

# TRAFFIC IMPACT STUDY (TIS)

## 2600 Juan Tabo 7 Brew

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Draft Report  
January 2026

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Prepared for:  
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## EXECUTIVE SUMMARY

The following contains a Traffic Impact Study (TIS) for the 7Brew drive through coffee shop to be developed on the corner of Juan Tabo Boulevard and Lexington Avenue in Albuquerque, New Mexico. Lee Engineering has completed this report for CEI Engineering Associates, Inc. All analyses and items contained herein conform to scoping requirements set forth in a scoping meeting held on October 17<sup>th</sup>, 2025, with CEI Engineering Associates, Inc and the City of Albuquerque (CABQ).

## BACKGROUND

The proposed development is to construct a drive-through coffee shop on the northeast corner of Juan Tabo Boulevard and Lexington Avenue. The site is anticipated to generate 91 ingress and 91 egress trips during the AM peak hour, and 28 ingress trips and 28 egress trips during the PM peak hour.

Site access is to be provided via one access driveway along Juan Tabo Boulevard, shared with Discount Tire, and one access driveway along Lexington Avenue. Access points are shown in Figure 1.

Study parameters, assumptions, calculations and analyses are contained within the body of this report.

## SUMMARY OF TRAFFIC ANALYSIS AND RECOMMENDATIONS

### CONCLUSIONS

Traffic operation conclusions for the intersection of Juan Tabo Boulevard and Discount Tire Driveway are summarized as follows:

- Under all scenarios, traffic operations are expected to operate at acceptable levels of service with no queueing or capacity issues.

Traffic operation conclusions for the intersection of Juan Tabo Boulevard and Lexington Avenue are summarized as follows:

- Under existing conditions, traffic operations are expected to operate at acceptable levels of service with no queueing or capacity issues.
- Under Build Out Year (2026) No Build and Horizon Year (2036) No Build scenarios, traffic operations are expected to operate at acceptable levels of service with no queueing or capacity issues except for the westbound approach. The westbound approach is expected to experience capacity and queueing issues during the PM peak hour. These issues are due to the background traffic growth and trips generated by the adjacent car wash. Under Build Out Year (2026) Full Build and Horizon Year (2036) Full Build scenarios, these issues persist with the addition of queueing and capacity issues in the AM peak hour.
  - The elevated levels of delay are attributed to vehicles turning left from a side street onto a major arterial. It is noted that the two-way stop controlled intersection module of the Highway Capacity Software does not consider platooned conditions as are present on Juan Tabo Blvd. Additionally, westbound movements do not exceed volume to capacity ratios of 1.

Traffic operation conclusions for the intersection of Lexington Avenue and East Driveway are summarized as follows:

- Under all scenarios, traffic operations are expected to operate at acceptable levels of service with no queueing or capacity issues.

## SITE RECOMMENDATIONS

Recommendations for study intersections directly serving and primarily impacted by the proposed development are provided as follows:

- Intersection Operations
  - It is recommended that the westbound approach of the Juan Tabo Boulevard and Lexington Avenue intersection be configured to accommodate separated left and right turn lanes.
- Auxiliary Lanes:
  - It is recommended that auxiliary lanes be constructed for the following movements
    - The Eastbound Left at Lexington Avenue and the East Driveway constructed to be 240 FT with a lane transition length of 300-150 reverse curve.
    - The Northbound Right at Juan Tabo Boulevard and Lexington Avenue constructed to be 240-350 FT with a lane transition length of 300-150 reverse curve.
  - It is recommended that all auxiliary lanes be constructed to adhere to City Albuquerque (CABQ) Development Process Manual (DPM) requirements.

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- Appendix C: ITE Trip Generation
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# INTRODUCTION AND BACKGROUND INFORMATION

The following contains a Traffic Impact Study (TIS) for the 2600 Juan Tabo 7 Brew to be developed on the northeast corner of Juan Tabo Boulevard and Lexington Avenue in Albuquerque, New Mexico. Lee Engineering has completed this report for CEI Engineering Associates, LLC. All analyses and items contained herein conform to scoping requirements set forth in a scoping meeting held on October 17<sup>th</sup>, 2025, with CEI Engineering Associates, LLC and the City of Albuquerque (CABQ). Scoping meeting notes from the scoping meeting held on October 17<sup>th</sup>, 2025, are included in Appendix A. Analysis procedures, conclusions, and recommendations for this study were developed according to the *Highway Capacity Manual (HCM) 7<sup>th</sup> Edition* and the *Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition*.

## PROJECT LOCATION & SITE PLAN

The Coffee Shop development will be located on Juan Tabo Boulevard, north of Lexington Avenue. Figure 1 shows the proposed site plan and Figure 2 shows the site location, study intersections, and the surrounding area.

The proposed development would convert approximately half an acre of land into a Coffee Shop. For the purposes of this analysis, the development is anticipated to include two drive-through lanes and six parking spots. Proposed access points include one driveway on Juan Tabo Boulevard that will be shared with Discount Tire and one driveway on Lexington Avenue. The development Site Plan is presented in Figure 1, and the Vicinity Map, which includes the study area and intersections, is presented in Figure 2.

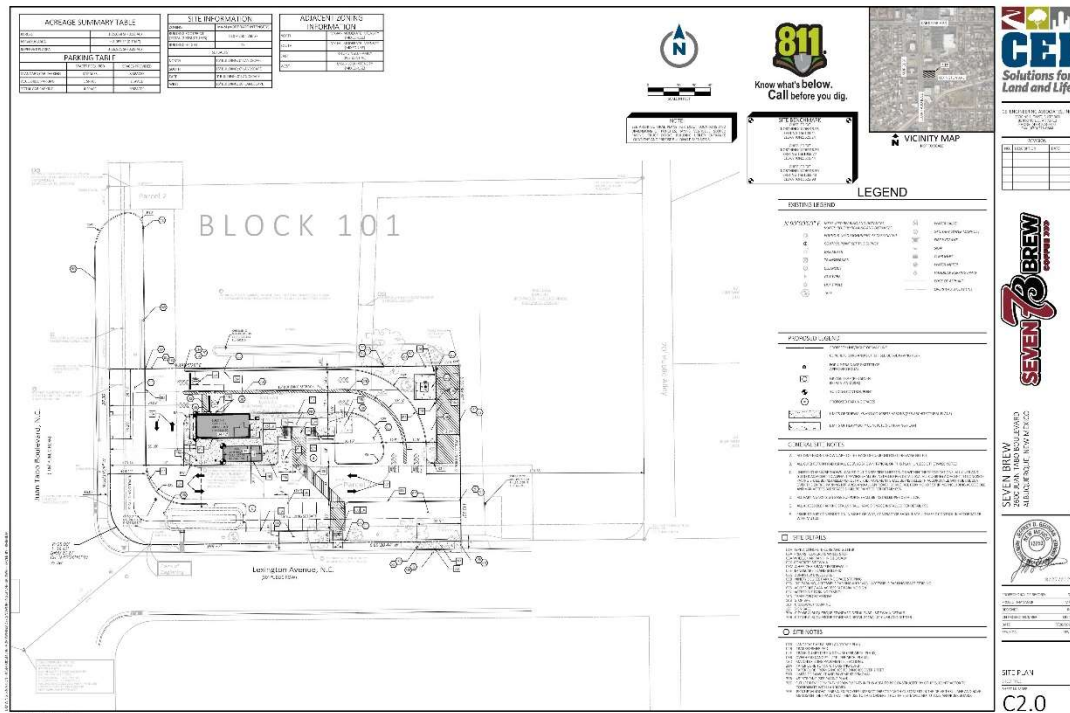


Figure 1: Site Plan



Figure 2: Vicinity Map

## EXISTING CONDITIONS

### STUDY AREA, AREA LAND USE, AND STREETS NARRATIVE SUMMARY

#### STUDY AREA

The study area is defined as the area just northeast of Juan Tabo Boulevard and Lexington Avenue intersection. The following intersections were identified for analysis during the scoping meeting:

- 1) Juan Tabo Boulevard and Discount Tire Driveway
- 2) Juan Tabo Boulevard and Lexington Avenue
- 3) Lexington Avenue and East Driveway

#### AREA LAND USE

As described, the development is to be located on the northeast corner of Juan Tabo Boulevard and Lexington Avenue. The study area is a suburban area located in northeast Albuquerque, NM. Adjacent to and surrounding the project site are land uses consisting of the following:

- Residential: Much of the land east and west of the proposed development is single-family residential.
- Undeveloped: Adjacent to the east side of the study area is a vacant lot.
- Commercial: Much of the land north and south of the site is developed shopping centers.

## STREETS

The following details the characteristics and features of streets included in the study area:

**Juan Tabo Boulevard** is a CABQ-maintained, six-lane, divided roadway that runs north and south. The roadway is classified by MRCOG as a principal arterial, and the posted speed limit is 40 MPH. There are three, approximately 10-foot travel lanes in each direction. Six-foot sidewalks are present on each side of the roadway. No bicycle facilities are present.

**Lexington Avenue** is a local street that begins at its intersection with Juan Tabo and runs east and west. The posted speed limit is 25 MPH. There are two unmarked travel lanes, one in each direction, with a total roadway width of approximately 36 feet. Six-foot sidewalks are present on each side of the roadway. No bicycle facilities are present.

## INTERSECTIONS

The following details the traffic control and characteristics of the existing intersections in the study area:

**Juan Tabo Boulevard and Lexington Avenue** is a two-way, stop-controlled intersection of a principal arterial and a local road. Stop control is present on Lexington Avenue, the east leg of the intersection. There is no lane delineation on the east approach. Juan Tabo Boulevard comprises the north and south legs of the intersection. The north and south approaches comprise three travel lanes and a two-way left-turn lane (TWLTL). Lighting is present along the north and south legs of the intersection. Sidewalks are present on all legs of the intersection. Curb and gutter facilities are present on all legs. Curb ramps without detectable warning surface are located on the northeast and southeast corners of the intersection.

## BICYCLE FACILITIES

There are no bicycle facilities along Juan Tabo Boulevard or Lexington Avenue within the study area.

## ADJACENT DEVELOPMENTS

A Mod Wash Car Wash is under development and will be located just north of the site within the study area.

### *Mod Wash*

A Car Wash is expected to be constructed just north of the site. Car Wash trips were taken into consideration for this study. At the time of its initial discussion, trip generation reviews using the 11<sup>th</sup> edition of the ITE Trip Generation Manual indicated that this development would not generate enough trips to meet the CABQ threshold for a traffic analysis, therefore no study was required. However, based on the 12<sup>th</sup> edition of the ITE Trip Generation Manual, the trips generated by the development meet the threshold for a traffic analysis. At the request of the City of Albuquerque, trips for this development were estimated and applied to the No-Build scenarios. Table 1 below shows the trips expected to be generated by the adjacent car wash using the newest version of the ITE Trip Generation Manual. AM trips were not considered for this development as it is not expected to open until later in the day. Figure 3 shows the expected distribution of these trips.

Table 1: Mod Wash Trip Generation

Use	Units		Weekday PM Peak Hour				
			Total	Enter	Exit	In	Out
ITE 948 – Automated Car Wash	5	1000 Sq. Ft. GFA	124	50%	50%	62	62

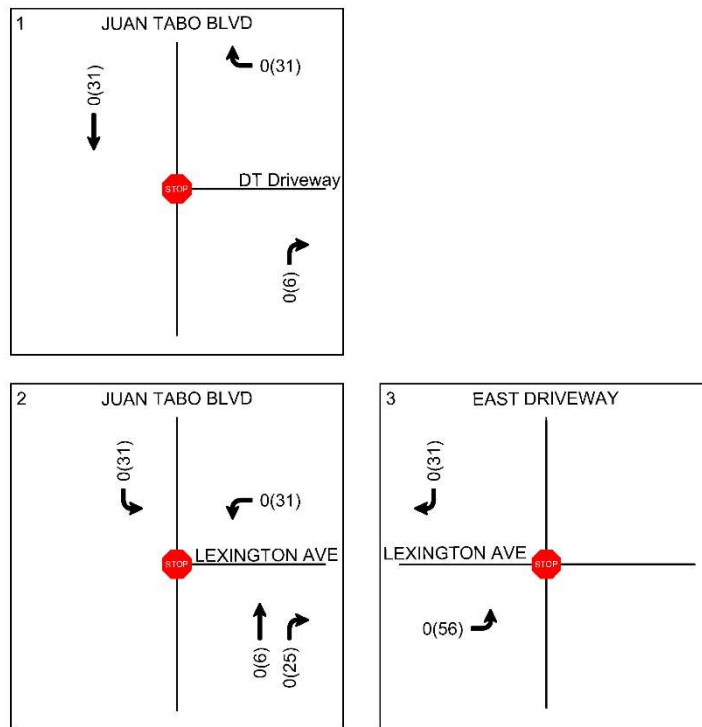


Figure 3: Mod Wash Trips

## DATA COLLECTION

The following section details the data collection method used in subsequent analyses of this report. The data discussed below was collected via a combination of field observations and machine/video recordings.

### FIELD DATA COLLECTION

#### On-Street Parking

No dedicated on-street space is provided in the study area.

#### Pedestrians and Bicycles

Pedestrian and bicycle volumes were collected and are tabulated in Table 2.

Table 2: Pedestrian and Bicycle Volumes Per Day by Intersection

Intersection	Eastbound		Westbound		Northbound		Southbound	
	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes
Juan Tabo Boulevard and Discount Tire Driveway	--	--	9	0	2	3	0	0
Juan Tabo Boulevard and Lexington Avenue	13	5	14	5	2	1	9	3
<b>Totals</b>	<b>13</b>	<b>5</b>	<b>23</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>3</b>
<b>Total Peds</b>	<b>49</b>							
<b>Total Bikes</b>	<b>17</b>							

#### Transit

According to the ABQ Ride's System Map, Bus Route 1 passes through the study area.

## TRAFFIC COUNTS

### TURNING MOVEMENT COUNTS

Turning movement counts (TMC) at study intersections were collected on Thursday, December 11, 2025, from 6 AM to 9 AM, 11 AM to 2 PM, and 3:30 PM to 6:30 PM. Table 3 shows the observed peak hours for each intersection where traffic counts were collected and the peak hours for the entire study area (network peak). AM and PM peak-hour traffic volumes are shown in Figure 4. Complete turning movement counts can be found in Appendix B. Through movement traffic volumes for the proposed driveways were assumed based on existing volumes for the surrounding driveways.

Table 3: Intersection and Network Peak Hours

Intersection	AM Peak Hour	PM Peak Hour
Juan Tabo Boulevard and Discount Tire Driveway	7:30 AM	4:15 PM
Juan Tabo Boulevard and Lexington Avenue	7:30 AM	4:15 PM
<b>Network Peak Hours:</b>	<b>7:30 AM</b>	<b>4:15 PM</b>

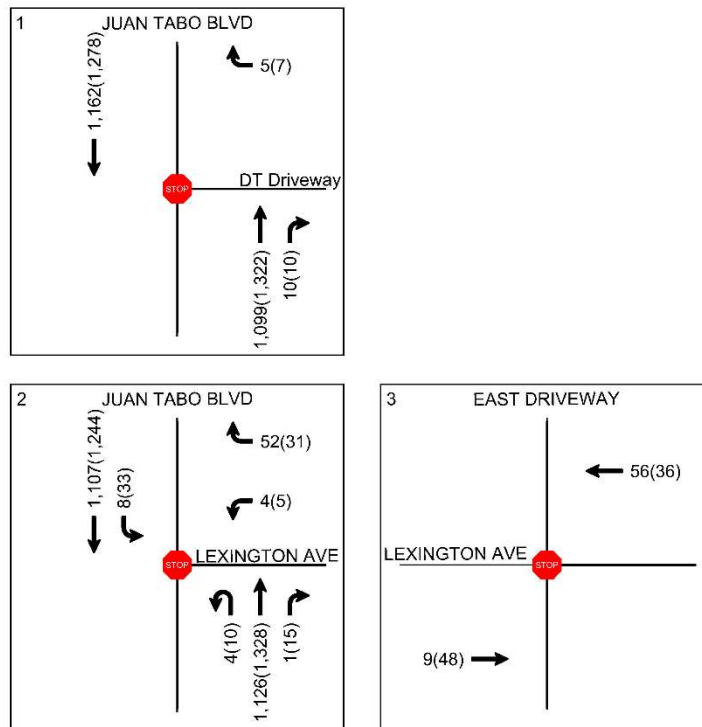


Figure 4: Existing Year (2025) Peak Hour Volumes

## EXISTING LOS, QUEUEING, AND CAPACITY ANALYSIS

Highway Capacity Software (HCS) was used to analyze the CABQ owned study intersections for Level of Service (LOS) and 95<sup>th</sup> percentile queueing conditions. Detailed capacity output sheets showing all individual movements can be found in Appendix D.

Per the HCM, LOS is presented as a letter grade (A through F) based on the calculated average delay for an intersection or movement. Delay is calculated as a function of several variables, including signal phasing operations, cycle length, traffic volumes, and opposing traffic volumes, but it is a measurement of the average wait time a driver can expect when moving through an intersection. Factors such as total cycle time (for all movements), queueing restrictions, and vehicle volumes can affect delay measurements, especially for lower-volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds. In such cases, subsequent sections offer a narrative specific to the individual movement in question.

Table 4 and Table 5, reproduced from the HCM, show delay thresholds and the associated Level of service assigned to delay ranges for signalized intersections and stop-controlled intersections, respectively. Generally, an LOS of D or better is considered an acceptable level of service.

*Table 4: LOS Criteria for Unsignalized Intersections*

Level of service	Average Control Delay (sec/vehicle)
A	≤10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

*Table 5: LOS Criteria and Descriptions for Signalized Intersections*

Level of service	Average Control Delay (sec/vehicle)	General Description (Signalized Intersections)
A	≤10	Free flow
B	>10 – 20	Stable flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Queueing is reported in feet for all intersections with queue lengths greater than one vehicle, with a base assumption of 25 feet of queue length per vehicle. Queues are reported for queue measurements falling within the 95<sup>th</sup> percentile. Notably, 95<sup>th</sup> percentile queues are statistically expected to occur during only 5% of the peak hour's sign cycles. It is also noted that unreported average queueing at an intersection would statistically be much shorter than 95th-percentile queueing.

The volume-to-capacity (V/C) ratio is a performance measure showing the traffic volume ratio to the lane group capacity. A V/C ratio greater than 1.00 indicates that demand creates a residual queue for the analysis period.

For the purposes of this analysis, acceptable levels of service (LOS) are defined as LOS D or better. Based on procedures outlined in the HCM, intersection delay and level of service for stop-controlled intersections are reported as the delay and level of service for the worst-case movement at each intersection. For all other control types, they are taken for the whole intersection. Detailed output sheets can be found in Appendix C.

## EXISTING YEAR TRAFFIC ANALYSIS RESULTS

Table 6 summarizes the intersection delay, level of service, and queuing under existing conditions.

Table 6: HCM Results for Existing Year (2025) Conditions

Juan Tabo Blvd & Discount Tire (Two-Way Stop-Controlled)																			
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		
		WBR	50	<1 Veh	0.01	14.4	B	14.4		B		WBR	50	<1 Veh	0.02	15.8	C	15.8	C
Juan Tabo Blvd & Lexington Ave (Two-Way Stop-Controlled)																			
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		
		WBL/R	---	<1 Veh	0.18	18.0				C		WBL/T/R	---	<1 Veh	0.15			22.5	C
		NBL	250	<1 Veh	0.01	11.8	B	18.0		C		NBL	250	<1 Veh	0.02	12.6	B	22.5	C
		SBL	300	<1 Veh	0.03	16.6	C					SBL	300	<1 Veh	0.14	21.4	C		

## TRAFFIC ANALYSIS NARRATIVE

Under existing conditions, LOS, queuing, and capacity issues are not expected for any of the study intersections.

## CRASH DATA SUMMARY

At the request of CABQ, a crash summary for the major intersections within the study area has been completed. The purpose of this analysis is to highlight trends and observations from summarized crash data. Crash data provided by the New Mexico Department of Transportation (NMDOT) AASHTOWare System for the years 2019 to 2023 is summarized in Table 7.

From the table below, the following observations are made:

- For the intersection of Juan Tabo Blvd and Lexington Ave/Claremont Dr
  - During the years 2019 to 2023, 17 crashes were reported.
  - The most common crash type was Other Vehicle – From Opposite Direction
  - 71% of reported crashes occurred during daylight hours, and 18% occurred under Dark-Lighted or Dark-Not Lighted conditions.
  - No fatal crashes were reported from 2019 to 2023.
  - Two injury crashes were reported, and 15 crashes were classified as Property Damage Only.
  - There was one pedestrian-involved crash reported.
  - The most common contributing factor was Driver Inattention

Table 7: Crash Summary

Crash Summary		Juan Tabo and Lexington
<b>Total Crashes</b>		<b>17</b>
	2019	6
	2020	2
	2021	5
	2022	3
	2023	1
<b>CONTRIBUTING FACTORS</b>	Avoid No Contact Vehicle	1
	Driver Inattention	7
	Failed To Yield Right Of Way	1
	Improper Lane Change	1
	Inadequate Brakes	1
	Made Improper Turn	1
	Other Improper Driving	1
	Lights (Head, Signal, Tail)	1
	<b>%Driver Inattention</b>	<b>39%</b>
<b>%Improper Lane Change</b>	<b>6%</b>	
<b>%Failure To Yield Right Of Way</b>	<b>6%</b>	
<b>SEVERITY</b>	Fatal Injury (Killed) (K)	0
	Suspected Serious Injury (A)	0
	Visible Injury (B)	0
	Complaint of Injury (C)	2
	Property Damage Only (O)	15
<b>%Property Damage Only (O)</b>	<b>88%</b>	
<b>%Complaint of Injury (C)</b>	<b>12%</b>	
<b>LIGHTING CONDITION</b>	Daylight	12
	Dawn	0
	Dusk	0
	Dark-Lighted	2
	Dark-Not Lighted	1
	Left Blank	2
	<b>%Daylight</b>	<b>71%</b>
<b>%Dark-Not Lighted</b>	<b>6%</b>	
<b>BIKE/ PED</b>	Pedestrian Involved	1
	Bicyclist Involved	0
	<b>%Pedestrian Involved</b>	<b>6%</b>
<b>%Bicyclist Involved</b>	<b>0%</b>	
<b>CRASH TYPE</b>	Left Blank	7
	Other Vehicle - From Same Direction/Rear End Collision	1
	Other Vehicle - One Left Turn/Entering At Angle	1
	Other Vehicle - From Opposite Direction	4
	Other Vehicle - All Others	3
	<b>%Other Vehicle - From Opposite Direction</b>	<b>24%</b>
<b>%Other Vehicle - All Others</b>	<b>18%</b>	
<b>%Other Vehicle - From Same Direction/Rear End Collision</b>	<b>6%</b>	

## TRAFFIC SCENARIO DEVELOPMENT

The following sections detail the methods and calculations used to develop traffic scenarios for analysis. This process used the following tools as described below: Traffic Projections, Site Trip Generation, and Trip Distribution and Assignment. Figures at the end of this section show the resulting traffic volumes.

### TRAFFIC GROWTH

Future year volumes were forecast from existing traffic volumes using values from 2016 and 2040 (updated) travel demand models provided by MRCOG. These models were then compared using AM and PM peak hour direction volumes (AMPH LOAD and PMPH LOAD) to calculate anticipated growth rates for individual roadways near the study area. Roadways calculated to have a yearly growth rate of less than 1% were analyzed with a 1% per year growth rate to facilitate a conservative analysis. Growth rates were then converted to growth factors for specific analysis scenarios. Values provided by MRCOG are shown in Table 8, in addition to the calculated growth rates used in the analysis. Growth rates were then applied to the existing volumes to forecast future volumes.

Table 8: Yearly Growth Rates

Roadway			MRCOG 2016 Model "Peak Hour Load"	MRCOG 2040 Model "Peak Hour Load"	Yearly Growth Rate	Average Area Yearly Growth	Growth Rate for Analysis
Candelaria Rd / Juan Tabo Blvd	East Leg	AM PH	222	244	0.39%	0.63%	1.00%
		PM PH	171	250	1.61%		
	West Leg	AM PH	199	200	0.01%		
		PM PH	487	473	-0.13%		
	North Leg	AM PH	1254	1497	0.74%		
		PM PH	1225	1319	0.31%		
	South Leg	AM PH	992	1048	0.23%		
PM PH		1379	1578	0.56%			
Lexington Ave / Juan Tabo Blvd	East Leg	AM PH	345	340	-0.06%		
		PM PH	313	262	-0.74%		
	North Leg	AM PH	1140	1366	0.76%		
		PM PH	1159	1276	0.40%		
	South Leg	AM PH	957	1006	0.21%		
PM PH		1427	1663	0.64%			
Phoenix Ave / Juan Tabo Blvd	West Leg	AM PH	133	146	0.38%		
		PM PH	199	233	0.66%		
	North Leg	AM PH	1198	1456	0.82%		
		PM PH	1123	1240	0.41%		
South Leg	AM PH	1024	1070	0.18%			
	PM PH	1478	1692	0.56%			
Menaul Blvd / Juan Tabo Blvd	East Leg	AM PH	633	939	1.65%		
		PM PH	505	604	0.75%		
	West Leg	AM PH	405	526	1.10%		
		PM PH	712	1236	2.33%		
	North Leg	AM PH	1233	1472	0.74%		
		PM PH	1202	1308	0.35%		
	South Leg	AM PH	797	849	0.26%		
PM PH		1234	1340	0.35%			

Source: MRCOG 2016 and 2040 Models

## SITE TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Trip generation for the Proposed Development was provided by 7 Brew. Pass by trips were determined using the procedures and methodologies provided in the ITE Trip Generation Manual, 12th Edition. The land use category Coffee Shop with Drive Thru Only (ITE 938) was used to generate trips for the Development. Trips were calculated using the rate for Weekday AM and PM Peak Hour Traffic. Trips generated by the proposed development are shown in the tables below. Site-generated trips were added to the Background traffic volumes to create the Total Build-Out and Horizon Year traffic volumes. Table 9 shows the trip generation volumes and percentages.

Table 9: Proposed Development Trip Generation

Use	Units		Weekday AM Peak Hour					Weekday PM Peak Hour				
			Total	Enter	Exit	In	Out	Total	Enter	Exit	In	Out
ITE 938 - Coffee Shop with Drive Thru Only (Provided by 7 Brew)	2	DT Lanes	182	50%	50%	91	91	56	50%	50%	28	28
ITE 938 - Coffee Shop with Drive Thru Only (Pass-By 90%/98%)	2	DT Lanes	164	50%	50%	82	82	55	50%	50%	27	27
			Total Trips			182		Total Trips			56	

### Trip Distribution and Assignment

The proposed site-generated trip distribution was determined based on the analysis of existing intersection demand characteristics within the study area. These direct trips were routed within the roadway network to and from the Development based on the proportions of existing turning movement counts during the AM and PM peak hours. Figures 4 through 8 show the routing percentages and trips generated by the development.

## TRAFFIC VOLUME CALCULATIONS

Traffic volumes used in the Build-Out Year and Horizon Year analyses were calculated as follows:

- Build-Out Year 2026 No Build – 2026 Traffic volumes projected from the Existing traffic volumes via the application of growth factor(s) plus trips generated by known adjacent developments.
- Build-Out Year 2026 Full Build – 2026 background volumes plus trips generated by the proposed development.
- Horizon Year 2036 No Build – 2036 Traffic volumes projected from the Existing traffic volumes via the application of growth factor(s) plus trips generated by known adjacent developments.
- Horizon Year 2036 Full Build – 2036 background traffic volumes plus trips generated by the proposed development.

Figure 5 through Figure 12 show turning volumes for the Build-Out and Horizon Year scenarios and the proportions and volumes of trips generated by the development.

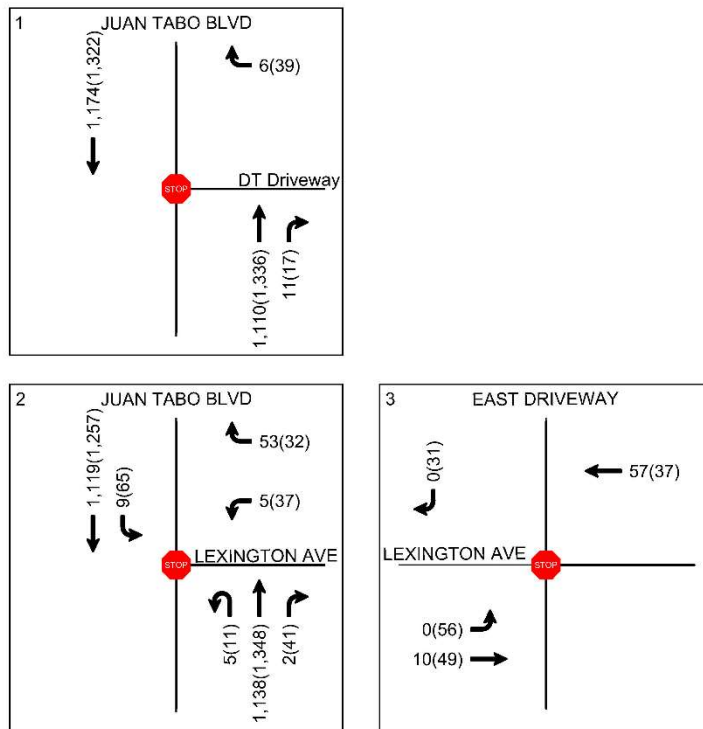


Figure 5: Build Out Year (2026) No Build Volumes

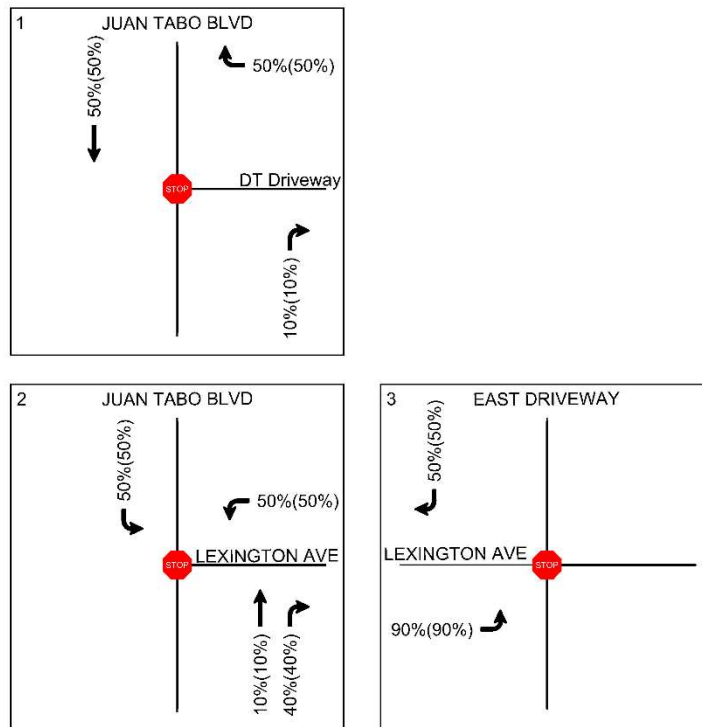


Figure 6: Direct Trip Routing Percentages

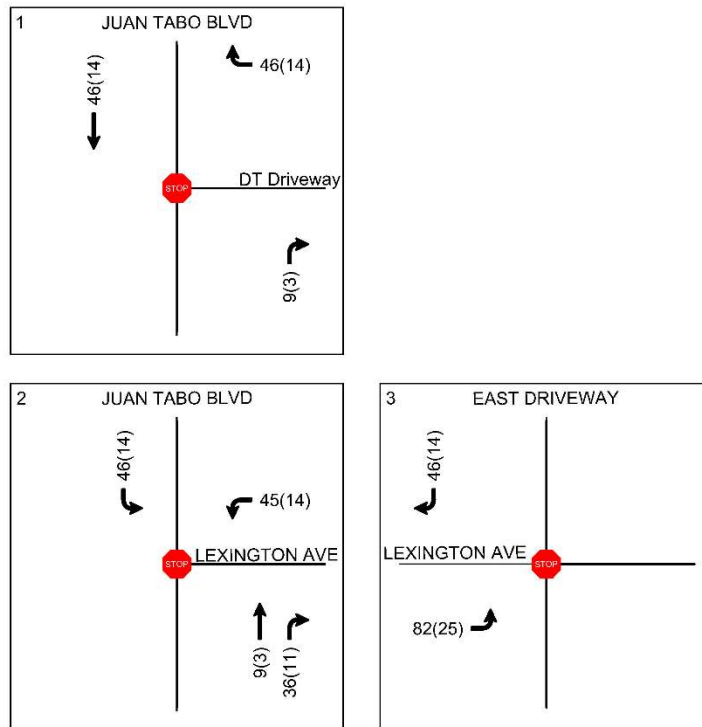


Figure 7: Direct Trip Routing Volumes

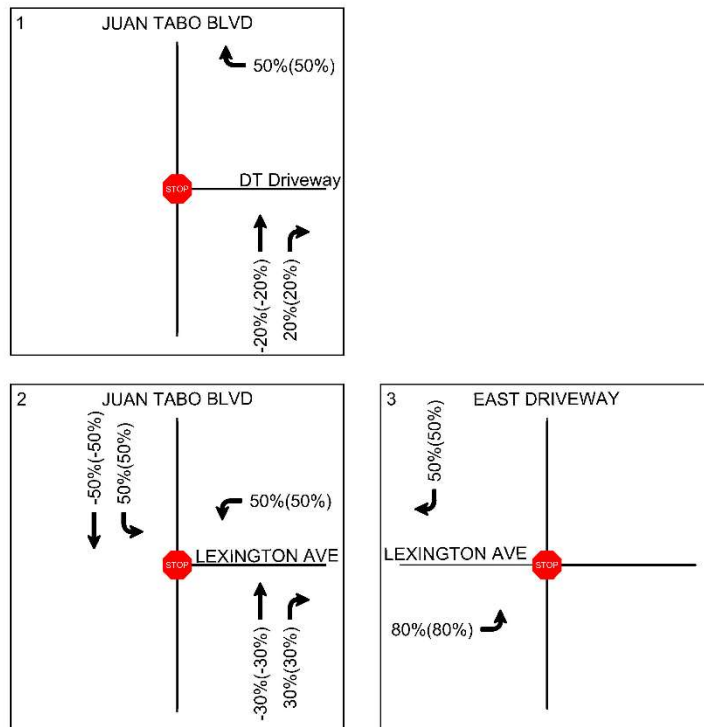


Figure 8: Pass By Trip Routing Percentages

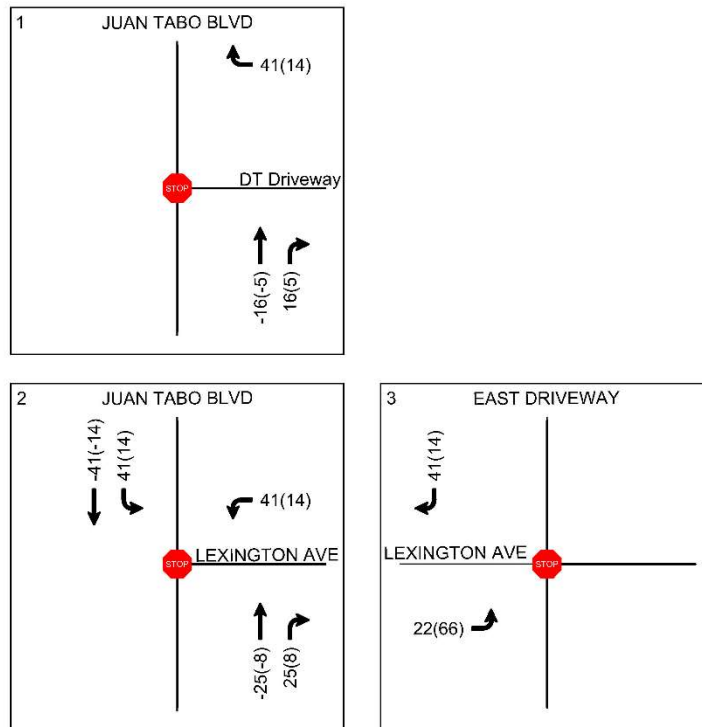


Figure 9: Pass By Trip Routing Volumes

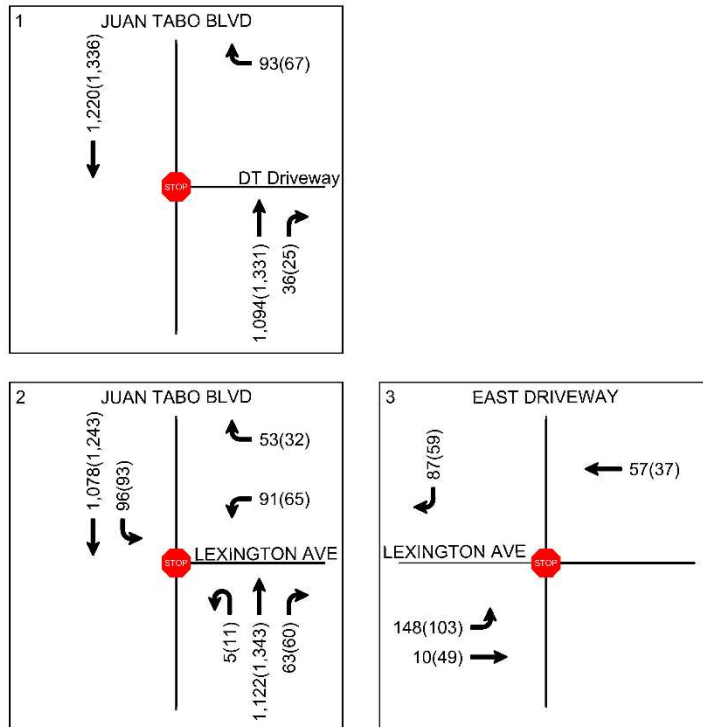


Figure 10: Build Out Year (2026) Full Build Volumes

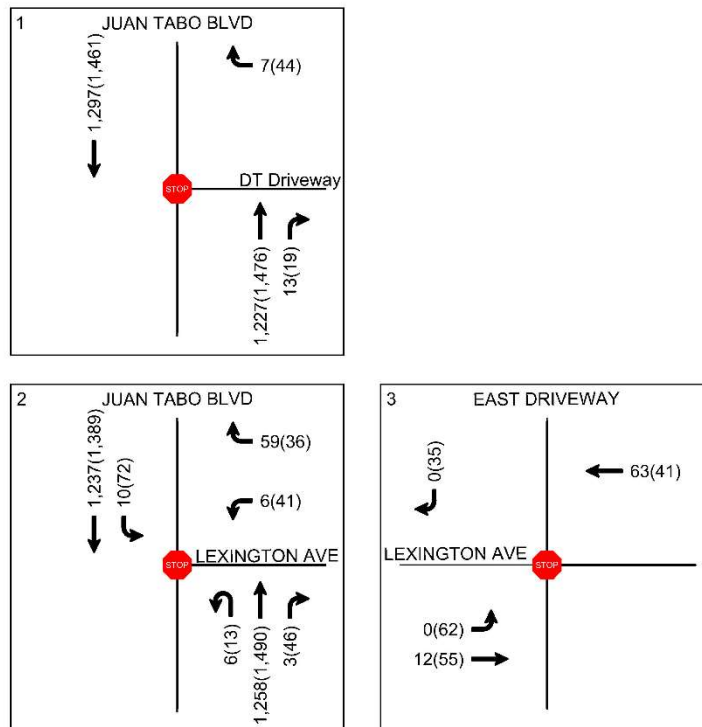


Figure 11: Horizon Year (2036) No Build Volumes

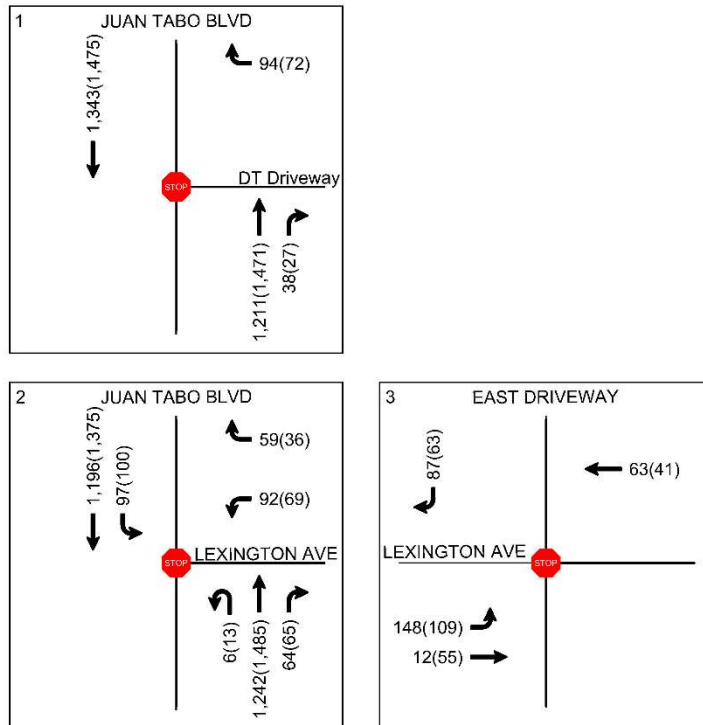


Figure 12: Horizon Year (2036) Full Build Volumes

# SITE CONDITIONS AND SITE ANALYSIS

## ASSUMPTIONS

The following assumptions regarding new developments in the roadway network were made for the Build-Out Year scenarios based on the information discussed in the scoping meeting:

- The north driveway will be shared with Discount Tire.
- The existing driveway just east of the site will also be used as an access point to Lexington Avenue.

## AUXILIARY LANE ANALYSIS

An auxiliary lane analysis was performed for each of the proposed development site access intersections on Juan Tabo Boulevard and Lexington Avenue using criteria provided in the City of Albuquerque (CABQ) Development Process Manual (DPM). Table 7.4.67 in Article 7-4, Section I of the DPM provides warrants for left and right-turn deceleration lanes based on turning volume and speed. Turning volumes for this analysis are given in vehicles per hour (vph). Auxiliary lane analysis results for each stop-controlled study intersection are shown in Table 10. Build-Out Year traffic volumes were used for the analysis.

Table 10: Auxiliary Lane Warrants

Location	Access/Turn Type	Speed	DPM Table 7.4.67 Turning Volume per Hour	Turning Volume per Hour (Build-Out Year Total)	Warrant Result
Discount Tire Driveway (Partial Access)	Right In	40	50	36	Not Required
East Driveway (Full Access)	Left In	25	50	148	Required
	Right In	25	60	0	Not Required
NBR at Lexington Ave & Juan Tabo Blvd	Right In	40	50	63	Required

## DECELERATION LANE LENGTHS

Table 7.4.68 and Table 7.4.70 in the DPM provide minimum storage lengths and lane transition lengths based on posted speed limit. For each intersection where stop control is present on the minor street, vehicles on the major street must slow before turning, but are not required to stop. The minimum storage that should be provided on each deceleration lane, in addition to the deceleration distance and taper length, is 50 feet. Deceleration lane lengths for each intersection are provided in Table 11.

Table 11: Deceleration Lane Lengths

Intersection	Posted Speed Limit (MPH)	Deceleration Lane	Minimum Storage Length (FT)	Lane Transition Length (FT)
East Driveway (Full Access)	25	EB Left	240	300-150 Reverse Curve
NBR at Lexington Ave & Juan Tabo Blvd	40	NB Right	240-350	300-150 Reverse Curve

## SITE DRIVEWAYS SIGHT DISTANCE

The following presents a narrative detailing the development's recommended intersection sight distance requirements. Intersection sight distance requirements were calculated per the CABQ DPM. Minimum sight distance was obtained from Table 7.4.65 in the DPM. There is no option in the DPM for a three-lane divided roadway. The four-lane undivided case was used as crossing four lanes of traffic is similar to crossing three lanes and a median. The required sight distance values and existing values are shown in Table 12.

Table 12: Required Sight Distance Values

Access Location	Lanes per Direction	Median Width (FT)	Posted Speed Limit (MPH)	DPM Turning Movement Condition	Minimum Intersection Sight Distance (DPM Tables 7.4.65)	Existing Sight Distance
Juan Tabo Blvd at Discount Tire Driveway	3	16	40	COA DPM - Right-Turn: Three-Lane Undivided	200 FT	>Minimum
Juan Tabo Blvd at Lexington Ave	3	20	40	COA DPM - Left-Turn: Four-Lane Undivided	500 FT	>Minimum
				COA DPM - Right-Turn: Four-Lane Undivided	390 FT	>Minimum
Lexington Ave at East Driveway	1	N/A	25	COA DPM - Left-Turn: Two-Lane Undivided	280 FT	220 FT
				COA DPM - Right-Turn: Two-Lane Undivided	240 FT	>Minimum

All turning movements exceed the minimum required intersection sight distance except the left turn from the East Driveway to Lexington Avenue. This value is limited by the length of Lexington Avenue because the site driveway is only 220 feet from the terminus of Lexington Avenue at Juan Tabo Boulevard. It is noted that few vehicles are expected to turn left from this driveway. Additionally, vehicles entering Lexington Avenue from Juan Tabo Boulevard will initially be travelling slower than the posted speed limit of 25 MPH.

## SITE ACCESS RECOMMENDATION

Auxiliary lanes constructed to adhere to CABQ DPM storage lane lengths and lane transition length requirements are recommended for the following movements:

- For the intersection of Lexington Avenue and the East Driveway, an eastbound left turn lane is recommended. It is recommended that this be implemented via pavement striping to delineate a left-turn lane and a through lane. It is recommended to stripe a centerline along the site's frontage on Lexington Avenue.
- For the intersection of Juan Tabo Boulevard and Lexington Avenue, a northbound right turn lane is recommended.

# BUILD OUT YEAR TRAFFIC ANALYSIS

## BUILD OUT YEAR TRAFFIC ANALYSIS RESULTS

Table 13 and Table 14 summarize the intersection delay, level of service, and queuing under No-Build and Full Build conditions.

Table 13: HCM Results for Build-Out Year (2026) No-Build Conditions

Juan Tabo Blvd & Discount Tire (Two-Way Stop-Controlled)																																			
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		
																		WBR	50	<1 Veh	0.02	14.5	B	14.5	B	WBR	50	<1 Veh	0.12	17.2	C	17.2	C		
Juan Tabo Blvd & Lexington Ave (Two-Way Stop-Controlled)																																			
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		
																		WBL/R	200	<1 Veh	0.19	18.8	C	18.8	C	WBL/R	200	92.5	0.59	74.9	F	74.9	F		
																		NBL	250	<1 Veh	0.01	11.9	B			NBL	250	<1 Veh	0.02	12.7	B				
																		SBL	300	<1 Veh	0.03	16.8	C			SBL	300	30.7	0.29	25.9	D				
Lexington Ave & East Driveway (One-Way Stop-Controlled)																																			
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		
																		EBL	---	<1 Veh	0.00	7.3	A	7.3	A	EBL	---	<1 Veh	0.04	7.4	A	8.6	A		
																		EBT	---	---	---	0.0	A			EBT	---	---	---	0.3	A				
																		SBL/R	---	---	---	---	---			SBL/R	---	<1 Veh	0.03	8.6	A				

Table 14: HCM Results for Build-Out Year (2026) Full Build Conditions

Juan Tabo Blvd & Discount Tire (Two-Way Stop-Controlled)																																			
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		
																		WBR	50	25.0	0.26	17.6	C	17.6	C	WBR	50	<1 Veh	0.20	18.5	C	18.5	C		
Juan Tabo Blvd & Lexington Ave (Two-Way Stop-Controlled)																																			
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		
																		WBL/R	200	497.5	1.12	396.0	F	396.0	F	WBL/R	200	332.5	1.04	346.9	F	346.9	F		
																		NBL	250	<1 Veh	0.01	11.6	B			NBL	250	<1 Veh	0.02	12.6	B				
																		SBL	300	37.5	0.34	23.4	C			SBL	300	53.7	0.41	30.9	D				
Lexington Ave & East Driveway (One-Way Stop-Controlled)																																			
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																		
																		EBL	---	<1 Veh	0.10	7.6	A	8.9	A	EBL	---	<1 Veh	0.07	7.4	A	8.7	A		
																		EBT	---	---	---	0.8	A			EBT	---	---	---	0.5	A				
																		SBL/R	---	<1 Veh	0.09	8.9	A			SBL/R	---	<1 Veh	0.06	8.7	A				

## TRAFFIC ANALYSIS NARRATIVE

### Build-Out Year 2026 No Build Scenario

#### Delay and LOS Results

At intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peak hours, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue
  - WBL/R operates at LOS F during the PM peak hour

#### Queuing Results

Existing storage lengths are sufficient to accommodate 95<sup>th</sup> percentile queue lengths at the intersections where queue length results are present.

### Build-Out Year 2026 Full Build Scenario

#### Delay and LOS Results

At intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peak hours, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue

- WBL/R operates at LOS F during the AM and PM peak hours

#### Queuing Results

Existing storage lengths are sufficient to accommodate 95<sup>th</sup> percentile queue lengths at the intersections where queue length results are present, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue
  - WBL/R exceeds the available storage during the AM and PM peak hours

### BUILD OUT YEAR MITIGATIONS

Since the full-build scenario resulted in additional LOS failures compared to the no-build scenario, the addition of separate left and right turn lanes for the westbound approach was explored to mitigate delay at the Juan Tabo Boulevard and Lexington Avenue intersection. Table 15 shows the results when splitting the westbound movement into two turning lanes.

Table 15: HCM Results for Juan Tabo & Lexington with Two Westbound Lanes

Juan Tabo Blvd & Lexington Ave (Two-Way Stop-Controlled) - Two Westbound Lanes																	
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
WBR	200	<1 Veh	0.15	16.6	C	WBR	200	<1 Veh	0.10	17.6	C						
NBL	250	<1 Veh	0.01	11.6	B	NBL	250	<1 Veh	0.02	12.6	B						
SBL	300	37.5	0.34	23.4	C	SBL	300	53.7	0.41	30.9	D						

#### Build-Out Year 2026 Full Build with Two Westbound Lanes

#### Delay and LOS Results

At intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peak hours, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue
  - WBL/R operates at LOS F during the AM and PM peak hours

#### Queuing Results

Existing storage lengths are sufficient to accommodate 95<sup>th</sup> percentile queue lengths at the intersections where queue length results are present, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue
  - WBL exceeds the available storage during the AM and PM peak hours

# HORIZON YEAR TRAFFIC ANALYSIS

## HORIZON YEAR TRAFFIC ANALYSIS RESULTS

Table 16 and Table 17 summarize the intersection delay, level of service, and queuing under No-Build and Full Build conditions.

Table 16: HCM Results for Horizon Year (2036) No-Build Conditions

Juan Tabo Blvd & Discount Tire (Two-Way Stop-Controlled)																																		
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																	
																		WBR	50	<1 Veh	0.02	15.5	C	15.5	C	WBR	50	<1 Veh	0.15	19.0	C	19.0	C	
Juan Tabo Blvd & Lexington Ave (Two-Way Stop-Controlled)																																		
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																	
																		WBL/R	200	25.0	0.25	22.0	C	22.0	C	WBL/R	200	197.5	0.85	184.0	F	184.0	F	
																		NBL	250	<1 Veh	0.01	12.8	B			NBL	250	<1 Veh	0.03	13.8	B			
																		SBL	300	<1 Veh	0.04	18.8	C			SBL	300	46.0	0.38	33.4	D			
Lexington Ave & East Driveway (One-Way Stop-Controlled)																																		
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																	
																		EBL	---	<1 Veh	0.00	7.3	A	7.3	A	EBL	---	<1 Veh	0.04	7.4	A	8.6	A	
																		EBT	---	---	---	0.0	A			EBT	---	---	---	0.3	A			
																		SBL/R	---	---	---	---	---			SBL/R	---	<1 Veh	0.04	8.6	A			

Table 17: HCM Results for Horizon Year (2036) Full-Build Conditions

Juan Tabo Blvd & Discount Tire (Two-Way Stop-Controlled)																																		
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																	
																		WBR	50	30.0	0.29	19.4	C	19.4	C	WBR	50	25.0	0.24	2.8	C	20.8	C	
Juan Tabo Blvd & Lexington Ave (Two-Way Stop-Controlled)																																		
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																	
																		WBL/R	200	785.0	1.42	888.8	F	888.8	F	WBL/R	200	620.0	1.51	1102.0	F	1102.0	F	
																		NBL	250	<1 Veh	0.01	12.5	B			NBL	250	<1 Veh	0.03	13.7	C			
																		SBL	300	50.0	0.40	28.2	D			SBL	300	81.9	0.53	43.2	E			
Lexington Ave & East Driveway (One-Way Stop-Controlled)																																		
AM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	Available Storage (ft)	95% Queue Length (ft/lane)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS																	
																		EBL	---	<1 Veh	0.10	7.6	A	9.0	A	EBL	---	<1 Veh	0.08	7.5	A	8.7	A	
																		EBT	---	---	---	0.8	A			EBT	---	---	---	0.6	A			
																		SBL/R	---	<1 Veh	0.09	9.0	A			SBL/R	---	<1 Veh	0.07	8.7	A			

## TRAFFIC ANALYSIS NARRATIVE

### Horizon Year 2036 No Build Scenario

#### Delay and LOS Results

At intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peak hours, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue
  - WBL/R operates at LOS F during the PM peak hour

#### Queuing Results

Existing storage lengths are sufficient to accommodate 95<sup>th</sup> percentile queue lengths at the intersections where queue length results are present, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue
  - WBL/R exceeds the available storage during the PM peak hour

## Horizon Year 2036 Full Build Scenario

### Delay and LOS Results

At intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peak hours, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue
  - WBL/R operates at LOS F during the AM and PM peak hours
  - SBL operates at LOS E during the PM peak hour

### Queuing Results

Existing storage lengths are sufficient to accommodate 95<sup>th</sup> percentile queue lengths at the intersections where queue length results are present, except:

- At the stop-controlled intersection of Juan Tabo Boulevard and Lexington Avenue
  - WBL/R exceeds the available storage during the AM and PM peak hours

## CONCLUSIONS AND RECOMMENDATIONS

The following presents a summary of the traffic analysis, mitigations, and recommendations included in this report.

### CONCLUSIONS

Traffic operation conclusions for the intersection of Juan Tabo Boulevard and Discount Tire Driveway are summarized as follows:

- Under all scenarios, traffic operations are expected to operate at acceptable levels of service with no queueing or capacity issues.

Traffic operation conclusions for the intersection of Juan Tabo Boulevard and Lexington Avenue are summarized as follows:

- Under existing conditions, traffic operations are expected to operate at acceptable levels of service with no queueing or capacity issues.
- Under Build Out Year (2026) No Build and Horizon Year (2036) No Build scenarios, traffic operations are expected to operate at acceptable levels of service with no queueing or capacity issues except for the westbound approach. The westbound approach is expected to experience capacity and queueing issues during the PM peak hour. These issues are due to the background traffic growth and trips generated by the adjacent car wash. Under Build Out Year (2026) Full Build and Horizon Year (2036) Full Build scenarios, these issues persist with the addition of queueing and capacity issues in the AM peak hour.
  - The elevated levels of delay are attributed to vehicles turning left from a side street onto a major arterial. It is noted that the two-way stop controlled intersection module of the Highway Capacity Software does not consider platooned conditions as are present on Juan Tabo Blvd. Additionally, westbound movements do not exceed volume to capacity ratios of 1.

Traffic operation conclusions for the intersection of Lexington Avenue and East Driveway are summarized as follows:

- Under all scenarios, traffic operations are expected to operate at acceptable levels of service with no queueing or capacity issues.

## SITE RECOMMENDATIONS

Recommendations for study intersections directly serving and primarily impacted by the proposed development are provided as follows:

- Intersection Operations
  - It is recommended that the westbound approach of the Juan Tabo Boulevard and Lexington Avenue intersection be configured to accommodate separated left and right turn lanes.
- Auxiliary Lanes:
  - It is recommended that auxiliary lanes be constructed for the following movements
    - The Eastbound Left at Lexington Avenue and the East Driveway constructed to be 240 FT with a lane transition length of 300-150 reverse curve.
    - The Northbound Right at Juan Tabo Boulevard and Lexington Avenue constructed to be 240-350 FT with a lane transition length of 300-150 reverse curve.
  - It is recommended that all auxiliary lanes be constructed to adhere to City Albuquerque (CABQ) Development Process Manual (DPM) requirements.

## Appendix A: Scoping Meeting Notes

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**Agenda for 2600 Juan Tabo 7Brew TIS Scoping**

**October 17, 2025**

**-Meeting Notes in Red-**

**Attendees:**

**Ernest Armijo – CABQ  
Michael Serrato - CEI**

**Jonathon Kruse – Lee Engineering**

1. Introductions
2. Review of Site Plan
  - a. Site Plan & Land Uses
  - b. Access Review
3. Discussion of Scope for TIS
  - a. Study Intersections
    - i. Juan Tabo & Lexington
    - ii. Juan Tabo & Shared Access Driveway (North)
  - b. Data Collection
    - i. Existing Study Intersections
  - c. Trip Generation, Pass By, & Internal Capture
    - i. 7Brew Provided Trip Counts
      1. AM Peak: 91 Enter / 91 Exit
      2. PM Peak: 28 Enter / 28 Exit
    - ii. Pass-by Trips per ITE 937 or 938
      1. **No seating.**
    - iii. No Internal Capture
    - iv. Trips distributed based on existing traffic patterns
  - d. Known Developments or Pending Improvements in Area
    - i. **Remainder of property:**
      1. **Mod wash car wash in background. 39 In / 39 Out PM.**
  - e. Build-out Year and Growth Rate
    - i. Build-Out Year (**2026**)
      1. Will look **MRCOG projections** and calculate growth rate, if less than 1%, will assume 1% growth per year.
  - f. Analysis scenarios
    - i. Existing Conditions
    - ii. Opening Year Background (No Build)

1. **Mod wash PM**
    - iii. Opening Year Buildout (Full Build)
    - iv. Opening Year Buildout Optimized (if needed)
      1. All scenarios with existing signal timings except opening year buildout optimized.
    - v. Horizon Year Background – 10 Years from opening
    - vi. Horizon Year Buildout
    - vii. Horizon Year Mitigated (if needed)
  - g. Required Analysis & Methodology
    - i. LOS Capacity and Queueing analysis based on HCM 6<sup>th</sup> Edition
      1. Capacity & Queueing for network peak rather than individual intersection peaks
    - ii. Auxiliary Lane Warrant Analysis?
    - iii. Sight Distance Analysis at Proposed Driveways & Existing
    - iv. Safety (Crash) Summary – **5 Years**
4. Agency Input (Comments & Issues)
5. Meeting Notes (distributed by Lee Engineering)
  - a. **Lee to send Traffic Scoping Form**

## Appendix B: Turning Movement Counts





# TOTAL

Date	Time	Southbound						Westbound						Northbound						Eastbound					
		U Turns	Left Turns	Straight Through	Right Turns	EB Crosswalk Crossings	WB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	NB Crosswalk Crossings	SB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	EB Crosswalk Crossings	WB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	NB Crosswalk Crossings	SB Crosswalk Crossings
12/11/2025	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	0	0	50	0	0	0	0	1	0	0	0	0	1	0	64	0	0	0	0	0	0	0	0	0
	6:15	1	0	95	0	0	0	0	2	0	2	0	0	0	0	74	0	0	0	0	0	0	0	0	0
	6:30	0	0	108	0	0	0	0	1	0	0	0	0	1	0	93	0	0	0	0	0	0	0	0	0
	6:45	0	0	155	0	0	0	0	1	0	5	0	0	0	0	112	0	0	0	0	0	0	0	0	0
	7:00	0	1	148	0	0	0	0	1	0	5	0	0	1	0	162	0	0	0	0	0	0	0	0	1
	7:15	0	0	264	0	0	0	0	1	0	3	0	0	0	0	243	0	0	0	0	0	0	0	1	0
	7:30	0	0	320	0	0	0	0	1	0	9	2	0	1	0	262	0	0	0	0	0	0	0	0	0
	7:45	0	2	251	0	0	0	0	1	0	11	0	0	1	0	344	0	0	0	0	0	0	0	0	0
	8:00	0	5	266	0	0	0	0	0	0	13	0	0	1	0	260	0	0	0	0	0	0	0	0	0
	8:15	0	1	270	0	0	0	0	2	0	19	0	0	1	0	260	1	0	0	0	0	0	0	0	1
	8:30	0	6	224	0	0	3	0	1	0	6	0	0	1	0	230	1	1	0	0	0	0	2	1	1
	8:45	0	2	210	1	0	0	0	4	0	8	0	0	2	1	269	3	0	0	0	0	0	0	0	0
	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00	2	7	227	0	0	0	0	2	0	5	0	1	1	0	238	0	0	0	0	0	0	1	0	0
	11:15	0	2	259	0	0	0	0	3	0	5	0	0	0	0	216	2	0	0	0	0	0	0	0	0
	11:30	0	4	242	1	0	0	0	1	0	6	0	1	3	1	214	2	0	0	0	0	0	1	0	0
	11:45	0	2	235	0	0	0	0	2	0	3	0	0	2	0	246	4	0	0	0	0	0	0	1	0
	12:00	1	0	271	0	0	0	0	1	0	4	1	3	2	0	239	2	0	0	0	0	0	2	0	0
	12:15	0	2	271	0	0	1	0	4	0	5	0	0	2	1	243	2	0	0	0	1	0	0	0	0
	12:30	0	6	265	0	0	0	0	5	0	1	0	0	2	1	285	3	0	0	0	0	1	0	0	0
	12:45	1	3	279	2	0	0	0	4	0	5	0	0	1	0	283	3	0	0	0	0	0	1	0	0
	13:00	0	4	267	0	0	0	0	2	0	8	0	0	0	1	260	2	0	0	0	0	0	1	0	0
	13:15	0	3	278	0	1	1	0	3	0	8	1	0	1	0	265	5	0	0	0	0	0	0	0	0
	13:30	1	1	253	1	0	0	0	5	0	4	0	0	3	1	256	6	0	0	0	0	0	1	0	0
	13:45	1	2	259	0	0	1	0	0	0	7	1	0	3	1	274	1	0	0	0	0	0	1	0	0
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15:30	1	4	318	0	0	2	0	1	0	10	0	0	1	0	373	6	0	0	0	0	0	1	0	0
	15:45	0	9	341	1	0	0	0	2	0	8	0	0	3	0	296	4	0	0	0	0	0	0	0	1
	16:00	0	7	297	0	0	0	0	3	0	7	1	0	2	2	339	2	0	0	0	0	0	1	1	0
	16:15	0	11	325	0	0	0	0	3	0	7	0	0	4	1	278	3	0	0	0	0	0	0	0	0
	16:30	0	7	306	1	0	0	0	0	0	12	0	0	3	1	356	2	0	0	0	0	0	3	0	0
	16:45	1	6	315	0	0	0	0	1	0	9	0	0	2	1	329	6	0	0	0	0	0	2	0	0
	17:00	0	9	298	0	0	0	0	1	0	3	0	1	1	1	365	4	0	0	0	0	0	1	0	1



## Appendix C: ITE Trip Generation

# Land Use: 948

## Automated Car Wash

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### Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

### Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

### Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256

# Automated Car Wash (948)

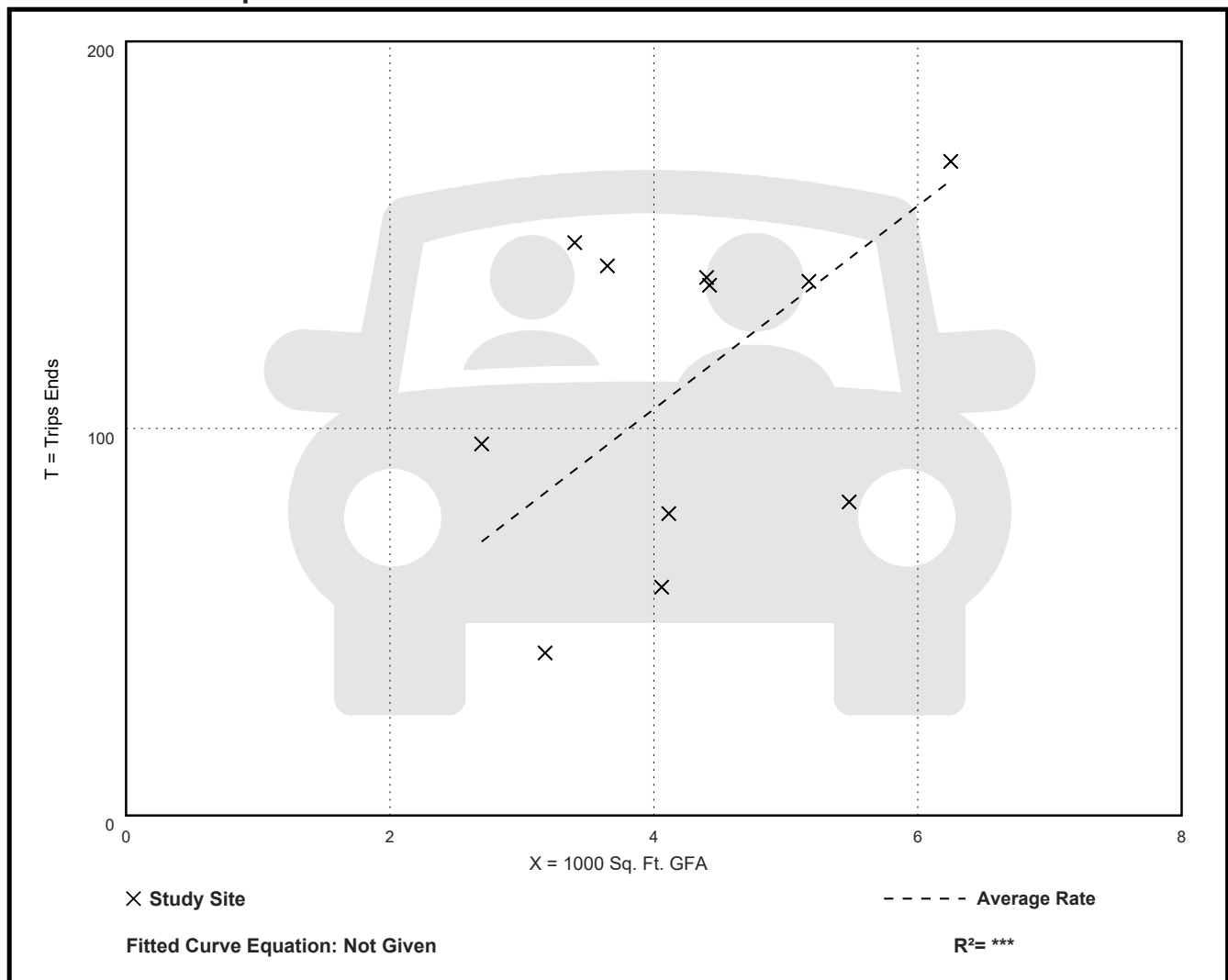
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
 Number of Studies: 11  
 Avg. 1000 Sq. Ft. GFA: 4  
 Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.25	13.22 - 43.53	9.82

## Data Plot and Equation



# Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 16

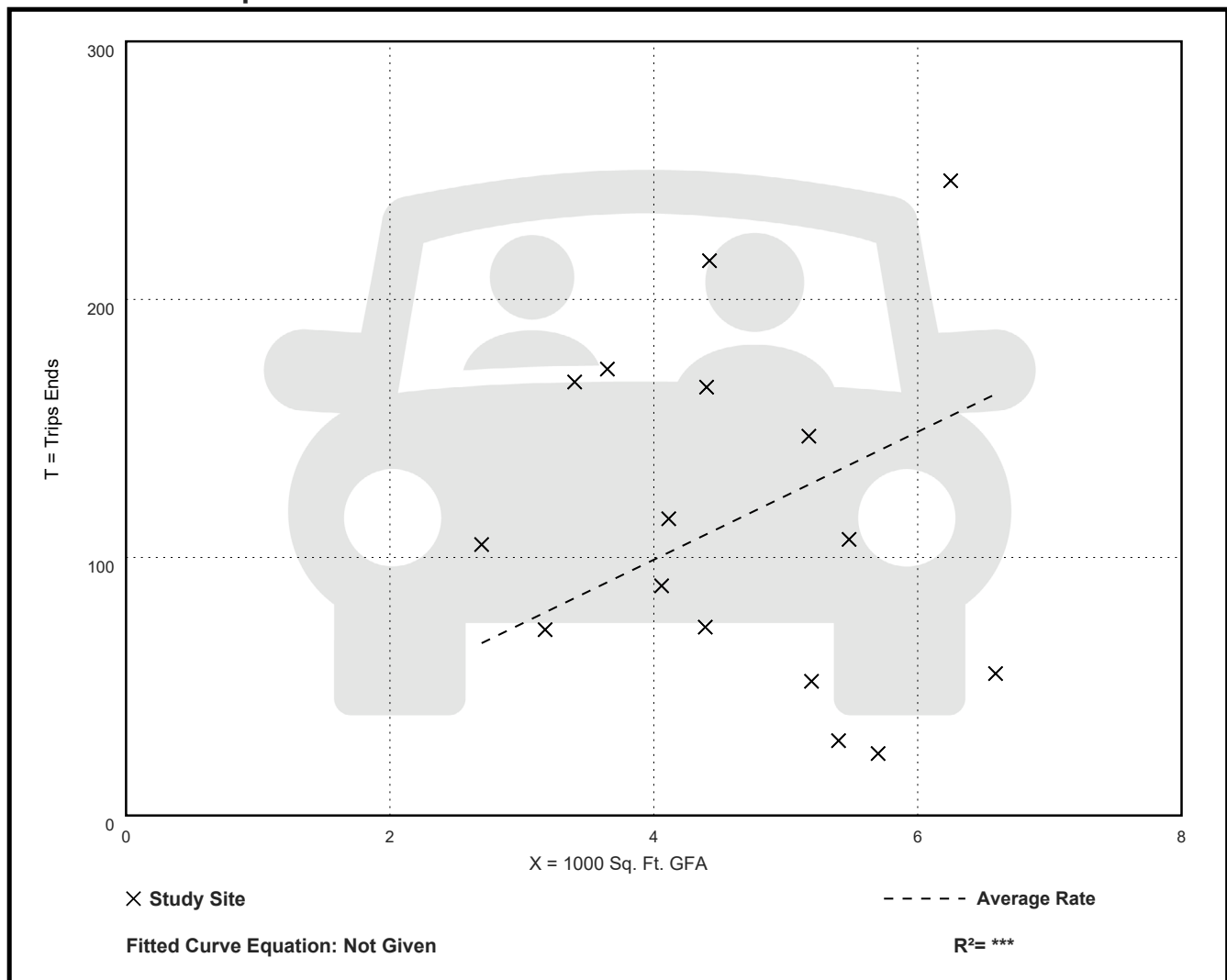
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.78	4.21 - 49.41	15.65

## Data Plot and Equation



# Land Use: 938

## Coffee/Donut Shop with Drive-Through Window and No Indoor Seating

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### Description

This land use includes any coffee and donut restaurant that has only drive-through window service. A patron cannot walk into the shop and purchase items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa). The coffee/donut shops contained in this land use typically maintain long store hours (more than 15 hours) with an early morning opening.

### Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Arizona, California, Oregon, and Washington.

### Source Numbers

514, 635, 644, 755, 1028, 1259

# Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

**Vehicle Trip Ends vs: Drive-Through Lanes**

**On a: Weekday,**

**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 10

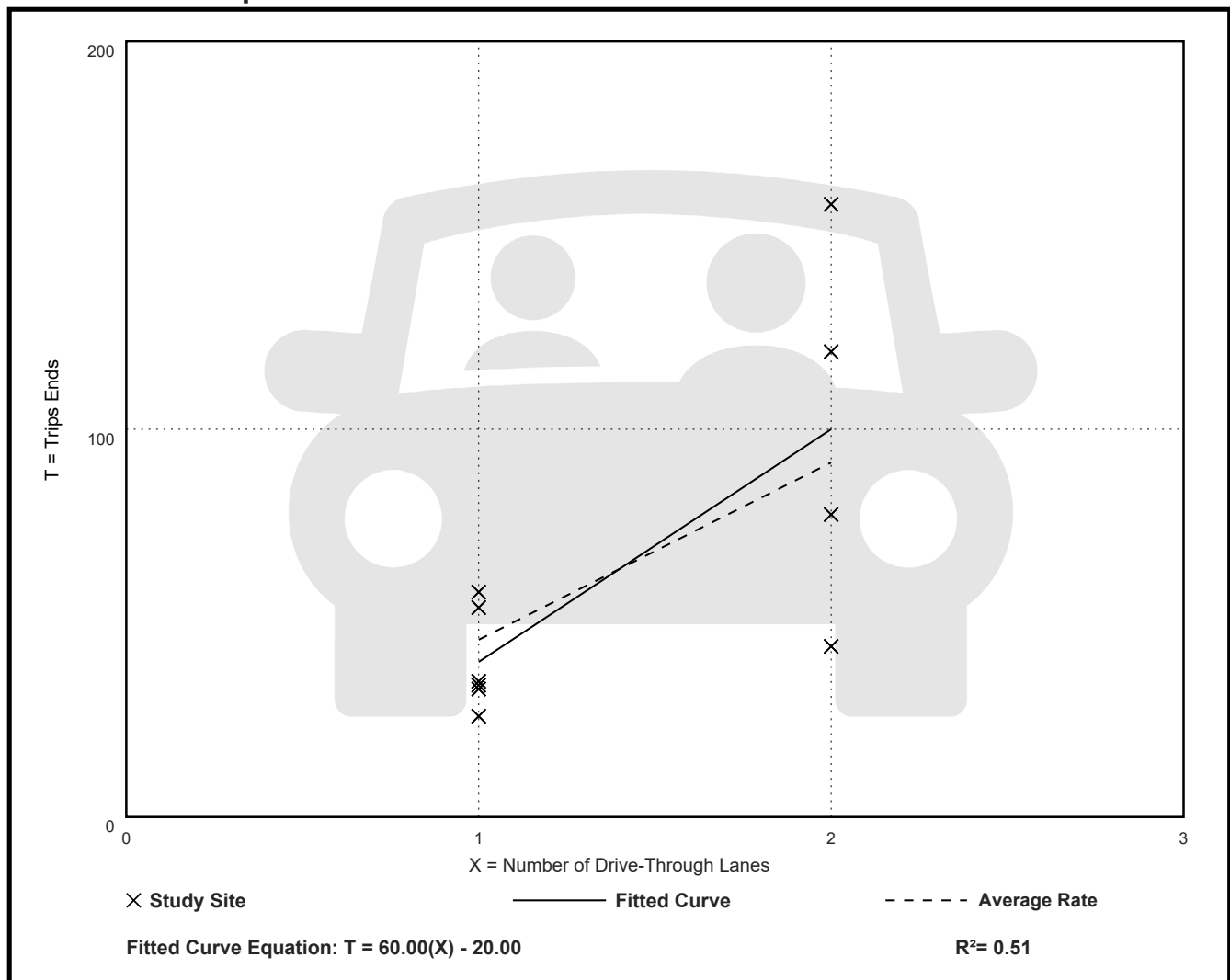
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
45.71	22.00 - 79.00	19.64

## Data Plot and Equation



# Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (938)

**Vehicle Trip Ends vs: Drive-Through Lanes**

**On a: Weekday,  
PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 9

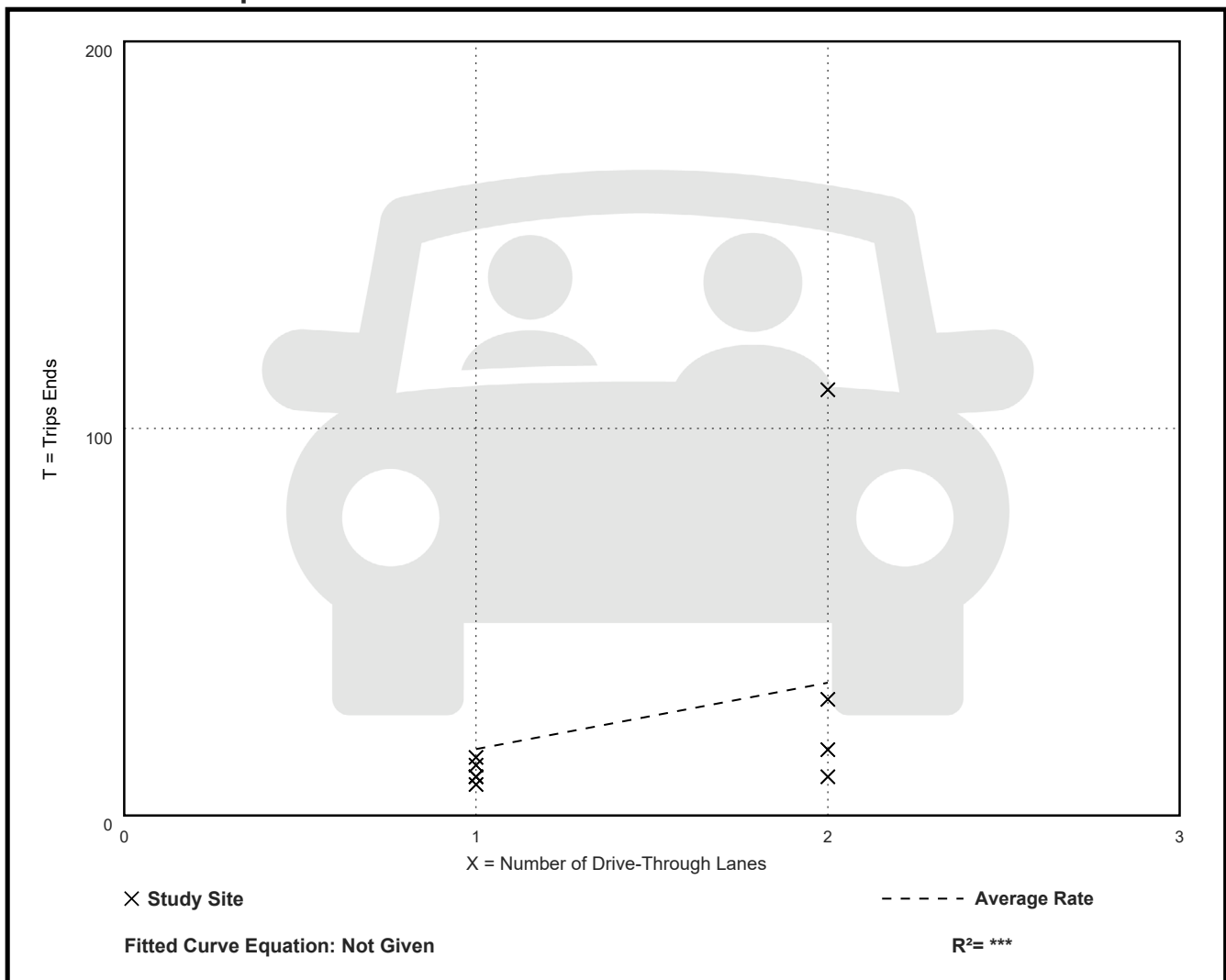
Avg. Num. of Drive-Through Lanes: 1

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Drive-Through Lane

Average Rate	Range of Rates	Standard Deviation
17.15	5.00 - 55.00	17.47

## Data Plot and Equation

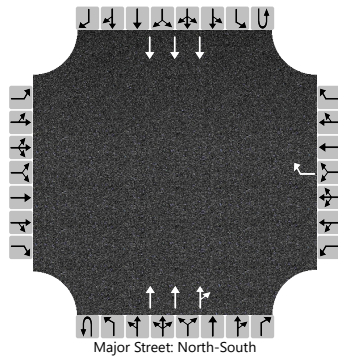


## Appendix D: HCM Analysis Output Sheets

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	12/29/2025	East/West Street	Discount Tire DW
Analysis Year	2025	North/South Street	Juan Tabo Blvd
Time Analyzed	Existing AM (7:30 AM)	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	2600 Juan Tabo 7 Brew		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								5			1099	10			1162	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)								0								
Right Turn Channelized								No								
Median Type   Storage								Left + Thru								1

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

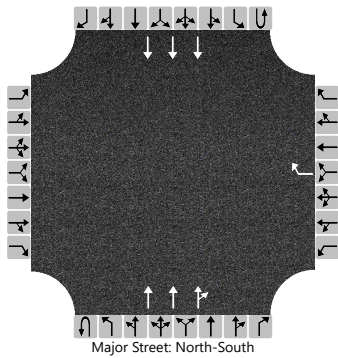
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								5								
Capacity, c (veh/h)								390								
v/c Ratio								0.01								
95% Queue Length, Q <sub>95</sub> (veh)								0.0								
95% Queue Length, Q <sub>95</sub> (ft)								0.0								
Control Delay (s/veh)								14.4								
Level of Service (LOS)								B								
Approach Delay (s/veh)								14.4								
Approach LOS								B								

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	12/29/2025	East/West Street	Discount Tire Driveway
Analysis Year	2025	North/South Street	Juan Tabo Boulevard
Time Analyzed	Existing PM (4:15 PM)	Peak Hour Factor	0.98
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	2600 Juan Tabo 7 Brew		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	3	0		0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								7			1322	10			1278	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)									7.1								
Critical Headway (sec)									7.10								
Base Follow-Up Headway (sec)									3.9								
Follow-Up Headway (sec)									3.90								

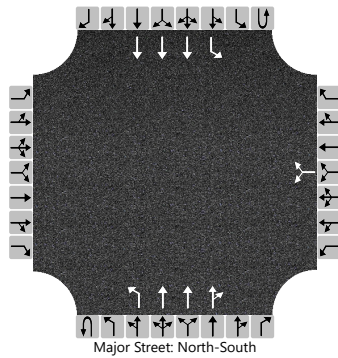
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)									7								
Capacity, c (veh/h)									341								
v/c Ratio									0.02								
95% Queue Length, Q <sub>95</sub> (veh)									0.1								
95% Queue Length, Q <sub>95</sub> (ft)									2.5								
Control Delay (s/veh)									15.8								
Level of Service (LOS)									C								
Approach Delay (s/veh)					15.8												
Approach LOS					C												

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2025	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Existing AM (7:30 AM)	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	0	0		0	1	0		0	1	3	0		0	1	3	0
Configuration							LR			L	T	TR		L	T			
Volume (veh/h)						4		52	4	0	1126	1	0	8	1107			
Percent Heavy Vehicles (%)						0		0	0	0			0	0				
Proportion Time Blocked																		
Percent Grade (%)							0											
Right Turn Channelized																		
Median Type   Storage							Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3					5.3	
Critical Headway (sec)						6.40		7.10	5.60	5.30					5.30	
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1					3.1	
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10					3.10	

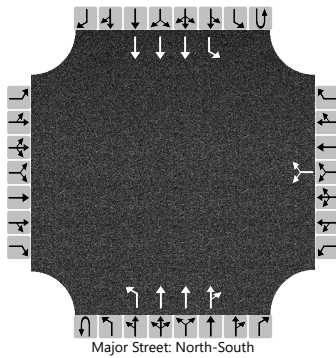
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						60				4					9	
Capacity, c (veh/h)						336				534					319	
v/c Ratio						0.18				0.01					0.03	
95% Queue Length, Q <sub>95</sub> (veh)						0.6				0.0					0.1	
95% Queue Length, Q <sub>95</sub> (ft)						15.0				0.0					2.5	
Control Delay (s/veh)						18.0				11.8					16.6	
Level of Service (LOS)						C				B					C	
Approach Delay (s/veh)						18.0				0.0					0.1	
Approach LOS						C				A					A	

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2025	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Existing PM (4:15 PM)	Peak Hour Factor	0.97				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	0	0		0	1	0		0	1	3	0		0	1	3	0
Configuration							LR			L	T	TR		L	T			
Volume (veh/h)						5		31	10	0	1328	15	1	33	1244			
Percent Heavy Vehicles (%)						0		0	0	0			0	3				
Proportion Time Blocked																		
Percent Grade (%)							0											
Right Turn Channelized																		
Median Type   Storage							Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3				5.6	5.3		
Critical Headway (sec)						6.40		7.10	5.60	5.30				5.60	5.36		
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1				2.3	3.1		
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10				2.30	3.13		

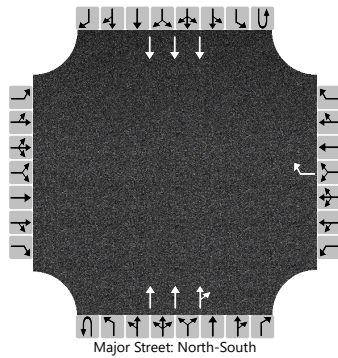
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						37				10				35		
Capacity, c (veh/h)						242				485				255		
v/c Ratio						0.15				0.02				0.14		
95% Queue Length, Q <sub>95</sub> (veh)						0.5				0.1				0.5		
95% Queue Length, Q <sub>95</sub> (ft)						12.5				2.5				12.8		
Control Delay (s/veh)						22.5				12.6				21.4		
Level of Service (LOS)						C				B				C		
Approach Delay (s/veh)						22.5				0.1				0.6		
Approach LOS						C				A				A		

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Discount Tire DW				
Analysis Year	2026	North/South Street	Juan Tabo Blvd				
Time Analyzed	Build Out NB AM (7:30 AM)	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	3	0		0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								6			1110	11			1174	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)								0								
Right Turn Channelized								No								
Median Type   Storage								Left + Thru								1

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

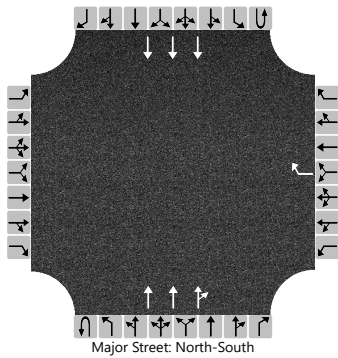
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								6								
Capacity, c (veh/h)								387								
v/c Ratio								0.02								
95% Queue Length, Q <sub>95</sub> (veh)								0.1								
95% Queue Length, Q <sub>95</sub> (ft)								2.5								
Control Delay (s/veh)								14.5								
Level of Service (LOS)								B								
Approach Delay (s/veh)								14.5								
Approach LOS								B								

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Discount Tire Driveway				
Analysis Year	2026	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Build Out NB PM (4:15 PM)	Peak Hour Factor	0.98				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	0	3		0	0	3
Configuration								R			T	TR			T	
Volume (veh/h)								39			1336	17			1322	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)								0								
Right Turn Channelized								No								
Median Type   Storage								Left + Thru								1

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

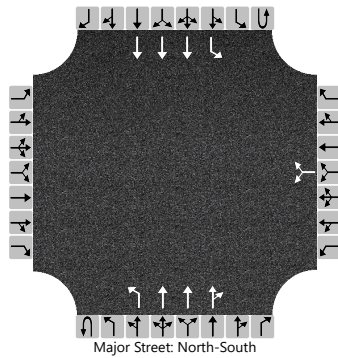
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								40								
Capacity, c (veh/h)								336								
v/c Ratio								0.12								
95% Queue Length, Q <sub>95</sub> (veh)								0.4								
95% Queue Length, Q <sub>95</sub> (ft)								10.0								
Control Delay (s/veh)								17.2								
Level of Service (LOS)								C								
Approach Delay (s/veh)								17.2								
Approach LOS								C								

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2026	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Build Out NB AM (7:30 AM)	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	3	0	0	1	3	0
Configuration							LR			L	T	TR		L	T	
Volume (veh/h)						5		53	5	0	1138	2	0	9	1119	
Percent Heavy Vehicles (%)						0		0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type   Storage							Left + Thru								1	

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3					5.3	
Critical Headway (sec)						6.40		7.10	5.60	5.30					5.30	
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1					3.1	
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10					3.10	

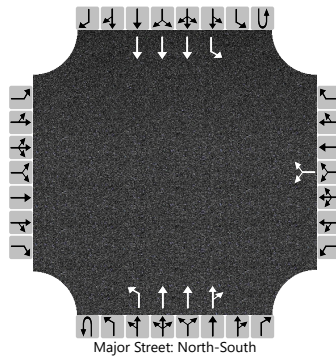
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						62				5					10	
Capacity, c (veh/h)						323				528					314	
v/c Ratio						0.19				0.01					0.03	
95% Queue Length, Q <sub>95</sub> (veh)						0.7				0.0					0.1	
95% Queue Length, Q <sub>95</sub> (ft)						17.5				0.0					2.5	
Control Delay (s/veh)						18.8				11.9					16.8	
Level of Service (LOS)						C				B					C	
Approach Delay (s/veh)						18.8				0.1					0.1	
Approach LOS						C				A					A	

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & Juan Tabo Blvd		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2026			North/South Street	Juan Tabo Boulevard		
Time Analyzed	Build Out NB PM (4:15 PM)			Peak Hour Factor	0.97		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	3	0	0	1	3	0
Configuration							LR			L	T	TR		L	T	
Volume (veh/h)						37		32	11	0	1348	41	2	65	1257	
Percent Heavy Vehicles (%)						0		0	0	0			0	3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type   Storage							Left + Thru								1	

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3				5.6	5.3		
Critical Headway (sec)						6.40		7.10	5.60	5.30				5.60	5.36		
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1				2.3	3.1		
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10				2.30	3.13		

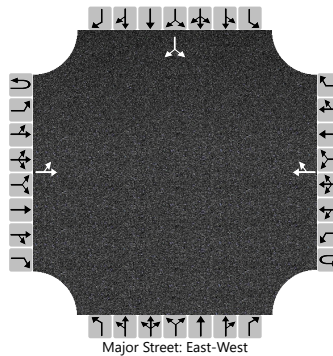
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						71				11				69		
Capacity, c (veh/h)						121				479				241		
v/c Ratio						0.59				0.02				0.29		
95% Queue Length, Q <sub>95</sub> (veh)						3.7				0.1				1.2		
95% Queue Length, Q <sub>95</sub> (ft)						92.5				2.5				30.7		
Control Delay (s/veh)						74.9				12.7				25.9		
Level of Service (LOS)						F				B				D		
Approach Delay (s/veh)						74.9				0.1				1.3		
Approach LOS						F				A				A		

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & East DW				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2026	North/South Street	East Driveway				
Time Analyzed	Build Out NB AM (7:30 AM)	Peak Hour Factor	0.92				
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0	
Configuration		LT						TR							LR	
Volume (veh/h)		0	10				57	0					0		0	
Percent Heavy Vehicles (%)		0											0		0	
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

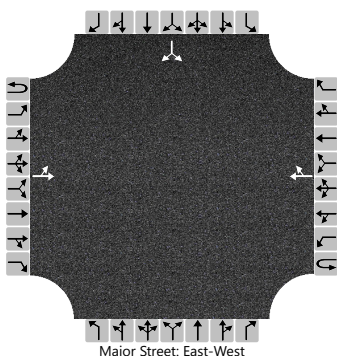
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0														0
Capacity, c (veh/h)		1554														0
v/c Ratio		0.00														
95% Queue Length, Q <sub>95</sub> (veh)		0.0														
95% Queue Length, Q <sub>95</sub> (ft)		0.0														
Control Delay (s/veh)		7.3	0.0													999.0
Level of Service (LOS)		A	A													F
Approach Delay (s/veh)		0.0														
Approach LOS		A														

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & East DW		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2026			North/South Street	East Driveway		
Time Analyzed	Build Out NB PM (4:15 PM)			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		56	49				37	0						0		31
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

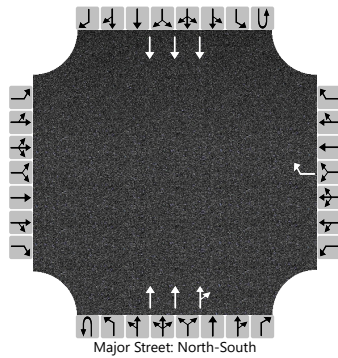
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		61														34	
Capacity, c (veh/h)		1582														1037	
v/c Ratio		0.04														0.03	
95% Queue Length, Q <sub>95</sub> (veh)		0.1														0.1	
95% Queue Length, Q <sub>95</sub> (ft)		2.5														2.5	
Control Delay (s/veh)		7.4	0.3													8.6	
Level of Service (LOS)		A	A													A	
Approach Delay (s/veh)		4.1												8.6			
Approach LOS		A												A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Discount Tire DW				
Analysis Year	2026	North/South Street	Juan Tabo Blvd				
Time Analyzed	Build Out FB AM (7:30 AM)	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	3	0		0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								93			1094	36			1220	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)								0								
Right Turn Channelized								No								
Median Type   Storage								Left + Thru								1

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

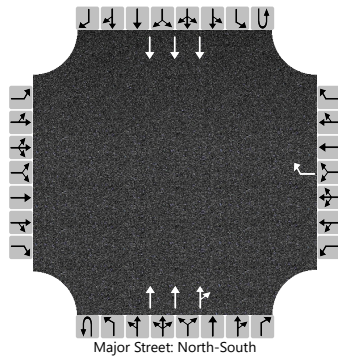
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								99								
Capacity, c (veh/h)								384								
v/c Ratio								0.26								
95% Queue Length, Q <sub>95</sub> (veh)								1.0								
95% Queue Length, Q <sub>95</sub> (ft)								25.0								
Control Delay (s/veh)								17.6								
Level of Service (LOS)								C								
Approach Delay (s/veh)								17.6								
Approach LOS								C								

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Discount Tire Driveway				
Analysis Year	2026	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Build Out FB PM (4:15 PM)	Peak Hour Factor	0.98				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	3	0		0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								67			1331	25			1336	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)								0								
Right Turn Channelized								No								
Median Type   Storage								Left + Thru								1

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

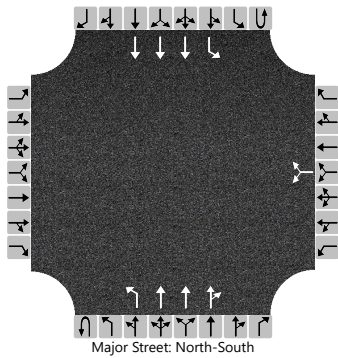
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								68								
Capacity, c (veh/h)								335								
v/c Ratio								0.20								
95% Queue Length, Q <sub>95</sub> (veh)								0.8								
95% Queue Length, Q <sub>95</sub> (ft)								20.0								
Control Delay (s/veh)								18.5								
Level of Service (LOS)								C								
Approach Delay (s/veh)								18.5								
Approach LOS								C								

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2026	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Build Out FB AM (7:30 AM)	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		1	3	0		0	1	3
Configuration							LR			L	T	TR		L	T	
Volume (veh/h)						91		53	5	0	1122	63	0	96	1078	
Percent Heavy Vehicles (%)						0		0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type   Storage							Left + Thru								1	

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3					5.3	
Critical Headway (sec)						6.40		7.10	5.60	5.30					5.30	
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1					3.1	
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10					3.10	

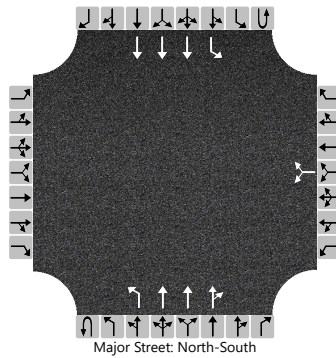
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						153				5					102	
Capacity, c (veh/h)						137				550					298	
v/c Ratio						1.12				0.01					0.34	
95% Queue Length, Q <sub>95</sub> (veh)						19.9				0.0					1.5	
95% Queue Length, Q <sub>95</sub> (ft)						497.5				0.0					37.5	
Control Delay (s/veh)						396.0				11.6					23.4	
Level of Service (LOS)						F				B					C	
Approach Delay (s/veh)						396.0				0.0					1.9	
Approach LOS						F				A					A	

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & Juan Tabo Blvd		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2026			North/South Street	Juan Tabo Boulevard		
Time Analyzed	Build Out FB PM (4:15 PM)			Peak Hour Factor	0.97		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	0	0		0	1	0		0	1	3	0		0	1	3	0
Configuration							LR			L	T	TR		L	T			
Volume (veh/h)						65		32	11	0	1343	60	2	93	1243			
Percent Heavy Vehicles (%)						0		0	0	0			0	3				
Proportion Time Blocked																		
Percent Grade (%)							0											
Right Turn Channelized																		
Median Type   Storage							Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3				5.6	5.3		
Critical Headway (sec)						6.40		7.10	5.60	5.30				5.60	5.36		
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1				2.3	3.1		
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10				2.30	3.13		

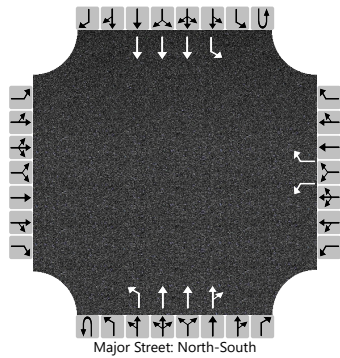
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						100				11				98		
Capacity, c (veh/h)						96				485				236		
v/c Ratio						1.04				0.02				0.41		
95% Queue Length, Q <sub>95</sub> (veh)						13.3				0.1				2.1		
95% Queue Length, Q <sub>95</sub> (ft)						332.5				2.5				53.7		
Control Delay (s/veh)						346.9				12.6				30.9		
Level of Service (LOS)						F				B				D		
Approach Delay (s/veh)						346.9				0.1				2.2		
Approach LOS						F				A				A		

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & Juan Tabo Blvd		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2026			North/South Street	Juan Tabo Boulevard		
Time Analyzed	Build Out FB AM (7:30 AM)			Peak Hour Factor	0.94		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7Brew TIS - Mitigated						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	1	3	0	0	1	3	0
Configuration						L		R		L	T	TR		L	T	
Volume (veh/h)						91		53	5	0	1122	63	0	96	1078	
Percent Heavy Vehicles (%)						0		0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized							No									
Median Type   Storage							Left + Thru					1				

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3					5.3	
Critical Headway (sec)						6.40		7.10	5.60	5.30					5.30	
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1					3.1	
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10					3.10	

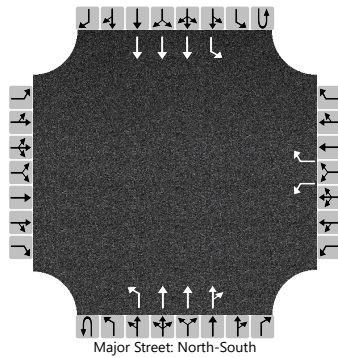
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						97		56		5					102	
Capacity, c (veh/h)						100		367		550					298	
v/c Ratio						0.97		0.15		0.01					0.34	
95% Queue Length, Q <sub>95</sub> (veh)						11.3		0.5		0.0					1.5	
95% Queue Length, Q <sub>95</sub> (ft)						282.5		12.5		0.0					37.5	
Control Delay (s/veh)						264.3		16.6		11.6					23.4	
Level of Service (LOS)						F		C		B					C	
Approach Delay (s/veh)							173.2			0.0					1.9	
Approach LOS							F			A					A	

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2026	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Build Out FB PM (4:15 PM)	Peak Hour Factor	0.97				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS - Mitigated						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	1	3	0	0	1	3	0
Configuration						L		R		L	T	TR		L	T	
Volume (veh/h)						65		32	11	0	1343	60	2	93	1243	
Percent Heavy Vehicles (%)						0		0	0	0			0	3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3				5.6	5.3		
Critical Headway (sec)						6.40		7.10	5.60	5.30				5.60	5.36		
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1				2.3	3.1		
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10				2.30	3.13		

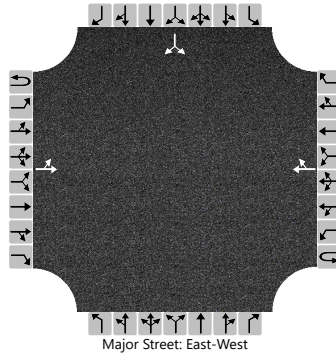
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						67		33		11				98			
Capacity, c (veh/h)						71		320		485				236			
v/c Ratio						0.94		0.10		0.02				0.41			
95% Queue Length, Q <sub>95</sub> (veh)						9.0		0.3		0.1				2.1			
95% Queue Length, Q <sub>95</sub> (ft)						225.0		7.5		2.5				53.7			
Control Delay (s/veh)						296.4		17.6		12.6				30.9			
Level of Service (LOS)						F		C		B				D			
Approach Delay (s/veh)					204.4				0.1				2.2				
Approach LOS					F				A				A				

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & East DW		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2026			North/South Street	East Driveway		
Time Analyzed	Build Out FB AM (7:30 AM)			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		148	10				57	0						0		87
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

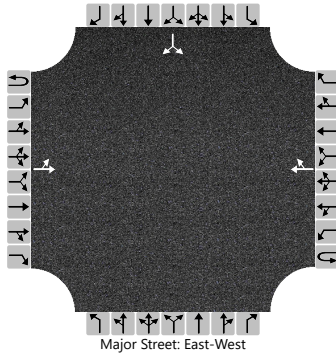
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		161														95	
Capacity, c (veh/h)		1554														1009	
v/c Ratio		0.10														0.09	
95% Queue Length, Q <sub>95</sub> (veh)		0.3														0.3	
95% Queue Length, Q <sub>95</sub> (ft)		7.5														7.5	
Control Delay (s/veh)		7.6	0.8													8.9	
Level of Service (LOS)		A	A													A	
Approach Delay (s/veh)		7.2												8.9			
Approach LOS		A												A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & East DW		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2026			North/South Street	East Driveway		
Time Analyzed	Build Out FB PM (4:15 PM)			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	
Configuration		LT						TR							LR	
Volume (veh/h)		103	49				37	0						0		59
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

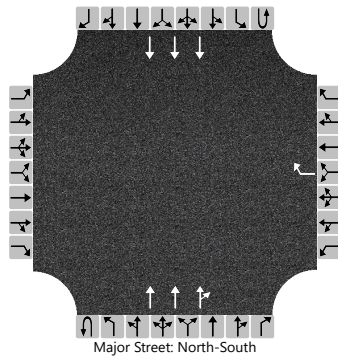
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		112														64	
Capacity, c (veh/h)		1582														1037	
v/c Ratio		0.07														0.06	
95% Queue Length, Q <sub>95</sub> (veh)		0.2														0.2	
95% Queue Length, Q <sub>95</sub> (ft)		5.0														5.0	
Control Delay (s/veh)		7.4	0.5													8.7	
Level of Service (LOS)		A	A													A	
Approach Delay (s/veh)		5.2												8.7			
Approach LOS		A												A			

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	12/29/2025	East/West Street	Discount Tire DW
Analysis Year	2036	North/South Street	Juan Tabo Blvd
Time Analyzed	Horizon NB AM (7:30 AM)	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	2600 Juan Tabo 7 Brew		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	3	0		0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								7			1227	13			1297	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type   Storage					Left + Thru				1							

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

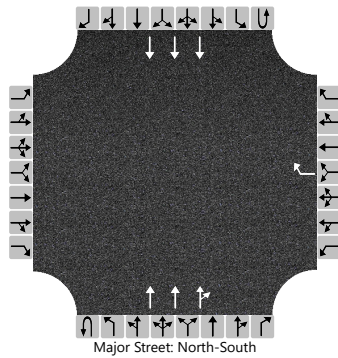
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								7								
Capacity, c (veh/h)								352								
v/c Ratio								0.02								
95% Queue Length, Q <sub>95</sub> (veh)								0.1								
95% Queue Length, Q <sub>95</sub> (ft)								2.5								
Control Delay (s/veh)								15.5								
Level of Service (LOS)								C								
Approach Delay (s/veh)					15.5											
Approach LOS					C											

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Juan Tabo Blvd & Discount Tire DW		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Discount Tire Driveway		
Analysis Year	2036			North/South Street	Juan Tabo Boulevard		
Time Analyzed	Horizon NB PM (4:15 PM)			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	3	0		0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								44			1476	19			1461	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)								0								
Right Turn Channelized								No								
Median Type   Storage								Left + Thru								1

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

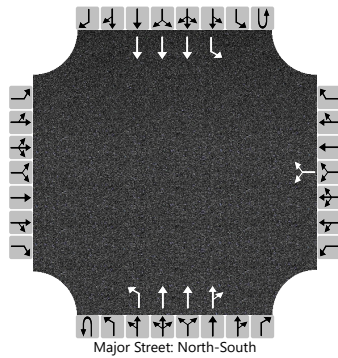
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								45								
Capacity, c (veh/h)								301								
v/c Ratio								0.15								
95% Queue Length, Q <sub>95</sub> (veh)								0.5								
95% Queue Length, Q <sub>95</sub> (ft)								12.5								
Control Delay (s/veh)								19.0								
Level of Service (LOS)								C								
Approach Delay (s/veh)								19.0								
Approach LOS								C								

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2036	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Horizon NB AM (7:30 AM)	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		1	3	0		0	1	3
Configuration							LR			L	T	TR		L	T	
Volume (veh/h)						6		59	6	0	1258	3	0	10	1237	
Percent Heavy Vehicles (%)						0		0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type   Storage							Left + Thru								1	

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3					5.3	
Critical Headway (sec)						6.40		7.10	5.60	5.30					5.30	
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1					3.1	
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10					3.10	

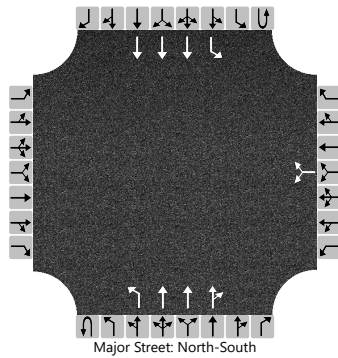
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						69				6					11	
Capacity, c (veh/h)						281				470					272	
v/c Ratio						0.25				0.01					0.04	
95% Queue Length, Q <sub>95</sub> (veh)						1.0				0.0					0.1	
95% Queue Length, Q <sub>95</sub> (ft)						25.0				0.0					2.5	
Control Delay (s/veh)						22.0				12.8					18.8	
Level of Service (LOS)						C				B					C	
Approach Delay (s/veh)						22.0				0.1					0.2	
Approach LOS						C				A					A	

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2036	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Horizon NB PM (4:15 PM)	Peak Hour Factor	0.97				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		1	3	0		0	1	3
Configuration							LR			L	T	TR		L	T	
Volume (veh/h)						41		36	13	0	1490	46	3	72	1389	
Percent Heavy Vehicles (%)						0		0	0	0			0	3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type   Storage							Left + Thru								1	

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3				5.6	5.3		
Critical Headway (sec)						6.40		7.10	5.60	5.30				5.60	5.36		
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1				2.3	3.1		
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10				2.30	3.13		

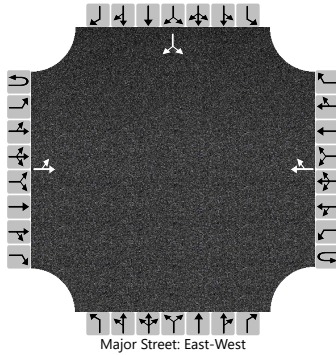
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						79				13					77		
Capacity, c (veh/h)						94				422					203		
v/c Ratio						0.85				0.03					0.38		
95% Queue Length, Q <sub>95</sub> (veh)						7.9				0.1					1.8		
95% Queue Length, Q <sub>95</sub> (ft)						197.5				2.5					46.0		
Control Delay (s/veh)						184.0				13.8					33.4		
Level of Service (LOS)						F				B					D		
Approach Delay (s/veh)						184.0				0.1					1.7		
Approach LOS						F				A					A		

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & East DW		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2036			North/South Street	East Driveway		
Time Analyzed	Horizon NB AM (7:30 AM)			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	12				63	0						0		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type   Storage					Left + Thru											1

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

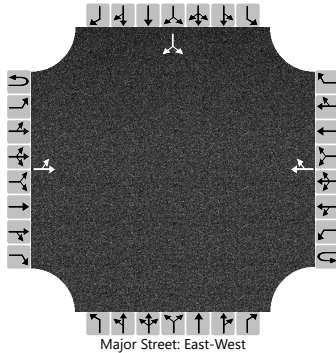
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0														0
Capacity, c (veh/h)		1545														0
v/c Ratio		0.00														
95% Queue Length, Q <sub>95</sub> (veh)		0.0														
95% Queue Length, Q <sub>95</sub> (ft)		0.0														
Control Delay (s/veh)		7.3	0.0													999.0
Level of Service (LOS)		A	A													F
Approach Delay (s/veh)		0.0														
Approach LOS		A														

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & East DW		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2036			North/South Street	East Driveway		
Time Analyzed	Horizon NB PM (4:15 PM)			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0	
Configuration		LT						TR						LR		
Volume (veh/h)		62	55				41	0					0		35	
Percent Heavy Vehicles (%)		0											0		0	
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

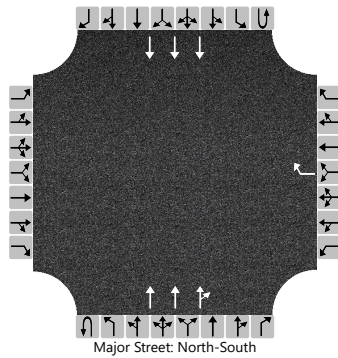
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		67														38	
Capacity, c (veh/h)		1577														1031	
v/c Ratio		0.04														0.04	
95% Queue Length, Q <sub>95</sub> (veh)		0.1														0.1	
95% Queue Length, Q <sub>95</sub> (ft)		2.5														2.5	
Control Delay (s/veh)		7.4	0.3													8.6	
Level of Service (LOS)		A	A													A	
Approach Delay (s/veh)		4.1												8.6			
Approach LOS		A												A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Discount Tire DW				
Analysis Year	2036	North/South Street	Juan Tabo Blvd				
Time Analyzed	Horizon FB AM (7:30 AM)	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	3	0		0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								94			1211	38			1343	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)								0								
Right Turn Channelized								No								
Median Type   Storage								Left + Thru								1

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

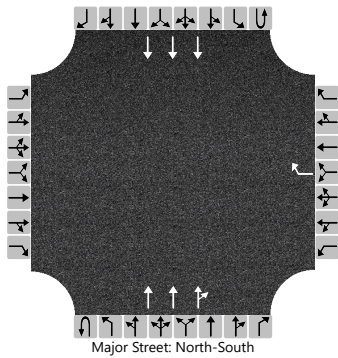
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								100								
Capacity, c (veh/h)								349								
v/c Ratio								0.29								
95% Queue Length, Q <sub>95</sub> (veh)								1.2								
95% Queue Length, Q <sub>95</sub> (ft)								30.0								
Control Delay (s/veh)								19.4								
Level of Service (LOS)								C								
Approach Delay (s/veh)								19.4								
Approach LOS								C								

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ES	Intersection	Juan Tabo Blvd & Discount Tire DW
Agency/Co.	Lee Engineering	Jurisdiction	CABQ
Date Performed	12/29/2025	East/West Street	Discount Tire Driveway
Analysis Year	2036	North/South Street	Juan Tabo Boulevard
Time Analyzed	Horizon FB PM (4:15 PM)	Peak Hour Factor	0.98
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	2600 Juan Tabo 7 Brew		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1		0	3	0		0	3	0
Configuration								R			T	TR			T	
Volume (veh/h)								72			1471	27			1475	
Percent Heavy Vehicles (%)								0								
Proportion Time Blocked																
Percent Grade (%)								0								
Right Turn Channelized								No								
Median Type   Storage								Left + Thru								1

## Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.10								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.90								

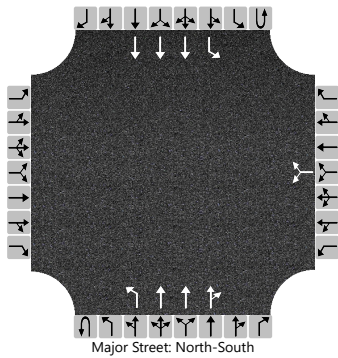
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								73								
Capacity, c (veh/h)								301								
v/c Ratio								0.24								
95% Queue Length, Q <sub>95</sub> (veh)								1.0								
95% Queue Length, Q <sub>95</sub> (ft)								25.0								
Control Delay (s/veh)								20.8								
Level of Service (LOS)								C								
Approach Delay (s/veh)								20.8								
Approach LOS								C								

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2036	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Horizon FB AM (7:30 AM)	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	0	0		0	1	0		0	1	3	0		0	1	3	0
Configuration							LR			L	T	TR		L	T			
Volume (veh/h)						92		59	6	0	1242	64	0	97	1196			
Percent Heavy Vehicles (%)						0		0	0	0			0	0				
Proportion Time Blocked																		
Percent Grade (%)							0											
Right Turn Channelized																		
Median Type   Storage							Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3					5.3	
Critical Headway (sec)						6.40		7.10	5.60	5.30					5.30	
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1					3.1	
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10					3.10	

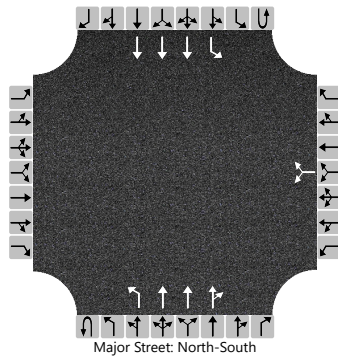
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						161				6					103	
Capacity, c (veh/h)						113				489					258	
v/c Ratio						1.42				0.01					0.40	
95% Queue Length, Q <sub>95</sub> (veh)						31.4				0.0					2.0	
95% Queue Length, Q <sub>95</sub> (ft)						785.0				0.0					50.0	
Control Delay (s/veh)						888.8				12.5					28.2	
Level of Service (LOS)						F				B					D	
Approach Delay (s/veh)						888.8				0.1					2.1	
Approach LOS						F				A					A	

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES	Intersection	Lexington Ave & Juan Tabo Blvd				
Agency/Co.	Lee Engineering	Jurisdiction	CABQ				
Date Performed	12/29/2025	East/West Street	Lexington Avenue				
Analysis Year	2036	North/South Street	Juan Tabo Boulevard				
Time Analyzed	Horizon FB PM (4:15 PM)	Peak Hour Factor	0.97				
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00				
Project Description	2600 Juan Tabo 7Brew TIS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	0	0		0	1	0		0	1	3	0		0	1	3	0
Configuration							LR			L	T	TR		L	T			
Volume (veh/h)						69		36	13	0	1485	65	3	100	1375			
Percent Heavy Vehicles (%)						0		0	0	0			0	3				
Proportion Time Blocked																		
Percent Grade (%)							0											
Right Turn Channelized																		
Median Type   Storage							Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1	5.6	5.3				5.6	5.3		
Critical Headway (sec)						6.40		7.10	5.60	5.30				5.60	5.36		
Base Follow-Up Headway (sec)						3.8		3.9	2.3	3.1				2.3	3.1		
Follow-Up Headway (sec)						3.80		3.90	2.30	3.10				2.30	3.13		

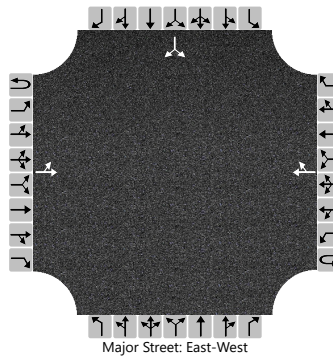
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						108				13				106		
Capacity, c (veh/h)						72				428				199		
v/c Ratio						1.51				0.03				0.53		
95% Queue Length, Q <sub>95</sub> (veh)						24.8				0.1				3.2		
95% Queue Length, Q <sub>95</sub> (ft)						620.0				2.5				81.9		
Control Delay (s/veh)						1102.0				13.7				43.2		
Level of Service (LOS)						F				B				E		
Approach Delay (s/veh)						1102.0				0.1				3.0		
Approach LOS						F				A				A		

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & East DW		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2036			North/South Street	East Driveway		
Time Analyzed	Horizon FB AM (7:30 AM)			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	1	0	
Configuration		LT						TR							LR	
Volume (veh/h)		148	12				63	0					0		87	
Percent Heavy Vehicles (%)		0											0		0	
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

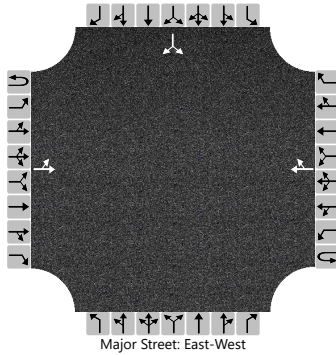
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		161													95		
Capacity, c (veh/h)		1545													1000		
v/c Ratio		0.10													0.09		
95% Queue Length, Q <sub>95</sub> (veh)		0.3													0.3		
95% Queue Length, Q <sub>95</sub> (ft)		7.5													7.5		
Control Delay (s/veh)		7.6	0.8												9.0		
Level of Service (LOS)		A	A												A		
Approach Delay (s/veh)		7.1												9.0			
Approach LOS		A												A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	ES			Intersection	Lexington Ave & East DW		
Agency/Co.	Lee Engineering			Jurisdiction	CABQ		
Date Performed	12/29/2025			East/West Street	Lexington Avenue		
Analysis Year	2036			North/South Street	East Driveway		
Time Analyzed	Horizon FB PM (4:15 PM)			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	2600 Juan Tabo 7 Brew						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		109	55				41	0						0		63
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type   Storage					Left + Thru								1			

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		118														68	
Capacity, c (veh/h)		1577														1031	
v/c Ratio		0.08														0.07	
95% Queue Length, Q <sub>95</sub> (veh)		0.2														0.2	
95% Queue Length, Q <sub>95</sub> (ft)		5.0														5.0	
Control Delay (s/veh)		7.5	0.6													8.7	
Level of Service (LOS)		A	A													A	
Approach Delay (s/veh)		5.2												8.7			
Approach LOS		A												A			