extension: We really think a traffic light is needed, not a four-way stop, as was suggested at our last meeting.

b. 12th between Indian School and Menaul - install a traffic light?

c. 12th North of Menaul and South of I-40 - narrow streets not built to handle large traffic volumes.

d. Frontage Roads east of 12th Street, both east and west - can they handle the traffic?

e. Distance of east entrance to Freeway seems short - a concern

i. Controls?

ii. Lines of sight/visibility?

f. Changes to medians on 12th Street:

i. Who will make changes?

ii. Can you please explain how changes to median design will work?

iii. Can the median landscaping be improved when the median cut is done? - the City-provided landscape treatment was installed without neighborhood input and we find it offensive.

3. Lowe's

a. Please address roof appearance from I-40, which is elevated above

surface streets in this area.

b. People are not enthusiastic about the design of the main entrance area and find it unappealing. Can design be reconsidered?

4. Walgreen's

a. More detail is needed.

i. Objection to design of "window" tower - Please do something about the aesthetics.

ii. Liquor is a concern - we really wish Walgreen's wouldn't sell it - if they must have it, PLEASE no miniatures, singles or cold beer.

Consider the short distance to the Job Corps and 4H Park in the concerns about selling liquor.

iii. Hours of operation

5. Noise - Will there be outdoor loudspeakers? If so, noise will carry - how will it be handled?

6. Light Levels - will outdoor lights be on timers?

7. Cell Towers - are they contemplated? (No)

8. Site

a. Why did the designers decide on a N/S orientation for the building instead rather than E/W that would block freeway noise?

b. Recommend a low wall on Indian School side of property.

c. Pedestrian entrances are needed to the site, particularly at the NE corner.

d. Ponding Areas - how will they be kept trash-free.

e. Please describe/illustrate site signage.

f. We are unclear about what's going on with the paved area in front of the SE corner of the Lowe's. Where will cars go from there?

g. What type of fencing will be constructed on the west side of the site? What height?

h. Please provide details about the bus shelter.

i. The NE corner of the site will be one of the most visible from the street, yet the landscaped area seems small.

j. How will the egress from the north end of the Walgreen's pharmacy pick-up lane work? On the site plan, it appears that it will overlap with the truck entrance.

9. Site Security

a. The existing parking lot has a long history of security problems, drinking and violence. At present, many neighbors won't go there at all, or won't go there at night, which means potentially lost business for the stores.

10. Truck Deliveries

a. Please make sure that truckers don't use residential streets to access the stores.

b. Concerns with access to truckers to I-40.

c. Please confirm store hours of operation and hours for truck deliveries.

d. Please provide us an estimate of the number of trucks anticipated for

the busiest times of the year.

11. Landscaping: Please don't use high-allergy plants like chamisa.

striping
security

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2006) - 100% Development

INTERSECTION: Summary

Indian School Rd. / 12th St.

(1)

2.9% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.81			0.64			0.88			0.80			PHF
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	3	162	10	4	4	130	342	24	8	502	24	
11	3	162	10	4	4	130	342	24	8	502	24	
133	3	210	10	4	4	190	342	24	8	659	24	
91.7%	0.0%	22.9%	0.0%	0.0%	0.0%	31.6%	0.0%	0.0%	0.0%	23.8%	0.0%	
49.1%			0.0%			10.8%			22.7%			
24.0%												

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.93			0.91			0.88			0.83			PHF
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
51	10	118	26	22	10	230	471	20	12	549	14	
51	10	118	26	22	10	230	471	20	12	549	14	
206	10	179	26	22	10	288	471	20	12	699	14	
75.2%	0.0%	34.1%	0.0%	0.0%	0.0%	20.1%	0.0%	0.0%	0.0%	21.5%	0.0%	
54.7%			0.0%			7.4%			20.7%			
21.7%												

I-40 North Ramp / 12th St.

(2)

4.6% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.90			0.84			0.86			0.80			PHF
Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	112	68	121	98	406	0	0	493	105	
0	0	0	112	68	121	98	406	0	0	493	105	
0	0	0	112	68	159	98	548	0	0	618	118	
N/A	N/A	N/A	0.0%	0.0%	23.9%	0.0%	25.9%	N/A	N/A	20.2%	11.0%	
N/A			11.2%			22.0%			18.8%			
												18.5%

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.90			0.86			0.71			0.81			PHF
Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	81	289	188	277	423	0	0	322	221	
0	0	0	81	289	188	277	423	0	0	322	221	
0	0	0	81	289	225	277	559	0	0	481	237	
N/A	N/A	N/A	0.0%	0.0%	16.4%	0.0%	24.3%	N/A	N/A	33.1%	6.8%	
N/A			6.2%			16.3%			24.4%			
												16.2%

I-40 South Ramp / 12th St.

(3)

3.7% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.86			0.90			0.82			0.81			PHF
Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
269	13	261	0	0	0	0	360	79	461	579	0	
269	13	261	0	0	0	0	360	79	461	579	0	
286	13	261	0	0	0	0	486	79	489	676	0	
5.9%	0.0%	0.0%	N/A	N/A	N/A	N/A	25.9%	0.0%	5.7%	14.3%	N/A	
3.0%			N/A			22.3%			10.7%			
11.7%												

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.80			0.90			0.92			0.94			PHF
Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
126	5	74	0	0	0	0	1,232	102	292	521	0	
126	5	74	0	0	0	0	1,232	102	292	521	0	
142	5	74	0	0	0	0	1,353	102	328	644	0	
11.3%	0.0%	0.0%	N/A	N/A	N/A	N/A	8.9%	0.0%	11.0%	19.1%	N/A	
7.2%			N/A			8.3%			16.4%			
11.2%												

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2006) - 100% Development

INTERSECTION:

Summary

Menaul Blvd. / 12th St.

(4)

4.0% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.88			0.85			0.89			0.79			PHF
Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
56	337	12	120	157	68	10	244	217	140	401	31	
56	337	12	126	165	71	11	260	231	140	401	31	
56	337	12	180	165	71	11	339	273	140	504	31	
0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	23.3%	15.4%	0.0%	20.4%	0.0%	
0.0%	0.0%	0.0%	13.0%	0.0%	0.0%	0.0%	19.4%	0.0%	15.3%	0.0%	0.0%	
13.1%												

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.84			0.91			0.86			0.96			PHF
Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
68	175	23	166	406	247	33	351	93	79	313	98	
68	175	23	174	425	259	35	373	99	79	313	98	
68	175	23	226	425	259	35	474	153	79	412	98	
0.0%	0.0%	0.0%	23.0%	0.0%	0.0%	0.0%	21.3%	35.3%	0.0%	24.0%	0.0%	
0.0%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	23.4%	0.0%	16.8%	0.0%	0.0%	
12.6%												

Indian School Rd. / Rio Grande Blvd.

(5)

3.9% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.50			0.91			0.84			0.85			PHF
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Rio Grande Blvd.)			Southbound (Rio Grande Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	0	16	258	4	69	3	795	262	167	1,112	10	
3	0	16	258	4	69	3	795	262	167	1,112	10	
3	0	16	273	4	97	3	795	282	204	1,112	10	
0.0%	N/A	0.0%	5.5%	0.0%	28.9%	0.0%	0.0%	7.1%	18.1%	0.0%	0.0%	
0.0%	0.0%	0.0%	11.5%	0.0%	0.0%	0.0%	1.9%	0.0%	2.8%	0.0%	0.0%	
3.6%												

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.71			0.76			0.90			0.84			PHF
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Rio Grande Blvd.)			Southbound (Rio Grande Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	0	12	451	4	202	2	1,019	221	96	924	15	
8	0	12	451	4	202	2	1,019	221	96	924	15	
8	0	12	469	4	238	2	1,019	241	131	924	15	
0.0%	N/A	0.0%	3.8%	0.0%	15.1%	0.0%	0.0%	8.3%	26.7%	0.0%	0.0%	
0.0%	0.0%	0.0%	7.6%	0.0%	0.0%	0.0%	1.6%	0.0%	3.3%	0.0%	0.0%	
3.6%												

Menaul Blvd. / 6th St.

(6)

5.6% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.81			0.77			0.82			0.60			PHF
Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (6th St.)			Southbound (6th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	493	140	270	295	4	54	0	245	5	1	6	
4	493	140	270	295	4	64	0	289	5	1	6	
4	526	141	270	337	4	64	0	289	5	1	6	
0.0%	6.3%	0.7%	0.0%	12.5%	0.0%	0.0%	N/A	0.0%	0.0%	0.0%	0.0%	
0.0%	5.1%	0.0%	0.0%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
4.6%												

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.88			0.90			0.86			0.63			PHF
Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (6th St.)			Southbound (6th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	265	45	226	629	4	156	1	238	10	1	4	
2	265	45	226	629	4	184	1	281	10	1	4	
2	306	46	226	670	4	184	1	281	10	1	4	
0.0%	13.4%	2.2%	0.0%	6.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0.0%	11.9%	0.0%	0.0%	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
4.8%												

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2006) - 100% DevelopmentINTERSECTION: Summary

I-40 North Ramp / 6th St.

(7)

6.5% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.90			0.91			0.81			0.90			PHF
Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (6th St.)			Southbound (6th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	554	269	230	50	208	0	0	404	26	
0	0	0	554	269	230	50	208	0	0	404	26	
0	0	0	554	269	230	87	208	0	0	404	27	
N/A	N/A	N/A	0.0%	0.0%	0.0%	42.5%	0.0%	N/A	N/A	0.0%	3.7%	
							12.5%			0.2%		
2.1%												

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.90			0.86			0.86			0.77			PHF
Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (6th St.)			Southbound (6th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	217	301	237	260	234	0	0	288	46	
0	0	0	217	301	237	260	234	0	0	288	46	
0	0	0	217	301	237	295	234	0	0	288	47	
N/A	N/A	N/A	0.0%	0.0%	0.0%	11.9%	0.0%	N/A	N/A	0.0%	2.1%	
							6.6%			0.3%		
2.2%												

I-40 South Ramp / 6th St.

(8)

5.0% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.82			0.90			0.87			0.82			PHF
Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (6th St.)			Southbound (6th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
121	322	557	0	0	0	0	163	204	198	647	0	
121	322	557	0	0	0	0	163	204	198	647	0	
121	322	585	0	0	0	0	200	204	198	647	0	
0.0%	0.0%	4.8%	N/A	N/A	N/A	N/A	18.5%	0.0%	0.0%	0.0%	N/A	
							9.2%			0.0%		
2.9%												

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.83			0.90			0.75			0.81			PHF
Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (6th St.)			Southbound (6th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
80	290	113	0	0	0	0	379	487	179	324	0	
80	290	113	0	0	0	0	379	487	179	324	0	
80	290	149	0	0	0	0	414	487	179	324	0	
0.0%	0.0%	24.2%	N/A	N/A	N/A	N/A	8.5%	0.0%	0.0%	0.0%	N/A	
							3.9%			0.0%		
3.7%												

Mountain Rd. / 12th St.

(9)

3.0% Truck

Existing

2006 (NO BUILD - A.M.)

2006 (BUILD - A.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.85			0.61			0.74			0.89			PHF
Eastbound (Mountain Rd.)			Westbound (Mountain Rd.)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
19	198	42	12	121	27	13	250	12	40	351	34	
19	198	42	12	121	27	13	250	12	43	373	36	
28	198	42	12	121	37	13	357	12	51	455	43	
32.1%	0.0%	0.0%	0.0%	0.0%	27.0%	0.0%	30.0%	0.0%	15.7%	18.0%	16.3%	
							28.0%			17.7%		
16.3%												

Existing

2006 (NO BUILD - P.M.)

2006 (BUILD - P.M.)

% Contribution by Movement

% Contribution by Approach

% Contribution - Intersection

0.84			0.76			0.93			0.90			PHF
Eastbound (Mountain Rd.)			Westbound (Mountain Rd.)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
36	126	39	12	238	74	30	467	20	31	237	38	
36	126	39	12	238	74	30	467	20	33	252	40	
44	126	39	12	238	84	30	569	20	43	356	49	
18.2%	0.0%	0.0%	0.0%	0.0%	11.9%	0.0%	17.9%	0.0%	23.3%	29.2%	18.4%	
							16.5%			27.5%		
15.1%												

Westway Plaza Commercial Development (Indian School Rd. / 12th St.) TRAFFIC IMPACT STUDY

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Westway Plaza Commercial Development (Indian School Rd. / 12th St.) TRAFFIC IMPACT STUDY

STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of a commercial development plan such as the one shown in the Appendix (Page A-7) of this report. The purpose of this study is to identify the impact of the Development on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system resulting from the implementation of the proposed plan. This report is being prepared to meet the requirements of the City of Albuquerque Transportation Development Section in association with the development of the Westway Plaza Commercial Development located on the southwest corner of Indian School Rd. / 12th St.

STUDY PROCEDURES

A scoping meeting was held on May 30, 2002 with City of Albuquerque Transportation staff (Tony Loyd) prior to beginning the study to discuss scope and methodology to be utilized within the report. Tony Loyd summarized the meeting and defined the requirements and procedures for the study in letter dated (See Appendix Z, Pages Z-1 thru Z-3). Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation and horizon year definition.

The basic procedure followed is described as follows:

- 1) Calculate the generated trips for the proposed development consisting of the following described land uses (See Appendix B):
 - a) 60,000 S.F. Supermarket
 - b) 30,200 S.F. of Retail Commercial
 - c) Gasoline / Service Station (12 Fueling Positions)
 - d) 14,000 S.F. Pharmacy / Drug Store w/Drive-Thru Window
 - e) 5,300 S.F. Fast Food Restaurant w/Drive-Thru Window
- 2) Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on year 2006 population within a two (2) mile radius boundary of the proposed site. (See Appendix C).
- 3) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site.
- 4) Acquire recent traffic counts from the City of Albuquerque for all signalized intersections to be analyzed in this report.
- 5) Calculate growth rate for the area utilizing a historic linear growth trendline of MRGCOG's Traffic Flow Data from 1997 to 2001 to define area traffic growth rate (See Appendix D).
- 6) Determine 2006 NO BUILD Volumes by growing the existing turning movement counts to the year 2002 utilizing the calculated annual historic growth rate for the area.

- 7) Add in data from Trip Assignments Maps and Tables to the 2006 NO BUILD Volumes to obtain 2006 BUILD Volumes for this project (See Appendix E).
- 8) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1) Indian School Rd. / 12 th St.	Traffic Signal	2006	2006
2) I-40 North Ramp / 12 th St.	Traffic Signal	2006	2006
3) I-40 South Ramp / 12 th St.	Traffic Signal	2006	2006
4) Menaul Blvd. / 12 th St.	Traffic Signal	2006	2006
5) Indian School Rd. / Rio Grande Blvd.	Traffic Signal	2006	2006
6) Menaul Blvd. / 6 th St.	Traffic Signal	2006	2006
7) I-40 North Ramp / 6 th St.	Traffic Signal	2006	2006
8) I-40 South Ramp / 6 th St.	Traffic Signal	2006	2006
9) Mountain Rd. / 12 th St.	Traffic Signal	2006	2006
10) Menaul Blvd. / Indian School Rd.	Stop Sign	2006	2006
11) Driveway "A" / 12 th St.	Stop Sign	N/A	2006
12) Indian School Rd. / Driveway "B"	Stop Sign	N/A	2006

GENERAL AREA CHARACTERISTICS

The proposed development plan is located along the west side of 12th St. just south of Indian School Rd. as shown on the Vicinity Map on Page A-1 of the Appendix of this report. The property is bounded on the south by Interstate 40, on the east by 12th St., and on the north by Indian School Rd. The property east, north, and south of this site is primarily zoned for residential and educational facility development. The proposed project site is approximately 13.5 acres. This project is located in the midst of a relatively inactive development area.

AREA STREET NETWORK

The streets most impacted by this project are 12th St., Indian School Rd., Menaul Blvd., 6th Street, and the I-40 Ramps at 6th St. and 12th St.

12th St. near Indian School Rd. is classified as a Minor Arterial Roadway on the Long Range Roadway System Plan for the Albuquerque Urban Area. It is a four lane paved urban street with curbs and gutters on both sides of the street and raised medians in the center. The posted speed limit on 12th St. from Mountain Rd. to Menaul Blvd. is 35 MPH.

Menaul Blvd. west of 12th St. is classified as a Minor Arterial street on the Long Range Roadway System Plan for the Albuquerque Urban Area. It is classified as a Principal Arterial Roadway east of 12th St. Also, Menaul Blvd. changes to Indian School Rd. approximately 500 feet west of 12th St. Menaul Blvd. is generally a four lane urban roadway from Rio Grande Blvd. east to 6th St. The posted speed limit on Menaul Blvd. from Rio Grande Blvd. east to 6th St. is about 35 MPH.

6th St. is classified as a Principal Arterial Roadway on the Long Range Roadway System Plan for the Albuquerque Urban Area. It is generally a four lane paved urban roadway from

Interstate 40 north to Menaul Blvd. The posted speed limit on 6th St. north of Interstate 40 is 35 MPH.

Rio Grande Blvd. is classified as a Minor Arterial Roadway on the Long Range Roadway System Plan for the Albuquerque Urban Area. It is generally a four lane paved urban roadway from Interstate 40 north to Candelaria Rd. The posted speed limit on Rio Grande Blvd. near Indian School Rd. is 35 MPH.

EXISTING TRAFFIC VOLUMES

2001 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-9 Appendix A.

Existing AM and PM peak hour turning movement counts for the year 2002 were provided by the City of Albuquerque for the following intersections:

Indian School Rd. / 12th St. - 2002
I40 North Ramps / 12th St. - 2002
I40 South Ramps / 12th St. - 2002
Menaul Blvd. / 12th St. - 2002
Indian School Rd. / Rio Grande Blvd. - 2002
Menaul Blvd. / 6th St. - 2002
I40 North Frontage / 6th St. - 2002
I40 South Frontage / 6th St. - 2002
Mountain Rd. / 12th St. - 2002

The counts are included in Appendix Z. All counts utilized in this project were recently counted to provide reliable volumes subsequent to completion of the construction of the Big I Interchange in July, 2002.

EXISTING (2002) LEVELS OF SERVICE

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

LOS A	10.0" or less	Most Vehicles do not stop
LOS B	10.1 to 20.0"	Some Vehicles stop
LOS C	20.1 to 35.0"	Significant number of vehicles stop.
LOS D	35.1 to 55.0"	Many vehicles stop.
LOS E	55.1 to 80.0"	Limit of acceptable delay.
LOS F	> 80.0"	Unacceptable delay.

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

Existing levels of service were calculated from data collected by the City of Albuquerque in 2002. The levels-of-service were determined using TEAPAC Signal 2000 Signalized Intersection capacity software. The results are summarized in the following table.

<u>INTERSECTION</u> 2002 Conditions	<u>AM PEAK</u> <u>HOURLY</u>	<u>PM PEAK</u> <u>HOURLY</u>
Indian School Rd. / 12 th St.	B – 11.9	A – 9.7
I-40 North Ramps / 12 th St.	B – 15.5	C – 23.4
I-40 South Ramps / 12 th St.	C – 25.5	B – 17.4
Menaul Blvd. / 12 th St.	C – 26.1	C – 30.9
Indian School Rd. / Rio Grande Blvd.	A – 9.3	B – 18.3
Menaul Blvd. / 6 th St.	D – 41.6	D – 38.8
I-40 North Ramps / 6 th St.	C – 34.3	C – 27.1
I-40 South Ramps / 6 th St.	B – 19.4	B – 18.7
Mountain Rd. / 12 th St.	B – 19.8	C – 21.6

D – 35.3 Bold Italicized level-of-service indicates that one or more individual turning movements is at LOS “E” or worse.

EXISTING TRANSIT SERVICE

This area is serviced by the 12th St. / Rio Grande (#36) bus route which provides service from 6:30 am through 5:30 pm on weekdays. Stops are at approximately 1 hour increments.

PROPOSED DEVELOPMENT

The subject area of land targeted for this project totals approximately 13.5 acres. Current zoning of the land is C-2 (SC). The proposed conceptual site plan associated with this project consists of five different land use facilities summarized in the following table:

<u>Land Use Description</u>	<u>Size Proposed</u>
Grocery Store – Supermarket	60,000 S.F. Floor Area
Retail Commercial	30,200 S.F. Floor Area
Gasoline Fueling Facility	12 Fueling Positions
Pharmacy / Drug Store w/Drive-in Window	14,000 S.F. Floor Area
Fast Food Restaurant w/Drive-Thru Window	5,300 S.F. Floor Area

OTHER APPROVED DEVELOPMENT

There are no other approved projects in the study area for which adjustments should be made to the 2006 background traffic volumes utilized in this study.

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation report (6th Edition, 1997). Trips for the development were determined based on

land uses defined on the Conceptual Site Development Plan on Page A-6 in the Appendix of this report.

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

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Trip Generation Data

COMMENT	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
	DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet		Units					
Albertson's	Supermarket (850)	60.00	6,691	152	97	327	314
Undefined Retail Uses	Shopping Center (820)	30.20	3,157	48	31	137	148
Pumps Only	Gasoline / Service Station (844)	12.00	2,023	70	67	89	86
Walgreen's (Local Trip Gen Data)	Pharmacy/Drugstore w/Drive-Through Window (881)	14.00	3,500	59	25	151	145
Donuts	Fast Food Restaurant w/ Drive-Thru Window (834)	5.30	2,629	135	129	92	85
Subtotal			18,000	464	349	796	778
Pass-by Trip Reduction		30%	(239) (233)				
Total Primary / Diverted Link Trips Generated			18,000	464	349	557	545
Less Existing Trips Being Generated			2,860	43	25	153	133
Total New Primary / Diverted Link Trips Generated			15,140	421	324	404	412

A 30% reduction was made to the trip generation rates for Pass-by Trips since this is a fairly major retail commercial center incorporating a supermarket, a Walgreen's type facility, a gasoline fueling facility, and a donut shop. Additionally, the number of trips being generated by the existing facility were counted recently, and those trips were deducted from the offsite trip generation volumes. The existing trips and the pass-by trips were added back in to the driveways volume in this study, though, to account for all trips being generated by the entire project.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Trips were distributed as follows:

Commercial Land Uses

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2006 projected population of Data Analysis Subzones within a two mile radius of the proposed development. Population data for the years 1995, 2005, and 2015 were taken from the 2020 Socioeconomic Forecasts for Data Analysis Subzones in State Planning and Development District 3, TR-125 (March, 1997), Appendix C and Appendix D, supplied by the Middle Rio Grande Council of Governments (MRGCOG). Population data from the years 2005 and 2015 was interpolated linearly to obtain 2006 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones are shown in Appendix C, Pages C-1 thru C-5.

TRIP ASSIGNMENT

Trip assignments are made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Trip Distribution Maps and Trip Assignments maps are shown in Appendix C, Pages C-6 thru C-7.

BACKGROUND TRAFFIC GROWTH

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the 1997, 1998, 1999, 2000, and 2001 Traffic Flow maps prepared by the Middle Rio Grande Council of Governments. Almost all of the Traffic Flow Data for the years 1997, 1998, 1999, 2000, and 2001 taken from the MRGCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear "regression trend line" calculated using the equation format $y=mx+b$. The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent AWDT used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the growth rate for each approach if that calculated rate appeared feasible. However, there were some instances where the rate indicated a negative growth trend. In those cases, a zero growth rate was utilized or an appropriate growth rate from an adjacent segment of the same roadway was considered. Due to the potential for growth in the area, it was believed that a zero percent growth rate was appropriate for this study. Additionally, if the R^2 value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered. Historical Growth Rate Graphs with linear regression trendlines are shown in the Appendix D on Pages D-2 through D-16. Generally speaking, the annual historic growth rate for this area is zero or near zero. The only exception was the calculated growth rate for 6th St. south of Menaul which resulted in a 4.5% annual growth rate. The growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (Appendix E - Pages E-5 through E-27).

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2006 BUILDOUT

The calculated growth rates were applied to the 2002 peak hour traffic counts furnished by the City of Albuquerque over a four year period to establish the 2006 background traffic volumes. To these volumes, the generated trips based on implementation of the proposed Westway Plaza Commercial Development Plan were added to obtain 2006 BUILD volumes for the intersection analyses. See Appendix E for further information regarding turning movement counts.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000, using TEAPAC Signal 2000 Signalized

Intersection Analysis Software for signalized intersections and HiCAP2000 (from Catalina Engineering) for unsignalized intersections. For signalized intersections, the operational method of analysis was used for existing (2002) and 2006 conditions (NO BUILD and BUILD). In addition to utilizing the operational analysis for the intersections, the planning method was also used to provide additional information at the intersection to help define critical lane volumes and to help analyze a solution. (The TEAPAC Capacity Software does not include the planning analysis).

Capacity analyses were performed for the following traffic conditions.

- Existing (2002)

- 2006 without development of the subject property (2004 NO BUILD)

- 2006 with total development as per the Proposed Site Plan (2004 BUILD).

The results of the existing, 2004 NO BUILD and 2004 BUILD capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses*.

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2006)

Indian School Rd. / 12th St. - Pages F-1a thru F-1t

The results of the 2006 implementation year analysis of the signalized intersection of Indian School Rd. / 12th St. are summarized in the following tables:

Existing Geometry (Indian School Rd. / 12th St.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Indian School Rd.	1	0	0	1	0
WB Indian School Rd.	0	0	1+	0	0
NB 12 th St.	1	0	1	1	0
SB 12 th St.	0	1	0	1	0

Indian School Rd. / 12 th St.	2006 No Build		2006 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	B - 11.9	A - 9.7	B - 16.1	B - 18.2

D - 39.8 – Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

Only a single approach is available for westbound traffic (all turning movements).

This analysis of Indian School Rd. / 12th St. assumes that Driveway "A" on 12th St. will contain a median break to allow northbound left turns into the driveway from 12th St. This concept is projected to remove approximately 120 northbound left turns during the AM Peak Hour and approximately 115 northbound left turns during the PM Peak Hour at the intersection of Indian School Rd. / 12th St. The 2006 projected northbound left turns (considering the intermediate driveway) on 12th St. at Indian School Rd. are 190 during the AM Peak Hour and 288 during the PM Peak Hour. If the northbound left-turns-in were not permitted at Driveway "A", then the projected northbound left turn volumes for Indian School Rd. / 12th St. would be 310 during the AM Peak Hour and 403 during the PM Peak Hour. This would force the intersection of Indian School Rd. / 12th St. into a left turn exclusive phase situation which would subtract green time from the north-south thru movements. Currently, the signalized intersection is projected to operate at satisfactory levels-of-service as a two phase signal for the 2006 AM and PM Peak Hour BUILD Conditions. In addition, forcing the northbound left turns on 12th St. onto Indian School Rd. will complicate an already congested situation projected at Driveway "B" on Indian School Rd. as will be discussed later.

The queuing analysis for this intersection are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
 Intersection: Indian School Rd. / 12th St.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	11	85
AM NO BUILD Condition	1	11	25
AM BUILD Condition	1	133	200
Existing Conditions	1	51	85
PM NO BUILD Condition	1	51	100
PM BUILD Condition	1	206	275 *

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	162	0
AM NO BUILD Condition	1	162	225
AM BUILD Condition	1	210	275
Existing Conditions	1	118	0
PM NO BUILD Condition	1	118	175
PM BUILD Condition	1	179	250

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	10	0
AM NO BUILD Condition	1	10	25
AM BUILD Condition	1	10	25
Existing Conditions	1	26	0
PM NO BUILD Condition	1	26	50 *
PM BUILD Condition	1	26	50 *

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	4	0
AM NO BUILD Condition	1	4	25
AM BUILD Condition	1	4	25
Existing Conditions	1	10	0
PM NO BUILD Condition	1	10	25
PM BUILD Condition	1	10	25

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	130	175
AM NO BUILD Condition	1	130	175
AM BUILD Condition	1	190	250
Existing Conditions	1	230	175
PM NO BUILD Condition	1	230	300
PM BUILD Condition	1	288	350 *

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	24	0
AM NO BUILD Condition	0	24	50
AM BUILD Condition	0	24	50
Existing Conditions	0	20	0
PM NO BUILD Condition	0	20	50
PM BUILD Condition	0	20	50

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	8	0
AM NO BUILD Condition	1	8	25
AM BUILD Condition	1	8	25
Existing Conditions	1	12	0
PM NO BUILD Condition	1	12	50 *
PM BUILD Condition	1	12	50 *

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	24	0
AM NO BUILD Condition	0	24	50
AM BUILD Condition	0	24	50
Existing Conditions	0	14	0
PM NO BUILD Condition	0	14	50
PM BUILD Condition	0	14	50

AM
PM
 Cycle Length: 110 110

The northbound left turn lane on 12th St. at Indian School Rd. should be 350 feet long. Therefore, the location of Driveway "A" should be at least 350 feet south of Indian School Rd. to prevent the driveway from being blocked by the northbound left turn queues.

Additionally, a short southbound left turn lane (about 50 feet to 75 feet long) would be beneficial to the operation of the intersection, although not essential.

I-40 North Ramps / 12th St. - Pages F-2a thru F-2p

The results of the 2006 implementation year analysis of the signalized intersection of I-40 North Ramps / 12th St. are summarized in the following tables:

Existing Geometry (I-40 North Ramps / 12th St.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB I-40 North Ramps	0	0	0	0	0
WB I-40 North Ramps	0	1	0	1	0
NB 12 th St.	1	0	1	1	0
SB 12 th St.	0	0	1	1	0

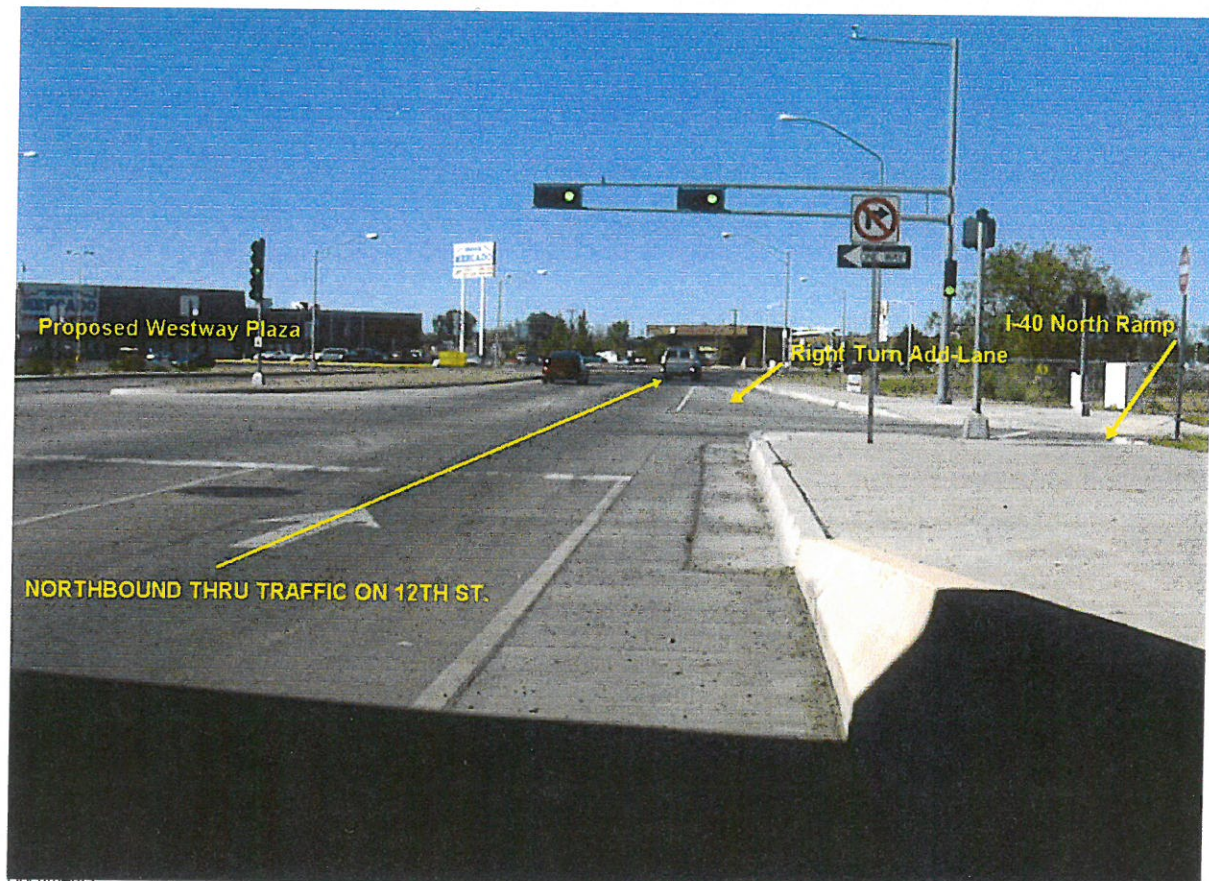
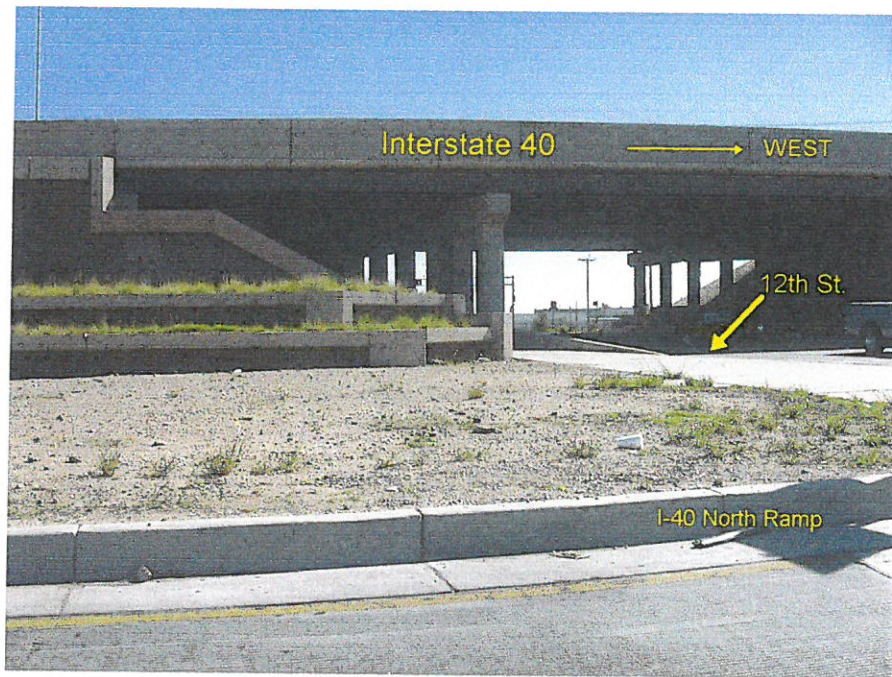
I-40 North Ramps / 12 th St.	2006 No Build		2006 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	B – 15.5	C – 23.4	B – 15.3	C – 27.6

D – 39.8 – Bold Italicized LOS indicates that one or more movements are at Level-of-Service “E” or worse.

There may be a perceived sight distance problem at the westbound I-40 off-ramp approach to 12th St. Traffic stopped at the existing stop bar on the westbound I-40 off-ramp do have restricted sight distance to the south to see oncoming northbound traffic on 12th St. as is evidenced in the following photograph:



It is evident from the above photograph that the sight distance is restricted. However, the north leg of 12th St. contains an add lane for the westbound right turn traffic which permits westbound right turns (after stopping) from the ramp onto an add lane that accepts only the



Westway Plaza Commercial Center (Indian School Rd. / 12th St.) *Trip Generation Data*

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
14.00					
1,000 S.F.					
Pharmacy/Drugstore w/Drive-Through Window (881)					
	3,500	59	25	151	145

ITE Trip Generation Equations:

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

$$T = 50\% \text{ Enter, } 250 (X) + 0 \text{ 50\% Exit}$$

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

$$T = 70\% \text{ Enter, } 6.03 (X) + 0 \text{ 30\% Exit}$$

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

$$T = 51\% \text{ Enter, } 21.14 (X) + 0 \text{ 49\% Exit}$$

Comments:
 Walgreen's (Local Trip Gen Data)

Westway Plaza Commercial Center (Indian School Rd. / 12th St.) *Trip Generation Data*

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Units					

ITE Trip Generation Equations:

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

$$T = 496.12 (X) + 0$$

50% Enter, 50% Exit

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

$$T = 49.86 (X) + 0$$

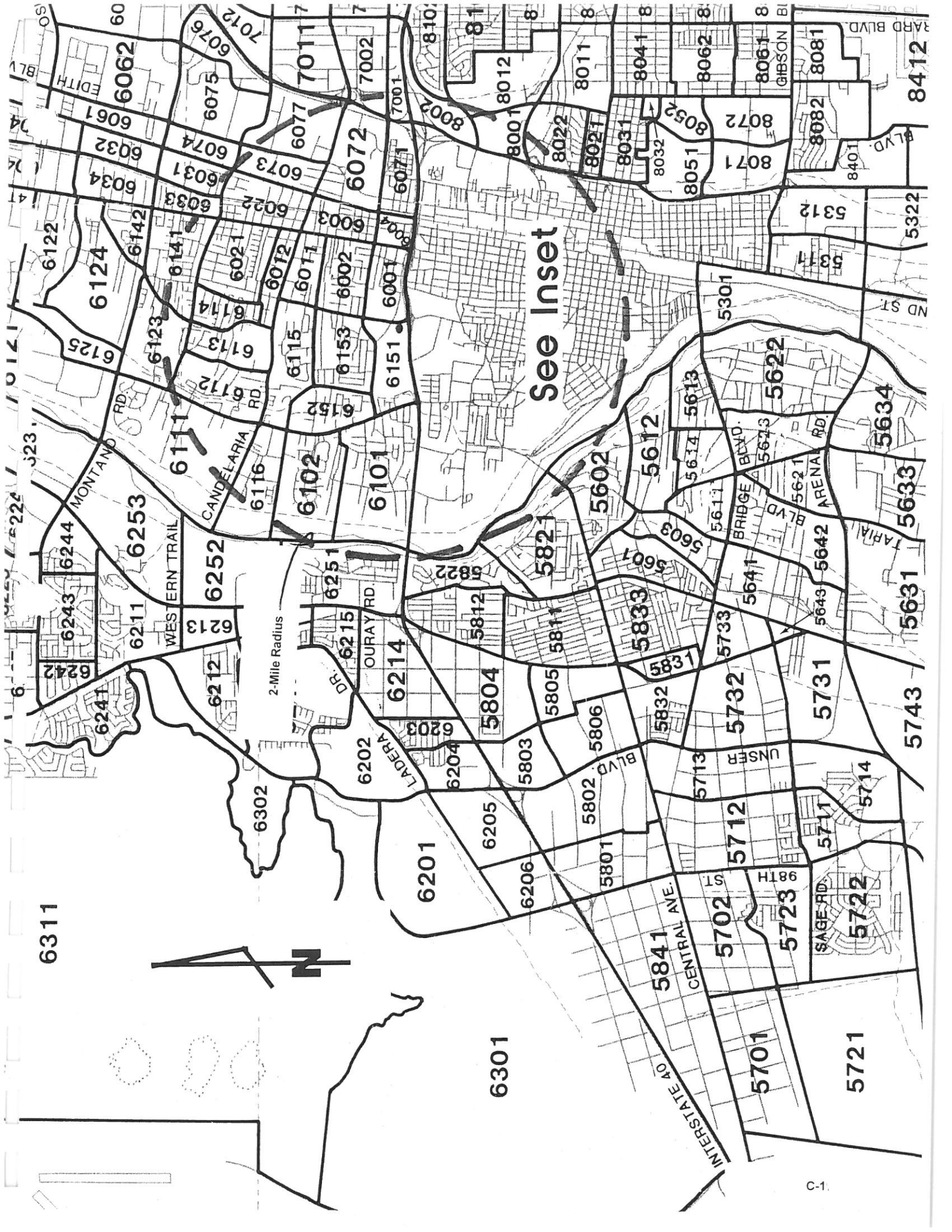
51% Enter, 49% Exit

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

$$T = 33.48 (X) + 0$$

52% Enter, 48% Exit

Comments:
Donuts



6311

6301

See Inset

6742

6703

6732

IRIS RD.

6722

6723

6701

N.M. 528

6681

6602

6604

6603

6415

6502

6513

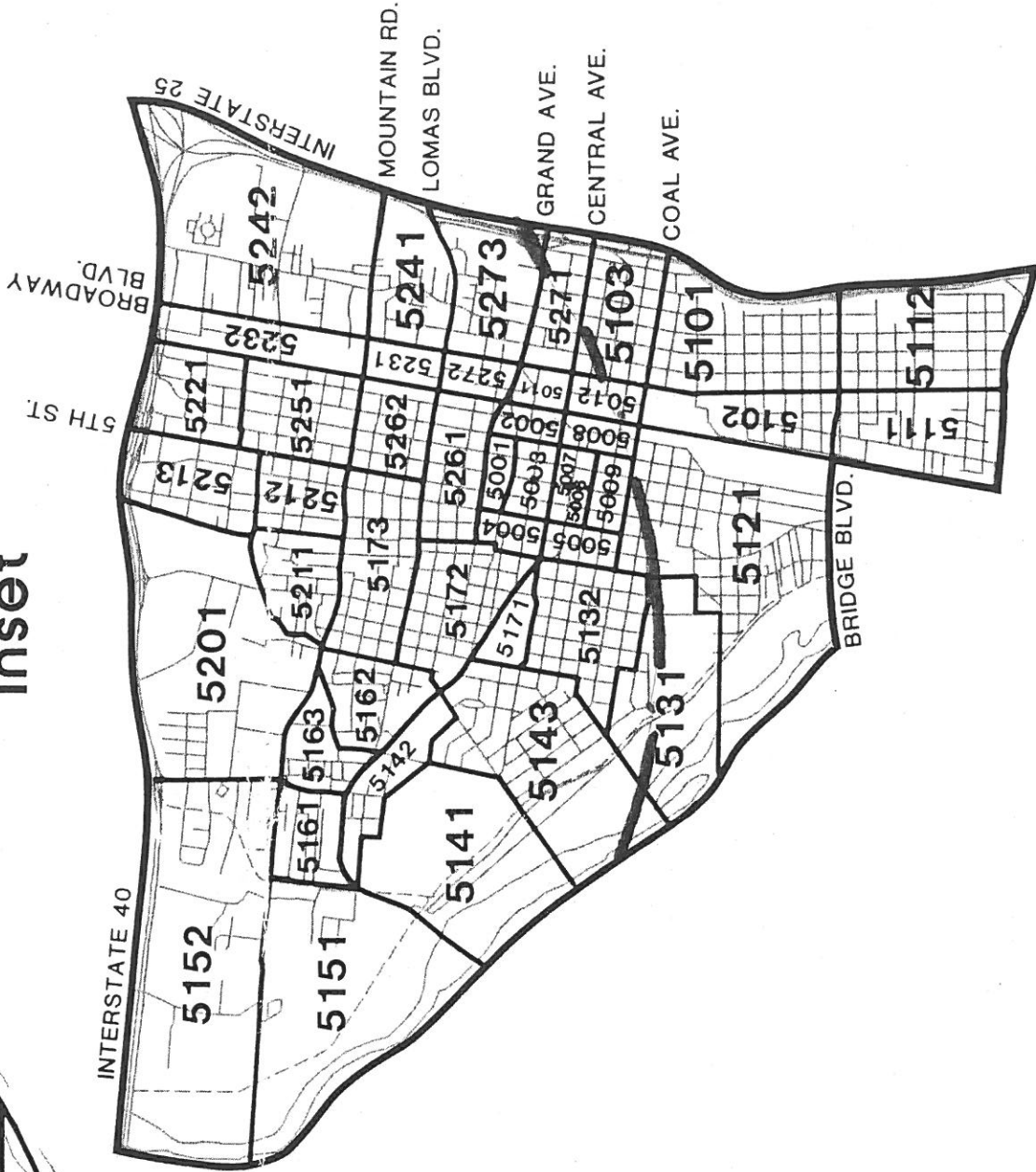
6511

25

7231

7701

Inset



Trip Distribution Table **Westway Plaza (Indian School Rd. / 12th St.)**

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Reta
 1995, 2005, & 2020 Data Taken from Middle Rio Grande Council of Governments' 2020 Socioeconomic
 Forecasts for Data Analysis Subzones in State Planning and Development District 3 (TR-125)

						(6N)			(IE)		
DASZ #	% Sub Area in Study	2005 Population	2015 Population	Interpolated Population for the Year 2006	Population Distance	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map											
5001	100%	0	0	0		0%	0.00%	0	0%	0.00%	0
5002	100%	0	0	0		0%	0.00%	0	0%	0.00%	0
5003	100%	2	2	2		0%	0.00%	0	0%	0.00%	0
5004	100%	96	96	96		0%	0.00%	0	0%	0.00%	0
5005	100%	243	243	243	2	0%	0.00%	0	0%	0.00%	0
5006	100%	6	6	6		0%	0.00%	0	0%	0.00%	0
5007	100%	0	0	0		0%	0.00%	0	0%	0.00%	0
5008	100%	0	0	0		0%	0.00%	0	0%	0.00%	0
5009	100%	7	7	7		0%	0.00%	0	0%	0.00%	0
5011	100%	0	0	0		0%	0.00%	0	0%	0.00%	0
5012	100%	32	32	32		0%	0.00%	0	0%	0.00%	0
5103	100%	755	755	755	7	0%	0.00%	0	0%	0.00%	0
5131	40%	111	115	111		0%	0.00%	0	0%	0.00%	0
5132	100%	1862	1,894	1,865	1.8	0%	0.00%	0	0%	0.00%	0
5141	100%	139	150	140	1	0%	0.00%	0	0%	0.00%	0
5142	100%	259	259	259	2	0%	0.00%	0	0%	0.00%	0
5143	100%	1048	1,048	1,048	1.0	0%	0.00%	0	0%	0.00%	0
5151	100%	655	969	686	6	0%	0.00%	0	0%	0.00%	0
5152	100%	1344	1,958	1,405	1.4	0%	0.00%	0	0%	0.00%	0
5161	100%	441	434	440	4	0%	0.00%	0	0%	0.00%	0
5162	100%	553	563	554	5	0%	0.00%	0	0%	0.00%	0
5163	100%	67	67	67		0%	0.00%	0	0%	0.00%	0
5171	100%	227	227	227	2	0%	0.00%	0	0%	0.00%	0
5172	100%	991	991	991	9	0%	0.00%	0	0%	0.00%	0
5173	100%	1058	1,063	1,059	1.0	0%	0.00%	0	0%	0.00%	0
5201	100%	420	424	420	4	0%	0.00%	0	0%	0.00%	0
5211	100%	837	851	838	8	0%	0.00%	0	0%	0.00%	0
5212	100%	637	657	639	6	0%	0.00%	0	0%	0.00%	0
5213	100%	310	310	310	3	0%	0.00%	0	0%	0.00%	0
5221	100%	13	13	13		0%	0.00%	0	0%	0.00%	0
5231	100%	0	0	0		0%	0.00%	0	0%	0.00%	0
5232	100%	23	23	23		0%	0.00%	0	0%	0.00%	0
5241	100%	480	480	480	4	0%	0.00%	0	0%	0.00%	0
5242	100%	1350	1,350	1,350	1.3	0%	0.00%	0	0%	0.00%	0
5251	100%	227	227	227	2	0%	0.00%	0	0%	0.00%	0
5261	100%	771	771	771	7	0%	0.00%	0	0%	0.00%	0
5262	100%	105	105	105	1	0%	0.00%	0	0%	0.00%	0
5271	60%	318	389	325	1	0%	0.00%	0	0%	0.00%	0
5272	100%	0	0	0		0%	0.00%	0	0%	0.00%	0
5273	100%	406	406	406	4	0%	0.00%	0	0%	0.00%	0
6001	100%	561	543	559	5	20%	0.30%	112	0%	0.00%	0
6002	100%	1137	1,148	1,138	1.1	0%	0.00%	0	0%	0.00%	0
6003	100%	702	702	702	7	0%	0.00%	0	0%	0.00%	0
6004	100%	33	33	33		0%	0.00%	0	0%	0.00%	0
6011	100%	560	560	560	5	0%	0.00%	0	0%	0.00%	0
6012	100%	972	935	968	9	0%	0.00%	0	0%	0.00%	0
6021	100%	2240	2,240	2,240	2.2	0%	0.00%	0	0%	0.00%	0
6022	100%	1116	1,116	1,116	1.1	0%	0.00%	0	0%	0.00%	0
6033	20%	646	646	646	1	0%	0.00%	0	0%	0.00%	0
6071	100%	444	444	444	4	0%	0.00%	0	0%	0.00%	0
6072	100%	207	207	207	2	0%	0.00%	0	0%	0.00%	0
6073	100%	73	73	73		0%	0.00%	0	0%	0.00%	0
6077	70%	89	89	89		0%	0.00%	0	0%	0.00%	0
6101	100%	2072	2,293	2,094	2.0	0%	0.00%	0	0%	0.00%	0
6102	100%	1305	1,412	1,316	1.3	0%	0.00%	0	0%	0.00%	0
6111	30%	1109	1,245	1,123	3	0%	0.00%	0	0%	0.00%	0
6112	100%	1060	1,085	1,063	1.0	0%	0.00%	0	0%	0.00%	0
6113	100%	626	659	629	6	0%	0.00%	0	0%	0.00%	0
6114	100%	807	807	807	8	0%	0.00%	0	0%	0.00%	0
6115	100%	1219	1,229	1,220	1.2	0%	0.00%	0	0%	0.00%	0
6116	80%	771	812	775	6	0%	0.00%	0	0%	0.00%	0
6123	30%	783	937	798	2	0%	0.00%	0	0%	0.00%	0
6141	40%	2104	2,149	2,109	2	0%	0.00%	0	0%	0.00%	0
6151	100%	1314	1,374	1,320	1.3	0%	0.00%	0	0%	0.00%	0
6152	100%	829	852	831	8	0%	0.00%	0	0%	0.00%	0
6153	100%	1606	1,606	1,606	1.6	0%	0.00%	0	0%	0.00%	0
7001	30%	4	4	4		0%	0.00%	0	0%	0.00%	0
7002	10%	6	6	6		0%	0.00%	0	0%	0.00%	0
8001	70%	0	0	0		0%	0.00%	0	0%	0.00%	0
8002	80%	365	365	365	3	0%	0.00%	0	0%	0.00%	0
8022	20%	1213	1,220	1,214	1	0%	0.00%	0	0%	0.00%	0
						41,955	37.0	112	0.30%	0.00%	0

Trip Distribution Table

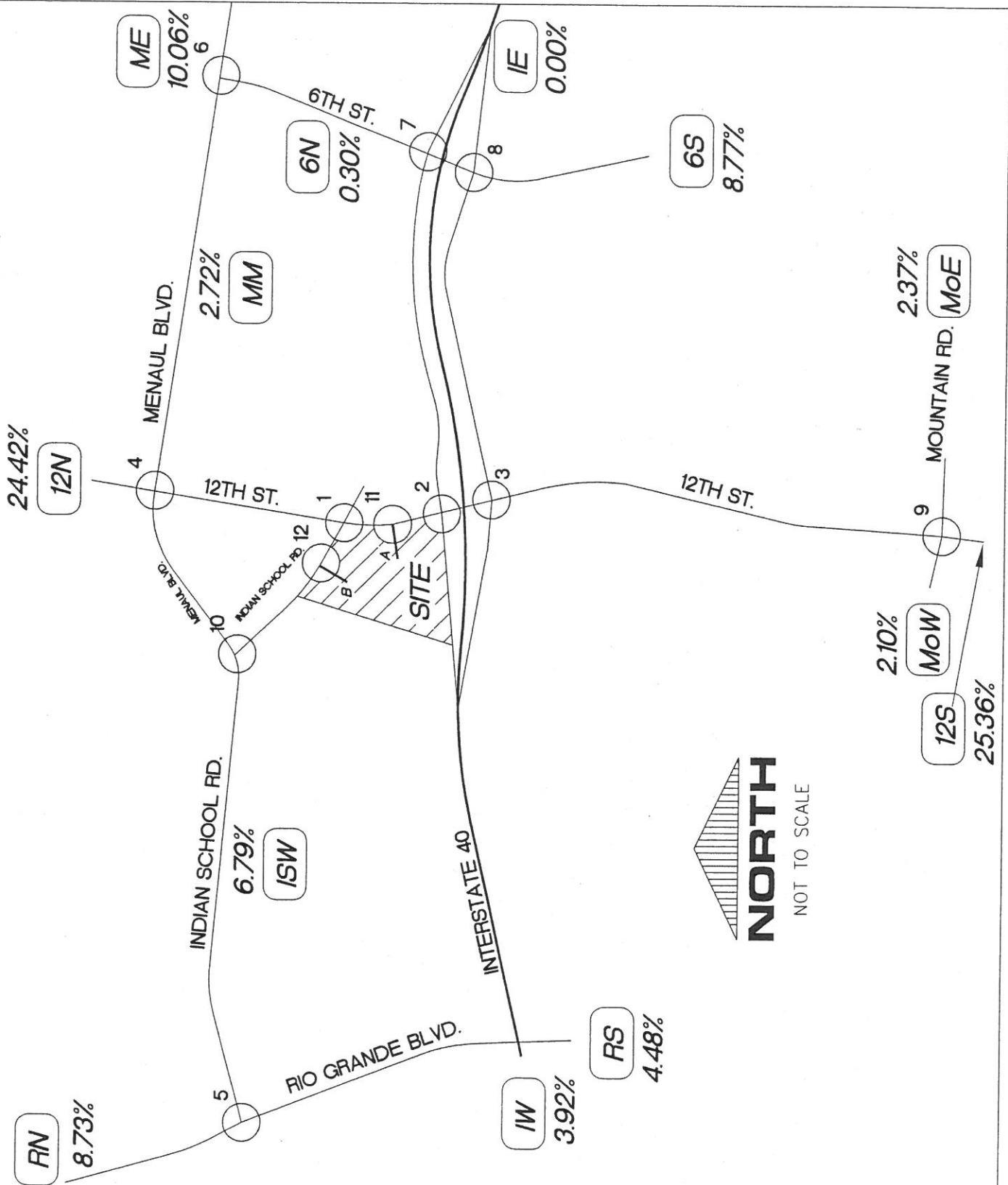
Westway Plaza (Indian School Rd. / 12th St.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution

1995, 2005, & 2020 Data Taken from Middle Rio Grande Council of Government

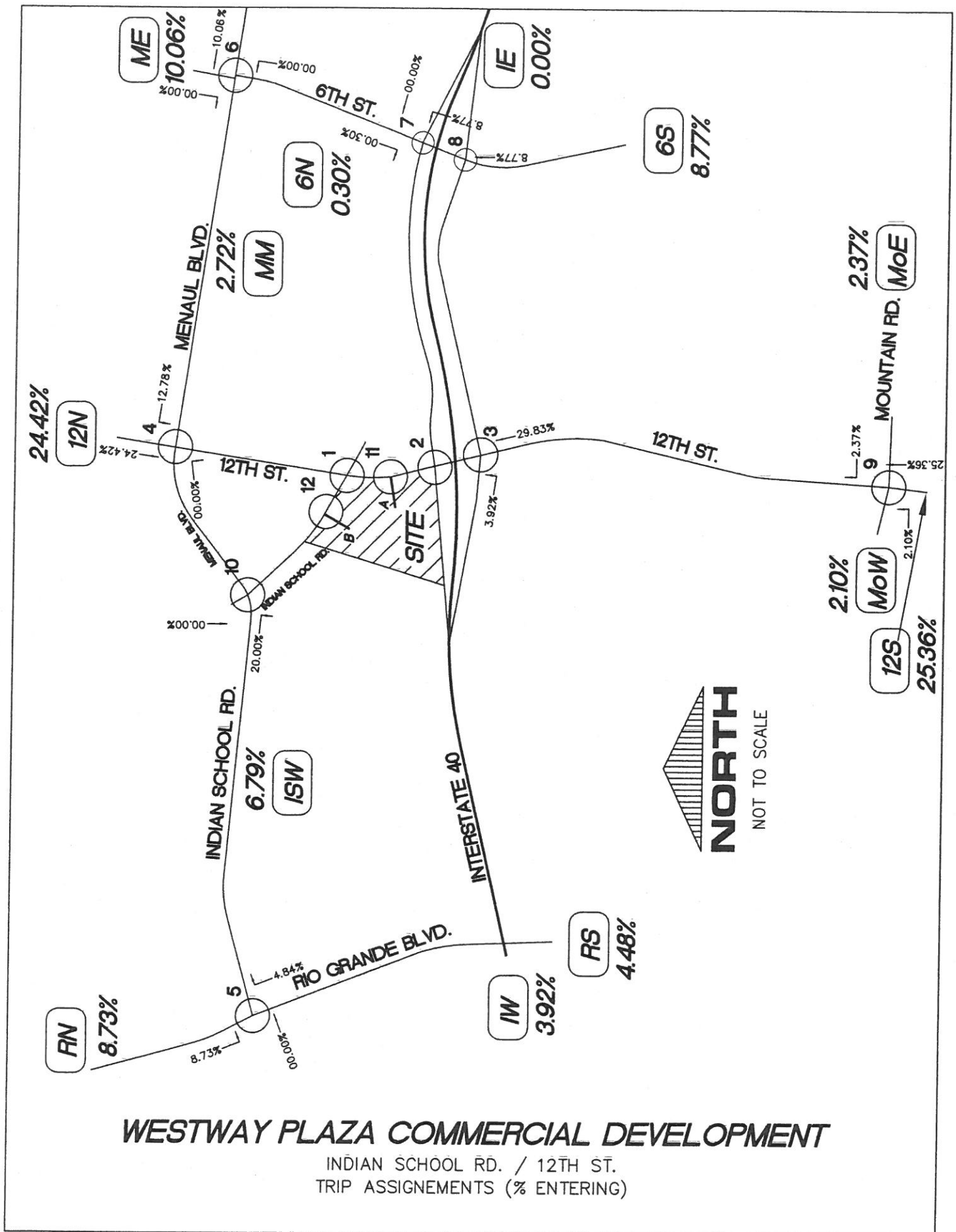
Forecasts for Data Analysis Subzones in State Planning and Development D

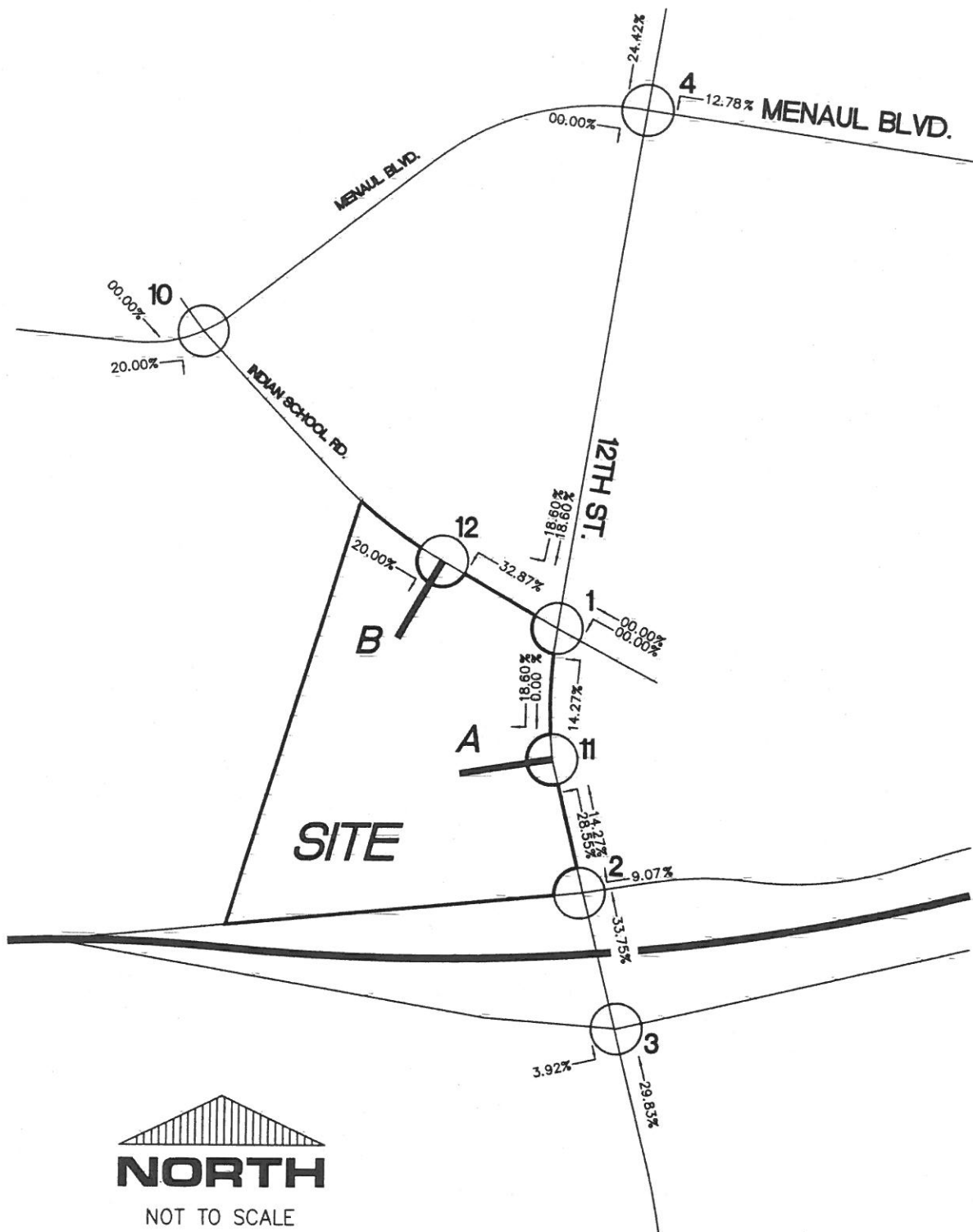
e South					(IW)			
DASZ #	% Sub Area in Study	2005 Population	2015 Population	Interp Populat the y'9	Population	% Utilizing	% Population Utilizing	Population
		2005	2015	200				
Boundary Specified on DASZ Map								
5001	100%	0	0	00%	0	0%	0.00%	0
5002	100%	0	0	00%	0	0%	0.00%	0
5003	100%	2	2	00%	0	0%	0.00%	0
5004	100%	96	96	00%	0	0%	0.00%	0
5005	100%	243	243	00%	0	0%	0.00%	0
5006	100%	6	6	00%	0	0%	0.00%	0
5007	100%	0	0	00%	0	0%	0.00%	0
5008	100%	0	0	00%	0	0%	0.00%	0
5009	100%	7	7	00%	0	0%	0.00%	0
5011	100%	0	0	00%	0	0%	0.00%	0
5012	100%	32	32	00%	0	0%	0.00%	0
5103	100%	755	755	00%	0	0%	0.00%	0
5131	40%	111	115	00%	0	0%	0.00%	0
5132	100%	1862	1,894	00%	0	0%	0.00%	0
5141	100%	139	150	00%	0	0%	0.00%	0
5142	100%	259	259	00%	0	0%	0.00%	0
5143	100%	1048	1,048	00%	0	0%	0.00%	0
5151	100%	655	969	00%	0	50%	0.92%	343
5152	100%	1344	1,958	00%	0	50%	1.88%	703
5161	100%	441	434	00%	0	0%	0.00%	0
5162	100%	553	563	00%	0	0%	0.00%	0
5163	100%	67	67	00%	0	0%	0.00%	0
5171	100%	227	227	00%	0	0%	0.00%	0
5172	100%	991	991	00%	0	0%	0.00%	0
5173	100%	1058	1,063	00%	0	0%	0.00%	0
5201	100%	420	424	00%	0	0%	0.00%	0
5211	100%	837	851	00%	0	0%	0.00%	0
5212	100%	637	657	00%	0	0%	0.00%	0
5213	100%	310	310	00%	0	0%	0.00%	0
5221	100%	13	13	00%	0	0%	0.00%	0
5231	100%	0	0	00%	0	0%	0.00%	0
5232	100%	23	23	00%	0	0%	0.00%	0
5241	100%	480	480	00%	0	0%	0.00%	0
5242	100%	1350	1,350	00%	0	0%	0.00%	0
5251	100%	227	227	00%	0	0%	0.00%	0
5261	100%	771	771	00%	0	0%	0.00%	0
5262	100%	105	105	00%	0	0%	0.00%	0
5271	60%	318	389	00%	0	0%	0.00%	0
5272	100%	0	0	00%	0	0%	0.00%	0
5273	100%	406	406	00%	0	0%	0.00%	0
6001	100%	561	543	0%	0	0%	0.00%	0
6002	100%	1137	1,148	0%	0	0%	0.00%	0
6003	100%	702	702	0%	0	0%	0.00%	0
6004	100%	33	33	0%	0	0%	0.00%	0
6011	100%	560	560	0%	0	0%	0.00%	0
6012	100%	972	935	0%	0	0%	0.00%	0
6021	100%	2240	2,240	0%	0	0%	0.00%	0
6022	100%	1116	1,116	0%	0	0%	0.00%	0
6033	20%	646	646	0%	0	0%	0.00%	0
6071	100%	444	444	0%	0	0%	0.00%	0
6072	100%	207	207	0%	0	0%	0.00%	0
6073	100%	73	73	0%	0	0%	0.00%	0
6077	70%	89	89	0%	0	0%	0.00%	0
6101	100%	2072	2,293	3%	1,675	20%	1.12%	419
6102	100%	1305	1,412	0%	0	0%	0.00%	0
6111	30%	1109	1,245	0%	0	0%	0.00%	0
6112	100%	1060	1,085	0%	0	0%	0.00%	0
6113	100%	626	659	0%	0	0%	0.00%	0
6114	100%	807	807	0%	0	0%	0.00%	0
6115	100%	1219	1,229	0%	0	0%	0.00%	0
6116	80%	771	812	0%	0	0%	0.00%	0
6123	30%	783	937	0%	0	0%	0.00%	0
6141	40%	2104	2,149	0%	0	0%	0.00%	0
6151	100%	1314	1,374	0%	0	0%	0.00%	0
6152	100%	829	852	0%	0	0%	0.00%	0
6153	100%	1606	1,606	0%	0	0%	0.00%	0
7001	30%	4	4	0%	0	0%	0.00%	0
7002	10%	6	6	0%	0	0%	0.00%	0
8001	70%	0	0	0%	0	0%	0.00%	0
8002	80%	365	365	0%	0	0%	0.00%	0
8022	20%	1213	1,220	0%	0	0%	0.00%	0
					1,675			1,464
					4.48%			3.92%



WESTWAY PLAZA COMMERCIAL DEVELOPMENT

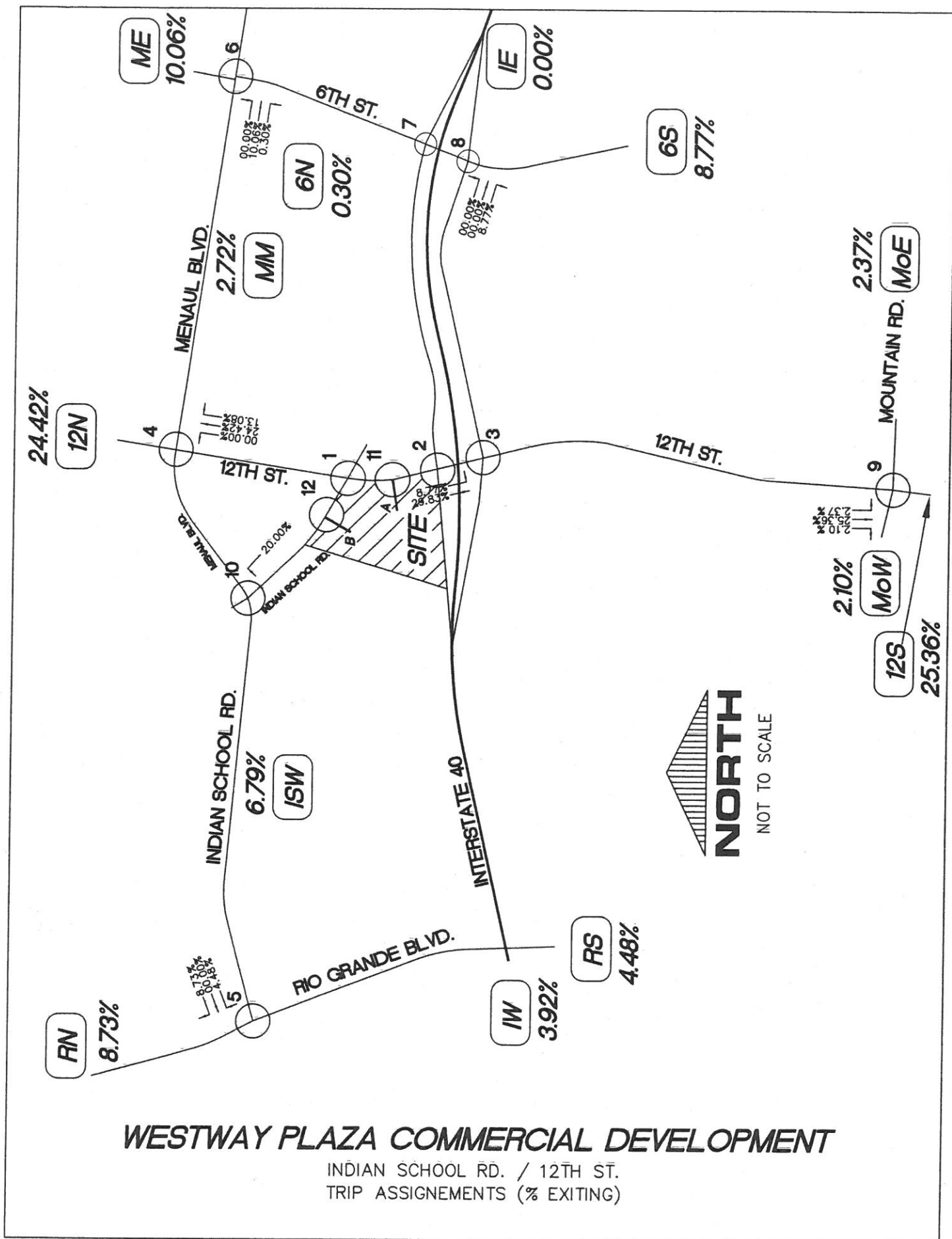
INDIAN SCHOOL RD. / 12TH ST.
TRIP DISTRIBUTION MAP (%)

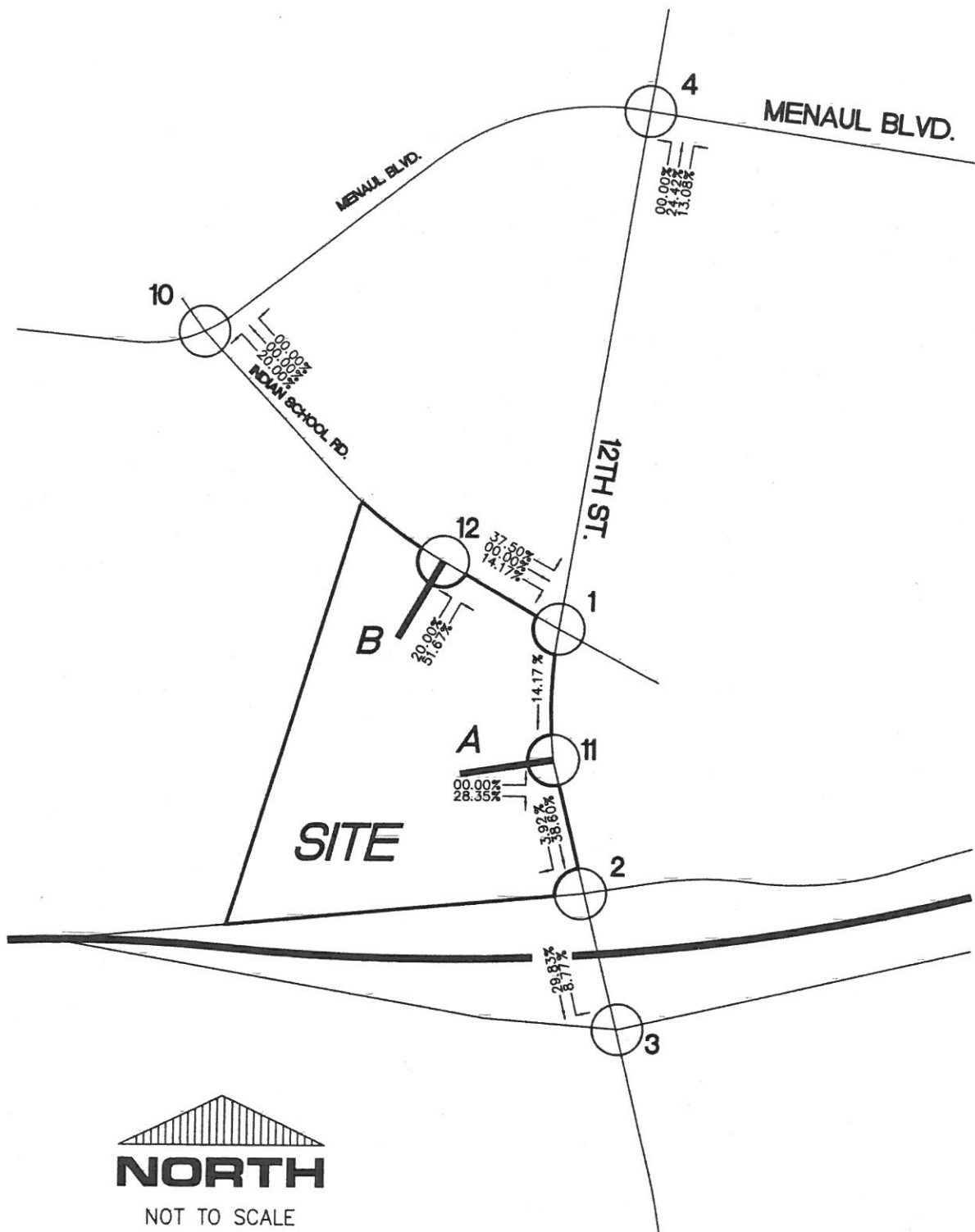




WESTWAY PLAZA COMMERCIAL DEVELOPMENT

INDIAN SCHOOL RD. / 12TH ST.
TRIP ASSIGNMENTS - DRIVEWAYS (% ENTERING)





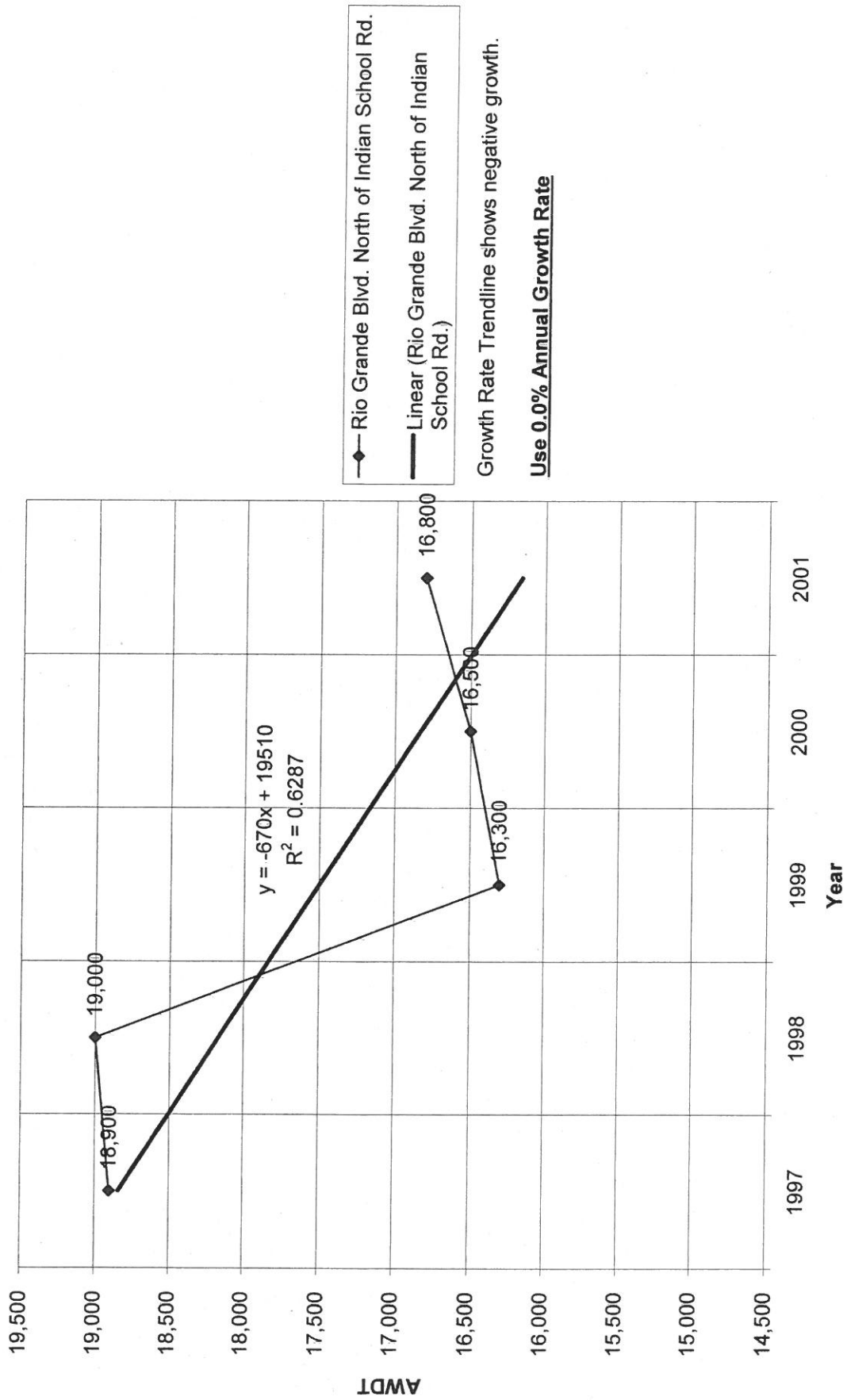
WESTWAY PLAZA COMMERCIAL DEVELOPMENT

INDIAN SCHOOL RD. / 12TH ST.
TRIP ASSIGNMENTS - DRIVEWAYS (% EXITING)

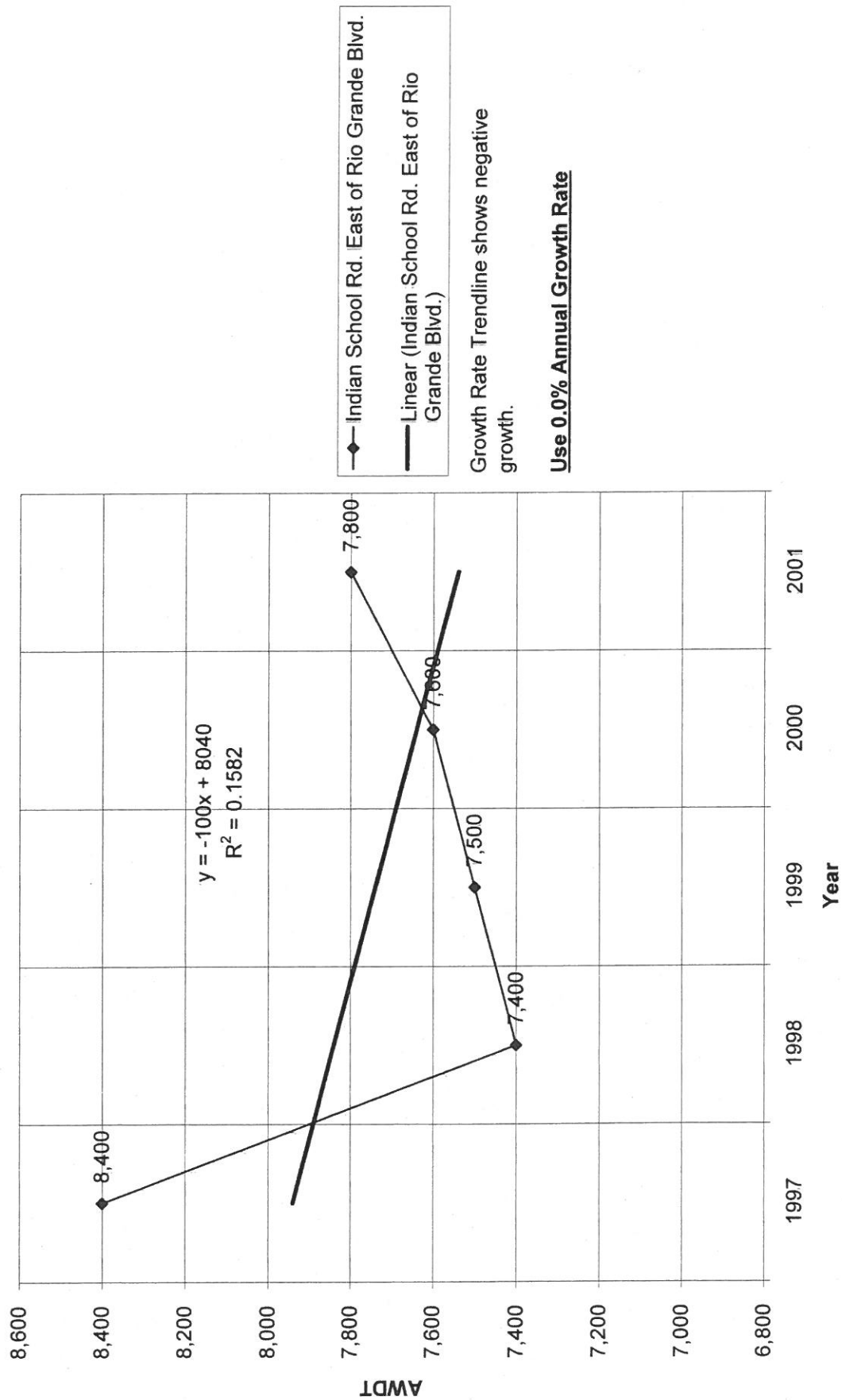
Historic Growth Data Table
Westway Plaza Commercial Center

	1997	1998	1999	2000	2001
Rio Grande Blvd. North of Indian School Rd.	18,900	19,000	16,300	16,500	16,800
Indian School Rd. East of Rio Grande Blvd.	8,400	7,400	7,500	7,600	7,800
Rio Grande Blvd. South of Indian School Rd.	26,800	26,900	27,200	24,600	25,100
Menaul Blvd. West of 12th St.	7,500	7,500	7,600	6,300	6,400
12th St. North of Menaul Blvd.	14,100	11,800	11,900	12,000	12,300
Menaul Blvd. East of 12th St.	14,300	14,400	14,500	14,700	15,000
12th St. South of Menaul Blvd.	9,600	12,400	12,600	12,800	15,400
6th St. South of Menaul Blvd.	7,600	7,600	10,100	8,900	9,000
Mountain Rd. West of 12th St.	7,400	7,100	6,500	6,600	6,700
12th St. North of Mountain Rd.	8,200	8,200	8,400	8,600	11,200
Mountain Rd. East of 12th St.	6,600	6,700	5,900	5,500	5,500
12th St. South of Mountain Rd.	8,500	7,700	7,900	8,000	11,200

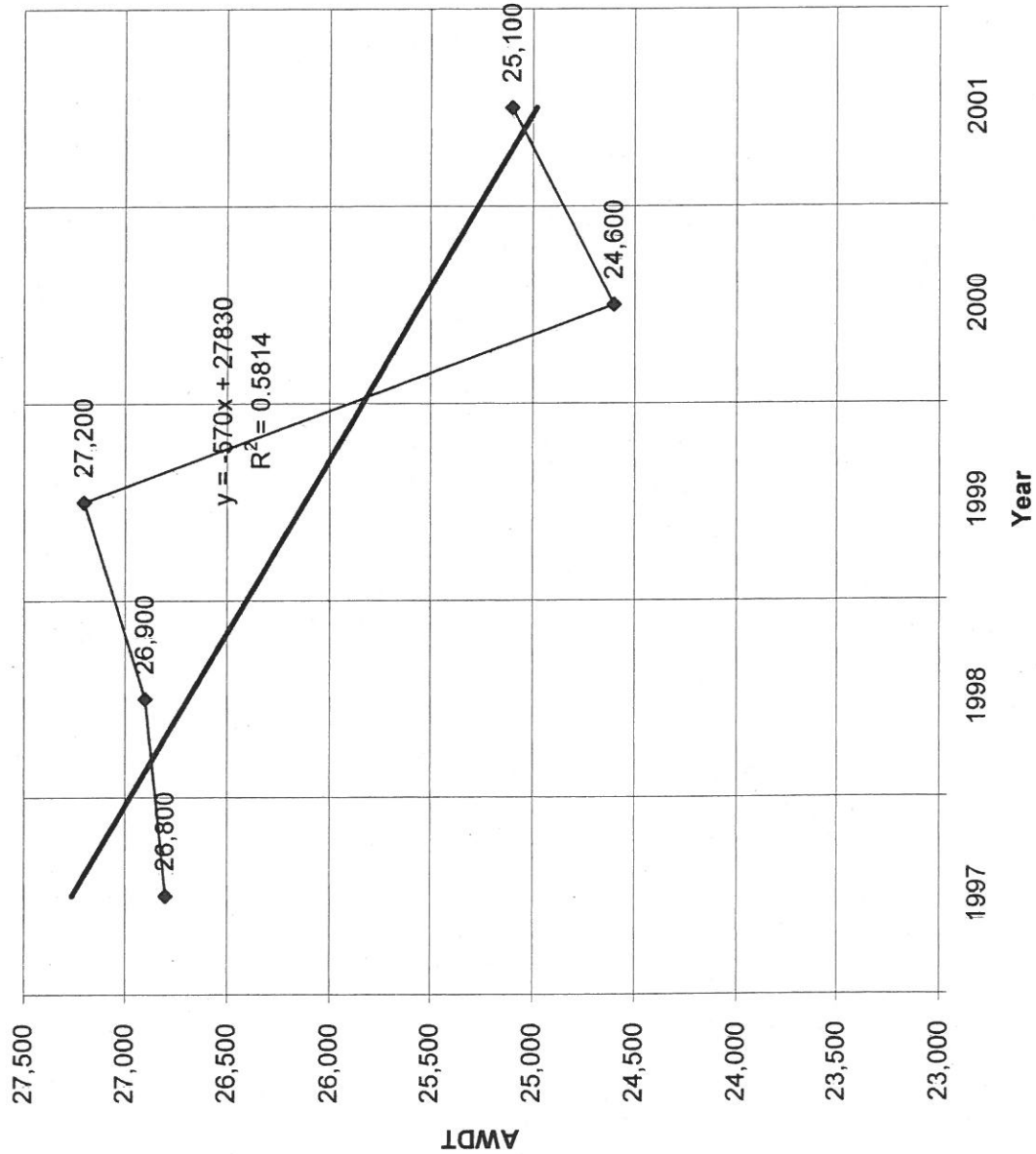
Historic Growth Chart for Rio Grande Blvd. North of Indian School Rd.



Historic Growth Chart for Indian School Rd. East of Rio Grande Blvd.



Historic Growth Chart for Indian School Rd. South of Rio Grande Blvd.

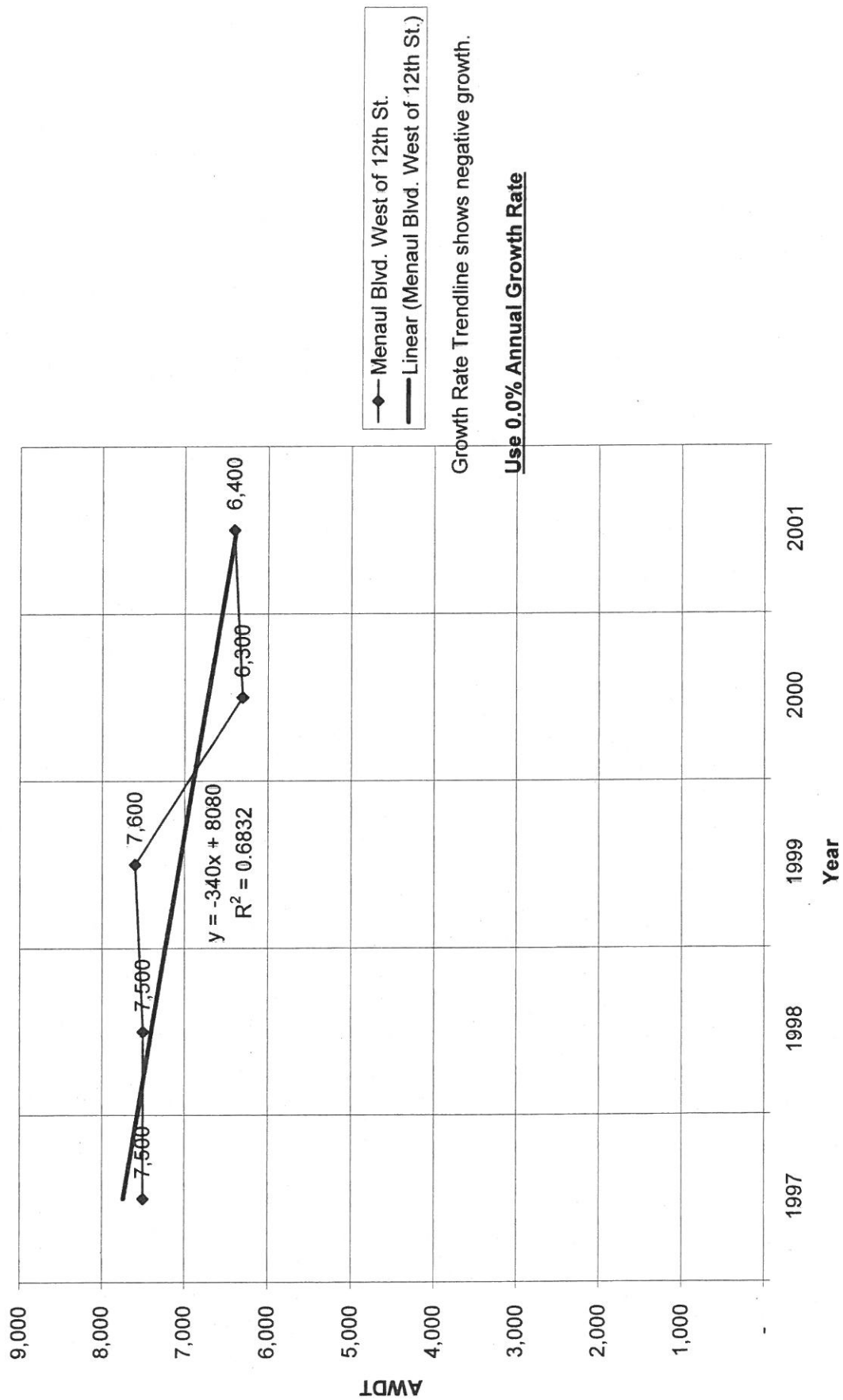


◆ Rio Grande Blvd. South of Indian School Rd.
 — Linear (Rio Grande Blvd. South of Indian School Rd.)

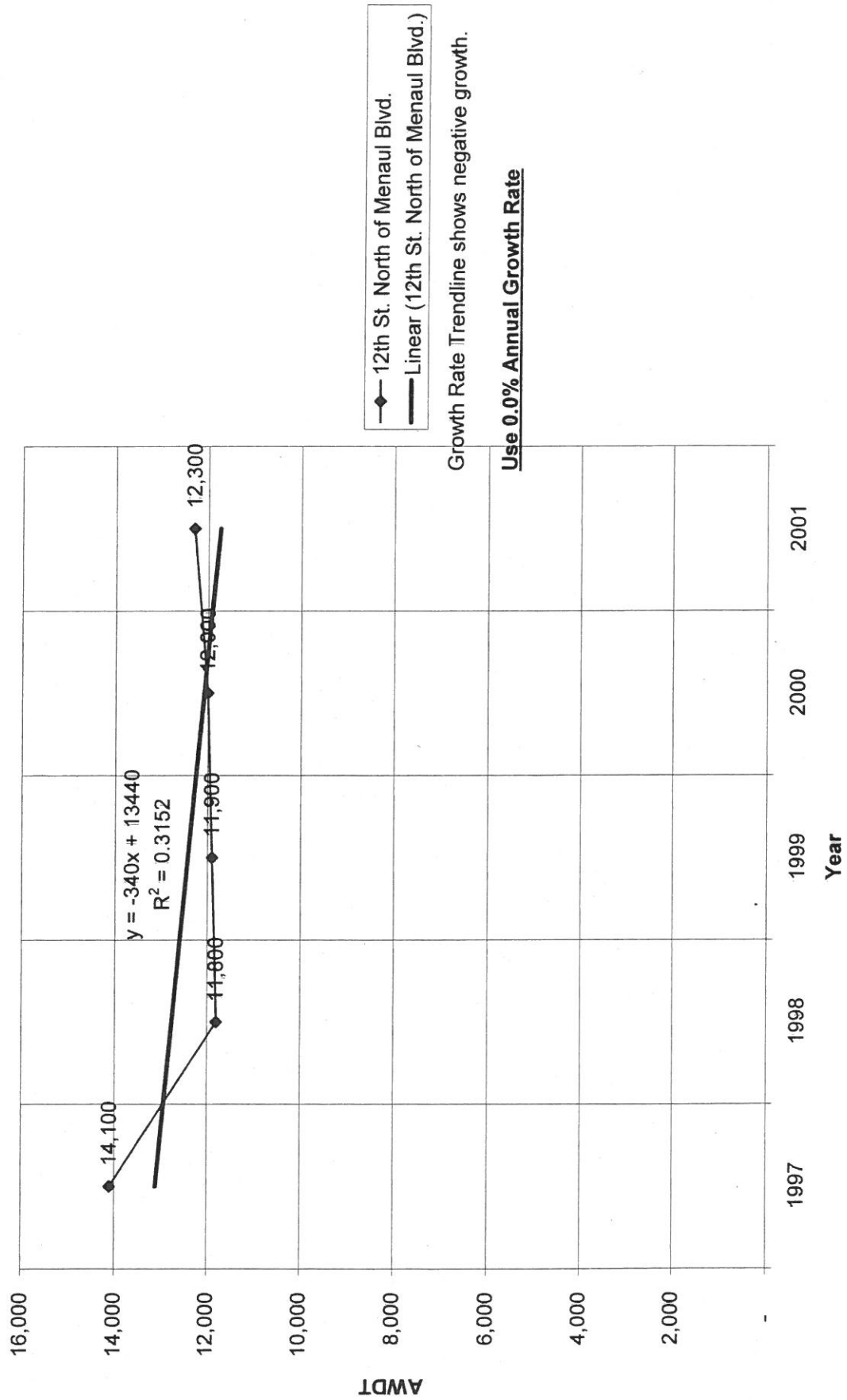
Growth Rate Trendline shows negative growth.

Use 0.0% Annual Growth Rate

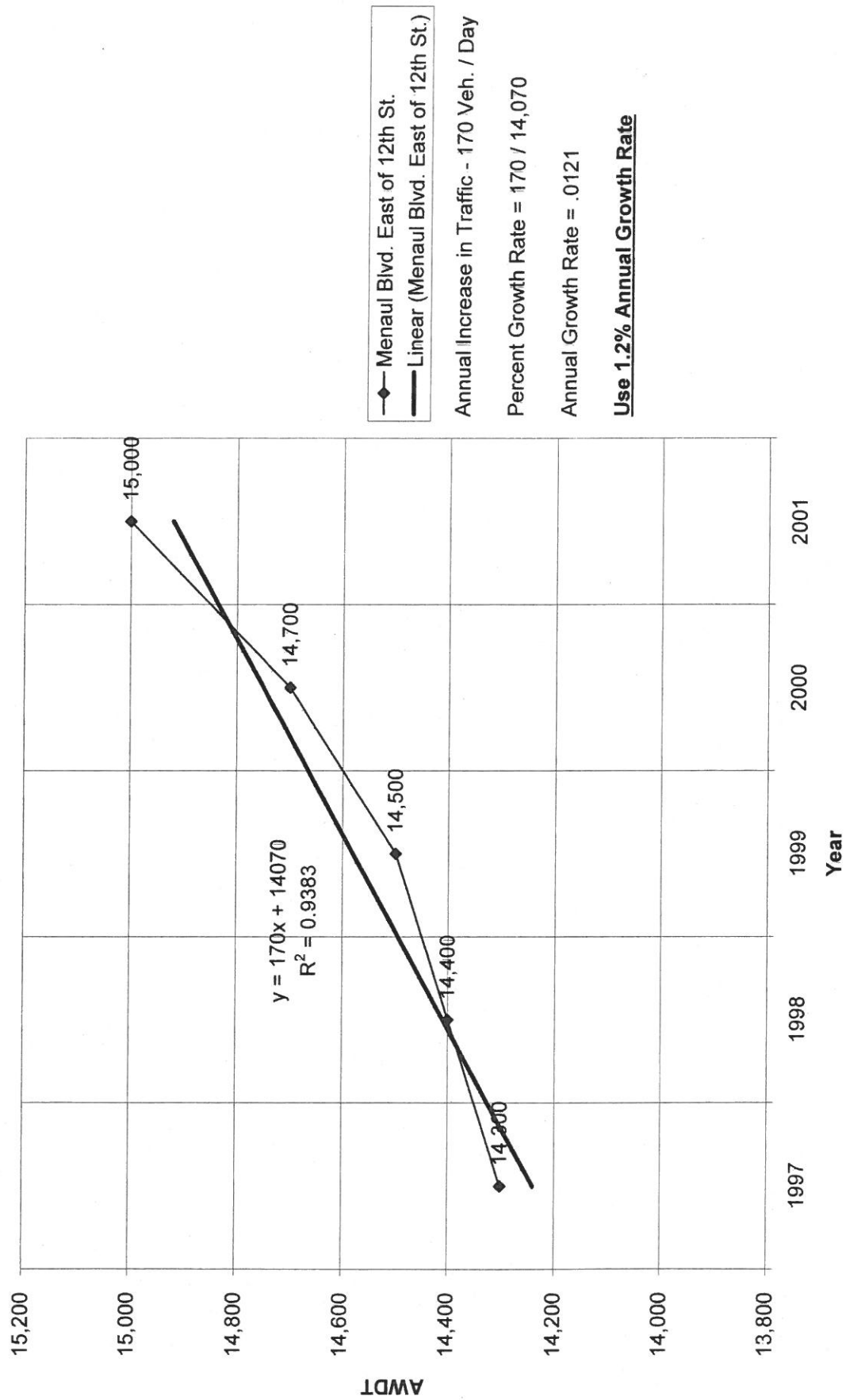
Historic Growth Chart for Menaul Blvd. West of 12th St.



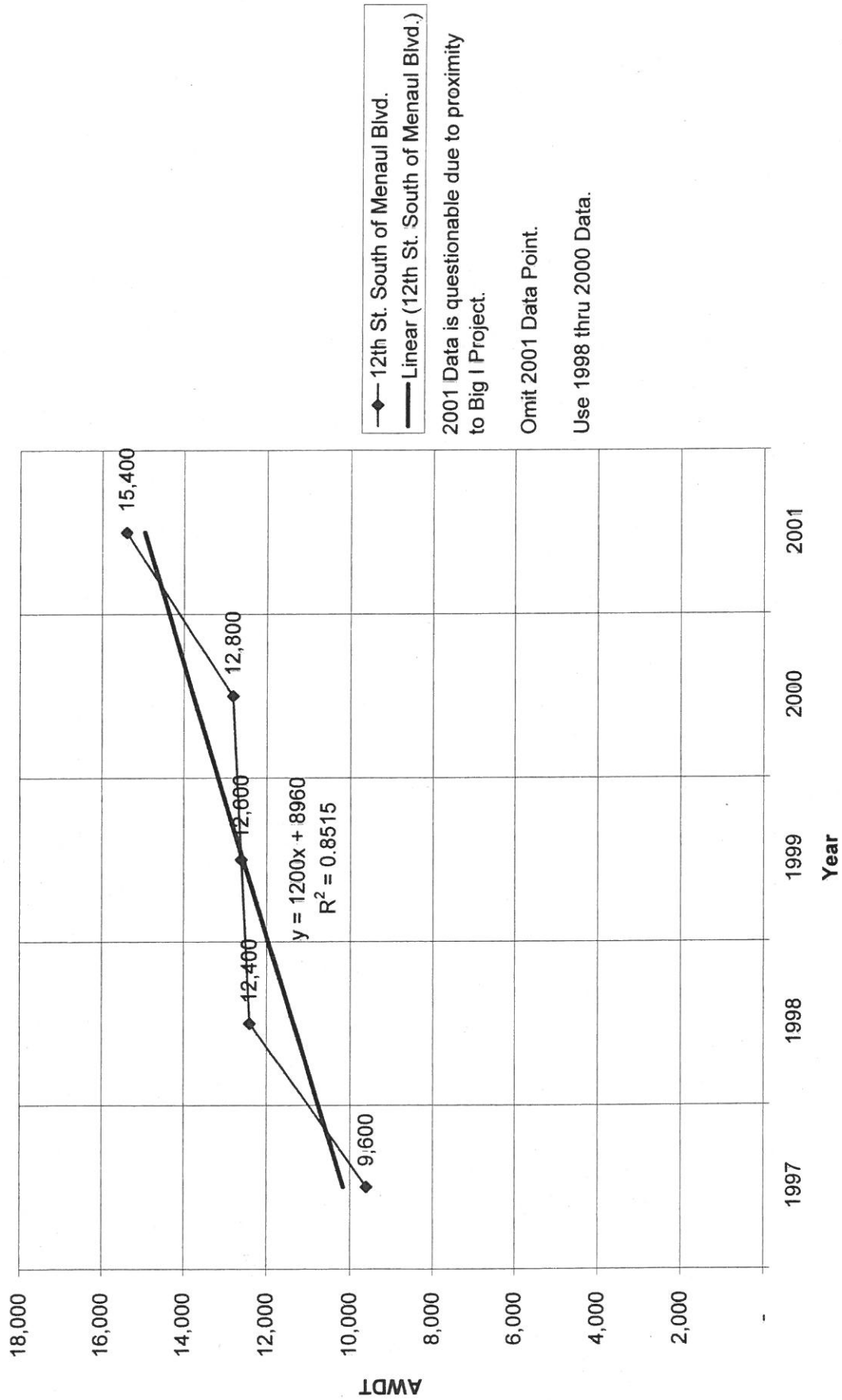
Historic Growth Chart for 12th St. North of Menaul Blvd.



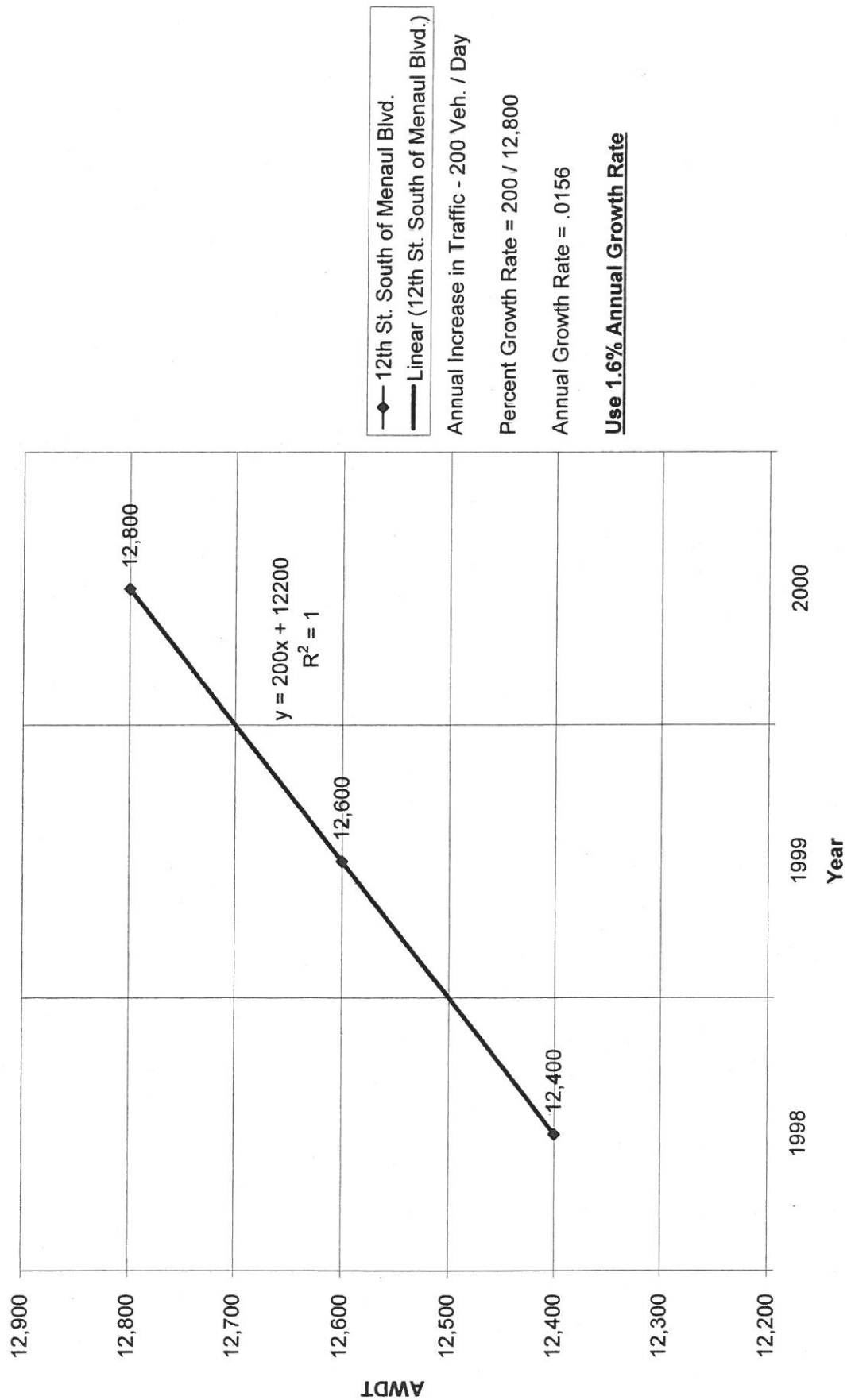
Historic Growth Chart for Menaul Blvd. East of 12th St.



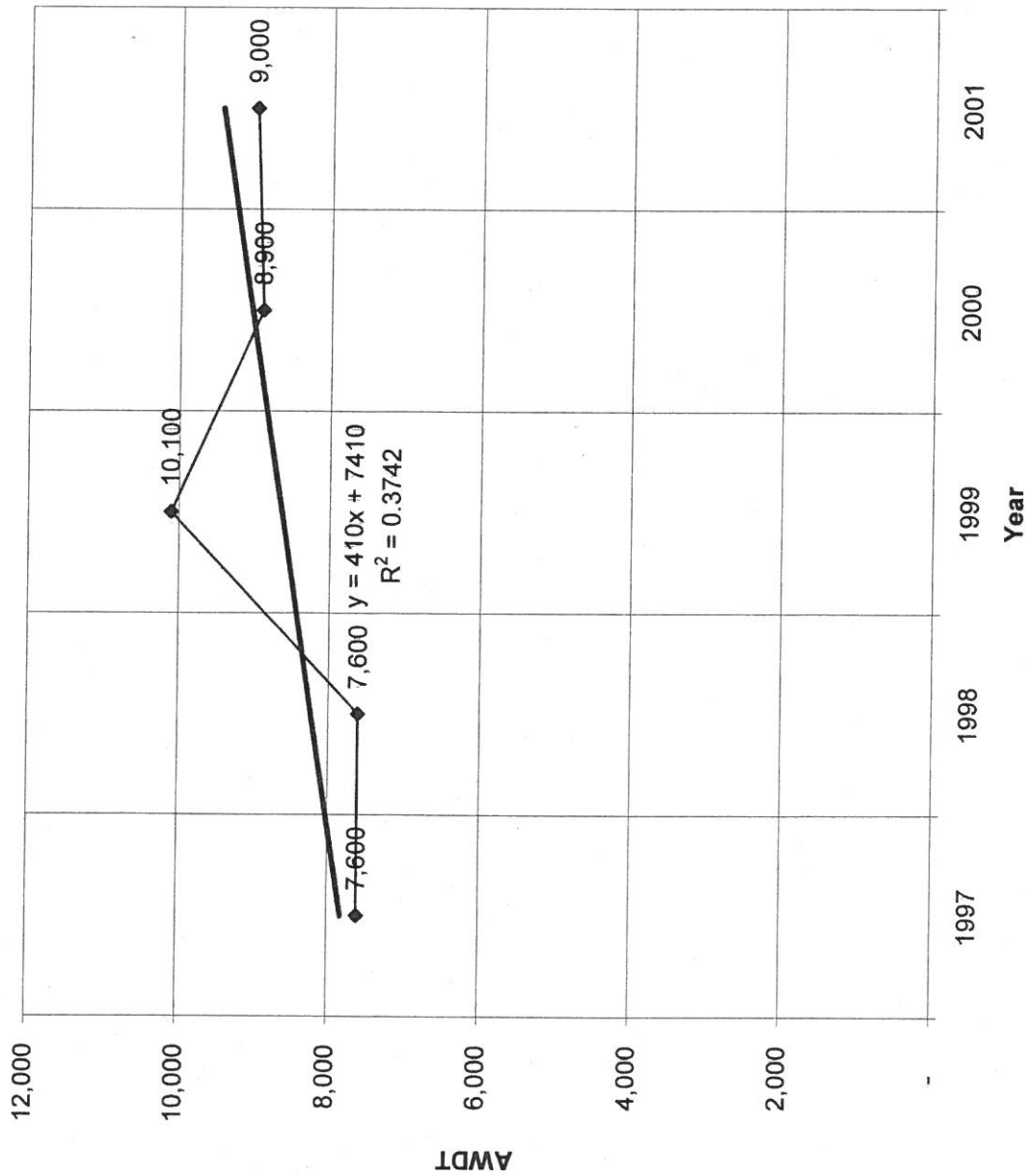
Historic Growth Chart for 12th St. South of Menaul Blvd.



Historic Growth Chart for 12th St. South of Menaul Blvd.



Historic Growth Chart for 6th St. South of Menaul Blvd.



◆ 6th St. South of Menaul Blvd.
 — Linear (6th St. South of Menaul Blvd.)

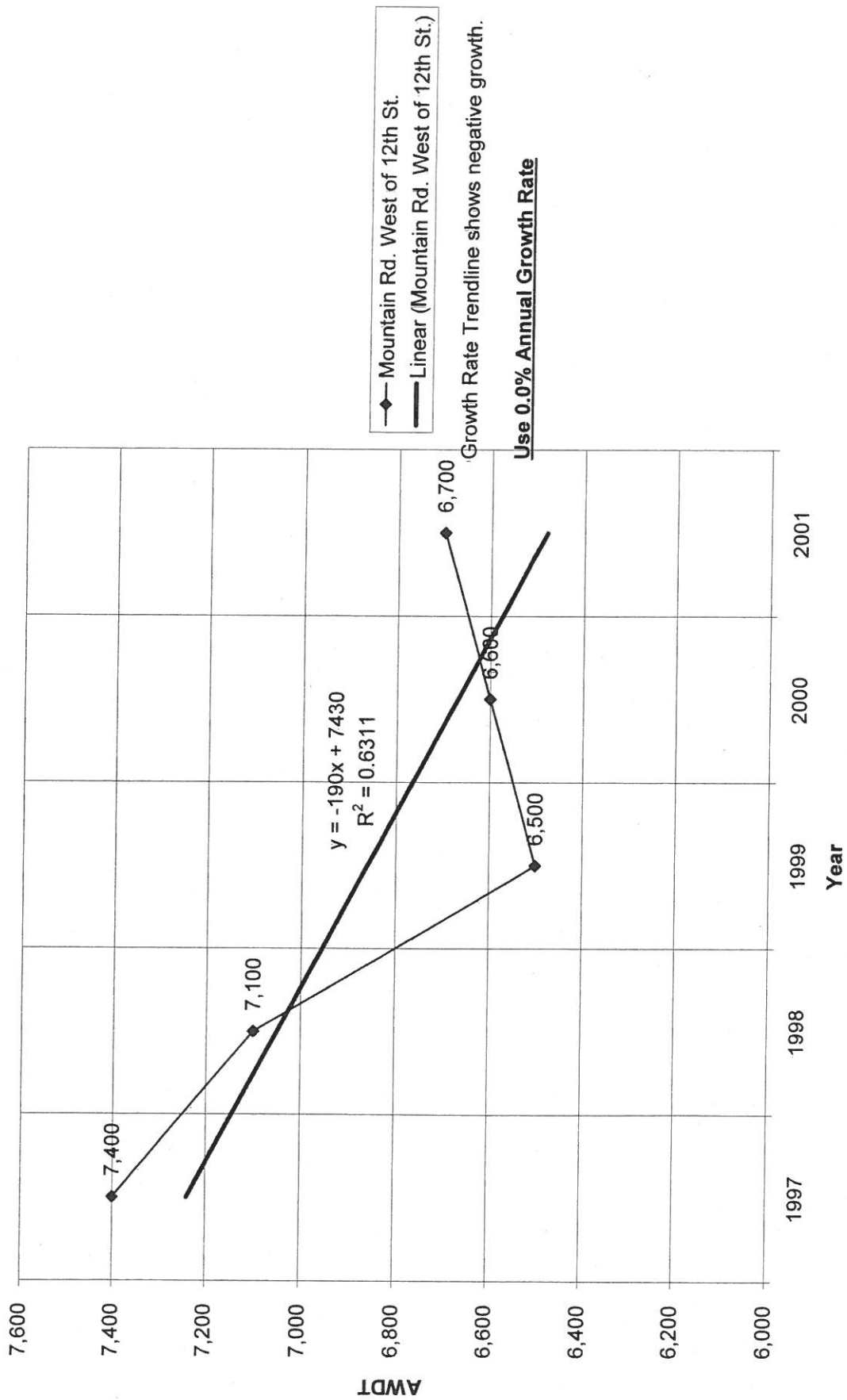
Annual Increase in Traffic - 410 Veh. / Day

Percent Growth Rate = 410 / 9,000

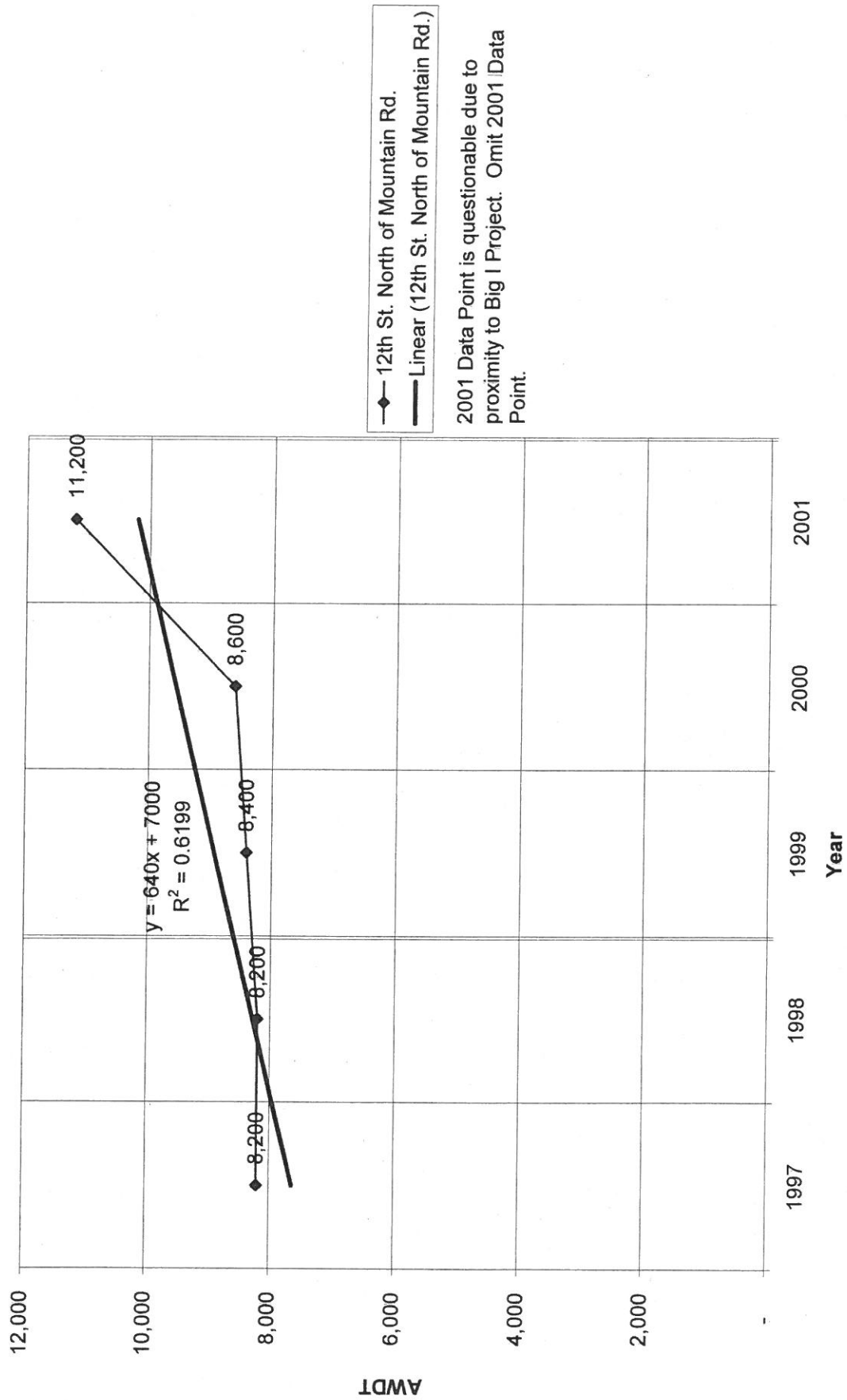
Annual Growth Rate = .0456

Use 4.5% Annual Growth Rate

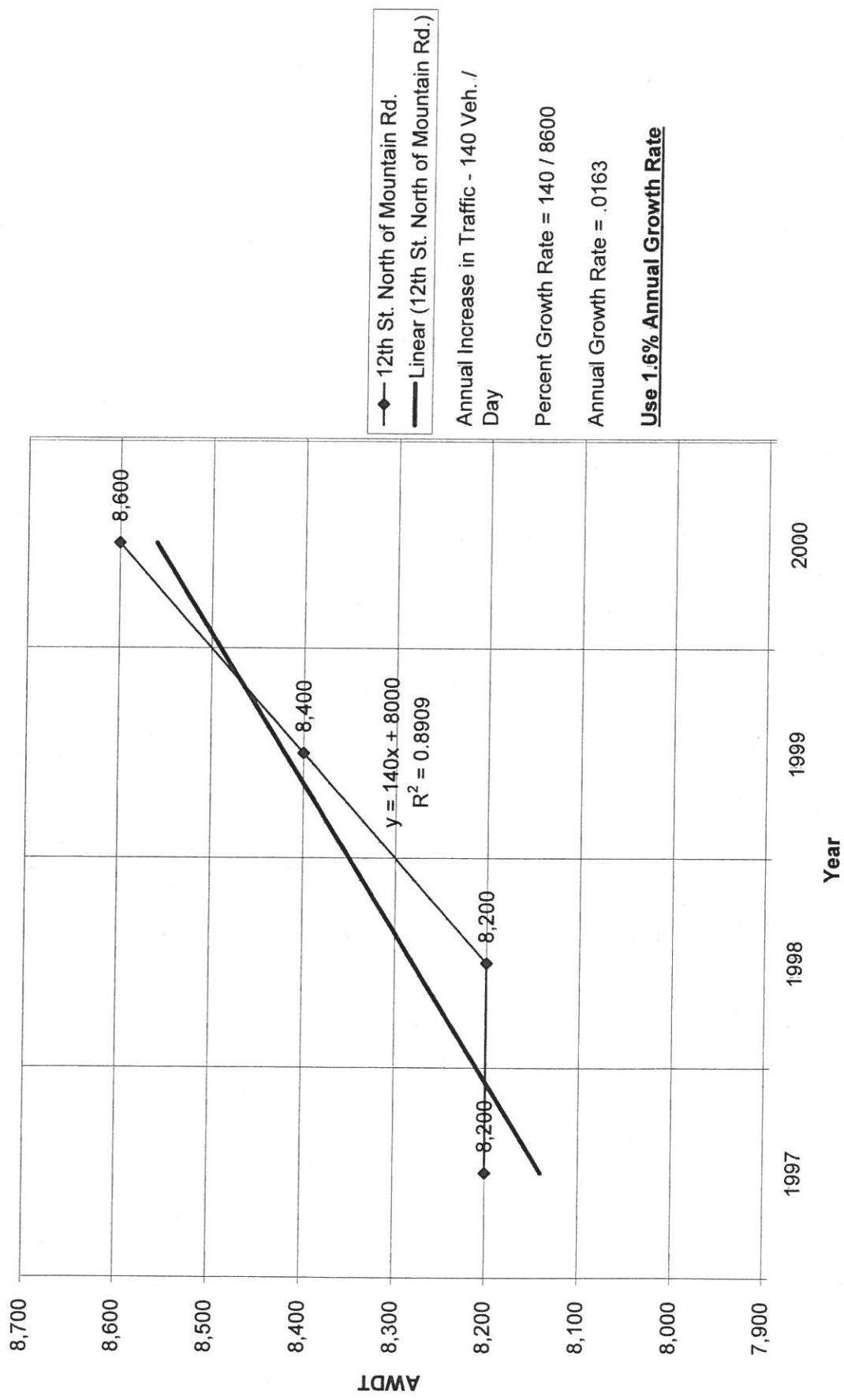
Historic Growth Chart for Mountain Rd. West of 12th St.



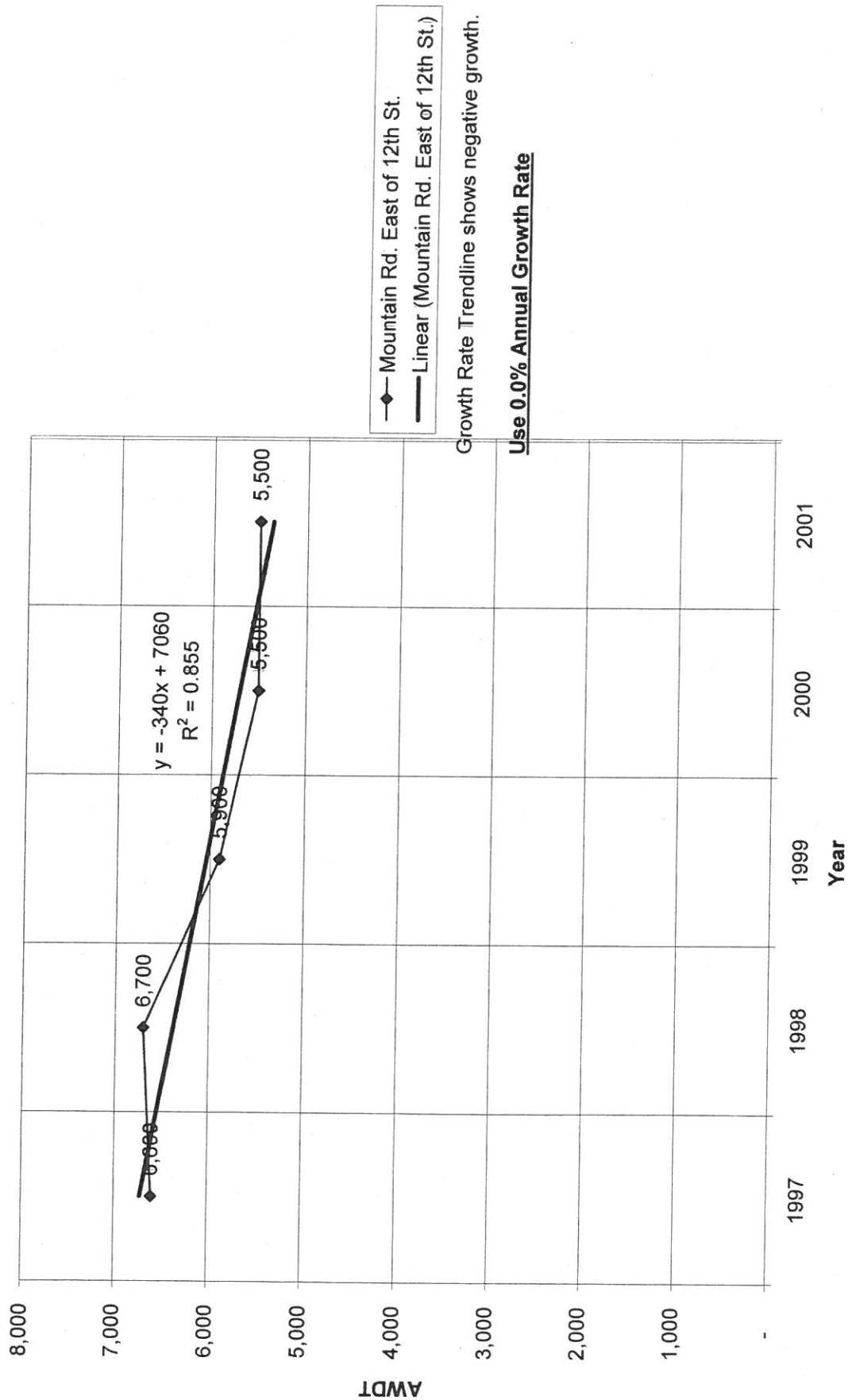
Historic Growth Chart for 12th St. North of Mountain Rd.



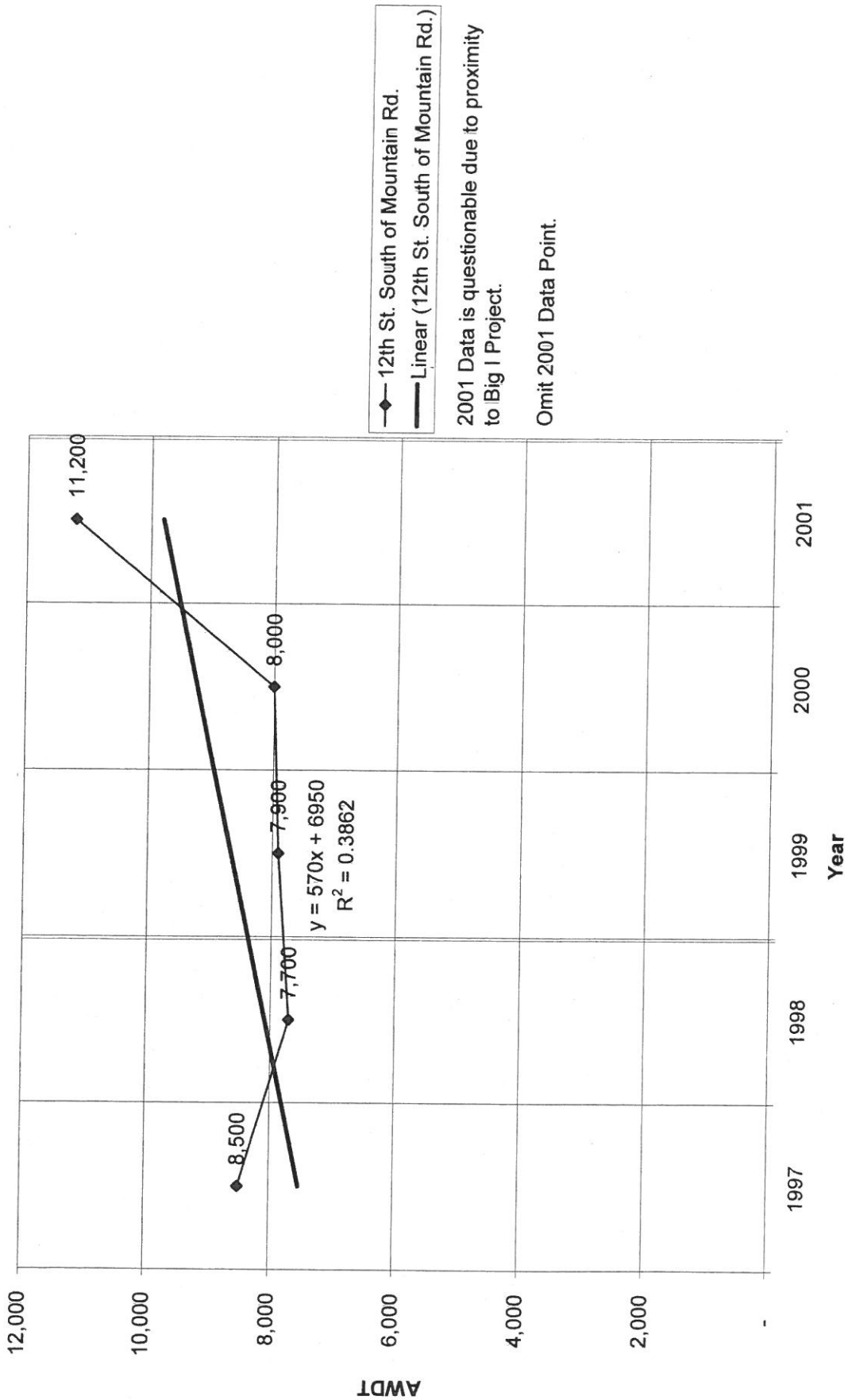
Historic Growth Chart for 12th St. North of Mountain Rd.



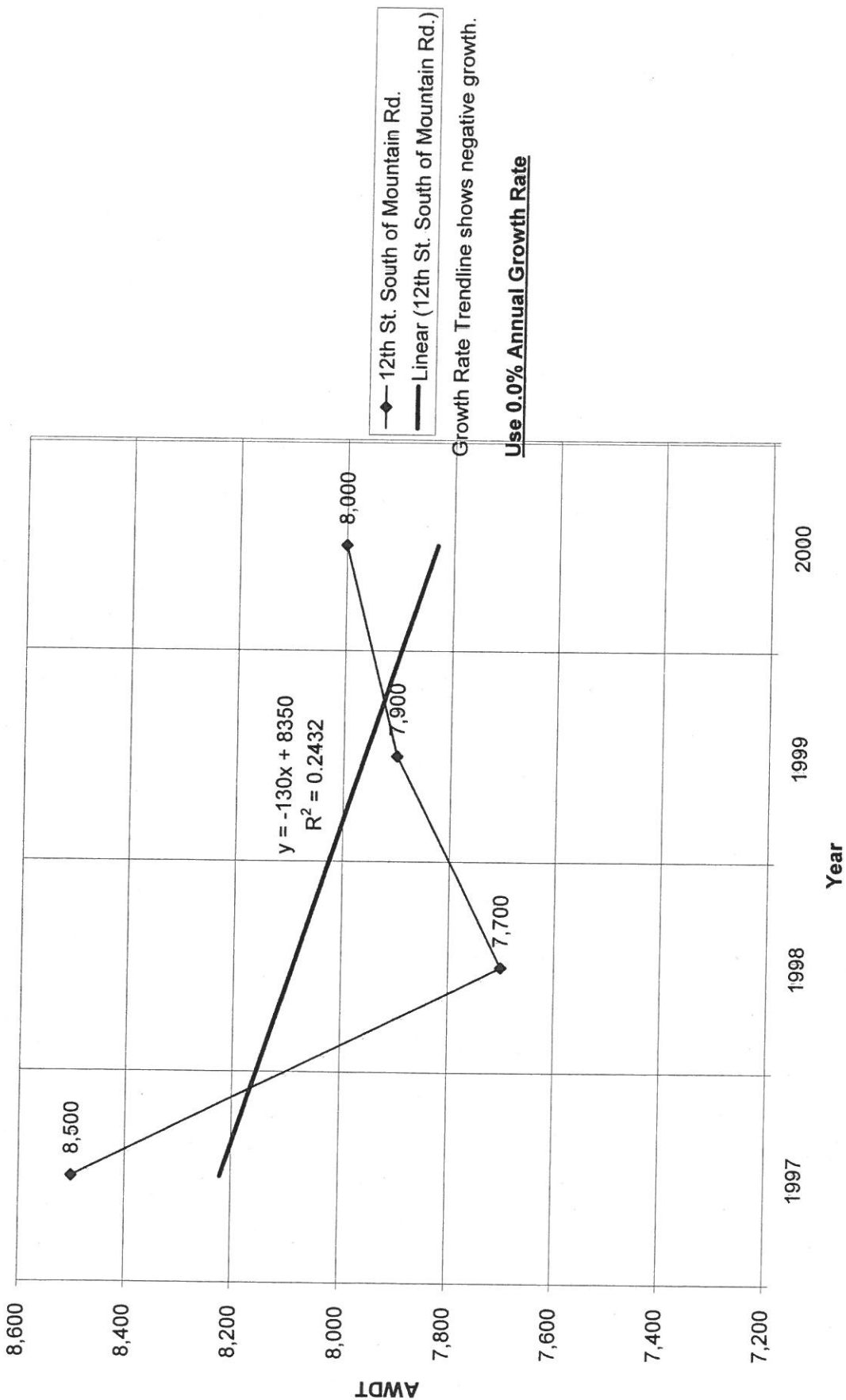
Historic Growth Chart for Mountain Rd. East of 12th St.

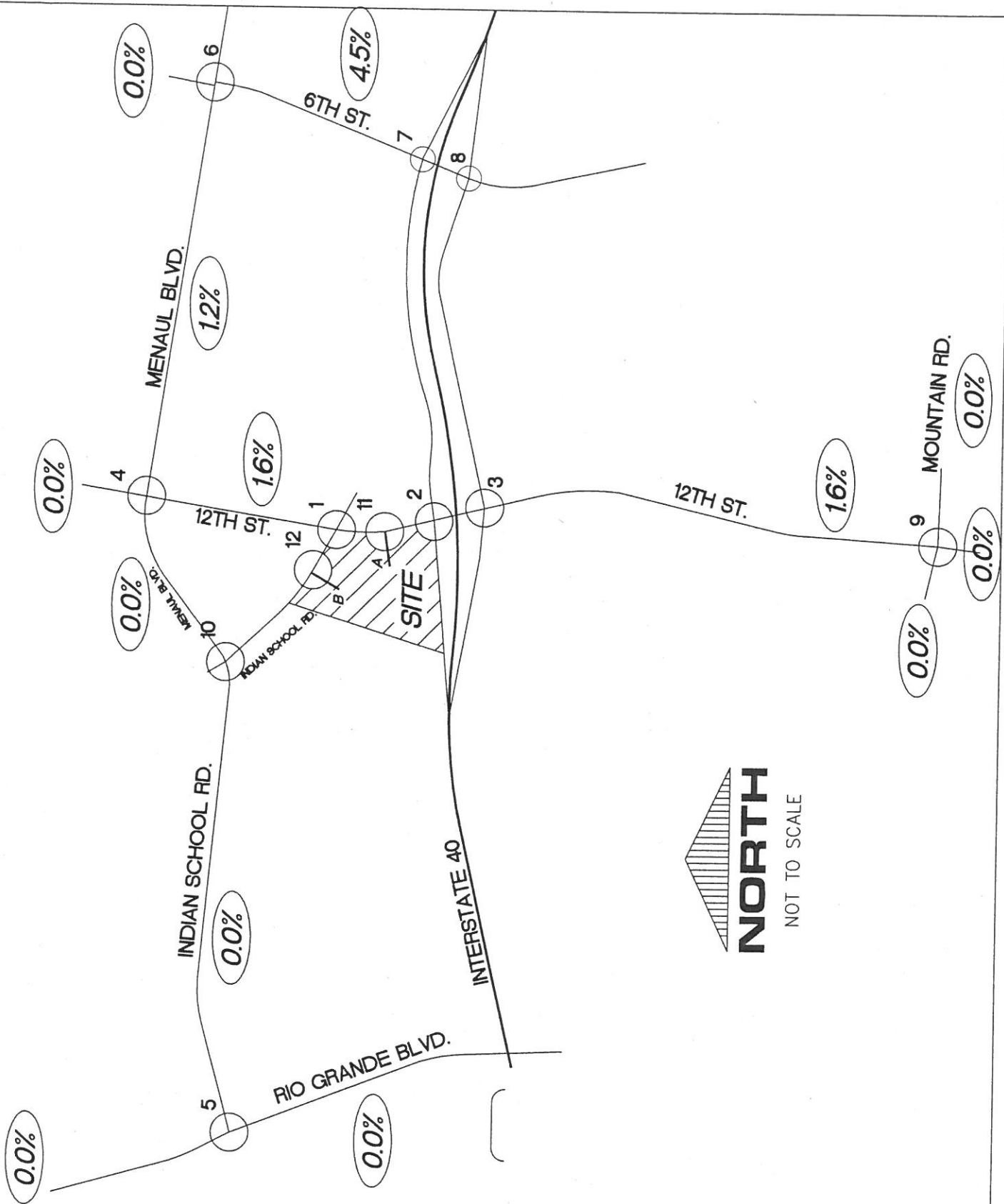


South
Historic Growth Chart for 12th St. East of Mountain Rd.



South
Historic Growth Chart for 12th St. East of Mountain Rd.





WESTWAY PLAZA COMMERCIAL DEVELOPMENT

INDIAN SCHOOL RD. / 12TH ST.
HISTORIC GROWTH RATE MAP (% GROWTH PER YEAR)

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2006) - 100% Development

INTERSECTION: Summary

Indian School Rd. / 12th St.

(1)	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (12th St.)			Southbound (12th St.)		
2.9% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	11	3	162	10	4	4	130	342	24	8	502	24
2006 (NO BUILD - A.M.)	11	3	162	10	4	4	130	342	24	8	502	24
2006 (BUILD - A.M.)	133	3	210	10	4	4	190	342	24	8	659	24

	0.93			0.91			0.88			0.83			PHF
	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (12th St.)			Southbound (12th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing	51	10	118	26	22	10	230	471	20	12	549	14	
2006 (NO BUILD - P.M.)	51	10	118	26	22	10	230	471	20	12	549	14	
2006 (BUILD - P.M.)	206	10	179	26	22	10	288	471	20	12	699	14	

I-40 North Ramp / 12th St.

(2)	Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (12th St.)			Southbound (12th St.)		
4.6% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	0	0	0	112	68	121	98	406	0	0	493	105
2006 (NO BUILD - A.M.)	0	0	0	112	68	121	98	406	0	0	493	105
2006 (BUILD - A.M.)	0	0	0	112	68	159	98	548	0	0	618	118

	0.90			0.86			0.71			0.81			PHF
	Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (12th St.)			Southbound (12th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing	0	0	0	81	289	188	277	423	0	0	322	221	
2006 (NO BUILD - P.M.)	0	0	0	81	289	188	277	423	0	0	322	221	
2006 (BUILD - P.M.)	0	0	0	81	289	225	277	559	0	0	481	237	

I-40 South Ramp / 12th St.

(3)	Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (12th St.)			Southbound (12th St.)		
3.7% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	269	13	261	0	0	0	0	360	79	461	579	0
2006 (NO BUILD - A.M.)	269	13	261	0	0	0	0	360	79	461	579	0
2006 (BUILD - A.M.)	286	13	261	0	0	0	0	486	79	489	676	0

0.80				0.90				0.92				0.94				PHF
Eastbound (I-40 South Ramp)				Westbound (I-40 South Ramp)				Northbound (12th St.)				Southbound (12th St.)				
LeftThruRight				LeftThruRight				LeftThruRight				LeftThruRight				
Existing 2006 (NO BUILD - P.M.) 2006 (BUILD - P.M.)	126	5	74	0	0	0	0	0	1,232	102	292	521	0			
	126	5	74	0	0	0	0	0	1,232	102	292	521	0			
	142	5	74	0	0	0	0	0	1,353	102	328	644	0			

Menaul Blvd. / 12th St.

(4)	4.0% Truck	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (12th St.)			Southbound (12th St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing		56	337	12	120	157	68	10	244	217	140	401	31
2006 (NO BUILD - A.M.)		56	337	12	126	165	71	11	260	231	140	401	31
2006 (BUILD - A.M.)		56	337	12	180	165	71	11	339	273	140	504	31

0.84													0.91			0.86			0.96			PHF																											
Eastbound (Menaul Blvd.)													Westbound (Menaul Blvd.)			Northbound (12th St.)			Southbound (12th St.)																														
Left													Thru			Right			Left			Thru			Right																								
Existing	68													175			23			166			406			247			33			351			93			79			313			98					
	2006 (NO BUILD - P.M.)													68			175			23			174			425			259			35			373			99			79			313			98		
	2006 (BUILD - P.M.)													68			175			23			226			425			259			35			474			153			79			412			98		

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2006) - 100% Development

INTERSECTION: Summary

Indian School Rd. / 12th St.

(1)	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (12th St.)			Southbound (12th St.)		
2.9% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	11	3	162	10	4	4	130	342	24	8	502	24
2006 (NO BUILD - A.M.)	11	3	162	10	4	4	130	342	24	8	502	24
2006 (BUILD - A.M.)	133	3	210	10	4	4	190	342	24	8	659	24

	0.93			0.91			0.88			0.83			PHF
Existing	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (12th St.)			Southbound (12th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	51	10	118	26	22	10	230	471	20	12	549	14	
	51	10	118	26	22	10	230	471	20	12	549	14	
2006 (NO BUILD - P.M.)													
2006 (BUILD - P.M.)	206	10	179	26	22	10	288	471	20	12	699	14	

I-40 North Ramp / 12th St.

(2)		Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (12th St.)			Southbound (12th St.)		
	4.6% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing		0	0	0	112	68	121	98	406	0	0	493	105
2006 (NO BUILD - A.M.)		0	0	0	112	68	121	98	406	0	0	493	105
2006 (BUILD - A.M.)		0	0	0	112	68	159	98	548	0	0	618	118

	0.90			0.86			0.71			0.81			PHF
	Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (12th St.)			Southbound (12th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing	0	0	0	81	289	188	277	423	0	0	322	221	
2006 (NO BUILD - P.M.)	0	0	0	81	289	188	277	423	0	0	322	221	
2006 (BUILD - P.M.)	0	0	0	81	289	225	277	559	0	0	481	237	

I-40 South Ramp / 12th St.

(3)	Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (12th St.)			Southbound (12th St.)		
3.7% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	269	13	261	0	0	0	0	360	79	461	579	0
2006 (NO BUILD - A.M.)	269	13	261	0	0	0	0	360	79	461	579	0
2006 (BUILD - A.M.)	286	13	261	0	0	0	0	486	79	489	676	0

		0.80		0.90		0.92		0.94		PHF			
		Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (12th St.)			Southbound (12th St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing		126	5	74	0	0	0	0	1,232	102	292	521	0
2006 (NO BUILD - P.M.)		126	5	74	0	0	0	0	1,232	102	292	521	0
2006 (BUILD - P.M.)		142	5	74	0	0	0	0	1,353	102	328	644	0

Menaul Blvd. / 12th St.

(4)	4.0% Truck	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (12th St.)			Southbound (12th St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing		56	337	12	120	157	68	10	244	217	140	401	31
2006 (NO BUILD - A.M.)		56	337	12	126	165	71	11	260	231	140	401	31
2006 (BUILD - A.M.)		56	337	12	180	165	71	11	339	273	140	504	31

0.840.910.860.96PHF												
Eastbound (Menaul Blvd.)				Westbound (Menaul Blvd.)			Northbound (12th St.)			Southbound (12th St.)		
LeftThruRight				LeftThruRight			LeftThruRight			LeftThruRight		
Existing	68	175	23	166	406	247	33	351	93	79	313	98
2006 (NO BUILD - P.M.)	68	175	23	174	425	259	35	373	99	79	313	98
2006 (BUILD - P.M.)	68	175	23	226	425	259	35	474	153	79	412	98

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2006) - 100% Development

INTERSECTION: Summary

Mountain Rd. / 12th St.

(9)
3.0% Truck
Existing
2006 (NO BUILD - A.M.)
2006 (BUILD - A.M.)

0.85			0.61			0.74			0.89			PHF
Eastbound (Mountain Rd.)			Westbound (Mountain Rd.)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
19	198	42	12	121	27	13	250	12	40	351	34	
19	198	42	12	121	27	13	250	12	43	373	36	
28	198	42	12	121	37	13	357	12	51	455	43	

Existing
2006 (NO BUILD - P.M.)
2006 (BUILD - P.M.)

0.84			0.76			0.93			0.90			PHF
Eastbound (Mountain Rd.)			Westbound (Mountain Rd.)			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
36	126	39	12	238	74	30	467	20	31	237	38	
36	126	39	12	238	74	30	467	20	33	252	40	
44	126	39	12	238	84	30	569	20	43	356	49	

Menaul Blvd. / Indian School Rd.

(10)
3.0% Truck
Existing
2006 (NO BUILD - A.M.)
2006 (BUILD - A.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Indian School Rd.)			Southbound (Indian School Rd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	193	105	7	344	26	178	7	32	11	8	26	
16	193	105	7	344	26	178	7	32	11	8	26	
16	193	189	7	344	26	243	7	32	11	8	26	

Existing
2006 (NO BUILD - P.M.)
2006 (BUILD - P.M.)

0.90			0.90			0.85			0.85			PHF
Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Indian School Rd.)			Southbound (Indian School Rd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	222	129	21	124	7	57	5	13	6	2	11	
6	222	129	21	124	7	57	5	13	6	2	11	
6	222	210	21	124	7	139	5	13	6	2	11	

Driveway "A" / 12th St.

(11)
3.0% Truck
Existing
2006 (NO BUILD - A.M.)
2006 (BUILD - A.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	10	0	0	0	0	496	0	0	674	17	
0	0	10	0	0	0	0	496	0	0	674	17	
0	0	102	0	0	0	120	556	0	0	720	95	

Existing
2006 (NO BUILD - P.M.)
2006 (BUILD - P.M.)

0.90			0.90			0.85			0.85			PHF
Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (12th St.)			Southbound (12th St.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	53	0	0	0	0	721	0	0	693	61	
0	0	53	0	0	0	0	721	0	0	693	61	
0	0	10	0	0	0	115	496	0	0	674	17	

Indian School Rd. / Driveway "B"

(12)
3.0% Truck
Existing
2006 (NO BUILD - A.M.)
2006 (BUILD - A.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	176	9	20	158	0	5	0	10	0	0	0	
0	176	9	20	158	0	5	0	10	0	0	0	
0	176	93	158	158	0	70	0	177	0	0	0	

Existing
2006 (NO BUILD - P.M.)
2006 (BUILD - P.M.)

0.90			0.90			0.85			0.85			PHF
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	179	31	61	266	0	27	0	55	0	0	0	
0	179	31	61	266	0	27	0	55	0	0	0	
0	155	136	227	233	0	142	0	291	0	0	0	

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

Indian School Rd. / 12th St.

INTERSECTION : E-W Street: Indian School Rd. (1)

N-S Street: 12th St.

Year of Existing Counts 2002

Implementation Year 2006

Growth Rates

0.00%			0.00%			0.00%			0.00%		
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (12th St.)			Southbound (12th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
11	3	162	10	4	4	130	342	24	8	502	24
0	0	0	0	0	0	0	0	0	0	0	0
11	3	162	10	4	4	130	342	24	8	502	24
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.27%	0.00%	0.00%	0.00%	37.20%	0.00%
37.50%	0.00%	14.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
122	0	48	0	0	0	60	0	0	0	157	0
133	3	210	10	4	4	190	342	24	8	659	24

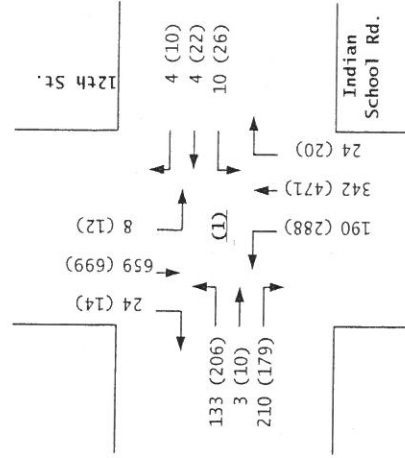
Total AM Peak Hour BUILD Volumes

0.00%			0.00%			0.00%			0.00%		
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (12th St.)			Southbound (12th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
51	10	118	26	22	10	230	471	20	12	549	14
0	0	0	0	0	0	0	0	0	0	0	0
51	10	118	26	22	10	230	471	20	12	549	14
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.27%	0.00%	0.00%	0.00%	37.20%	0.00%
37.50%	0.00%	14.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
155	0	61	0	0	0	58	0	0	0	150	0
206	10	179	26	22	10	288	471	20	12	699	14

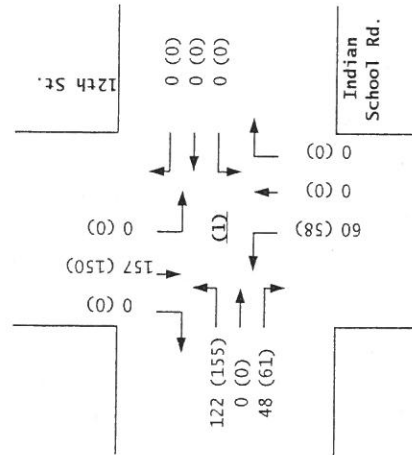
Total PM Peak Hour BUILD Volumes

Entering 421
Exiting 324
404
A.M.
P.M.
100% Commercial Development

2006
BUILD

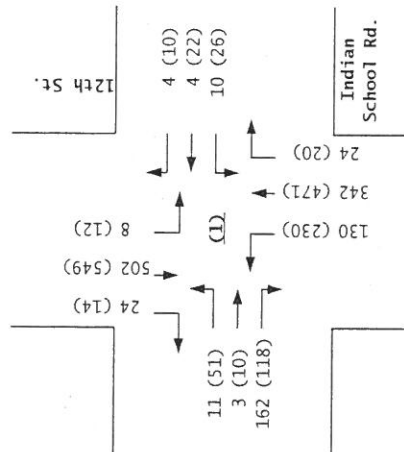


Trips



Indian School Rd. / 12th St.

2006
NO BUILD



Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

I-40 North Ramp / 12th St.

INTERSECTION: I-40 North Ramp (2)

E-W Street: I-40 North Ramp

N-S Street: 12th St.

Year of Existing Counts: 2002

Implementation Year: 2006

Growth Rates

0.00%			0.00%			0.00%			0.00%		
Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (12th St.)			Southbound (12th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	112	68	121	98	406	0	0	493	105
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	112	68	121	98	406	0	0	493	105
0.00%	0.00%	0.00%	0.00%	0.00%	9.07%	0.00%	33.75%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	38.60%	3.92%
0	0	0	0	0	38	0	142	0	0	125	13
0	0	0	112	68	159	98	548	0	0	618	118

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (12th St.)			Southbound (12th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	81	289	188	277	423	0	0	322	221
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	81	289	188	277	423	0	0	322	221
0.00%	0.00%	0.00%	0.00%	0.00%	9.07%	0.00%	33.75%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	38.60%	3.92%
0	0	0	0	0	37	0	136	0	0	159	16
0	0	0	81	289	225	277	559	0	0	481	237

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering)

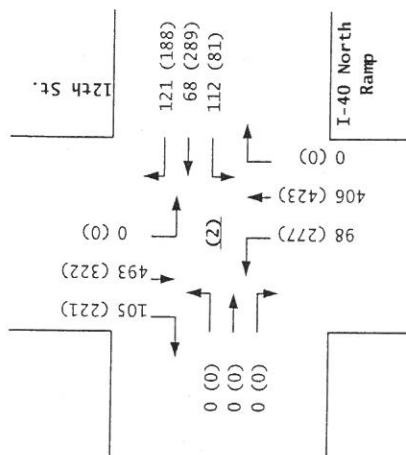
Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total PM Peak Hour BUILD Volumes

Number of Commercial Trips Generated

Entering	Exiting	A.M.	100% Commercial Development
421	324	A.M.	
404	412	P.M.	



Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

I-40 South Ramp / 12th St.

INTERSECTION :

E-W Street: I-40 South Ramp

(3)

N-S Street: 12th St.

2002

Year of Existing Counts

2006

Implementation Year

Growth Rates

0.00%			0.00%			0.00%			0.00%		
Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (12th St.)			Southbound (12th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
269	13	261	0	0	0	0	360	79	461	579	0
0	0	0	0	0	0	0	0	0	0	0	0
269	13	261	0	0	0	0	360	79	461	579	0
3.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.83%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.71%	29.83%	0.00%
17	0	0	0	0	0	0	126	0	28	97	0
286	13	261	0	0	0	0	486	79	489	676	0
Total AM Peak Hour BUILD Volumes											

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

0.00%			0.00%			0.00%			0.00%		
Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (12th St.)			Southbound (12th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
126	5	74	0	0	0	0	1,232	102	292	521	0
0	0	0	0	0	0	0	0	0	0	0	0
126	5	74	0	0	0	0	1,232	102	292	521	0
3.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.83%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.71%	29.83%	0.00%
16	0	0	0	0	0	0	121	0	36	123	0
142	5	74	0	0	0	0	1,353	102	328	644	0
Total PM Peak Hour BUILD Volumes											

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering)

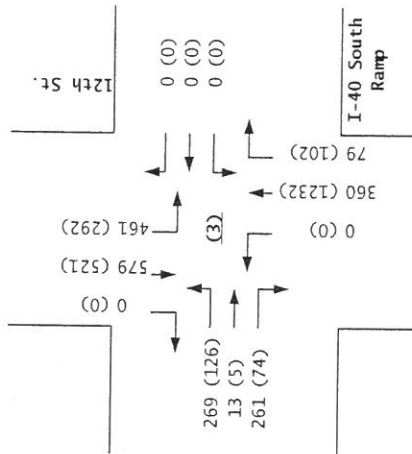
Percent Commercial Trips Generated(Exiting)

Total Trips Generated

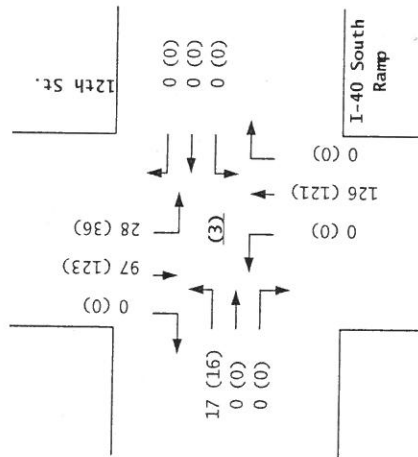
Total PM Peak Hour BUILD Volumes

Entering	Exiting	A.M.	P.M.
421	324		
404	412	100% Commercial Development	

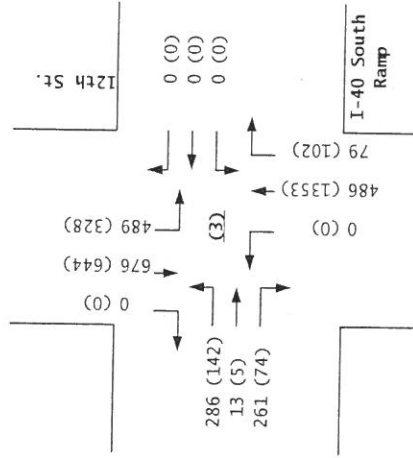
2006
NO BUILD



Trips



2006
BUILD



I-40 South Ramp / 12th St.

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

Menaul Blvd. / 12th St.

INTERSECTION :

E-W Street: Menaul Blvd.

(4)

N-S Street: 12th St.

Year of Existing Counts

2002

Implementation Year

2006

Growth Rates

0.00%			1.20%			1.60%			0.00%		
Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (12th St.)			Southbound (12th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
56	337	12	120	157	68	10	244	217	140	401	31
0	0	0	6	8	3	1	16	14	0	0	0
56	337	12	126	165	71	11	260	231	140	401	31
0.00%	0.00%	0.00%	12.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	24.42%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	24.42%	13.08%	0.00%	0.00%	0.00%
0	0	0	54	0	0	0	79	42	0	103	0
56	337	12	180	165	71	11	339	273	140	504	31

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (12th St.)			Southbound (12th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
68	175	23	166	406	247	33	351	93	79	313	98
0	0	0	8	19	12	2	22	6	0	0	0
68	175	23	174	425	259	35	373	99	79	313	98
0.00%	0.00%	0.00%	12.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	24.42%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	24.42%	13.08%	0.00%	0.00%	0.00%
0	0	0	52	0	0	0	101	54	0	99	0
68	175	23	226	425	259	35	474	153	79	412	98

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering)

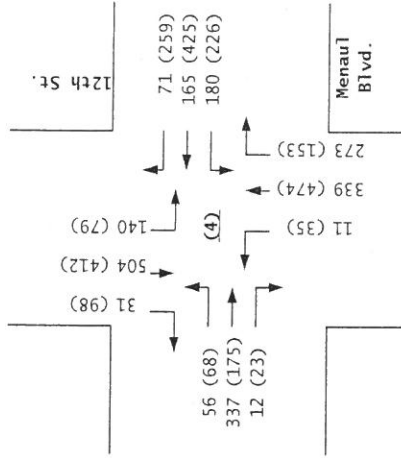
Percent Commercial Trips Generated(Exiting)

Total Trips Generated

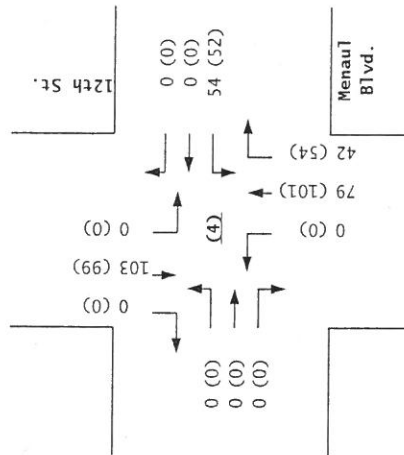
Total PM Peak Hour BUILD Volumes

Entering	Exiting		
421	324	A.M.	100% Commercial Development
404	412	P.M.	

2006
BUILD

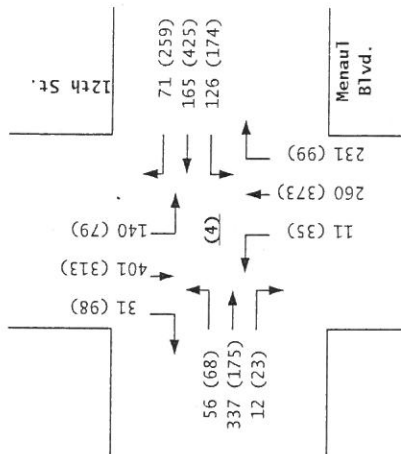


Trips



Menaul Blvd. / 12th St.

2006
NO BUILD



Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

Indian School Rd. / Rio Grande Blvd.

INTERSECTION : E-W Street: Indian School Rd. (5)

N-S Street: Rio Grande Blvd.

Year of Existing Counts 2002

Implementation Year 2006

Growth Rates

0.00%			0.00%			0.00%			0.00%		
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Rio Grande Blvd.)			Southbound (Rio Grande Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3	0	16	258	4	69	3	795	262	167	1,112	10
0	0	0	0	0	0	0	0	0	0	0	0
3	0	16	258	4	69	3	795	262	167	1,112	10
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.84%	8.73%	0.00%	0.00%
0.00%	0.00%	0.00%	4.48%	0.00%	8.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	15	0	28	0	0	20	37	0	0
3	0	16	273	4	97	3	795	282	204	1,112	10
Total AM Peak Hour BUILD Volumes											

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

0.00%			0.00%			0.00%			0.00%		
Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Rio Grande Blvd.)			Southbound (Rio Grande Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8	0	12	451	4	202	2	1,019	221	96	924	15
0	0	0	0	0	0	0	0	0	0	0	0
8	0	12	451	4	202	2	1,019	221	96	924	15
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.84%	8.73%	0.00%	0.00%
0.00%	0.00%	0.00%	4.48%	0.00%	8.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	18	0	36	0	0	20	35	0	0
8	0	12	469	4	238	2	1,019	241	131	924	15
Total PM Peak Hour BUILD Volumes											

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

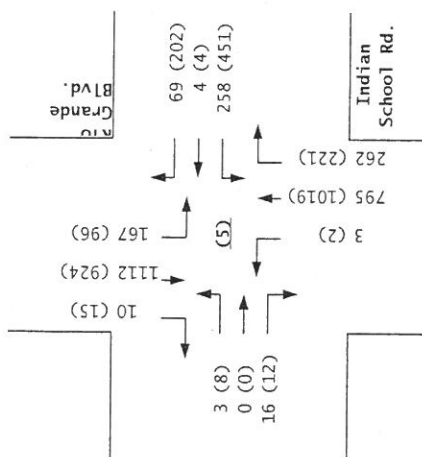
Total PM Peak Hour BUILD Volumes

Number of Commercial Trips Generated

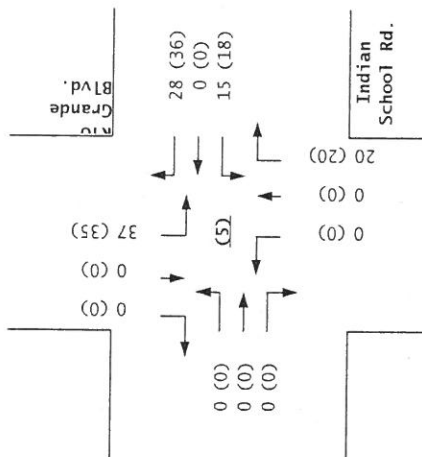
Entering	Exiting	
421	324	A.M.
404	412	P.M.

100% Commercial Development

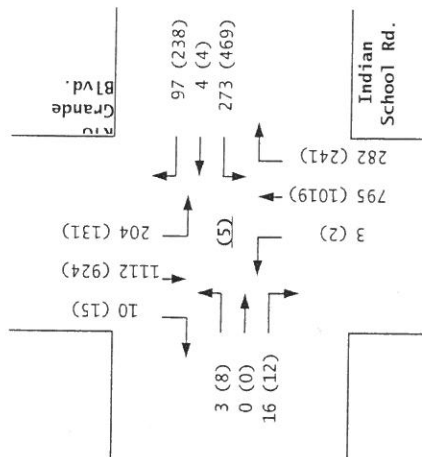
2006
NO BUILD



Trips



2006
BUILD



Indian School Rd. / Rio Grande Blvd.

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

Menaul Blvd. / 6th St.

INTERSECTION: E-W Street: Menaul Blvd. (6)

N-S Street: 6th St.

Year of Existing Counts 2002

Implementation Year 2006

Growth Rates

	0.00%			0.00%			4.50%			0.00%		
	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (6th St.)			Southbound (6th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	493	140	270	295	4	54	0	245	5	1	6
Background Traffic Growth	0	0	0	0	0	0	10	0	44	0	0	0
Subtotal (NO BUILD - A.M.)	4	493	140	270	295	4	64	0	289	5	1	6
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	10.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	10.06%	0.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	33	1	0	42	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	4	526	141	270	337	4	64	0	289	5	1	6

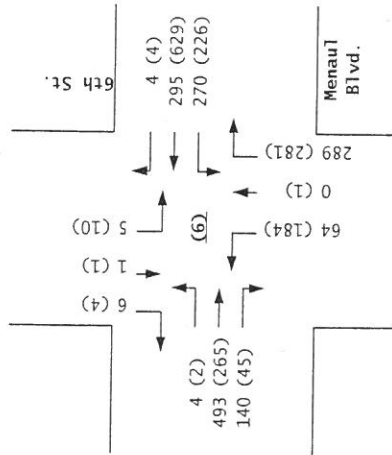
	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (6th St.)			Southbound (6th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	265	45	226	629	4	156	1	238	10	1	4
Background Traffic Growth	0	0	0	0	0	0	28	0	43	0	0	0
Subtotal (NO BUILD - P.M.)	2	265	45	226	629	4	184	1	281	10	1	4
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	10.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	10.06%	0.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	41	1	0	41	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	2	306	46	226	670	4	184	1	281	10	1	4

Number of Commercial Trips Generated

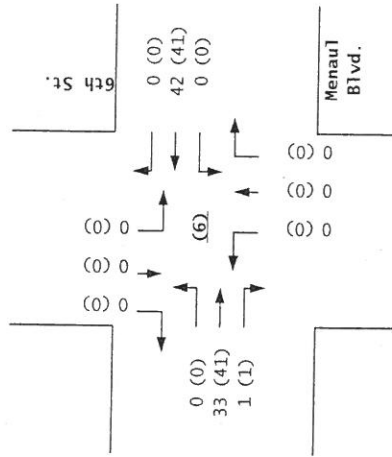
Entering	421	324	A.M.
Exiting	404	412	P.M.

100% Commercial Development

2006
NO BUILD

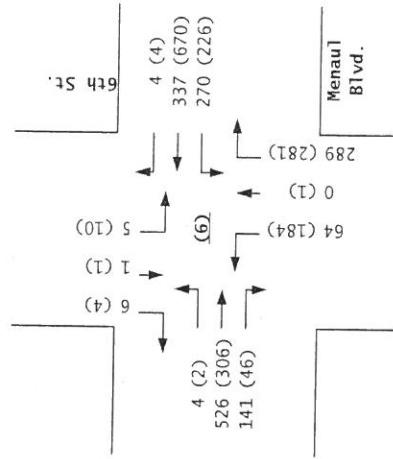


Trips



Menaul Blvd. / 6th St.

2006
BUILD



Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
Projected Turning Movements Worksheet
I-40 North Ramp / 6th St.

INTERSECTION :E-W Street: **I-40 North Ramp**

(7)

N-S Street: **6th St.**

Year of Existing Counts

2002

Implementation Year

2006

Growth Rates

0.00%

0.00%

0.00%

0.00%

Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (6th St.)			Southbound (6th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	554	269	230	50	208	0	0	404	26
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	554	269	230	50	208	0	0	404	26
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.77%	0.00%	0.00%	0.00%	0.00%	0.30%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	0	0	0	37	0	0	0	0	1
0	0	0	554	269	230	87	208	0	0	404	27

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

Eastbound (I-40 North Ramp)			Westbound (I-40 North Ramp)			Northbound (6th St.)			Southbound (6th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	217	301	237	260	234	0	0	288	46
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	217	301	237	260	234	0	0	288	46
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.77%	0.00%	0.00%	0.00%	0.00%	0.30%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	0	0	0	35	0	0	0	0	1
0	0	0	217	301	237	295	234	0	0	288	47

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering)

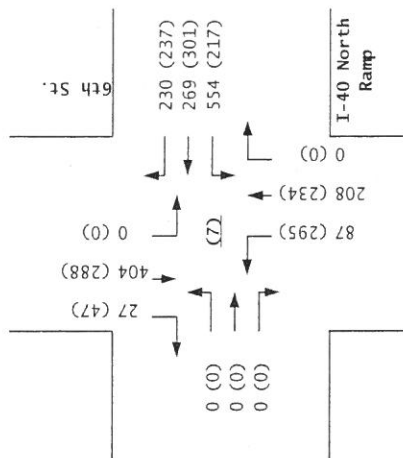
Percent Commercial Trips Generated(Exiting)

Total Trips Generated

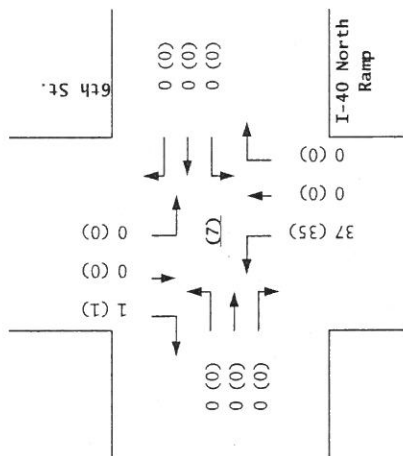
Total PM Peak Hour BUILD Volumes

Number of Commercial Trips Generated	Entering	Exiting	
	421	324	A.M.
	404	412	P.M.
			100% Commercial Development

2006
BUILD

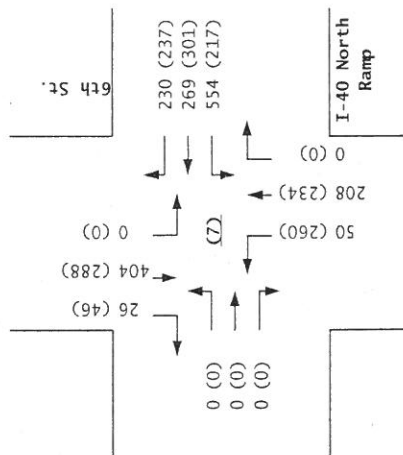


Trips



I-40 North Ramp / 6th St.

2006
NO BUILD



Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
 Projected Turning Movements Worksheet
I-40 South Ramp / 6th St.

INTERSECTION :

E-W Street: I-40 South Ramp

(8)

N-S Street: 6th St.

Year of Existing Counts

2002

Implementation Year

2006

Growth Rates

0.00%

0.00%

0.00%

0.00%

Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (6th St.)			Southbound (6th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
121	322	557	0	0	0	0	163	204	198	647	0
0	0	0	0	0	0	0	0	0	0	0	0
121	322	557	0	0	0	0	163	204	198	647	0
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.77%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	8.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	28	0	0	0	0	37	0	0	0	0
121	322	585	0	0	0	0	200	204	198	647	0

Total AM Peak Hour BUILD Volumes

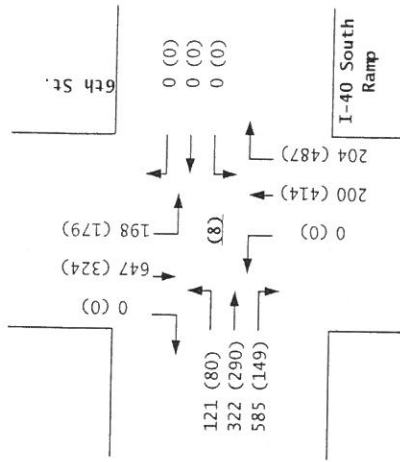
Eastbound (I-40 South Ramp)			Westbound (I-40 South Ramp)			Northbound (6th St.)			Southbound (6th St.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
80	290	113	0	0	0	0	379	487	179	324	0
0	0	0	0	0	0	0	0	0	0	0	0
80	290	113	0	0	0	0	379	487	179	324	0
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.77%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	8.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	36	0	0	0	0	35	0	0	0	0
80	290	149	0	0	0	0	414	487	179	324	0

Total PM Peak Hour BUILD Volumes

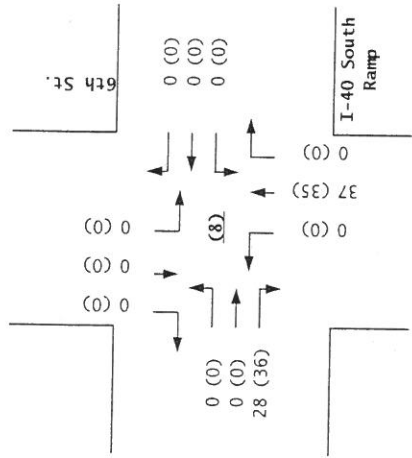
Entering	Exiting	
421	324	A.M.
404	412	P.M.

100% Commercial Development

2006
BUILD

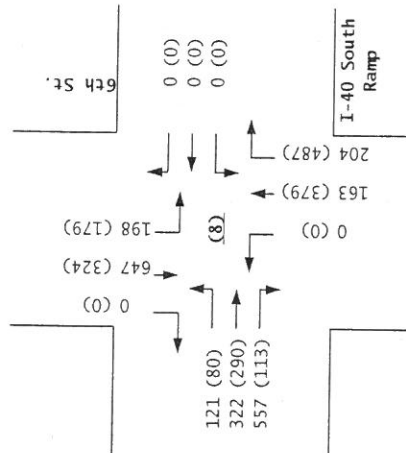


Trips



I-40 South Ramp / 6th St.

2006
NO BUILD



Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

Mountain Rd. / 12th St.

INTERSECTION :

E-W Street: Mountain Rd.

(9)

N-S Street: 12th St.

Year of Existing Counts

2002

Implementation Year

2006

Growth Rates

0.00%			0.00%			0.00%			0.00%			1.60%		
Eastbound (Mountain Rd.)			Westbound (Mountain Rd.)			Northbound (12th St.)			Southbound (12th St.)					
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
19	198	42	12	121	27	13	250	12	40	351	34			
0	0	0	0	0	0	0	0	0	3	22	2			
19	198	42	12	121	27	13	250	12	43	373	36			
2.10%	0.00%	0.00%	0.00%	0.00%	2.37%	0.00%	25.36%	0.00%	0.00%	0.00%	0.00%			
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.37%	25.36%	2.10%			
9	0	0	0	0	10	0	107	0	8	82	7			
28	198	42	12	121	37	13	357	12	51	455	43			

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

0.00%			0.00%			0.00%			0.00%			1.60%		
Eastbound (Mountain Rd.)			Westbound (Mountain Rd.)			Northbound (12th St.)			Southbound (12th St.)					
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
36	126	39	12	238	74	30	467	20	31	237	38			
0	0	0	0	0	0	0	0	0	2	15	2			
36	126	39	12	238	74	30	467	20	33	252	40			
2.10%	0.00%	0.00%	0.00%	0.00%	2.37%	0.00%	25.36%	0.00%	0.00%	0.00%	0.00%			
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.37%	25.36%	2.10%			
8	0	0	0	0	10	0	102	0	10	104	9			
44	126	39	12	238	84	30	569	20	43	356	49			

Existing Volumes

Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering)

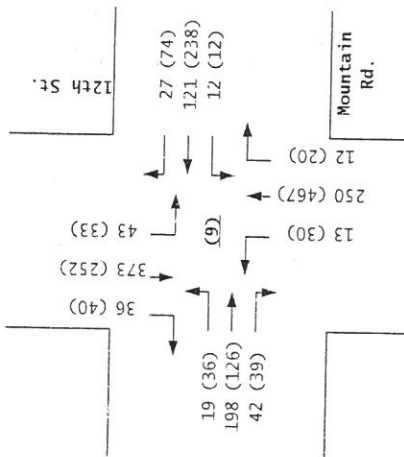
Percent Commercial Trips Generated(Exiting)

Total Trips Generated

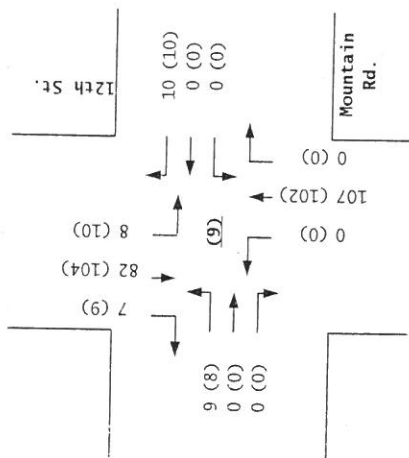
Total PM Peak Hour BUILD Volumes

Entering	Exiting	A.M.	P.M.
421	324	100% Commercial Development	
404	412		

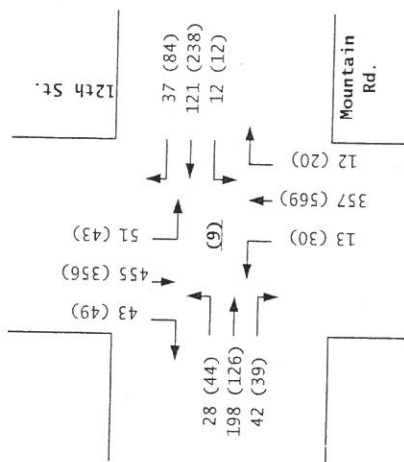
2006
NO BUILD



Trips



2006
BUILD



Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
 Projected Turning Movements Worksheet
Menaul Blvd. / Indian School Rd.

INTERSECTION :E-W Street: **Menaul Blvd.**

(10)

N-S Street: **Indian School Rd.**Year of Existing Counts
Implementation Year

2002

2006

Growth Rates

0.00%

0.00%

0.00%

0.00%

Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Indian School Rd.)			Southbound (Indian School Rd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
16	193	105	7	344	26	178	7	32	11	8	26
0	0	0	0	0	0	0	0	0	0	0	0
16	193	105	7	344	26	178	7	32	11	8	26
0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	84	0	0	0	65	0	0	0	0	0
16	193	189	7	344	26	243	7	32	11	8	26

Total AM Peak Hour BUILD Volumes

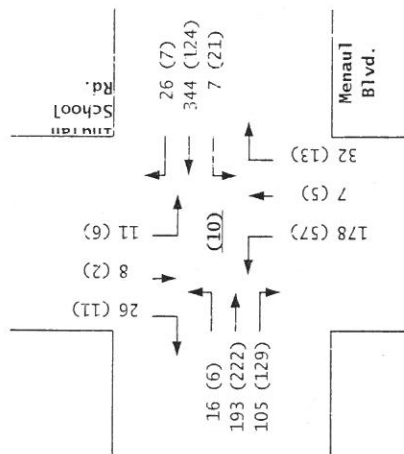
Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Indian School Rd.)			Southbound (Indian School Rd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6	222	129	21	124	7	57	5	13	6	2	11
0	0	0	0	0	0	0	0	0	0	0	0
6	222	129	21	124	7	57	5	13	6	2	11
0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	81	0	0	0	82	0	0	0	0	0
6	222	210	21	124	7	139	5	13	6	2	11

Total PM Peak Hour BUILD Volumes

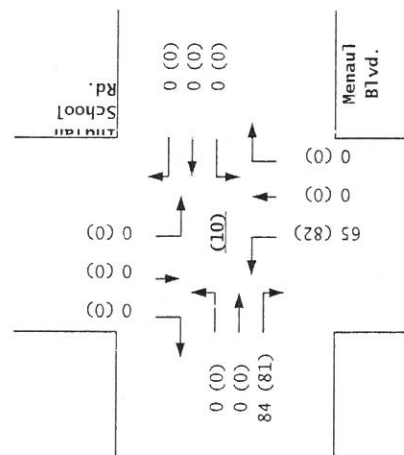
Entering	Exiting	
421	324	A.M.
404	412	P.M.

100% Commercial Development

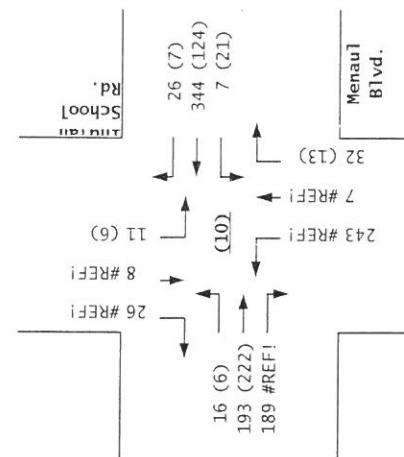
2006
NO BUILD



Trips



2006
BUILD



Menaul Blvd. / Indian School Rd.

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

Driveway "A" / 12th St.

INTERSECTION:

E-W Street: Driveway "A"

(11)

N-S Street: 12th St.

Year of Existing Counts 2002

Implementation Year 2006

Growth Rates

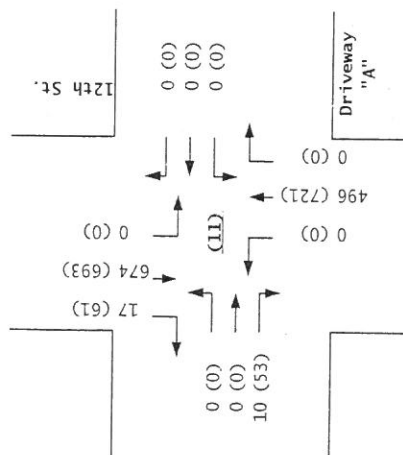
	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (12th St.)			Southbound (12th St.)		
Existing Volumes	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Background Traffic Growth	0	0	10	0	0	0	0	496	0	0	674	17
	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	10	0	0	0	0	496	0	0	674	17
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	28.55%	14.27%	0.00%	0.00%	0.00%	18.60%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	28.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.17%	0.00%
Total Trips Generated	0	0	92	0	0	0	120	60	0	0	46	78
Total AM Peak Hour BUILD Volumes	0	0	102	0	0	0	120	556	0	0	720	95

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (12th St.)			Southbound (12th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	53	0	0	0	0	721	0	0	693	61
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	53	0	0	0	0	721	0	0	693	61
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	28.55%	14.27%	0.00%	0.00%	0.00%	18.60%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	28.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.17%	0.00%
Total Trips Generated	0	0	117	0	0	0	115	58	0	0	58	75
Total PM Peak Hour BUILD Volumes	0	0	170	0	0	0	115	779	0	0	751	136
Pass-by Trip Correction	86			93			-93			-88		
Total PM Peak Hour BUILD Volumes	0	0	256	0	0	0	208	686	0	0	663	224

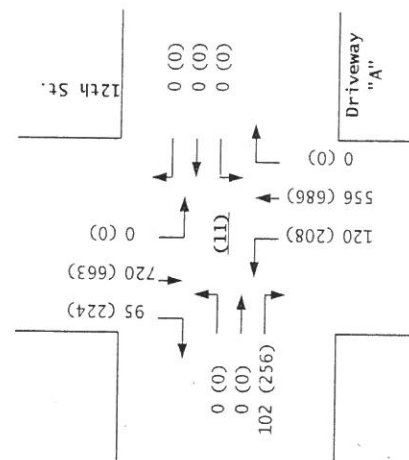
Number of Commercial Trips Generated

Entering	421	Exiting	324	A.M.	100% Commercial Development
404	412	P.M.			

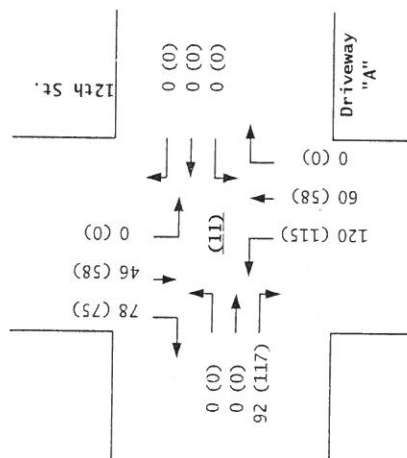
2006
NO BUILD



2006
BUILD



Trips



Driveway "A" / 12th St.

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Projected Turning Movements Worksheet

Indian School Rd. I Driveway "B"

INTERSECTION :

E-W Street: Indian School Rd.

(12)

N-S Street: Driveway "B"

2002

Year of Existing Counts

2006

Implementation Year

Growth Rates

0.00%

0.00%

0.00%

0.00%

	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	176	9	20	158	0	5	0	10	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	176	9	20	158	0	5	0	10	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	20.00%	32.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	51.67%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	84	138	0	0	65	0	167	0	0	0
Total AM Peak Hour BUILD Volumes	0	176	93	158	158	0	70	0	177	0	0	0

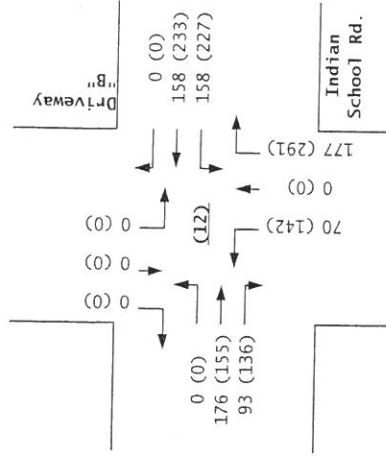
	Eastbound (Indian School Rd.)			Westbound (Indian School Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	179	31	61	266	0	27	0	55	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	179	31	61	266	0	27	0	55	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	20.00%	32.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	51.67%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	81	133	0	0	82	0	213	0	0	0
Total PM Peak Hour BUILD Volumes	0	179	112	194	266	0	109	0	268	0	0	0
Pass-by Trip Correction	-24	24	136	33	-33	23	33	0	291	0	0	0
Total PM Peak Hour BUILD Volumes	0	155	272	227	233	0	142	0	291	0	0	0

Number of Commercial Trips Generated

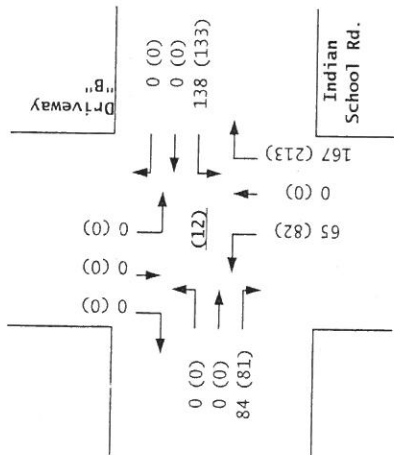
Entering	Exiting	
421	324	A.M.
404	412	P.M.

100% Commercial Development

2006
BUILD

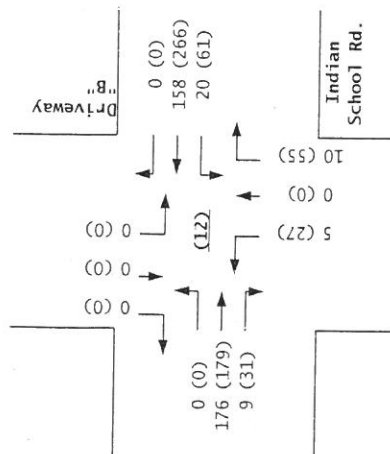


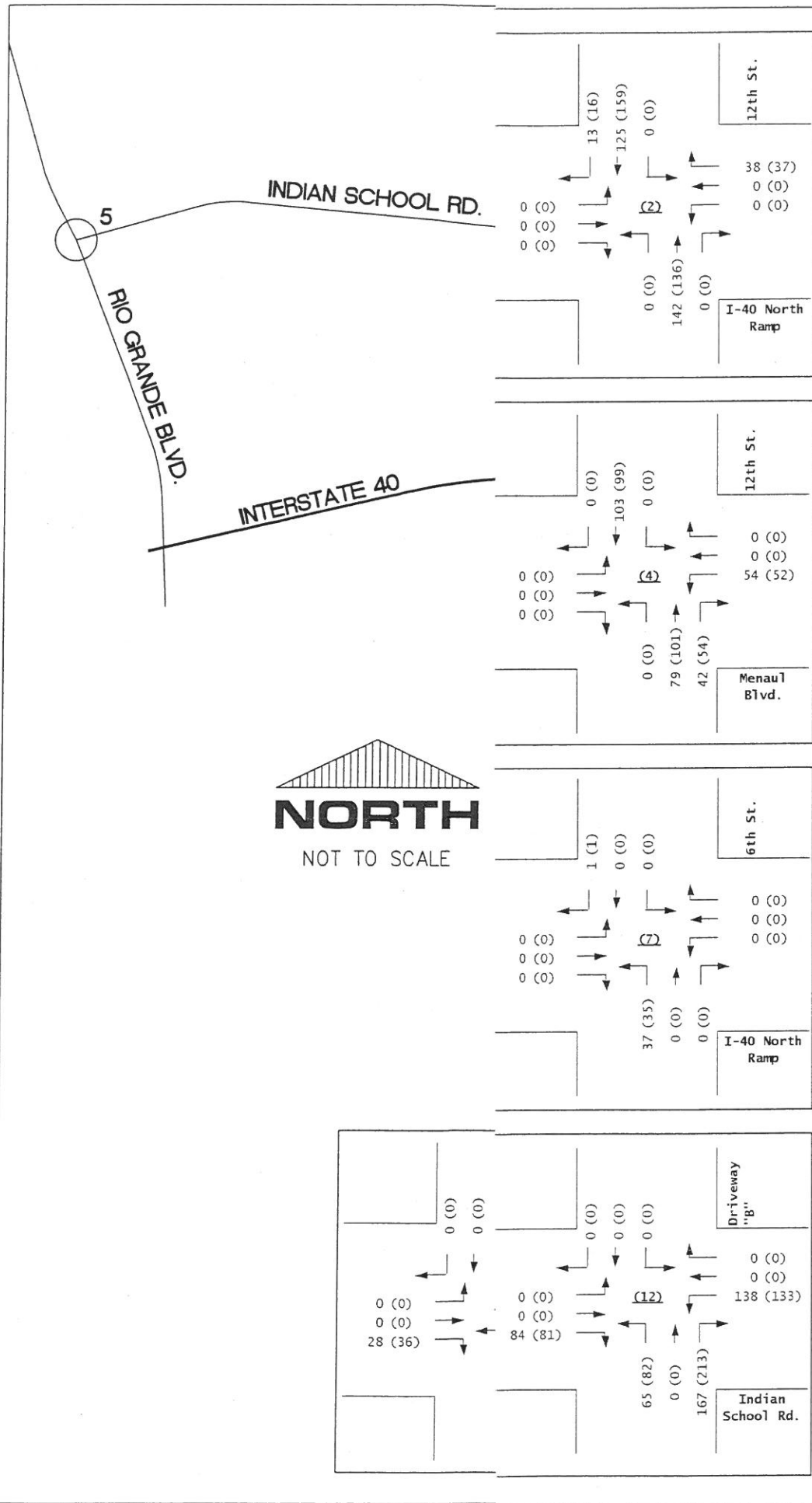
Trips



Indian School Rd. / Driveway "B"

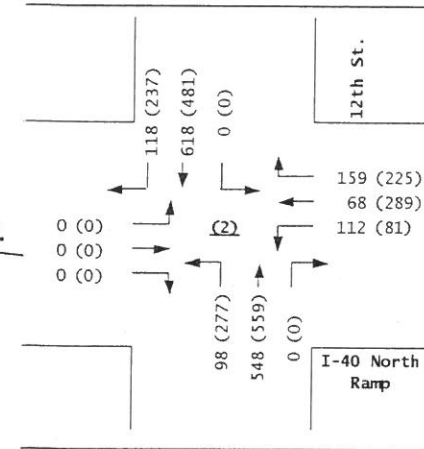
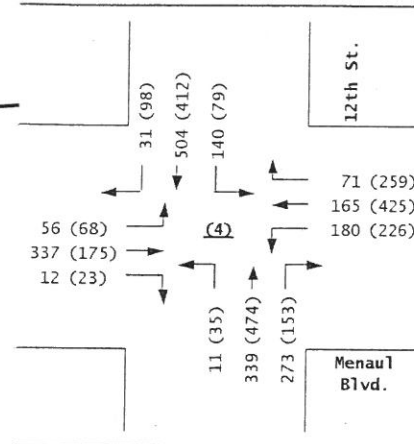
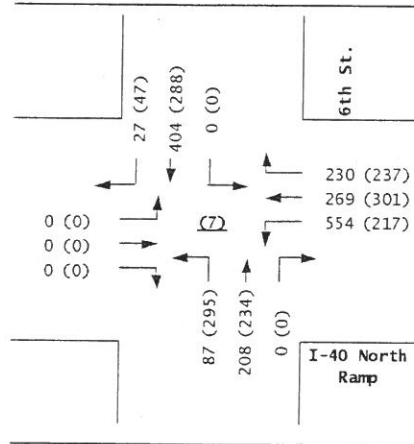
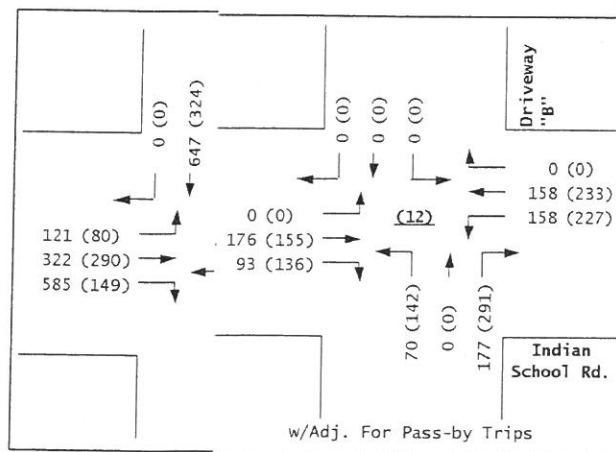
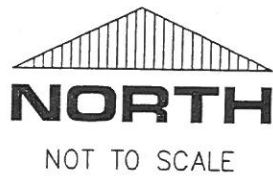
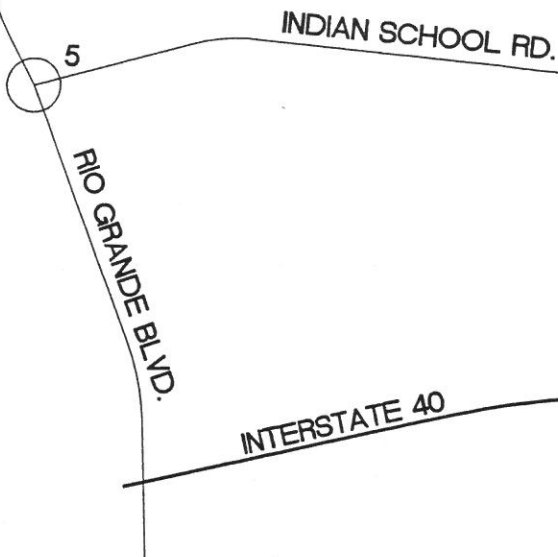
2006
NO BUILD





WEST WAY PLAZA COMMERCIAL DEVELOPMENT

INDIAN SCHOOL RD. / 12TH ST.
TRIPS GENERATED VOLUMES - A.M.(P.M.)



WEST WAY PLAZA COMMERCIAL DEVELOPMENT

INDIAN SCHOOL RD. / 12TH ST.
2006 BUILD VOLUMES - A.M.(P.M.)

Analysis of
Indian School Rd. / 12th St.

Westway Plaza Shopping Center
 Analysis of Indian School Rd. / 12th St. - [1_02AX]
 2002 AM Peak Hour Existing Conditions

09/18/02
 14:36:20

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.29 Vehicle Delay 11.9 Level of Service B+

Sq 11	Phase 1	Phase 2
/		
.	+	+
/ \	+	+
	<+ + +>	<++++>
	v	+
	+	+
North	<* + +>	++++>
	* + +	****
	* + +	v
	G/C=0.760	G/C=0.168
	G= 83.6"	G= 18.4"
	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=79.6%

C=110 sec G=102.0 sec = 92.7% Y= 8.0 sec = 7.3% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E Volume	v/c	Delay	S	Model 1

SB Approach

4.0 A

RT+TH+LT	24/2	0.223	0.760	2532	2532	667	0.263	4.0	A	158 ft
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NB Approach

3.8 A

RT+TH	24/2	0.147	0.760	2662	2662	416	0.156	3.6	A	90 ft
LT	12/1	0.266	0.760	547	547	148	0.271	4.3	*A	70 ft

WB Approach

39.0 D+

RT+TH+LT	12/1	0.044	0.168	201	247	28	0.105	39.0	D+	35 ft
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EB Approach

53.6 D

RT	12/1	0.168	0.168	201	246	200	0.752	55.0	*D	289 ft
TH+LT	12/1	0.033	0.168	201	247	18	0.067	38.6	D+	22 ft

Westway Plaza Shopping Center
 Analysis of Indian School Rd. / 12th St. - [1_06ABX]
 2006 AM Peak Hour BUILD Conditions

09/18/02
 14:37:16

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.41 Vehicle Delay 16.1 Level of Service B

Sq 11	Phase 1	Phase 2
/		
.	+	+
/ \	+	+
	<+ + +>	<++++>
	v	+
	+	+
North	<* + +>	++++>
	* + +	****
	* + +	v
	G/C=0.723	G/C=0.204
	G= 79.5"	G= 22.5"
	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=75.9%

C=110 sec G=102.0 sec = 92.7% Y= 8.0 sec = 7.3% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

5.8 A

RT+TH+LT	24/2	0.276	0.723	2418	2418	864	0.357	5.8	A	250 ft
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NB Approach

6.0 A

RT+TH	24/2	0.147	0.723	2534	2534	416	0.164	4.8	A	102 ft
LT	12/1	0.440	0.723	401	407	216	0.531	8.2	*A	152 ft

WB Approach

35.6 D+

RT+TH+LT	12/1	0.045	0.204	247	294	28	0.090	35.6	D+	33 ft
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EB Approach

50.7 D

RT	12/1	0.204	0.204	260	308	259	0.799	54.9	*D	372 ft
TH+LT	12/1	0.172	0.204	211	252	168	0.622	44.3	D+	226 ft

Westway Plaza Shopping Center
 Analysis of Indian School Rd. / 12th St. - [1_06PNX]
 2006 PM Peak Hour NO BUILD Conditions

09/18/02
 15:37:18

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.31 Vehicle Delay 9.7 Level of Service A

Sq 11	Phase 1	Phase 2
/	+	+
.	+	+
/ \	<+ + +>	<++++>
	v	+
	+	+
North	<* + +>	++++>
	* + +	****
	* + +	v

	G/C=0.807	G/C=0.121
	G= 88.7"	G= 13.3"
	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=84.3%

C=110 sec G=102.0 sec = 92.7% Y= 8.0 sec = 7.3% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

2.7 A

RT+TH+LT	24/2	0.233	0.807	2653	2653	692	0.261	2.7	A	138 ft
----------	------	-------	-------	------	------	-----	-------	-----	---	--------

NB Approach

2.9 A

RT+TH	24/2	0.185	0.807	2812	2812	558	0.198	2.5	A	104 ft
LT	12/1	0.419	0.807	569	569	261	0.459	3.9	*A	129 ft

WB Approach

45.5 D

RT+TH+LT	12/1	0.075	0.121	124	161	64	0.346	45.5	D	87 ft
----------	------	-------	-------	-----	-----	----	-------	------	---	-------

EB Approach

52.0 D

RT	12/1	0.121	0.121	128	166	127	0.668	55.0	*D	186 ft
TH+LT	12/1	0.086	0.121	107	139	66	0.405	46.3	D	91 ft

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Indian School Rd. / 12th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: AM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

12th St. N-S STREET		Indian School Rd. E-W STREET	
SB TOTAL 691	TR? Y R T L 0 1 1	4 RIGHT 4 THRU 10 LEFT	18 WB TOTAL
24 RIGHT 659 THRU 8 LEFT		1 R 1 T 1 L NO. LANES	TR? N
NO. LANES 1 L 1 T 1 R TR? N	1 L 1 T 0 R TR? Y	346 EB TOTAL 133 LEFT 3 THRU 210 RIGHT	190 LEFT 342 THRU 24 RIGHT 556 NB TOTAL

EB LT = 133 WB TH = 4 137*	MAXIMUM SUM OF CRITICAL VALUES 0 TO 1,200 1,201 TO 1,400 >1,400	CAPACITY LEVEL UNDER NEAR OVER	NB LT = 190 SB TH = 683 873*
WB LT = 10 EB TH = 3 13			SB LT = 8 NB TH = 366 374

137 + 873 = 1,010
 E-W CRITICAL + N-S CRITICAL = STATUS? UNDER

TES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Indian School Rd. / 12th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: PM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

SB TOTAL		12th St. N-S STREET				10	
14	12	☐ Y				RIGHT	
RIGHT	699	TR?	R	T	L	22	58
	THRU		0	1	1	THRU	WB TOTAL
	LEFT					26	
						LEFT	

NO. LANES

1	L
1	T
1	R

TR? ☐ N

1	R
1	T
1	L

NO. LANES

TR? ☐ N

206
LEFT
10
THRU
179
RIGHT

EB TOTAL 395

1	1	0
L	T	R

TR? ☐ Y

Indian School Rd. E-W STREET		
288	471	20
LEFT	THRU	RIGHT
	779	
	NB TOTAL	

EB LT = <u>206</u> WB TH = <u>22</u> 228*	MAXIMUM SUM OF CRITICAL VALUES 0 TO 1,200 1,201 TO 1,400 >1,400	CAPACITY LEVEL UNDER NEAR OVER	NB LT = <u>288</u> SB TH = <u>713</u> 1,001*
WB LT = <u>26</u> EB TH = <u>10</u> 36			SB LT = <u>12</u> NB TH = <u>491</u> 503

228	+	1,001	=	1,229	STATUS?	NEAR
E-W CRITICAL		N-S CRITICAL				

TES: Existing Geometry

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Indian School Rd. / 12th St.

WESTBOUND Left Turn

Turn Direction	Peak Hour	# Left Turn Lanes	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
WB LT	AM NO BLD.	1	110	1	25	0.3
WB LT	AM BUILD	1	110	1	25	0.3
WB LT	PM NO BLD.	1	110	1	25	0.8
WB LT	PM BUILD	1	110	1	25	0.8

WB LT AM NO BLD. 1 Lane(s)				WB LT AM BUILD 1 Lane(s)				WB LT PM NO BLD. 1 Lane(s)				WB LT PM BUILD 1 Lane(s)			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.7367	73.7%	0	0	.7367	73.7%	0	0	.4518	45.2%	25	0	.4518	45.2%	25
1	.2251	96.2%	25	1	.2251	96.2%	25	1	.3590	81.1%	25	1	.3590	81.1%	25
2	.0344	99.5%		2	.0344	99.6%		2	.1426	95.3%	50	2	.1426	95.3%	50
3	.0035	100.0%		3	.0035	100.0%		3	.0378	99.1%	75	3	.0378	99.1%	75
4	.0003			4	.0003			4	.0075	99.9%		4	.0075	99.9%	
5	.0000			5	.0000			5	.0012	100.0%		5	.0012	100.0%	
6	.0000			6	.0000			6	.0002			6	.0002		
7	.0000			7	.0000			7	.0000			7	.0000		
8	.0000			8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)						
Indian School Rd. / 12th St.						
Turn Direction	Peak Hour	# Left Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Veh. Length
SB LT	AM NO BLD.	1	8	110	1	25
SB LT	AM BUILD	1	8	110	1	25
SB LT	PM NO BLD.	1	12	110	1	25
SB LT	PM BUILD	1	12	110	1	25
						Ave. Veh. per Cycle
						0.2
						0.2
						0.4
						0.4

SOUTHBOUND Left Turn

SB LT AM NO BLD. 1 Lane(s)				SB LT AM BUILD 1 Lane(s)				SB LT PM NO BLD. 1 Lane(s)				SB LT PM BUILD 1 Lane(s)			
Veh. in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.7831	78.3%	0	0	.7831	78.3%	0	0	.6930	69.3%	0	0	.6930	69.3%	0
1	.1914	97.5%	25	1	.1914	97.5%	25	1	.2541	94.7%	25	1	.2541	94.7%	25
2	.0234	99.8%		2	.0234	99.8%		2	.0466	99.4%	50	2	.0466	99.4%	50
3	.0019	100.0%		3	.0019	100.0%		3	.0057	99.9%		3	.0057	99.9%	
4	.0001			4	.0001			4	.0005	100.0%		4	.0005	100.0%	
5	.0000			5	.0000			5	.0000			5	.0000		
6	.0000			6	.0000			6	.0000			6	.0000		
7	.0000			7	.0000			7	.0000			7	.0000		
8	.0000			8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000		
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22	.0000			22	.0000			22	.0000			22	.0000		
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24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
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34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. /

12th St.)

Indian School Rd. / 12th St.

WESTBOUND Right Turn

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)																			
Indian School Rd. / 12th St.																			
WESTBOUND Right Turn																			
WB RT		AM NO BLD.		1 Lane(s)		WB RT		AM BUILD		1 Lane(s)		WB RT		PM NO BLD.		1 Lane(s)		WB RT	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue			
0	.8850	88.5%	0	0	.8850	88.5%	0	0	.8850	88.5%	0	0	.7367	73.7%	0	0			
1	.1082	99.3%	25	1	.1082	99.3%	25	1	.1082	99.3%	25	1	.2251	96.2%	25	1			
2	.0066	100.0%		2	.0066	100.0%		2	.0066	100.0%		2	.0344	99.6%		2			
3	.0003			3	.0003			3	.0003			3	.0035	100.0%		3			
4	.0000			4	.0000			4	.0000			4	.0003			4			
5	.0000			5	.0000			5	.0000			5	.0000			5			
6	.0000			6	.0000			6	.0000			6	.0000			6			
7	.0000			7	.0000			7	.0000			7	.0000			7			
8	.0000			8	.0000			8	.0000			8	.0000			8			
9	.0000			9	.0000			9	.0000			9	.0000			9			
10	.0000			10	.0000			10	.0000			10	.0000			10			
11	.0000			11	.0000			11	.0000			11	.0000			11			
12	.0000			12	.0000			12	.0000			12	.0000			12			
13	.0000			13	.0000			13	.0000			13	.0000			13			
14	.0000			14	.0000			14	.0000			14	.0000			14			
15	.0000			15	.0000			15	.0000			15	.0000			15			
16	.0000			16	.0000			16	.0000			16	.0000			16			
17	.0000			17	.0000			17	.0000			17	.0000			17			
18	.0000			18	.0000			18	.0000			18	.0000			18			
19	.0000			19	.0000			19	.0000			19	.0000			19			
20	.0000			20	.0000			20	.0000			20	.0000			20			
21	.0000			21	.0000			21	.0000			21	.0000			21			
22	.0000			22	.0000			22	.0000			22	.0000			22			
23	.0000			23	.0000			23	.0000			23	.0000			23			
24	.0000			24	.0000			24	.0000			24	.0000			24			
25	.0000			25	.0000			25	.0000			25	.0000			25			
26	.0000			26	.0000			26	.0000			26	.0000			26			
27	.0000			27	.0000			27	.0000			27	.0000			27			
28	.0000			28	.0000			28	.0000			28	.0000			28			
29	.0000			29	.0000			29	.0000			29	.0000			29			
30	.0000			30	.0000			30	.0000			30	.0000			30			
31	.0000			31	.0000			31	.0000			31	.0000			31			
32	.0000			32	.0000			32	.0000			32	.0000			32			
33	.0000			33	.0000			33	.0000			33	.0000			33			
34	.0000			34	.0000			34	.0000			34	.0000			34			
35	.0000			35	.0000			35	.0000			35	.0000			35			
36	.0000			36	.0000			36	.0000			36	.0000			36			

Westway Plaza Commercial Center (Indian School Rd. /

12th St.)

Indian School Rd. / 12th St.

SOUTHBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
SB RT	AM NO BLD.	0	24	110	1	25	0.7
SB RT	AM BUILD	0	24	110	1	25	0.7
SB RT	PM NO BLD.	0	14	110	1	25	0.4
SB RT	PM BUILD	0	14	110	1	25	0.4

SB RT	AM NO BLD.	0 Lane(s)	SB RT	AM BUILD	0 Lane(s)	SB RT	PM NO BLD.	0 Lane(s)	SB RT	PM BUILD	0 Lane(s)
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.4803	48.0%		0	.4803	48.0%		0	.6520	65.2%	0
1	.3522	83.3%	25	1	.3522	83.3%	25	1	.2789	93.1%	25
2	.1291	96.2%	50	2	.1291	96.2%	50	2	.0597	99.1%	50
3	.0316	99.3%	75	3	.0316	99.3%	75	3	.0085	99.9%	
4	.0058	99.9%		4	.0058	99.9%		4	.0009	100.0%	
5	.0008	100.0%		5	.0008	100.0%		5	.0001		
6	.0001			6	.0001			6	.0000		
7	.0000			7	.0000			7	.0000		
8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000		

Analysis of
I-40 North Ramp / 12th St.

Westway Plaza Shopping Center
 Analysis of I-40 North Ramp / 12th St. - [2_02AX]
 2002 AM Peak Hour Existing Conditions

09/18/02
 16:56:45

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.37 Vehicle Delay 15.5 Level of Service B

Sq 31 **/**	Phase 1	Phase 2	Phase 3
/ \		* *	^
		* *	****
		<* *	<****
		v	****
North	^	^	v
	<* +	<+ +	
	* +	+ +	
	* +	+ +	

	G/C=0.045	G/C=0.704	G/C=0.142
	G= 5.0"	G= 77.4"	G= 15.6"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=82.2%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

6.3 A

RT+TH	24/2	0.244	0.704	2365	2365	747	0.316	6.3	*A	223 ft
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NB Approach

3.0 A

TH	24/2	0.164	0.785	2711	2711	472	0.174	3.0	A	95 ft
LT	12/1	0.000	0.045	517	517	114	0.221	3.4	*A	48 ft

WB Approach

55.0 D

RT+TH+LT	24/2	0.142	0.142	359	436	358	0.792	55.0	*D	297 ft
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Westway Plaza Shopping Center
 Analysis of I-40 North Ramp / 12th St. - [2_06ABX]
 2006 AM Peak Hour BUILD Conditions

09/18/02
 16:57:16

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.42 Vehicle Delay 15.3 Level of Service B

Sq 31 **/**	Phase 1	Phase 2	Phase 3
/ \		* *	^
		* *	****
		<* *	<****
		v	****
North	^	^	v
	<* +	<+ +	
	* +	+ +	
	* +	+ +	

	G/C=0.045	G/C=0.689	G/C=0.157
	G= 5.0"	G= 75.8"	G= 17.2"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=80.7%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj		HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E	Volume	v/c	Delay	S	Model 1

SB Approach

7.4 A

RT+TH	24/2	0.289	0.689	2320	2320	919	0.396	7.4	*A	305 ft
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NB Approach

3.7 A

TH	24/2	0.208	0.771	2660	2660	637	0.239	3.6	A	144 ft
LT	12/1	0.000	0.045	422	423	114	0.270	4.3	*A	54 ft

WB Approach

54.9 D

RT+TH+LT	24/2	0.157	0.157	404	483	403	0.814	54.9	*D	336 ft
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Westway Plaza Shopping Center
 Analysis of I-40 North Ramp / 12th St. - [2_06PNX]
 2006 PM Peak Hour NO BUILD Conditions

09/18/02
 16:55:11

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.55 Vehicle Delay 23.4 Level of Service C+

Sq 31 **/**	Phase 1	Phase 2	Phase 3
.		* *	^
/ \		* *	****
		<* *	<****
		v	****
North	^	^	v
	<* +	<+ +	
	* +	+ +	
	* +	+ +	

	G/C=0.045	G/C=0.622	G/C=0.223
	G= 5.0"	G= 68.4"	G= 24.6"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=74.0%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

10.0 B+

RT+TH	24/2	0.230	0.622	2016	2016	671	0.333	10.0	*B+	246 ft
-------	------	-------	-------	------	------	-----	-------	------	-----	--------

NB Approach

11.8 B+

TH	24/2	0.197	0.704	2429	2429	596	0.245	5.9	A	168 ft
LT	12/1	0.001	0.045	482	486	390	0.802	20.7	*C+	418 ft

WB Approach

54.9 D

RT+TH+LT	24/2	0.223	0.223	650	727	649	0.893	54.9	*D	551 ft
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Queueing Analysis Summary Sheet

Project:

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Intersection:

I-40 North Ramp / 12th St.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	0	0
AM NO BUILD Condition	1	0	0
AM BUILD Condition	1	0	0
Existing Conditions	1	0	0
PM NO BUILD Condition	1	0	0
PM BUILD Condition	1	0	0

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	0	0
AM NO BUILD Condition	0	0	0
AM BUILD Condition	0	0	0
Existing Conditions	0	0	0
PM NO BUILD Condition	0	0	0
PM BUILD Condition	0	0	0

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	112	0
AM NO BUILD Condition	1	112	175
AM BUILD Condition	1	112	175
Existing Conditions	1	81	0
PM NO BUILD Condition	1	81	125
PM BUILD Condition	1	81	125

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	121	0
AM NO BUILD Condition	0	121	175
AM BUILD Condition	0	159	225
Existing Conditions	0	188	0
PM NO BUILD Condition	0	188	250
PM BUILD Condition	0	225	275

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	98	160
AM NO BUILD Condition	1	98	150
AM BUILD Condition	1	98	150
Existing Conditions	1	277	160
PM NO BUILD Condition	1	277	325
PM BUILD Condition	1	277	325

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	0	0
AM NO BUILD Condition	0	0	0
AM BUILD Condition	0	0	0
Existing Conditions	0	0	0
PM NO BUILD Condition	0	0	0
PM BUILD Condition	0	0	0

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	0	0
AM NO BUILD Condition	1	0	0
AM BUILD Condition	1	0	0
Existing Conditions	1	0	0
PM NO BUILD Condition	1	0	0
PM BUILD Condition	1	0	0

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	105	100
AM NO BUILD Condition	0	105	150
AM BUILD Condition	0	118	175
Existing Conditions	0	221	100
PM NO BUILD Condition	0	221	275
PM BUILD Condition	0	237	300

AM PM

Cycle Length: 110 110

F-2 j

F-21

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
I-40 North Ramp / 12th St.

NORTHBOUND Left Turn

NB LT				AM NO BLD.				1 Lane(s)				NB LT				AM BUILD				1 Lane(s)				NB LT				PM NO BLD.				1 Lane(s)				PM BUILD				1 Lane(s)			
Vehicles in Queue				Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)					Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)					Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)					Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)													
0				.0501	5.0%					0	.0501	5.0%						0	.0002	0.0%					0	.0002	0.0%																
1				.1499	20.0%					1	.1499	20.0%						1	.0018	0.2%					1	.0018	0.2%																
2				.2245	42.4%					2	.2245	42.4%						2	.0076	1.0%					2	.0076	1.0%																
3				.2240	64.8%					3	.2240	64.8%						3	.0213	3.1%					3	.0213	3.1%																
4				.1677	81.6%	100				4	.1677	81.6%	100					4	.0451	7.6%					4	.0451	7.6%																
5				.1004	91.7%	125				5	.1004	91.7%	125					5	.0764	15.2%					5	.0764	15.2%																
6				.0501	96.7%	150				6	.0501	96.7%	150					6	.1077	26.0%					6	.1077	26.0%																
7				.0214	98.8%	175				7	.0214	98.8%	175					7	.1302	39.0%					7	.1302	39.0%																
8				.0080	99.6%					8	.0080	99.6%						8	.1378	52.8%					8	.1378	52.8%																
9				.0027	99.9%					9	.0027	99.9%						9	.1296	65.8%					9	.1296	65.8%																
10				.0008	100.0%					10	.0008	100.0%						10	.1097	76.7%					10	.1097	76.7%																
11				.0002						11	.0002							11	.0844	85.2%					11	.0844	85.2%																
12				.0001						12	.0001							12	.0595	91.1%					12	.0595	91.1%																
13				.0000						13	.0000							13	.0388	95.0%					13	.0388	95.0%																
14				.0000						14	.0000							14	.0234	97.3%					14	.0234	97.3%																
15				.0000						15	.0000							15	.0132	98.7%					15	.0132	98.7%																
16				.0000						16	.0000							16	.0070	99.4%					16	.0070	99.4%																
17				.0000						17	.0000							17	.0035	99.7%					17	.0035	99.7%																
18				.0000						18	.0000							18	.0016	99.9%					18	.0016	99.9%																
19				.0000						19	.0000							19	.0007	99.9%					19	.0007	99.9%																
20				.0000						20	.0000							20	.0003					20	.0003																		
21				.0000						21	.0000							21	.0001					21	.0001																		
22				.0000						22	.0000							22	.0000					22	.0000																		
23				.0000						23	.0000							23	.0000					23	.0000																		
24				.0000						24	.0000							24	.0000					24	.0000																		
25				.0000						25	.0000							25	.0000					25	.0000																		
26				.0000						26	.0000							26	.0000					26	.0000																		
27				.0000						27	.0000							27	.0000					27	.0000																		
28				.0000						28	.0000							28	.0000					28	.0000																		
29				.0000						29	.0000							29	.0000					29	.0000																		
30				.0000						30	.0000							30	.0000					30	.0000																		
31				.0000						31	.0000							31	.0000					31	.0000																		
32				.0000						32	.0000							32	.0000					32	.0000																		
33				.0000						33	.0000							33	.0000					33	.0000																		
34				.0000						34	.0000							34	.0000					34	.0000																		
35				.0000						35	.0000							35	.0000					35	.0000																		
36				.0000						36	.0000							36	.0000					36	.0000																		

PLANSIG_que_2.xls - NB_LT

Westway Plaza Commercial Center (Indian School Rd. /
12th St.)
I-40 North Ramp / 12th St.

SOUTHBOUND Right Turn

SB RT		AM NO BLD.		0 Lane(s)		SB RT		AM BUILD		0 Lane(s)		SB RT		PM NO BLD.		0 Lane(s)		SB RT		PM BUILD		0 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0404	4.0%		0	.0272	2.7%		0	.0012	0.1%		0	.0007	0.1%		0	.0007	0.1%		0	.0007	0.1%	
1	.1297	17.0%		1	.0980	12.5%		1	.0079	0.9%		1	.0052	0.6%		1	.0052	0.6%		1	.0052	0.6%	
2	.2080	37.8%		2	.1766	30.2%		2	.0266	3.6%		2	.0188	2.5%		2	.0188	2.5%		2	.0188	2.5%	
3	.2225	60.1%		3	.2123	51.4%		3	.0599	9.6%		3	.0453	7.0%		3	.0453	7.0%		3	.0453	7.0%	
4	.1785	77.9%	100	4	.1913	70.5%	100	4	.1012	19.7%		4	.0821	15.2%		4	.0821	15.2%		4	.0821	15.2%	
5	.1145	89.4%	125	5	.1380	84.3%	125	5	.1366	33.3%		5	.1188	27.1%		5	.1188	27.1%		5	.1188	27.1%	
6	.0612	95.5%	150	6	.0829	92.6%	150	6	.1538	48.7%		6	.1434	41.4%		6	.1434	41.4%		6	.1434	41.4%	
7	.0281	98.3%	175	7	.0427	96.9%	175	7	.1483	63.5%		7	.1484	56.3%		7	.1484	56.3%		7	.1484	56.3%	
8	.0113	99.4%	200	8	.0192	98.8%	200	8	.1252	76.1%		8	.1343	69.7%	200	8	.1343	69.7%	200	8	.1343	69.7%	200
9	.0040	99.8%		9	.0077	99.6%		9	.0939	85.5%		9	.1081	80.5%	225	9	.1081	80.5%	225	9	.1081	80.5%	225
10	.0013	99.9%		10	.0028	99.9%		10	.0634	91.8%		10	.0783	88.3%	250	10	.0783	88.3%	250	10	.0783	88.3%	250
11	.0004			11	.0009	100.0%		11	.0389	95.7%		11	.0515	93.5%	275	11	.0515	93.5%	275	11	.0515	93.5%	275
12	.0001			12	.0003			12	.0219	97.9%		12	.0311	96.6%	300	12	.0311	96.6%	300	12	.0311	96.6%	300
13	.0000			13	.0001			13	.0114	99.0%		13	.0173	98.3%	325	13	.0173	98.3%	325	13	.0173	98.3%	325
14	.0000			14	.0000			14	.0055	99.6%		14	.0090	99.2%		14	.0090	99.2%		14	.0090	99.2%	
15	.0000			15	.0000			15	.0025	99.8%		15	.0043	99.7%		15	.0043	99.7%		15	.0043	99.7%	
16	.0000			16	.0000			16	.0010	99.9%		16	.0020	99.9%		16	.0020	99.9%		16	.0020	99.9%	
17	.0000			17	.0000			17	.0004			17	.0008	99.9%		17	.0008	99.9%		17	.0008	99.9%	
18	.0000			18	.0000			18	.0002			18	.0003			18	.0003			18	.0003		
19	.0000			19	.0000			19	.0001			19	.0001			19	.0001			19	.0001		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
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24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Analysis of
I-40 South Ramp / 12th St.

Westway Plaza Shopping Center
 Analysis of I-40 South Ramp / 12th St. - [3_02AX]
 2002 AM Peak Hour Existing Conditions

09/18/02
 18:50:21

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.55 Vehicle Delay 25.5 Level of Service C+

Sq 21 **/**	Phase 1	Phase 2	Phase 3
.	+ *	+ +	
/ \	+ *	+ +	
	+ *>	+ +>	
	v	v	^
North		^	++++
		* +>	++++>
		* +	****
		* +	v

	G/C=0.045	G/C=0.611	G/C=0.234
	G= 5.0"	G= 67.3"	G= 25.7"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=73.0%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj		HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E	Volume	v/c	Delay	S	Model 1

SB Approach

18.8 B

TH	24/2	0.227	0.693	2413	2413	715	0.296	6.6	A	214 ft
LT	12/1	0.020	0.045	617	617	569	0.922	34.2	*C	751 ft

NB Approach

9.4 A

RT	12/1	0.099	0.611	952	952	96	0.101	8.9	A	59 ft
TH	24/2	0.154	0.611	2128	2128	439	0.206	9.6	*A	150 ft

EB Approach

52.7 D

RT	12/1	0.234	0.234	304	353	303	0.830	54.9	*D	439 ft
TH+LT	12/1	0.225	0.234	345	400	328	0.802	50.7	D	460 ft

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.60 Vehicle Delay 30.4 Level of Service C

Sq 21 **/**	Phase 1	Phase 2	Phase 3
.	+ *	+ +	
/ \	+ *	+ +	
	+ *>	+ +>	
	v	v	^
North		^	****
		* +>	****>
		* +	++++
		* +	v

	G/C=0.135	G/C=0.521	G/C=0.235
	G= 14.8"	G= 57.3"	G= 25.9"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=17.1%	OFF=72.8%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj		HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E	Volume	v/c	Delay	S	Model 1

SB Approach

26.9 C+

TH	24/2	0.259	0.692	2409	2409	835	0.347	7.0	A	261 ft
LT	12/1	0.134	0.135	593	593	604	1.019	54.4	*D	993 ft

NB Approach

15.1 B

RT	12/1	0.099	0.521	803	811	96	0.118	13.5	B+	72 ft
TH	24/2	0.195	0.521	1813	1813	593	0.327	15.3	*B	258 ft

EB Approach

54.6 D

RT	12/1	0.234	0.235	306	356	303	0.826	54.2	D	437 ft
TH+LT	12/1	0.235	0.235	349	403	348	0.845	55.0	*D	502 ft

Westway Plaza Shopping Center
 Analysis of I-40 South Ramp / 12th St. - [3_06PNX]
 2006 PM Peak Hour NO BUILD Conditions

09/18/02
 18:54:54

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.52 Vehicle Delay 17.4 Level of Service B

Sq 21 **/**	Phase 1	Phase 2	Phase 3
.	+ *	+ +	
/ \	+ *	+ +	
	+ *>	+ +>	
	v	v	^
North		^	****
		* +>	****>
		* +	++++
		* +	v
	G/C=0.077	G/C=0.681	G/C=0.132
	G= 8.5"	G= 74.9"	G= 14.6"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=11.4%	OFF=83.1%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

21.1 C+

TH	24/2	0.185	0.795	2767	2767	554	0.200	2.8	A	110 ft
LT	12/1	0.077	0.077	313	327	311	0.951	53.6	*D	460 ft

NB Approach

9.1 A

RT	12/1	0.110	0.681	1061	1061	111	0.105	6.1	A	57 ft
TH	24/2	0.389	0.681	2371	2371	1339	0.565	9.4	*A	526 ft

EB Approach

51.5 D

RT	12/1	0.096	0.132	143	182	92	0.447	45.5	D	126 ft
TH+LT	12/1	0.132	0.132	164	209	163	0.703	54.8	*D	238 ft

Queueing Analysis Summary Sheet

Project:

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Intersection:

I-40 South Ramp / 12th St.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	269	0
AM NO BUILD Condition	1	269	325
AM BUILD Condition	1	286	350
Existing Conditions	1	126	0
PM NO BUILD Condition	1	126	175
PM BUILD Condition	1	142	200

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	261	280
AM NO BUILD Condition	0	261	325
AM BUILD Condition	0	261	325
Existing Conditions	0	74	280
PM NO BUILD Condition	0	74	125
PM BUILD Condition	0	74	125

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	0	0
AM NO BUILD Condition	1	0	0
AM BUILD Condition	1	0	0
Existing Conditions	1	0	0
PM NO BUILD Condition	1	0	0
PM BUILD Condition	1	0	0

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	0	0
AM NO BUILD Condition	0	0	0
AM BUILD Condition	0	0	0
Existing Conditions	0	0	0
PM NO BUILD Condition	0	0	0
PM BUILD Condition	0	0	0

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	0	0
AM NO BUILD Condition	1	0	0
AM BUILD Condition	1	0	0
Existing Conditions	1	0	0
PM NO BUILD Condition	1	0	0
PM BUILD Condition	1	0	0

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	79	125
AM NO BUILD Condition	1	79	125
AM BUILD Condition	1	79	125
Existing Conditions	1	102	125
PM NO BUILD Condition	1	102	150
PM BUILD Condition	1	102	150

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	461	150
AM NO BUILD Condition	1	461	525
AM BUILD Condition	1	489	550
Existing Conditions	1	292	150
PM NO BUILD Condition	1	292	350
PM BUILD Condition	1	328	375

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	0	0
AM NO BUILD Condition	0	0	0
AM BUILD Condition	0	0	0
Existing Conditions	0	0	0
PM NO BUILD Condition	0	0	0
PM BUILD Condition	0	0	0

AM PM
 Cycle Length: 110 110

SIGNALIZED INTERSECTION **PLANNING APPLICATION WORKSHEET**

Intersection: I-40 South Ramp / 12th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: AM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

12th St. N-S STREET		I-40 South Ramp E-W STREET	
SB TOTAL 1,165	Y TR?	0 RIGHT	0 WB TOTAL
0 RIGHT	T 2	0 THRU	
489 LEFT	L 1	0 LEFT	
NO. LANES 1 L 1 T 0 R TR? Y		NO. LANES 0 R 1 T 1 L TR? Y	
EB TOTAL 560	286 LEFT 13 THRU 261 RIGHT	1 L	2 T
		1 R	TR? N
		NB TOTAL 565	

EB LT = 286
 WB TH = 0

286

*

WB LT = 0
 EB TH = 274

274

MAXIMUM SUM OF CRITICAL VALUES

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

CAPACITY LEVEL

UNDER
 NEAR
 OVER

NB LT = 0
 SB TH = 338

338

SB LT = 489
 NB TH = 243

732

*

286 + 732 = 1,018
 E-W CRITICAL N-S CRITICAL STATUS? UNDER

TES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection:	I-40 South Ramp / 12th St.
Analyst:	TOB
Project:	Westway Plaza Commercial Center (Indian Sc
Condition:	2006 BUILD

Date: 21-Sep-02
Time Period Analyzed: PM Peak Hr.
City / State: Albuquerque, NM

SB TOTAL

972

0 RIGHT 644 LEFT 328 THRU

0	
RIGHT	
0	
THRU	
0	
LEFT	

0
WB TOTAL

NO. LANES	
1	L
1	T
0	R

TR?

0	R	TR? Y
1	T	
1	L	

NO. LANES

221	142
EB TOTAL	LEFT
	5
	THRU
	74
	RIGHT

1		2		1
L		T		R

TR?

N

I-40 South Ramp		
E-W STREET		
0	1,353	102
LEFT	THRU	RIGHT
1,455		
NB TOTAL		

EB LT =	142
WB TH =	0
	142 *
WB LT =	0
EB TH =	79
	79

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT =	0
SB TH =	322
	322
SB LT =	328
NB TH =	677
	1,005*

$$\frac{142}{\text{E-W CRITICAL}} + \frac{1,005}{\text{N-S CRITICAL}} = \frac{1,147}{\text{CRITICAL}}$$

STATUS? U N D E R

TES: Existing Geometry

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
I-40 South Ramp / 12th St.

SOUTHBOUND Left Turn

SB LT				AM NO BLD.				1 Lane(s)				AM BUILD				SB LT				PM NO BLD.				1 Lane(s)				PM BUILD				1 Lane(s)			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)				
0	.0000	0.0%		0	.0000	0.0%		0	.0000	0.0%		0	.0001	0.0%		0	.0001	0.0%		0	.0000	0.0%		0	.0000	0.0%		0	.0000	0.0%					
1	.0000	0.0%		1	.0000	0.0%		1	.0000	0.0%		1	.0012	0.1%		1	.0012	0.1%		1	.0004	0.0%		1	.0004	0.0%		1	.0004	0.0%					
2	.0001	0.0%		2	.0000	0.0%		2	.0000	0.0%		2	.0053	0.7%		2	.0053	0.7%		2	.0022	0.3%		2	.0022	0.3%		2	.0022	0.3%					
3	.0004	0.0%		3	.0002	0.0%		3	.0002	0.0%		3	.0158	2.2%		3	.0158	2.2%		3	.0074	1.0%		3	.0074	1.0%		3	.0074	1.0%					
4	.0013	0.2%		4	.0007	0.1%		4	.0007	0.1%		4	.0352	5.8%		4	.0352	5.8%		4	.0187	2.9%		4	.0187	2.9%		4	.0187	2.9%					
5	.0035	0.5%		5	.0020	0.3%		5	.0020	0.3%		5	.0629	12.0%		5	.0629	12.0%		5	.0374	6.6%		5	.0374	6.6%		5	.0374	6.6%					
6	.0083	1.3%		6	.0050	0.8%		6	.0050	0.8%		6	.0935	21.4%		6	.0935	21.4%		6	.0625	12.9%		6	.0625	12.9%		6	.0625	12.9%					
7	.0167	3.0%		7	.0107	1.9%		7	.0107	1.9%		7	.1191	33.3%		7	.1191	33.3%		7	.0895	21.8%		7	.0895	21.8%		7	.0895	21.8%					
8	.0293	5.9%		8	.0200	3.9%		8	.0200	3.9%		8	.1329	46.6%		8	.1329	46.6%		8	.1121	33.0%		8	.1121	33.0%		8	.1121	33.0%					
9	.0459	10.5%		9	.0332	7.2%		9	.0332	7.2%		9	.1317	59.8%		9	.1317	59.8%		9	.1248	45.5%		9	.1248	45.5%		9	.1248	45.5%					
10	.0647	17.0%		10	.0496	12.1%		10	.0496	12.1%		10	.1175	71.5%		10	.1175	71.5%		10	.1251	58.0%		10	.1251	58.0%		10	.1251	58.0%					
11	.0828	25.3%		11	.0673	18.9%		11	.0673	18.9%		11	.0953	81.0%		11	.0953	81.0%		11	.1140	69.4%		11	.1140	69.4%		11	.1140	69.4%	275				
12	.0972	35.0%		12	.0838	27.2%		12	.0838	27.2%		12	.0709	88.1%		12	.0709	88.1%		12	.0952	78.9%		12	.0952	78.9%		12	.0952	78.9%	300				
13	.1053	45.5%		13	.0963	36.9%		13	.0963	36.9%		13	.0486	93.0%		13	.0486	93.0%		13	.0734	86.3%		13	.0734	86.3%		13	.0734	86.3%	325				
14	.1060	56.1%		14	.1028	47.2%		14	.1028	47.2%		14	.0310	96.1%		14	.0310	96.1%		14	.0525	91.5%		14	.0525	91.5%		14	.0525	91.5%	350				
15	.0995	66.1%	375	15	.1024	57.4%		15	.1024	57.4%		15	.0184	97.9%		15	.0184	97.9%		15	.0351	95.0%		15	.0351	95.0%		15	.0351	95.0%	375				
16	.0876	74.8%	400	16	.0956	67.0%	400	16	.0956	67.0%	400	16	.0103	99.0%		16	.0103	99.0%		16	.0220	97.2%		16	.0220	97.2%		16	.0220	97.2%	400				
17	.0726	82.1%	425	17	.0841	75.4%	425	17	.0841	75.4%	425	17	.0054	99.5%		17	.0054	99.5%		17	.0130	98.5%		17	.0130	98.5%		17	.0130	98.5%	425				
18	.0568	87.8%	450	18	.0698	82.4%	450	18	.0698	82.4%	450	18	.0027	99.8%		18	.0027	99.8%		18	.0072	99.3%		18	.0072	99.3%		18	.0072	99.3%	450				
19	.0421	92.0%	475	19	.0410	87.8%	475	19	.0549	87.8%	475	19	.0013	99.9%		19	.0013	99.9%		19	.0038	99.6%		19	.0038	99.6%		19	.0038	99.6%					
20	.0297	95.0%	500	20	.0410	91.9%	500	20	.0410	91.9%	500	20	.0006	100.0%		20	.0006	100.0%		20	.0019	99.8%		20	.0019	99.8%		20	.0019	99.8%					
21	.0199	96.9%	525	21	.0292	94.9%	525	21	.0292	94.9%	525	21	.0002			21	.0002			21	.0009	99.9%		21	.0009	99.9%		21	.0009	99.9%					
22	.0127	98.2%	550	22	.0198	96.8%	550	22	.0198	96.8%	550	22	.0001			22	.0001			22	.0004			22	.0004			22	.0004						
23	.0078	99.0%	575	23	.0129	98.1%	575	23	.0129	98.1%	575	23	.0000			23	.0000			23	.0002			23	.0002			23	.0002						
24	.0046	99.5%	600	24	.0080	98.9%	600	24	.0080	98.9%	600	24	.0000			24	.0000			24	.0001			24	.0001			24	.0001						
25	.0026	99.7%		25	.0048	99.4%	625	25	.0048	99.4%	625	25	.0000			25	.0000			25	.0000			25	.0000			25	.0000						
26	.0014	99.9%		26	.0028	99.7%		26	.0028	99.7%		26	.0000			26	.0000			26	.0000			26	.0000			26	.0000						
27	.0007	99.9%		27	.0015	99.8%		27	.0015	99.8%		27	.0000			27	.0000			27	.0000			27	.0000			27	.0000						
28	.0004			28	.0008	99.9%		28	.0008	99.9%		28	.0000			28	.0000			28	.0000			28	.0000			28	.0000						
29	.0002			29	.0004			29	.0004			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000						
30	.0001			30	.0002			30	.0002			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000						
31	.0000			31	.0001			31	.0001			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000						
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000						
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000						
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000						
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000						
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000						

Westway Plaza Commercial Center (Indian School Rd. /
12th St.)
I-40 South Ramp / 12th St.

NORTHBOUND Right Turn

NB RT		AM NO BLD.		1 Lane(s)		NB RT		AM BUILD		1 Lane(s)		NB RT		PM NO BLD.		PM BUILD		1 Lane(s)		NB RT		1 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0895	8.9%		0	.0895	8.9%		0	.0895	8.9%		0	.0443	4.4%		0	.0443	4.4%		0	.0443	4.4%	
1	.2160	30.5%		1	.2160	30.5%		1	.2607	56.6%		1	.1381	18.2%		1	.1381	18.2%		1	.1381	18.2%	
2	.2607	56.6%		2	.2607	56.6%		2	.2607	56.6%		2	.2152	39.8%		2	.2152	39.8%		2	.2152	39.8%	
3	.2097	77.6%	75	3	.2097	77.6%	75	3	.2097	77.6%	75	3	.2235	62.1%		3	.2235	62.1%		3	.2235	62.1%	
4	.1266	90.2%	100	4	.1266	90.2%	100	4	.1266	90.2%	100	4	.1742	79.5%		4	.1742	79.5%		4	.1742	79.5%	
5	.0611	96.3%	125	5	.0611	96.3%	125	5	.0611	96.3%	125	5	.1086	90.4%		5	.1086	90.4%		5	.1086	90.4%	100
6	.0246	98.8%	150	6	.0246	98.8%	150	6	.0246	98.8%	150	6	.0564	96.0%		6	.0564	96.0%		6	.0564	96.0%	125
7	.0085	99.7%		7	.0085	99.7%		7	.0085	99.7%		7	.0251	98.5%		7	.0251	98.5%		7	.0251	98.5%	150
8	.0026	99.9%		8	.0026	99.9%		8	.0026	99.9%		8	.0098	99.5%		8	.0098	99.5%		8	.0098	99.5%	175
9	.0007	100.0%		9	.0007	100.0%		9	.0007	100.0%		9	.0034	99.9%		9	.0034	99.9%		9	.0034	99.9%	
10	.0002			10	.0002			10	.0002			10	.0011	100.0%		10	.0011	100.0%		10	.0011	100.0%	
11	.0000			11	.0000			11	.0000			11	.0003			11	.0003			11	.0003		
12	.0000			12	.0000			12	.0000			12	.0001			12	.0001			12	.0001		
13	.0000			13	.0000			13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Analysis of
Menaul Blvd. / 12th St.

Westway Plaza Shopping Center
 Analysis of Menaul Blvd. / 12th St. - [4_02AX]
 2003 AM Peak Hour Existing Conditions

09/18/02
 19:05:11

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.50 Vehicle Delay 26.1 Level of Service C+

Sq 24	Phase 1	Phase 2	Phase 3	Phase 4
/				
.	+ + *	+ + +		^
/ \	+ + *	+ + +		++++
	<+ + *>	<+ + +>		<++++
	v	v	^	++++
North		<* * *>	++++ v	++++ v
		* * *		****>
		* * *		****
				v

	G/C=0.045	G/C=0.600	G/C=0.066	G/C=0.143
	G= 5.0"	G= 66.1"	G= 7.2"	G= 15.7"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=71.9%	OFF=82.1%

C=110 sec G= 94.0 sec = 85.5% Y=16.0 sec = 14.5% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

8.1 A

|RT+TH+LT| 24/2 |0.002 |0.682 | 1640 | 1640 | 724 |0.441 | 8.1 | A | 261 ft|

NB Approach

10.7 B+

|RT+TH+LT| 24/2 |0.201 |0.600 | 1821 | 1821 | 529 |0.290 | 10.7 | *B+ | 197 ft|

WB Approach

48.7 D

|RT+TH | 24/2 |0.109 |0.143 | 379 | 459 | 265 |0.559 | 45.4 | D | 196 ft|
 | LT | 12/1 |0.066 |0.066 | 142 | 164 | 141 |0.783 | 55.0 | *D | 214 ft|

EB Approach

52.0 D

|RT+TH | 24/2 |0.143 |0.143 | 398 | 480 | 397 |0.804 | 55.0 | *D | 327 ft|
 | LT | 12/1 |0.000 |0.066 | 183 | 213 | 64 |0.279 | 33.5 | C | 77 ft|

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.58 Vehicle Delay 27.2 Level of Service C+

Sq 24 **/**	Phase 1	Phase 2	Phase 3	Phase 4
.	++ *	+++		^
/ \	++ *	+++		++++
	<+ + *>	<+ + +>		<++++>
	v	v	^	++++
North		<* * *>	++++ v	++++ v
		* * *		****>
		* * *		****
				v
	G/C=0.045	G/C=0.559	G/C=0.107	G/C=0.143
	G= 5.0"	G= 61.5"	G= 11.8"	G= 15.7"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=67.7%	OFF=82.1%

C=110 sec G= 94.0 sec = 85.5% Y=16.0 sec = 14.5% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj		HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E	Volume	v/c	Delay	S	Model 1

SB Approach

11.9 B+

|RT+TH+LT| 24/2 |0.002 |0.641 | 1464 | 1464 | 854 |0.583 | 11.9 | B+| 386 ft|

NB Approach

14.0 B+

|RT+TH+LT| 24/2 |0.253 |0.559 | 1700 | 1700 | 700 |0.412 | 14.0 | *B+| 305 ft|

WB Approach

49.7 D

|RT+TH | 24/2 |0.113 |0.143 | 379 | 459 | 278 |0.586 | 46.0 | D | 207 ft|
 | LT | 12/1 |0.107 |0.107 | 213 | 242 | 212 |0.841 | 54.6 | *D | 321 ft|

EB Approach

51.5 D

|RT+TH | 24/2 |0.143 |0.143 | 398 | 480 | 397 |0.804 | 55.0 | *D | 327 ft|
 | LT | 12/1 |0.000 |0.107 | 253 | 287 | 64 |0.216 | 29.8 | C | 72 ft|

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.56 Vehicle Delay 31.2 Level of Service C

Sq 24	Phase 1	Phase 2	Phase 3	Phase 4
/				
.	+ + *	+ + +		^
/ \	+ + *	+ + +		****
	<+ + *>	<+ + +>		<****
	v	v	^ ****	^ +++++
North		<* * *>	+++++ v	+++++ v
		* * *		+++++
		* * *		v

	G/C=0.045	G/C=0.513	G/C=0.045	G/C=0.251
	G= 5.0"	G= 56.4"	G= 5.0"	G= 27.6"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=63.1%	OFF=71.3%

C=110 sec G= 94.0 sec = 85.5% Y=16.0 sec = 14.5% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E Volume	v/c	Delay	S	Model 1

SB Approach

11.5 B+

|RT+TH+LT| 24/2 |0.002 |0.595 | 1482 | 1482 | 510 |0.344 | 11.5 | B+| 202 ft|

NB Approach

16.4 B

|RT+TH+LT| 24/2 |0.223 |0.513 | 1530 | 1530 | 590 |0.386 | 16.4 | *B | 272 ft|

WB Approach

50.5 D

|RT+TH | 24/2 |0.251 |0.251 | 753 | 821 | 752 |0.916 | 55.0 | *D | 642 ft|
 | LT | 12/1 |0.000 |0.045 | 290 | 328 | 191 |0.570 | 32.7 | *C | 233 ft|

EB Approach

33.3 C

|RT+TH | 24/2 |0.097 |0.251 | 786 | 855 | 235 |0.275 | 33.3 | C | 144 ft|
 | LT | 12/1 |0.026 |0.045 | 115 | 132 | 81 |0.559 | 33.2 | C | 105 ft|

Queueing Analysis Summary Sheet

Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
 Intersection: Menaul Blvd. / 12th St.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	56	125
AM NO BUILD Condition	1	56	100
AM BUILD Condition	1	56	100
Existing Conditions	1	68	125
PM NO BUILD Condition	1	68	125
PM BUILD Condition	1	68	125

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	12	0
AM NO BUILD Condition	0	12	50
AM BUILD Condition	0	12	50
Existing Conditions	0	23	0
PM NO BUILD Condition	0	23	50
PM BUILD Condition	0	23	50

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	120	125
AM NO BUILD Condition	1	126	175
AM BUILD Condition	1	180	250
Existing Conditions	1	166	125
PM NO BUILD Condition	1	174	225
PM BUILD Condition	1	226	275

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	68	0
AM NO BUILD Condition	0	71	125
AM BUILD Condition	0	71	125
Existing Conditions	0	247	0
PM NO BUILD Condition	0	259	325
PM BUILD Condition	0	259	325

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	10	0
AM NO BUILD Condition	1	11	25
AM BUILD Condition	1	11	25
Existing Conditions	1	33	0
PM NO BUILD Condition	1	35	75
PM BUILD Condition	1	35	75

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	217	0
AM NO BUILD Condition	0	231	300
AM BUILD Condition	0	273	325
Existing Conditions	0	93	0
PM NO BUILD Condition	0	99	150
PM BUILD Condition	0	153	200

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	140	0
AM NO BUILD Condition	1	140	200
AM BUILD Condition	1	140	200
Existing Conditions	1	79	0
PM NO BUILD Condition	1	79	125
PM BUILD Condition	1	79	125

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	31	0
AM NO BUILD Condition	0	31	75
AM BUILD Condition	0	31	75
Existing Conditions	0	98	0
PM NO BUILD Condition	0	98	150
PM BUILD Condition	0	98	150

AM PM
 Cycle Length: 110 110

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Menaul Blvd. / 12th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: AM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

12th St.		71	
N-S STREET		E-W STREET	
SB TOTAL 675	☐ Y TR?	RIGHT 165	416
31 RIGHT	R	THRU 180	WB TOTAL
140 LEFT	T	LEFT	
504 THRU	L		
	0 1 1		

NO. LANES

1	L
2	T
0	R

TR? ☐ Y

405	56
EB TOTAL	LEFT
	337
	THRU
	12
	RIGHT

1	1	0
L	T	R
TR? ☐ Y		

0	R
2	T
1	L
NO. LANES	
TR? ☐ Y	

Menaul Blvd.	
E-W STREET	
11	339
LEFT	THRU
	273
	RIGHT
	623
	NB TOTAL

EB LT = 56
 WB TH = 118
174

WB LT = 180
 EB TH = 175
355*

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT = 11
 SB TH = 535
546

SB LT = 140
 NB TH = 612
752*

355 + 752 = 1,107 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

TES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Menaul Blvd. / 12th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: PM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

12th St. N-S STREET		259 WB TOTAL													
SB TOTAL 589	Y TR?	RIGHT 425 THRU 226 LEFT	910 WB TOTAL												
98 RIGHT 412 THRU 79 LEFT	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">R</td> <td style="text-align: center;">T</td> <td style="text-align: center;">L</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> </table>	R	T	L	0	1	1								
R	T	L													
0	1	1													
NO. LANES <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">L</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">T</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">R</td> </tr> </table> TR? Y		1	L	2	T	0	R	NO. LANES <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">R</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">T</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">L</td> </tr> </table> TR? Y		0	R	2	T	1	L
1	L														
2	T														
0	R														
0	R														
2	T														
1	L														
EB TOTAL 266 THRU 23 RIGHT		Menaul Blvd. E-W STREET 474 THRU 662 NB TOTAL													
68 LEFT 175 THRU 23 RIGHT		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">L</td> <td style="text-align: center;">T</td> <td style="text-align: center;">R</td> </tr> </table> TR? Y		1	1	0	L	T	R						
1	1	0													
L	T	R													

EB LT = 68 WB TH = 342 410*	MAXIMUM SUM OF CRITICAL VALUES 0 TO 1,200 1,201 TO 1,400 >1,400	CAPACITY LEVEL UNDER NEAR OVER	NB LT = 35 SB TH = 510 545
WB LT = 226 EB TH = 99 325			SB LT = 79 NB TH = 627 706*

410 + 706 = 1,116
 E-W CRITICAL + N-S CRITICAL = STATUS? UNDER

TES: Existing Geometry

**Westway Plaza Commercial Center (Indian School Rd. /
12th St.)**
Menaul Blvd. / 12th St.

WESTBOUND Left Turn

WB LT AM NO BLD.				1 Lane(s)				WB LT AM BUILD				1 Lane(s)				WB LT PM NO BLD.				1 Lane(s)				WB LT PM BUILD				1 Lane(s)			
Vehicles in Queue	Poisson Terms	Ind. Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0213	2.1%		0	.0041	0.4%		0	.0041	0.4%		0	.0049	0.5%		0	.0049	0.5%		0	.0010	0.1%		0	.0010	0.1%		0	.0010	0.1%	
1	.0819	10.3%		1	.0225	2.7%		1	.0225	2.7%		1	.0261	3.1%		1	.0261	3.1%		1	.0069	0.8%		1	.0069	0.8%		1	.0069	0.8%	
2	.1577	26.1%		2	.0618	8.8%		2	.0618	8.8%		2	.0694	10.0%		2	.0694	10.0%		2	.0239	3.2%		2	.0239	3.2%		2	.0239	3.2%	
3	.2024	46.3%		3	.1133	20.2%		3	.1133	20.2%		3	.1230	22.3%		3	.1230	22.3%		3	.0550	8.7%		3	.0550	8.7%		3	.0550	8.7%	
4	.1948	65.8%	100	4	.1558	35.8%		4	.1558	35.8%		4	.1634	38.7%		4	.1634	38.7%		4	.0950	18.2%		4	.0950	18.2%		4	.0950	18.2%	
5	.1500	80.8%	125	5	.1714	52.9%		5	.1714	52.9%		5	.1738	56.1%		5	.1738	56.1%		5	.1311	31.3%		5	.1311	31.3%		5	.1311	31.3%	
6	.0962	90.4%	150	6	.1571	68.6%		6	.1571	68.6%		6	.1540	71.5%		6	.1540	71.5%		6	.1509	46.4%		6	.1509	46.4%		6	.1509	46.4%	
7	.0529	95.7%	175	7	.1234	80.9%		7	.1234	80.9%		7	.1170	83.2%		7	.1170	83.2%		7	.1489	61.3%		7	.1489	61.3%		7	.1489	61.3%	
8	.0255	98.3%	200	8	.0849	89.4%		8	.0849	89.4%		8	.0777	90.9%		8	.0777	90.9%		8	.1285	74.1%		8	.1285	74.1%		8	.1285	74.1%	
9	.0109	99.4%	225	9	.0519	94.6%		9	.0519	94.6%		9	.0459	95.5%		9	.0459	95.5%		9	.0986	84.0%		9	.0986	84.0%		9	.0986	84.0%	
10	.0042	99.8%		10	.0285	97.5%		10	.0285	97.5%		10	.0244	98.0%		10	.0244	98.0%		10	.0681	90.8%		10	.0681	90.8%		10	.0681	90.8%	
11	.0015	99.9%		11	.0143	98.9%		11	.0143	98.9%		11	.0118	99.1%		11	.0118	99.1%		11	.0428	95.1%		11	.0428	95.1%		11	.0428	95.1%	
12	.0005			12	.0065	99.6%		12	.0065	99.6%		12	.0052	99.7%		12	.0052	99.7%		12	.0246	97.5%		12	.0246	97.5%		12	.0246	97.5%	
13	.0001			13	.0028	99.8%		13	.0028	99.8%		13	.0021	99.9%		13	.0021	99.9%		13	.0131	98.8%		13	.0131	98.8%		13	.0131	98.8%	
14	.0000			14	.0011	99.9%		14	.0011	99.9%		14	.0008	100.0%		14	.0008	100.0%		14	.0064	99.5%		14	.0064	99.5%		14	.0064	99.5%	
15	.0000			15	.0004			15	.0004			15	.0003			15	.0003			15	.0030	99.8%		15	.0030	99.8%		15	.0030	99.8%	
16	.0000			16	.0001			16	.0001			16	.0001			16	.0001			16	.0013	99.9%		16	.0013	99.9%		16	.0013	99.9%	
17	.0000			17	.0000			17	.0000			17	.0000			17	.0000			17	.0005	100.0%		17	.0005	100.0%		17	.0005	100.0%	
18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0002			18	.0002			18	.0002		
19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0001			19	.0001			19	.0001		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. /
12th St.)

Menaul Blvd. / 12th St.

SOUTHBOUND Left Turn

Turn Direction	Peak Hour	# Left Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
SB LT	AM NO BLD.	1	140	110	1	25	4.3
SB LT	AM BUILD	1	140	110	1	25	4.3
SB LT	PM NO BLD.	1	79	110	1	25	2.4
SB LT	PM BUILD	1	79	110	1	25	2.4

SB LT	AM NO BLD.	1 Lane(s)	SB LT	AM BUILD	1 Lane(s)	SB LT	PM NO BLD.	1 Lane(s)	SB LT	PM BUILD	1 Lane(s)
Vehicles in Queue	Poisson Terms	Cumulative Poisson	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue
0	.0139	1.4%	0	.0139	1.4%		0	.0895	8.9%		0
1	.0593	7.3%	1	.0593	7.3%		1	.2160	30.5%		1
2	.1269	20.0%	2	.1269	20.0%		2	.2607	56.6%		2
3	.1810	38.1%	3	.1810	38.1%		3	.2097	77.6%	75	3
4	.1936	57.5%	4	.1936	57.5%		4	.1266	90.2%	100	4
5	.1656	74.0%	5	.1656	74.0%	125	5	.0611	96.3%	125	5
6	.1181	85.8%	6	.1181	85.8%	150	6	.0246	98.8%	150	6
7	.0722	93.1%	7	.0722	93.1%	175	7	.0085	99.7%		7
8	.0386	96.9%	8	.0386	96.9%	200	8	.0026	99.9%		8
9	.0183	98.8%	9	.0183	98.8%	225	9	.0007	100.0%		9
10	.0078	99.5%	10	.0078	99.5%		10	.0002			10
11	.0031	99.8%	11	.0031	99.8%		11	.0000			11
12	.0011	99.9%	12	.0011	99.9%		12	.0000			12
13	.0004		13	.0004			13	.0000			13
14	.0001		14	.0001			14	.0000			14
15	.0000		15	.0000			15	.0000			15
16	.0000		16	.0000			16	.0000			16
17	.0000		17	.0000			17	.0000			17
18	.0000		18	.0000			18	.0000			18
19	.0000		19	.0000			19	.0000			19
20	.0000		20	.0000			20	.0000			20
21	.0000		21	.0000			21	.0000			21
22	.0000		22	.0000			22	.0000			22
23	.0000		23	.0000			23	.0000			23
24	.0000		24	.0000			24	.0000			24
25	.0000		25	.0000			25	.0000			25
26	.0000		26	.0000			26	.0000			26
27	.0000		27	.0000			27	.0000			27
28	.0000		28	.0000			28	.0000			28
29	.0000		29	.0000			29	.0000			29
30	.0000		30	.0000			30	.0000			30
31	.0000		31	.0000			31	.0000			31
32	.0000		32	.0000			32	.0000			32
33	.0000		33	.0000			33	.0000			33
34	.0000		34	.0000			34	.0000			34
35	.0000		35	.0000			35	.0000			35
36	.0000		36	.0000			36	.0000			36

**Westway Plaza Commercial Center (Indian School Rd. /
12th St.)
Menaul Blvd. / 12th St.**

WESTBOUND Right Turn

WB RT		AMNO BLD.		0 Lane(s)		WB RT		AM BUILD		0 Lane(s)		WB RT		PMNO BLD.		PM BUILD		0 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.1142	11.4%		0	.1142	11.4%		0	.0004	0.0%		0	.0004	0.0%		0	.0004	0.0%	
1	.2478	36.2%		1	.2478	36.2%		1	.0029	0.3%		1	.0029	0.3%		1	.0029	0.3%	
2	.2688	63.1%		2	.2688	63.1%		2	.0114	1.5%		2	.0114	1.5%		2	.0114	1.5%	
3	.1944	82.5%	75	3	.1944	82.5%	75	3	.0302	4.5%	75	3	.0302	4.5%		3	.0302	4.5%	
4	.1054	93.1%	100	4	.1054	93.1%	100	4	.0598	10.5%	100	4	.0598	10.5%		4	.0598	10.5%	
5	.0457	97.7%	125	5	.0457	97.7%	125	5	.0946	19.9%	125	5	.0946	19.9%		5	.0946	19.9%	
6	.0165	99.3%	150	6	.0165	99.3%	150	6	.1248	32.4%	150	6	.1248	32.4%		6	.1248	32.4%	
7	.0051	99.8%		7	.0051	99.8%		7	.1410	46.5%		7	.1410	46.5%		7	.1410	46.5%	
8	.0014	100.0%		8	.0014	100.0%		8	.1395	60.5%		8	.1395	60.5%		8	.1395	60.5%	
9	.0003			9	.0003			9	.1227	72.7%		9	.1227	72.7%		9	.1227	72.7%	225
10	.0001			10	.0001			10	.0971	82.4%		10	.0971	82.4%		10	.0971	82.4%	250
11	.0000			11	.0000			11	.0699	89.4%		11	.0699	89.4%		11	.0699	89.4%	275
12	.0000			12	.0000			12	.0461	94.0%		12	.0461	94.0%		12	.0461	94.0%	300
13	.0000			13	.0000			13	.0280	96.8%		13	.0280	96.8%		13	.0280	96.8%	325
14	.0000			14	.0000			14	.0159	98.4%		14	.0159	98.4%		14	.0159	98.4%	350
15	.0000			15	.0000			15	.0084	99.3%		15	.0084	99.3%		15	.0084	99.3%	375
16	.0000			16	.0000			16	.0041	99.7%		16	.0041	99.7%		16	.0041	99.7%	
17	.0000			17	.0000			17	.0019	99.9%		17	.0019	99.9%		17	.0019	99.9%	
18	.0000			18	.0000			18	.0008	99.9%		18	.0008	99.9%		18	.0008	99.9%	
19	.0000			19	.0000			19	.0004			19	.0004			19	.0004		
20	.0000			20	.0000			20	.0001			20	.0001			20	.0001		
21	.0000			21	.0000			21	.0001			21	.0001			21	.0001		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. /
12th St.)
Menaul Blvd. / 12th St.

SOUTHBOUND Right Turn

SB RT AM NO BLD.				0 Lane(s)				SB RT AM BUILD				0 Lane(s)				SB RT PM NO BLD.				0 Lane(s)				SB RT PM BUILD				0 Lane(s)			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.3878	38.8%	25	0	.3878	38.8%	25	0	.3878	38.8%	25	0	.0501	5.0%	100	0	.0501	5.0%	100	0	.0501	5.0%	100	0	.0501	5.0%	100	0	.0501	5.0%	100
1	.3673	75.5%	50	1	.3673	75.5%	50	1	.3673	75.5%	50	1	.1499	20.0%	125	1	.1499	20.0%	125	1	.1499	20.0%	125	1	.1499	20.0%	125	1	.1499	20.0%	125
2	.1740	92.9%	75	2	.1740	92.9%	75	2	.1740	92.9%	75	2	.2245	42.4%	150	2	.2245	42.4%	150	2	.2245	42.4%	150	2	.2245	42.4%	150	2	.2245	42.4%	150
3	.0549	98.4%		3	.0549	98.4%		3	.0549	98.4%		3	.2240	64.8%	175	3	.2240	64.8%	175	3	.2240	64.8%	175	3	.2240	64.8%	175	3	.2240	64.8%	175
4	.0130	99.7%		4	.0130	99.7%		4	.0130	99.7%		4	.1677	81.6%		4	.1677	81.6%		4	.1677	81.6%		4	.1677	81.6%		4	.1677	81.6%	
5	.0025	100.0%		5	.0025	100.0%		5	.0025	100.0%		5	.1004	91.7%		5	.1004	91.7%		5	.1004	91.7%		5	.1004	91.7%		5	.1004	91.7%	
6	.0004			6	.0004			6	.0004			6	.0501	96.7%		6	.0501	96.7%		6	.0501	96.7%		6	.0501	96.7%		6	.0501	96.7%	
7	.0001			7	.0001			7	.0001			7	.0214	98.8%		7	.0214	98.8%		7	.0214	98.8%		7	.0214	98.8%		7	.0214	98.8%	
8	.0000			8	.0000			8	.0000			8	.0080	99.6%		8	.0080	99.6%		8	.0080	99.6%		8	.0080	99.6%		8	.0080	99.6%	
9	.0000			9	.0000			9	.0000			9	.0027	99.9%		9	.0027	99.9%		9	.0027	99.9%		9	.0027	99.9%		9	.0027	99.9%	
10	.0000			10	.0000			10	.0000			10	.0008	100.0%		10	.0008	100.0%		10	.0008	100.0%		10	.0008	100.0%		10	.0008	100.0%	
11	.0000			11	.0000			11	.0000			11	.0002			11	.0002			11	.0002			11	.0002			11	.0002		
12	.0000			12	.0000			12	.0000			12	.0001			12	.0001			12	.0001			12	.0001			12	.0001		
13	.0000			13	.0000			13	.0000			13	.0000			13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000			14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000			15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000			16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000			17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

PLANSIG_que_4.xls - SB_RT

Westway Plaza Shopping Center
 Analysis of Indian School Rd. / Rio Grande Blvd. - [5_06ABX]
 2006 AM Peak Hour BUILD Conditions

09/18/02
 19:38:10

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.53 Vehicle Delay 11.3 Level of Service B+

Sq 11 **/**	Phase 1	Phase 2
.	+ + *	^
/ \	+ + *	++++
	<+ + *>	<++++
	v	****
	^	v
North	<+ + +>	
	+ + +	
	+ + +	

	G/C=0.809	G/C=0.118
	G= 89.0"	G= 13.0"
	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=84.6%

C=110 sec G=102.0 sec = 92.7% Y= 8.0 sec = 7.3% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj		HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E	Volume	v/c	Delay	S	Model 1

SB Approach

6.6 A

RT+TH	24/2	0.385	0.809	2808	2808	1320	0.470	3.4	A	328 ft
LT	12/1	0.713	0.809	282	289	240	0.830	24.2	*C+	249 ft

NB Approach

3.4 A

RT+TH	24/2	0.389	0.809	2701	2701	1282	0.475	3.4	A	322 ft
LT	12/1	0.004	0.809	268	276	4	0.014	2.0	A	1 ft

WB Approach

54.0 D

RT+TH	12/1	0.110	0.118	123	161	111	0.600	51.4	D	161 ft
LT	24/2	0.118	0.118	301	377	300	0.754	54.9	*D	239 ft

Westway Plaza Shopping Center
 Analysis of Indian School Rd. / Rio Grande Blvd. - [5_06PNX]
 2006 PM Peak Hour NO BUILD Conditions

09/18/02
 19:41:39

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.59 Vehicle Delay 18.3 Level of Service B

Sq 11 **/**	Phase 1	Phase 2
.	+ + *	^
/ \	+ + *	****
	<+ + *>	<****
	v	++++
North	^	v
	<+ + +>	
	+ + +	
	+ + +	
G/C=0.713 G/C=0.215		
G= 78.4" G= 23.6"		
Y+R= 4.0" Y+R= 4.0"		
OFF= 0.0% OFF=74.9%		

C=110 sec G=102.0 sec = 92.7% Y= 8.0 sec = 7.3% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj	v/c	HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E	Volume		Delay	S	Model 1

SB Approach

7.3 A

RT+TH	24/2	0.334	0.713	2471	2471	1118	0.452	6.8	A	366 ft
LT	12/1	0.496	0.713	183	199	114	0.573	11.6	*B+	93 ft

NB Approach

8.0 A

RT+TH	24/2	0.410	0.713	2410	2410	1378	0.572	8.0	A	514 ft
LT	12/1	0.002	0.713	271	284	2	0.007	4.6	A	1 ft

WB Approach

50.6 D

RT+TH	12/1	0.215	0.215	272	320	271	0.809	54.8	*D	394 ft
LT	24/2	0.201	0.215	643	723	593	0.820	48.7	D	451 ft

Queueing Analysis Summary Sheet

Project:

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)

Intersection:

Indian School Rd. / Rio Grande Blvd.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	3	0
AM NO BUILD Condition	1	3	0
AM BUILD Condition	1	3	0
Existing Conditions	1	8	0
PM NO BUILD Condition	1	8	25 *
PM BUILD Condition	1	8	25 *

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	16	0
AM NO BUILD Condition	0	16	50 *
AM BUILD Condition	0	16	50 *
Existing Conditions	0	12	0
PM NO BUILD Condition	0	12	50 *
PM BUILD Condition	0	12	50 *

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	2	258	250
AM NO BUILD Condition	2	258	200
AM BUILD Condition	2	273	200
Existing Conditions	2	451	250
PM NO BUILD Condition	2	451	300
PM BUILD Condition	2	469	325 *

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	69	0
AM NO BUILD Condition	0	69	125
AM BUILD Condition	0	97	150
Existing Conditions	0	202	0
PM NO BUILD Condition	0	202	275 *
PM BUILD Condition	0	238	300 *

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	3	100
AM NO BUILD Condition	1	3	0 *
AM BUILD Condition	1	3	0 *
Existing Conditions	1	2	100
PM NO BUILD Condition	1	2	0 *
PM BUILD Condition	1	2	0 *

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	262	0
AM NO BUILD Condition	0	262	325
AM BUILD Condition	0	282	350 *
Existing Conditions	0	221	0
PM NO BUILD Condition	0	221	275
PM BUILD Condition	0	241	300

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	167	300
AM NO BUILD Condition	1	167	225
AM BUILD Condition	1	204	275 *
Existing Conditions	1	96	300
PM NO BUILD Condition	1	96	150
PM BUILD Condition	1	131	200

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	10	0
AM NO BUILD Condition	0	10	25
AM BUILD Condition	0	10	25
Existing Conditions	0	15	0
PM NO BUILD Condition	0	15	50 *
PM BUILD Condition	0	15	50 *

AM PM
 Cycle Length: 110 110

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Indian School Rd. / Rio Grande Blvd.Date: 21-Sep-02Analyst: TOBTime Period Analyzed: AM Peak Hr.Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State:Albuquerque, NMCondition: 2006 BUILD

SB TOTAL		Rio Grande Blvd. N-S STREET		97	
1,326		Y TR?		RIGHT	
10	204	R	T	L	374
RIGHT	1,112	0	2	1	WB TOTAL
THRU					
		THRU			
		LEFT			

NO. LANES

1	L
1	T
0	R

TR? Y

19	3
EB TOTAL	LEFT
	0
	THRU
	16
	RIGHT

1	2	0
L	T	R
TR? <u>Y</u>		

0	R
1	T
2	L
NO. LANES	
TR? <u>Y</u>	

Indian School Rd. E-W STREET		
3	795	282
LEFT	THRU	RIGHT
1,080		
NB TOTAL		

EB LT =	3
WB TH =	101
	104
WB LT =	137
EB TH =	16
	153*

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

NB LT =	3
SB TH =	561
	564
SB LT =	204
NB TH =	539
	743*

153 + 743 = 895 STATUS? UNDER

E-W CRITICAL N-S CRITICAL

TES: Existing Geometry

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Indian School Rd. / Rio Grande Blvd.Date: 21-Sep-02Analyst: TOBTime Period Analyzed: PM Peak Hr.Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State:Albuquerque, NMCondition: 2006 BUILD

SB TOTAL		Rio Grande Blvd.		238	
1,070		N-S STREET		RIGHT	
		Y		4	
		TR?		711	
15	131	R	T	L	WB TOTAL
RIGHT	924	0	2	1	
THRU					
		THRU		469	
		LEFT		LEFT	

NO. LANES

1	L
1	T
0	R

TR? ☐ Y

20
EB TOTAL
8
LEFT
0
THRU
12
RIGHT

1	2	0
L	T	R
TR?		
Y		

0	R
1	T
2	L
NO. LANES	
TR? ☐ Y	

Indian School Rd.		
E-W STREET		
2	1,019	241
LEFT	THRU	RIGHT
1,262		
NB TOTAL		

EB LT =	8
WB TH =	242
250*	
WB LT =	235
EB TH =	12
247	

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT =	2
SB TH =	470
472	
SB LT =	131
NB TH =	630
761*	

250	+	761	=	1,011	STATUS?	UNDER
E-W CRITICAL		N-S CRITICAL				

TES: Existing Geometry

**Westway Plaza Commercial Center (Indian School Rd. /
12th St.)**

Indian School Rd. / Rio Grande Blvd.

WESTBOUND Left Turn

Turn Direction	Peak Hour	# Left Turn Lanes	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
WB LT	AM NO BLD.	2	110	0.55	25	4.3
WB LT	AM BUILD	2	110	0.55	25	4.6
WB LT	PM NO BLD.	2	110	0.55	25	7.6
WB LT	PM BUILD	2	110	0.55	25	7.9

WB LT		AM NO BLD.		2 Lane(s)		WB LT		AM BUILD		2 Lane(s)		WB LT		PM NO BLD.		2 Lane(s)		WB LT		PM BUILD		2 Lane(s)	
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0131	1.3%		0	.0102	1.0%		0	.0102	1.0%		0	.0005	0.1%		0	.0004	0.0%		0	.0004	0.0%	
1	.0568	7.0%		1	.0467	5.7%		1	.0467	5.7%		1	.0039	0.4%		1	.0030	0.3%		1	.0030	0.3%	
2	.1231	19.3%		2	.1071	16.4%		2	.1071	16.4%		2	.0147	1.9%		2	.0117	1.5%		2	.0117	1.5%	
3	.1778	37.1%		3	.1638	32.8%		3	.1638	32.8%		3	.0371	5.6%		3	.0308	4.6%		3	.0308	4.6%	
4	.1928	56.4%		4	.1878	51.6%		4	.1878	51.6%		4	.0703	12.6%		4	.0607	10.7%		4	.0607	10.7%	
5	.1672	73.1%	125	5	.1723	68.8%	125	5	.1723	68.8%	125	5	.1065	23.3%		5	.0957	20.2%		5	.0957	20.2%	
6	.1208	85.1%	150	6	.1318	82.0%	150	6	.1318	82.0%	150	6	.1345	36.7%		6	.1257	32.8%		6	.1257	32.8%	
7	.0748	92.6%	175	7	.0864	90.6%	175	7	.0864	90.6%	175	7	.1457	51.3%		7	.1416	47.0%		7	.1416	47.0%	
8	.0406	96.7%	200	8	.0495	95.6%	200	8	.0495	95.6%	200	8	.1380	65.1%		8	.1395	60.9%		8	.1395	60.9%	
9	.0195	98.6%	225	9	.0253	98.1%	225	9	.0253	98.1%	225	9	.1162	76.7%		9	.1221	73.1%		9	.1221	73.1%	225
10	.0085	99.5%	250	10	.0116	99.2%	250	10	.0116	99.2%	250	10	.0881	85.5%		10	.0963	82.7%		10	.0963	82.7%	250
11	.0033	99.8%		11	.0048	99.7%		11	.0048	99.7%		11	.0607	91.6%		11	.0690	89.6%		11	.0690	89.6%	275
12	.0012	99.9%		12	.0018	99.9%		12	.0018	99.9%		12	.0383	95.4%		12	.0453	94.2%		12	.0453	94.2%	300
13	.0004			13	.0007	100.0%		13	.0007	100.0%		13	.0223	97.7%		13	.0275	96.9%		13	.0275	96.9%	325
14	.0001			14	.0002			14	.0002			14	.0121	98.9%		14	.0155	98.5%		14	.0155	98.5%	350
15	.0000			15	.0001			15	.0001			15	.0061	99.5%		15	.0081	99.3%		15	.0081	99.3%	375
16	.0000			16	.0000			16	.0000			16	.0029	99.8%		16	.0040	99.7%		16	.0040	99.7%	
17	.0000			17	.0000			17	.0000			17	.0013	99.9%		17	.0019	99.9%		17	.0019	99.9%	
18	.0000			18	.0000			18	.0000			18	.0005	100.0%		18	.0008	99.9%		18	.0008	99.9%	
19	.0000			19	.0000			19	.0000			19	.0002			19	.0003			19	.0003		
20	.0000			20	.0000			20	.0000			20	.0001			20	.0001			20	.0001		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
Indian School Rd. / Rio Grande Blvd.

SOUTHBOUND Left Turn

SB LT AM NO BLD.				SB LT AM BUILD				SB LT PM NO BLD.				SB LT PM BUILD			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0061	0.6%		0	.0020	0.2%		0	.0532	5.3%		0	.0183	1.8%	
1	.0310	3.7%		1	.0122	1.4%		1	.1561	20.9%		1	.0731	9.1%	
2	.0792	11.6%		2	.0381	5.2%		2	.2290	43.8%		2	.1463	23.8%	
3	.1346	25.1%		3	.0792	13.2%		3	.2239	66.2%	75	3	.1952	43.3%	
4	.1718	42.3%		4	.1235	25.5%		4	.1642	82.6%	100	4	.1954	62.8%	
5	.1753	59.8%		5	.1539	40.9%		5	.0963	92.3%	125	5	.1564	78.5%	125
6	.1491	74.7%	150	6	.1599	56.9%		6	.0471	97.0%	150	6	.1043	88.9%	150
7	.1087	85.6%	175	7	.1424	71.1%	175	7	.0197	98.9%	175	7	.0597	94.9%	175
8	.0693	92.5%	200	8	.1110	82.2%	200	8	.0072	99.7%		8	.0299	97.9%	200
9	.0393	96.4%	225	9	.0768	89.9%	225	9	.0024	99.9%		9	.0133	99.2%	225
10	.0201	98.4%	250	10	.0479	94.7%	250	10	.0007	100.0%		10	.0053	99.7%	
11	.0093	99.4%	275	11	.0271	97.4%	275	11	.0002			11	.0019	99.9%	
12	.0040	99.8%		12	.0141	98.8%	300	12	.0000			12	.0006	100.0%	
13	.0016	99.9%		13	.0068	99.5%	325	13	.0000			13	.0002		
14	.0006	100.0%		14	.0030	99.8%		14	.0000			14	.0001		
15	.0002			15	.0013	99.9%		15	.0000			15	.0000		
16	.0001			16	.0005			16	.0000			16	.0000		
17	.0000			17	.0002			17	.0000			17	.0000		
18	.0000			18	.0001			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
Indian School Rd. / Rio Grande Blvd.

WESTBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
WB RT	AM NO BLD.	0	69	110	1	25	2.1
WB RT	AM BUILD	0	97	110	1	25	3.0
WB RT	PM NO BLD.	0	202	110	1	25	6.2
WB RT	PM BUILD	0	238	110	1	25	7.3

WB RT AM NO BLD.				WB RT AM BUILD				WB RT PM NO BLD.				WB RT PM BUILD			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.1214	12.1%		0	.0516	5.2%		0	.0021	0.2%		0	.0007	0.1%	
1	.2560	37.7%		1	.1530	20.5%		1	.0129	1.5%		1	.0051	0.6%	
2	.2699	64.7%		2	.2267	43.1%		2	.0397	5.5%		2	.0184	2.4%	
3	.1897	83.7%	75	3	.2240	65.5%	75	3	.0818	13.6%		3	.0445	6.9%	
4	.1000	93.7%	100	4	.1660	82.1%	100	4	.1262	26.3%		4	.0809	15.0%	
5	.0422	97.9%	125	5	.0984	92.0%	125	5	.1558	41.8%		5	.1177	26.7%	
6	.0148	99.4%	150	6	.0486	96.8%	150	6	.1602	57.9%		6	.1427	41.0%	
7	.0045	99.8%		7	.0206	98.9%	175	7	.1413	72.0%	175	7	.1482	55.8%	200
8	.0012	100.0%		8	.0076	99.6%		8	.1090	82.9%	200	8	.1348	69.3%	225
9	.0003			9	.0025	99.9%		9	.0748	90.4%	225	9	.1089	80.2%	250
10	.0001			10	.0007	100.0%		10	.0461	95.0%	250	10	.0792	88.1%	275
11	.0000			11	.0002			11	.0259	97.6%	275	11	.0523	93.3%	300
12	.0000			12	.0000			12	.0133	98.9%	300	12	.0317	96.5%	325
13	.0000			13	.0000			13	.0063	99.5%		13	.0177	98.3%	350
14	.0000			14	.0000			14	.0028	99.8%		14	.0092	99.2%	
15	.0000			15	.0000			15	.0011	99.9%		15	.0045	99.7%	
16	.0000			16	.0000			16	.0004			16	.0020	99.9%	
17	.0000			17	.0000			17	.0002			17	.0009	99.9%	
18	.0000			18	.0000			18	.0001			18	.0004		
19	.0000			19	.0000			19	.0000			19	.0001		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
Indian School Rd. / Rio Grande Blvd.

SOUTHBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
SB RT	AM NO BLD.	0	10	110	1	25	0.3
SB RT	AM BUILD	0	10	110	1	25	0.3
SB RT	PM NO BLD.	0	15	110	1	25	0.5
SB RT	PM BUILD	0	15	110	1	25	0.5

AM NO BLD.				AM BUILD				PM NO BLD.				PM BUILD			
SB RT	AM NO BLD.	0 Lane(s)	SB RT	AM BUILD	0 Lane(s)	SB RT	AM BUILD	SB RT	PM NO BLD.	0 Lane(s)	SB RT	PM BUILD	0 Lane(s)	SB RT	PM BUILD
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Poisson Ind. Terms	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Poisson Ind. Terms	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson
0	.7367	73.7%	0	.7367	73.7%	0	.7367	0	.6323	63.2%	25	.6323	0	.6323	63.2%
1	.2251	96.2%	1	.2251	96.2%	25	.2251	1	.2898	92.2%	25	.2898	1	.2898	92.2%
2	.0344	99.6%	2	.0344	99.6%		.0344	2	.0664	98.9%	50	.0664	2	.0664	98.9%
3	.0035	100.0%	3	.0035	100.0%		.0035	3	.0101	99.9%		.0101	3	.0101	99.9%
4	.0003		4	.0003			.0003	4	.0012	100.0%		.0012	4	.0012	100.0%
5	.0000		5	.0000			.0000	5	.0001			.0001	5	.0001	
6	.0000		6	.0000			.0000	6	.0000			.0000	6	.0000	
7	.0000		7	.0000			.0000	7	.0000			.0000	7	.0000	
8	.0000		8	.0000			.0000	8	.0000			.0000	8	.0000	
9	.0000		9	.0000			.0000	9	.0000			.0000	9	.0000	
10	.0000		10	.0000			.0000	10	.0000			.0000	10	.0000	
11	.0000		11	.0000			.0000	11	.0000			.0000	11	.0000	
12	.0000		12	.0000			.0000	12	.0000			.0000	12	.0000	
13	.0000		13	.0000			.0000	13	.0000			.0000	13	.0000	
14	.0000		14	.0000			.0000	14	.0000			.0000	14	.0000	
15	.0000		15	.0000			.0000	15	.0000			.0000	15	.0000	
16	.0000		16	.0000			.0000	16	.0000			.0000	16	.0000	
17	.0000		17	.0000			.0000	17	.0000			.0000	17	.0000	
18	.0000		18	.0000			.0000	18	.0000			.0000	18	.0000	
19	.0000		19	.0000			.0000	19	.0000			.0000	19	.0000	
20	.0000		20	.0000			.0000	20	.0000			.0000	20	.0000	
21	.0000		21	.0000			.0000	21	.0000			.0000	21	.0000	
22	.0000		22	.0000			.0000	22	.0000			.0000	22	.0000	
23	.0000		23	.0000			.0000	23	.0000			.0000	23	.0000	
24	.0000		24	.0000			.0000	24	.0000			.0000	24	.0000	
25	.0000		25	.0000			.0000	25	.0000			.0000	25	.0000	
26	.0000		26	.0000			.0000	26	.0000			.0000	26	.0000	
27	.0000		27	.0000			.0000	27	.0000			.0000	27	.0000	
28	.0000		28	.0000			.0000	28	.0000			.0000	28	.0000	
29	.0000		29	.0000			.0000	29	.0000			.0000	29	.0000	
30	.0000		30	.0000			.0000	30	.0000			.0000	30	.0000	
31	.0000		31	.0000			.0000	31	.0000			.0000	31	.0000	
32	.0000		32	.0000			.0000	32	.0000			.0000	32	.0000	
33	.0000		33	.0000			.0000	33	.0000			.0000	33	.0000	
34	.0000		34	.0000			.0000	34	.0000			.0000	34	.0000	
35	.0000		35	.0000			.0000	35	.0000			.0000	35	.0000	
36	.0000		36	.0000			.0000	36	.0000			.0000	36	.0000	

Analysis of
Menaul Blvd. / 6th St.

Westway Plaza Shopping Center
 Analysis of Menaul Blvd. / 6th St. - [6_02AX]
 2003 AM Peak Hour Existing Conditions

09/18/02
 19:52:39

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.68 Vehicle Delay 41.6 Level of Service D+

Sq 14 **/**	Phase 1	Phase 2	Phase 3
.	+		^
/ \	+		++++
	<+ + +>		<++++>
	v	^	++++
	^	++++	++++
North	<* * +>	+>	++++>
	* * +	+	++++
	* * +	+	v

	G/C=0.446	G/C=0.188	G/C=0.257
	G= 49.1"	G= 20.7"	G= 28.2"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=48.2%	OFF=70.7%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

17.1 B

RT+TH+LT	12/1	0.038	0.446	679	703	20	0.028	17.1	B	17 ft
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NB Approach

9.5 A

RT	12/1	0.236	0.671	1025	1025	299	0.292	7.6	A	181 ft
TH+LT	12/1	0.086	0.446	581	608	67	0.110	17.8	*B	58 ft

WB Approach

44.3 D+

RT+TH	24/2	0.142	0.257	810	876	388	0.443	34.6	C	250 ft
LT	12/1	0.188	0.188	352	387	351	0.907	54.9	*D	524 ft

EB Approach

54.7 D

RT+TH	24/2	0.257	0.257	783	849	782	0.921	55.0	*D	675 ft
LT	12/1	0.000	0.188	493	508	5	0.010	15.4	B	4 ft

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.69 Vehicle Delay 40.7 Level of Service D+

Sq 14 **/**	Phase 1	Phase 2	Phase 3
.	+		^
/ \	+		++++
	<+ + +>		<++++>
	v	^	++++
North	^	++++ v	++++ v
	<* * +>	+>	++++>
	* * +	+	++++
	* * +	+	v

	G/C=0.434	G/C=0.189	G/C=0.268
	G= 47.8"	G= 20.8"	G= 29.5"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=47.1%	OFF=69.6%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph) @E Volume	v/c	Delay	S Model 1

SB Approach

17.8 B

RT+TH+LT	12/1	0.038	0.434	656	683	20	0.029	17.8	B	17 ft
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NB Approach

10.4 B+

RT	12/1	0.268	0.659	1009	1009	352	0.349	8.5	A	228 ft
TH+LT	12/1	0.098	0.434	553	583	79	0.136	18.8	*B	70 ft

WB Approach

43.3 D+

RT+TH	24/2	0.158	0.268	851	914	443	0.485	34.3	C	285 ft
LT	12/1	0.189	0.189	352	388	351	0.905	54.6	*D	520 ft

EB Approach

54.6 D

RT+TH	24/2	0.268	0.268	824	887	823	0.928	54.9	*D	712 ft
LT	12/1	0.000	0.189	483	497	5	0.010	14.9	B+	4 ft

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.62 Vehicle Delay 36.6 Level of Service D+

Sq 34	Phase 1	Phase 2	Phase 3	Phase 4
/				
.		+		^
/ \		+		****
		<+ + +>		<****
		v		++++
North	^	^	++++	^
	<+ + *>	<+ + *>	*>	++++>
	+ + *	+ + *	*	++++
	+ + *	+ + *	*	v

	G/C=0.051	G/C=0.497	G/C=0.079	G/C=0.228
	G= 5.6"	G= 54.7"	G= 8.6"	G= 25.1"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.7%	OFF=62.0%	OFF=73.5%

C=110 sec G= 94.0 sec = 85.5% Y=16.0 sec = 14.5% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

14.2 B+

RT+TH+LT	12/1	0.045	0.497	705	721	26	0.036	14.2	B+	20 ft
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NB Approach

8.5 A

RT	12/1	0.253	0.699	1069	1069	327	0.306	6.5	*A	186 ft
TH+LT	12/1	0.006	0.584	791	791	215	0.272	11.5	B+	157 ft

WB Approach

53.0 D

RT+TH	24/2	0.228	0.228	704	780	703	0.901	54.9	*D	600 ft
LT	12/1	0.070	0.079	266	299	251	0.823	47.9	D	364 ft

EB Approach

37.0 D+

RT+TH	24/2	0.134	0.228	687	763	352	0.461	37.1	D+	235 ft
LT	12/1	0.000	0.079	168	190	2	0.010	26.0	C+	2 ft

Queueing Analysis Summary Sheet

Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
 Intersection: Menaul Blvd. / 6th St.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	4	100
AM NO BUILD Condition	1	4	25 *
AM BUILD Condition	1	4	25 *
Existing Conditions	1	2	100
PM NO BUILD Condition	1	2	0
PM BUILD Condition	1	2	0

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	140	0
AM NO BUILD Condition	0	140	200 *
AM BUILD Condition	0	141	200 *
Existing Conditions	0	45	0
PM NO BUILD Condition	0	45	100
PM BUILD Condition	0	46	100

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	270	125
AM NO BUILD Condition	1	270	325 *
AM BUILD Condition	1	270	325 *
Existing Conditions	1	226	125
PM NO BUILD Condition	1	226	275
PM BUILD Condition	1	226	275

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	4	0
AM NO BUILD Condition	0	4	25 *
AM BUILD Condition	0	4	25 *
Existing Conditions	0	4	0
PM NO BUILD Condition	0	4	25 *
PM BUILD Condition	0	4	25 *

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	54	250
AM NO BUILD Condition	1	64	100
AM BUILD Condition	1	64	100
Existing Conditions	1	156	250
PM NO BUILD Condition	1	184	250 *
PM BUILD Condition	1	184	250 *

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	245	350
AM NO BUILD Condition	0	289	350 *
AM BUILD Condition	0	289	350 *
Existing Conditions	0	238	350
PM NO BUILD Condition	0	281	350 *
PM BUILD Condition	0	281	350 *

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	5	0
AM NO BUILD Condition	1	5	25 *
AM BUILD Condition	1	5	25 *
Existing Conditions	1	10	0
PM NO BUILD Condition	1	10	25 *
PM BUILD Condition	1	10	25 *

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	6	0
AM NO BUILD Condition	0	6	25 *
AM BUILD Condition	0	6	25 *
Existing Conditions	0	4	0
PM NO BUILD Condition	0	4	25 *
PM BUILD Condition	0	4	25 *

Cycle Length: AM PM
 110 110

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: Menaul Blvd. / 6th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: AM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

SB TOTAL 12		6th St. N-S STREET		4 RIGHT 337		611 WB TOTAL	
6 RIGHT 1		Y TR?		THRU 270			
5 LEFT THRU		R 0		T 1		L 1	

NO. LANES

1	L
2	T
0	R

TR?

Y

671 EB TOTAL		4 LEFT 526	
		THRU 141	
		RIGHT	

1	1	0
L	T	R

TR?

Y

0	R
2	T
1	L

NO. LANES

TR?

Y

Menaul Blvd. E-W STREET	
0 THRU 353	
64 LEFT	289 RIGHT
NB TOTAL	

EB LT =

4

 WB TH =

171

175

WB LT =

270

 EB TH =

334

604*

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
 NEAR
 OVER

NB LT =

64

 SB TH =

7

71

SB LT =

5

 NB TH =

289

294*

604 + 294 = 898
 E-W CRITICAL N-S CRITICAL

STATUS? UNDER

TES: Existing Geometry

SIGNALIZED INTERSECTION **PLANNING APPLICATION WORKSHEET**

Intersection: Menaul Blvd. / 6th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: PM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

SB TOTAL 15		6th St. N-S STREET			4 RIGHT 670	900 WB TOTAL	
4 RIGHT 1	10 LEFT THRU	Y TR?	R 0	T 1	L 1	THRU 226	LEFT

NO. LANES

1	L
2	T
0	R

TR?

Y

354	EB TOTAL
2	LEFT
306	THRU
46	RIGHT

1		1		0
L		T		R

TR?

Y

0	R
2	T
1	L

NO. LANES

TR?

Y

Menaul Blvd.		
E-W STREET		
184	1	281
LEFT	THRU	RIGHT
466		
NB TOTAL		

EB LT =	2
WB TH =	337
	339
WB LT =	226
EB TH =	176
	402*

MAXIMUM SUM OF CRITICAL VALUES
0 TO 1,200
1,201 TO 1,400
>1,400

CAPACITY LEVEL
UNDER
NEAR
OVER

NB LT =	184
SB TH =	5
	189
SB LT =	10
NB TH =	282
	292*

402	+	292	=	694	STATUS?	UNDER
E-W CRITICAL		N-S CRITICAL				

TES: Existing Geometry

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
Menaul Blvd. / 6th St.

WESTBOUND Left Turn

WB LT AM NO BLD.				WB LT AM BUILD				WB LT PM NO BLD.				WB LT PM BUILD			
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.0003	0.0%		0	.0003	0.0%		0	.0010	0.1%		0	.0010	0.1%	
1	.0022	0.2%		1	.0022	0.2%		1	.0069	0.8%		1	.0069	0.8%	
2	.0089	1.1%		2	.0089	1.1%		2	.0239	3.2%		2	.0239	3.2%	
3	.0245	3.6%		3	.0245	3.6%		3	.0550	8.7%		3	.0550	8.7%	
4	.0504	8.6%		4	.0504	8.6%		4	.0950	18.2%		4	.0950	18.2%	
5	.0832	16.9%		5	.0832	16.9%		5	.1311	31.3%		5	.1311	31.3%	
6	.1144	28.4%		6	.1144	28.4%		6	.1509	46.4%		6	.1509	46.4%	
7	.1348	41.9%		7	.1348	41.9%		7	.1489	61.3%		7	.1489	61.3%	
8	.1391	55.8%	225	8	.1391	55.8%	225	8	.1285	74.1%	200	8	.1285	74.1%	200
9	.1275	68.5%	250	9	.1275	68.5%	250	9	.0986	84.0%	225	9	.0986	84.0%	225
10	.1052	79.0%	275	10	.1052	79.0%	275	10	.0681	90.8%	250	10	.0681	90.8%	250
11	.0789	86.9%	300	11	.0789	86.9%	300	11	.0428	95.1%	275	11	.0428	95.1%	275
12	.0542	92.3%	325	12	.0542	92.3%	325	12	.0246	97.5%	300	12	.0246	97.5%	300
13	.0344	95.8%	350	13	.0344	95.8%	350	13	.0131	98.8%	325	13	.0131	98.8%	325
14	.0203	97.8%	375	14	.0203	97.8%	375	14	.0064	99.5%	350	14	.0064	99.5%	350
15	.0112	98.9%		15	.0112	98.9%		15	.0030	99.8%		15	.0030	99.8%	
16	.0058	99.5%		16	.0058	99.5%		16	.0013	99.9%		16	.0013	99.9%	
17	.0028	99.8%		17	.0028	99.8%		17	.0005	100.0%		17	.0005	100.0%	
18	.0013	99.9%		18	.0013	99.9%		18	.0002			18	.0002		
19	.0006	100.0%		19	.0006	100.0%		19	.0001			19	.0001		
20	.0002			20	.0002			20	.0000			20	.0000		
21	.0001			21	.0001			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
Menaul Blvd. / 6th St.

SOUTHBOUND Left Turn

Turn Direction	Peak Hour	# Left Turn Lanes	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
SB LT	AM NO BLD.	1	110	1	25	0.2
SB LT	AM BUILD	1	110	1	25	0.2
SB LT	PM NO BLD.	1	110	1	25	0.3
SB LT	PM BUILD	1	110	1	25	0.3

SB LT AM NO BLD. 1 Lane(s)			SB LT AM BUILD 1 Lane(s)			SB LT PM NO BLD. 1 Lane(s)			SB LT PM BUILD 1 Lane(s)		
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.8583	85.8%	0	0	.8583	85.8%	0	0	.7367	73.7%	0
1	.1311	98.9%	25	1	.1311	98.9%	25	1	.2251	96.2%	25
2	.0100	99.9%		2	.0100	99.9%		2	.0344	99.6%	
3	.0005	100.0%		3	.0005	100.0%		3	.0035	100.0%	
4	.0000			4	.0000			4	.0003		
5	.0000			5	.0000			5	.0000		
6	.0000			6	.0000			6	.0000		
7	.0000			7	.0000			7	.0000		
8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
Menaul Blvd. / 6th St.

WESTBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
WB RT	AM NO BLD.	0	4	110	1	25	0.1
WB RT	AM BUILD	0	4	110	1	25	0.1
WB RT	PM NO BLD.	0	4	110	1	25	0.1
WB RT	PM BUILD	0	4	110	1	25	0.1

WB RT AM NO BLD. 0 Lane(s)				WB RT AM BUILD 0 Lane(s)				WB RT PM NO BLD. 0 Lane(s)				WB RT PM BUILD 0 Lane(s)			
Veh. in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.8850	88.5%	0	0	.8850	88.5%	0	0	.8850	88.5%	0	0	.8850	88.5%	0
1	.1082	99.3%	25	1	.1082	99.3%	25	1	.1082	99.3%	25	1	.1082	99.3%	25
2	.0066	100.0%		2	.0066	100.0%		2	.0066	100.0%		2	.0066	100.0%	
3	.0003			3	.0003			3	.0003			3	.0003		
4	.0000			4	.0000			4	.0000			4	.0000		
5	.0000			5	.0000			5	.0000			5	.0000		
6	.0000			6	.0000			6	.0000			6	.0000		
7	.0000			7	.0000			7	.0000			7	.0000		
8	.0000			8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000		

Westway Plaza Commercial Center (Indian School Rd. /
12th St.)
Menaul Blvd. / 6th St.

SOUTHBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
SB RT	AM NO BLD.	0	6	110	1	25	0.2
SB RT	AM BUILD	0	6	110	1	25	0.2
SB RT	PM NO BLD.	0	4	110	1	25	0.1
SB RT	PM BUILD	0	4	110	1	25	0.1

SB RT	AM NO BLD.	0 Lane(s)	SB RT	AM BUILD	0 Lane(s)	SB RT	PM NO BLD.	0 Lane(s)	SB RT	PM BUILD	0 Lane(s)
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.8325	83.2%	0	0	.8325	83.2%	0	0	.8850	88.5%	0
1	.1526	98.5%	25	1	.1526	98.5%	25	1	.1082	99.3%	25
2	.0140	99.9%		2	.0140	99.9%		2	.0066	100.0%	
3	.0009	100.0%		3	.0009	100.0%		3	.0003		
4	.0000			4	.0000			4	.0000		
5	.0000			5	.0000			5	.0000		
6	.0000			6	.0000			6	.0000		
7	.0000			7	.0000			7	.0000		
8	.0000			8	.0000			8	.0000		
9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000		

Analysis of
I-40 North Ramp / 6th St.

Westway Plaza Shopping Center
 Analysis of I-40 North Ramp / 6th St. - [7_02AX]
 2002 AM Peak Hour Existing Conditions

09/18/02
 20:13:10

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.59 Vehicle Delay 34.3 Level of Service C

Sq 31 **/**	Phase 1	Phase 2	Phase 3
.		+ *	^
/ \		+ *	++++
		<+ *	<****
		v	****
North	^	^	v
	<* +	<+ +	
	* +	+ +	
	* +	+ +	
	G/C=0.045	G/C=0.553	G/C=0.293
	G= 5.0"	G= 60.8"	G= 32.2"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=67.1%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj		HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E	Volume	v/c	Delay	S	Model 1

SB Approach

12.6 B+

RT	12/1	0.046	0.553	837	838	29	0.035	11.2	B+	20 ft
TH	24/2	0.160	0.553	1874	1874	449	0.240	12.7	*B+	180 ft

NB Approach

8.0 A

TH	24/2	0.105	0.635	2151	2151	257	0.119	8.0	A	81 ft
LT	12/1	0.000	0.045	527	535	62	0.116	8.0	*A	38 ft

WB Approach

50.5 D

RT	12/1	0.209	0.293	391	442	253	0.570	34.8	C	313 ft
TH+LT	24/2	0.293	0.293	906	960	905	0.943	55.0	*D	794 ft

Westway Plaza Shopping Center
 Analysis of I-40 North Ramp / 6th St. - [7_06ABX]
 2006 AM Peak Hour BUILD Conditions

09/18/02
 20:14:57

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.58 Vehicle Delay 33.7 Level of Service C

Sq 31	Phase 1	Phase 2	Phase 3
/			
.		+ *	^
/ \		+ *	++++
		<+ *	<*****
		v	*****
	^	^	v
North	<* +	<+ +	
	* +	+ +	
	* +	+ +	
	G/C=0.045	G/C=0.553	G/C=0.293
	G= 5.0"	G= 60.8"	G= 32.2"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=67.1%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

12.6 B+

RT	12/1	0.047	0.553	837	838	30	0.036	11.2	B+	21 ft
TH	24/2	0.160	0.553	1874	1874	449	0.240	12.7	*B+	180 ft

NB Approach

8.1 A

TH	24/2	0.105	0.635	2151	2151	257	0.119	8.0	A	81 ft
LT	12/1	0.000	0.045	527	535	107	0.200	8.3	*A	69 ft

WB Approach

50.5 D

RT	12/1	0.209	0.293	391	442	253	0.570	34.8	C	313 ft
TH+LT	24/2	0.293	0.293	906	960	905	0.943	55.0	*D	794 ft

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.51 Vehicle Delay 27.1 Level of Service C+

Sq 31	Phase 1	Phase 2	Phase 3
/			
.		+ *	^
/ \		+ *	****
		<+ *	<++++
		v	++++
North	^	^	v
	<* +	<+ +	
	* +	+ +	
	* +	+ +	
	G/C=0.045	G/C=0.622	G/C=0.223
	G= 5.0"	G= 68.5"	G= 24.5"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=74.1%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

8.8 A

RT	12/1	0.072	0.622	944	944	60	0.064	8.2	A	36 ft
TH	24/2	0.139	0.622	2110	2110	374	0.177	8.9	*A	125 ft

NB Approach

6.3 A

TH	24/2	0.109	0.704	2387	2387	272	0.114	5.3	A	70 ft
LT	12/1	0.000	0.045	656	656	302	0.460	7.3	*A	203 ft

WB Approach

49.8 D

RT	12/1	0.223	0.223	277	324	276	0.817	55.0	*D	408 ft
TH+LT	24/2	0.206	0.223	664	741	602	0.812	47.4	D	476 ft

Queueing Analysis Summary Sheet

Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
 Intersection: I-40 North Ramp / 6th St.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	0	0
AM NO BUILD Condition	1	0	0
AM BUILD Condition	1	0	0
Existing Conditions	1	0	0
PM NO BUILD Condition	1	0	0
PM BUILD Condition	1	0	0

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	0	0
AM NO BUILD Condition	0	0	0
AM BUILD Condition	0	0	0
Existing Conditions	0	0	0
PM NO BUILD Condition	0	0	0
PM BUILD Condition	0	0	0

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	554	0
AM NO BUILD Condition	1	554	600
AM BUILD Condition	1	554	600
Existing Conditions	1	217	0
PM NO BUILD Condition	1	217	275
PM BUILD Condition	1	217	275

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	230	0
AM NO BUILD Condition	1	230	300
AM BUILD Condition	1	230	300
Existing Conditions	1	237	0
PM NO BUILD Condition	1	237	300
PM BUILD Condition	1	237	300

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	50	250
AM NO BUILD Condition	1	50	100
AM BUILD Condition	1	87	150
Existing Conditions	1	260	250
PM NO BUILD Condition	1	260	325
PM BUILD Condition	1	295	350

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	0	0
AM NO BUILD Condition	0	0	0
AM BUILD Condition	0	0	0
Existing Conditions	0	0	0
PM NO BUILD Condition	0	0	0
PM BUILD Condition	0	0	0

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	0	0
AM NO BUILD Condition	1	0	0
AM BUILD Condition	1	0	0
Existing Conditions	1	0	0
PM NO BUILD Condition	1	0	0
PM BUILD Condition	1	0	0

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	26	0
AM NO BUILD Condition	0	26	50
AM BUILD Condition	0	27	75
Existing Conditions	0	46	0
PM NO BUILD Condition	0	46	100
PM BUILD Condition	0	47	100

AM PM
 Cycle Length: 110 110

Date: 21-Sep-02
Time Period Analyzed: AM Peak Hr.
City / State: Albuquerque, NM

1	R	TR?	N
2	T		
1	L		

NO. LANES

I-40 North Ramp		
E-W STREET		
87	208	0
LEFT	THRU	RIGHT
295		
NB TOTAL		

NB LT =	87
SB TH =	216
	303 *
SB LT =	0
NB TH =	104
	104

Date: 21-Sep-02
Time Period Analyzed: PM Peak Hr.
City / State: Albuquerque, NM

1	R	TR?	N
2	T		
1	L		

NO. LANES

I-40 North Ramp		
E-W STREET		
295	234	0
LEFT	THRU	RIGHT
529		
NB TOTAL		

NB LT =	295
SB TH =	168
	463 *
SB LT =	0
NB TH =	117
	117

TES: Existing Geometry

1 Lane(s)				1 Lane(s)				1 Lane(s)				1 Lane(s)			
NB LT	AM NO BLD.	Cumulative Poisson	Turnbay Length(ft)	NB LT	AM BUILD	Poisson Ind. Terms	Turnbay Length(ft)	NB LT	PM NO BLD.	Poisson Ind. Terms	Turnbay Length(ft)	NB LT	PM BUILD	Poisson Ind. Terms	Turnbay Length(ft)
Vehicles in Queue	Poisson Ind. Terms			Veh. in Queue				Veh. in Queue				Veh. in Queue			
0	.2170	21.7%		0	.0701	7.0%		0	.0004	0.0%		0	.0001	0.0%	
1	.3316	54.9%		1	.1863	25.6%		1	.0028	0.3%		1	.0011	0.1%	
2	.2533	80.2%	50	2	.2476	50.4%		2	.0112	1.4%		2	.0049	0.6%	
3	.1290	93.1%	75	3	.2194	72.3%	75	3	.0296	4.4%		3	.0149	2.1%	
4	.0493	98.0%	100	4	.1458	86.9%	100	4	.0589	10.3%		4	.0335	5.4%	
5	.0151	99.5%		5	.0775	94.7%	125	5	.0935	19.6%		5	.0604	11.5%	
6	.0038	99.9%		6	.0343	98.1%	150	6	.1238	32.0%		6	.0907	20.6%	
7	.0008	100.0%		7	.0130	99.4%	175	7	.1405	46.1%		7	.1168	32.2%	
8	.0002			8	.0043	99.8%		8	.1396	60.0%		8	.1316	45.4%	
9	.0000			9	.0013	100.0%		9	.1232	72.3%	225	9	.1318	58.6%	250
10	.0000			10	.0003			10	.0979	82.1%	250	10	.1188	70.4%	275
11	.0000			11	.0001			11	.0707	89.2%	275	11	.0973	80.2%	300
12	.0000			12	.0000			12	.0468	93.9%	300	12	.0731	87.5%	325
13	.0000			13	.0000			13	.0286	96.7%	325	13	.0507	92.5%	350
14	.0000			14	.0000			14	.0162	98.4%	350	14	.0326	95.8%	375
15	.0000			15	.0000			15	.0086	99.2%	375	15	.0196	97.8%	400
16	.0000			16	.0000			16	.0043	99.7%		16	.0110	98.9%	425
17	.0000			17	.0000			17	.0020	99.9%		17	.0059	99.5%	
18	.0000			18	.0000			18	.0009	99.9%		18	.0029	99.8%	
19	.0000			19	.0000			19	.0004			19	.0014	99.9%	
20	.0000			20	.0000			20	.0001			20	.0006	100.0%	
21	.0000			21	.0000			21	.0001			21	.0003		
22	.0000			22	.0000			22	.0000			22	.0001		
23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34			

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
I-40 North Ramp / 6th St.

SOUTHBOUND Right Turn

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
SB RT	AM NO BLD.	0	26	110	1	25	0.8
SB RT	AM BUILD	0	27	110	1	25	0.8
SB RT	PM NO BLD.	0	46	110	1	25	1.4
SB RT	PM BUILD	0	47	110	1	25	1.4

SB RT	AM NO BLD.	0 Lane(s)	SB RT	AM BUILD	0 Lane(s)	SB RT	PM NO BLD.	0 Lane(s)	SB RT	PM BUILD	0 Lane(s)
Vehicles in Queue	Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0	.4518	45.2%	25	0	.4382	43.8%	25	0	.2452	24.5%	50
1	.3590	81.1%	50	1	.3615	80.0%	50	1	.3447	59.0%	75
2	.1426	95.3%	75	2	.1491	94.9%	75	2	.2422	83.2%	100
3	.0378	99.1%		3	.0410	99.0%		3	.1135	94.6%	
4	.0075	99.9%		4	.0085	99.8%		4	.0399	98.6%	
5	.0012	100.0%		5	.0014	100.0%		5	.0112	99.7%	
6	.0002			6	.0002			6	.0026	99.9%	
7	.0000			7	.0000			7	.0005	100.0%	
8	.0000			8	.0000			8	.0001		
9	.0000			9	.0000			9	.0000		
10	.0000			10	.0000			10	.0000		
11	.0000			11	.0000			11	.0000		
12	.0000			12	.0000			12	.0000		
13	.0000			13	.0000			13	.0000		
14	.0000			14	.0000			14	.0000		
15	.0000			15	.0000			15	.0000		
16	.0000			16	.0000			16	.0000		
17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000		

Analysis of
I-40 South Ramp / 6th St.

Westway Plaza Shopping Center
 Analysis of I-40 South Ramp / 6th St. - [8_02AX]
 2002 AM Peak Hour Existing Conditions

09/18/02
 20:32:20

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.41 Vehicle Delay 19.4 Level of Service B

Sq 21	Phase 1	Phase 2	Phase 3
/			
.	+ *	+ +	
/ \	+ *	+ +	
	+ *>	+ +>	
	v	v	^
North		^	++++
		+ *>	*****>
		+ *	
		+ *	
	G/C=0.045	G/C=0.594	G/C=0.252
	G= 5.0"	G= 65.3"	G= 27.7"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=71.2%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

7.5 A

TH	24/2	0.250	0.676	2323	2323	789	0.340	7.6	A	258 ft
LT	12/1	0.000	0.045	774	774	241	0.311	7.2	*A	149 ft

NB Approach

10.3 B+

RT	12/1	0.194	0.594	913	913	234	0.256	10.9	*B+	164 ft
TH	24/2	0.082	0.594	2041	2041	187	0.092	9.6	A	63 ft

EB Approach

49.2 D

TH	12/1	0.252	0.252	394	451	393	0.862	54.8	*D	569 ft
LT	12/1	0.125	0.252	372	427	148	0.342	34.2	C	176 ft

Westway Plaza Shopping Center
 Analysis of I-40 South Ramp / 6th St. - [8_06ABX]
 2006 AM Peak Hour BUILD Conditions

09/18/02
 20:33:48

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.40 Vehicle Delay 19.2 Level of Service B

Sq 21	Phase 1	Phase 2	Phase 3
/			
.	+ *	+ +	
/ \	+ *	+ +	
	+ *>	+ +>	
	v	v	
			^
North		+ *>	++++
		+ *	*****>
		+ *	
	G/C=0.045	G/C=0.594	G/C=0.252
	G= 5.0"	G= 65.3"	G= 27.7"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=71.2%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@D (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

7.5 A

TH	24/2	0.250	0.676	2323	2323	789	0.340	7.6	A	258 ft
LT	12/1	0.000	0.045	739	739	241	0.326	7.3	*A	151 ft

NB Approach

10.3 B+

RT	12/1	0.194	0.594	913	913	234	0.256	10.9	*B+	164 ft
TH	24/2	0.095	0.594	2041	2041	230	0.113	9.8	A	78 ft

EB Approach

49.2 D

TH	12/1	0.252	0.252	394	451	393	0.862	54.8	*D	569 ft
LT	12/1	0.125	0.252	372	427	148	0.342	34.2	C	176 ft

Westway Plaza Shopping Center
 Analysis of I-40 South Ramp / 6th St. - [8_06PNX]
 2006 PM Peak Hour NO BUILD Conditions

09/18/02
 20:31:03

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.47 Vehicle Delay 18.7 Level of Service B

Sq 21 **/**	Phase 1	Phase 2	Phase 3
.	+ *	+ +	
/ \	+ *	+ +	
	+ *>	+ +>	
	v	v	^
North		^	++++
		+ *>	*****>
		+ *	
		+ *	

	G/C=0.045	G/C=0.616	G/C=0.229
	G= 5.0"	G= 67.8"	G= 25.2"
	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF= 8.2%	OFF=73.5%

C=110 sec G= 98.0 sec = 89.1% Y=12.0 sec = 10.9% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj		HCM	L	Queue
Group	Lanes	Reqd	Used	@D (vph)	@E	Volume	v/c	Delay	S	Model 1

SB Approach

6.0 A

TH	24/2	0.144	0.698	2400	2400	400	0.167	5.7	A	108 ft
LT	12/1	0.000	0.045	573	573	221	0.386	6.5	*A	141 ft

NB Approach

13.2 B+

RT	12/1	0.439	0.616	948	948	649	0.685	16.1	*B	604 ft
TH	24/2	0.174	0.616	2119	2119	505	0.238	9.5	A	176 ft

EB Approach

50.6 D

TH	12/1	0.229	0.229	350	406	349	0.841	54.9	*D	506 ft
LT	12/1	0.091	0.229	330	384	96	0.244	34.9	C	115 ft

Queueing Analysis Summary Sheet

Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
 Intersection: I-40 South Ramp / 6th St.

Eastbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	121	0
AM NO BUILD Condition	1	121	175 *
AM BUILD Condition	1	121	175 *
Existing Conditions	1	80	0
PM NO BUILD Condition	1	80	125
PM BUILD Condition	1	80	125

Eastbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	557	285
AM NO BUILD Condition	0	557	600
AM BUILD Condition	0	585	625 *
Existing Conditions	0	113	285
PM NO BUILD Condition	0	113	175
PM BUILD Condition	0	149	200

Westbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	0	0
AM NO BUILD Condition	1	0	0 *
AM BUILD Condition	1	0	0 *
Existing Conditions	1	0	0
PM NO BUILD Condition	1	0	0 *
PM BUILD Condition	1	0	0 *

Westbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	0	0
AM NO BUILD Condition	0	0	0 *
AM BUILD Condition	0	0	0 *
Existing Conditions	0	0	0
PM NO BUILD Condition	0	0	0 *
PM BUILD Condition	0	0	0 *

Northbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	0	0
AM NO BUILD Condition	1	0	0 *
AM BUILD Condition	1	0	0 *
Existing Conditions	1	0	0
PM NO BUILD Condition	1	0	0 *
PM BUILD Condition	1	0	0 *

Northbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	204	250
AM NO BUILD Condition	1	204	275
AM BUILD Condition	1	204	275
Existing Conditions	1	487	250
PM NO BUILD Condition	1	487	525 *
PM BUILD Condition	1	487	525 *

Southbound Left Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	1	198	210
AM NO BUILD Condition	1	198	250 *
AM BUILD Condition	1	198	250 *
Existing Conditions	1	179	210
PM NO BUILD Condition	1	179	250 *
PM BUILD Condition	1	179	250 *

Southbound Right Turn Lane

	# Lanes	Vol.	Queue Length
Existing Conditions	0	0	0
AM NO BUILD Condition	0	0	0 *
AM BUILD Condition	0	0	0 *
Existing Conditions	0	0	0
PM NO BUILD Condition	0	0	0 *
PM BUILD Condition	0	0	0 *

AM PM
 Cycle Length: 110 110

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: I-40 South Ramp / 6th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: AM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

SB TOTAL			6th St. N-S STREET				0		
845			Y TR?				0		
0		198	R	T	L	0		0	
RIGHT	647	LEFT	0	2	1	THRU		WB TOTAL	
THRU									
			0						
			RIGHT						
			0						
			THRU						
			0						
			LEFT						

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

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

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

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

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

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

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

SIGNALIZED INTERSECTION PLANNING APPLICATION WORKSHEET

Intersection: I-40 South Ramp / 6th St. Date: 21-Sep-02
 Analyst: TOB Time Period Analyzed: PM Peak Hr.
 Project: Westway Plaza Commercial Center (Indian School Rd. / 12th St. City / State: Albuquerque, NM
 Condition: 2006 BUILD

SB TOTAL			6th St. N-S STREET			0		
0	RIGHT	324	0	THRU	0	0	RIGHT	0
179	LEFT	503	0	THRU	0	0	LEFT	0
			R	T	L			
			0	2	1			

NO. LANES

1	L
1	T
0	R

TR? ☐ Y

80
LEFT
290
THRU
149
RIGHT

519
EB TOTAL

1	2	1
L	T	R

TR? ☐ N

0	R
1	T
1	L

TR? ☐ Y

NO. LANES

I-40 South Ramp E-W STREET		
0	THRU	487
414	RIGHT	901
LEFT	NB TOTAL	

EB LT =	80
WB TH =	0
80	
WB LT =	0
EB TH =	439
439*	

MAXIMUM SUM
OF CRITICAL VALUES

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

CAPACITY
LEVEL

UNDER
NEAR
OVER

NB LT =	0
SB TH =	162
162	
SB LT =	179
NB TH =	207
386*	

439	+	386	=	825	STATUS?	UNDER
E-W CRITICAL		N-S CRITICAL				

TES: Existing Geometry

Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
I-40 South Ramp / 6th St.

SOUTHBOUND Left Turn

SB LT AM NO BLD.				1 Lane(s)				SB LT AM BUILD				1 Lane(s)				SB LT PM NO BLD.				1 Lane(s)				SB LT PM BUILD				1 Lane(s)			
Veh. in Queue	Poisson Terms	Ind. Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Terms	Ind. Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Terms	Ind. Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Terms	Ind. Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Terms	Ind. Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Terms	Ind. Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Terms	Ind. Cum. Poisson	Turnbay Length(ft)	Veh. in Queue	Poisson Terms	Ind. Cum. Poisson	Turnbay Length(ft)
0	.0024	0.2%		0	.0024	0.2%		0	.0024	0.2%		0	.0042	0.4%		0	.0042	0.4%		0	.0042	0.4%		0	.0042	0.4%		0	.0042	0.4%	
1	.0143	1.7%		1	.0143	1.7%		1	.0143	1.7%		1	.0230	2.7%		1	.0230	2.7%		1	.0230	2.7%		1	.0230	2.7%		1	.0230	2.7%	
2	.0432	6.0%		2	.0432	6.0%		2	.0432	6.0%		2	.0630	9.0%		2	.0630	9.0%		2	.0630	9.0%		2	.0630	9.0%		2	.0630	9.0%	
3	.0870	14.7%		3	.0870	14.7%		3	.0870	14.7%		3	.1149	20.5%		3	.1149	20.5%		3	.1149	20.5%		3	.1149	20.5%		3	.1149	20.5%	
4	.1316	27.8%		4	.1316	27.8%		4	.1316	27.8%		4	.1571	36.2%		4	.1571	36.2%		4	.1571	36.2%		4	.1571	36.2%		4	.1571	36.2%	
5	.1593	43.8%		5	.1593	43.8%		5	.1593	43.8%		5	.1719	53.4%		5	.1719	53.4%		5	.1719	53.4%		5	.1719	53.4%		5	.1719	53.4%	
6	.1606	59.8%		6	.1606	59.8%		6	.1606	59.8%		6	.1567	69.1%	150	6	.1567	69.1%		6	.1567	69.1%		6	.1567	69.1%		6	.1567	69.1%	150
7	.1388	73.7%	175	7	.1388	73.7%	175	7	.1388	73.7%	175	7	.1224	81.3%	175	7	.1224	81.3%		7	.1224	81.3%		7	.1224	81.3%		7	.1224	81.3%	175
8	.1050	84.2%	200	8	.1050	84.2%	200	8	.1050	84.2%	200	8	.0837	89.7%	200	8	.0837	89.7%		8	.0837	89.7%		8	.0837	89.7%		8	.0837	89.7%	200
9	.0706	91.3%	225	9	.0706	91.3%	225	9	.0706	91.3%	225	9	.0509	94.8%	225	9	.0509	94.8%		9	.0509	94.8%		9	.0509	94.8%		9	.0509	94.8%	225
10	.0427	95.5%	250	10	.0427	95.5%	250	10	.0427	95.5%	250	10	.0278	97.6%	250	10	.0278	97.6%		10	.0278	97.6%		10	.0278	97.6%		10	.0278	97.6%	250
11	.0235	97.9%	275	11	.0235	97.9%	275	11	.0235	97.9%	275	11	.0138	98.9%	275	11	.0138	98.9%		11	.0138	98.9%		11	.0138	98.9%		11	.0138	98.9%	275
12	.0118	99.1%	300	12	.0118	99.1%	300	12	.0118	99.1%	300	12	.0063	99.6%		12	.0063	99.6%		12	.0063	99.6%		12	.0063	99.6%		12	.0063	99.6%	
13	.0055	99.6%		13	.0055	99.6%		13	.0055	99.6%		13	.0027	99.8%		13	.0027	99.8%		13	.0027	99.8%		13	.0027	99.8%		13	.0027	99.8%	
14	.0024	99.8%		14	.0024	99.8%		14	.0024	99.8%		14	.0010	99.9%		14	.0010	99.9%		14	.0010	99.9%		14	.0010	99.9%		14	.0010	99.9%	
15	.0010	99.9%		15	.0010	99.9%		15	.0010	99.9%		15	.0004			15	.0004			15	.0004			15	.0004			15	.0004		
16	.0004			16	.0004			16	.0004			16	.0001			16	.0001			16	.0001			16	.0001			16	.0001		
17	.0001			17	.0001			17	.0001			17	.0000			17	.0000			17	.0000			17	.0000			17	.0000		
18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000			18	.0000		
19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000			19	.0000		
20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000			20	.0000		
21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000			21	.0000		
22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000			22	.0000		
23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000			23	.0000		
24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000			24	.0000		
25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000			25	.0000		
26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000			26	.0000		
27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000			27	.0000		
28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000			28	.0000		
29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000			29	.0000		
30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000			30	.0000		
31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000			31	.0000		
32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000			32	.0000		
33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000			33	.0000		
34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000			34	.0000		
35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000			35	.0000		
36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000			36	.0000		

Turn Direction	Peak Hour	# Right Turn Lanes	# of Left Turns	Cycle Length	Lane Dist. Factor	Vehicle Length	Ave. Veh. per Cycle
NB RT	AM NO BLD.	1	204	110	1	25	6.2
NB RT	AM BUILD	1	204	110	1	25	6.2
NB RT	PM NO BLD.	1	487	110	1	25	14.9
NB RT	PM BUILD	1	487	110	1	25	14.9

NB RT						AM NO BLD.						1 Lane(s)						1 Lane(s)						1 Lane(s)							
Vehicles in Queue			Poisson Ind. Terms	Cumulative Poisson	Turnbay Length(ft)	Veh. in Queue			Poisson Ind. Terms	A/BUILD	1 Lane(s)			Veh. in Queue			Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue			Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)	Veh. in Queue			Poisson Ind. Terms	Cum. Poisson	Turnbay Length(ft)
0		.0020		0.2%		0	.0020		0.2%					0	.0000		0.0%								0	.0000		0.0%			
1		.0122	1.4%			1	.0122	1.4%						1	.0000		0.0%							1	.0000		0.0%				
2		.0381	5.2%			2	.0381	5.2%						2	.0000		0.0%							2	.0000		0.0%				
3		.0792	13.2%			3	.0792	13.2%						3	.0002		0.0%							3	.0002		0.0%				
4		.1235	25.5%			4	.1235	25.5%						4	.0007		0.1%							4	.0007		0.1%				
5		.1539	40.9%			5	.1539	40.9%						5	.0021		0.3%							5	.0021		0.3%				
6		.1599	56.9%			6	.1599	56.9%						6	.0052		0.8%							6	.0052		0.8%				
7		.1424	71.1%	175		7	.1424	71.1%					175	7	.0110		1.9%							7	.0110		1.9%				
8		.1110	82.2%	200		8	.1110	82.2%					200	8	.0206		4.0%							8	.0206		4.0%				
9		.0768	89.9%	225		9	.0768	89.9%					225	9	.0340		7.4%							9	.0340		7.4%				
10		.0479	94.7%	250		10	.0479	94.7%					250	10	.0506		12.4%							10	.0506		12.4%				
11		.0271	97.4%	275		11	.0271	97.4%					275	11	.0684		19.3%							11	.0684		19.3%				
12		.0141	98.8%	300		12	.0141	98.8%					300	12	.0848		27.8%							12	.0848		27.8%				
13		.0068	99.5%	325		13	.0068	99.5%					325	13	.0971		37.5%							13	.0971		37.5%				
14		.0030	99.8%			14	.0030	99.8%						14	.1032		47.8%							14	.1032		47.8%				
15		.0013	99.9%			15	.0013	99.9%						15	.1024		58.0%							15	.1024		58.0%				
16		.0005				16	.0005							16	.0952		67.6%							16	.0952		67.6%			400	
17		.0002				17	.0002							17	.0834		75.9%							17	.0834		75.9%			425	
18		.0001				18	.0001							18	.0689		82.8%							18	.0689		82.8%			450	
19		.0000				19	.0000							19	.0540		88.2%							19	.0540		88.2%			475	
20		.0000				20	.0000							20	.0402		92.2%							20	.0402		92.2%			500	
21		.0000				21	.0000							21	.0285																

Analysis of
Mountain Rd. / 12th St.

Westway Plaza Shopping Center
 Analysis of Mountain Rd. / 12th St. - [9_02AX]
 2002 AM Peak Hour Existing Conditions

09/18/02
 20:47:57

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.45 Vehicle Delay 19.8 Level of Service B

Sq 11	Phase 1	Phase 2
/		
.	* * *	^
/ \	* * *	++++
	<* * * >	<++++>
	v	++++
	^	^
North	<+ + + >	****
	+ + +	****
	+ + +	v
	G/C=0.518	G/C=0.409
	G= 57.0"	G= 45.0"
	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=55.5%

C=110 sec G=102.0 sec = 92.7% Y= 8.0 sec = 7.3% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@C (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

18.4 B

|RT+TH+LT| 12/1 |0.372 |0.518 | 790 | 886 | 477 |0.538 | 18.4 |*B | 440 ft|

NB Approach

16.4 B

|RT+TH+LT| 12/1 |0.319 |0.518 | 825 | 922 | 372 |0.403 | 16.4 | B | 317 ft|

WB Approach

22.9 C+

|RT+TH+LT| 12/1 |0.278 |0.409 | 569 | 711 | 262 |0.368 | 22.9 | C+ | 256 ft|

EB Approach

23.7 C+

|RT+TH+LT| 12/1 |0.294 |0.409 | 572 | 715 | 304 |0.425 | 23.7 |*C+ | 304 ft|

Westway Plaza Shopping Center
 Analysis of Mountain Rd. / 12th St. - [9_06ABX]
 2006 AM Peak Hour BUILD Conditions

09/18/02
 22:09:43

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.55 Vehicle Delay 20.8 Level of Service C+

Sq 11	Phase 1	Phase 2
/		
.	* * *	^
/ \	* * *	++++
	<* * * >	<++++
	v	++++
	^	^
North	<+ + + >	****
	+ + +	****
	+ + +	v
	G/C=0.552	G/C=0.376
	G= 60.7"	G= 41.3"
	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=58.8%

C=110 sec G=102.0 sec = 92.7% Y= 8.0 sec = 7.3% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@C (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

19.4 B

RT+TH+LT	12/1	0.443	0.552	838	921	616	0.669	19.4	*B	600 ft
----------	------	-------	-------	-----	-----	-----	-------	------	----	--------

NB Approach

16.1 B

RT+TH+LT	12/1	0.378	0.552	902	986	516	0.523	16.1	B	448 ft
----------	------	-------	-------	-----	-----	-----	-------	------	---	--------

WB Approach

26.0 C+

RT+TH+LT	12/1	0.286	0.376	491	649	279	0.430	26.0	C+	291 ft
----------	------	-------	-------	-----	-----	-----	-------	------	----	--------

EB Approach

26.9 C+

RT+TH+LT	12/1	0.302	0.376	484	641	315	0.491	26.9	*C+	337 ft
----------	------	-------	-------	-----	-----	-----	-------	------	-----	--------

SIGNAL2000/TEAPAC[Ver 1.10.10] - Capacity Analysis Summary

Intersection Averages:

Degree of Saturation (v/c) 0.53 Vehicle Delay 21.6 Level of Service C+

Sq 11	Phase 1	Phase 2
/		
.	+	+
/ \	+	+
	<+ + +>	<****>
	v	^
	^	****
North	<* * *>	+++++
	* * *	+++++
	* * *	v
	G/C=0.498	G/C=0.429
	G= 54.8"	G= 47.2"
	Y+R= 4.0"	Y+R= 4.0"
	OFF= 0.0%	OFF=53.5%

C=110 sec G=102.0 sec = 92.7% Y= 8.0 sec = 7.3% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	Queue
Group	Lanes	Reqd Used	@C (vph) @E	Volume	v/c	Delay	S Model 1

SB Approach

18.1 B

|RT+TH+LT| 12/1 |0.327 |0.498 | 724 | 826 | 361 |0.437 | 18.1 | B | 324 ft|

NB Approach

21.6 C+

|RT+TH+LT| 12/1 |0.399 |0.498 | 778 | 882 | 556 |0.630 | 21.6 | *C+ | 556 ft|

WB Approach

24.6 C+

|RT+TH+LT| 12/1 |0.343 |0.429 | 622 | 756 | 426 |0.563 | 24.6 | *C+ | 443 ft|

EB Approach

21.4 C+

|RT+TH+LT| 12/1 |0.279 |0.429 | 554 | 681 | 239 |0.351 | 21.4 | C+ | 228 ft|

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year AM PEAK 2006
 Comment 2006 AM PEAK HOUR BUILD CONDITIONS

Site Information

Jurisdiction/Date COA 9/19/2002
 Major Street DRIVEWAY A
 Minor Street 12TH ST

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			R						R		
Lane 2	T			T								
Lane 3	L			T								
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	120	556			720	95						102
PHF	.9	.9			.9	.9						.9
Proportion of heavy vehicles, HV	3	3			3	3						3
Flow rate	133	618			800	106						113
Flare storage (# of vehs)												0
Median storage (# of vehs)										0		
Signal upstream of Movement 2 _____ ft Movement 5 _____ ft												
Length of study period (h) <u>.25</u>												

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1								
	2								
	3								
EB	1	R	113	597	.189	1	12.4	B	12.4
	2					<1			B
	3								
		①	133	741	.18	1	10.9	B	
		④							

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year PM PEAK 2006
 Comment 2006 PM PEAK HOUR BUILD CONDITIONS

Site Information

Jurisdiction/Date COA 9/19/2002
 Major Street DRIVEWAY A
 Minor Street 12TH ST

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			R						R		
Lane 2	T			T								
Lane 3	L			T								
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	208	686			663	95						256
PHF	.9	.9			.9	.9						.9
Proportion of heavy vehicles, HV	3	3			3	3						3
Flow rate	231	762			737	106						284
Flare storage (# of vehs)												0
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft
 Length of study period (h) .25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1								
	2								
	3								
EB	1	R	102	626	.163	1	11.9	B	11.9 B
	2								
	3								
		①	231	783	.295	1	11.5	B	
		④							

Analysis of
Driveway "A" / 12th St.
(w/ Left Turns Out)

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year AM PEAK 2006
 Comment 2006 AM PK HR BUILD COND W/ LT OUT

Site Information

Jurisdiction/Date COA 9/21/2002
 Major Street DRIVEWAY A
 Minor Street 12TH ST

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			R						R		
Lane 2	T			T						L		
Lane 3	L			T								
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	120	556			720	95				61		102
PHF	.9	.9			.9	.9				.9		.9
Proportion of heavy vehicles, HV	3	3			3	3				3		3
Flow rate	133	618			800	106				68		113
Flare storage (# of vehs)												0
Median storage (# of vehs)										0		
Signal upstream of Movement 2 _____ ft Movement 5 _____ ft												
Length of study period (h) <u>.25</u>												

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1								
	2								
	3								
EB	1	R	102	597	.171	1	12.3	B	39 E
	2	L	68	111	.614	3	79.2	F	
	3								
		①	133	741	.18	1	10.9	B	
		④							

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information			Site Information		
Analyst	TOB		Jurisdiction/Date	COA	9/21/2002
Agency or Company	TERRY BROWN		Major Street	DRIVEWAY A	
Analysis Period/Year	PM PEAK	2006	Minor Street	12TH ST	
Comment	2006 PM PK HR BUILD COND W/ LT OUT				

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	T			R						R		
Lane 2	T			T						L		
Lane 3	L			T								
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	208	686			663	95				77		256
PHF	.9	.9			.9	.9				.9		.9
Proportion of heavy vehicles, HV	3	3			3	3				3		3
Flow rate	231	762			737	106				86		284
Flare storage (# of vehs)												0
Median storage (# of vehs)										0		
Signal upstream of Movement 2 _____ ft Movement 5 _____ ft												
Length of study period (h) _____ .25 _____												

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1								
	2								
	3								
EB	1	R	256	626	.409	2	14.7	B	83.2
	2	L	86	70	1.235	7	287.1	F	
	3								
		①	231	783	.295	1	11.5	B	
		④							

Analysis of
Indian School Rd. / Driveway "B"

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year AM PEAK HOUR 2006
 Comment 2006 AM PEAK HOUR BUILD CONDITIONS

Site Information

Jurisdiction/Date COA 9/19/2002
 Major Street INDIAN SCHOOL RD
 Minor Street DRIVEWAY B

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	LTR			LTR			R			LTR		
Lane 2							L					
Lane 3												
	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	25	176	93	158	158	25	70		177	25	1	25
PHF	.9	.9	.9	.9	.9	.9	.9		.9	.9	.9	.9
Proportion of heavy vehicles, HV	3	3	3	3	3	3	3		3	3	3	3
Flow rate	28	196	103	176	176	28	78		197	28	1	28
Flare storage (# of vehs)									0			0
Median storage (# of vehs)							0			0		
Signal upstream of Movement 2 _____ ft Movement 5 _____ ft												
Length of study period (h) <u>.25</u>												

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	197	789	.25	1	11.1	B	16 C
	2	L	78	230	.339	1	28.5	D	
	3								
SB	1	LTR	57	264	.216	1	22.3	C	22.3 C
	2								
	3								
		①	28	1362	.02	<1	7.7	A	
		④	176	1257	.14	<1	8.3	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year PM PEAK HOUR 2006
 Comment 2006 PM PEAK HOUR BUILD CONDITIONS

Site Information

Jurisdiction/Date COA 9/19/2002
 Major Street INDIAN SCHOOL RD
 Minor Street DRIVEWAY B

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	LTR			LTR			R			LTR		
Lane 2							L					
Lane 3												
	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	25	155	136	227	233	25	142		291	25	1	25
PHF	.9	.9	.9	.9	.9	.9	.9		.9	.9	.9	.9
Proportion of heavy vehicles, HV	3	3	3	3	3	3	3		3	3	3	3
Flow rate	28	172	151	252	259	28	158		323	28	1	28
Flare storage (# of vehs)									0			0
Median storage (# of vehs)							0			0		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft
 Length of study period (h) .25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	323	789	.41	2	12.7	B	61.3 F
	2	L	158	145	1.086	9	160.7	F	
	3								
SB	1	LTR	57	130	.438	2	52.7	F	52.7 F
	2								
	3								
		①	28	1270	.022	<1	7.9	A	
		④	252	1231	.205	1	8.7	A	

Analysis of
Menaul Blvd. / Indian School Rd.

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year AM PEAK HOUR 2006
 Comment 2006 AM PEAK HOUR NO BUILD CONDITIO

Site Information

Jurisdiction/Date COA 9/22/2002
 Major Street MENAU BLVD
 Minor Street INDIAN SCHOOL RD

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	TR			TR			LTR			LTR		
Lane 2	LT			LT								
Lane 3												
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	16	193	105	7	344	26	178	7	32	11	8	26
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Proportion of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	18	214	117	8	382	29	198	8	36	12	9	29
Flare storage (# of vehs)									0			0
Median storage (# of vehs)							0			0		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) .25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	LTR	242	436	.555	3	23.1	C	23.1
	2								
	3								
SB	1	LTR	50	518	.096	<1	12.7	B	12.7
	2								
	3								
		①	18	1137	.016	<1	8.2	A	
		④	8	1218	.006	<1	8	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year AM PEAK HOUR 2006
 Comment 2006 AM PEAK HOUR BUILD CONDITION

Site Information

Jurisdiction/Date COA 9/22/2002
 Major Street MENAU BLVD
 Minor Street INDIAN SCHOOL RD

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	TR			TR			LTR			LTR		
Lane 2	LT			LT								
Lane 3												
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	16	193	189	7	344	26	243	7	32	11	8	26
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Proportion of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	18	214	210	8	382	29	270	8	36	12	9	29
Flare storage (# of vehs)									0			0
Median storage (# of vehs)							0			0		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) .25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	LTR	314	396	.793	7	41.1	E	41.1
	2								
	3								
SB	1	LTR	50	498	.1	<1	13	B	13
	2								
	3								
		①	18	1137	.016	<1	8.2	A	
		④	8	1124	.007	<1	8.2	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year PM PEAK HOUR 2006
 Comment 2006 PM PEAK HOUR NOBUILD CONDITION

Site Information

Jurisdiction/Date COA 9/22/2002
 Major Street MENAU BLVD
 Minor Street INDIAN SCHOOL RD

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	TR			TR			LTR			LTR		
Lane 2	LT			LT								
Lane 3												
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	6	222	129	21	124	7	57	5	13	6	2	11
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Proportion of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	7	247	143	23	138	8	63	6	14	7	2	12
Flare storage (# of vehs)									0			0
Median storage (# of vehs)							0			0		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) .25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	LTR	83	507	.164	1	13.5	B	13.5
	2								
	3								B
SB	1	LTR	21	711	.03	<1	10.2	B	10.2
	2								
	3								B
		①	7	1427	.005	<1	7.5	A	
		④	23	1158	.02	<1	8.2	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst TOB
 Agency or Company TERRY BROWN
 Analysis Period/Year PM PEAK HOUR 2006
 Comment 2006 PM PEAK HOUR BUILD CONDITION

Site Information

Jurisdiction/Date COA 9/22/2002
 Major Street MENAU BLVD
 Minor Street INDIAN SCHOOL RD

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	TR			TR			LTR			LTR		
Lane 2	LT			LT								
Lane 3												
Movement	EB			WB			NB			SB		
	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	6	222	210	21	124	7	139	5	13	6	2	11
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Proportion of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	7	247	233	23	138	8	154	6	14	7	2	12
Flare storage (# of vehs)									0			0
Median storage (# of vehs)							0			0		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) .25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	LTR	174	454	.383	2	17.8	C	17.8
	2								
	3								C
SB	1	LTR	21	695	.03	<1	10.3	B	10.3
	2								
	3								B
		①	7	1427	.005	<1	7.5	A	
		④	23	1072	.022	<1	8.4	A	

**Reserved for
City of Albuquerque
Scoping Letter**

**Reserved for
City of Albuquerque
Scoping Letter**

Reserved for
City of Albuquerque
Scoping Letter

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 4
Date: 9/03/2002

Location: 025219 Starts : 08/26/02 at 06:45:00
Notes : INDIAN SCHOOL RD - 12TH ST Ends : 08/26/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: RN 66 CM 168 S/N : 4335168 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

	From North				From South				From East				From West				
	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	Total
Grand																	
Total Auto	13	65	3700	125	25	1190	2630	107	40	120	119	36	546	305	65	461	9547
%	0.1	0.7	37.6	1.3	0.3	12.1	26.8	1.1	0.4	1.2	1.2	0.4	5.6	3.1	0.7	4.7	97.1%
Truck	0	1	112	1	0	32	101	4	1	3	5	0	5	6	1	11	283
%	0.0	0.0	1.1	0.0	0.0	0.3	1.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.1	2.9%
All	13	66	3812	126	25	1222	2731	111	41	123	124	36	551	311	66	472	9830
%	0.1	0.7	38.8	1.3	0.3	12.4	27.8	1.1	0.4	1.3	1.3	0.4	5.6	3.2	0.7	4.8	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION

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MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 9/03/2002

Location: 025219 Starts : 08/26/02 at 06:45:00
Notes : INDIAN SCHOOL RD - 12TH ST Ends : 08/26/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: RN 66 CM 168 S/N : 4335168 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Mon Aug 26 07:15:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	1	8	502	23	534	0.80	0.2%	1.5%	94.0%	4.3%	100.0%
From South	0	3	130	342	21	496	0.88	0.6%	26.2%	69.0%	4.2%	100.0%
From East	0	4	10	4	0	18	0.64	22.2%	55.6%	22.2%	0.0%	100.0%
From West	0	101	11	3	61	176	0.81	57.4%	6.3%	1.7%	34.7%	100.0%
Totals	0	109	159	851	105	1224	0.87	8.9%	13.0%	69.5%	8.6%	100.0%

From North									
Total 891									
Approach 534					Depart 357				
Rt/red Right Thru Left									
1 23 502 8 11 342 4									
24									
Depart 158 4									
130									
N									
W + E									
S									
Total 53									
From East									
8									
3 Depart 35									
24									
162 502 10 130 342 21 3									
Left Thru Right Rt/Red									
Depart 674 Approach 496									
Total 1170									
From South									

Page: 2
Date: 9/03/2002

TOTAL INTERSECTION PEAK HOUR ANALYSIS

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	13	389	9	411	0.95	0.0%	3.2%	94.6%	2.2%	100.0%
From South	0	4	137	240	8	389	0.68	1.0%	35.2%	61.7%	2.1%	100.0%
From East	0	6	20	24	7	57	0.49	10.5%	35.1%	42.1%	12.3%	100.0%
From West	0	56	41	11	57	165	0.94	33.9%	24.8%	6.7%	34.5%	100.0%
Totals	0	66	211	664	81	1022	0.86	6.5%	20.6%	65.0%	7.9%	100.0%

[illegible]

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 5
Date: 9/03/2002

Location: 025219 Starts : 08/26/02 at 06:45:00
Notes : INDIAN SCHOOL RD - 12TH ST Ends : 08/26/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: RN 66 CM 168 S/N : 4335168 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Mon Aug 26 16:45:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	1	12	549	13	575	0.83	0.2%	2.1%	95.5%	2.3%	100.0%
From South	0	3	230	471	17	721	0.88	0.4%	31.9%	65.3%	2.4%	100.0%
From East	0	5	26	22	5	58	0.91	8.6%	44.8%	37.9%	8.6%	100.0%
From West	0	56	51	10	62	179	0.93	31.3%	28.5%	5.6%	34.6%	100.0%
Totals	0	65	319	1052	97	1533	0.95	4.2%	20.8%	68.6%	6.3%	100.0%

From North									
Total 1107									
Approach 575					Depart 532				
Rt/red Right Thru Left									
1 13 549 12 51 471 10									
14									
Depart 266 22									
230									
N									
W + E									
S									
Total 100									
From East									
Left 51									
12									
Approach 179 Thru 10									
10 Depart 42									
Right 62									
20									
Rt/Red 56									
118 549 26 230 471 17 3									
Left Thru Right Rt/Red									
Depart 693 Approach 721									
Total 1414									
From South									

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 4
Date: 8/23/2002

Location: 025201
Notes : I40 N RAMPS - 12TH ST
Study ID: 00
Operator: MM 168
Weather : BERNALILLO

Starts : 08/20/02 at 06:45:00
Ends : 08/20/02 at 18:00:00
Interval : 15 min Intervals: 45
S/N : 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

From North				From South				From East				From West				Total
RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	
133	5	2885	958	0	1071	2841	7	488	663	1242	397	0	0	0	0	10690 <
1.2	0.0	25.7	8.5	0.0	9.6	25.4	0.1	4.4	5.9	11.1	3.5	0.0	0.0	0.0	0.0	95.4%
10	0	91	46	0	82	105	0	13	71	89	8	0	0	0	0	515
0.1	0.0	0.8	0.4	0.0	0.7	0.9	0.0	0.1	0.6	0.8	0.1	0.0	0.0	0.0	0.0	4.6%
143	5	2976	1004	0	1153	2946	7	501	734	1331	405	0	0	0	0	11205
1.3	0.0	26.6	9.0	0.0	10.3	26.3	0.1	4.5	6.6	11.9	3.6	0.0	0.0	0.0	0.0	100.0%
TURNING MOVEMENTS FOR TOTAL INTERSECTION																

TURNING MOVEMENTS FOR TOTAL INTERSECTION

From North			
Total	7980		
Approach	4128		
Depart	3852		
Rt/red Right	Thru	Left	
143	1004	2976	5

501 Rt/Red
405 Right
1331 Thru Approach 2971
734 Left
Total 2983
From East

total 3631
From West
Left 0
Approach 0
Thru 0
Right 0
Rt/Red 0

0 2976 734 1153 2946 7 0
Left Thru Right Rt/Red
Depart 3710 Approach 4106
Total 7816
From South

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 8/23/2002

Location: 025201

Notes: I40 N RAMPS - 12TH ST

Study ID: 00

Operator: MM 168

Weather: BERNALILLO

Starts: 08/20/02 at 06:45:00

Ends: 08/20/02 at 18:00:00

Interval: 15 min Intervals: 45

S/N: 168 Type: C, Tr, Ped-rt/red

Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Aug 20 07:15:00 2002

VOLUME

PERCENTS

SECTION	Peds	Rt/Red	Left	Thru	Right	Total	Peak Factor	Rt/Red	Left	Thru	Right	Total
From North	0	14	0	493	91	598	0.80	2.3%	0.0%	82.4%	15.2%	100.0%
From South	0	0	98	406	1	505	0.86	0.0%	19.4%	80.4%	0.2%	100.0%
From East	0	31	112	68	90	301	0.84	10.3%	37.2%	22.6%	29.9%	100.0%
From West	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	0	45	210	967	182	1404	0.87	3.2%	15.0%	68.9%	13.0%	100.0%

From North

Total 1125

Approach 598

Depart 527

Rt/red Right Thru Left

14 91 493 0 0 406 121

105

31 Rt/Red

90 Right

Depart 271

68

68 Thru Approach 301

98

112 Left

Total 271

N

W + E

S

From East

Total 302

From West

Left 0

0

Approach 0

Thru 0

0

Depart 1

Right 0

1

Rt/Red 0

0 493 112 98 406 1 0

Left Thru Right Rt/Red

Depart 605

Approach 505

Total 1110

From South

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 8/23/2002

Location: 025201

Notes : I40 N RAMPS - 12TH ST

Study ID: 00

Operator: MM 168

Weather: BERNALILLO

Starts : 08/20/02 at 06:45:00

Ends : 08/20/02 at 18:00:00

Interval : 15 min Intervals: 45 -

S/N : 168 Type: C,Tr,Ped-rt/red

Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Aug 20 12:15:00 2002

SECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	13	0	376	96	485	0.97	2.7%	0.0%	77.5%	19.8%	100.0%
From South	0	0	105	275	0	380	0.93	0.0%	27.6%	72.4%	0.0%	100.0%
From East	0	54	92	143	44	333	0.93	16.2%	27.6%	42.9%	13.2%	100.0%
From West	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	0	67	197	794	140	1198	0.95	5.6%	16.4%	66.3%	11.7%	100.0%

From North

Total 858

Approach 485

Depart 373

Rt/red Right Thru Left

13 96 376 0 0 275 98

109

54 Rt/Red

44 Right

Depart 357

143

143 Thru Approach 333

105

92 Left

Total 357

N

W + E

S

Total 333

From West

From East

Left 0

0

Approach 0

Thru 0

0

Depart 0

Right 0

0

Rt/Red 0

0 376 92 105 275 0 0

Left Thru Right Rt/Red

Depart 468

Approach 380

Total 848

From South

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 5
Date: 8/23/2002

Location: 025201

Notes: I40 N RAMPS - 12TH ST

Study ID: 00

Operator: MM 168

Weather: BERNALILLO

Starts: 08/20/02 at 06:45:00

Ends: 08/20/02 at 18:00:00

Interval: 15 min Intervals: 45

S/N: 168 Type: C,Tr,Ped-rt/red

Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Aug 20 17:00:00 2002

RECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	37	0	322	184	543	0.81	6.8%	0.0%	59.3%	33.9%	100.0%
From South	0	0	277	423	0	700	0.71	0.0%	39.6%	60.4%	0.0%	100.0%
From East	0	119	81	289	69	558	0.86	21.3%	14.5%	51.8%	12.4%	100.0%
From West	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	0	156	358	1034	253	1801	0.78	8.7%	19.9%	57.4%	14.0%	100.0%

From North

Total 1154

Approach 543

Depart 611

Rt/red Right Thru Left

37 184 322 0 0 423 188

221

119 Rt/Red

69 Right

Depart 787

289

289 Thru Approach 558

277

81 Left

Total 787

N

W + E

S

Total 558

From West

From East

Left 0

0

Approach 0

Thru 0

0

Depart 0

Right 0

0

Rt/Red 0

0 322 81 277 423 0 0

Left Thru Right Rt/Red

Depart 403

Approach 700

Total 1103

From South

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 4
Date: 4/12/200

Location: 025202

Notes : I40 S FRONTAGE RD - 12TH ST

dy ID: 00

Operator: CM 168

Weather : BERNALILLO

Starts : 04/10/02 at 06:45:0

Ends : 04/10/02 at 18:00:0

Interval : 15 min Intervals: 45

S/N : 168 Type: C,Tr,Ped-rt/red

Correction: 1.00

	From North				From South				From East				From West				
	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	Total
Grand																	
Total Auto	0	2469	4085	4	85	0	4864	595	0	0	0	0	556	1201	64	313	14236 <
%	0.0	16.7	27.6	0.0	0.6	0.0	32.9	4.0	0.0	0.0	0.0	0.0	3.8	8.1	0.4	2.1	96.3%
Truck	0	85	133	0	11	0	136	72	0	0	0	0	19	52	7	32	547
%	0.0	0.6	0.9	0.0	0.1	0.0	0.9	0.5	0.0	0.0	0.0	0.0	0.1	0.4	0.0	0.2	3.7%
All	0	2554	4218	4	96	0	5000	667	0	0	0	0	575	1253	71	345	14783
%	0.0	17.3	28.5	0.0	0.6	0.0	33.8	4.5	0.0	0.0	0.0	0.0	3.9	8.5	0.5	2.3	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION

From North			
Total 13029			
Approach 6776		Depart 6253	
Rt/red	Right	Thru	Left
0	4	4218	2554

0 Rt/Red
0 Right
0 Thru Approach 0
0 Left

Total 2248

From West

N
W + E
S

Total 3388

From East

Left 1253

2554

Approach 2244 Thru 71

71

Depart 3388

Right 345

Rt/Red 575

763

920	4218	0	0	5000	667	96
Left		Thru	Right	Rt/Red		

Depart 5138

Approach 5763

Total 10901

From South

(Peds = 1)

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 4/12/200

Location: 025202
Notes : I40 S FRONTAGE RD - 12TH ST
Study ID: 00
Operator: CM 168
Weather : BERNALILLO

Starts : 04/10/02 at 06:45:0
Ends : 04/10/02 at 18:00:0
Interval : 15 min Intervals: 45
S/N : 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Wed Apr 10 07:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	461	579	0	1040	0.81	0.0%	44.3%	55.7%	0.0%	100.0%
From South	0	10	0	360	69	439	0.82	2.3%	0.0%	82.0%	15.7%	100.0%
From East	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
From West	0	143	269	13	118	543	0.86	26.3%	49.5%	2.4%	21.7%	100.0%
Totals	0	153	730	952	187	2022	0.89	7.6%	36.1%	47.1%	9.2%	100.0%

From North			
Total 1669			
Approach 1040		Depart 629	
Rt/red	Right	Thru	Left
0	0	579	461
269	360	0	

0	Rt/Red
0	Right
0	Thru Approach 0
0	Left

Total 543
From West
N
W + E
S
..... Total 553
From East

Left	269	461
Approach 543	Thru	13
Right	118	13
Rt/Red	143	79

261	579	0	0	360	69	10
Left Thru Right Rt/Red						
Depart 840						
Approach 439						
Total 1279						
From South						

MIDDLE RIO GRANDE COG Two Vehicle Analysis with Right on Red

Page: 2
Date: 4/12/200

Location: 025202

Notes : I40 S FRONTAGE RD - 12TH ST

Study ID: 00

Operator: CM 168

Weather : BERNALILLO

Starts : 04/10/02 at 06:45:0
Ends : 04/10/02 at 18:00:0
Interval : 15 min Intervals: 45
S/N : 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Wed Apr 10 13:00:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	238	465	0	703	0.96	0.0%	33.9%	66.1%	0.0%	100.0%
From South	1	12	0	433	76	521	0.94	2.3%	0.0%	83.1%	14.6%	100.0%
From East	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
From West	0	48	114	10	32	204	0.91	23.5%	55.9%	4.9%	15.7%	100.0%
Totals	1	60	352	908	108	1428	0.95	4.2%	24.6%	63.6%	7.6%	100.0%

From North			
Total 1250			
Approach 703		Depart 547	
Rt/red	Right	Thru	Left
0	0	465	238

Depart 0		0		Rt/Red	
0		0		Right	
0		0		Thru Approach 0	
0		0		Left	
Total 204		N		Total 336	
From West		W + E		From East	
Left 114		S		238	
Approach 204		Thru 10		10	
Right 32		Depart 336		88	
Rt/Red 48					

80	465	0	0	433	76	12
Left Thru Right Rt/Red						
Depart 545						
Approach 521						
Total 1066						
From South						
(Peds = 1)						

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 5
Date: 4/12/2002

Location: 025202

Notes: I40 S FRONTAGE RD - 12TH ST

Study ID: 00

Operator: CM 168

Weather: BERNALILLO

Starts: 04/10/02 at 06:45:00
Ends: 04/10/02 at 18:00:00
Interval: 15 min Intervals: 45-
S/N: 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Wed Apr 10 16:30:00 2002

SECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	292	521	0	813	0.93	0.0%	35.9%	64.1%	0.0%	100.0%
From South	0	14	0	1232	88	1334	0.92	1.0%	0.0%	92.4%	6.6%	100.0%
From East	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
From West	0	53	126	5	21	205	0.80	25.9%	61.5%	2.4%	10.2%	100.0%
Totals	0	67	418	1758	109	2352	0.94	2.8%	17.8%	74.7%	4.6%	100.0%

From North

Total 2171

Approach 813

Depart 1358

Rt/red	Right	Thru	Left	
0	0	521	292	126 1232 0

0

Rt/Red

0 Right

Depart 0

0

0 Thru Approach 0

0

0 Left

Total 205

From West

N
W + E
S

Total 399

From East

Left 126

292

Approach 205 Thru 5

5

Depart 399

Right 21

Rt/Red 53

102

74	521	0	0	1232	88	14
Left Thru Right Rt/Red						

Depart 595

Approach 1334

Total 1929

From South

MIDDLE RIO GRANDE COG Two Vehicle Analysis with Right on Red

Page: 4
Date: 8/23/2002

Location: 025313
Notes : MENAUL BD -12TH ST
dy ID: 00
Operator: MM 168
Weather : BERNALILLO

Starts : 08/22/02 at 06:45:00
Ends : 08/22/02 at 18:00:00
Interval : 15 min Intervals: 45
S/N : 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

	From North				From South				From East				From West				
	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	Total
Grand																	
Total Auto	20	782	2580	420	122	143	2089	683	145	946	1839	1095	25	398	1582	179	13048
%	0.1	5.8	19.0	3.1	0.9	1.1	15.4	5.0	1.1	7.0	13.5	8.1	0.2	2.9	11.6	1.3	96.0%
Truck	0	20	93	17	4	5	61	49	4	73	95	24	0	15	92	2	544
%	0.0	0.1	0.6	0.1	0.0	0.0	0.4	0.4	0.0	0.5	0.7	0.2	0.0	0.1	0.7	0.0	4.0%
All	20	802	2663	437	126	148	2150	732	149	1019	1934	1119	25	413	1674	181	13592
%	0.1	5.9	19.6	3.2	0.9	1.1	15.8	5.4	1.1	7.5	14.2	8.2	0.2	3.0	12.3	1.3	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION

From North			
Total	7753		
Approach	3922		
Depart	3831		
Rt/red Right	Thru	Left	
20	437	2663	802
	413	2150	1268

149	Rt/Red
1119	Right
1934	Thru
1019	Left
Total	7555
From East	
802	
1674	
858	
Depart	3334

Total 4832	
From West	
Left	413
Approach 2293	Thru
	1674
Right	181
Rt/Red	25

206	2663	1019			
			148	2150	732
					126
			Left	Thru	Right
					Rt/Red
Depart	3888				
			Approach	3156	
	Total	7044			
			From South		
		(Peds = 1)			

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 8/23/2002

Location: 025313
Notes : MENAUL BD -12TH ST
Study ID: 00
Operator: MM 168
Weather : BERNALILLO

Starts : 08/22/02 at 06:45:00
Ends : 08/22/02 at 18:00:00
Interval : 15 min Intervals: 45-
S/N : 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Thu Aug 22 07:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	1	140	401	30	572	0.79	0.2%	24.5%	70.1%	5.2%	100.0%
From South	0	37	10	244	180	471	0.89	7.9%	2.1%	51.8%	38.2%	100.0%
From East	0	6	120	157	62	345	0.85	1.7%	34.8%	45.5%	18.0%	100.0%
From West	0	4	56	337	8	405	0.88	1.0%	13.8%	83.2%	2.0%	100.0%
Totals	0	48	326	1139	280	1793	0.96	2.7%	18.2%	63.5%	15.6%	100.0%

From North									
Total 940									
Approach 572									
Depart 368									
Rt/red Right Thru Left									
1 30 401 140 56 244 68									
31									
Depart 198									
157									
10									
Total 603									
From West									
Left 56									
Approach 405									
Thru 337									
Right 8									
Rt/Red 4									
12 401 120 10 244 180 37									
Left Thru Right Rt/Red									
Depart 533									
Approach 471									
Total 1004									
From South									
6 Rt/Red									
62 Right									
157 Thru Approach 345									
120 Left									
Total 1039									
From East									
140									
337									
Depart 694									
217									

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 8/23/2002

Location: 025313
Notes : MENAUL BD -12TH ST
Study ID: 00
Operator: MM 168
Weather : BERNALILLO

Starts : 08/22/02 at 06:45:00
Ends : 08/22/02 at 18:00:00
Interval : 15 min Intervals: 45
S/N : 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Thu Aug 22 12:00:00 2002

RECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	1	93	286	44	424	0.86	0.2%	21.9%	67.5%	10.4%	100.0%
From South	0	13	17	220	71	321	0.94	4.0%	5.3%	68.5%	22.1%	100.0%
From East	0	19	97	162	123	401	0.80	4.7%	24.2%	40.4%	30.7%	100.0%
From West	0	3	51	142	24	220	0.93	1.4%	23.2%	64.5%	10.9%	100.0%
Totals	0	36	258	810	262	1366	0.94	2.6%	18.9%	59.3%	19.2%	100.0%

From North

Total 837

Approach 424

Depart 413

Rt/red Right	Thru	Left
1	44	286
51	220	142

45

19 Rt/Red
123 Right

Depart 224

162

162 Thru Approach 401

17

97 Left

Total 444

N

From West

W + E

S

Total 720

From East

Left 51

93

Approach 220

Thru 142

142

Depart 319

Right 24

84

Rt/Red 3

27	286	97	17	220	71	13
			Left	Thru	Right	Rt/Red

Depart 410

Approach 321

Total 731

From South

MIDDLE RIO GRANDE COG Two Vehicle Analysis with Right on Red

Page: 5
Date: 8/23/2002

Location: 025313
Notes : MENAUL BD -12TH ST
Study ID: 00
Operator: MM 168
Weather : BERNALILLO

Starts : 08/22/02 at 06:45:00
Ends : 08/22/02 at 18:00:00
Interval : 15 min Intervals: 45 -
S/N : 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Thu Aug 22 17:00:00 2002

RECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	2	79	313	96	490	0.96	0.4%	16.1%	63.9%	19.6%	100.0%
From South	0	6	33	351	87	477	0.86	1.3%	6.9%	73.6%	18.2%	100.0%
From East	0	35	166	406	212	819	0.91	4.3%	20.3%	49.6%	25.9%	100.0%
From West	0	4	68	175	19	266	0.84	1.5%	25.6%	65.8%	7.1%	100.0%
Totals	0	47	346	1245	414	2052	0.91	2.3%	16.9%	60.7%	20.2%	100.0%

From North							
Total 1156							
Approach 490				Depart 666			
Rt/red	Right	Thru	Left				
2	96	313	79	68	351	247	
98				35 Rt/Red			
Depart 537				212 Right			
406				406 Thru Approach 819			
33				166 Left			
Total 803				Total 1166			
From West				From East			
Left 68				79			
Approach 266				175			
Thru 175				Depart 347			
Right 19				93			
Rt/Red 4							
23 313 166				33 351 87 6			
				Left Thru Right Rt/Red			
Depart 502				Approach 477			
Total 979							
From South							

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 4
Date: 3/22/200

Location: 025218
Notes : INDIAN SCHOOL RD - RIO GRANDE BD
dy ID: 00
Operator: MM 168 DAJ 66
Weather : BERNALLILLO

Starts : 03/19/02 at 06:45:0
Ends : 03/19/02 at 18:00:0
Interval : 15 min Intervals: 45
S/N : 16866 Type: C,Tr,Ped-rt/red
Correction: 1.00

From North From South From East From West

	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	Total
Grand																	
Total Auto	1	761	6265	67	149	23	5722	1649	442	2504	27	471	0	43	19	83	18226 <
%	0.0	4.0	33.1	0.4	0.8	0.1	30.2	8.7	2.3	13.2	0.1	2.5	0.0	0.2	0.1	0.4	96.1%
Truck	0	38	242	0	6	0	197	88	14	123	0	20	0	1	1	0	730
%	0.0	0.2	1.3	0.0	0.0	0.0	1.0	0.5	0.1	0.6	0.0	0.1	0.0	0.0	0.0	0.0	3.9%
All	1	799	6507	67	155	23	5919	1737	456	2627	27	491	0	44	20	83	18956
%	0.0	4.2	34.3	0.4	0.8	0.1	31.2	9.2	2.4	13.9	0.1	2.6	0.0	0.2	0.1	0.4	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION

From North

Total 14284

Approach 7374

Depart 6910

Rt/red Right Thru Left
1 67 6507 799

44 5919 947

68

Depart 118

27

23

Total 265

From West

Left 44

Approach 147

Thru 20

Right 83

Rt/Red 0

N

W + E

S

456 Rt/Red

491 Right

27 Thru Approach 3601

2627 Left

From East

799

20

Depart 2711

1892

Total 6312

83 6507 2627

23 5919 1737 155
Left Thru Right Rt/Red

Depart 9217

Approach 7834

Total 17051

From South

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 3/22/200

Location: 025218 Starts : 03/19/02 at 06:45:0
Notes : INDIAN SCHOOL RD - RIO GRANDE BD Ends : 03/19/02 at 18:00:0
ddy ID: 00 Interval : 15 min Intervals: 45
Operator: MM 168 DAJ 66 S/N : 16866 Type: C,Tr,Ped-rt/red
Weather : BERNALLILLO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Mar 19 07:15:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	167	1112	10	1289	0.85	0.0%	13.0%	86.3%	0.8%	100.0%
From South	0	19	3	795	243	1060	0.84	1.8%	0.3%	75.0%	22.9%	100.0%
From East	0	35	258	4	34	331	0.91	10.6%	77.9%	1.2%	10.3%	100.0%
From West	0	0	3	0	16	19	0.48	0.0%	15.8%	0.0%	84.2%	100.0%
Totals	0	54	431	1911	303	2699	0.93	2.0%	16.0%	70.8%	11.2%	100.0%

From North							
Total 2156							
Approach 1289				Depart 867			
Rt/red	Right	Thru	Left				
0	10	1112	167	3	795	69	

Total 36				N							
From West				W + E							
				S				Total 760			
								From East			
Left 3								35 Rt/Red			
Approach 19								34 Right			
								4 Thru Approach 331			
								258 Left			
Right 16											
Rt/Red 0								167			
								0			
								Depart 429			
								262			
16 1112 258				3 795 243 19							
				Left Thru Right Rt/Red							
Depart 1386				Approach 1060							
				Total 2446							
				From South							

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 3/22/2002

Location: 025218

Notes : INDIAN SCHOOL RD - RIO GRANDE BD

dy ID: 00

Operator: MM 168 DAJ 66

Weather : BERNALLILLO

Starts : 03/19/02 at 06:45:00

Ends : 03/19/02 at 18:00:00

Interval : 15 min Intervals: 45

S/N : 16866 Type: C,Tr,Ped-rt/red

Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Mar 19 12:15:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	58	603	6	667	0.86	0.0%	8.7%	90.4%	0.9%	100.0%
From South	0	15	0	534	181	730	0.90	2.1%	0.0%	73.2%	24.8%	100.0%
From East	0	63	235	0	26	324	0.89	19.4%	72.5%	0.0%	8.0%	100.0%
From West	0	0	9	17	7	33	0.29	0.0%	27.3%	51.5%	21.2%	100.0%
Totals	0	78	302	1154	220	1754	0.95	4.4%	17.2%	65.8%	12.5%	100.0%

From North

Total 1299

Approach 667

Depart 632

Rt/red Right Thru Left

0 6 603 58 9 534 89

63 Rt/Red

26 Right

Depart 6

0 Thru Approach 324

235 Left

N

W + E

S

Total 595

From East

Left 9

58

Approach 33

Thru 17

17

Depart 271

Right 7

196

Rt/Red 0

7 603 235 0 534 181 15

Left Thru Right Rt/Red

Depart 845

Approach 730

Total 1575

From South

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 5
Date: 3/22/200

Location: 025218
Notes : INDIAN SCHOOL RD - RIO GRANDE BD
Study ID: 00
Operator: MM 168 DAJ 66
Weather : BERNALLILLO

Starts : 03/19/02 at 06:45:0
Ends : 03/19/02 at 18:00:0
Interval : 15 min Intervals: 45
S/N : 16866 Type: C,Tr,Ped-rt/red
Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Mar 19 16:45:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	96	924	15	1035	0.84	0.0%	9.3%	89.3%	1.4%	100.0%
From South	0	24	2	1019	197	1242	0.90	1.9%	0.2%	82.0%	15.9%	100.0%
From East	0	74	451	4	128	657	0.76	11.3%	68.6%	0.6%	19.5%	100.0%
From West	0	0	8	0	12	20	0.71	0.0%	40.0%	0.0%	60.0%	100.0%
Totals	0	98	557	1947	352	2954	0.90	3.3%	18.9%	65.9%	11.9%	100.0%

From North					
Total 2264					
Approach 1035			Depart 1229		
Rt/red	Right	Thru	Left		
0	15	924	96	8	1019 202

15	74	Rt/Red
128	Right	
Depart 21	4	Thru Approach 657
2	451	Left

Total 41 N
From West W + E
S Total 974
From East

Left	8	96
Approach 20	Thru	0
Right	12	0
Rt/Red	0	221

12	924	451	2	1019	197	24
Left Thru Right Rt/Red						
Depart 1387						
Approach 1242						
Total 2629						
From South						

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 4
Date: 9/03/2002

Location: 025314
Notes: MENAUL BD - 6TH ST
Study ID: 00
Operator: MM 168
Weather: BERNALILO

Starts: 08/27/02 at 06:45:00
Ends: 08/27/02 at 18:00:00
Interval: 15 min Intervals: 45
S/N: 168 Type: C,Tr,Ped-rt/red
Correction: 1.00

	From North				From South				From East				From West				
	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	Total
Grand																	
Total Auto	8	32	18	6	987	792	18	646	2	1483	3117	24	67	15	2621	553	10389 <
%	0.1	0.3	0.2	0.1	9.0	7.2	0.2	5.9	0.0	13.5	28.3	0.2	0.6	0.1	23.8	5.0	94.4%
Truck	2	0	1	0	77	24	0	55	0	152	161	4	3	0	121	15	615
%	0.0	0.0	0.0	0.0	0.7	0.2	0.0	0.5	0.0	1.4	1.5	0.0	0.0	0.0	1.1	0.1	5.6%
All	10	32	19	6	1064	816	18	701	2	1635	3278	28	70	15	2742	568	11004
%	0.1	0.3	0.2	0.1	9.7	7.4	0.2	6.4	0.0	14.9	29.8	0.3	0.6	0.1	24.9	5.2	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION

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MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 9/03/2002

 I ation: 025314 Starts : 08/27/02 at 06:45:00
 Notes : MENAUL BD - 6TH ST Ends : 08/27/02 at 18:00:00
 Study ID: 00 Interval : 15 min Intervals: 45
 Operator: MM 168 S/N : 168 Type: C,Tr,Ped-rt/red
 Weather : BERNALILO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Aug 27 07:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	2	5	1	4	12	0.60	16.7%	41.7%	8.3%	33.3%	100.0%
From South	0	136	54	0	109	299	0.82	45.5%	18.1%	0.0%	36.5%	100.0%
From East	0	0	270	295	4	569	0.77	0.0%	47.5%	51.8%	0.7%	100.0%
From West	0	13	4	493	127	637	0.81	2.0%	0.6%	77.4%	19.9%	100.0%
Totals	0	151	333	789	244	1517	0.87	10.0%	22.0%	52.0%	16.1%	100.0%

From North									
Total 20									
Approach 12					Depart 8				
Rt/red Right Thru Left									
2 4 1 5 4 0 4									
6									
Depart 355 295									
54									
N									
W + E									
S									
From East									
Left 4									
5									
Approach 637 Thru 493									
Depart 743									
Right 127									
Rt/Red 13									
140 1 270 54 0 109 136									
Left Thru Right Rt/Red									
Depart 411 Approach 299									
Total 710									
From South									

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 9/03/2002

Location: 025314 Starts : 08/27/02 at 06:45:00
Notes : MENAUL BD - 6TH ST Ends : 08/27/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: MM 168 S/N : 168 Type: C,Tr,Ped-rt/red
Weather : BERNALILO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Aug 27 11:15:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	1	3	4	0	8	0.40	12.5%	37.5%	50.0%	0.0%	100.0%
From South	0	123	86	0	75	284	0.76	43.3%	30.3%	0.0%	26.4%	100.0%
From East	0	0	142	353	3	498	0.94	0.0%	28.5%	70.9%	0.6%	100.0%
From West	0	5	0	248	48	301	0.84	1.7%	0.0%	82.4%	15.9%	100.0%
Totals	0	129	231	605	126	1091	0.95	11.8%	21.2%	55.5%	11.5%	100.0%

From North												
Total 11												
Approach 8 Depart 3												
Rt/red Right Thru Left												
1 0 4 3 0 0 3												
0 Rt/Red												
3 Right												
Depart 440 353 353 Thru Approach 498												
86 142 Left												
N												
W + E												
S From East												
Total 741 Total 947												
From West												
Left 0 3												
Approach 301 Thru 248 248 Depart 449												
Right 48 198												
Rt/Red 5												
53 4 142 86 0 75 123												
Left Thru Right Rt/Red												
Depart 199 Approach 284												
Total 483												
From South												

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 5
Date: 9/03/2002

Location: 025314 Starts : 08/27/02 at 06:45:00
Notes : MENAUL BD - 6TH ST Ends : 08/27/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: MM 168 S/N : 168 Type: C,Tr,Ped-rt/red
Weather : BERNALILO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Aug 27 16:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	4	10	1	0	15	0.63	26.7%	66.7%	6.7%	0.0%	100.0%
From South	0	155	156	1	83	395	0.86	39.2%	39.5%	0.3%	21.0%	100.0%
From East	0	0	226	629	4	859	0.90	0.0%	26.3%	73.2%	0.5%	100.0%
From West	0	5	2	265	40	312	0.88	1.6%	0.6%	84.9%	12.8%	100.0%
Totals	0	164	394	896	127	1581	0.94	10.4%	24.9%	56.7%	8.0%	100.0%

		From North					
		Total 22					
		Approach 15		Depart 7			
		Rt/red	Right	Thru	Left		
		4	0	1	10	2	1 4
						0	Rt/Red
		4					4 Right
Depart 789		629					629 Thru Approach 859
		156					226 Left
Total 1101						N	
From West						W + E	Total 1372
						S	From East
		Left	2				10
Approach 312		Thru	265				265 Depart 513
		Right	40				238
		Rt/Red	5				
		45	1	226	156	1	83 155
						Left	Thru Right Rt/Red
						Depart 272	Approach 395
						Total	667
						From South	

Correction: 1.00

TURNING MOVEMENTS FOR TOTAL INTERSECTION

Z - 28

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 5
Date: 9/13/2002

I ation: 025204 Starts : 09/04/02 at 06:45:00
Notes : I40 N FRONTAGE - 6TH-ST Ends : 09/04/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: CM 168 S/N : 168 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Wed Sep 04 07:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	3	0	404	23	430	0.90	0.7%	0.0%	94.0%	5.3%	100.0%
From South	0	0	50	208	0	258	0.81	0.0%	19.4%	80.6%	0.0%	100.0%
From East	0	227	554	269	3	1053	0.91	21.6%	52.6%	25.5%	0.3%	100.0%
From West	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	0	230	604	881	26	1741	0.90	13.2%	34.7%	50.6%	1.5%	100.0%

From North									
Total 868									
Approach 430					Depart 438				
Rt/red Right Thru Left									
3 23 404 0 0 208 230									
26									
Depart 345 269									
50									
N									
W + E									
S									
From East									
Total 1053									
Left 0									
Approach 0 Thru 0									
Right 0									
Rt/Red 0									
0 404 554 50 208 0 0									
Left Thru Right Rt/Red									
Depart 958 Approach 258									
Total 1216									
From South									

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 9/13/2002

Location: 025204 Starts : 09/04/02 at 06:45:00
Notes : I40 N FRONTAGE - 6TH ST Ends : 09/04/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: CM 168 S/N : 168 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Wed Sep 04 11:15:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	3	0	205	36	244	0.95	1.2%	0.0%	84.0%	14.8%	100.0%
From South	0	0	58	203	0	261	0.84	0.0%	22.2%	77.8%	0.0%	100.0%
From East	0	184	197	191	5	577	0.91	31.9%	34.1%	33.1%	0.9%	100.0%
From West	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	0	187	255	599	41	1082	0.95	17.3%	23.6%	55.4%	3.8%	100.0%

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MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 9/13/2002

Location: 025204 Starts : 09/04/02 at 06:45:00
Notes : I40 N FRONTAGE - 6TH ST Ends : 09/04/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: CM 168 S/N : 168 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Wed Sep 04 16:15:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	3	0	288	43	334	0.77	0.9%	0.0%	86.2%	12.9%	100.0%
From South	0	0	260	234	0	494	0.86	0.0%	52.6%	47.4%	0.0%	100.0%
From East	0	226	217	301	11	755	0.86	29.9%	28.7%	39.9%	1.5%	100.0%
From West	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
Totals	0	229	477	823	54	1583	0.96	14.5%	30.1%	52.0%	3.4%	100.0%

From North									
Total 805									
Approach 334					Depart 471				
Rt/red Right Thru Left									
3 43 288 0 0 234 237									
46									
Depart 607 301									
260									
N									
W + E									
S									
From East									
Left 0									
Approach 0 Thru 0									
Right 0									
Rt/Red 0									
0 288 217 260 234 0 0									
Left Thru Right Rt/Red									
Depart 505 Approach 494									
Total 999									
From South									

Two Vehicle Analysis with Right on Red

Page: 4

Date: 9/13/2002

Starts : 09/10/02 at 06:45:00

Ends : 09/10/02 at 18:00:00

Interval : 15 min Intervals: 45

S/N : 168 Type: C,Tr,Ped-rt/red

Correction: 1.00

TURNING MOVEMENTS FOR TOTAL INTERSECTION

Z - 32

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 5
Date: 9/13/2002

Location: 025203 Starts : 09/10/02 at 06:45:00
Notes : I 40 S FRONTAGE - 6TH ST Ends : 09/10/02 at 18:00:00
Study ID: 00 Interval : 15 min Intervals: 45
Operator: MM 168 S/N : 168 Type: C,Tr,Ped-rt/red
Weather : BERNALILLO Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Sep 10 07:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	198	647	2	847	0.82	0.0%	23.4%	76.4%	0.2%	100.0%
From South	0	40	0	163	164	367	0.87	10.9%	0.0%	44.4%	44.7%	100.0%
From East	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
From West	0	388	121	322	169	1000	0.82	38.8%	12.1%	32.2%	16.9%	100.0%
Totals	0	428	319	1132	335	2214	0.84	19.3%	14.4%	51.1%	15.1%	100.0%

From North

Total 1131

Approach 847

Depart 284

Rt/red Right Thru Left

0 2 647 198 121 163 0

0 Rt/Red

0 Right

Depart 2

0

0 Thru Approach 0

0

0 Left

N

W + E

S

Total 724

From East

Left 121

198

Approach 1000

Thru 322

322

Depart 724

Right 169

204

Rt/Red 388

557 647 0 0 163 164 40
Left Thru Right Rt/Red

Depart 1204

Approach 367

Total 1571

From South

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 9/13/2002

Location: 025203

Notes: I 40 S FRONTAGE - 6TH ST

Study ID: 00

Operator: MM 168

Weather: BERNALILLO

Starts: 09/10/02 at 06:45:00

Ends: 09/10/02 at 18:00:00

Interval: 15 min Intervals: 45

S/N: 168 Type: C,Tr,Ped-rt/red

Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Sep 10 11:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	87	283	0	370	0.84	0.0%	23.5%	76.5%	0.0%	100.0%
From South	0	29	0	279	194	502	0.92	5.8%	0.0%	55.6%	38.6%	100.0%
From East	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
From West	0	83	93	145	45	366	0.87	22.7%	25.4%	39.6%	12.3%	100.0%
Totals	0	112	180	707	239	1238	0.88	9.0%	14.5%	57.1%	19.3%	100.0%

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MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 9/13/2002

Location: 025203

Notes : I 40 S FRONTAGE - 6TH ST

Study ID: 00

Operator: MM 168

Weather : BERNALILLO

Starts : 09/10/02 at 06:45:00

Ends : 09/10/02 at 18:00:00

Interval : 15 min Intervals: 45

S/N : 168 Type: C,Tr,Ped-rt/red

Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Tue Sep 10 16:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	0	179	324	0	503	0.81	0.0%	35.6%	64.4%	0.0%	100.0%
From South	0	41	0	379	446	866	0.75	4.7%	0.0%	43.8%	51.5%	100.0%
From East	0	0	0	0	0	0	N.A.	0.0%	0.0%	0.0%	0.0%	0.0%
From West	0	72	80	290	41	483	0.83	14.9%	16.6%	60.0%	8.5%	100.0%
Totals	0	113	259	993	487	1852	0.84	6.1%	14.0%	53.6%	26.3%	100.0%

From North									
Total 962									
Approach 503					Depart 459				
Rt/red Right Thru Left									
0 0 324 179 80 379 0									
0 Rt/Red									
0 Right									
Depart 0									
0 Thru Approach 0									
0 Left									
N									
W + E									
S									
Total 956									
From East									
Left 80									
179									
Approach 483									
Thru 290									
290 Depart 956									
Right 41									
487									
Rt/Red 72									
113 324 0 0 379 446 41									
Left Thru Right Rt/Red									
Depart 437									
Approach 866									
Total 1303									
From South									

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 4
Date: 9/03/2002

Location: 025360
Notes : MOUNTAIN RD - 12TH ST
Study ID: 00
Operator: MM 155
Weather : BERNALILLO

Starts : 08/29/02 at 06:45:00
Ends : 08/29/02 at 18:00:00
Interval : 15 min Intervals: 45
S/N : 155 Type: C,Tr,Ped-rt/red
Correction: 1.00

	From North				From South				From East				From West				Total
	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	RtRed	Left	Thru	Right	
Grand																	
Total Auto	35	244	2068	228	24	183	2421	137	45	145	1160	312	53	260	1224	248	8787 <
%	0.4	2.7	22.8	2.5	0.3	2.0	26.6	1.5	0.5	1.6	12.8	3.4	0.6	2.9	13.5	2.7	96.7%
Truck	1	13	57	11	0	4	69	8	2	5	41	16	0	10	56	6	299
%	0.0	0.1	0.6	0.1	0.0	0.0	0.8	0.1	0.0	0.1	0.5	0.2	0.0	0.1	0.6	0.1	3.3%
All	36	257	2125	239	24	187	2490	145	47	150	1201	328	53	270	1280	254	9086
%	0.4	2.8	23.4	2.6	0.3	2.1	27.4	1.6	0.5	1.7	13.2	3.6	0.6	3.0	14.1	2.8	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION

				From North							
				Total 5792							
				Approach 2657				Depart 3135			
				Rt/red Right Thru Left							
				36 239 2125 257				270 2490 375			

Page: 2
Date: 9/03/2002

Correction: 1.00

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 2
Date: 9/03/2002

Location: 025360

Notes : MOUNTAIN RD - 12TH ST

Study ID: 00

Operator: MM 155

Weather : BERNALILLO

Starts : 08/29/02 at 06:45:00

Ends : 08/29/02 at 18:00:00

Interval : 15 min Intervals: 45

S/N : 155 Type: C,Tr,Ped-rt/red

Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Thu Aug 29 12:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	6	27	252	17	302	0.89	2.0%	8.9%	83.4%	5.6%	100.0%
From South	0	3	24	239	13	279	0.89	1.1%	8.6%	85.7%	4.7%	100.0%
From East	0	6	12	126	26	170	0.90	3.5%	7.1%	74.1%	15.3%	100.0%
From West	0	7	24	144	37	212	0.82	3.3%	11.3%	67.9%	17.5%	100.0%
Totals	0	22	87	761	93	963	0.92	2.3%	9.0%	79.0%	9.7%	100.0%

From North

Total 597

Approach 302

Depart 295

Rt/red Right Thru Left

6 17 252 27 24 239 32

23

6 Rt/Red

26 Right

Depart 173

126

126 Thru Approach 170

24

12 Left

tal 385

N

W + E

S

From East

Total 357

From West

Left 24

27

Approach 212

Thru 144

144

Depart 187

Right 37

16

Rt/Red 7

44 252 12 24 239 13 3

Left Thru Right Rt/Red

Depart 308

Approach 279

Total 587

From South

MIDDLE RIO GRANDE COG
Two Vehicle Analysis with Right on Red

Page: 5
Date: 9/03/2002

Location: 025360

Notes : MOUNTAIN RD - 12TH ST

Study ID: 00

Operator: MM 155

Weather : BERNALILLO

Starts : 08/29/02 at 06:45:00

Ends : 08/29/02 at 18:00:00

Interval : 15 min Intervals: 45

S/N : 155 Type: C,Tr,Ped-rt/red

Correction: 1.00

TOTAL INTERSECTION PEAK HOUR ANALYSIS

Total Intersection Peak is: Thu Aug 29 16:30:00 2002

DIRECTION	VOLUME						Peak Factor	PERCENTS				
	Peds	Rt/Red	Left	Thru	Right	Total		Rt/Red	Left	Thru	Right	Total
From North	0	5	31	237	35	308	0.90	1.6%	10.1%	76.9%	11.4%	100.0%
From South	0	1	30	467	19	517	0.93	0.2%	5.8%	90.3%	3.7%	100.0%
From East	0	3	12	238	71	324	0.76	0.9%	3.7%	73.5%	21.9%	100.0%
From West	0	9	36	126	30	201	0.84	4.5%	17.9%	62.7%	14.9%	100.0%
Totals	0	18	109	1068	155	1350	0.88	1.3%	8.1%	79.1%	11.5%	100.0%

From North

Total 885

Approach 308

Depart 577

Rt/red Right Thru Left

5 35 237 31 36 467 74

40

3 Rt/Red

71 Right

Depart 308

238

238 Thru Approach 324

30

12 Left

Total 509

N

W + E

S

From East

Total 501

From West

Left 36

31

Approach 201

Thru 126

126

Depart 177

Right 30

20

Rt/Red 9

39 237 12 30 467 19 1

Left Thru Right Rt/Red

Depart 288

Approach 517

Total 805

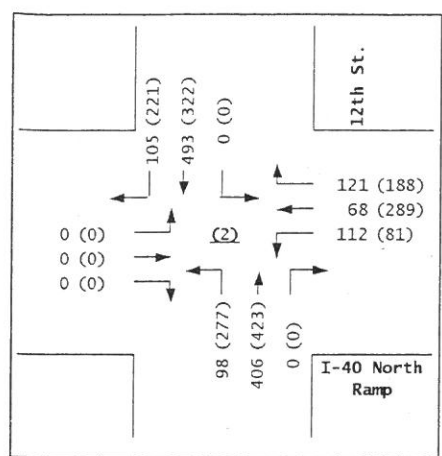
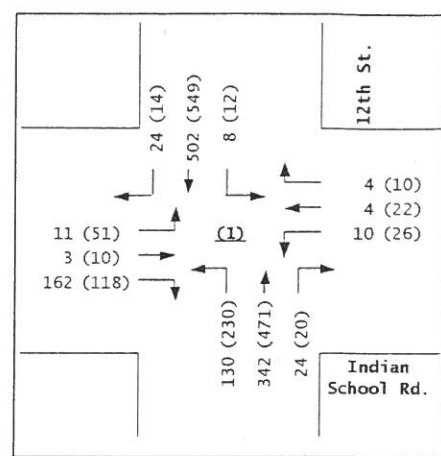
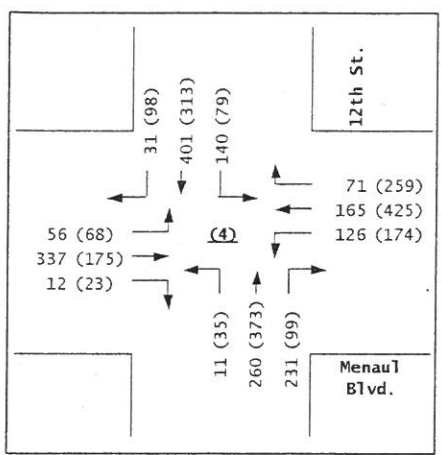
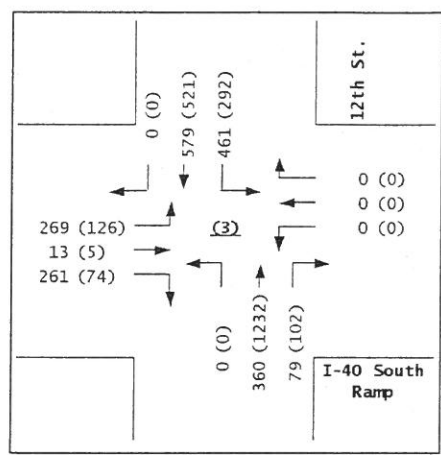
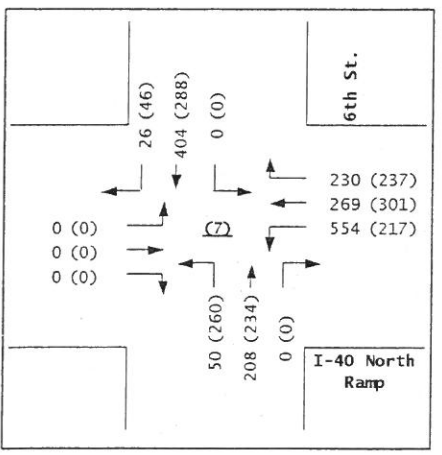
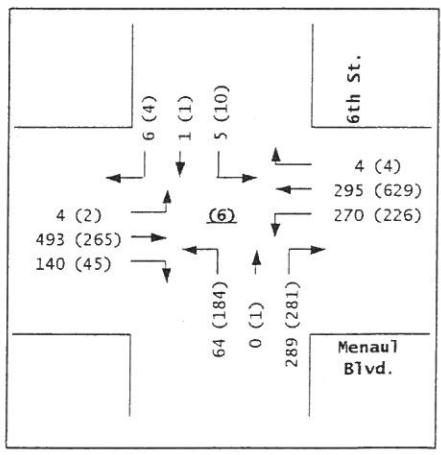
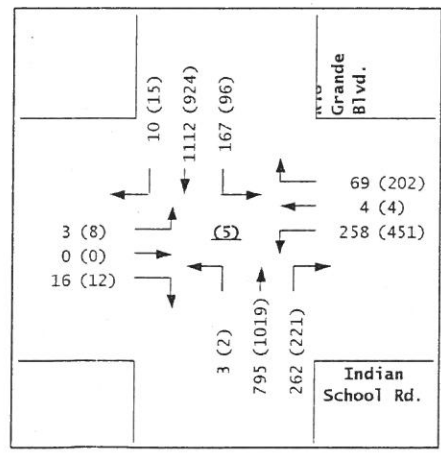
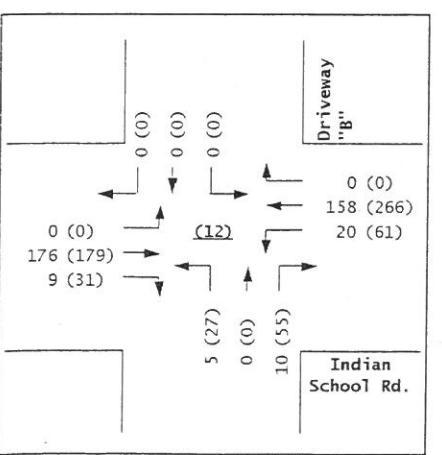
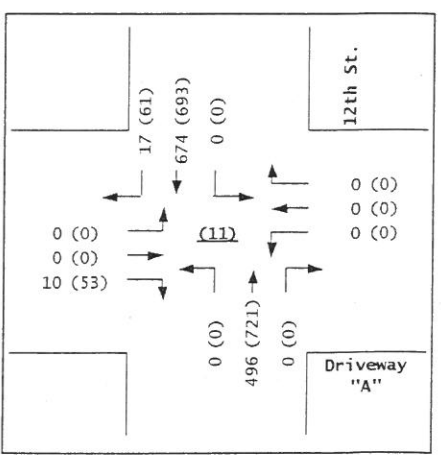
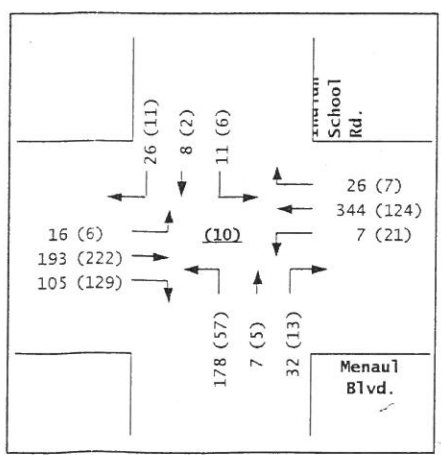
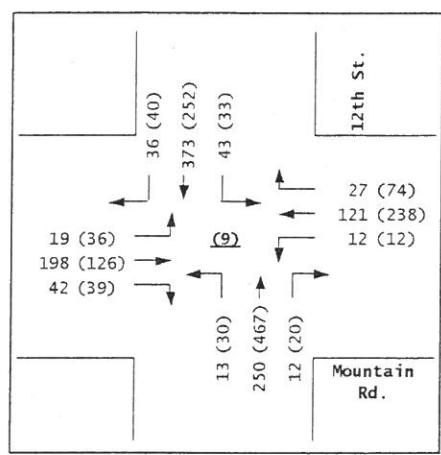
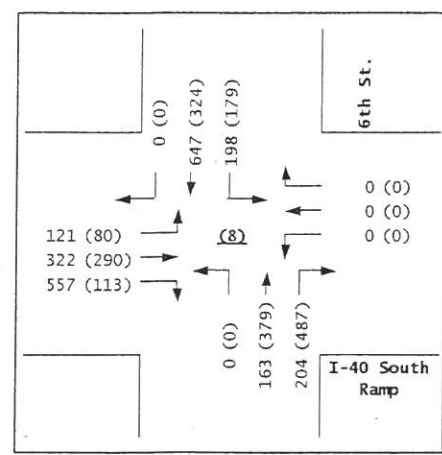
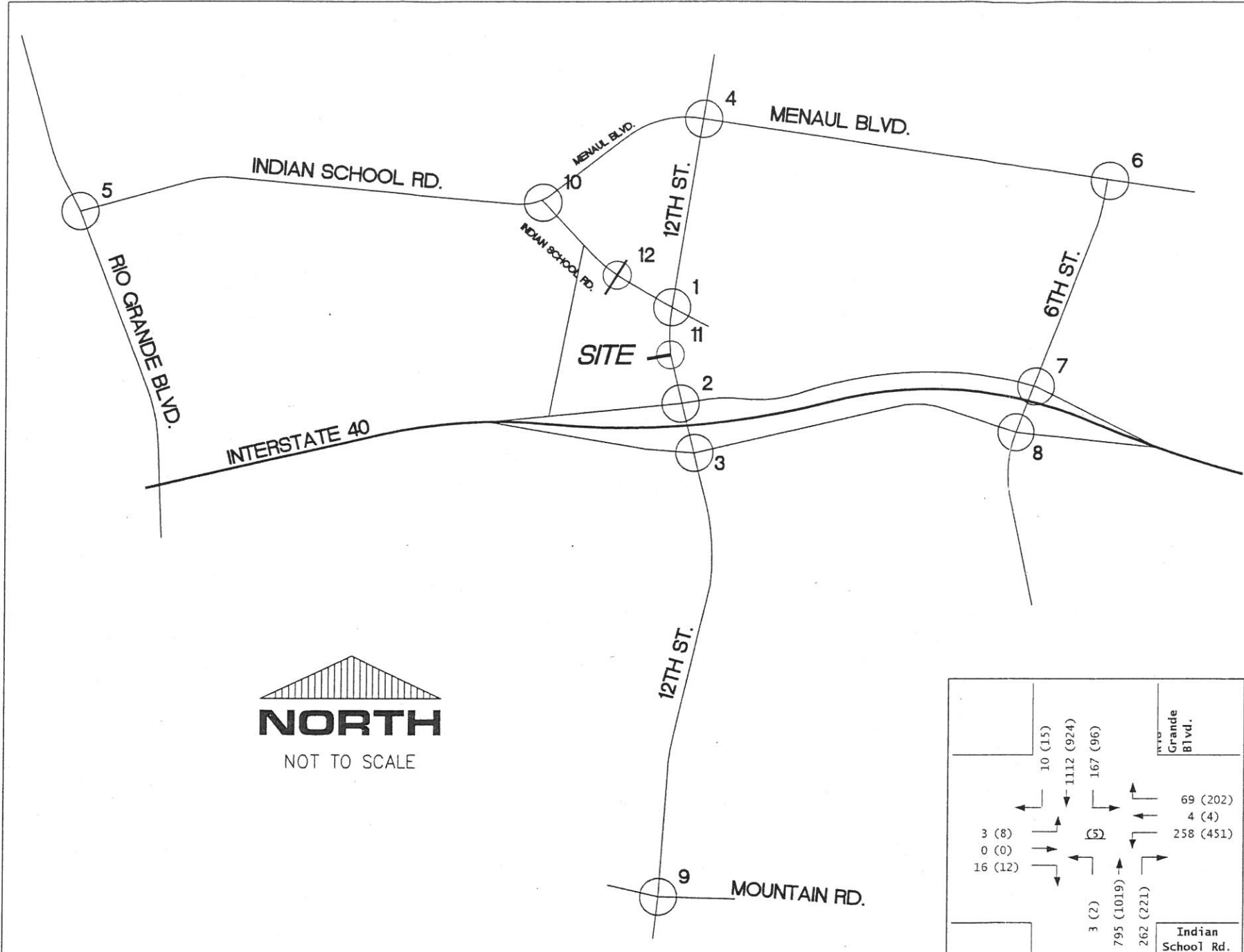
From South

Traffic Count Data Sheet

Year Counts Taken: 2002
 Westway Plaza Commercial Center (Indian School Rd. / 12th St.)
 E-W Street Menaul Blvd.
 N-S Street: Indian School Rd.
 Speed Limit (Menaul Blvd.)= 25 MPH
 Speed Limit (Indian School Rd.)= 35 MPH
 Date of Count: 7/16/02

Begin Time	End Time	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Indian School Rd.)			Southbound (Indian School Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	2	47	22	7	84	6	29	2	6	3	4	4
7:15 AM	7:30 AM	4	33	24	3	73	4	48	4	6	3	2	4
7:30 AM	7:45 AM	1	51	21	1	70	6	37	2	6	3	2	6
7:45 AM	8:00 AM	6	35	25	2	79	5	34	1	8	3	1	3
8:00 AM	8:15 AM	5	53	34	1	92	8	60	2	6	3	2	13
8:15 AM	8:30 AM	4	54	25	3	103	7	47	2	12	2	3	4
8:30 AM	8:45 AM	2	42	46	2	78	2	8	0	32	4	0	4
8:45 AM	9:00 AM	3	45	43	7	80	3	34	4	5	2	0	6
AM Peak Hour Volumes		16	193	105	7	344	26	178	7	32	11	8	26
% of Total Traffic		1.7%	20.3%	11.0%	0.7%	36.1%	2.7%	18.7%	0.7%	3.4%	1.2%	0.8%	2.7%
% Directional			32.9%			39.6%		22.8%					4.7%

Begin Time	End Time	Eastbound (Menaul Blvd.)			Westbound (Menaul Blvd.)			Northbound (Indian School Rd.)			Southbound (Indian School Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	3	25	17	0	45	0	4	0	0	0	4	3
4:15 PM	4:30 PM	4	65	18	3	22	0	8	0	3	4	2	2
4:30 PM	4:45 PM	3	59	25	6	44	4	7	0	3	2	4	4
4:45 PM	5:00 PM	2	71	54	12	33	0	14	0	6	1	1	2
5:00 PM	5:15 PM	3	48	25	3	35	5	17	2	3	2	0	5
5:15 PM	5:30 PM	1	47	25	2	31	2	15	2	2	2	0	3
5:30 PM	5:45 PM	0	56	25	4	25	0	11	1	2	1	1	1
5:45 PM	6:00 PM	3	54	23	8	34	2	44	2	5	3	4	4
PM Peak Hour Volumes		6	222	129	21	124	7	57	5	13	6	2	11
% of Total Traffic		1.0%	36.8%	21.4%	3.5%	20.6%	1.2%	9.5%	0.8%	2.2%	1.0%	0.3%	1.8%
% Directional			59.2%			25.2%		12.4%					3.2%



WEST WAY PLAZA COMMERCIAL DEVELOPMENT INDIAN SCHOOL RD. / 12TH ST. 2006 NO BUILD VOLUMES - A.M.(P.M.)

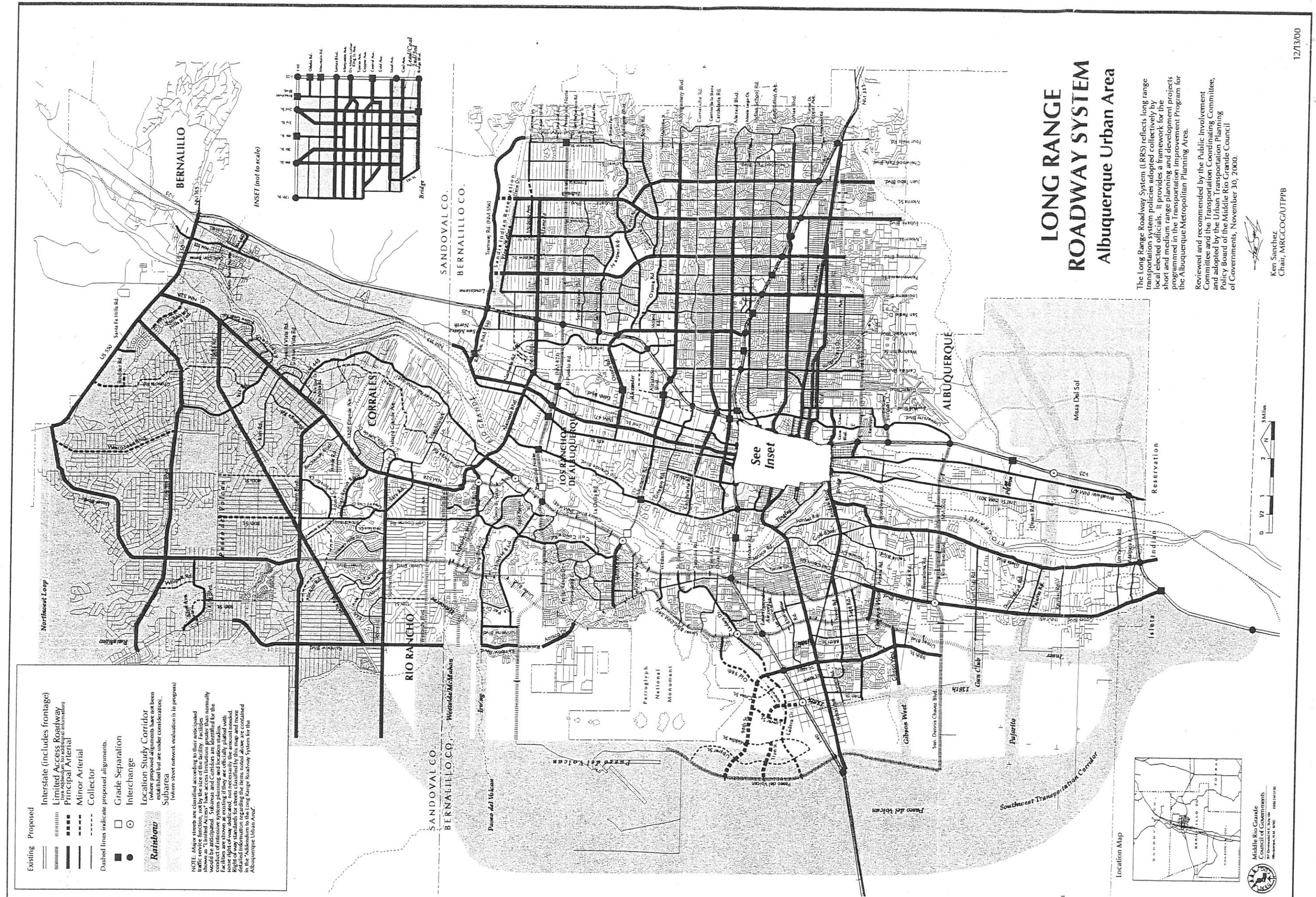


FIGURE 2-1

LRRSM

12/13/00

