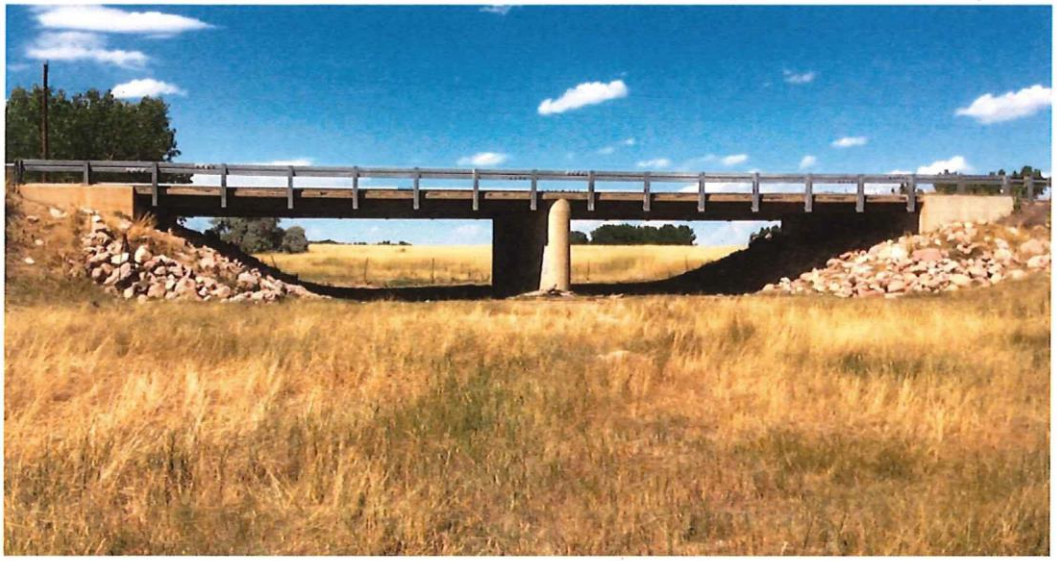
Bohannan Huston

July 29, 2025



INSPIRATION 61
TRAFFIC IMPACT ANALYSIS

Albuquerque, New Mexico

INSPIRATION 61
TRAFFIC IMPACT ANALYSIS

FINAL SUBMITTAL

Date:

July 29, 2025

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Appendix B: 2024 Existing Intersection Capacity Analysis

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I. INTRODUCTION AND SUMMARY

The Pulte Development group proposes to develop the Inspiration 61 residential neighborhood, situated on the south side of Arroyo Vista, and directly west of the Jennifer Riordan Spark Kindness Sports Complex, in Albuquerque, New Mexico. The proposed development will include 221 single-family detached residential lots.

A. STUDY PURPOSE

The purpose of the traffic study is to determine the impacts of the proposed development on the surrounding roadway network, evaluate the operation of the proposed site entrances, and to recommend any mitigation measures that may be necessary to support additional traffic generated by the new development.

B. EXECUTIVE SUMMARY

1. SITE LOCATION AND STUDY AREA

The site is located south of Arroyo Vista, and west of the Jennifer Riordan Spark Kindness Sports Complex in Albuquerque, New Mexico. A vicinity map and proposed site plan are shown in Figure 1.

The study area consists of the following intersections:

- Arroyo Vista & School Entrance Driveway
- Arroyo Vista & Tierra Pintada Boulevard
- Tierra Pintada & Stormcloud Avenue
- Arroyo Vista & Jennifer Riordan Spark Kindness Sports Complex Driveway
- Arroyo Vista & Nusenda Community Stadium Driveway
- Arroyo Vista & Deer Valley Trail
- Arroyo Vista & Gateway Lane

The intersection evaluations include analysis for the AM and PM peak hours for the following traffic conditions:

- Existing traffic (2024)
- 2028 Completion Year without the proposed site development (2028 No Build)
- 2028 Completion Year with the proposed site development (2028 Build)
- 2038 Horizon Year without the proposed site development (2038 No Build)
- 2038 Horizon Year with the proposed side development (2038 Build)

2. PRINCIPAL FINDINGS

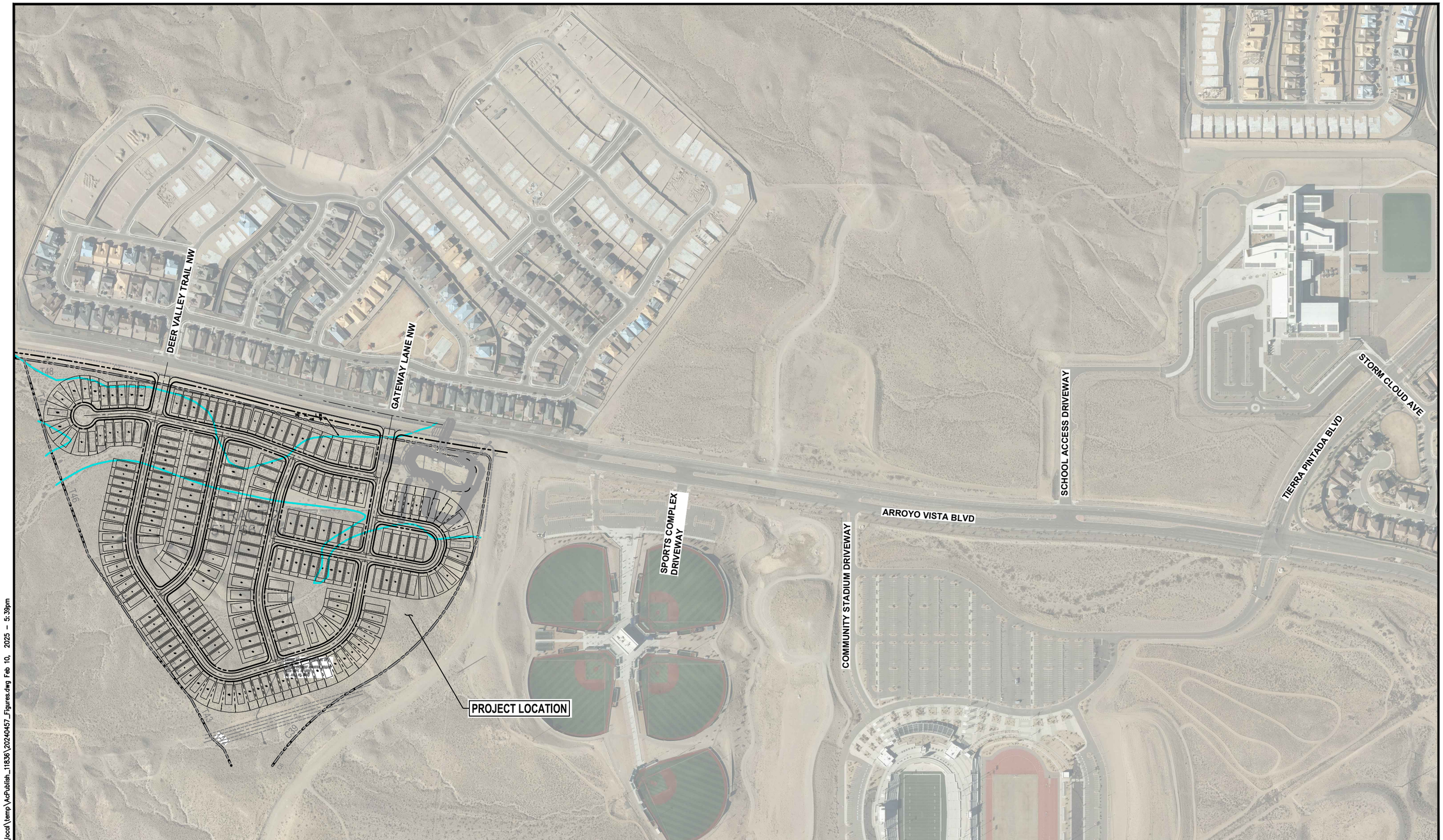
The traffic analysis found that all intersections operate overall acceptably in the 2024 Existing, 2028 and 2038 No Build & Build conditions, with all intersections operating at LOS B or better.

Implementation of the Inspiration 61 residential development would not significantly alter traffic patterns in that they would require additional mitigative efforts at the major intersections to maintain operability. With the buildout of the development, the intersections of Arroyo Vista and Deer Valley Trail and Arroyo Vista and Gateway Lane will require a dedicated left turning lane based on volumes that will be entering the proposed development. These left turn lanes shall be constructed following the City of Albuquerque DPM with a minimum storage length of 240 feet with a 300 – 150-foot lane transition reverse curve.

An analysis of the crash data information showed that the crashes that have occurred in the study area are minor, and no proposed changes to these intersections are proposed in this report as the responsibility of the developer.

3. RECOMMENDATIONS

- The two proposed access points for the proposed development will require a single lane northbound egress.
- The two proposed access points for the proposed development will require a dedicated westbound left turn lane to be built. These left turn lane shall be constructed following the City of Albuquerque DPM with a minimum storage length of 240 feet with a 300 – 150-foot lane transition reverse curve.
- Access points for the proposed development will be required to follow City of Albuquerque standards.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and the City of Albuquerque requirements.



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INSPIRATION 61 SITE
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

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II. PROPOSED DEVELOPMENT

A. LAND USE AND INTENSITY

The proposed development is a 221-lot single family detached residential subdivision. The area around this proposed development includes several single-family developments that have been built in recent years. West of the site is undeveloped land.

The development is located south along Arroyo Vista, and directly west of the Jennifer Riordan Spark Kindness Sports Complex.

B. DEVELOPMENT PHASING AND TIMING

The project is expected to be developed by 2028, occurring in 1 phase.

III. STUDY AREA CONDITIONS

A. STUDY AREA

The study area consists of the following intersections:

- Arroyo Vista & School Entrance Driveway (Existing 3-Way Unsignalized Intersection)
- Arroyo Vista & Tierra Pintada Boulevard (Existing Signalized Intersection)
- Tierra Pintada & Stormcloud Avenue (Existing Signalized Intersection)
- Arroyo Vista & Jennifer Riordan Spark Kindness Sports Complex Driveway (Existing 3-Way Unsignalized Intersection)
- Arroyo Vista & Nusenda Community Stadium Driveway (Existing 3-Way Unsignalized Intersection)
- Arroyo Vista & Deer Valley Trail (Future Two-Way Stop Controlled Intersection & Site Driveway)
- Arroyo Vista & Gateway Lane (Future Two-Way Stop Controlled Intersection & Site Driveway)

B. SITE ACCESSIBILITY

The development will expand access on the existing Deer Valley Trail and Gateway Lane intersections. These intersections, with the development of the site, will expand from a 3-leg intersection to 4-leg, two-way stop-controlled with Arroyo Vista being

uncontrolled. Traffic is all projected to enter from the east, originating either westbound or southbound right at the intersection of Arroyo Vista and Tierra Pintada. About half of the residential traffic are projected to enter through the east Gateway Lane intersection, while the other half will be utilizing the Deer Valley Lane intersection.

C. DATA SOURCES

The data used in this report consist of the traffic volumes described below, aerial photography and mapping from Google Earth®, as well as information provided by Cleland Traffic Counts, and the Pulte Development group.

IV. EXISTING CONDITIONS ANALYSIS

A. BACKGROUND

Roadway federal classification is updated approximately every four years. The classification process involves local governments, the Mid Region Council of Governments (MRCOG), New Mexico Department of Transportation (NMDOT), and the Federal Highway Administration (FHWA). The 2024 MRCOG Roadway Functional Classification Map classifies roadways based on their function. Roadways are subject to design guidance based on their functional classification, design speed, or based on Comprehensive Plan corridor designations.

1. ADJACENT ROADWAYS

The following are adjacent roadways:

- Arroyo Vista Blvd is classified as an Existing Community Principal Arterial east of the intersection with Tierra Pintada, while it is classified as a Proposed Community Principal Arterial west of the intersection. Arroyo Vista has a posted speed limit of 35 Miles Per Hour (MPH). Arroyo Vista includes 2 travel lanes westward, and 3 travel lanes eastward. The roadway is split along its length within the vicinity site with a non-traversable median. Both sidewalk trails and bicycle lanes exist in both directions along Arroyo Vista in this area.
- Tierra Pintada Blvd is classified as a major collector north of the intersection with Arroyo Vista. Tierra Pintada has a posted speed limit of 35 MPH. North of the intersection, Tierra Pintada includes 2 travel lanes in both directions, split by a non-traversable median. Both sidewalk trails and bicycle lanes exist in both directions along Tierra Pintada in this area.
- Storm Cloud Ave is classified as a local road east of its intersection with Tierra Pintada. As a local road in a residential area, it can be assumed the speed limit does not surpass 15 MPH. Sidewalks exist in both directions along Storm Cloud in this area. The west leg of Storm Cloud Ave is designated access point for parent pick up and drop off to the Tres Volcanes Community Collaborative K-8 school and is therefore utilized heavily during pick up and drop off hours.
- Other roadways involved but not mentioned here are not classified by the NMDOT and can be assumed to be local roads.

2. INTERSECTION TRAFFIC CONTROL

The following are the intersections, and the traffic control associated with each intersection.

- Arroyo Vista & School Entrance Driveway is an existing 3-Way Unsignalized Intersection with stop control on the School Access leg. Arroyo Vista at this intersection is uncontrolled. This school entrance access is the bus access for Tres Volcanes Community Collaborative K-8 school and is signed as buses only.
- Arroyo Vista & Tierra Pintada Boulevard is an existing signalized intersection. The westbound left turn lane and the southbound left turn lane is a protected only movements, whereas all other left turn movements are protected/permissive. The westbound right turn has a right turn movement that is separate from the signal with yield condition. Traffic signal timing for the intersection was provided by the City of Albuquerque.
- Tierra Pintada & Stormcloud Avenue is an existing signalized intersection. Stormcloud Avenue at this intersection is the main access to Tres Volcanes Community Collaborative K-8 school and is therefore utilized heavily during pick up and drop off times. The northbound left at this intersection is a protected/permissive movements and all other movements are permissive. Traffic signal timing for the intersection was provided by the City of Albuquerque.
- Arroyo Vista & Jennifer Riordan Spark Kindness Sports Complex Driveway is an existing 3 way unsignalized intersection with stop control on the sports complex leg and no traffic control on Arroyo Vista. An additional development will be constructed prior to this development that will add a southbound leg to the existing intersection.
- Arroyo Vista & Nusenda Community Stadium Driveway is an existing 3 way unsignalized intersection with stop control on the stadium access leg and no traffic control on Arroyo Vista. An additional development will be constructed prior to this development that will add a southbound leg to the existing intersection.
- Arroyo Vista & Deer Valley Trail is an existing 3 way unsignalized intersection with stop control on the north leg controlling existing neighborhood traffic. Once this development is constructed, it will add a southbound leg to the existing intersection.
- Arroyo Vista & Gateway Lane is an existing 3 way unsignalized intersection with stop control north leg controlling neighborhood exiting traffic. Once this development is constructed, it will add a southbound leg to the existing intersection.

B. EXISTING TRAFFIC CONDITIONS

Traffic counts for the intersections analyzed in the study area were collected November 13th and 14th, 2024. Existing traffic counts are included in Appendix A. The counts included 6-hour turning movement counts. Data was collected from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM at each of the intersections. The counts provide the AM and PM peak hours used in the analysis.

C. LEVEL OF SERVICE DEFINITIONS

The *Highway Capacity Manual Seventh Edition* (HCM) defines Level of Service (LOS) for signalized and un-signalized intersections in Table 1 as follows:

Table 1 | LOS Definitions

Level of Service	Definition	Signalized (sec/veh)	Unsignalized (sec/veh)
A	Most vehicles do not stop	<10	<10
B	Some vehicles stop	>10 and <20	>10 and <15
C	Significant numbers of vehicles stop	>20 and <35	>15 and <25
D	Many vehicles stop	>35 and <55	>25 and <35
E	Limit of acceptable delay	>55 and <80	>35 and <50
F	Unacceptable delay	>80	>50

The City of Albuquerque has established LOS D as the generally acceptable level of service in urban areas. When intersections operate below this level, improvements are considered where feasible. Other critical movements are also desired to have LOS D or better if possible.

D. EXISTING INTERSECTION CAPACITY ANALYSIS

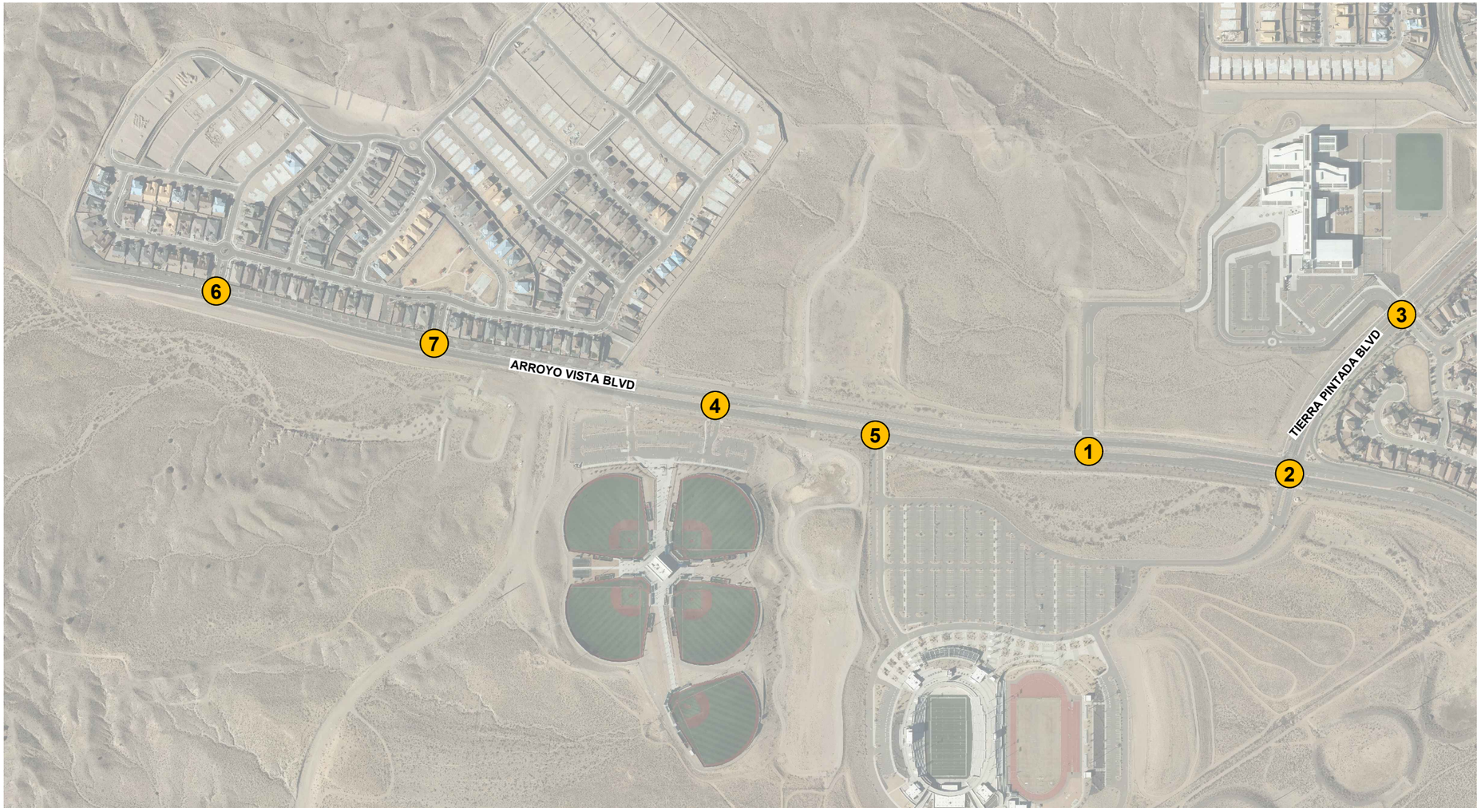
The traffic volume for all existing intersections were analyzed using Highway Capacity Software (HCS 2024), which uses the intersection methodology from the Seventh Edition of the Highway Capacity Manual (HCM). Existing traffic volumes are shown in Figure 2. Individual intersection output for the existing conditions analysis is included in Appendix B. The results are summarized in Table 2 and Table 3.

The signalized intersections of Arroyo Vista & Tierra Pintada, as well as Tierra Pintada & Stormcloud operate at an acceptable level of service in both the AM and PM peak hours, with all movements operating at LOS B or better.

Table 2 | 2024 Existing Signalized Intersection Results						
Intersection	2024 AM Peak			2024 PM Peak		
	Delay	LOS	Max V/C	Delay	LOS	Max V/C
Arroyo Vista & Tierra Pintada	16.9	B	0.649	15.9	B	0.590
Tierra Pintada & Stormcloud	11.6	B	0.432	11.2	B	0.260

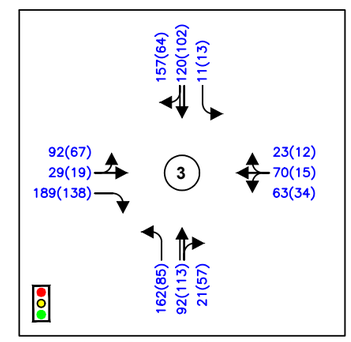
The unsignalized intersections all operate at acceptable levels of service in the AM and PM peak hours, operating at LOS B or better. The Results for the unsignalized intersections are shown in Table 3.

Table 3 | 2024 Existing Unsignalized Intersection Results								
	2024 AM Peak				2024 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Arroyo Vista & School Entrance	9.9	-	-	A	9.9	-	-	A
Eastbound Left	7.4	0.00	0	A	7.5	0.00	0	A
Southbound Approach	9.9	0.02	25	A	9.9	0.02	25	A
Arroyo Vista & Sports Complex	0.0	-	-	A	9.2	-	-	A
Westbound Left	8.8	0.00	0	A	8.4	0.00	0	A
Northbound Left	10.4	0.00	0	B	10.1	0.00	0	B
Northbound Right	9.5	0.00	0	A	9.2	0.00	0	A
Arroyo Vista & Community Stadium	9.4	-	-	A	9.2	-	-	A
Westbound Left	8.7	0.00	0	A	8.5	0.00	0	A
Northbound Left	10.3	0.00	0	B	10.2	0.00	0	B
Northbound Right	9.4	0.00	0	A	9.2	0.00	0	A
Arroyo Vista & Deer Valley	8.8	-	-	A	8.7	-	-	A
Eastbound Approach	7.3	0.00	0	A	7.3	0.00	0	A
Southbound Approach	8.8	0.05	25	A	8.7	0.03	25	A
Arroyo Vista & Gateway	9.8	-	-	A	9.3	-	-	A
Eastbound Approach	7.3	0.00	0	A	7.4	0.00	0	A
Southbound Approach	9.8	0.18	25	A	9.3	0.07	25	A
* – HCM 95th percentile queue rounded to next 25-foot increment								

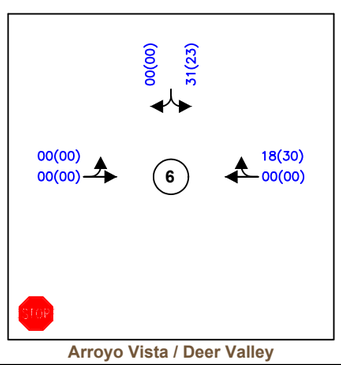


LEGEND

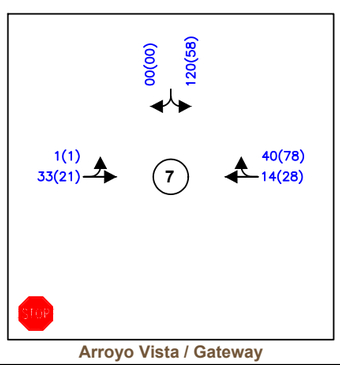
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



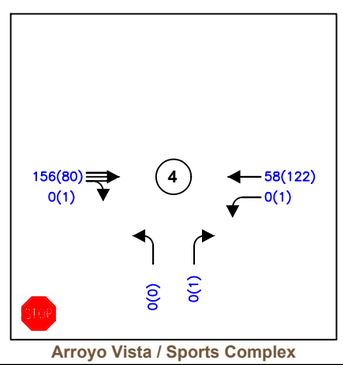
Tierra Pintada / Stormcloud



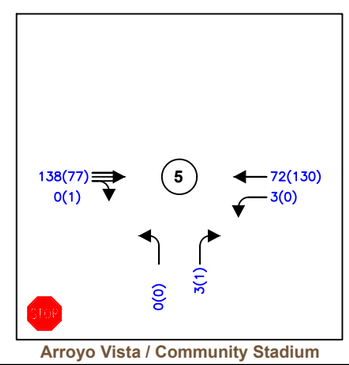
Arroyo Vista / Deer Valley



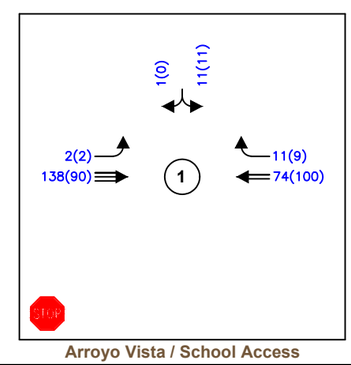
Arroyo Vista / Gateway



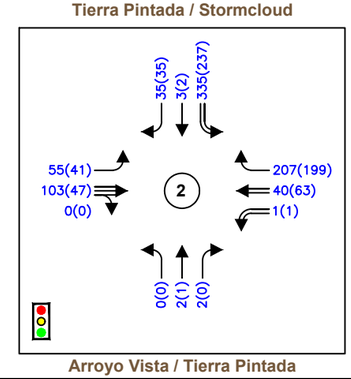
Arroyo Vista / Sports Complex



Arroyo Vista / Community Stadium



Arroyo Vista / School Access



Arroyo Vista / Tierra Pintada

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INSPIRATION 61 SITE
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FIGURE 2
2024 AM(PM) EXISTING
PEAK HOUR TRAFFIC VOLUMES

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V. PROJECTED TRAFFIC

A. SITE TRAFFIC FORECASTING

1. TRIP GENERATION

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are made as intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips we used in this analysis.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, the diverted link trips have been included in the primary trips.

This study evaluates primary trips only.

The trip generation based on the 10th Edition of the Institute of Transportation engineer's (ITE) Trip Generation Manual is shown in Table 4 below with the following considerations. The trip generation is based on the peak hour of the adjacent street traffic, with the given land use and generated traffic as shown in Table 4.

Table 4 | Trip Generation

Land Use	ITE Code	Size	AM Enter	AM Exit	PM Enter	PM Exit
Single-Family Detached Housing	210	221	38	115	132	77

2. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution was determined using a modified gravity model that considered a region-wide travel shed for employment trips. As the development is residential, standard traffic analysis assumes the trips in the peak hour to be primarily employment trips, so the destinations for the AM trips are employment locations, with the origins the site. In the PM peak hour, the destination is the site, and the origins are the employment locations.

The gravity model uses the locations of employment, which are weighted by the number of jobs in the Subareas in the Albuquerque Metropolitan area divided by their distance from the site. This means that employment locations closer to the site are considered more likely, with those farther away to be less likely, depending on how many jobs are in each Subarea.

The gravity model utilized socioeconomic data obtained from the Mid Region Council of Governments (MRCOG), which included population and employment estimates for each subarea within the Albuquerque Metropolitan Planning Area to develop the trip distribution.

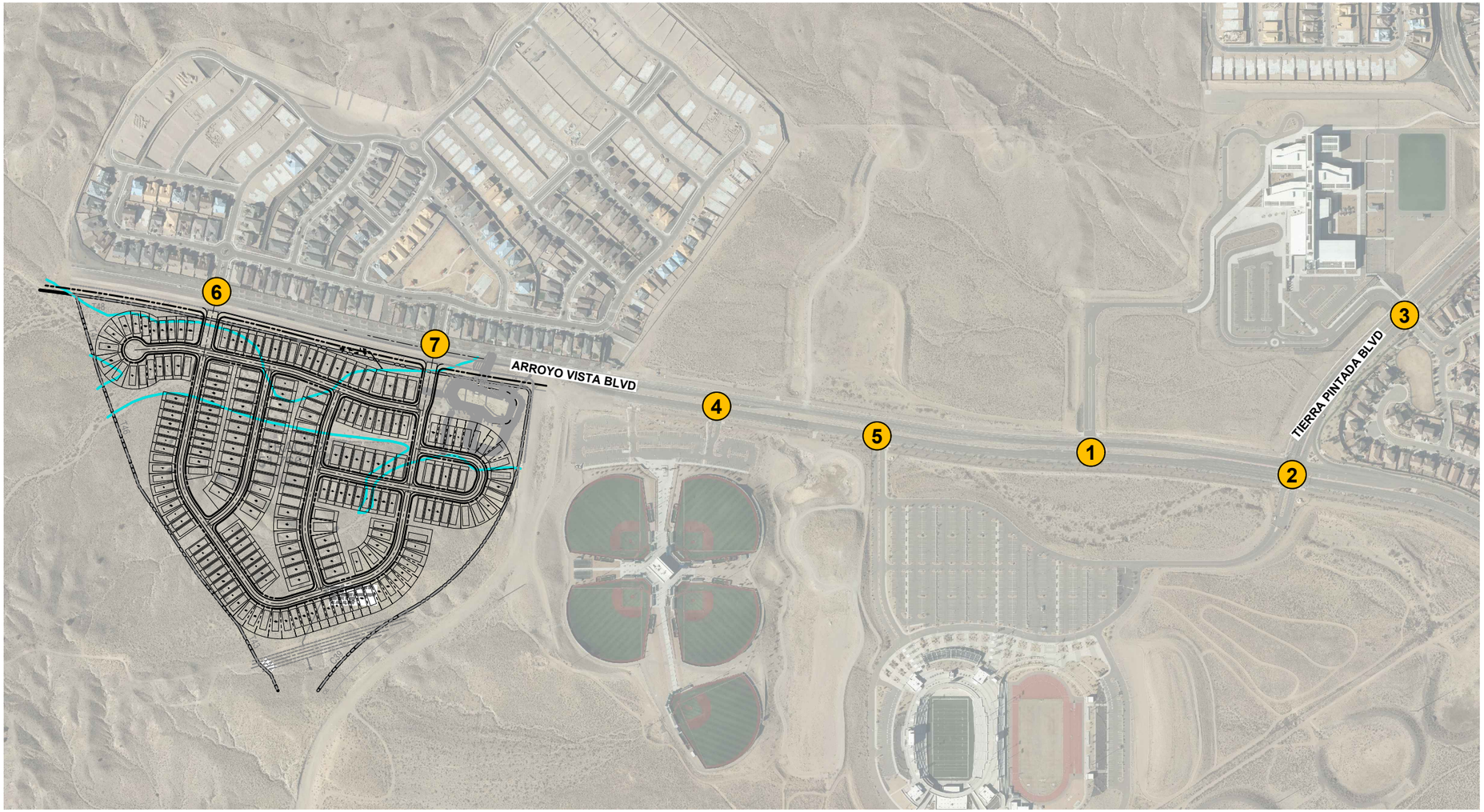
Trip Distribution Percentages are shown in Figure 3.

3. TRAFFIC PROJECTIONS

A background growth rate of 1% was applied to provide an estimate of potential future growth of traffic at all intersections evaluated. This growth rate was calculated by averaging the 10-year historical growth rates found in the MRCOG Traffic Flow maps. The growth rate determination and data are summarized in the spreadsheets included in Appendix C.

4. BACKGROUND TRAFFIC ADDITIONS

The addition of background traffic from neighboring developments in progress of construction around the same period as Inspiration 61 were considered for future scenarios. The Pulte APS Property residential development is occurring directly east of the planned Inspiration 51 development, with the incoming trips generated from their 214 single family homes occurring prior to Inspiration 51. The addition of these background trips are added to all scenarios following the 2024 existing.



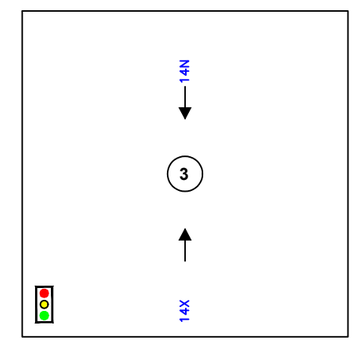
LEGEND

Thru Lanes (# as indicated)

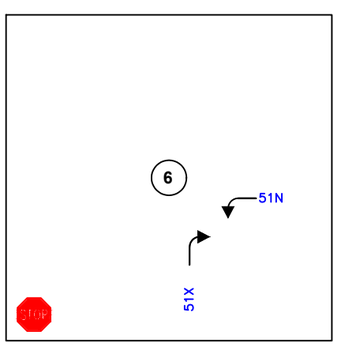
Turning Lanes (# as indicated)

NNN Entering Percentages

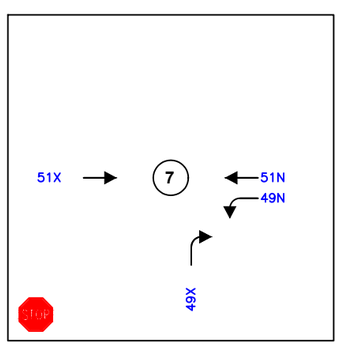
XXX Exiting Percentages



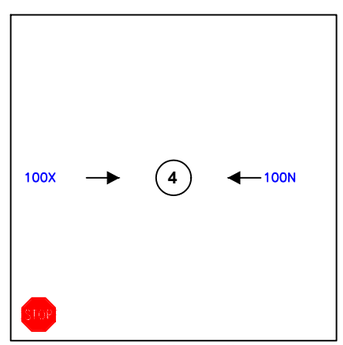
Tierra Pintada / Stormcloud



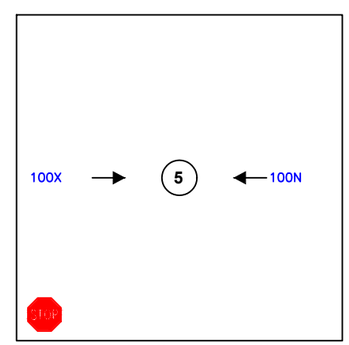
Arroyo Vista / Deer Valley



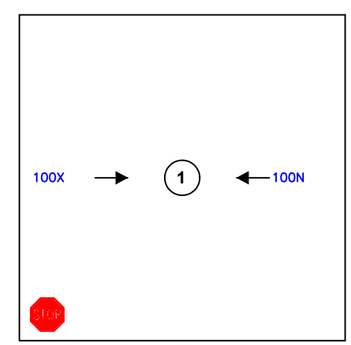
Arroyo Vista / Gateway



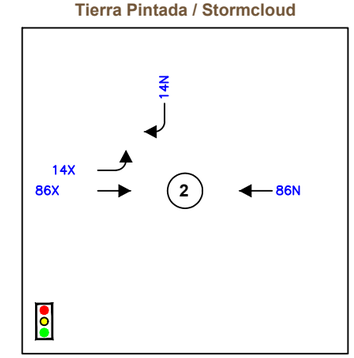
Arroyo Vista / Sports Complex



Arroyo Vista / Community Stadium



Arroyo Vista / School Access



Arroyo Vista / Tierra Pintada

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INSPIRATION 61 SITE
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 3
RESIDENTIAL TRIP DISTRIBUTION PERCENTAGES

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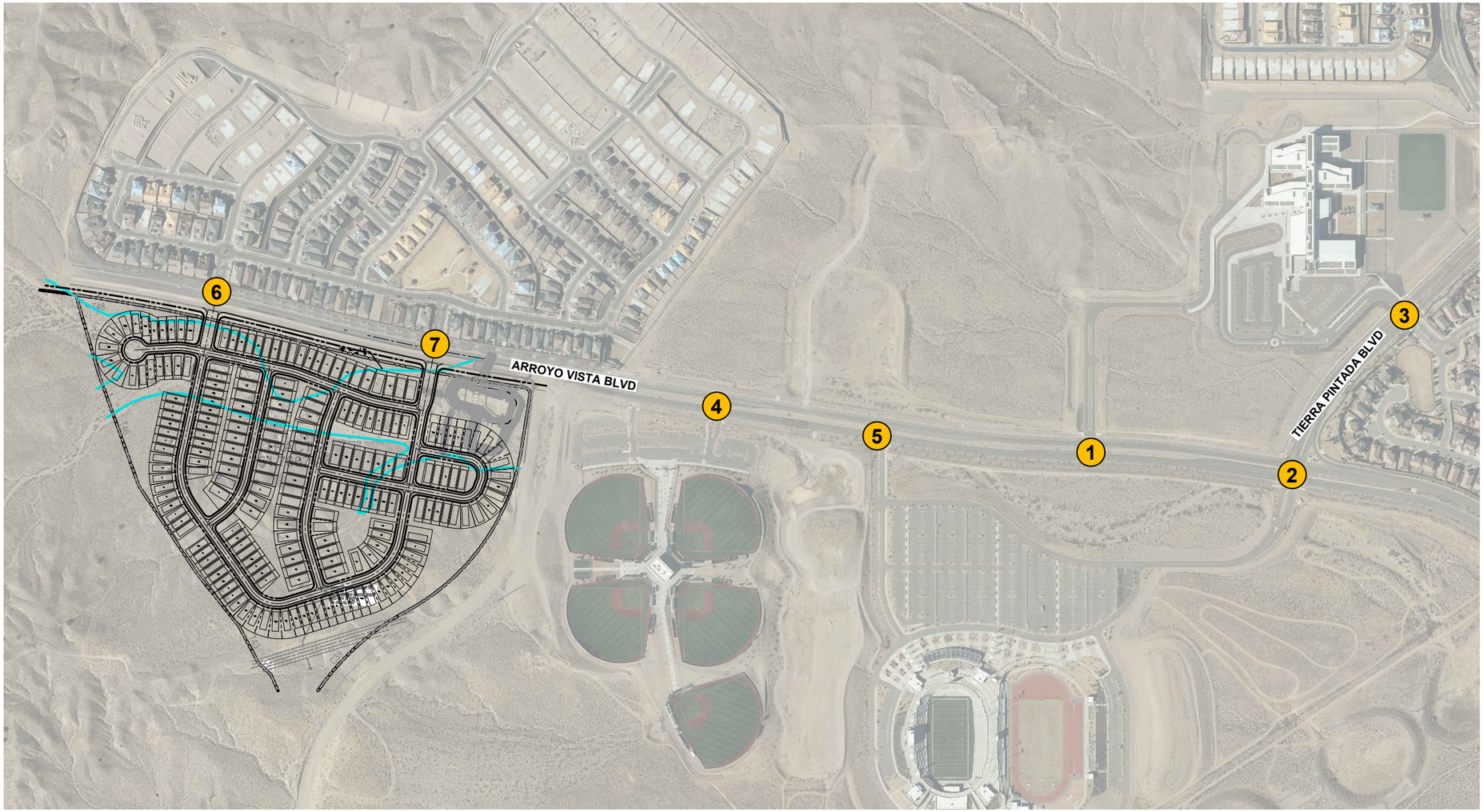
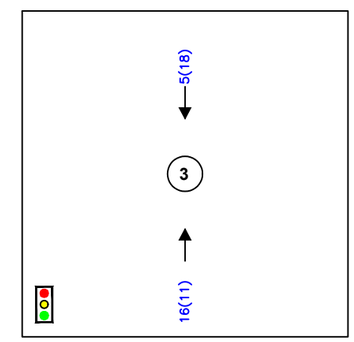


LEGEND

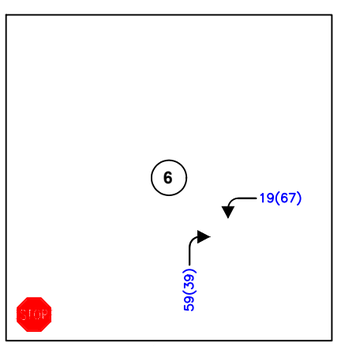
Thru Lanes (# as indicated)

Turning Lanes (# as indicated)

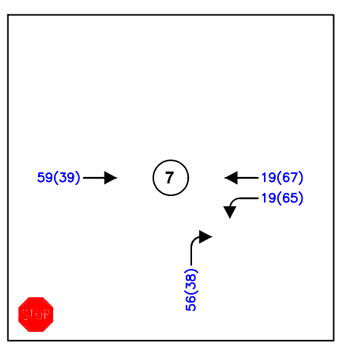
1234(1234) AM(PM) Generated Trips



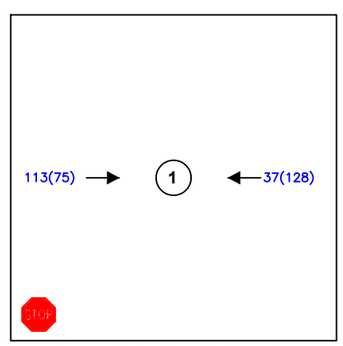
Tierra Pintada / Stormcloud



Arroyo Vista / Deer Valley



Arroyo Vista / Gateway



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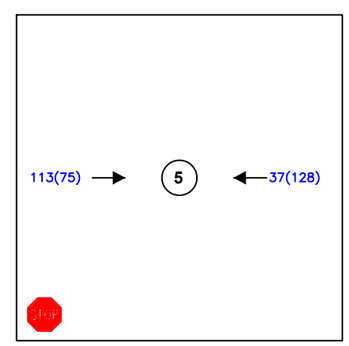
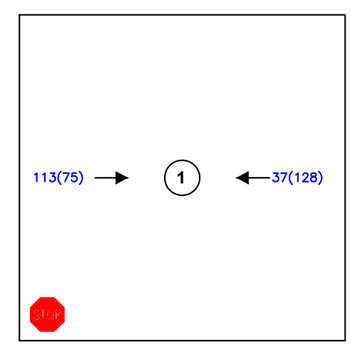
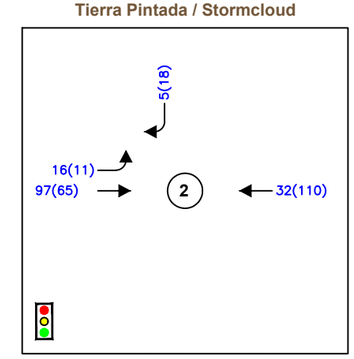


Arroyo Vista / Community Stadium



Arroyo Vista / School Access



Arroyo Vista / Tierra Pintada

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INSPIRATION 61 SITE
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 4
RESIDENTIAL TRIP GENERATION VOLUMES

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VI. TRAFFIC AND IMPROVEMENT ANALYSIS

A. TURN LANE REQUIREMENTS

The City of Albuquerque Development Process Manual (DPM), Table 7.4.67 Turn Lane Warrants, includes information for when turn lanes are warranted. This information was used to analyze the need for left lanes along Arroyo Vista at the development site access points. Based on a design speed of 35 MPH, turning volume per hour above 40 for left turning vehicles would meet the threshold to install dedicated turn lanes.

By the build scenario, The Arroyo Vista & Deer Valley Trail intersection introduces 67 left turning vehicles in the PM peak hour, meeting the criteria for requiring a left turning lane. A left turn lane at the intersection of Arroyo Vista and Deer Valley Trail is recommended to be installed prior to the full build out of the development.

By the build scenario, the Arroyo Vista & Gateway Lane intersection induces 65 left turning vehicles in the PM peak hour, meeting the criteria for requiring a left turning lane. A left turn lane at the intersection of Arroyo Vista and Gateway Lane is recommended to be installed prior to the full build out of the development.

These left turn lanes shall be constructed following the City of Albuquerque DPM with a minimum storage length of 240 feet with a 300 – 150-foot lane transition reverse curve.

B. TRAFFIC OPERATIONS

The following section will discuss the results of the future year traffic analysis. The intersection capacity analysis was completed using HCS 2024 which implements the Highway Capacity Manual procedures.

1. 2028 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2028 No Build analysis assumes that the proposed Inspiration 61 development is not completed by the 2028 development year, while the neighboring APS property development during this time is included in the background traffic. Figure 5 shows the 2028 No Build Results. Table 5 and Table 6 show the No Build results. The HCS outputs are included in Appendix D.

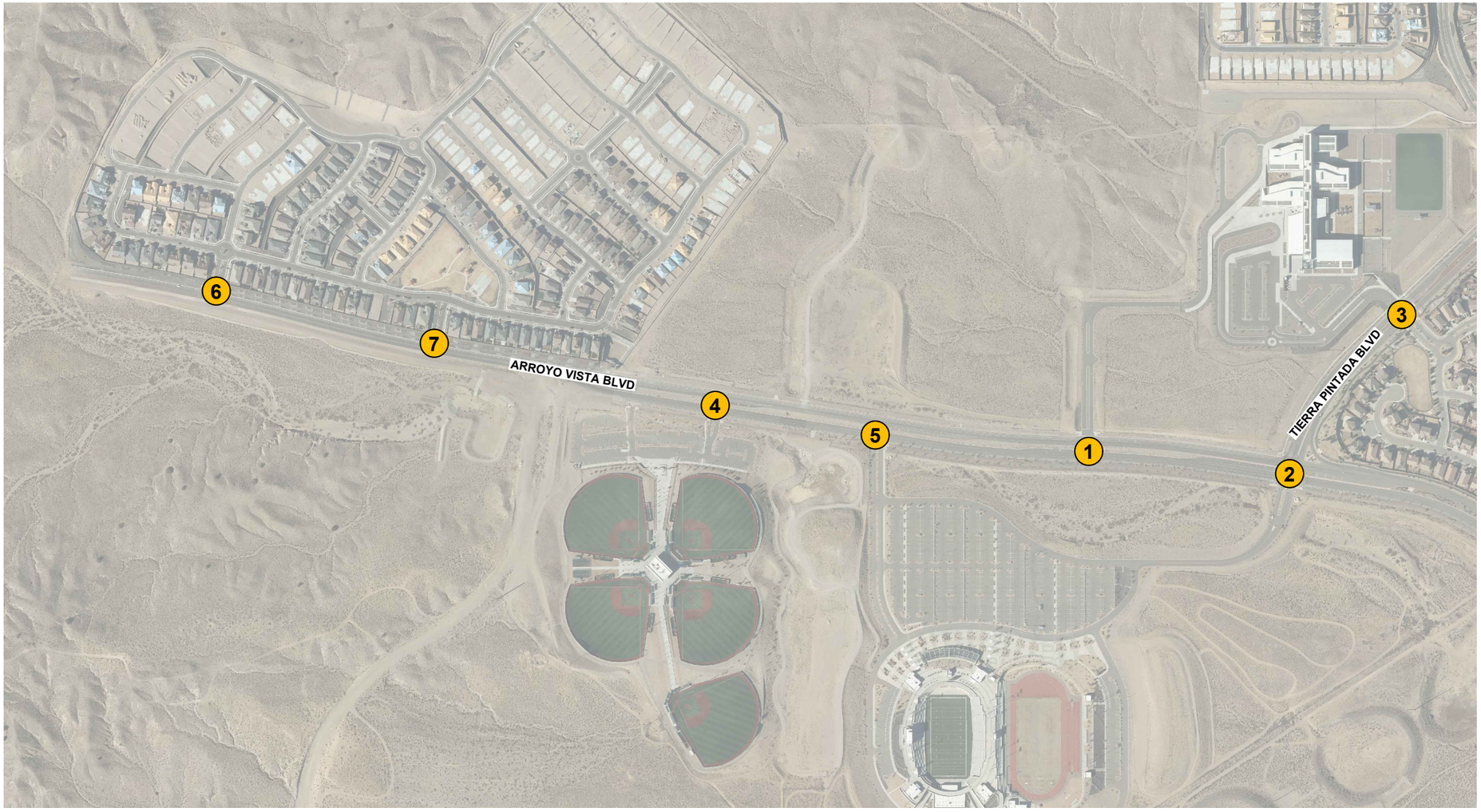
The study found that the signalized intersections, Arroyo Vista & Tierra Pintada, as well as Tierra Pintada & Stormcloud, operate at acceptable levels of service. All operate at an overall LOS B or better. Table 5 shows a summary of the operations for the No Build Signalized Results.

Table 5 | 2028 No Build Signalized Intersection Results						
Intersection	2028 AM Peak			2028 PM Peak		
	Delay	LOS	Max V/C	Delay	LOS	Max V/C
Arroyo Vista & Tierra Pintada	17.3	B	0.664	16.6	B	0.609
Tierra Pintada & Stormcloud	11.7	B	0.445	11.4	B	0.297

The study found that all unsignalized intersections operate at acceptable levels of service in the 2028 No Build condition with all movements at LOS B or better for both AM and PM peak hours, as shown in the results per Table 6.

All unsignalized intersections operate optimally, at an overall level of service at LOS A. At the individual movement level, the intersections of Arroyo Vista & Sports Complex, as well as Arroyo Vista & Community Stadium, experience operational LOS B in the direction of the minor road, for the northbound left movements.

Table 6 | 2028 No Build Unsignalized Intersection Results								
	2028 AM Peak				2028 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Arroyo Vista & School Entrance	10.3	-	-	B	11.0	-	-	B
Eastbound Left	7.6	0.00	0	A	7.9	0.00	0	A
Southbound Approach	10.3	0.02	25	B	11.0	0.02	25	B
Arroyo Vista & Sports Complex	10.2	-	-	B	10.5	-	-	B
Eastbound Approach	7.4	0.00	0	A	7.7	0.00	0	A
Westbound Left	8.8	0.00	0	A	8.5	0.00	0	A
Northbound Left	10.7	0.00	0	B	10.5	0.00	0	B
Northbound Right	-	-	-	-	9.2	0.00	0	A
Southbound Approach	10.2	0.07	25	B	10.5	0.05	25	B
Arroyo Vista & Community Stadium	10.9	-	-	B	11.7	-	-	B
Eastbound Approach	7.5	0.00	0	A	7.9	0.00	0	A
Westbound Left	8.9	0.00	0	A	8.6	0.00	0	A
Northbound Left	11.0	0.00	0	B	11.3	0.00	0	B
Northbound Right	9.6	0.00	0	A	9.3	0.00	0	A
Southbound Approach	10.9	0.13	25	B	11.7	0.11	25	B
Arroyo Vista & Deer Valley	8.8	-	-	A	8.7	-	-	A
Eastbound Approach	7.3	0.00	0	A	7.3	0.00	0	A
Southbound Approach	8.8	0.06	25	A	8.7	0.04	25	A
Arroyo Vista & Gateway	9.9	-	-	A	9.3	-	-	A
Eastbound Approach	7.3	0.00	0	A	7.4	0.00	0	A
Southbound Approach	9.9	0.18	25	A	9.3	0.08	25	A
* – HCM 95th percentile queue rounded to next 25-foot increment								



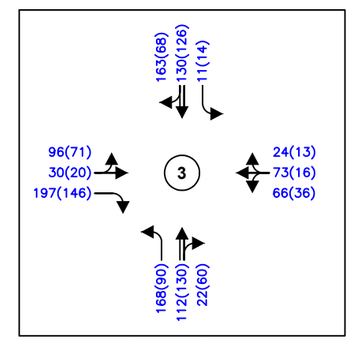
LEGEND

Thru Lanes (# as indicated)

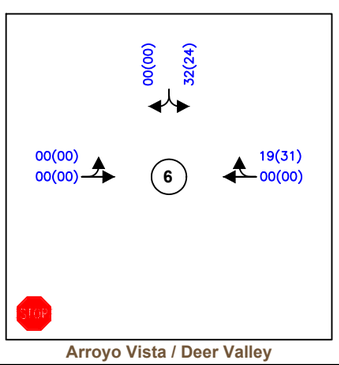
Turning Lanes (# as indicated)

1234(1234) AM(PM) Traffic Counts

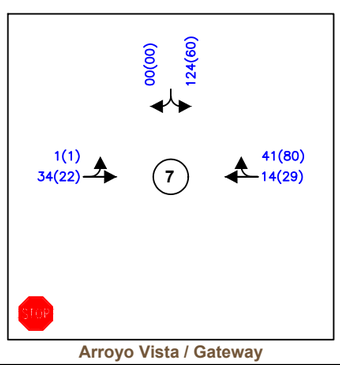
X(X) AM(PM) Level of Service (LOS)



Tierra Pintada / Stormcloud



Arroyo Vista / Deer Valley



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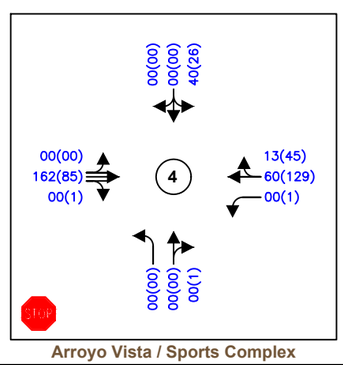
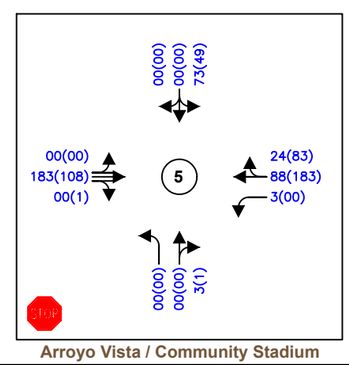


Arroyo Vista / Sports Complex



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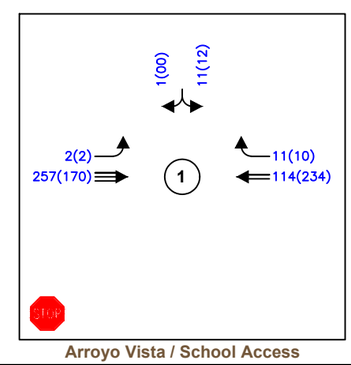
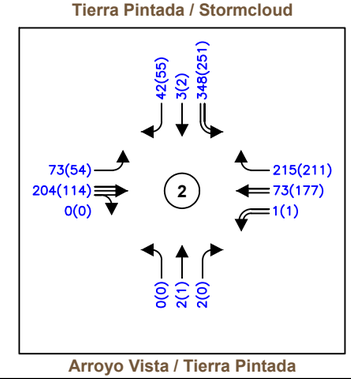


Arroyo Vista / School Access



Arroyo Vista / Tierra Pintada

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INSPIRATION 61 SITE
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 5
2028 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

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2. 2028 BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 4) were assigned to the intersections using the trip percentages and associated volumes, shown in Figure 3. These trips were added to the 2028 No Build traffic projections.

The study found that both the signalized intersections will continue to operate at acceptable levels of service with the introduction of the proposed development traffic. The intersections operate at overall LOS B or better, with individual movements operating at LOS C or better. The 2028 Build capacity analysis is shown in Table 7 and Table 8. The individual intersection output is included in Appendix E.

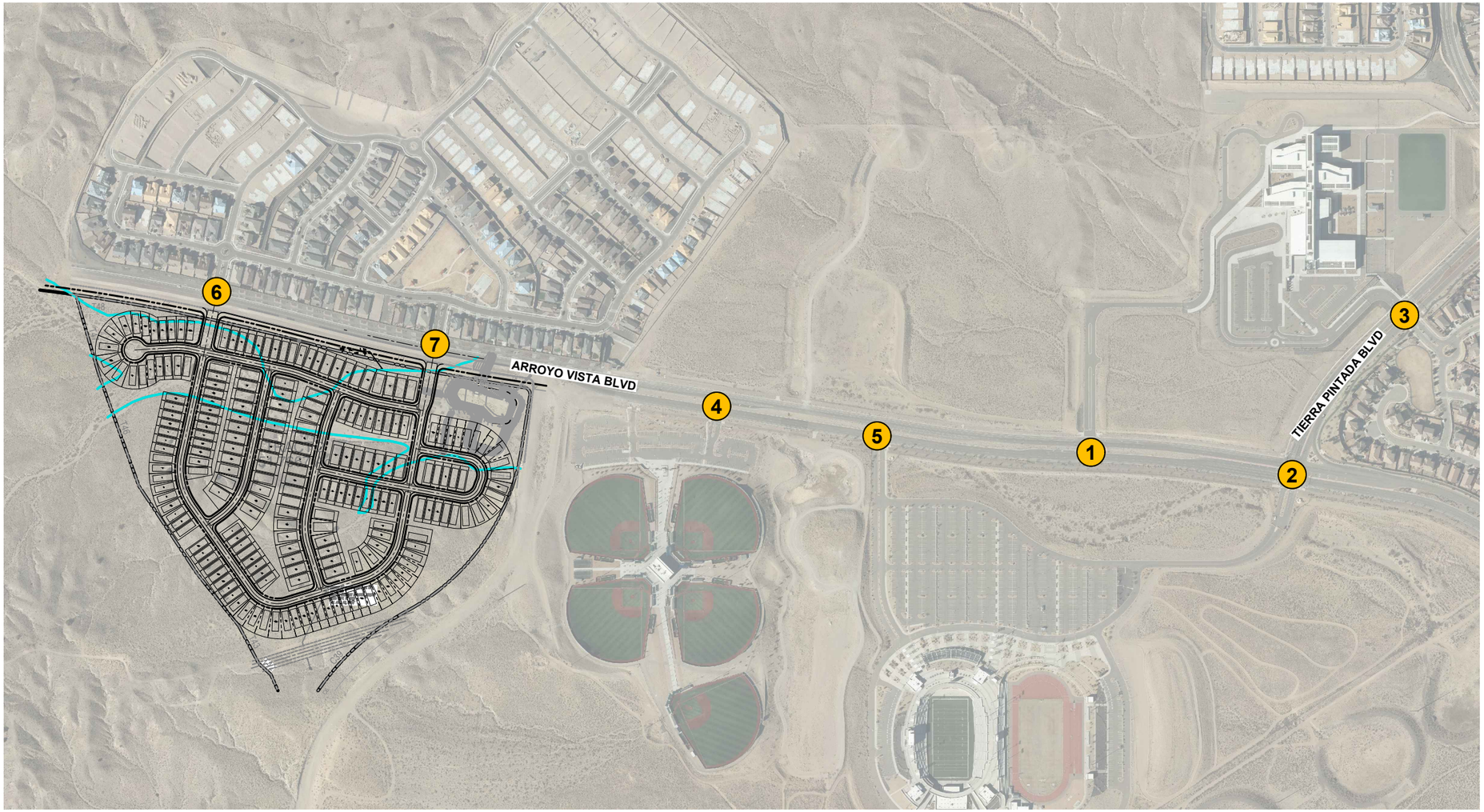
Table 7 | 2028 Build Signalized Intersection Results

Intersection	2028 AM Peak			2028 PM Peak		
	Delay	LOS	Max V/C	Delay	LOS	Max V/C
Arroyo Vista & Tierra Pintada	17.4	B	0.670	17.4	B	0.618
Tierra Pintada & Stormcloud	11.8	B	0.445	11.6	B	0.320

The study found that all unsignalized intersections operate at acceptable levels of service in the 2028 Build condition, with all movements at LOS B or better for both AM and PM peak hours.

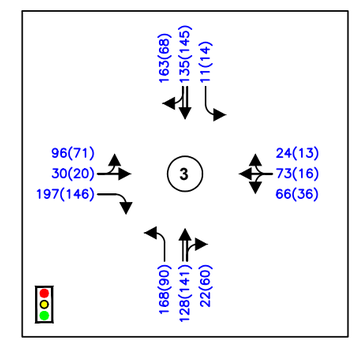
All unsignalized intersections operate at acceptable conditions, at an overall level of service at LOS B. At the individual movement level, the intersections of Arroyo Vista & Sports Complex, as well as Arroyo Vista & Community Stadium, experience LOS B in the minor road direction, for the northbound left and southbound movements. The intersection of Arroyo Vista & School Entrance experienced LOS B for the southbound approach. The southbound approaches of both Deer Valley and Gateway also operate at LOS B with the additional traffic from the proposed development.

Table 8 | 2028 Build Unsignalized Intersection Results								
	2028 AM Peak				2028 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Arroyo Vista & School Entrance	10.9	-	-	B	12.3	-	-	B
Eastbound Left	7.7	0.00	0	A	8.3	0.00	0	A
Southbound Approach	10.9	0.03	25	B	12.3	0.03	25	B
Arroyo Vista & Sports Complex	10.8	-	-	B	11.8	-	-	B
Eastbound Approach	7.5	0.00	0	A	8.1	0.00	0	A
Westbound Left	9.5	0.00	0	A	8.8	0.00	0	A
Northbound Left	12.1	0.00	0	B	11.9	0.00	0	B
Northbound Right	-	-	-	-	9.5	0.00	0	A
Southbound Approach	10.8	0.07	25	B	11.8	0.06	25	B
Arroyo Vista & Community Stadium	11.5	-	-	B	13.5	-	-	B
Eastbound Approach	7.6	0.00	0	A	8.4	0.00	0	A
Westbound Left	9.6	0.00	0	A	9.0	0.00	0	A
Northbound Left	12.4	0.00	0	B	13.1	0.00	0	B
Northbound Right	10.1	0.01	0	B	9.6	0.00	0	A
Southbound Approach	11.5	0.14	25	B	13.5	0.13	25	B
Arroyo Vista & Deer Valley/West Driveway	10.3	-	-	B	11.2	-	-	B
Eastbound Approach	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	7.2	0.02	25	A	7.3	0.06	25	A
Northbound Approach	8.7	0.10	25	A	8.5	0.05	25	A
Southbound Approach	10.3	0.08	25	B	11.2	0.06	25	B
Arroyo Vista & Gateway/East Driveway	13.3	-	-	B	13.1	-	-	B
Eastbound Approach	7.4	0.00	0	A	7.6	0.00	0	A
Westbound Approach	7.5	0.02	25	A	7.4	0.05	25	A
Northbound Approach	9.2	0.08	25	A	8.8	0.04	25	A
Southbound Approach	13.3	0.28	50	B	13.1	0.13	25	B
* – HCM 95th percentile queue rounded to next 25-foot increment								

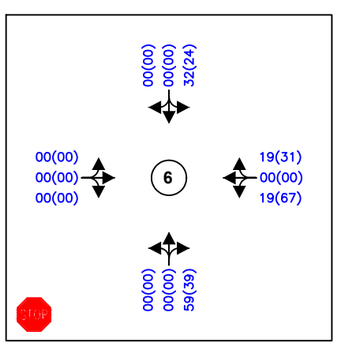


LEGEND

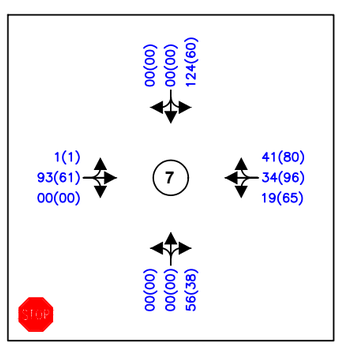
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



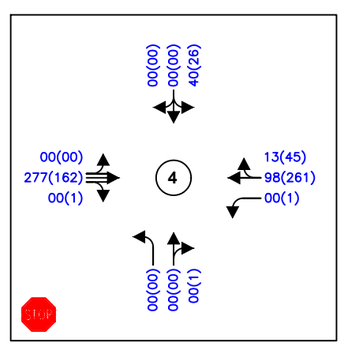
Tierra Pintada / Stormcloud



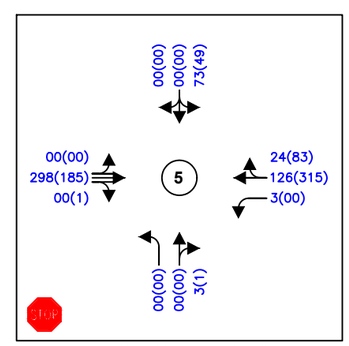
Arroyo Vista / Deer Valley



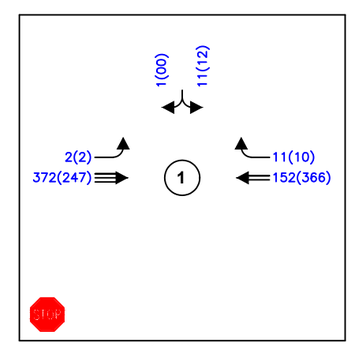
Arroyo Vista / Gateway



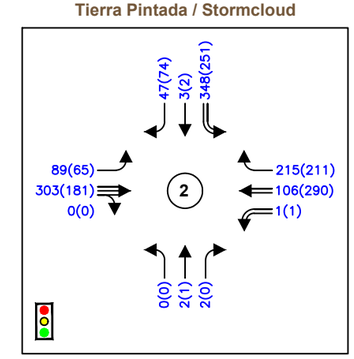
Arroyo Vista / Sports Complex



Arroyo Vista / Community Stadium



Arroyo Vista / School Access



Arroyo Vista / Tierra Pintada

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SITE TRAFFIC ANALYSIS

FIGURE 6
2028 AM(PM) BUILD
PEAK HOUR TRAFFIC VOLUMES

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3. 2038 NO BUILD INTERSECTION CAPACITY ANALYSIS

The 2038 Horizon Year No Build analysis assumes the proposed Inspiration 61 development is not completed by the 2038 time period, while the neighboring APS property development during this time is included in the background traffic. Figure 7 shows the 2038 Horizon Year No Build Results. Table 9 and Table 10 show a summary of the No Build results. The HCS outputs are included in Appendix F.

The study found that the signalized intersections, Arroyo Vista & Tierra Pintada, as well as Tierra Pintada & Stormcloud, operate at acceptable levels of service. All intersections operate at an overall LOS B or better.

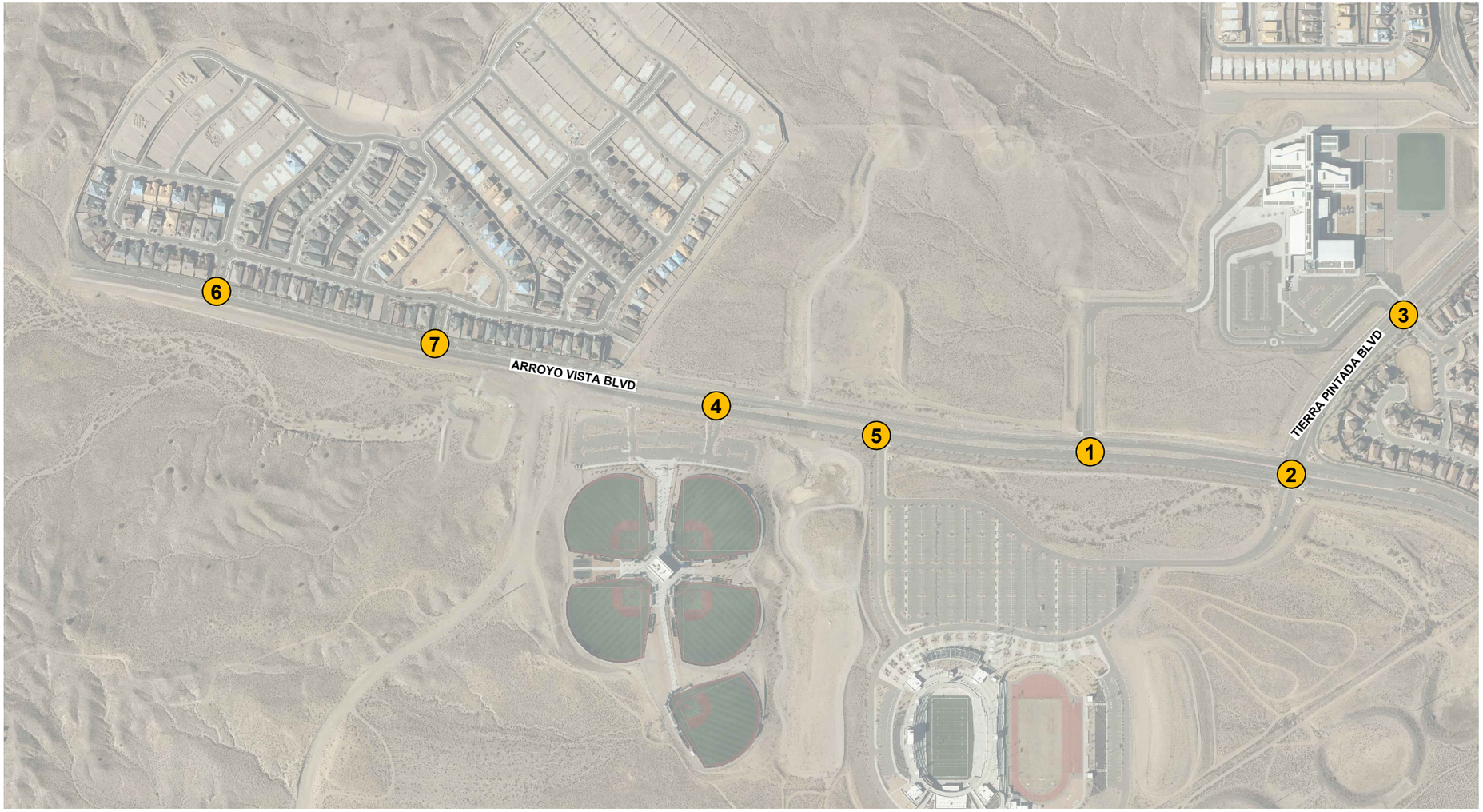
Table 9 | 2038 No Build Signalized Intersection Results

Intersection	2038 AM Peak			2038 PM Peak		
	Delay	LOS	Max V/C	Delay	LOS	Max V/C
Arroyo Vista & Tierra Pintada	18.3	B	0.685	17.3	B	0.623
Tierra Pintada & Stormcloud	12.1	B	0.481	11.5	B	0.306

The traffic analysis found in the 2038 No Build condition all unsignalized intersections operate at acceptable Levels of Service in both the AM and PM peak hours.

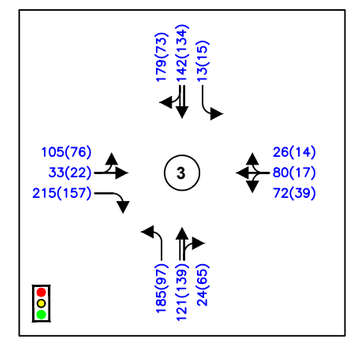
All unsignalized intersections operate acceptably, at an overall level of service at LOS B or better.

Table 10 | 2038 No Build Unsignalized Intersection Results								
	2038 AM Peak				2038 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Arroyo Vista & School Entrance	10.5	-	-	B	11.1	-	-	B
Eastbound Left	7.6	0.00	0	A	7.9	0.00	0	A
Southbound Approach	10.5	0.03	25	B	11.1	0.03	25	B
Arroyo Vista & Sports Complex	10.3	-	-	B	10.6	-	-	B
Eastbound Approach	7.4	0.00	0	A	7.7	0.00	0	A
Westbound Left	8.9	0.00	0	A	8.5	0.00	0	A
Northbound Left	10.9	0.00	0	B	10.6	0.00	0	B
Northbound Right	-	-	-	-	9.2	0.00	0	A
Southbound Approach	10.3	0.07	25	B	10.6	0.05	25	B
Arroyo Vista & Community Stadium	11.0	-	-	B	11.8	-	-	B
Eastbound Approach	7.5	0.00	0	A	8.0	0.00	0	A
Westbound Left	9.0	0.00	0	A	8.6	0.00	0	A
Northbound Left	11.1	0.00	0	B	11.4	0.00	0	B
Northbound Right	9.6	0.00	0	A	9.3	0.00	0	A
Southbound Approach	11.0	0.13	25	B	11.8	0.11	25	B
Arroyo Vista & Deer Valley/West Driveway	8.8	-	-	A	8.8	-	-	A
Eastbound Approach	7.3	0.00	0	A	7.3	0.00	0	A
Southbound Approach	8.8	0.06	25	A	8.8	0.04	25	A
Arroyo Vista & Gateway/East Driveway	10.0	-	-	B	9.4	-	-	A
Eastbound Approach	7.4	0.00	0	A	7.5	0.00	0	A
Southbound Approach	10.0	0.20	25	B	9.4	0.08	25	A
* – HCM 95th percentile queue rounded to next 25-foot increment								

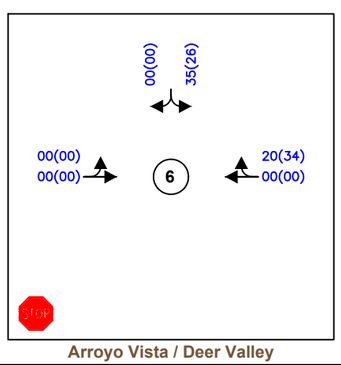


LEGEND

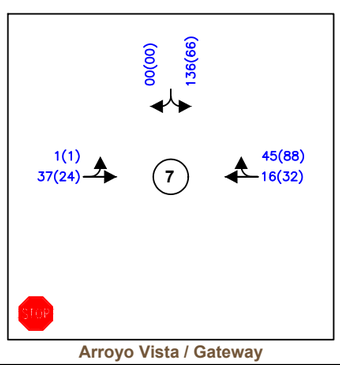
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



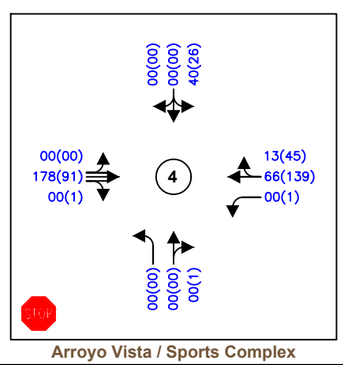
Tierra Pintada / Stormcloud



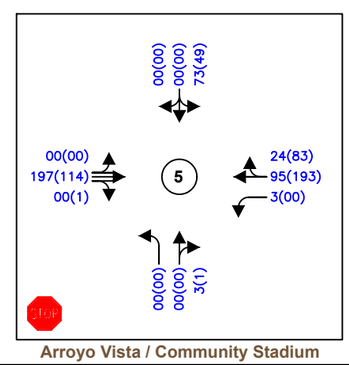
Arroyo Vista / Deer Valley



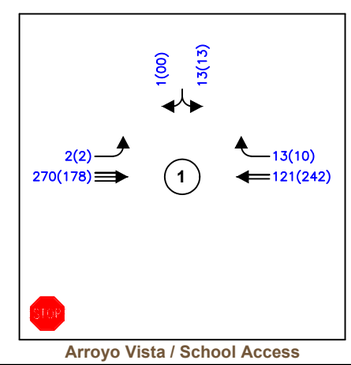
Arroyo Vista / Gateway



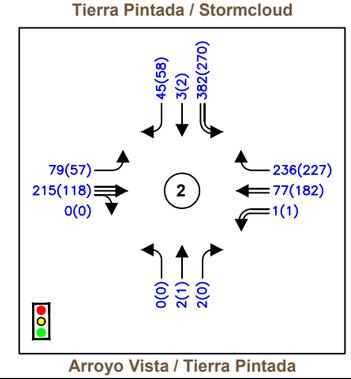
Arroyo Vista / Sports Complex



Arroyo Vista / Community Stadium



Arroyo Vista / School Access



Arroyo Vista / Tierra Pintada

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INSPIRATION 61 SITE
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 7
2038 AM(PM) NO BUILD
PEAK HOUR TRAFFIC VOLUMES

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4. 2038 BUILD INTERSECTION CAPACITY ANALYSIS

The trips generated by the site (Table 4) were assigned to the intersections using the trip percentages and associated volumes, shown in Figure 3. These trips were added to the 2038 Horizon Year No Build traffic projections as shown in Appendix G.

Figure 8 shows the 2038 Build Traffic Volumes and a summary of the results are shown in Table 11 and Table 12.

The study found that the signalized intersections, Arroyo Vista & Tierra Pintada, as well as Tierra Pintada & Stormcloud, operate at acceptable levels of service, at an overall LOS B or better. At individual operation, all movements operate at LOS C or better.

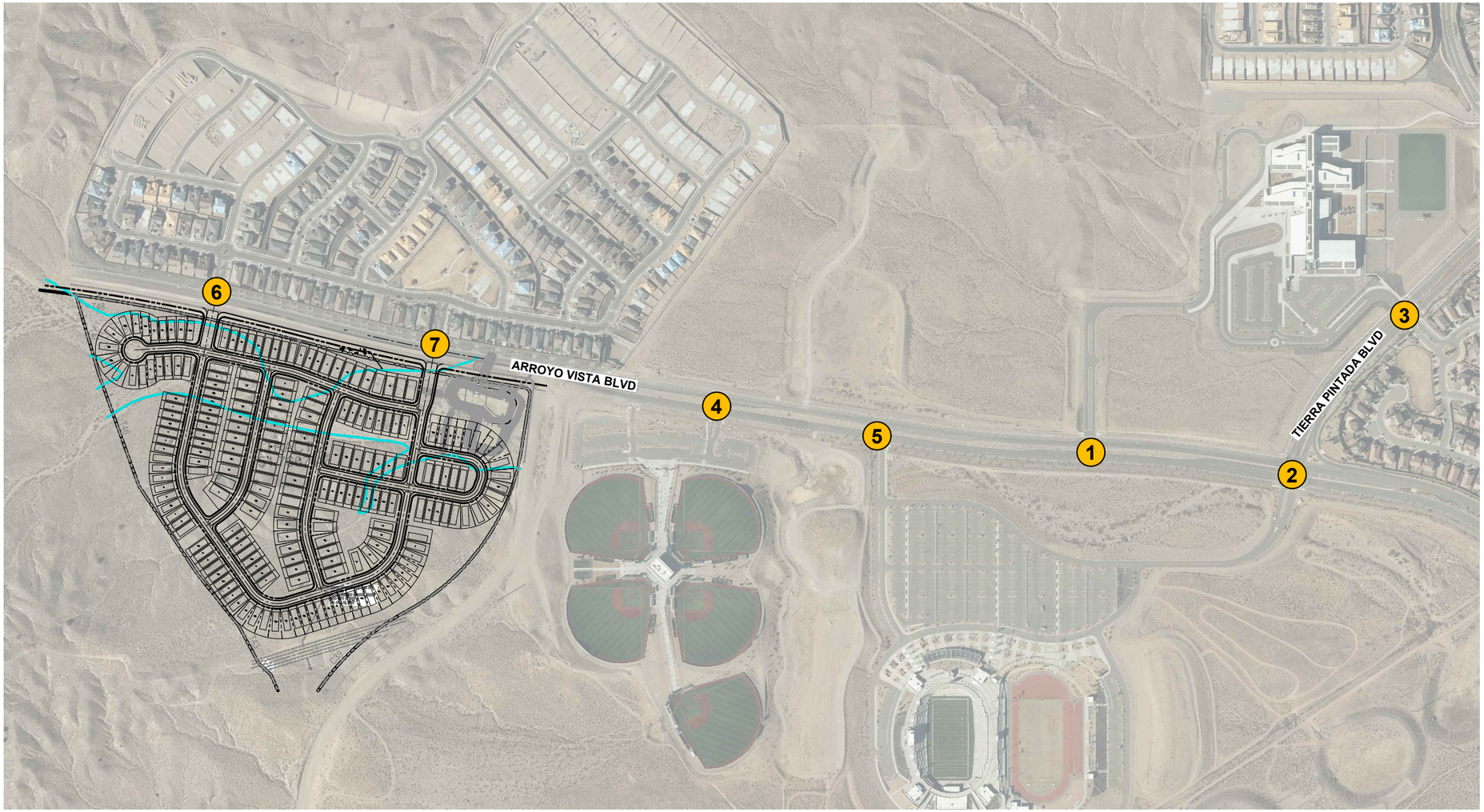
Table 11 | 2038 Build Signalized Intersection Results

Intersection	2038 AM Peak			2038 PM Peak		
	Delay	LOS	Max V/C	Delay	LOS	Max V/C
Arroyo Vista & Tierra Pintada	18.9	B	0.696	18.1	B	0.632
Tierra Pintada & Stormcloud	12.1	B	0.481	11.6	B	0.320

For the 2038 Build condition, the study found that all unsignalized intersections operate at an acceptable Level of Service in both the AM and PM peak hours.

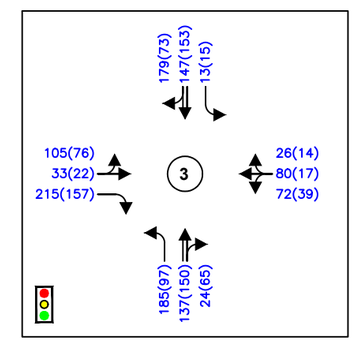
All unsignalized intersections operate at acceptable conditions, at an overall level of service at LOS B. At the individual movement level, the intersections of Arroyo Vista & Sports Complex, as well as Arroyo Vista & Community Stadium, experience operational LOS B in the minor road direction, for the northbound left and southbound movements. The intersection of Arroyo Vista & School Entrance experiences operational LOS B for the southbound approach, for both peak hours. The southbound approaches of both Deer Valley and Gateway also operate at LOS B with the additional traffic generated from the proposed development.

Table 12 | 2038 Build Unsignalized Intersection Results								
	2038 AM Peak				2038 PM Peak			
Intersection/Movement	Delay (sec)	V/C	Queue* (ft)	LOS	Delay (sec)	V/C	Queue* (ft)	LOS
Arroyo Vista & School Entrance	11.0	-	-	B	12.4	-	-	B
Eastbound Left	7.7	0.00	0	A	8.3	0.00	0	A
Southbound Approach	11.0	0.03	25	B	12.4	0.03	25	B
Arroyo Vista & Sports Complex	10.9	-	-	B	11.9	-	-	B
Eastbound Approach	7.5	0.00	0	A	8.1	0.00	0	A
Westbound Left	9.6	0.00	0	A	8.9	0.00	0	A
Northbound Left	12.3	0.00	0	B	12.1	0.00	0	B
Northbound Right	-	-	-	-	9.5	0.00	0	A
Southbound Approach	10.9	0.08	25	B	11.9	0.06	25	B
Arroyo Vista & Community Stadium	11.6	-	-	B	13.7	-	-	B
Eastbound Approach	7.6	0.00	0	A	8.4	0.00	0	A
Westbound Left	9.6	0.00	0	A	9.0	0.00	0	A
Northbound Left	12.6	0.00	0	B	13.3	0.00	0	B
Northbound Right	10.1	0.01	0	B	9.7	0.00	0	A
Southbound Approach	11.6	0.14	25	B	13.7	0.13	25	B
Arroyo Vista & Deer Valley/West Driveway	10.3	-	-	B	11.2	-	-	B
Eastbound Approach	7.3	0.00	0	A	7.3	0.00	0	A
Westbound Approach	7.2	0.02	25	A	7.3	0.06	25	A
Northbound Approach	8.7	0.10	25	A	8.5	0.05	25	A
Southbound Approach	10.3	0.08	25	B	11.2	0.06	25	B
Arroyo Vista & Gateway/East Driveway	13.8	-	-	B	13.4	-	-	B
Eastbound Approach	7.4	0.00	0	A	7.6	0.00	0	A
Westbound Approach	7.5	0.02	25	A	7.5	0.05	25	A
Northbound Approach	9.2	0.08	25	A	8.8	0.04	25	A
Southbound Approach	13.8	0.31	50	B	13.4	0.15	25	B
* – HCM 95th percentile queue rounded to next 25-foot increment								

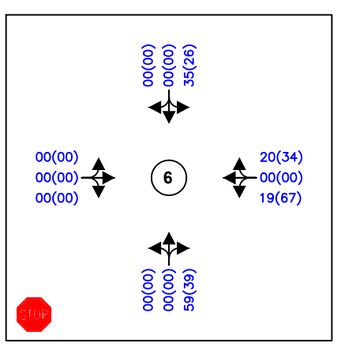


LEGEND

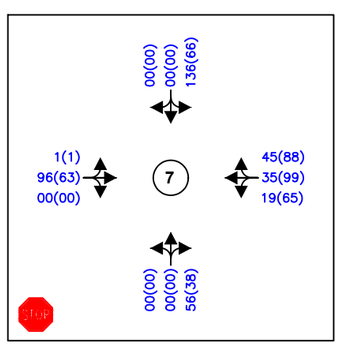
- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)



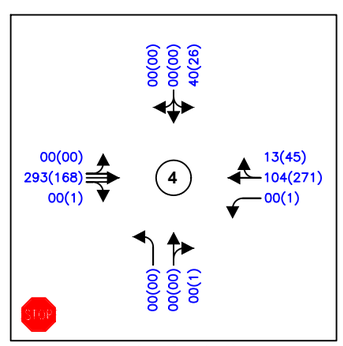
Tierra Pintada / Stormcloud



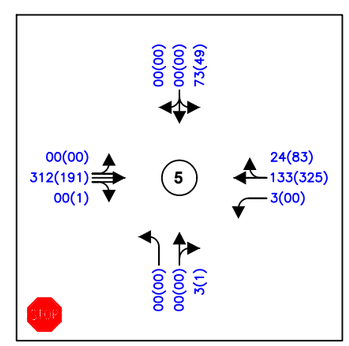
Arroyo Vista / Deer Valley



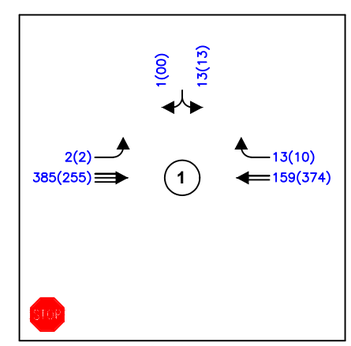
Arroyo Vista / Gateway



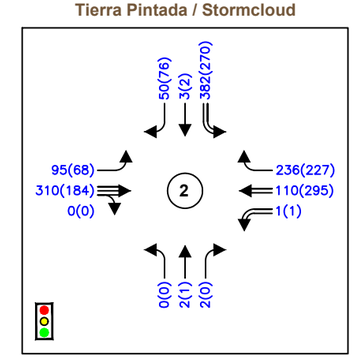
Arroyo Vista / Sports Complex



Arroyo Vista / Community Stadium



Arroyo Vista / School Access



Arroyo Vista / Tierra Pintada

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www.bhinc.com 800.877.5332

INSPIRATION 61 SITE
ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 8
2038 AM(PM) BUILD
PEAK HOUR TRAFFIC VOLUMES

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C. CRASH ANALYSIS

Crash data for the Inspiration 61 study was collected for years 2021, 2022, and 2023. The only intersections relevant to the study that experienced any crashes from this period are the intersections of Arroyo Vista & Tierra Pintada, Arroyo Vista & School Access, and Arroyo Vista & Deer Valley Trail. For the intersections involving Tierra Pintada and School Access, crashes occurred in 2021, both intersections experienced 1 crash. Deer Valley Trail experienced a total of 2 crashes, in 2022 and 2023.

The intersection of Arroyo Vista & Tierra Pintada experienced one crash within the designated timeframe, occurring in 2021. The crash details for this incident noted that it was a T-bone impact between vehicles, resulting from a driver who failed to yield to the right of way. The crash included a suspected minor injury as classified is Class B.

The intersection of Arroyo Vista & School Access also experienced one crash within the timeframe, in 2021. This crash was noted as a collision with another non-fixed object. The report noted that the contributing factor for the accident was cell phone use. The crash included a suspected minor injury which is classified as Class B.

The intersection of Arroyo Vista & Deer Valley Trail experienced two crashes within the designated timeframe, in 2022 and 2023. The crash details note the 2022 crash was an impact with an object that occurred due to the influence of alcohol. The 2023 crash occurred with a traffic barrier, due to driver inattention. Both crashes were property damage only, classified as Class O.

The details of these crash reports can be found in Appendix H.

VII. CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS

The traffic analysis found that all intersections operate overall acceptably in the 2024 Existing, 2028 and 2038 No Build & Build conditions, with all intersections operating at LOS B or better.

Implementation of the Inspiration 61 residential development would not significantly alter traffic patterns in that they would require additional mitigative efforts at the major intersections to maintain operability. With the buildout of the development, the intersections of Arroyo Vista and Deer Valley Trail and Arroyo Vista and Gateway Lane will require a dedicated left turning lane based on volumes that will be entering the proposed development. These left turn lanes shall be constructed following the City of Albuquerque DPM with a minimum storage length of 240 feet with a 300 – 150-foot lane transition reverse curve.

An analysis of the crash data information showed that the crashes that have occurred in the study area are minor, and no proposed changes to these intersections are proposed in this report as the responsibility of the developer.

B. RECOMMENDATIONS

- The two proposed access points for the proposed development will require a single lane northbound egress.
- The two proposed access points for the proposed development will require a dedicated westbound left turn lane to be built. These left turn lane shall be constructed following the City of Albuquerque DPM with a minimum storage length of 240 feet with a 300 – 150-foot lane transition reverse curve.
- Access points for the proposed development will be required to follow City of Albuquerque standards.
- All designs shall satisfy the Manual on Uniform Traffic Control Devices (MUTCD) and the City of Albuquerque requirements.

APPENDIX A:
EXISTING DATA

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Arroyo Vista and Albuquerque Regional Sports Complex
Site Code : 11132024
Start Date : 11/13/2024
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Eastbound				Arroyo Vista Westbound				Albuquerque Regional Sports Complex Northbound					
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	37	0	0	37	0	6	0	6	0	0	0	0	0	43
07:15 AM	35	0	0	35	0	1	0	1	0	0	0	0	0	36
07:30 AM	43	0	1	44	0	20	0	20	0	0	0	0	0	64
07:45 AM	45	0	0	45	0	22	0	22	0	0	0	0	0	67
Total	160	0	1	161	0	49	0	49	0	0	0	0	0	210
08:00 AM	33	0	0	33	0	15	0	15	0	0	0	0	0	48
08:15 AM	21	0	0	21	0	14	0	14	0	0	0	0	0	35
08:30 AM	23	0	0	23	0	11	0	11	0	0	0	0	0	34
08:45 AM	15	0	0	15	0	12	0	12	0	0	0	0	0	27
Total	92	0	0	92	0	52	0	52	0	0	0	0	0	144
*** BREAK ***														
02:00 PM	12	0	1	13	0	14	0	14	0	0	0	0	0	27
02:15 PM	18	0	0	18	0	21	0	21	0	0	0	0	0	39
02:30 PM	30	0	0	30	0	12	0	12	0	0	0	0	0	42
02:45 PM	16	0	0	16	0	25	0	25	0	0	0	0	0	41
Total	76	0	1	77	0	72	0	72	0	0	0	0	0	149
03:00 PM	24	0	0	24	1	36	0	37	0	0	1	0	1	62
03:15 PM	17	0	0	17	0	22	0	22	0	0	0	0	0	39
03:30 PM	23	1	0	24	0	34	0	34	0	0	0	0	0	58
03:45 PM	16	0	0	16	0	30	0	30	0	0	0	0	0	46
Total	80	1	0	81	1	122	0	123	0	0	1	0	1	205
04:00 PM	18	0	0	18	0	28	0	28	0	0	0	0	0	46
04:15 PM	18	0	0	18	0	29	0	29	0	0	0	0	0	47
04:30 PM	13	0	0	13	0	30	0	30	0	0	0	0	0	43
04:45 PM	19	0	0	19	0	27	0	27	0	0	0	0	0	46
Total	68	0	0	68	0	114	0	114	0	0	0	0	0	182
05:00 PM	15	0	0	15	0	28	0	28	0	0	1	0	1	44
05:15 PM	16	0	0	16	0	22	0	22	0	0	0	0	0	38
05:30 PM	14	0	0	14	0	25	0	25	0	0	0	0	0	39
05:45 PM	15	0	0	15	0	25	0	25	0	0	0	0	0	40
Total	60	0	0	60	0	100	0	100	0	0	1	0	1	161
Grand Total	536	1	2	539	1	509	0	510	0	0	2	0	2	1051
Apprch %	99.4	0.2	0.4		0.2	99.8	0		0	0	100	0		
Total %	51	0.1	0.2	51.3	0.1	48.4	0	48.5	0	0	0.2	0	0.2	

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Arroyo Vista and Albuquerque Regional Sports Complex
Site Code : 11132024
Start Date : 11/13/2024
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Eastbound				Arroyo Vista Westbound				Albuquerque Regional Sports Complex Northbound					
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Cars	533	1	2	536	1	507	0	508	0	0	2	0	2	1046
% Cars	99.4	100	100	99.4	100	99.6	0	99.6	0	0	100	0	100	99.5
Trucks	1	0	0	1	0	1	0	1	0	0	0	0	0	2
% Trucks	0.2	0	0	0.2	0	0.2	0	0.2	0	0	0	0	0	0.2
Buses	2	0	0	2	0	1	0	1	0	0	0	0	0	3
% Buses	0.4	0	0	0.4	0	0.2	0	0.2	0	0	0	0	0	0.3

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : Arroyo Vista and Albuquerque Regional Sports Complex
Site Code : 11132024
Start Date : 11/13/2024

	Arroyo Vista Eastbound			Arroyo Vista Westbound			Albuquerque Regional Sports Complex Northbound				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	35	0	35	0	1	1	0	0	0	0	36
07:30 AM	43	0	43	0	20	20	0	0	0	0	63
07:45 AM	45	0	45	0	22	22	0	0	0	0	67
08:00 AM	33	0	33	0	15	15	0	0	0	0	48
Total Volume	156	0	156	0	58	58	0	0	0	0	214
% App. Total	100	0		0	100		0	0	0		
PHF	.867	.000	.867	.000	.659	.659	.000	.000	.000	.000	.799
Cars	156	0	156	0	57	57	0	0	0	0	213
% Cars	100	0	100	0	98.3	98.3	0	0	0	0	99.5
Trucks	0	0	0	0	1	1	0	0	0	0	1
% Trucks	0	0	0	0	1.7	1.7	0	0	0	0	0.5
Buses	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:00 PM											
03:00 PM	24	0	24	1	36	37	0	0	1	1	62
03:15 PM	17	0	17	0	22	22	0	0	0	0	39
03:30 PM	23	1	24	0	34	34	0	0	0	0	58
03:45 PM	16	0	16	0	30	30	0	0	0	0	46
Total Volume	80	1	81	1	122	123	0	0	1	1	205
% App. Total	98.8	1.2		0.8	99.2		0	0	100		
PHF	.833	.250	.844	.250	.847	.831	.000	.000	.250	.250	.827
Cars	80	1	81	1	122	123	0	0	1	1	205
% Cars	100	100	100	100	100	100	0	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Arroyo Vista and Nusenda Community Stadium
Site Code : 11132024
Start Date : 11/13/2024
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Eastbound				Arroyo Vista Westbound				Nusenda Community Stadium Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	37	0	0	37	0	6	0	6	0	0	0	0	43
07:15 AM	33	0	0	33	0	1	0	1	0	0	0	0	34
07:30 AM	42	0	0	42	0	20	0	20	0	0	0	0	62
07:45 AM	44	0	0	44	0	21	0	21	0	0	0	0	65
Total	156	0	0	156	0	48	0	48	0	0	0	0	204
08:00 AM	32	0	0	32	1	17	0	18	0	1	0	1	51
08:15 AM	20	0	0	20	2	14	0	16	0	2	0	2	38
08:30 AM	22	0	0	22	0	11	0	11	0	0	0	0	33
08:45 AM	13	0	0	13	0	10	0	10	0	0	0	0	23
Total	87	0	0	87	3	52	0	55	0	3	0	3	145
*** BREAK ***													
02:00 PM	16	0	0	16	1	14	0	15	0	0	0	0	31
02:15 PM	18	0	0	18	1	23	0	24	0	1	0	1	43
02:30 PM	32	0	0	32	0	15	0	15	0	0	0	0	47
02:45 PM	12	0	0	12	0	22	0	22	0	0	0	0	34
Total	78	0	0	78	2	74	0	76	0	1	0	1	155
03:00 PM	27	1	0	28	0	39	0	39	0	1	0	1	68
03:15 PM	16	0	0	16	0	23	0	23	0	0	0	0	39
03:30 PM	21	0	0	21	0	35	0	35	0	0	0	0	56
03:45 PM	13	0	0	13	0	33	0	33	0	0	0	0	46
Total	77	1	0	78	0	130	0	130	0	1	0	1	209
04:00 PM	17	0	0	17	0	26	0	26	0	1	0	1	44
04:15 PM	19	0	0	19	0	28	0	28	0	0	0	0	47
04:30 PM	12	1	0	13	0	32	0	32	0	1	0	1	46
04:45 PM	19	0	0	19	0	26	0	26	0	0	0	0	45
Total	67	1	0	68	0	112	0	112	0	2	0	2	182
05:00 PM	15	0	0	15	0	27	0	27	0	0	0	0	42
05:15 PM	16	0	0	16	0	22	0	22	0	0	0	0	38
05:30 PM	15	0	0	15	0	25	0	25	0	0	0	0	40
05:45 PM	15	0	0	15	0	24	0	24	0	0	0	0	39
Total	61	0	0	61	0	98	0	98	0	0	0	0	159
Grand Total	526	2	0	528	5	514	0	519	0	7	0	7	1054
Apprch %	99.6	0.4	0		1	99	0		0	100	0		
Total %	49.9	0.2	0	50.1	0.5	48.8	0	49.2	0	0.7	0	0.7	

Cleland Counts

1441 Camino Cerritos S.E.
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(505) 414-0465

File Name : Arroyo Vista and Nusenda Community Stadium
Site Code : 11132024
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Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Eastbound				Arroyo Vista Westbound				Nusenda Community Stadium Northbound				
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Cars	522	2	0	524	5	511	0	516	0	7	0	7	1047
% Cars	99.2	100	0	99.2	100	99.4	0	99.4	0	100	0	100	99.3
Trucks	1	0	0	1	0	1	0	1	0	0	0	0	2
% Trucks	0.2	0	0	0.2	0	0.2	0	0.2	0	0	0	0	0.2
Buses	3	0	0	3	0	2	0	2	0	0	0	0	5
% Buses	0.6	0	0	0.6	0	0.4	0	0.4	0	0	0	0	0.5

Cleland Counts

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File Name : Arroyo Vista and Nusenda Community Stadium
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	Arroyo Vista Eastbound			Arroyo Vista Westbound			Nusenda Community Stadium Northbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	42	0	42	0	20	20	0	0	0	62
07:45 AM	44	0	44	0	21	21	0	0	0	65
08:00 AM	32	0	32	1	17	18	0	1	1	51
08:15 AM	20	0	20	2	14	16	0	2	2	38
Total Volume	138	0	138	3	72	75	0	3	3	216
% App. Total	100	0		4	96		0	100		
PHF	.784	.000	.784	.375	.857	.893	.000	.375	.375	.831
Cars	137	0	137	3	71	74	0	3	3	214
% Cars	99.3	0	99.3	100	98.6	98.7	0	100	100	99.1
Trucks	1	0	1	0	1	1	0	0	0	2
% Trucks	0.7	0	0.7	0	1.4	1.3	0	0	0	0.9
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	27	1	28	0	39	39	0	1	1	68
03:15 PM	16	0	16	0	23	23	0	0	0	39
03:30 PM	21	0	21	0	35	35	0	0	0	56
03:45 PM	13	0	13	0	33	33	0	0	0	46
Total Volume	77	1	78	0	130	130	0	1	1	209
% App. Total	98.7	1.3		0	100		0	100		
PHF	.713	.250	.696	.000	.833	.833	.000	.250	.250	.768
Cars	76	1	77	0	130	130	0	1	1	208
% Cars	98.7	100	98.7	0	100	100	0	100	100	99.5
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0
Buses	1	0	1	0	0	0	0	0	0	1
% Buses	1.3	0	1.3	0	0	0	0	0	0	0.5

Cleland Counts

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Counter R.C.

File Name : Arroyo Vista and School Access
Site Code : 11132024
Start Date : 11/13/2024
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Eastbound				Arroyo Vista Westbound				School Access Southbound				
Start Time	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	0	37	0	37	6	0	0	6	0	0	0	0	43
07:15 AM	0	33	0	33	1	1	0	2	1	0	0	1	36
07:30 AM	0	42	0	42	19	1	0	20	0	0	0	0	62
07:45 AM	0	44	0	44	22	9	0	31	8	0	0	8	83
Total	0	156	0	156	48	11	0	59	9	0	0	9	224
08:00 AM	2	30	0	32	17	0	0	17	1	0	0	1	50
08:15 AM	0	22	0	22	16	1	0	17	2	1	0	3	42
08:30 AM	0	23	0	23	10	0	0	10	0	0	0	0	33
08:45 AM	0	13	0	13	11	0	0	11	0	0	0	0	24
Total	2	88	0	90	54	1	0	55	3	1	0	4	149
*** BREAK ***													
02:00 PM	0	15	0	15	14	0	0	14	1	0	0	1	30
02:15 PM	0	19	0	19	25	0	2	27	0	0	0	0	46
02:30 PM	1	31	0	32	14	7	0	21	2	0	0	2	55
02:45 PM	1	12	0	13	22	2	0	24	9	0	0	9	46
Total	2	77	0	79	75	9	2	86	12	0	0	12	177
03:00 PM	0	28	0	28	39	0	0	39	0	0	0	0	67
03:15 PM	0	16	0	16	23	0	0	23	0	0	0	0	39
03:30 PM	0	20	0	20	36	0	0	36	0	0	0	0	56
03:45 PM	0	14	0	14	32	1	0	33	1	0	0	1	48
Total	0	78	0	78	130	1	0	131	1	0	0	1	210
04:00 PM	0	18	0	18	26	1	0	27	0	0	0	0	45
04:15 PM	2	16	0	18	30	0	0	30	1	0	0	1	49
04:30 PM	0	13	0	13	29	0	0	29	0	0	0	0	42
04:45 PM	0	18	0	18	28	0	0	28	0	0	0	0	46
Total	2	65	0	67	113	1	0	114	1	0	0	1	182
05:00 PM	0	15	0	15	27	0	0	27	0	0	0	0	42
05:15 PM	0	18	0	18	22	0	0	22	0	0	0	0	40
05:30 PM	0	15	0	15	23	0	0	23	0	0	0	0	38
05:45 PM	0	15	0	15	25	0	0	25	0	0	0	0	40
Total	0	63	0	63	97	0	0	97	0	0	0	0	160
Grand Total	6	527	0	533	517	23	2	542	26	1	0	27	1102
Apprch %	1.1	98.9	0		95.4	4.2	0.4		96.3	3.7	0		
Total %	0.5	47.8	0	48.4	46.9	2.1	0.2	49.2	2.4	0.1	0	2.5	

Cleland Counts

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Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Eastbound				Arroyo Vista Westbound				School Access Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Cars	5	524	0	529	514	4	2	520	6	1	0	7	1056
% Cars	83.3	99.4	0	99.2	99.4	17.4	100	95.9	23.1	100	0	25.9	95.8
Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
% Trucks	0	0.2	0	0.2	0.2	0	0	0.2	0	0	0	0	0.2
Buses	1	2	0	3	2	19	0	21	20	0	0	20	44
% Buses	16.7	0.4	0	0.6	0.4	82.6	0	3.9	76.9	0	0	74.1	4

Cleland Counts

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	Arroyo Vista Eastbound			Arroyo Vista Westbound			School Access Southbound			
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	42	42	19	1	20	0	0	0	62
07:45 AM	0	44	44	22	9	31	8	0	8	83
08:00 AM	2	30	32	17	0	17	1	0	1	50
08:15 AM	0	22	22	16	1	17	2	1	3	42
Total Volume	2	138	140	74	11	85	11	1	12	237
% App. Total	1.4	98.6		87.1	12.9		91.7	8.3		
PHF	.250	.784	.795	.841	.306	.685	.344	.250	.375	.714
Cars	2	137	139	73	1	74	1	1	2	215
% Cars	100	99.3	99.3	98.6	9.1	87.1	9.1	100	16.7	90.7
Trucks	0	1	1	1	0	1	0	0	0	2
% Trucks	0	0.7	0.7	1.4	0	1.2	0	0	0	0.8
Buses	0	0	0	0	10	10	10	0	10	20
% Buses	0	0	0	0	90.9	11.8	90.9	0	83.3	8.4
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:15 PM										
02:15 PM	0	19	19	25	0	25	0	0	0	44
02:30 PM	1	31	32	14	7	21	2	0	2	55
02:45 PM	1	12	13	22	2	24	9	0	9	46
03:00 PM	0	28	28	39	0	39	0	0	0	67
Total Volume	2	90	92	100	9	109	11	0	11	212
% App. Total	2.2	97.8		91.7	8.3		100	0		
PHF	.500	.726	.719	.641	.321	.699	.306	.000	.306	.791
Cars	1	90	91	98	1	99	2	0	2	192
% Cars	50.0	100	98.9	98.0	11.1	90.8	18.2	0	18.2	90.6
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0
Buses	1	0	1	2	8	10	9	0	9	20
% Buses	50.0	0	1.1	2.0	88.9	9.2	81.8	0	81.8	9.4

Cleland Counts

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Counter R.C.

File Name : Arroyo Vista and Tierra Pintada
Site Code : 11142024
Start Date : 11/14/2024
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Eastbound					Arroyo Vista Westbound					Tierra Pintada Northbound					Tierra Pintada Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	10	30	0	0	40	2	4	21	0	27	0	0	0	0	0	41	0	2	0	43	110
07:15 AM	6	28	0	0	34	0	6	30	0	36	0	0	0	0	0	47	1	2	0	50	120
07:30 AM	18	29	0	0	47	1	8	67	0	76	0	0	1	0	1	74	0	3	0	77	201
07:45 AM	22	29	0	0	51	0	15	81	0	96	0	2	0	0	2	114	2	21	0	137	286
Total	56	116	0	0	172	3	33	199	0	235	0	2	1	0	3	276	3	28	0	307	717
08:00 AM	9	17	0	0	26	0	11	29	0	40	0	0	1	0	1	100	0	9	0	109	176
08:15 AM	3	18	0	0	21	0	13	20	0	33	0	0	0	1	1	29	0	2	0	31	86
08:30 AM	4	19	0	0	23	0	12	17	0	29	0	0	0	1	1	30	0	1	0	31	84
08:45 AM	4	14	0	0	18	0	9	16	0	25	0	0	0	0	0	23	0	1	0	24	67
Total	20	68	0	0	88	0	45	82	0	127	0	0	1	2	3	182	0	13	0	195	413
*** BREAK ***																					
02:00 PM	11	14	0	0	25	0	15	28	0	43	0	0	1	0	1	21	1	5	0	27	96
02:15 PM	2	6	0	0	8	1	16	45	0	62	0	0	1	0	1	20	0	5	0	25	96
02:30 PM	12	11	0	0	23	0	20	66	0	86	0	0	0	0	0	29	2	2	0	33	142
02:45 PM	14	12	0	0	26	0	8	51	0	59	0	0	0	0	0	76	0	17	0	93	178
Total	39	43	0	0	82	1	59	190	0	250	0	0	2	0	2	146	3	29	0	178	512
03:00 PM	9	12	0	0	21	1	13	47	0	61	0	1	0	0	1	110	0	12	0	122	205
03:15 PM	6	12	0	1	19	0	22	35	0	57	0	0	0	0	0	22	0	4	0	26	102
03:30 PM	6	12	0	0	18	0	18	30	0	48	0	0	2	0	2	22	1	8	0	31	99
03:45 PM	7	10	0	1	18	0	21	46	0	67	0	2	1	0	3	32	0	12	1	45	133
Total	28	46	0	2	76	1	74	158	0	233	0	3	3	0	6	186	1	36	1	224	539
04:00 PM	3	10	0	0	13	0	18	48	0	66	0	0	0	0	0	35	1	14	0	50	129
04:15 PM	8	7	0	0	15	0	15	37	0	52	0	0	0	0	0	37	1	12	0	50	117
04:30 PM	4	16	0	0	20	0	19	46	0	65	0	0	0	1	1	27	0	7	0	34	120
04:45 PM	4	8	0	0	12	0	21	40	0	61	0	2	0	0	2	30	0	7	0	37	112
Total	19	41	0	0	60	0	73	171	0	244	0	2	0	1	3	129	2	40	0	171	478
05:00 PM	4	11	0	0	15	0	17	67	0	84	0	0	0	1	1	35	0	8	0	43	143
05:15 PM	3	7	0	0	10	0	20	48	0	68	0	0	1	1	2	25	0	7	1	33	113
05:30 PM	5	13	0	0	18	1	20	35	0	56	0	0	0	0	0	37	0	3	0	40	114
05:45 PM	4	14	0	0	18	1	21	45	0	67	0	0	0	0	0	19	0	11	0	30	115
Total	16	45	0	0	61	2	78	195	0	275	0	0	1	2	3	116	0	29	1	146	485
Grand Total	178	359	0	2	539	7	362	995	0	1364	0	7	8	5	20	1035	9	175	2	1221	3144
Apprch %	33	66.6	0	0.4		0.5	26.5	72.9	0		0	35	40	25		84.8	0.7	14.3	0.2		
Total %	5.7	11.4	0	0.1	17.1	0.2	11.5	31.6	0	43.4	0	0.2	0.3	0.2	0.6	32.9	0.3	5.6	0.1	38.8	
Cars	176	350	0	2	528	7	347	993	0	1347	0	7	8	5	20	1035	9	172	2	1218	3113
% Cars	98.9	97.5	0	100	98	100	95.9	99.8	0	98.8	0	100	100	100	100	100	100	98.3	100	99.8	99

Cleland Counts

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Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Eastbound					Arroyo Vista Westbound					Tierra Pintada Northbound					Tierra Pintada Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Trucks	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0.3	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1
Buses	2	9	0	0	11	0	14	1	0	15	0	0	0	0	0	0	0	3	0	3	29
% Buses	1.1	2.5	0	0	2	0	3.9	0.1	0	1.1	0	0	0	0	0	0	0	1.7	0	0.2	0.9

Cleland Counts

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	Arroyo Vista Eastbound				Arroyo Vista Westbound				Tierra Pintada Northbound				Tierra Pintada Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	28	0	34	0	6	30	36	0	0	0	0	47	1	2	50	120
07:30 AM	18	29	0	47	1	8	67	76	0	0	1	1	74	0	3	77	201
07:45 AM	22	29	0	51	0	15	81	96	0	2	0	2	114	2	21	137	286
08:00 AM	9	17	0	26	0	11	29	40	0	0	1	1	100	0	9	109	176
Total Volume	55	103	0	158	1	40	207	248	0	2	2	4	335	3	35	373	783
% App. Total	34.8	65.2	0		0.4	16.1	83.5		0	50	50		89.8	0.8	9.4		
PHF	.625	.888	.000	.775	.250	.667	.639	.646	.000	.250	.500	.500	.735	.375	.417	.681	.684
Cars	54	95	0	149	1	32	206	239	0	2	2	4	335	3	32	370	762
% Cars	98.2	92.2	0	94.3	100	80.0	99.5	96.4	0	100	100	100	100	100	91.4	99.2	97.3
Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0.5	0.4	0	0	0	0	0	0	0	0	0.1
Buses	1	8	0	9	0	8	0	8	0	0	0	0	0	0	3	3	20
% Buses	1.8	7.8	0	5.7	0	20.0	0	3.2	0	0	0	0	0	0	8.6	0.8	2.6
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	12	11	0	23	0	20	66	86	0	0	0	0	29	2	2	33	142
02:45 PM	14	12	0	26	0	8	51	59	0	0	0	0	76	0	17	93	178
03:00 PM	9	12	0	21	1	13	47	61	0	1	0	1	110	0	12	122	205
03:15 PM	6	12	0	18	0	22	35	57	0	0	0	0	22	0	4	26	101
Total Volume	41	47	0	88	1	63	199	263	0	1	0	1	237	2	35	274	626
% App. Total	46.6	53.4	0		0.4	24	75.7		0	100	0		86.5	0.7	12.8		
PHF	.732	.979	.000	.846	.250	.716	.754	.765	.000	.250	.000	.250	.539	.250	.515	.561	.763
Cars	41	47	0	88	1	58	199	258	0	1	0	1	237	2	35	274	621
% Cars	100	100	0	100	100	92.1	100	98.1	0	100	0	100	100	100	100	100	99.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
% Buses	0	0	0	0	0	7.9	0	1.9	0	0	0	0	0	0	0	0	0.8

Cleland Counts

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Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : I40 EB and 98th St.
Site Code : 11192024
Start Date : 11/19/2024
Page No : 1

Groups Printed- Cars - Trucks - Buses

	I-40 Eastbound				98th St. Southbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	13	0	20	149	103	0	252	272
07:15 AM	18	17	0	35	148	126	0	274	309
07:30 AM	5	24	0	29	184	95	0	279	308
07:45 AM	13	14	0	27	232	73	0	305	332
Total	43	68	0	111	713	397	0	1110	1221
08:00 AM	1	13	0	14	217	68	0	285	299
08:15 AM	2	15	0	17	175	62	0	237	254
08:30 AM	3	14	0	17	128	52	0	180	197
08:45 AM	4	21	0	25	147	50	0	197	222
Total	10	63	0	73	667	232	0	899	972
*** BREAK ***									
02:00 PM	8	22	0	30	240	27	0	267	297
02:15 PM	4	16	0	20	305	29	0	334	354
02:30 PM	7	20	0	27	275	22	0	297	324
02:45 PM	4	27	0	31	311	31	0	342	373
Total	23	85	0	108	1131	109	0	1240	1348
03:00 PM	7	26	0	33	334	54	0	388	421
03:15 PM	1	25	0	26	364	25	0	389	415
03:30 PM	4	21	0	25	406	32	0	438	463
03:45 PM	6	32	0	38	449	25	0	474	512
Total	18	104	0	122	1553	136	0	1689	1811
04:00 PM	15	29	0	44	395	23	0	418	462
04:15 PM	5	19	0	24	419	29	0	448	472
04:30 PM	9	11	0	20	362	18	0	380	400
04:45 PM	8	21	0	29	388	20	0	408	437
Total	37	80	0	117	1564	90	0	1654	1771
05:00 PM	4	22	0	26	400	28	0	428	454
05:15 PM	5	23	0	28	407	23	0	430	458
05:30 PM	6	28	0	34	407	36	0	443	477
05:45 PM	12	28	0	40	403	40	0	443	483
Total	27	101	0	128	1617	127	0	1744	1872
Grand Total	158	501	0	659	7245	1091	0	8336	8995
Apprch %	24	76	0		86.9	13.1	0		
Total %	1.8	5.6	0	7.3	80.5	12.1	0	92.7	

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

File Name : I40 EB and 98th St.
Site Code : 11192024
Start Date : 11/19/2024
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Groups Printed- Cars - Trucks - Buses

	I-40 Eastbound				98th St. Southbound				
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Cars	154	306	0	460	7036	1085	0	8121	8581
% Cars	97.5	61.1	0	69.8	97.1	99.5	0	97.4	95.4
Trucks	2	194	0	196	150	1	0	151	347
% Trucks	1.3	38.7	0	29.7	2.1	0.1	0	1.8	3.9
Buses	2	1	0	3	59	5	0	64	67
% Buses	1.3	0.2	0	0.5	0.8	0.5	0	0.8	0.7

Cleland Counts

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Site Code : 11192024
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	I-40 Eastbound			98th St. Southbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 07:15 AM							
07:15 AM	18	17	35	148	126	274	309
07:30 AM	5	24	29	184	95	279	308
07:45 AM	13	14	27	232	73	305	332
08:00 AM	1	13	14	217	68	285	299
Total Volume	37	68	105	781	362	1143	1248
% App. Total	35.2	64.8		68.3	31.7		
PHF	.514	.708	.750	.842	.718	.937	.940
Cars	37	43	80	738	362	1100	1180
% Cars	100	63.2	76.2	94.5	100	96.2	94.6
Trucks	0	24	24	19	0	19	43
% Trucks	0	35.3	22.9	2.4	0	1.7	3.4
Buses	0	1	1	24	0	24	25
% Buses	0	1.5	1.0	3.1	0	2.1	2.0
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 03:30 PM							
03:30 PM	4	21	25	406	32	438	463
03:45 PM	6	32	38	449	25	474	512
04:00 PM	15	29	44	395	23	418	462
04:15 PM	5	19	24	419	29	448	472
Total Volume	30	101	131	1669	109	1778	1909
% App. Total	22.9	77.1		93.9	6.1		
PHF	.500	.789	.744	.929	.852	.938	.932
Cars	30	63	93	1626	108	1734	1827
% Cars	100	62.4	71.0	97.4	99.1	97.5	95.7
Trucks	0	38	38	29	0	29	67
% Trucks	0	37.6	29.0	1.7	0	1.6	3.5
Buses	0	0	0	14	1	15	15
% Buses	0	0	0	0.8	0.9	0.8	0.8

Cleland Counts

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(505) 414-0465

Counter R.C.

File Name : I-40 WB and 98th St.
Site Code : 11192024
Start Date : 11/19/2024
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Westbound					Northbound				Southbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	83	0	15	0	98	13	102	0	115	169	12	0	181	394
07:15 AM	92	0	18	0	110	16	161	0	177	182	14	0	196	483
07:30 AM	121	0	19	0	140	18	266	0	284	158	15	0	173	597
07:45 AM	137	0	25	0	162	22	245	0	267	168	5	0	173	602
Total	433	0	77	0	510	69	774	0	843	677	46	0	723	2076
08:00 AM	118	2	34	0	154	10	137	0	147	167	18	0	185	486
08:15 AM	133	2	20	0	155	10	110	0	120	104	8	0	112	387
08:30 AM	93	0	19	0	112	13	53	1	67	87	5	0	92	271
08:45 AM	118	0	21	0	139	20	59	0	79	79	9	0	88	306
Total	462	4	94	0	560	53	359	1	413	437	40	0	477	1450
*** BREAK ***														
02:00 PM	203	0	42	0	245	18	82	0	100	64	5	0	69	414
02:15 PM	247	0	37	0	284	20	56	0	76	87	13	0	100	460
02:30 PM	235	0	47	0	282	21	71	0	92	62	11	0	73	447
02:45 PM	275	0	45	0	320	25	53	0	78	66	11	0	77	475
Total	960	0	171	0	1131	84	262	0	346	279	40	0	319	1796
03:00 PM	294	0	49	0	343	12	65	0	77	94	9	0	103	523
03:15 PM	332	0	60	0	392	25	52	1	78	57	6	0	63	533
03:30 PM	397	0	73	0	470	24	87	0	111	41	10	0	51	632
03:45 PM	386	0	50	0	436	17	82	0	99	88	7	0	95	630
Total	1409	0	232	0	1641	78	286	1	365	280	32	0	312	2318
04:00 PM	357	0	66	0	423	19	73	0	92	61	6	0	67	582
04:15 PM	352	0	53	0	405	13	76	0	89	96	7	0	103	597
04:30 PM	331	0	63	0	394	22	85	0	107	49	7	0	56	557
04:45 PM	335	0	66	0	401	22	74	0	96	73	8	0	81	578
Total	1375	0	248	0	1623	76	308	0	384	279	28	0	307	2314
05:00 PM	339	0	82	0	421	26	77	0	103	84	5	0	89	613
05:15 PM	346	0	80	0	426	24	78	0	102	84	11	0	95	623
05:30 PM	346	0	78	0	424	19	70	0	89	97	17	0	114	627
05:45 PM	353	0	66	0	419	25	50	0	75	90	14	0	104	598
Total	1384	0	306	0	1690	94	275	0	369	355	47	0	402	2461
Grand Total	6023	4	1128	0	7155	454	2264	2	2720	2307	233	0	2540	12415
Apprch %	84.2	0.1	15.8	0		16.7	83.2	0.1		90.8	9.2	0		
Total %	48.5	0	9.1	0	57.6	3.7	18.2	0	21.9	18.6	1.9	0	20.5	

Cleland Counts

1441 Camino Cerritos S.E.
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File Name : I-40 WB and 98th St.
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Page No : 2

Groups Printed- Cars - Trucks - Buses

	Westbound					Northbound				Southbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Cars	5816	2	1119	0	6937	325	2236	2	2563	2300	227	0	2527	12027
% Cars	96.6	50	99.2	0	97	71.6	98.8	100	94.2	99.7	97.4	0	99.5	96.9
Trucks	150	2	0	0	152	128	15	0	143	0	0	0	0	295
% Trucks	2.5	50	0	0	2.1	28.2	0.7	0	5.3	0	0	0	0	2.4
Buses	57	0	9	0	66	1	13	0	14	7	6	0	13	93
% Buses	0.9	0	0.8	0	0.9	0.2	0.6	0	0.5	0.3	2.6	0	0.5	0.7

Cleland Counts

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Site Code : 11192024
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	Westbound				Northbound			Southbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	92	0	18	110	16	161	177	182	14	196	483
07:30 AM	121	0	19	140	18	266	284	158	15	173	597
07:45 AM	137	0	25	162	22	245	267	168	5	173	602
08:00 AM	118	2	34	154	10	137	147	167	18	185	486
Total Volume	468	2	96	566	66	809	875	675	52	727	2168
% App. Total	82.7	0.4	17		7.5	92.5		92.8	7.2		
PHF	.854	.250	.706	.873	.750	.760	.770	.927	.722	.927	.900
Cars	426	0	94	520	45	795	840	674	50	724	2084
% Cars	91.0	0	97.9	91.9	68.2	98.3	96.0	99.9	96.2	99.6	96.1
Trucks	19	2	0	21	21	10	31	0	0	0	52
% Trucks	4.1	100	0	3.7	31.8	1.2	3.5	0	0	0	2.4
Buses	23	0	2	25	0	4	4	1	2	3	32
% Buses	4.9	0	2.1	4.4	0	0.5	0.5	0.1	3.8	0.4	1.5
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	339	0	82	421	26	77	103	84	5	89	613
05:15 PM	346	0	80	426	24	78	102	84	11	95	623
05:30 PM	346	0	78	424	19	70	89	97	17	114	627
05:45 PM	353	0	66	419	25	50	75	90	14	104	598
Total Volume	1384	0	306	1690	94	275	369	355	47	402	2461
% App. Total	81.9	0	18.1		25.5	74.5		88.3	11.7		
PHF	.980	.000	.933	.992	.904	.881	.896	.915	.691	.882	.981
Cars	1365	0	305	1670	70	275	345	355	47	402	2417
% Cars	98.6	0	99.7	98.8	74.5	100	93.5	100	100	100	98.2
Trucks	18	0	0	18	24	0	24	0	0	0	42
% Trucks	1.3	0	0	1.1	25.5	0	6.5	0	0	0	1.7
Buses	1	0	1	2	0	0	0	0	0	0	2
% Buses	0.1	0	0.3	0.1	0	0	0	0	0	0	0.1

Cleland Counts

1441 Camino Cerritos S.E.
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Counter R.C.

File Name : Tierra Pintada and Stormcloud
Site Code : 11142024
Start Date : 11/14/2024
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Tres Volcanes School Eastbound						Stormcloud Westbound						Tierra Pintada Northbound						Tierra Pintada Southbound						
Start Time	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
07:00 AM	0	0	3	0	0	3	12	2	2	0	3	19	5	23	4	0	3	35	1	29	6	0	0	36	93
07:15 AM	2	0	7	0	0	9	16	1	6	0	1	24	12	22	2	0	2	38	1	28	12	0	0	41	112
07:30 AM	4	3	25	0	0	32	22	6	11	0	26	65	48	24	4	0	2	78	4	32	49	0	0	85	260
07:45 AM	45	15	95	0	0	155	13	56	4	0	46	119	88	20	10	0	4	122	5	35	84	0	0	124	520
Total	51	18	130	0	0	199	63	65	23	0	76	227	153	89	20	0	11	273	11	124	151	0	0	286	985
08:00 AM	41	11	62	0	0	114	12	7	2	0	4	25	14	26	5	0	4	49	1	25	12	0	0	38	226
08:15 AM	5	0	6	0	0	11	9	0	0	0	1	10	5	16	1	0	0	22	0	19	2	0	0	21	64
08:30 AM	0	0	0	0	0	0	6	0	0	0	0	6	0	18	3	0	1	22	0	22	1	0	0	23	51
08:45 AM	1	0	0	0	0	1	5	0	0	0	1	6	1	15	1	0	0	17	0	19	0	0	0	19	43
Total	47	11	68	0	0	126	32	7	2	0	6	47	20	75	10	0	5	110	1	85	15	0	0	101	384
*** BREAK ***																									
02:00 PM	0	0	3	0	0	3	7	1	3	0	0	11	8	24	6	1	1	40	1	16	4	0	0	21	75
02:15 PM	1	0	0	0	0	1	6	0	2	0	0	8	20	19	7	0	0	46	1	20	13	0	0	34	89
02:30 PM	2	0	2	0	1	5	10	12	5	0	2	29	41	25	15	0	1	82	5	19	28	0	0	52	168
02:45 PM	18	8	72	0	0	98	5	3	1	0	116	125	19	27	21	1	18	86	6	26	21	0	0	53	362
Total	21	8	77	0	1	107	28	16	11	0	118	173	88	95	49	2	20	254	13	81	66	0	0	160	694
03:00 PM	46	11	64	0	1	122	13	0	4	1	13	31	5	42	14	1	2	64	1	37	2	0	0	40	257
03:15 PM	12	1	4	0	0	17	6	0	0	0	0	6	3	35	6	0	0	44	3	16	3	0	0	22	89
03:30 PM	6	1	3	0	0	10	4	0	1	0	0	5	4	28	3	0	1	36	0	26	7	0	0	33	84
03:45 PM	10	2	10	0	0	22	5	1	0	0	0	6	8	39	14	0	5	66	1	29	3	0	1	34	128
Total	74	15	81	0	1	171	28	1	5	1	13	48	20	144	37	1	8	210	5	108	15	0	1	129	558
04:00 PM	10	0	9	0	0	19	6	1	1	0	2	10	3	41	9	0	0	53	1	34	2	0	0	37	119
04:15 PM	2	0	8	0	0	10	8	0	0	0	0	8	7	32	10	0	3	52	5	37	3	0	0	45	115
04:30 PM	1	2	3	0	0	6	5	1	2	0	0	8	3	32	16	0	1	52	5	25	4	0	0	34	100
04:45 PM	6	2	3	0	0	11	5	3	1	0	0	9	7	33	7	0	1	48	2	30	9	0	0	41	109
Total	19	4	23	0	0	46	24	5	4	0	2	35	20	138	42	0	5	205	13	126	18	0	0	157	443
05:00 PM	14	3	11	0	0	28	6	1	1	0	3	11	14	36	17	0	1	68	3	23	4	0	0	30	137
05:15 PM	7	0	4	0	0	11	0	0	2	0	0	2	3	45	10	0	2	60	2	31	0	0	0	33	106
05:30 PM	4	0	3	0	0	7	9	0	0	0	0	9	3	25	11	0	0	39	1	28	4	0	0	33	88
05:45 PM	5	0	1	0	0	6	1	0	0	0	0	1	0	33	16	0	0	49	1	26	4	0	0	31	87
Total	30	3	19	0	0	52	16	1	3	0	3	23	20	139	54	0	3	216	7	108	12	0	0	127	418
Grand Total	242	59	398	0	2	701	191	95	48	1	218	553	321	680	212	3	52	1268	50	632	277	0	1	960	3482
Apprch %	34.5	8.4	56.8	0	0.3		34.5	17.2	8.7	0.2	39.4		25.3	53.6	16.7	0.2	4.1		5.2	65.8	28.9	0	0.1		
Total %	7	1.7	11.4	0	0.1	20.1	5.5	2.7	1.4	0	6.3	15.9	9.2	19.5	6.1	0.1	1.5	36.4	1.4	18.2	8	0	0	27.6	
Cars	242	59	398	0	2	701	189	95	48	1	218	551	321	675	212	3	52	1263	50	628	277	0	1	956	3471
% Cars	100	100	100	0	100	100	99	100	100	100	100	99.6	100	99.3	100	100	100	99.6	100	99.4	100	0	100	99.6	99.7

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
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File Name : Tierra Pintada and Stormcloud
Site Code : 11142024
Start Date : 11/14/2024
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Tres Volcanes School Eastbound						Stormcloud Westbound						Tierra Pintada Northbound						Tierra Pintada Southbound						
	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Left	Thru	Right	Bikes	Peds	App. Total	Int. Total
Trucks	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
% Trucks	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
Buses	0	0	0	0	0	0	2	0	0	0	0	2	0	5	0	0	0	5	0	4	0	0	0	4	11
% Buses	0	0	0	0	0	0	1	0	0	0	0	0.4	0	0.7	0	0	0	0.4	0	0.6	0	0	0	0.4	0.3

Cleland Counts

1441 Camino Cerritos S.E.
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File Name : Tierra Pintada and Stormcloud
Site Code : 11142024
Start Date : 11/14/2024

	Tres Volcanes School Eastbound				Stormcloud Westbound				Tierra Pintada Northbound				Tierra Pintada Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	0	7	9	16	1	6	23	12	22	2	36	1	28	12	41	109
07:30 AM	4	3	25	32	22	6	11	39	48	24	4	76	4	32	49	85	232
07:45 AM	45	15	95	155	13	56	4	73	88	20	10	118	5	35	84	124	470
08:00 AM	41	11	62	114	12	7	2	21	14	26	5	45	1	25	12	38	218
Total Volume	92	29	189	310	63	70	23	156	162	92	21	275	11	120	157	288	1029
% App. Total	29.7	9.4	61		40.4	44.9	14.7		58.9	33.5	7.6		3.8	41.7	54.5		
PHF	.511	.483	.497	.500	.716	.313	.523	.534	.460	.885	.525	.583	.550	.857	.467	.581	.547
Cars	92	29	189	310	62	70	23	155	162	91	21	274	11	118	157	286	1025
% Cars	100	100	100	100	98.4	100	100	99.4	100	98.9	100	99.6	100	98.3	100	99.3	99.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	2	4
% Buses	0	0	0	0	1.6	0	0	0.6	0	1.1	0	0.4	0	1.7	0	0.7	0.4
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	1	0	0	1	6	0	2	8	20	19	7	46	1	20	13	34	89
02:30 PM	2	0	2	4	10	12	5	27	41	25	15	81	5	19	28	52	164
02:45 PM	18	8	72	98	5	3	1	9	19	27	21	67	6	26	21	53	227
03:00 PM	46	11	64	121	13	0	4	17	5	42	14	61	1	37	2	40	239
Total Volume	67	19	138	224	34	15	12	61	85	113	57	255	13	102	64	179	719
% App. Total	29.9	8.5	61.6		55.7	24.6	19.7		33.3	44.3	22.4		7.3	57	35.8		
PHF	.364	.432	.479	.463	.654	.313	.600	.565	.518	.673	.679	.787	.542	.689	.571	.844	.752
Cars	67	19	138	224	34	15	12	61	85	112	57	254	13	100	64	177	716
% Cars	100	100	100	100	100	100	100	100	100	99.1	100	99.6	100	98.0	100	98.9	99.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
% Buses	0	0	0	0	0	0	0	0	0	0.9	0	0.4	0	2.0	0	1.1	0.4

Cleland Counts

1441 Camino Cerritos S.E.
Albuquerque, New Mexico 87123
(505) 414-0465

Counter R.C.

File Name : Arroyo Vista Blvd. and Deer Valley Trail
Site Code : 01302025
Start Date : 1/30/2025
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Blvd. Westbound				Deer Valley Trail Southbound				
Start Time	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	8	0	0	8	8
07:15 AM	0	0	0	0	6	0	0	6	6
07:30 AM	0	0	0	0	7	0	0	7	7
07:45 AM	0	5	0	5	17	0	0	17	22
Total	0	5	0	5	38	0	0	38	43
08:00 AM	0	9	0	9	4	0	0	4	13
08:15 AM	0	1	0	1	4	0	0	4	5
08:30 AM	0	3	0	3	6	0	0	6	9
08:45 AM	0	1	0	1	8	0	0	8	9
Total	0	14	0	14	22	0	0	22	36
*** BREAK ***									
02:00 PM	0	3	0	3	7	0	0	7	10
02:15 PM	0	4	0	4	4	0	0	4	8
02:30 PM	0	2	0	2	2	0	0	2	4
02:45 PM	0	4	0	4	7	0	0	7	11
Total	0	13	0	13	20	0	0	20	33
03:00 PM	0	10	0	10	4	0	0	4	14
03:15 PM	0	3	0	3	4	0	0	4	7
03:30 PM	0	13	0	13	0	0	0	0	13
03:45 PM	0	9	0	9	2	0	0	2	11
Total	0	35	0	35	10	0	0	10	45
04:00 PM	0	6	0	6	5	0	0	5	11
04:15 PM	0	10	0	10	4	0	0	4	14
04:30 PM	0	5	0	5	2	0	0	2	7
04:45 PM	0	8	0	8	0	0	0	0	8
Total	0	29	0	29	11	0	0	11	40
05:00 PM	0	5	0	5	3	0	0	3	8
05:15 PM	0	8	0	8	5	0	0	5	13
05:30 PM	0	5	0	5	7	0	0	7	12
05:45 PM	0	12	0	12	8	0	0	8	20
Total	0	30	0	30	23	0	0	23	53
Grand Total	0	126	0	126	124	0	0	124	250
Apprch %	0	100	0		100	0	0		
Total %	0	50.4	0	50.4	49.6	0	0	49.6	

Cleland Counts

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(505) 414-0465

File Name : Arroyo Vista Blvd. and Deer Valley Trail
Site Code : 01302025
Start Date : 1/30/2025
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Blvd. Westbound				Deer Valley Trail Southbound				
	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Cars	0	126	0	126	124	0	0	124	250
% Cars	0	100	0	100	100	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0

Cleland Counts

1441 Camino Cerritos S.E.
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(505) 414-0465

File Name : Arroyo Vista Blvd. and Deer Valley Trail
Site Code : 01302025
Start Date : 1/30/2025
Page No : 3

	Arroyo Vista Blvd. Westbound			Deer Valley Trail Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 07:45 AM							
07:45 AM	0	5	5	17	0	17	22
08:00 AM	0	9	9	4	0	4	13
08:15 AM	0	1	1	4	0	4	5
08:30 AM	0	3	3	6	0	6	9
Total Volume	0	18	18	31	0	31	49
% App. Total	0	100		100	0		
PHF	.000	.500	.500	.456	.000	.456	.557
Cars	0	18	18	31	0	31	49
% Cars	0	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 05:00 PM							
05:00 PM	0	5	5	3	0	3	8
05:15 PM	0	8	8	5	0	5	13
05:30 PM	0	5	5	7	0	7	12
05:45 PM	0	12	12	8	0	8	20
Total Volume	0	30	30	23	0	23	53
% App. Total	0	100		100	0		
PHF	.000	.625	.625	.719	.000	.719	.663
Cars	0	30	30	23	0	23	53
% Cars	0	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0

Cleland Counts

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(505) 414-0465

Counter R.C.

File Name : Arroyo Vista Blvd. and Gateway Lane
Site Code : 01302025
Start Date : 1/30/2025
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Blvd. Eastbound				Arroyo Vista Blvd. Westbound				Gateway Lane Southbound				
Start Time	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	1	7	0	8	0	1	0	1	17	0	0	17	26
07:15 AM	0	6	0	6	0	4	0	4	28	0	0	28	38
07:30 AM	0	7	0	7	0	5	0	5	37	0	0	37	49
07:45 AM	0	17	0	17	6	16	0	22	31	0	0	31	70
Total	1	37	0	38	6	26	0	32	113	0	0	113	183
08:00 AM	1	3	0	4	8	15	0	23	24	0	0	24	51
08:15 AM	0	4	0	4	1	6	1	8	21	0	0	21	33
08:30 AM	0	6	0	6	3	4	0	7	15	0	0	15	28
08:45 AM	0	7	0	7	1	9	0	10	18	0	0	18	35
Total	1	20	0	21	13	34	1	48	78	0	0	78	147
*** BREAK ***													
02:00 PM	0	7	0	7	3	14	0	17	8	0	0	8	32
02:15 PM	0	3	0	3	4	16	0	20	12	0	0	12	35
02:30 PM	0	3	0	3	2	16	0	18	17	0	0	17	38
02:45 PM	0	6	0	6	4	13	0	17	11	0	0	11	34
Total	0	19	0	19	13	59	0	72	48	0	0	48	139
03:00 PM	0	5	0	5	10	20	0	30	19	0	0	19	54
03:15 PM	0	4	0	4	5	12	0	17	16	0	0	16	37
03:30 PM	0	0	0	0	11	16	0	27	11	0	0	11	38
03:45 PM	0	2	0	2	10	21	0	31	5	0	0	5	38
Total	0	11	0	11	36	69	0	105	51	0	0	51	167
04:00 PM	0	5	0	5	4	27	0	31	17	1	0	18	54
04:15 PM	0	3	0	3	10	28	1	39	8	0	0	8	50
04:30 PM	0	2	0	2	5	23	0	28	8	0	0	8	38
04:45 PM	0	0	0	0	9	24	0	33	9	0	0	9	42
Total	0	10	0	10	28	102	1	131	42	1	0	43	184
05:00 PM	0	3	0	3	5	20	1	26	18	0	0	18	47
05:15 PM	1	3	0	4	6	17	0	23	17	0	0	17	44
05:30 PM	0	7	0	7	6	21	1	28	9	0	0	9	44
05:45 PM	0	8	0	8	11	20	1	32	14	0	0	14	54
Total	1	21	0	22	28	78	3	109	58	0	0	58	189
Grand Total	3	118	0	121	124	368	5	497	390	1	0	391	1009
Apprch %	2.5	97.5	0		24.9	74	1		99.7	0.3	0		
Total %	0.3	11.7	0	12	12.3	36.5	0.5	49.3	38.7	0.1	0	38.8	

Cleland Counts

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File Name : Arroyo Vista Blvd. and Gateway Lane
Site Code : 01302025
Start Date : 1/30/2025
Page No : 2

Groups Printed- Cars - Trucks - Buses

	Arroyo Vista Blvd. Eastbound				Arroyo Vista Blvd. Westbound				Gateway Lane Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Cars	3	118	0	121	124	364	5	493	385	1	0	386	1000
% Cars	100	100	0	100	100	98.9	100	99.2	98.7	100	0	98.7	99.1
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	4	0	4	5	0	0	5	9
% Buses	0	0	0	0	0	1.1	0	0.8	1.3	0	0	1.3	0.9

Cleland Counts

1441 Camino Cerritos S.E.
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(505) 414-0465

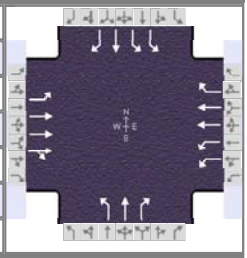
File Name : Arroyo Vista Blvd. and Gateway Lane
Site Code : 01302025
Start Date : 1/30/2025

	Arroyo Vista Blvd. Eastbound			Arroyo Vista Blvd. Westbound			Gateway Lane Southbound			
Start Time	Left	Thru	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	6	6	0	4	4	28	0	28	38
07:30 AM	0	7	7	0	5	5	37	0	37	49
07:45 AM	0	17	17	6	16	22	31	0	31	70
08:00 AM	1	3	4	8	15	23	24	0	24	51
Total Volume	1	33	34	14	40	54	120	0	120	208
% App. Total	2.9	97.1		25.9	74.1		100	0		
PHF	.250	.485	.500	.438	.625	.587	.811	.000	.811	.743
Cars	1	33	34	14	38	52	118	0	118	204
% Cars	100	100	100	100	95.0	96.3	98.3	0	98.3	98.1
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	2	2	2	0	2	4
% Buses	0	0	0	0	5.0	3.7	1.7	0	1.7	1.9
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	3	3	5	20	25	18	0	18	46
05:15 PM	1	3	4	6	17	23	17	0	17	44
05:30 PM	0	7	7	6	21	27	9	0	9	43
05:45 PM	0	8	8	11	20	31	14	0	14	53
Total Volume	1	21	22	28	78	106	58	0	58	186
% App. Total	4.5	95.5		26.4	73.6		100	0		
PHF	.250	.656	.688	.636	.929	.855	.806	.000	.806	.877
Cars	1	21	22	28	78	106	58	0	58	186
% Cars	100	100	100	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

APPENDIX B:
2024 EXISTING INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

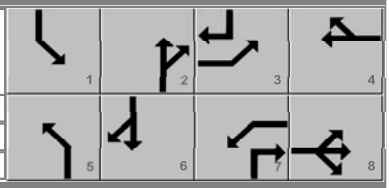
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Dec 13, 2024	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2024 EXAM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	103	0	1	40	207	0	2	2	335	3	35

Signal Information			
Cycle, s	46.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.8	6.7	0.0	1.5	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.6	19.0	4.0	17.5	0.0	12.7	10.8	23.6
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	0.0	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.0	2.6	2.0	7.1		2.0	6.2	2.6
Green Extension Time (g_e), s	0.1	0.6	0.0	0.4	0.0	0.0	0.7	0.0
Phase Call Probability	0.51	1.00	0.01	1.00		0.42	0.99	0.99
Max Out Probability	0.00	0.01	0.00	0.28		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	55	103	0	1	40	207	0	2	2	335	3	35
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.0	0.6	0.0	0.0	0.4	5.1	0.0	0.0	0.0	4.2	0.0	0.6
Cycle Queue Clearance Time (g_c), s	1.0	0.6	0.0	0.0	0.4	5.1	0.0	0.0	0.0	4.2	0.0	0.6
Green Ratio (*g/C*)	0.29	0.29		0.00	0.26	0.26		0.14	0.15	0.15	0.38	0.41
Capacity (*c*), veh/h	561	1654		8	930	414	4	274	234	516	716	661
Volume-to-Capacity Ratio (*X*)	0.098	0.062	0.000	0.133	0.043	0.500	0.000	0.007	0.009	0.649	0.004	0.053
Back of Queue (*Q*), ft/ln (95 th percentile)	16	10	0	0	6	92	0	1	1	68	1	7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	0.4	0.0	0.0	0.3	3.7	0.0	0.0	0.0	2.7	0.0	0.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	12.1	12.0		23.3	13.0	14.8	0.0	17.1	17.1	18.8	9.1	8.3
Incremental Delay (d_2), s/veh	0.0	0.1	0.0	2.9	0.1	4.3	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.1	12.0		26.2	13.1	19.1	0.0	17.1	17.1	19.3	9.1	8.3
Level of Service (LOS)	B	B		C	B	B		B	B	B	A	A
Approach Delay, s/veh / LOS	12.1	B		18.2	B		17.1	B		18.2	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.70	C	2.40	B
Bicycle LOS Score / LOS	0.57	A	0.69	A	0.49	A	1.10	A

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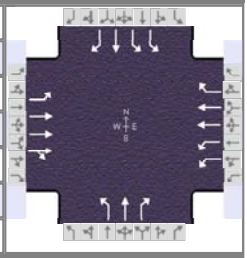
HCS Signalized Intersection Results Summary

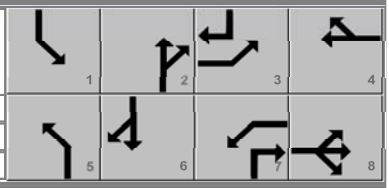
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Dec 13, 2024	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2024 EXPM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	47	0	1	63	199	0	1	0	237	2	35

Signal Information			
Cycle, s	44.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	6.4	0.0	1.1	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.2	18.6	4.0	17.5	0.0	12.4	9.0	21.5
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	0.0	3.3	3.1	3.3
Queue Clearance Time (g_s), s	2.7	2.3	2.0	6.5		2.0	4.8	2.6
Green Extension Time (g_e), s	0.0	0.5	0.0	0.4	0.0	0.0	0.5	0.0
Phase Call Probability	0.40	1.00	0.01	1.00		0.37	0.95	0.97
Max Out Probability	0.00	0.01	0.00	0.17		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	41	47	0	1	63	199	0	1	0	237	2	35
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	0.7	0.3	0.0	0.0	0.6	4.5	0.0	0.0	0.0	2.8	0.0	0.6
Cycle Queue Clearance Time (g_c), s	0.7	0.3	0.0	0.0	0.6	4.5	0.0	0.0	0.0	2.8	0.0	0.6
Green Ratio (*g/C*)	0.30	0.30		0.00	0.27	0.27		0.15	0.15	0.11	0.35	0.38
Capacity (*c*), veh/h	564	1698		8	983	438	4	276	235	401	665	607
Volume-to-Capacity Ratio (*X*)	0.073	0.028	0.000	0.126	0.064	0.455	0.000	0.004	0.000	0.590	0.003	0.058
Back of Queue (*Q*), ft/ln (95 th percentile)	10	4	0	0	9	78	0	0	0	46	0	7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	0.2	0.0	0.0	0.4	3.1	0.0	0.0	0.0	1.8	0.0	0.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	11.1	11.0		22.0	11.9	13.4	0.0	16.1	0.0	18.6	9.3	8.8
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	2.6	0.1	3.4	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	11.1	11.0		24.6	12.0	16.8	0.0	16.1	0.0	19.1	9.3	8.8
Level of Service (LOS)	B	B		C	B	B		B		B	A	A
Approach Delay, s/veh / LOS	11.1	B		15.7	B		16.1	B		17.7	B	
Intersection Delay, s/veh / LOS	15.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.26	B	2.69	C	2.40	B
Bicycle LOS Score / LOS	0.54	A	0.70	A	0.49	A	0.94	A

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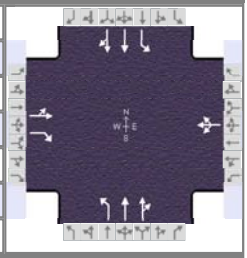
HCS Signalized Intersection Results Summary

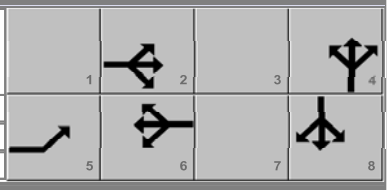
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	12/13/2024	Area Type	Other
Jurisdiction	CoA	Time Period	EXAM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2024 EXAM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	29	189	63	70	23	162	92	21	11	120	157

Signal Information			
Cycle, s	47.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	13.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		19.0		19.0
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.3		3.3
Queue Clearance Time (g_s), s		5.3		4.3		12.1		5.7
Green Extension Time (g_e), s	0.0	0.9		0.9		0.9		1.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.10		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		121	189		156		162	57	56	11	120	157
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1443	1610		1655		1120	1900	1780	1300	1900	1610
Queue Service Time (g_s), s		1.8	3.3		0.0		6.4	1.0	1.1	0.3	2.3	3.7
Cycle Queue Clearance Time (g_c), s		1.8	3.3		2.3		10.1	1.0	1.1	1.4	2.3	3.7
Green Ratio (*g/C*)		0.47	0.47		0.47		0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h		810	753		882		375	526	493	482	526	446
Volume-to-Capacity Ratio (*X*)		0.149	0.251		0.177		0.432	0.108	0.114	0.023	0.228	0.352
Back of Queue (*Q*), ft/ln (95 th percentile)		26	45		34		64	17	17	3	37	51
Back of Queue (*Q*), veh/ln (95 th percentile)		1.0	1.8		1.4		2.6	0.7	0.7	0.1	1.5	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		7.2	7.5		7.3		17.7	12.7	12.7	13.2	13.1	13.6
Incremental Delay (d_2), s/veh		0.4	0.8		0.4		0.3	0.0	0.0	0.0	0.1	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		7.6	8.3		7.7		18.0	12.7	12.7	13.3	13.2	13.8
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	8.0	A		7.7	A		15.8	B		13.5	B	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.23	B	2.23	B	1.67	B	1.90	B
Bicycle LOS Score / LOS	1.00	A	0.75	A	0.71	A	0.73	A

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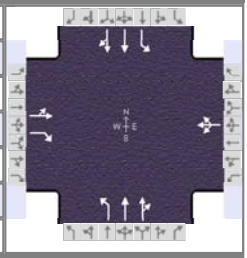
HCS Signalized Intersection Results Summary

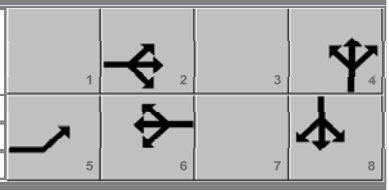
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Dec 13, 2024	Area Type	Other
Jurisdiction	CoA	Time Period	EXPM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2024 EXPM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	67	19	138	34	15	12	85	113	57	13	102	64

Signal Information			
Cycle, s	41.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	7.9	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		13.9		13.9
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		3.9		2.7		6.4		4.1
Green Extension Time (g_e), s	0.0	0.5		0.5		0.7		0.8
Phase Call Probability		1.00		1.00		0.99		0.99
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		86	138		61		85	87	83	13	85	81
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1503	1610		1570		1239	1900	1692	1234	1900	1664
Queue Service Time (g_s), s		1.0	1.9		0.0		2.6	1.6	1.8	0.4	1.6	1.7
Cycle Queue Clearance Time (g_c), s		1.0	1.9		0.7		4.4	1.6	1.8	2.1	1.6	1.7
Green Ratio (*g/C*)		0.52	0.52		0.52		0.19	0.19	0.19	0.19	0.19	0.19
Capacity (*c*), veh/h		941	844		957		355	360	321	354	360	315
Volume-to-Capacity Ratio (*X*)		0.091	0.163		0.064		0.239	0.241	0.260	0.037	0.236	0.257
Back of Queue (*Q*), ft/ln (95 th percentile)		12	21		8		29	26	26	4	26	25
Back of Queue (*Q*), veh/ln (95 th percentile)		0.5	0.8		0.3		1.1	1.1	1.0	0.2	1.0	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		5.0	5.2		4.9		16.3	14.4	14.5	15.4	14.4	14.5
Incremental Delay (d_2), s/veh		0.2	0.4		0.1		0.1	0.1	0.2	0.0	0.1	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		5.2	5.6		5.0		16.5	14.6	14.7	15.4	14.5	14.6
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	5.4	A		5.0	A		15.2	B		14.7	B	
Intersection Delay, s/veh / LOS	11.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.22	B	2.22	B	1.68	B	1.90	B
Bicycle LOS Score / LOS	0.86	A	0.59	A	0.70	A	0.64	A

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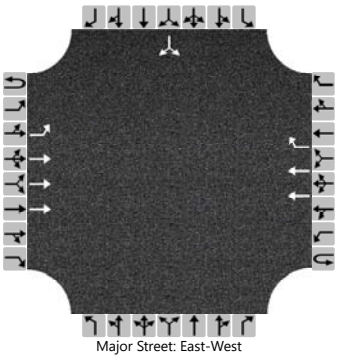
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	12/11/2024	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2024	North/South Street	School Access Driveway
Time Analyzed	EXAM	Peak Hour Factor	0.71
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	138				74	11						11		1
Percent Heavy Vehicles (%)	1	1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.12												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.21												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													17	
Capacity, c (veh/h)		1473													759	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		7.4													9.9	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.1												9.9			
Approach LOS	A												A			

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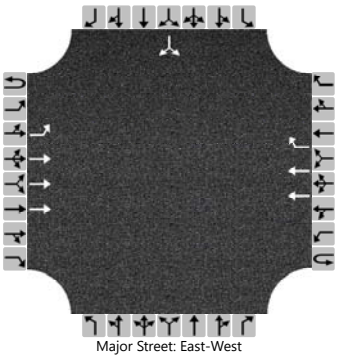
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	12/11/2024	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2024	North/South Street	School Access Driveway
Time Analyzed	EXPM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	90				100	9						11		0
Percent Heavy Vehicles (%)	0	0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.10												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.20												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													14	
Capacity, c (veh/h)		1458													743	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		7.5													9.9	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.2												9.9			
Approach LOS	A												A			

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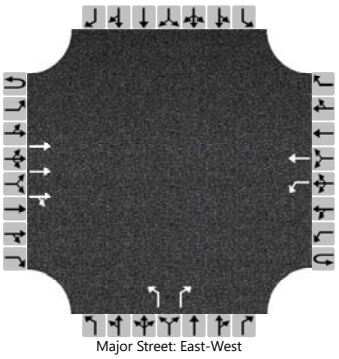
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Sports Complex
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	12/11/2024	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2024	North/South Street	Sports Complex
Time Analyzed	EXAM	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			156	0	0	0	58			0		0				
Percent Heavy Vehicles (%)					1	1				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3				6.4		7.1				
Critical Headway (sec)						5.32				5.70		7.10				
Base Follow-Up Headway (sec)						3.1				3.8		3.9				
Follow-Up Headway (sec)						3.11				3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0				0		0				
Capacity, c (veh/h)						943				667		803				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
95% Queue Length, Q_{95} (ft)												0.0				
Control Delay (s/veh)						8.8				10.4		9.5				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.0											
Approach LOS					A											

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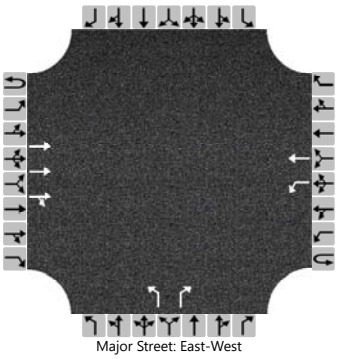
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Sports Complex
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	12/11/2024	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2024	North/South Street	Sports Complex
Time Analyzed	EXPM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			80	1	0	1	122			0		1				
Percent Heavy Vehicles (%)					1	1				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3				6.4		7.1				
Critical Headway (sec)						5.32				5.70		7.10				
Base Follow-Up Headway (sec)						3.1				3.8		3.9				
Follow-Up Headway (sec)						3.11				3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1				0		1				
Capacity, c (veh/h)						1045				709		861				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
95% Queue Length, Q_{95} (ft)						0.0						0.0				
Control Delay (s/veh)						8.4				10.1		9.2				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.1				9.2							
Approach LOS					A				A							

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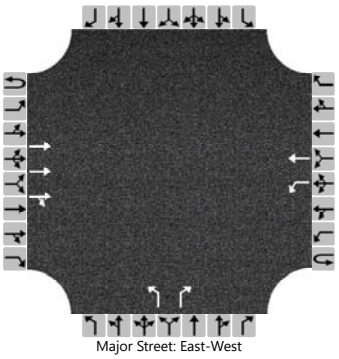
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Community Stadium
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	12/11/2024	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2024	North/South Street	Community Stadium
Time Analyzed	EXAM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			138	0	0	3	72			0		3				
Percent Heavy Vehicles (%)					1	1				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3				6.4		7.1				
Critical Headway (sec)						5.32				5.70		7.10				
Base Follow-Up Headway (sec)						3.1				3.8		3.9				
Follow-Up Headway (sec)						3.11				3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4				0		4				
Capacity, c (veh/h)						972				685		819				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
95% Queue Length, Q_{95} (ft)						0.0						0.0				
Control Delay (s/veh)						8.7				10.3		9.4				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.3				9.4							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

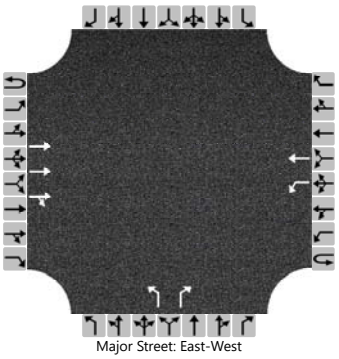
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	12/11/2024
Analysis Year	2024
Time Analyzed	EXPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Community Stadium
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Community Stadium
Peak Hour Factor	0.77
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			77	1	0	0	130			0		1				
Percent Heavy Vehicles (%)					1	1				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						5.3				6.4		7.1				
Critical Headway (sec)						5.32				5.70		7.10				
Base Follow-Up Headway (sec)						3.1				3.8		3.9				
Follow-Up Headway (sec)						3.11				3.80		3.90				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0				0		1				
Capacity, c (veh/h)						1041				696		858				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
95% Queue Length, Q_{95} (ft)												0.0				
Control Delay (s/veh)						8.5				10.2		9.2				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.0				9.2							
Approach LOS					A				A							

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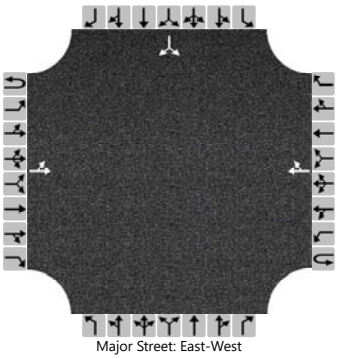
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Deer Valley
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	2/6/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2025	North/South Street	Deer Valley Trail NW
Time Analyzed	EXAM	Peak Hour Factor	0.56
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
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	0				0	18						31		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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													55	
Capacity, c (veh/h)		1593													1007	
v/c Ratio		0.00													0.05	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
95% Queue Length, Q_{95} (ft)															5.0	
Control Delay (s/veh)		7.3	0.0												8.8	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)													8.8			
Approach LOS													A			

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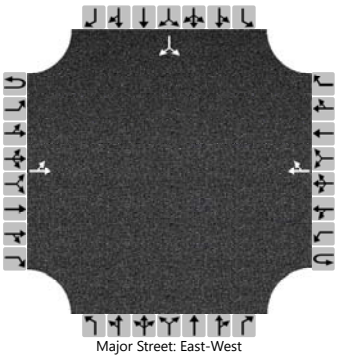
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Deer Valley
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	2/6/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2025	North/South Street	Deer Valley Trail NW
Time Analyzed	EXPM	Peak Hour Factor	0.66
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
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	0				0	30						23		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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													35	
Capacity, c (veh/h)		1575													999	
v/c Ratio		0.00													0.03	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)															2.5	
Control Delay (s/veh)		7.3	0.0												8.7	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)													8.7			
Approach LOS													A			

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HCS Two-Way Stop-Control Report

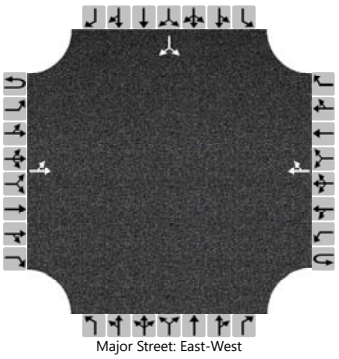
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/6/2025
Analysis Year	2025
Time Analyzed	EXAM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Gateway
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Gateway Lane NW
Peak Hour Factor	0.74
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	33				14	40						120		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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)		1													162	
Capacity, c (veh/h)		1540													911	
v/c Ratio		0.00													0.18	
95% Queue Length, Q_{95} (veh)		0.0													0.6	
95% Queue Length, Q_{95} (ft)		0.0													15.0	
Control Delay (s/veh)		7.3	0.0												9.8	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)	0.2												9.8			
Approach LOS	A												A			

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HCS Two-Way Stop-Control Report

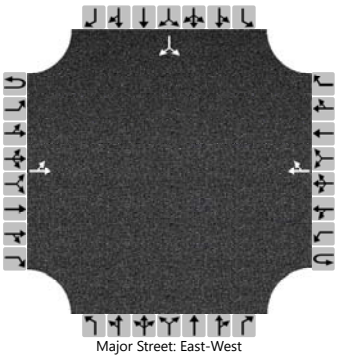
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/6/2025
Analysis Year	2025
Time Analyzed	EXPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Gateway
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Gateway Lane NW
Peak Hour Factor	0.88
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	21				28	78						58		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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)		1													66	
Capacity, c (veh/h)		1480													900	
v/c Ratio		0.00													0.07	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
95% Queue Length, Q_{95} (ft)		0.0													5.0	
Control Delay (s/veh)		7.4	0.0												9.3	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)	0.3												9.3			
Approach LOS	A												A			

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APPENDIX C:
TURNING MOVEMENT DEVELOPMENT

INSPIRATION 61
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND SCHOOL ENTRANCE

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound			Southbound SCHOOL ACCESS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	2	138			74	11				11		1
Background Growth	0	6	0	0	3	0	0	0	0	0	0	0
Pulte APS Development Traffic	0	113	0	0	37	0	0	0	0	0	0	0
2028 No Build	2	257	0	0	114	11	0	0	0	11	0	1
Entering	0	0	0	0	38	0	0	0	0	0	0	0
Exiting	0	115	0	0	0	0	0	0	0	0	0	0
2028 Build	2	372	0	0	152	11	0	0	0	11	0	1
Horizon Year Growth	0	19	0	0	10	2	0	0	0	2	0	0
2038 Horizon No Build	2	270	0	0	121	13	0	0	0	13	0	1
2038 Horizon Build	2	385	0	0	159	13	0	0	0	13	0	1
PHF	*0.71*			*0.71*			*0.71*			*0.71*		
HV %		*0*			*1*			*0*			*1*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound			Southbound SCHOOL ACCESS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	2	90			100	9				11		0
Background Growth	0	5	0	0	6	1	0	0	0	1	0	0
Pulte APS Development Traffic	0	75	0	0	128	0	0	0	0	0	0	0
2028 No Build	2	170	0	0	234	10	0	0	0	12	0	0
Entering	0	0	0	0	132	0	0	0	0	0	0	0
Exiting	0	77	0	0	0	0	0	0	0	0	0	0
2028 Build	2	247	0	0	366	10	0	0	0	12	0	0
Horizon Year Growth	0	13	0	0	14	1	0	0	0	2	0	0
2038 Horizon No Build	2	178	0	0	242	10	0	0	0	13	0	0
2038 Horizon Build	2	255	0	0	374	10	0	0	0	13	0	0
PHF	*0.79*			*0.79*			*0.79*			*0.79*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter					100.0%							
Trip Distribution % Exit	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INSPIRATION 61
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND TIERRA PINTADA

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound TIERRA PINTADA			Southbound TIERRA PINTADA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	55	103	0	1	40	207	0	2	2	335	3	35
Background Growth	2	4	0	0	2	8	0	0	0	13	0	1
Pulte APS Development Traffic	16	97	0	0	32	0	0	0	0	0	0	5
2028 No Build	73	204	0	1	73	215	0	2	2	348	3	42
Entering	0	0	0	0	33	0	0	0	0	0	0	5
Exiting	16	99	0	0	0	0	0	0	0	0	0	0
2028 Build	89	303	0	1	106	215	0	2	2	348	3	47
Horizon Year Growth	8	14	0	0	6	29	0	0	0	47	0	5
2038 Horizon No Build	79	215	0	1	77	236	0	2	2	382	3	45
2038 Horizon Build	95	314	0	1	110	236	0	2	2	382	3	50
PHF	*0.68*			*0.68*			*0.68*			*0.68*		
HV %		*0*			*0*			*0*			*0*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound TIERRA PINTADA			Southbound TIERRA PINTADA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	41	47	0	1	63	199	0	1	0	237	2	35
Background Growth	2	3	0	0	4	12	0	0	0	14	0	2
Pulte APS Development Traffic	11	65	0	0	110	0	0	0	0	0	0	18
2028 No Build	54	114	0	1	177	211	0	1	0	251	2	55
Entering	0	0	0	0	114	0	0	0	0	0	0	18
Exiting	11	66	0	0	0	0	0	0	0	0	0	0
2028 Build	65	181	0	1	290	211	0	1	0	251	2	74
Horizon Year Growth	6	7	0	0	9	28	0	0	0	33	0	5
2038 Horizon No Build	57	118	0	1	182	227	0	1	0	270	2	58
2038 Horizon Build	68	184	0	1	295	227	0	1	0	270	2	76
PHF	*0.76*			*0.76*			*0.76*			*0.76*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter					86.0%							14.0%
Trip Distribution % Exit	14.0%	86.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INSPIRATION 61
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: TIERRA PINTADA AND STORMCLOUD

AM Peak Hour

	Eastbound SCHOOL ENTRANCE			Westbound STORMCLOUD			Northbound TIERRA PINTADA			Southbound TIERRA PINTADA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	92	29	189	63	70	23	162	92	21	11	120	157
Background Growth	4	1	8	3	3	1	6	4	1	0	5	6
Pulte APS Development Traffic	0	0	0	0	0	0	0	16	0	0	5	0
2028 No Build	96	30	197	66	73	24	168	112	22	11	130	163
Entering	0	0	0	0	0	0	0	0	0	0	5	0
Exiting	0	0	0	0	0	0	0	16	0	0	0	0
2028 Build	96	30	197	66	73	24	168	128	22	11	135	163
Horizon Year Growth	13	4	26	9	10	3	23	13	3	2	17	22
2038 Horizon No Build	105	33	215	72	80	26	185	121	24	13	142	179
2038 Horizon Build	105	33	215	72	80	26	185	137	24	13	147	179
PHF	*0.55*			*0.55*			*0.55*			*0.55*		
HV %		*0*			*0*			*0*			*0*	

PM Peak Hour

	Eastbound SCHOOL ENTRANCE			Westbound STORMCLOUD			Northbound TIERRA PINTADA			Southbound TIERRA PINTADA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	67	19	138	34	15	12	85	113	57	13	102	64
Background Growth	4	1	8	2	1	1	5	7	3	1	6	4
Pulte APS Development Traffic	0	0	0	0	0	0	0	11	0	0	18	0
2028 No Build	71	20	146	36	16	13	90	130	60	14	126	68
Entering	0	0	0	0	0	0	0	0	0	0	18	0
Exiting	0	0	0	0	0	0	0	11	0	0	0	0
2028 Build	71	20	146	36	16	13	90	141	60	14	145	68
Horizon Year Growth	9	3	19	5	2	2	12	16	8	2	14	9
2038 Horizon No Build	76	22	157	39	17	14	97	139	65	15	134	73
2038 Horizon Build	76	22	157	39	17	14	97	150	65	15	153	73
PHF	*0.75*			*0.75*			*0.75*			*0.75*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter											14.0%	
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.0%	0.0%	0.0%	0.0%	0.0%

INSPIRATION 61
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND JENNIFER RIORDAN SPARK KINDNESS SPORTS COMPLEX

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound SPORTS COMPLEX ACCESS			Southbound ACCESS 1		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)		156	0	0	58		0	0	0			
Background Growth	0	6	0	0	2	0	0	0	0	0	0	0
Pulte APS Development Traffic	0	0	0	0	0	13	0	0	0	40	0	0
2028 No Build	0	162	0	0	60	13	0	0	0	40	0	0
Entering	0	0	0	0	38	0	0	0	0	0	0	0
Exiting	0	115	0	0	0	0	0	0	0	0	0	0
2028 Build	0	277	0	0	98	13	0	0	0	40	0	0
Horizon Year Growth	0	22	0	0	8	0	0	0	0	0	0	0
2038 Horizon No Build	0	178	0	0	66	13	0	0	0	40	0	0
2038 Horizon Build	0	293	0	0	104	13	0	0	0	40	0	0
PHF	*0.80*			*0.80*			*0.80*			*0.80*		
HV %		*0*			*1*			*0*			*0*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound SPORTS COMPLEX ACCESS			Southbound ACCESS 1		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)		80	1	1	122		0	0	1			
Background Growth	0	5	0	0	7	0	0	0	0	0	0	0
Pulte APS Development Traffic	0	0	0	0	0	45	0	0	0	26	0	0
2028 No Build	0	85	1	1	129	45	0	0	1	26	0	0
Entering	0	0	0	0	132	0	0	0	0	0	0	0
Exiting	0	77	0	0	0	0	0	0	0	0	0	0
2028 Build	0	162	1	1	261	45	0	0	1	26	0	0
Horizon Year Growth	0	11	0	0	17	0	0	0	0	0	0	0
2038 Horizon No Build	0	91	1	1	139	45	0	0	1	26	0	0
2038 Horizon Build	0	168	1	1	271	45	0	0	1	26	0	0
PHF	*0.83*			*0.83*			*0.83*			*0.83*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter					100.0%							
Trip Distribution % Exit	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INSPIRATION 61
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND NUSENDA COMMUNITY STADIUM

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound COMMUNITY STADIUM ACCESS			Southbound ACCESS 2		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)		138	0	3	72		0		3			
Background Growth	0	6	0	0	3	0	0	0	0	0	0	0
Pulte APS Development Traffic	0	40	0	0	13	24	0	0	0	73	0	0
2028 No Build	0	183	0	3	88	24	0	0	3	73	0	0
Entering	0	0	0	0	38	0	0	0	0	0	0	0
Exiting	0	115	0	0	0	0	0	0	0	0	0	0
2028 Build	0	298	0	3	126	24	0	0	3	73	0	0
Horizon Year Growth	0	19	0	0	10	0	0	0	0	0	0	0
2038 Horizon No Build	0	197	0	3	95	24	0	0	3	73	0	0
2038 Horizon Build	0	312	0	3	133	24	0	0	3	73	0	0
PHF	*0.83*			*0.83*			*0.83*			*0.83*		
HV %		*0*			*1*			*0*			*1*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound COMMUNITY STADIUM ACCESS			Southbound ACCESS 2		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)		77	1	0	130		0		1			
Background Growth	0	5	0	0	8	0	0	0	0	0	0	0
Pulte APS Development Traffic	0	26	0	0	45	83	0	0	0	49	0	0
2028 No Build	0	108	1	0	183	83	0	0	1	49	0	0
Entering	0	0	0	0	132	0	0	0	0	0	0	0
Exiting	0	77	0	0	0	0	0	0	0	0	0	0
2028 Build	0	185	1	0	315	83	0	0	1	49	0	0
Horizon Year Growth	0	11	0	0	18	0	0	0	0	0	0	0
2038 Horizon No Build	0	114	1	0	193	83	0	0	1	49	0	0
2038 Horizon Build	0	191	1	0	325	83	0	0	1	49	0	0
PHF	*0.77*			*0.77*			*0.77*			*0.77*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter					100.0%							
Trip Distribution % Exit	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INSPIRATION 61
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND INSPIRATION WEST DRIVEWAY

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound WEST DRIVEWAY			Southbound DEER VALLEY TRAIL		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)					0	18				31		0
Background Growth	0	0	0	0	0	1	0	0	0	1	0	0
Pulte APS Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2028 No Build	0	0	0	0	0	19	0	0	0	32	0	0
Entering	0	0	0	19	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	59	0	0	0
2028 Build	0	0	0	19	0	19	0	0	59	32	0	0
Horizon Year Growth	0	0	0	0	0	2	0	0	0	4	0	0
2038 Horizon No Build	0	0	0	0	0	20	0	0	0	35	0	0
2038 Horizon Build	0	0	0	19	0	20	0	0	59	35	0	0
PHF	*0.56*			*0.56*			*0.56*			*0.56*		
HV %		*0*			*0*			*0*			*0*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound WEST DRIVEWAY			Southbound DEER VALLEY TRAIL		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)					0	30				23		0
Background Growth	0	0	0	0	0	1	0	0	0	1	0	0
Pulte APS Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2028 No Build	0	0	0	0	0	31	0	0	0	24	0	0
Entering	0	0	0	67	0	0	0	0	0	0	0	0
Exiting	0	0	0	0	0	0	0	0	39	0	0	0
2028 Build	0	0	0	67	0	31	0	0	39	24	0	0
Horizon Year Growth	0	0	0	0	0	4	0	0	0	3	0	0
2038 Horizon No Build	0	0	0	0	0	34	0	0	0	26	0	0
2038 Horizon Build	0	0	0	67	0	34	0	0	39	26	0	0
PHF	*0.66*			*0.66*			*0.66*			*0.66*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter				51.0%								
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	51.0%	0.0%	0.0%	0.0%

INSPIRATION 61
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND INSPIRATION EAST DRIVEWAY

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound EAST DRIVEWAY			Southbound GATEWAY LANE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	1	33			14	40				120		0
Background Growth	0	1	0	0	0	1	0	0	0	4	0	0
Pulte APS Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2028 No Build	1	34	0	0	14	41	0	0	0	124	0	0
Entering	0	0	0	19	19	0	0	0	0	0	0	0
Exiting	0	59	0	0	0	0	0	0	56	0	0	0
2028 Build	1	93	0	19	34	41	0	0	56	124	0	0
Horizon Year Growth	0	4	0	0	2	5	0	0	0	16	0	0
2038 Horizon No Build	1	37	0	0	16	45	0	0	0	136	0	0
2038 Horizon Build	1	96	0	19	35	45	0	0	56	136	0	0
PHF	*0.74*			*0.74*			*0.74*			*0.74*		
HV %		*0*			*0*			*0*			*0*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound EAST DRIVEWAY			Southbound GATEWAY LANE		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2025)	1	21			28	78				58		0
Background Growth	0	1	0	0	1	2	0	0	0	2	0	0
Pulte APS Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2028 No Build	1	22	0	0	29	80	0	0	0	60	0	0
Entering	0	0	0	65	67	0	0	0	0	0	0	0
Exiting	0	39	0	0	0	0	0	0	38	0	0	0
2028 Build	1	61	0	65	96	80	0	0	38	60	0	0
Horizon Year Growth	0	3	0	0	4	10	0	0	0	8	0	0
2038 Horizon No Build	1	24	0	0	32	88	0	0	0	66	0	0
2038 Horizon Build	1	63	0	65	99	88	0	0	38	66	0	0
PHF	*0.88*			*0.88*			*0.88*			*0.88*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter				49.0%	51.0%							
Trip Distribution % Exit	0.0%	51.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	49.0%	0.0%	0.0%	0.0%

APS TIA DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND SCHOOL ENTRANCE

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound			Southbound SCHOOL ACCESS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	2	138			74	11				11		1
Background Growth	0	6	0	0	3	0	0	0	0	0	0	0
2028 No Build	2	144	0	0	77	11	0	0	0	11	0	1
Entering					37							
Exiting		113										
2028 Build	2	257	0	0	114	11	0	0	0	11	0	1
Horizon Year Growth	0	19	0	0	10	2	0	0	0	2	0	0
2038 Horizon No Build	2	157	0	0	84	13	0	0	0	13	0	1
2038 Horizon Build	2	270	0	0	121	13	0	0	0	13	0	1
PHF	*0.71*			*0.71*			*0.71*			*0.71*		
HV %		*0*			*1*			*0*			*1*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound			Southbound SCHOOL ACCESS		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	2	90			100	9				11		0
Background Growth	0	5	0	0	6	1	0	0	0	1	0	0
2028 No Build	2	95	0	0	106	10	0	0	0	12	0	0
Entering					128							
Exiting		75										
2028 Build	2	170	0	0	234	10	0	0	0	12	0	0
Horizon Year Growth	0	13	0	0	14	1	0	0	0	2	0	0
2038 Horizon No Build	2	103	0	0	114	10	0	0	0	13	0	0
2038 Horizon Build	2	178	0	0	242	10	0	0	0	13	0	0
PHF	*0.79*			*0.79*			*0.79*			*0.79*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter					100.0%							
Trip Distribution % Exit	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

APS TIA DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND TIERRA PINTADA

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound TIERRA PINTADA			Southbound TIERRA PINTADA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	55	103	0	1	40	207	0	2	2	335	3	35
Background Growth	2	4	0	0	2	8	0	0	0	13	0	1
2028 No Build	57	107	0	1	42	215	0	2	2	348	3	36
Entering					32							5
Exiting	16	97										
2028 Build	73	204	0	1	73	215	0	2	2	348	3	42
Horizon Year Growth	8	14	0	0	6	29	0	0	0	47	0	5
2038 Horizon No Build	63	117	0	1	46	236	0	2	2	382	3	40
2038 Horizon Build	79	215	0	1	77	236	0	2	2	382	3	45
PHF	*0.68*			*0.68*			*0.68*			*0.68*		
HV %		*0*			*0*			*0*			*0*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound TIERRA PINTADA			Southbound TIERRA PINTADA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	41	47	0	1	63	199	0	1	0	237	2	35
Background Growth	2	3	0	0	4	12	0	0	0	14	0	2
2028 No Build	43	50	0	1	67	211	0	1	0	251	2	37
Entering					110							18
Exiting	11	65										
2028 Build	54	114	0	1	177	211	0	1	0	251	2	55
Horizon Year Growth	6	7	0	0	9	28	0	0	0	33	0	5
2038 Horizon No Build	47	54	0	1	72	227	0	1	0	270	2	40
2038 Horizon Build	57	118	0	1	182	227	0	1	0	270	2	58
PHF	*0.76*			*0.76*			*0.76*			*0.76*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter					86.0%							14.0%
Trip Distribution % Exit	14.0%	86.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

APS TIA DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: TIERRA PINTADA AND STORMCLOUD

AM Peak Hour

	Eastbound SCHOOL ENTRANCE			Westbound STORMCLOUD			Northbound TIERRA PINTADA			Southbound TIERRA PINTADA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	92	29	189	63	70	23	162	92	21	11	120	157
Background Growth	4	1	8	3	3	1	6	4	1	0	5	6
2028 No Build	96	30	197	66	73	24	168	96	22	11	125	163
Entering											5	
Exiting								16				
2028 Build	96	30	197	66	73	24	168	112	22	11	130	163
Horizon Year Growth	13	4	26	9	10	3	23	13	3	2	17	22
2038 Horizon No Build	105	33	215	72	80	26	185	105	24	13	137	179
2038 Horizon Build	105	33	215	72	80	26	185	121	24	13	142	179
PHF	*0.55*			*0.55*			*0.55*			*0.55*		
HV %		*0*			*0*			*0*			*0*	

PM Peak Hour

	Eastbound SCHOOL ENTRANCE			Westbound STORMCLOUD			Northbound TIERRA PINTADA			Southbound TIERRA PINTADA		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)	67	19	138	34	15	12	85	113	57	13	102	64
Background Growth	4	1	8	2	1	1	5	7	3	1	6	4
2028 No Build	71	20	146	36	16	13	90	120	60	14	108	68
Entering											18	
Exiting								11				
2028 Build	71	20	146	36	16	13	90	130	60	14	126	68
Horizon Year Growth	9	3	19	5	2	2	12	16	8	2	14	9
2038 Horizon No Build	76	22	157	39	17	14	97	129	65	15	116	73
2038 Horizon Build	76	22	157	39	17	14	97	139	65	15	134	73
PHF	*0.75*			*0.75*			*0.75*			*0.75*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter											14.0%	
Trip Distribution % Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.0%	0.0%	0.0%	0.0%	0.0%

APS TIA DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND JENNIFER RIORDAN SPARK KINDNESS SPORTS COMPLEX

AM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound SPORTS COMPLEX ACCESS			Southbound ACCESS 1		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)		156	0	0	58		0	0	0			
Background Growth	0	6	0	0	2	0	0	0	0	0	0	0
2028 No Build	0	162	0	0	60	0	0	0	0	0	0	0
Entering						13						
Exiting										40		
2028 Build	0	162	0	0	60	13	0	0	0	40	0	0
Horizon Year Growth	0	22	0	0	8	0	0	0	0	0	0	0
2038 Horizon No Build	0	178	0	0	66	0	0	0	0	0	0	0
2038 Horizon Build	0	178	0	0	66	13	0	0	0	40	0	0
PHF	*0.80*			*0.80*			*0.80*			*0.80*		
HV %		*0*			*1*			*0*			*0*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound SPORTS COMPLEX ACCESS			Southbound ACCESS 1		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)		80	1	1	122		0	0	1			
Background Growth	0	5	0	0	7	0	0	0	0	0	0	0
2028 No Build	0	85	1	1	129	0	0	0	1	0	0	0
Entering						45						
Exiting										26		
2028 Build	0	85	1	1	129	45	0	0	1	26	0	0
Horizon Year Growth	0	11	0	0	17	0	0	0	0	0	0	0
2038 Horizon No Build	0	91	1	1	139	0	0	0	1	0	0	0
2038 Horizon Build	0	91	1	1	139	45	0	0	1	26	0	0
PHF	*0.83*			*0.83*			*0.83*			*0.83*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter						35.0%						
Trip Distribution % Exit										35.0%		

APS TIA DEVELOPMENT
EXISTING & PROJECTED TURNING MOVEMENTS

INTERSECTION: ARROYO VISTA AND NUSENDA COMMUNITY STADIUM

AM Peak Hour

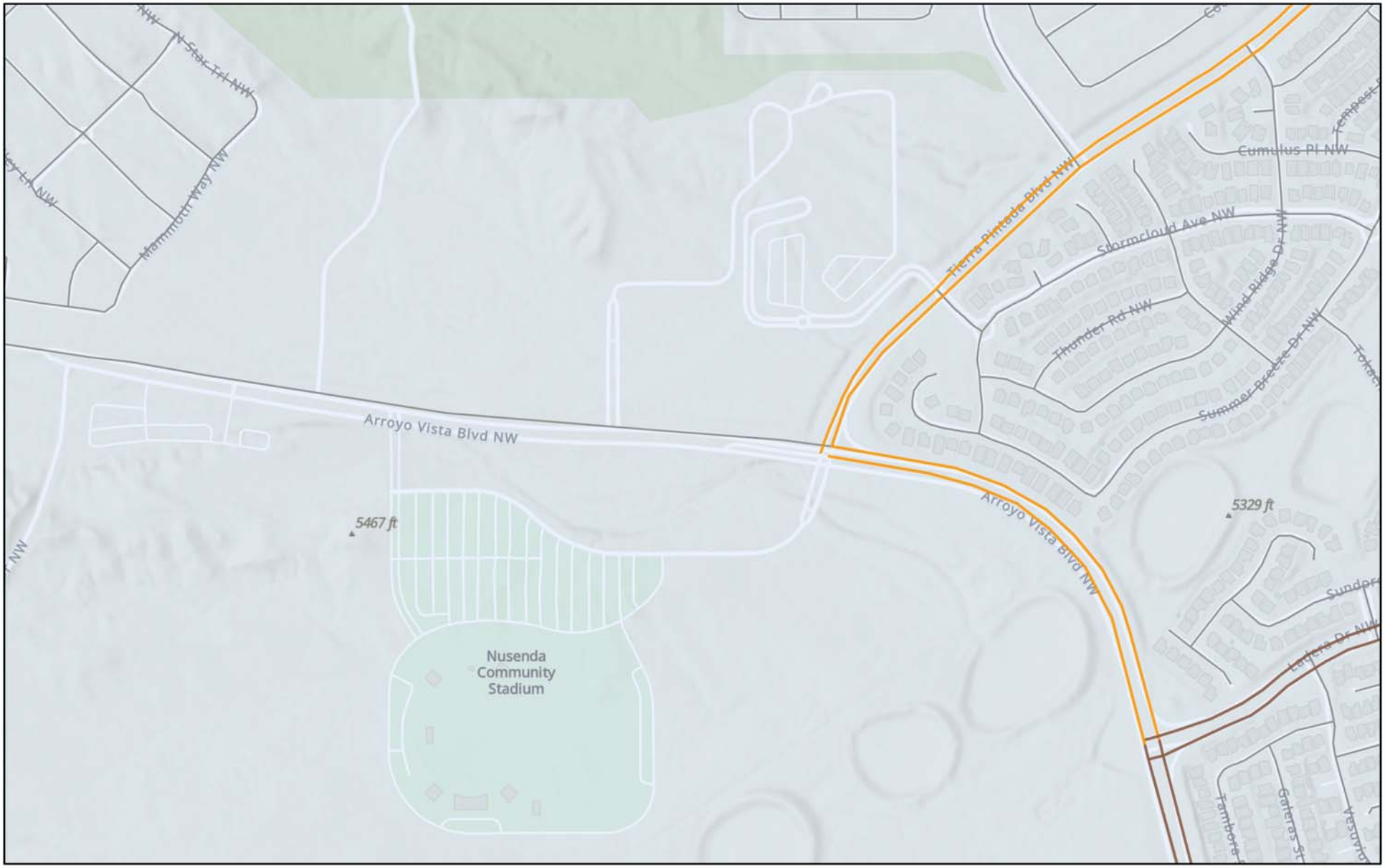
	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound COMMUNITY STADIUM ACCESS			Southbound ACCESS 2		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)		138	0	3	72		0		3			
Background Growth	0	6	0	0	3	0	0	0	0	0	0	0
2028 No Build	0	144	0	3	75	0	0	0	3	0	0	0
Entering					13	24						
Exiting		40								73		
2028 Build	0	183	0	3	88	24	0	0	3	73	0	0
Horizon Year Growth	0	19	0	0	10	0	0	0	0	0	0	0
2038 Horizon No Build	0	157	0	3	82	0	0	0	3	0	0	0
2038 Horizon Build	0	197	0	3	95	24	0	0	3	73	0	0
PHF	*0.83*			*0.83*			*0.83*			*0.83*		
HV %		*0*			*1*			*0*			*1*	

PM Peak Hour

	Eastbound ARROYO VISTA			Westbound ARROYO VISTA			Northbound COMMUNITY STADIUM ACCESS			Southbound ACCESS 2		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (2024)		77	1	0	130		0		1			
Background Growth	0	5	0	0	8	0	0	0	0	0	0	0
2028 No Build	0	82	1	0	138	0	0	0	1	0	0	0
Entering					45	83						
Exiting		26								49		
2028 Build	0	108	1	0	183	83	0	0	1	49	0	0
Horizon Year Growth	0	11	0	0	18	0	0	0	0	0	0	0
2038 Horizon No Build	0	88	1	0	148	0	0	0	1	0	0	0
2038 Horizon Build	0	114	1	0	193	83	0	0	1	49	0	0
PHF	*0.77*			*0.77*			*0.77*			*0.77*		
HV %		*0*			*0*			*0*			*0*	

growth rates	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Trip Distribution % Enter					35.0%	65.0%						
Trip Distribution % Exit	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	65.0%	0.0%	0.0%

APS Roadway Functional Class



1/3/2025, 12:03:18 PM

1:9,028

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, New Mexico State University, Bernalillo County, NM, © OpenStreetMap, Microsoft,

NMDOT Functional Class

- 4 - Minor Arterial
- 5 - Major Collector
- Local Roads
- 2020 FHWA Urban Area Boundaries

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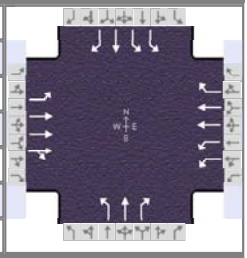
APPENDIX D:
2028 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

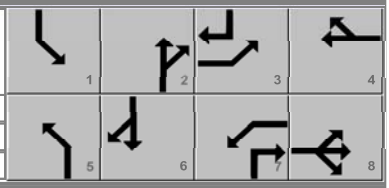
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2028 NBAM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	73	204	0	1	73	215	0	2	2	348	3	42

Signal Information			
Cycle, s	48.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	7.8	0.0	2.2	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.2	19.7	4.0	17.5	0.0	13.8	11.3	25.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	0.0	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.4	3.3	2.0	7.7		2.1	6.6	2.7
Green Extension Time (g_e), s	0.1	0.8	0.0	0.6	0.0	0.0	0.8	0.1
Phase Call Probability	0.63	1.00	0.01	1.00		0.49	0.99	1.00
Max Out Probability	0.00	0.03	0.00	0.48		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	73	204	0	1	73	215	0	2	2	348	3	42
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.4	1.3	0.0	0.0	0.8	5.7	0.0	0.0	0.1	4.6	0.0	0.7
Cycle Queue Clearance Time (g_c), s	1.4	1.3	0.0	0.0	0.8	5.7	0.0	0.0	0.1	4.6	0.0	0.7
Green Ratio (g/C)	0.30	0.29		0.00	0.25	0.25		0.16	0.16	0.15	0.39	0.44
Capacity (c), veh/h	541	1657		7	890	396	4	303	258	524	742	702
Volume-to-Capacity Ratio (X)	0.135	0.123	0.000	0.139	0.082	0.543	0.000	0.007	0.008	0.664	0.004	0.060
Back of Queue (Q), ft/ln (95 th percentile)	22	22	0	0	13	106	0	1	1	75	1	9
Back of Queue (Q), veh/ln (95 th percentile)	0.9	0.9	0.0	0.0	0.5	4.2	0.0	0.0	0.0	3.0	0.0	0.4
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	12.6	12.7		24.3	14.1	16.0	0.0	17.2	17.2	19.6	9.1	8.0
Incremental Delay (d_2), s/veh	0.0	0.2	0.0	3.2	0.2	5.4	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.7	12.9		27.5	14.3	21.4	0.0	17.2	17.2	20.1	9.1	8.0
Level of Service (LOS)	B	B		C	B	C		B	B	C	A	A
Approach Delay, s/veh / LOS	12.8	B		19.6	B		17.2	B		18.8	B	
Intersection Delay, s/veh / LOS	17.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.70	C	2.40	B
Bicycle LOS Score / LOS	0.64	A	0.73	A	0.49	A	1.14	A

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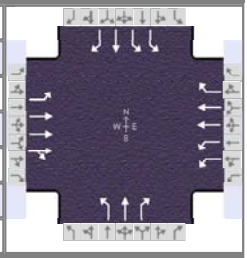
HCS Signalized Intersection Results Summary

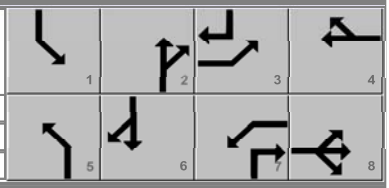
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2028 NBPM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	54	114	0	1	177	211	0	1	0	251	2	55

Signal Information			
Cycle, s	47.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	8.5	0.0	1.5	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.6	19.0	4.0	17.5	0.0	14.5	9.5	24.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	0.0	3.4	3.1	3.4
Queue Clearance Time (g_s), s	3.0	2.7	2.0	7.3		2.0	5.2	3.0
Green Extension Time (g_e), s	0.1	0.9	0.0	0.6	0.0	0.1	0.5	0.1
Phase Call Probability	0.51	1.00	0.01	1.00		0.53	0.96	0.98
Max Out Probability	0.00	0.02	0.00	0.38		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	54	114	0	1	177	211	0	1	0	251	2	55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.0	0.7	0.0	0.0	1.8	5.3	0.0	0.0	0.0	3.2	0.0	1.0
Cycle Queue Clearance Time (g_c), s	1.0	0.7	0.0	0.0	1.8	5.3	0.0	0.0	0.0	3.2	0.0	1.0
Green Ratio (*g/C*)	0.29	0.29		0.00	0.25	0.25		0.18	0.18	0.12	0.38	0.42
Capacity (*c*), veh/h	478	1636		7	921	410	4	344	293	412	728	671
Volume-to-Capacity Ratio (*X*)	0.113	0.070	0.000	0.134	0.192	0.515	0.000	0.003	0.000	0.609	0.003	0.082
Back of Queue (*Q*), ft/ln (95 th percentile)	16	11	0	0	31	96	0	0	0	53	0	12
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	0.5	0.0	0.0	1.2	3.9	0.0	0.0	0.0	2.1	0.0	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	12.4	12.2		23.5	13.8	15.1	0.0	15.8	0.0	19.8	9.0	8.3
Incremental Delay (d_2), s/veh	0.0	0.1	0.0	3.0	0.5	4.6	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.4	12.3		26.5	14.2	19.7	0.0	15.8	0.0	20.3	9.0	8.3
Level of Service (LOS)	B	B		C	B	B		B		C	A	A
Approach Delay, s/veh / LOS	12.3	B		17.2	B		15.8	B		18.1	B	
Intersection Delay, s/veh / LOS	16.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.69	C	2.40	B
Bicycle LOS Score / LOS	0.58	A	0.81	A	0.49	A	1.00	A

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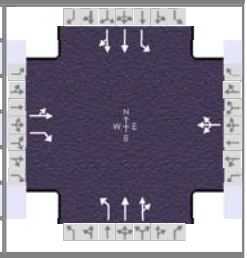
HCS Signalized Intersection Results Summary

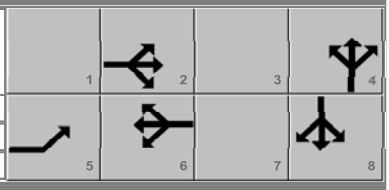
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2028 NBAM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	96	30	197	66	73	24	168	112	22	11	130	163

Signal Information			
Cycle, s	47.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	13.6	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		19.6		19.6
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.3		3.3
Queue Clearance Time (g_s), s		5.6		4.5		12.7		5.8
Green Extension Time (g_e), s	0.0	0.9		0.9		0.9		1.2
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.15		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		126	197		163		168	68	66	11	130	163
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1438	1610		1654		1103	1900	1793	1275	1900	1610
Queue Service Time (g_s), s		1.9	3.6		0.0		6.8	1.3	1.3	0.3	2.5	3.8
Cycle Queue Clearance Time (g_c), s		1.9	3.6		2.5		10.7	1.3	1.3	1.7	2.5	3.8
Green Ratio (*g/C*)		0.46	0.46		0.46		0.29	0.29	0.29	0.29	0.29	0.29
Capacity (*c*), veh/h		797	743		870		377	544	514	480	544	461
Volume-to-Capacity Ratio (*X*)		0.158	0.265		0.187		0.445	0.124	0.129	0.023	0.239	0.353
Back of Queue (*Q*), ft/ln (95 th percentile)		28	49		38		67	20	20	3	40	53
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1	1.9		1.5		2.7	0.8	0.8	0.1	1.6	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		7.5	7.9		7.6		17.8	12.6	12.6	13.2	13.0	13.5
Incremental Delay (d_2), s/veh		0.4	0.9		0.5		0.3	0.0	0.0	0.0	0.1	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		7.9	8.7		8.0		18.1	12.6	12.6	13.2	13.1	13.7
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	8.4	A		8.0	A		15.7	B		13.4	B	
Intersection Delay, s/veh / LOS	11.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.23	B	2.23	B	1.67	B	1.90	B
Bicycle LOS Score / LOS	1.02	A	0.76	A	0.74	A	0.74	A

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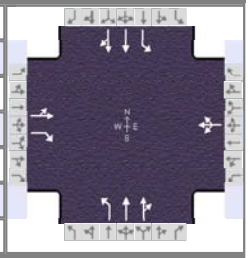
HCS Signalized Intersection Results Summary

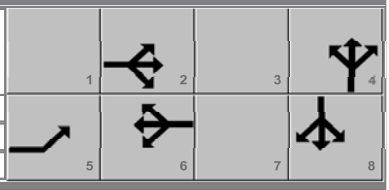
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2028 NBPM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	20	146	36	16	13	90	130	60	14	126	68

Signal Information			
Cycle, s	42.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	8.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		14.0		14.0
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		4.0		2.7		6.9		4.4
Green Extension Time (g_e), s	0.0	0.5		0.6		0.8		0.9
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		91	146		65		90	97	93	14	99	95
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1500	1610		1570		1208	1900	1702	1212	1900	1683
Queue Service Time (g_s), s		1.0	2.0		0.0		2.9	1.8	2.0	0.4	1.9	2.0
Cycle Queue Clearance Time (g_c), s		1.0	2.0		0.7		4.9	1.8	2.0	2.4	1.9	2.0
Green Ratio (*g/C*)		0.52	0.52		0.52		0.19	0.19	0.19	0.19	0.19	0.19
Capacity (*c*), veh/h		939	844		956		343	361	323	345	361	320
Volume-to-Capacity Ratio (*X*)		0.097	0.173		0.068		0.263	0.268	0.288	0.041	0.275	0.297
Back of Queue (*Q*), ft/ln (95 th percentile)		13	22		9		31	30	29	4	31	29
Back of Queue (*Q*), veh/ln (95 th percentile)		0.5	0.9		0.4		1.2	1.2	1.2	0.2	1.2	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		5.0	5.2		4.9		16.7	14.5	14.6	15.6	14.5	14.6
Incremental Delay (d_2), s/veh		0.2	0.4		0.1		0.2	0.1	0.2	0.0	0.2	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		5.2	5.7		5.1		16.9	14.7	14.7	15.6	14.7	14.8
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	5.5	A		5.1	A		15.4	B		14.8	B	
Intersection Delay, s/veh / LOS	11.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.22	B	2.22	B	1.68	B	1.90	B
Bicycle LOS Score / LOS	0.88	A	0.59	A	0.72	A	0.66	A

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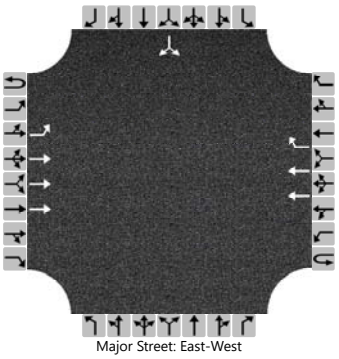
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/15/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	School Access Driveway
Time Analyzed	NBAM	Peak Hour Factor	0.71
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	257				114	11						11		1
Percent Heavy Vehicles (%)	1	1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.12												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.21												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													17	
Capacity, c (veh/h)		1405													690	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		7.6													10.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												10.3			
Approach LOS	A												B			

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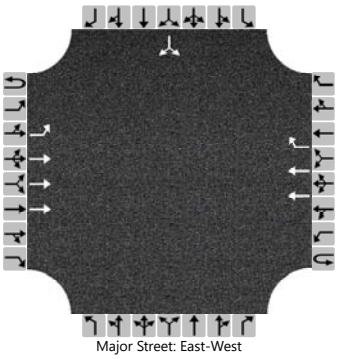
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/15/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	School Access Driveway
Time Analyzed	NBPM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	170				234	10						12		0
Percent Heavy Vehicles (%)	0	0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.10												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.20												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													15	
Capacity, c (veh/h)		1263													613	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		7.9													11.0	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												11.0			
Approach LOS	A												B			

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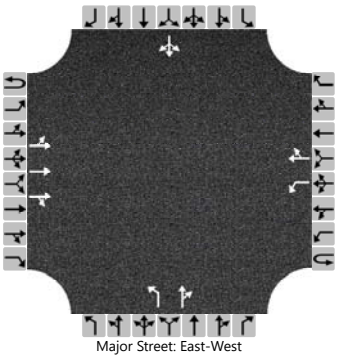
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Sports Complex
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/15/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	Sports Complex
Time Analyzed	NBAM	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	162	0	0	0	60	13		0	0	0		40	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				0				0		0			50	
Capacity, c (veh/h)		1516				935				632		0			742	
v/c Ratio		0.00				0.00				0.00					0.07	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0					0.2	
95% Queue Length, Q_{95} (ft)															5.0	
Control Delay (s/veh)		7.4	0.0			8.8				10.7					10.2	
Level of Service (LOS)		A	A			A				B					B	
Approach Delay (s/veh)	0.0				0.0								10.2			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

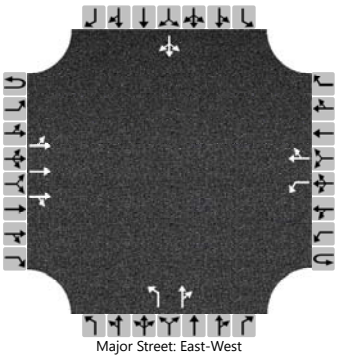
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/25/2025
Analysis Year	2028
Time Analyzed	NBPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Sports Complex
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Sports Complex
Peak Hour Factor	0.83
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	85	1	0	1	129	45		0	0	1		26	0	0
Percent Heavy Vehicles (%)		3			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.16				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.23				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				1				0		1			31	
Capacity, c (veh/h)		1351				1038				657		857			685	
v/c Ratio		0.00				0.00				0.00		0.00			0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.1	
95% Queue Length, Q_{95} (ft)						0.0						0.0			2.5	
Control Delay (s/veh)		7.7	0.0			8.5				10.5		9.2			10.5	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.0				9.2				10.5			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

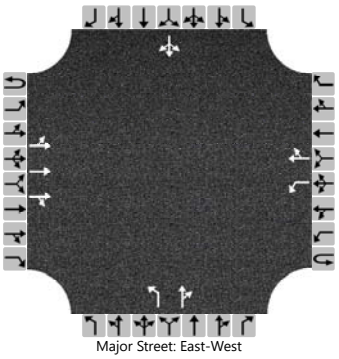
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/25/2025
Analysis Year	2028
Time Analyzed	NBAM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Community Stadium
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Community Stadium
Peak Hour Factor	0.83
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	183	0	0	3	88	24		0	0	3		73	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				4				0		4			88	
Capacity, c (veh/h)		1462				918				603		788			702	
v/c Ratio		0.00				0.00				0.00		0.00			0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.4	
95% Queue Length, Q_{95} (ft)						0.0						0.0			10.0	
Control Delay (s/veh)		7.5	0.0			8.9				11.0		9.6			10.9	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.2				9.6				10.9			
Approach LOS	A				A				A				B			

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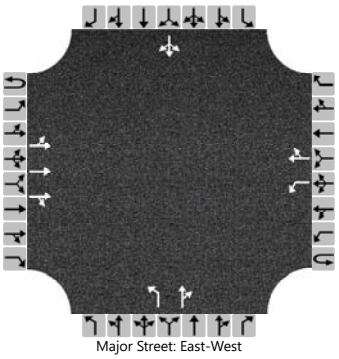
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Community Stadium
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/15/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	Community Stadium
Time Analyzed	BPM	Peak Hour Factor	0.77
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	108	1	0	0	183	83		0	0	1		49	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				0				0		1			64	
Capacity, c (veh/h)		1225				998				572		834			602	
v/c Ratio		0.00				0.00				0.00		0.00			0.11	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.4	
95% Queue Length, Q_{95} (ft)												0.0			10.0	
Control Delay (s/veh)		7.9	0.0			8.6				11.3		9.3			11.7	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.0				9.3				11.7			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

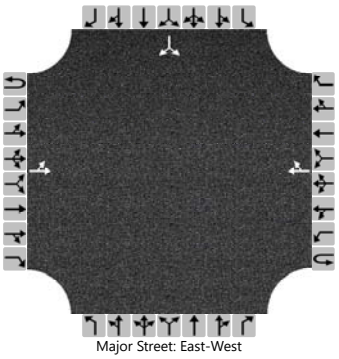
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2028
Time Analyzed	NBAM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Deer Valley
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Deer Valley Trail NW
Peak Hour Factor	0.56
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
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	0				0	19						32		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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													57	
Capacity, c (veh/h)		1591													1006	
v/c Ratio		0.00													0.06	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
95% Queue Length, Q_{95} (ft)															5.0	
Control Delay (s/veh)		7.3	0.0												8.8	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)													8.8			
Approach LOS													A			

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HCS Two-Way Stop-Control Report

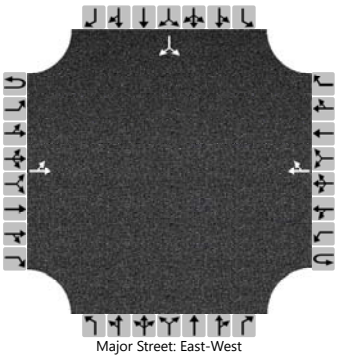
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2028
Time Analyzed	NBPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Deer Valley
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Deer Valley Trail NW
Peak Hour Factor	0.66
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
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	0				0	31						24		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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													36	
Capacity, c (veh/h)		1573													998	
v/c Ratio		0.00													0.04	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)															2.5	
Control Delay (s/veh)		7.3	0.0												8.7	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)													8.7			
Approach LOS													A			

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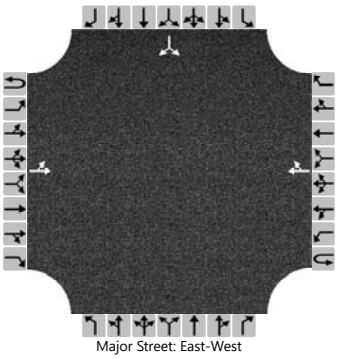
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Gateway
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	2/7/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	Gateway Lane NW
Time Analyzed	NBAM	Peak Hour Factor	0.74
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	34				14	41						124		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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)		1													168	
Capacity, c (veh/h)		1538													908	
v/c Ratio		0.00													0.18	
95% Queue Length, Q_{95} (veh)		0.0													0.7	
95% Queue Length, Q_{95} (ft)		0.0													17.5	
Control Delay (s/veh)		7.3	0.0												9.9	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)	0.2												9.9			
Approach LOS	A												A			

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HCS Two-Way Stop-Control Report

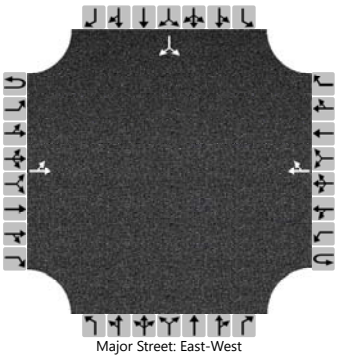
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2028
Time Analyzed	NBPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Gateway
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Gateway Lane NW
Peak Hour Factor	0.88
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	22				29	80						60		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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)		1													68	
Capacity, c (veh/h)		1476													896	
v/c Ratio		0.00													0.08	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
95% Queue Length, Q_{95} (ft)		0.0													5.0	
Control Delay (s/veh)		7.4	0.0												9.3	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)	0.3												9.3			
Approach LOS	A												A			

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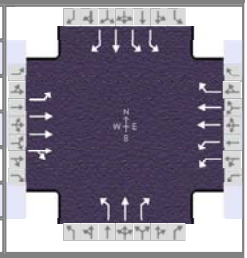
APPENDIX E:
2028 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

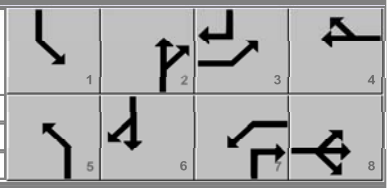
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 21, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2028 BAM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	89	303	0	1	106	215	0	2	2	348	3	47

Signal Information			
Cycle, s	50.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	8.5	0.0	2.7	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.8	20.2	4.0	17.5	0.0	14.5	11.4	25.9
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	0.0	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.8	4.0	2.0	7.9		2.1	6.7	2.8
Green Extension Time (g_e), s	0.1	1.1	0.0	0.7	0.0	0.0	0.8	0.1
Phase Call Probability	0.71	1.00	0.01	1.00		0.53	0.99	1.00
Max Out Probability	0.00	0.07	0.00	0.58		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	89	303	0	1	106	215	0	2	2	348	3	47
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.8	2.0	0.0	0.0	1.2	5.9	0.0	0.0	0.1	4.7	0.0	0.8
Cycle Queue Clearance Time (g_c), s	1.8	2.0	0.0	0.0	1.2	5.9	0.0	0.0	0.1	4.7	0.0	0.8
Green Ratio (*g/C*)	0.31	0.29		0.00	0.24	0.24		0.17	0.17	0.15	0.40	0.45
Capacity (*c*), veh/h	527	1674		7	865	385	4	321	273	519	753	728
Volume-to-Capacity Ratio (*X*)	0.169	0.181	0.000	0.143	0.123	0.558	0.000	0.006	0.007	0.670	0.004	0.065
Back of Queue (*Q*), ft/ln (95 th percentile)	28	34	0	0	20	112	0	1	1	78	1	10
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	1.4	0.0	0.0	0.8	4.5	0.0	0.0	0.0	3.1	0.0	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	12.6	13.2		25.0	15.0	16.8	0.0	17.3	17.3	20.2	9.2	7.8
Incremental Delay (d_2), s/veh	0.1	0.2	0.0	3.4	0.3	5.9	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.7	13.5		28.4	15.3	22.6	0.0	17.3	17.3	20.8	9.2	7.8
Level of Service (LOS)	B	B		C	B	C		B	B	C	A	A
Approach Delay, s/veh / LOS	13.3	B		20.2	C		17.3	B		19.2	B	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.70	C	2.40	B
Bicycle LOS Score / LOS	0.70	A	0.75	A	0.49	A	1.14	A

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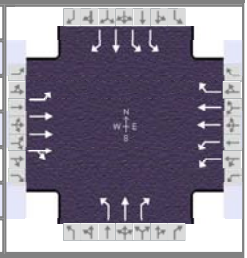
HCS Signalized Intersection Results Summary

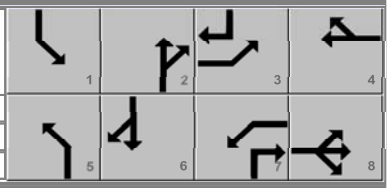
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 21, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2028 BPM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	65	181	0	1	290	211	0	1	0	251	2	74

Signal Information			
Cycle, s	49.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.7	10.4	0.0	2.0	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.0	19.5	4.0	17.5	0.0	16.4	9.7	26.1
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	0.0	3.4	3.1	3.4
Queue Clearance Time (g_s), s	3.3	3.2	2.0	7.7		2.0	5.4	3.3
Green Extension Time (g_e), s	0.1	1.2	0.0	0.8	0.0	0.0	0.5	0.1
Phase Call Probability	0.59	1.00	0.01	1.00		0.65	0.97	0.99
Max Out Probability	0.00	0.05	0.00	0.54		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	65	181	0	1	290	211	0	1	0	251	2	74
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.3	1.2	0.0	0.0	3.3	5.7	0.0	0.0	0.0	3.4	0.0	1.3
Cycle Queue Clearance Time (g_c), s	1.3	1.2	0.0	0.0	3.3	5.7	0.0	0.0	0.0	3.4	0.0	1.3
Green Ratio (g/C)	0.28	0.28		0.00	0.24	0.24		0.21	0.21	0.12	0.40	0.45
Capacity (c), veh/h	413	1605		7	875	389	4	397	338	406	770	718
Volume-to-Capacity Ratio (X)	0.157	0.113	0.000	0.141	0.331	0.542	0.000	0.003	0.000	0.618	0.003	0.103
Back of Queue (Q), ft/ln (95 th percentile)	21	20	0	0	58	106	0	0	0	57	0	16
Back of Queue (Q), veh/ln (95 th percentile)	0.8	0.8	0.0	0.0	2.3	4.3	0.0	0.0	0.0	2.3	0.0	0.6
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.4	13.2		24.7	15.5	16.4	0.0	15.5	0.0	20.9	8.8	8.0
Incremental Delay (d_2), s/veh	0.1	0.1	0.0	3.3	1.0	5.4	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.4	13.4		28.1	16.5	21.8	0.0	15.5	0.0	21.5	8.8	8.0
Level of Service (LOS)	B	B		C	B	C		B		C	A	A
Approach Delay, s/veh / LOS	13.4	B		18.8	B		15.5	B		18.4	B	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.69	C	2.40	B
Bicycle LOS Score / LOS	0.62	A	0.90	A	0.49	A	1.03	A

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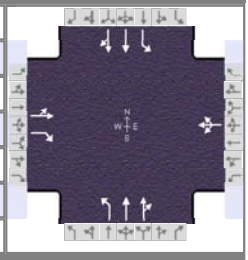
HCS Signalized Intersection Results Summary

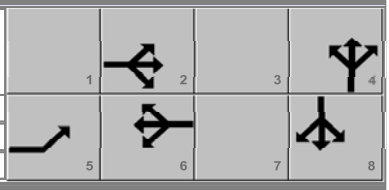
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2028 BAM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	96	30	197	66	73	24	168	128	22	11	135	163

Signal Information			
Cycle, s	47.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	13.7	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		19.7		19.7
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.3		3.3
Queue Clearance Time (g_s), s		5.6		4.5		12.7		5.8
Green Extension Time (g_e), s	0.0	0.9		0.9		1.0		1.3
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.16		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		126	197		163		168	76	74	11	135	163
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1438	1610		1654		1098	1900	1804	1257	1900	1610
Queue Service Time (g_s), s		1.9	3.6		0.0		6.8	1.4	1.5	0.3	2.6	3.8
Cycle Queue Clearance Time (g_c), s		1.9	3.6		2.5		10.7	1.4	1.5	1.8	2.6	3.8
Green Ratio (*g/C*)		0.46	0.46		0.46		0.29	0.29	0.29	0.29	0.29	0.29
Capacity (*c*), veh/h		796	742		868		377	546	519	473	546	463
Volume-to-Capacity Ratio (*X*)		0.158	0.265		0.188		0.445	0.138	0.144	0.023	0.247	0.352
Back of Queue (*Q*), ft/ln (95 th percentile)		29	49		38		68	23	22	3	42	53
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1	2.0		1.5		2.7	0.9	0.9	0.1	1.7	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		7.5	7.9		7.6		17.7	12.6	12.6	13.3	13.0	13.5
Incremental Delay (d_2), s/veh		0.4	0.9		0.5		0.3	0.0	0.0	0.0	0.1	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		7.9	8.8		8.1		18.1	12.7	12.7	13.3	13.1	13.6
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	8.4	A		8.1	A		15.5	B		13.4	B	
Intersection Delay, s/veh / LOS	11.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.23	B	2.23	B	1.67	B	1.90	B
Bicycle LOS Score / LOS	1.02	A	0.76	A	0.75	A	0.74	A

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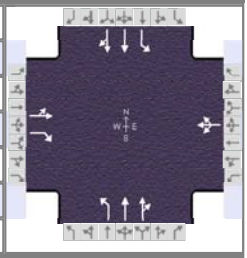
HCS Signalized Intersection Results Summary

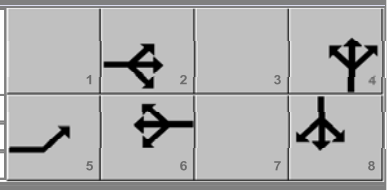
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 21, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2028 BPM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	20	146	36	16	13	90	141	60	14	145	68

Signal Information			
Cycle, s	42.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	8.1	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		14.1		14.1
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		4.0		2.7		7.2		4.5
Green Extension Time (g_e), s	0.0	0.5		0.6		0.9		0.9
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		91	146		65		90	103	98	14	109	104
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1500	1610		1570		1187	1900	1712	1200	1900	1700
Queue Service Time (g_s), s		1.1	2.0		0.0		3.0	1.9	2.1	0.4	2.1	2.2
Cycle Queue Clearance Time (g_c), s		1.1	2.0		0.7		5.2	1.9	2.1	2.5	2.1	2.2
Green Ratio (*g/C*)		0.52	0.52		0.52		0.19	0.19	0.19	0.19	0.19	0.19
Capacity (*c*), veh/h		937	842		954		336	364	328	342	364	326
Volume-to-Capacity Ratio (*X*)		0.097	0.173		0.068		0.268	0.282	0.300	0.041	0.299	0.320
Back of Queue (*Q*), ft/ln (95 th percentile)		13	22		9		31	32	31	4	34	32
Back of Queue (*Q*), veh/ln (95 th percentile)		0.5	0.9		0.4		1.2	1.3	1.2	0.2	1.3	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		5.0	5.3		5.0		16.9	14.5	14.6	15.7	14.6	14.6
Incremental Delay (d_2), s/veh		0.2	0.4		0.1		0.2	0.2	0.2	0.0	0.2	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		5.2	5.7		5.1		17.0	14.7	14.8	15.7	14.7	14.8
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	5.5	A		5.1	A		15.4	B		14.9	B	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.22	B	2.22	B	1.68	B	1.90	B
Bicycle LOS Score / LOS	0.88	A	0.59	A	0.73	A	0.67	A

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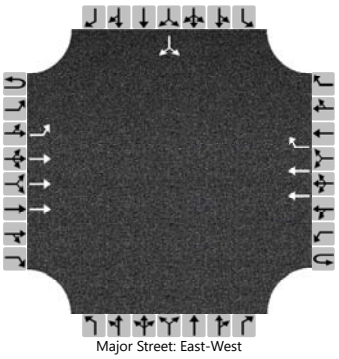
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/20/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	School Access Driveway
Time Analyzed	BAM	Peak Hour Factor	0.71
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	372				152	11						11		1
Percent Heavy Vehicles (%)	1	1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.12												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.21												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													17	
Capacity, c (veh/h)		1343													629	
v/c Ratio		0.00													0.03	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		7.7													10.9	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.0												10.9			
Approach LOS	A												B			

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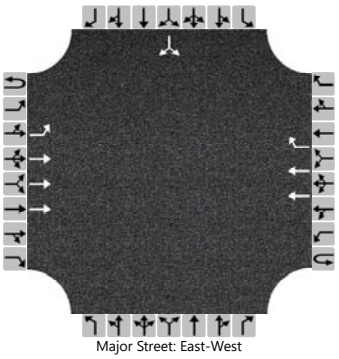
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/20/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	School Access Driveway
Time Analyzed	BPM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	247				366	10						12		0
Percent Heavy Vehicles (%)	0	0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized							No									
Median Type | Storage							Left Only						1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.10												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.20												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													15	
Capacity, c (veh/h)		1097													507	
v/c Ratio		0.00													0.03	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		8.3													12.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												12.3			
Approach LOS	A												B			

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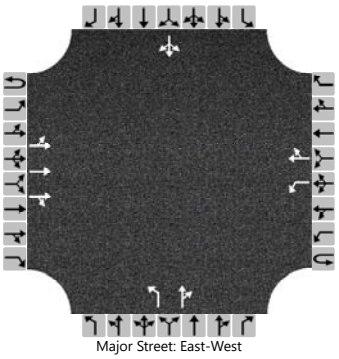
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Sports Complex
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/21/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	Sports Complex
Time Analyzed	BAM	Peak Hour Factor	0.80
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	277	0	0	0	98	13		0	0	0		40	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				0				0		0			50	
Capacity, c (veh/h)		1457				803				506		0			672	
v/c Ratio		0.00				0.00				0.00					0.07	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0					0.2	
95% Queue Length, Q_{95} (ft)															5.0	
Control Delay (s/veh)		7.5	0.0			9.5				12.1					10.8	
Level of Service (LOS)		A	A			A				B					B	
Approach Delay (s/veh)	0.0				0.0								10.8			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

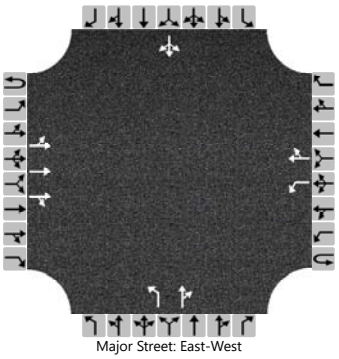
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/21/2025
Analysis Year	2028
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Sports Complex
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Sports Complex
Peak Hour Factor	0.83
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	162	1	0	1	261	45		0	0	1		26	0	0
Percent Heavy Vehicles (%)		3			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.16				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.23				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				1				0		1			31	
Capacity, c (veh/h)		1179				942				518		802			560	
v/c Ratio		0.00				0.00				0.00		0.00			0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.2	
95% Queue Length, Q_{95} (ft)						0.0						0.0			5.0	
Control Delay (s/veh)		8.1	0.0			8.8				11.9		9.5			11.8	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.0				9.5				11.8			
Approach LOS	A				A				A				B			

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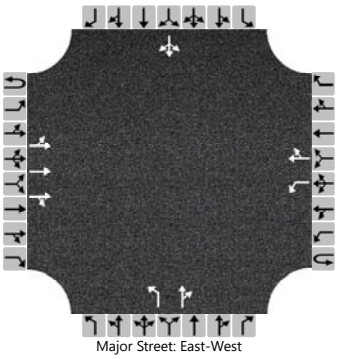
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Community Stadium
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/21/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	Community Stadium
Time Analyzed	BAM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	298	0	0	3	126	24		0	0	3		73	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				4				0		4			88	
Capacity, c (veh/h)		1407				792				489		713			639	
v/c Ratio		0.00				0.00				0.00		0.01			0.14	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.5	
95% Queue Length, Q_{95} (ft)						0.0						0.0			12.5	
Control Delay (s/veh)		7.6	0.0			9.6				12.4		10.1			11.5	
Level of Service (LOS)		A	A			A				B		B			B	
Approach Delay (s/veh)	0.0				0.2				10.1				11.5			
Approach LOS	A				A				B				B			

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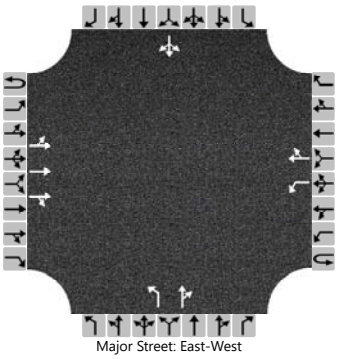
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Community Stadium
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/21/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2028	North/South Street	Community Stadium
Time Analyzed	BPM	Peak Hour Factor	0.77
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	185	1	0	0	315	83		0	0	1		49	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				0				0		1			64	
Capacity, c (veh/h)		1059				898				444		776			485	
v/c Ratio		0.00				0.00				0.00		0.00			0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.5	
95% Queue Length, Q_{95} (ft)												0.0			12.5	
Control Delay (s/veh)		8.4	0.0			9.0				13.1		9.6			13.5	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.0				9.6				13.5			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

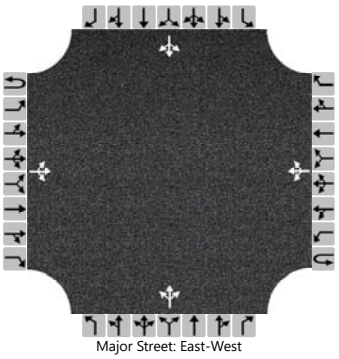
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2028
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Deer Valley
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Deer Valley Trail NW
Peak Hour Factor	0.56
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		19	0	19		0	0	59		32	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				34					105				57	
Capacity, c (veh/h)		1591				1636					1091				741	
v/c Ratio		0.00				0.02					0.10				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.3				0.3	
95% Queue Length, Q_{95} (ft)											7.5				7.5	
Control Delay (s/veh)		7.3	0.0	0.0		7.2	0.2	0.2			8.7				10.3	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)					3.7				8.7				10.3			
Approach LOS					A				A				B			

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HCS Two-Way Stop-Control Report

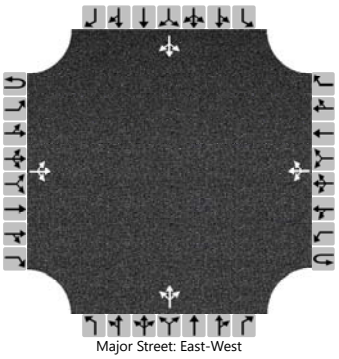
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2028
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Deer Valley
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Deer Valley Trail NW
Peak Hour Factor	0.66
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		67	0	31		0	0	39		24	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				102					59				36	
Capacity, c (veh/h)		1573				1636					1091				621	
v/c Ratio		0.00				0.06					0.05				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.2				0.2	
95% Queue Length, Q_{95} (ft)											5.0				5.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.5	0.5			8.5				11.2	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)					5.2				8.5				11.2			
Approach LOS					A				A				B			

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HCS Two-Way Stop-Control Report

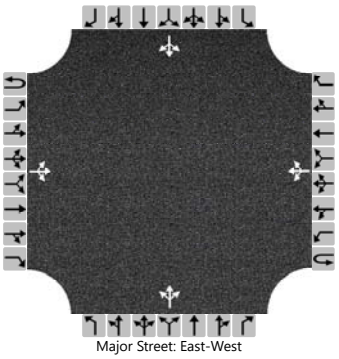
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2028
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Gateway
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Gateway Lane NW
Peak Hour Factor	0.74
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	93	0		19	34	41		0	0	56		124	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				26					76				168	
Capacity, c (veh/h)		1504				1473					930				599	
v/c Ratio		0.00				0.02					0.08				0.28	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.3				1.2	
95% Queue Length, Q_{95} (ft)											7.5				30.0	
Control Delay (s/veh)		7.4	0.0	0.0		7.5	0.1	0.1			9.2				13.3	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.1				1.6				9.2				13.3			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

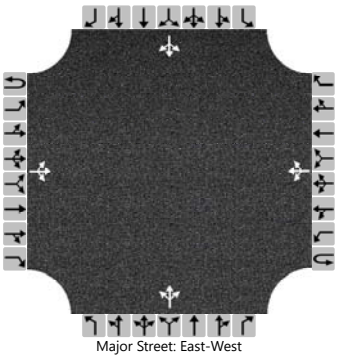
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2028
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Gateway
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Gateway Lane NW
Peak Hour Factor	0.88
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	61	0		65	96	80		0	0	38		60	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				74					43				68	
Capacity, c (veh/h)		1384				1544					999				513	
v/c Ratio		0.00				0.05					0.04				0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.1				0.5	
95% Queue Length, Q_{95} (ft)											2.5				12.5	
Control Delay (s/veh)		7.6	0.0	0.0		7.4	0.4	0.4			8.8				13.1	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.1				2.3				8.8				13.1			
Approach LOS	A				A				A				B			

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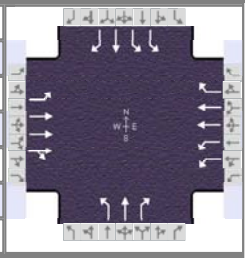
APPENDIX F:
2038 NO BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

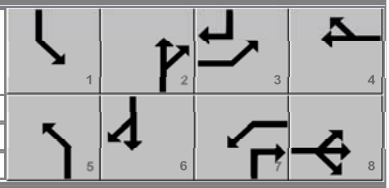
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2038 NBAM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	79	215	0	1	77	236	0	2	2	382	3	45

Signal Information			
Cycle, s	50.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	8.2	0.0	2.4	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.5	19.9	4.0	17.5	0.0	14.2	12.0	26.2
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	0.0	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.6	3.4	2.0	8.6		2.1	7.1	2.8
Green Extension Time (g_e), s	0.1	0.9	0.0	0.5	0.0	0.0	0.8	0.1
Phase Call Probability	0.67	1.00	0.01	1.00		0.52	1.00	1.00
Max Out Probability	0.00	0.04	0.00	0.85		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	79	215	0	1	77	236	0	2	2	382	3	45
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.6	1.4	0.0	0.0	0.8	6.6	0.0	0.0	0.1	5.1	0.0	0.8
Cycle Queue Clearance Time (g_c), s	1.6	1.4	0.0	0.0	0.8	6.6	0.0	0.0	0.1	5.1	0.0	0.8
Green Ratio (g/C)	0.30	0.29		0.00	0.24	0.24		0.16	0.16	0.16	0.40	0.45
Capacity (c), veh/h	532	1641		7	866	385	4	311	265	558	764	727
Volume-to-Capacity Ratio (X)	0.148	0.131	0.000	0.143	0.089	0.613	0.000	0.006	0.008	0.685	0.004	0.062
Back of Queue (Q), ft/ln (95 th percentile)	25	24	0	0	14	128	0	1	1	85	1	10
Back of Queue (Q), veh/ln (95 th percentile)	1.0	1.0	0.0	0.0	0.6	5.1	0.0	0.0	0.0	3.4	0.0	0.4
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.0	13.2		25.0	14.8	17.0	0.0	17.6	17.5	19.9	9.0	7.8
Incremental Delay (d_2), s/veh	0.0	0.2	0.0	3.4	0.2	7.3	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.0	13.4		28.4	15.0	24.3	0.0	17.6	17.5	20.5	9.0	7.8
Level of Service (LOS)	B	B		C	B	C		B	B	C	A	A
Approach Delay, s/veh / LOS	13.3	B		22.0	C		17.5	B		19.1	B	
Intersection Delay, s/veh / LOS	18.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.70	C	2.40	B
Bicycle LOS Score / LOS	0.65	A	0.75	A	0.49	A	1.20	A

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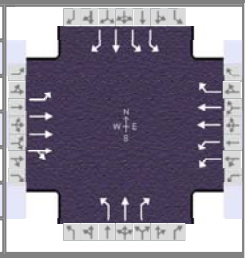
HCS Signalized Intersection Results Summary

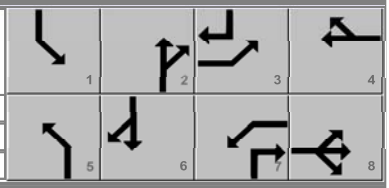
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2038 NBPM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	118	0	1	182	227	0	1	0	270	2	58

Signal Information			
Cycle, s	48.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	8.9	0.0	1.7	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	5.7	19.2	4.0	17.5	0.0	14.9	9.9	24.8
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (MAH), s	3.1	3.2	3.1	3.2	0.0	3.4	3.1	3.4
Queue Clearance Time (g_s), s	3.1	2.7	2.0	7.9		2.0	5.5	3.0
Green Extension Time (g_e), s	0.1	0.9	0.0	0.6	0.0	0.1	0.6	0.1
Phase Call Probability	0.53	1.00	0.01	1.00		0.56	0.97	0.99
Max Out Probability	0.00	0.02	0.00	0.57		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	57	118	0	1	182	227	0	1	0	270	2	58
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.1	0.7	0.0	0.0	1.9	5.9	0.0	0.0	0.0	3.5	0.0	1.0
Cycle Queue Clearance Time (g_c), s	1.1	0.7	0.0	0.0	1.9	5.9	0.0	0.0	0.0	3.5	0.0	1.0
Green Ratio (g/C)	0.29	0.28		0.00	0.25	0.25		0.19	0.19	0.12	0.39	0.43
Capacity (c), veh/h	470	1620		7	903	402	4	353	301	433	746	689
Volume-to-Capacity Ratio (X)	0.121	0.073	0.000	0.137	0.201	0.565	0.000	0.003	0.000	0.623	0.003	0.084
Back of Queue (Q), ft/ln (95 th percentile)	17	12	0	0	33	111	0	0	0	58	0	12
Back of Queue (Q), veh/ln (95 th percentile)	0.7	0.5	0.0	0.0	1.3	4.4	0.0	0.0	0.0	2.3	0.0	0.5
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	12.7	12.6		24.0	14.2	15.7	0.0	15.9	0.0	20.0	8.9	8.2
Incremental Delay (d_2), s/veh	0.0	0.1	0.0	3.1	0.5	5.8	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.8	12.7		27.1	14.7	21.5	0.0	15.9	0.0	20.6	8.9	8.2
Level of Service (LOS)	B	B		C	B	C		B		C	A	A
Approach Delay, s/veh / LOS	12.7	B		18.5	B		15.9	B		18.3	B	
Intersection Delay, s/veh / LOS	17.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.69	C	2.40	B
Bicycle LOS Score / LOS	0.58	A	0.83	A	0.49	A	1.03	A

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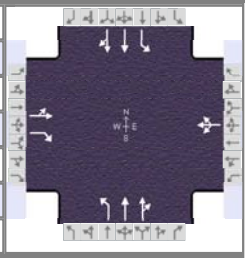
HCS Signalized Intersection Results Summary

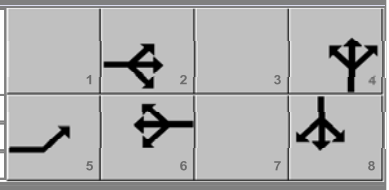
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBAM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2038 NBAM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	105	33	215	72	80	26	185	121	24	13	142	179

Signal Information			
Cycle, s	49.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	15.2	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		21.2		21.2
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.4		3.4
Queue Clearance Time (g_s), s		6.2		4.9		14.3		6.3
Green Extension Time (g_e), s	0.0	1.0		1.0		0.9		1.4
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.35		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		138	215		178		185	73	72	13	142	179
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1429	1610		1652		1075	1900	1792	1263	1900	1610
Queue Service Time (g_s), s		2.2	4.2		0.0		8.0	1.4	1.4	0.4	2.7	4.3
Cycle Queue Clearance Time (g_c), s		2.2	4.2		2.9		12.3	1.4	1.4	1.8	2.7	4.3
Green Ratio (*g/C*)		0.45	0.45		0.45		0.31	0.31	0.31	0.31	0.31	0.31
Capacity (*c*), veh/h		768	720		842		384	587	554	499	587	497
Volume-to-Capacity Ratio (*X*)		0.180	0.299		0.211		0.481	0.125	0.130	0.026	0.242	0.360
Back of Queue (*Q*), ft/ln (95 th percentile)		35	59		45		78	22	22	4	44	58
Back of Queue (*Q*), veh/ln (95 th percentile)		1.4	2.4		1.8		3.1	0.9	0.9	0.2	1.8	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		8.2	8.7		8.3		18.0	12.2	12.2	12.9	12.7	13.2
Incremental Delay (d_2), s/veh		0.5	1.1		0.6		0.3	0.0	0.0	0.0	0.1	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		8.7	9.7		8.9		18.4	12.3	12.3	12.9	12.8	13.4
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	9.3	A		8.9	A		15.7	B		13.1	B	
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.24	B	1.67	B	1.90	B
Bicycle LOS Score / LOS	1.07	A	0.78	A	0.76	A	0.76	A

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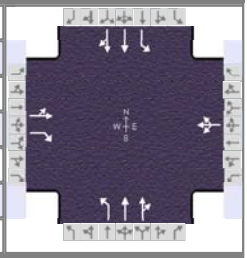
HCS Signalized Intersection Results Summary

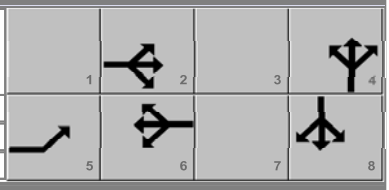
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 15, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	NBPM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2038 NBPM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	22	157	39	17	14	97	139	65	15	134	73

Signal Information			
Cycle, s	42.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	8.3	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		14.3		14.3
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		4.5		2.8		7.4		4.6
Green Extension Time (g_e), s	0.0	0.6		0.6		0.9		1.0
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		98	157		70		97	104	100	15	106	101
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1500	1449		1567		1194	1900	1701	1197	1900	1681
Queue Service Time (g_s), s		1.1	2.5		0.0		3.2	2.0	2.1	0.5	2.0	2.2
Cycle Queue Clearance Time (g_c), s		1.1	2.5		0.8		5.4	2.0	2.1	2.6	2.0	2.2
Green Ratio (*g/C*)		0.52	0.52		0.52		0.20	0.20	0.20	0.20	0.20	0.20
Capacity (*c*), veh/h		932	754		948		342	372	333	344	372	330
Volume-to-Capacity Ratio (*X*)		0.105	0.208		0.074		0.284	0.280	0.299	0.044	0.285	0.306
Back of Queue (*Q*), ft/ln (95 th percentile)		14	26		10		34	32	31	5	33	32
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	1.0		0.4		1.4	1.3	1.2	0.2	1.3	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		5.1	5.5		5.1		16.9	14.5	14.5	15.6	14.5	14.5
Incremental Delay (d_2), s/veh		0.2	0.6		0.2		0.2	0.2	0.2	0.0	0.2	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		5.4	6.1		5.2		17.0	14.6	14.7	15.7	14.6	14.7
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	5.8	A		5.2	A		15.4	B		14.7	B	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.22	B	2.22	B	1.68	B	1.90	B
Bicycle LOS Score / LOS	0.91	A	0.60	A	0.74	A	0.67	A

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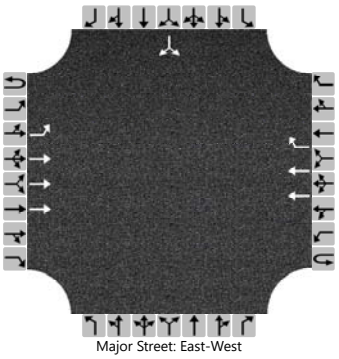
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/15/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	School Access Driveway
Time Analyzed	NBAM	Peak Hour Factor	0.71
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	270				121	13						13		1
Percent Heavy Vehicles (%)	1	1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.12												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.21												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													20	
Capacity, c (veh/h)		1390													678	
v/c Ratio		0.00													0.03	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		7.6													10.5	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												10.5			
Approach LOS	A												B			

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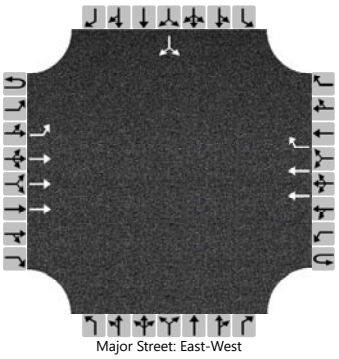
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/15/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	School Access Driveway
Time Analyzed	NBPM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	178				242	10						13		0
Percent Heavy Vehicles (%)	0	0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.10												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.20												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													16	
Capacity, c (veh/h)		1252													606	
v/c Ratio		0.00													0.03	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		7.9													11.1	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												11.1			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

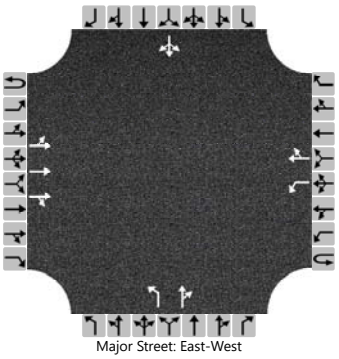
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/25/2025
Analysis Year	2038
Time Analyzed	NBAM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Sports Complex
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Sports Complex
Peak Hour Factor	0.80
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	178	0	0	0	66	13		0	0	0		40	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				0				0		0			50	
Capacity, c (veh/h)		1507				916				612		0			731	
v/c Ratio		0.00				0.00				0.00					0.07	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0					0.2	
95% Queue Length, Q_{95} (ft)															5.0	
Control Delay (s/veh)		7.4	0.0			8.9				10.9					10.3	
Level of Service (LOS)		A	A			A				B					B	
Approach Delay (s/veh)	0.0				0.0								10.3			
Approach LOS	A				A								B			

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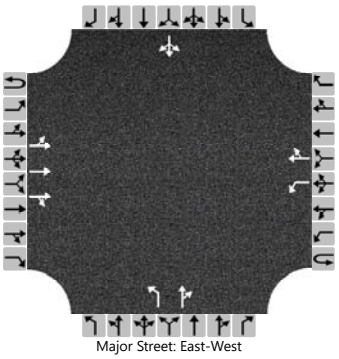
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Sports Complex
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/25/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Sports Complex
Time Analyzed	NBPM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	91	1	0	1	139	45		0	0	1		26	0	0
Percent Heavy Vehicles (%)		3			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.16				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.23				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				1				0		1			31	
Capacity, c (veh/h)		1337				1030				645		853			674	
v/c Ratio		0.00				0.00				0.00		0.00			0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.1	
95% Queue Length, Q_{95} (ft)						0.0						0.0			2.5	
Control Delay (s/veh)		7.7	0.0			8.5				10.6		9.2			10.6	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.0				9.2				10.6			
Approach LOS	A				A				A				B			

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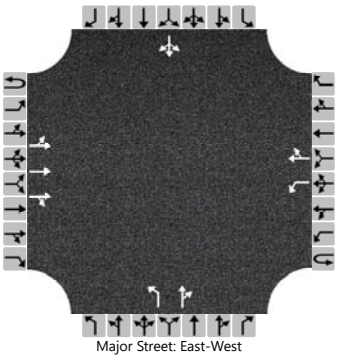
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Community Stadium
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/15/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Community Stadium
Time Analyzed	NBAM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	197	0	0	3	95	24		0	0	3		73	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				4				0		4			88	
Capacity, c (veh/h)		1452				902				587		778			692	
v/c Ratio		0.00				0.00				0.00		0.00			0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.4	
95% Queue Length, Q_{95} (ft)						0.0						0.0			10.0	
Control Delay (s/veh)		7.5	0.0			9.0				11.1		9.6			11.0	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.2				9.6				11.0			
Approach LOS	A				A				A				B			

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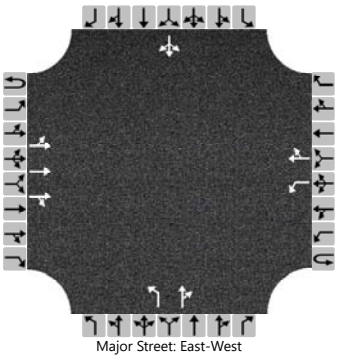
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Community Stadium
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/15/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Community Stadium
Time Analyzed	NBPM	Peak Hour Factor	0.77
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	114	1	0	0	193	83		0	0	1		49	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				0				0		1			64	
Capacity, c (veh/h)		1211				989				561		829			592	
v/c Ratio		0.00				0.00				0.00		0.00			0.11	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.4	
95% Queue Length, Q_{95} (ft)												0.0			10.0	
Control Delay (s/veh)		8.0	0.0			8.6				11.4		9.3			11.8	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.0				9.3				11.8			
Approach LOS	A				A				A				B			

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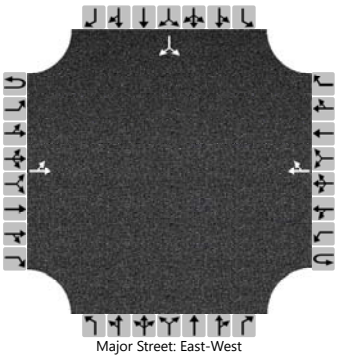
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Deer Valley
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	2/7/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Deer Valley Trail NW
Time Analyzed	NBAM	Peak Hour Factor	0.56
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
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	0				0	20						35		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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													63	
Capacity, c (veh/h)		1588													1005	
v/c Ratio		0.00													0.06	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
95% Queue Length, Q_{95} (ft)															5.0	
Control Delay (s/veh)		7.3	0.0												8.8	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)													8.8			
Approach LOS													A			

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HCS Two-Way Stop-Control Report

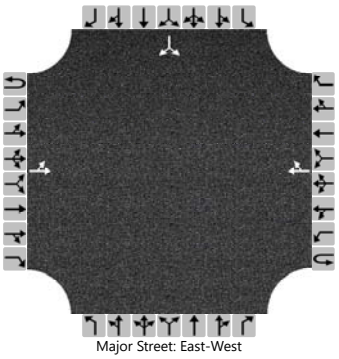
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2038
Time Analyzed	NBPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Deer Valley
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Deer Valley Trail NW
Peak Hour Factor	0.66
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
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	0				0	34						26		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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													39	
Capacity, c (veh/h)		1568													995	
v/c Ratio		0.00													0.04	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)															2.5	
Control Delay (s/veh)		7.3	0.0												8.8	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)													8.8			
Approach LOS													A			

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HCS Two-Way Stop-Control Report

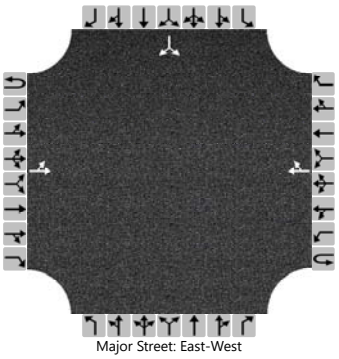
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2038
Time Analyzed	NBAM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Gateway
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Gateway Lane NW
Peak Hour Factor	0.74
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	37				16	45						136		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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)		1													184	
Capacity, c (veh/h)		1528													897	
v/c Ratio		0.00													0.20	
95% Queue Length, Q_{95} (veh)		0.0													0.8	
95% Queue Length, Q_{95} (ft)		0.0													20.0	
Control Delay (s/veh)		7.4	0.0												10.0	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.2												10.0			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

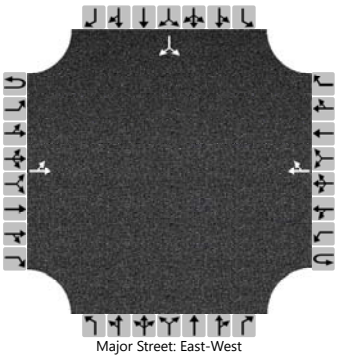
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2038
Time Analyzed	NBPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Gateway
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Gateway Lane NW
Peak Hour Factor	0.88
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	24				32	88						66		0
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

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)		1													75	
Capacity, c (veh/h)		1460													884	
v/c Ratio		0.00													0.08	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
95% Queue Length, Q_{95} (ft)		0.0													7.5	
Control Delay (s/veh)		7.5	0.0												9.4	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)	0.3												9.4			
Approach LOS	A												A			

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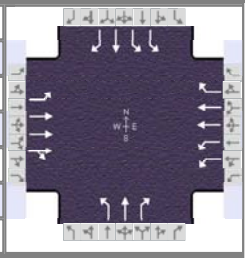
APPENDIX G:
2038 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Signalized Intersection Results Summary

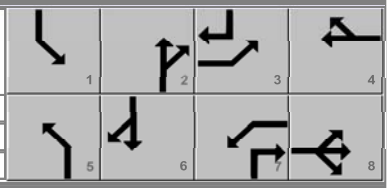
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 21, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2038 BAM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	95	310	0	1	110	236	0	2	2	382	3	50

Signal Information			
Cycle, s	52.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.2	9.0	0.0	0.0	12.0	0.0
Yellow	3.0	4.0	3.0	3.0	4.0	0.0
Red	1.0	2.0	1.0	1.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.0	21.5	4.0	17.5	0.0	15.0	12.2	27.3
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.2	3.1	3.2	0.0	3.3	3.1	3.3
Queue Clearance Time (g_s), s	3.9	4.1	2.0	9.0		2.1	7.4	2.9
Green Extension Time (g_e), s	0.1	1.1	0.0	0.6	0.0	0.0	0.8	0.1
Phase Call Probability	1.00	1.00	0.01	1.00		0.57	1.00	1.00
Max Out Probability	0.00	0.08	0.00	1.00		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	95	310	0	1	110	236	0	2	2	382	3	50
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.9	2.1	0.0	0.0	1.3	7.0	0.0	0.0	0.1	5.4	0.0	0.9
Cycle Queue Clearance Time (g_c), s	1.9	2.1	0.0	0.0	1.3	7.0	0.0	0.0	0.1	5.4	0.0	0.9
Green Ratio (*g/C*)	0.34	0.30		0.00	0.23	0.23		0.17	0.17	0.16	0.40	0.48
Capacity (*c*), veh/h	539	1727		7	822	366	3	324	276	549	765	772
Volume-to-Capacity Ratio (*X*)	0.176	0.179	0.000	0.150	0.134	0.645	0.000	0.006	0.007	0.696	0.004	0.065
Back of Queue (*Q*), ft/ln (95 th percentile)	30	37	0	0	23	142	0	1	1	91	1	11
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	1.5	0.0	0.0	0.9	5.7	0.0	0.0	0.0	3.7	0.0	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	12.2	13.6		26.3	16.3	18.5	0.0	18.2	18.1	21.1	9.4	7.4
Incremental Delay (d_2), s/veh	0.1	0.2	0.0	3.8	0.3	8.8	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	12.2	13.8		30.2	16.6	27.3	0.0	18.2	18.2	21.7	9.4	7.4
Level of Service (LOS)	B	B		C	B	C		B	B	C	A	A
Approach Delay, s/veh / LOS	13.4	B		23.9	C		18.2	B		20.0	B	
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.27	B	2.70	C	2.40	B
Bicycle LOS Score / LOS	0.71	A	0.77	A	0.49	A	1.21	A

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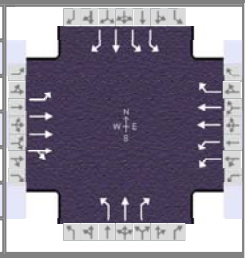
HCS Signalized Intersection Results Summary

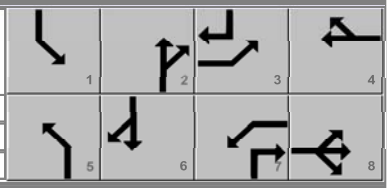
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 21, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Arroyo Vista Blvd NW	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Arroyo Vista & Tierra Pi…	File Name	2038 BPM Arroyo Vista & Tierra Pintada.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	184	0	1	295	227	0	1	0	270	2	76

Signal Information			
Cycle, s	50.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	10.6	0.0	2.1	12.0	0.0
Yellow	3.0	4.0	3.0	0.0	4.0	0.0
Red	1.0	2.0	1.0	0.0	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	3	8	7	4	5	2	1	6
Case Number	1.1	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	6.1	19.6	4.0	17.5	0.0	16.6	10.1	26.7
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5	4.0	6.0	4.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	0.0	3.4	3.1	3.4
Queue Clearance Time (g_s), s	3.4	3.2	2.0	8.3		2.0	5.7	3.4
Green Extension Time (g_e), s	0.1	1.3	0.0	0.8	0.0	0.0	0.6	0.1
Phase Call Probability	0.61	1.00	0.01	1.00		0.67	0.98	0.99
Max Out Probability	0.00	0.06	0.00	0.75		0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	68	184	0	1	295	227	0	1	0	270	2	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	0	1757	1809	1610	1810	1900	1610	1757	1900	1610
Queue Service Time (g_s), s	1.4	1.2	0.0	0.0	3.4	6.3	0.0	0.0	0.0	3.7	0.0	1.4
Cycle Queue Clearance Time (g_c), s	1.4	1.2	0.0	0.0	3.4	6.3	0.0	0.0	0.0	3.7	0.0	1.4
Green Ratio (*g/C*)	0.28	0.28		0.00	0.24	0.24		0.21	0.21	0.12	0.41	0.45
Capacity (*c*), veh/h	408	1596		7	862	384	4	400	340	427	782	731
Volume-to-Capacity Ratio (*X*)	0.167	0.115	0.000	0.143	0.342	0.592	0.000	0.002	0.000	0.632	0.003	0.104
Back of Queue (*Q*), ft/ln (95 th percentile)	22	21	0	0	60	122	0	0	0	62	0	16
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	0.8	0.0	0.0	2.4	4.9	0.0	0.0	0.0	2.5	0.0	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.6	13.5		25.1	15.9	17.0	0.0	15.7	0.0	21.1	8.7	7.9
Incremental Delay (d_2), s/veh	0.1	0.1	0.0	3.5	1.1	6.7	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.7	13.6		28.6	17.0	23.8	0.0	15.7	0.0	21.6	8.7	7.9
Level of Service (LOS)	B	B		C	B	C		B		C	A	A
Approach Delay, s/veh / LOS	13.6	B		20.0	B		15.7	B		18.6	B	
Intersection Delay, s/veh / LOS	18.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	2.69	C	2.40	B
Bicycle LOS Score / LOS	0.63	A	0.92	A	0.49	A	1.06	A

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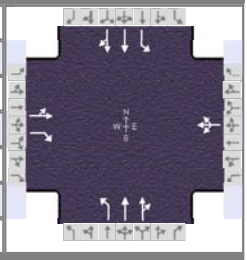
HCS Signalized Intersection Results Summary

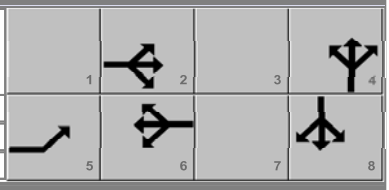
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 21, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	BAM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2038 BAM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	105	33	215	72	80	26	185	137	24	13	147	179

Signal Information			
Cycle, s	49.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	15.3	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		21.3		21.3
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.4		3.4
Queue Clearance Time (g_s), s		6.2		4.9		14.3		6.3
Green Extension Time (g_e), s	0.0	1.0		1.0		1.0		1.4
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.37		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		138	215		178		185	81	80	13	147	179
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1429	1610		1652		1071	1900	1802	1245	1900	1610
Queue Service Time (g_s), s		2.2	4.2		0.0		8.0	1.5	1.6	0.4	2.9	4.3
Cycle Queue Clearance Time (g_c), s		2.2	4.2		2.9		12.3	1.5	1.6	2.0	2.9	4.3
Green Ratio (*g/C*)		0.45	0.45		0.45		0.31	0.31	0.31	0.31	0.31	0.31
Capacity (*c*), veh/h		767	719		841		384	589	558	491	589	499
Volume-to-Capacity Ratio (*X*)		0.180	0.299		0.212		0.481	0.138	0.143	0.026	0.250	0.359
Back of Queue (*Q*), ft/ln (95 th percentile)		35	59		46		78	24	24	4	46	58
Back of Queue (*Q*), veh/ln (95 th percentile)		1.4	2.4		1.8		3.1	1.0	1.0	0.2	1.8	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		8.2	8.7		8.3		18.0	12.3	12.3	13.0	12.7	13.2
Incremental Delay (d_2), s/veh		0.5	1.1		0.6		0.3	0.0	0.0	0.0	0.1	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		8.7	9.8		8.9		18.4	12.3	12.3	13.0	12.8	13.4
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	9.4	A		8.9	A		15.5	B		13.1	B	
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.24	B	1.67	B	1.90	B
Bicycle LOS Score / LOS	1.07	A	0.78	A	0.77	A	0.77	A

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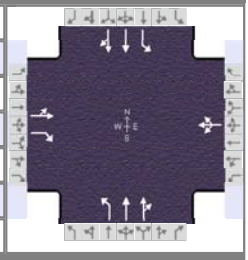
HCS Signalized Intersection Results Summary

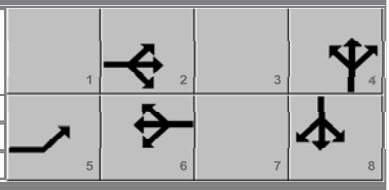
General Information				Intersection Information	
Agency	BH			Duration, h	1.000
Analyst	AG	Analysis Date	Jan 21, 2025	Area Type	Other
Jurisdiction	CoA	Time Period	BPM	PHF	1.00
Urban Street	Tierra Pintada Blvd NW	Analysis Year	2038	Analysis Period	1> 7:00
Intersection	Tierra Pintada & Stormcl…	File Name	2038 BPM Tierra Pintada & Stormcloud.xus		
Project Description	INSPIRATION 61				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	22	157	39	17	14	97	150	65	15	153	73

Signal Information			
Cycle, s	42.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.0	8.6	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		8
Case Number	0.0	13.2		8.3		6.0		6.0
Phase Duration, s	0.0	28.0		28.0		14.6		14.6
Change Period, ($Y+R_c$), s	4.5	6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s	0.0	3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		4.2		2.8		7.7		4.7
Green Extension Time (g_e), s	0.0	0.6		0.6		1.0		1.0
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.01		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h		98	157		70		97	110	105	15	116	110
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1500	1610		1567		1173	1900	1710	1185	1900	1698
Queue Service Time (g_s), s		1.2	2.2		0.0		3.3	2.1	2.2	0.5	2.2	2.4
Cycle Queue Clearance Time (g_c), s		1.2	2.2		0.8		5.7	2.1	2.2	2.7	2.2	2.4
Green Ratio (*g/C*)		0.52	0.52		0.52		0.20	0.20	0.20	0.20	0.20	0.20
Capacity (*c*), veh/h		924	831		940		341	385	347	346	385	344
Volume-to-Capacity Ratio (*X*)		0.106	0.189		0.074		0.285	0.285	0.303	0.043	0.300	0.320
Back of Queue (*Q*), ft/ln (95 th percentile)		15	26		10		34	34	33	5	36	34
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	1.0		0.4		1.4	1.4	1.3	0.2	1.4	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		5.3	5.5		5.2		16.9	14.4	14.4	15.6	14.4	14.5
Incremental Delay (d_2), s/veh		0.2	0.5		0.2		0.2	0.1	0.2	0.0	0.2	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		5.5	6.0		5.4		17.1	14.5	14.6	15.6	14.6	14.7
Level of Service (LOS)		A	A		A		B	B	B	B	B	B
Approach Delay, s/veh / LOS	5.8	A		5.4	A		15.4	B		14.7	B	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.22	B	2.22	B	1.68	B	1.90	B
Bicycle LOS Score / LOS	0.91	A	0.60	A	0.75	A	0.69	A

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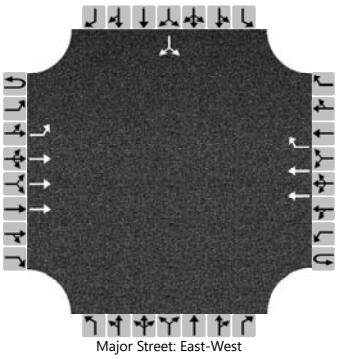
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/20/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	School Access Driveway
Time Analyzed	BAM	Peak Hour Factor	0.71
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	385				159	13						13		1
Percent Heavy Vehicles (%)	1	1												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.12												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.21												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													20	
Capacity, c (veh/h)		1329													618	
v/c Ratio		0.00													0.03	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		7.7													11.0	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.0												11.0			
Approach LOS	A												B			

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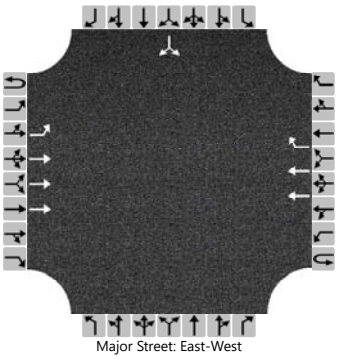
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & School Access
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/20/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	School Access Driveway
Time Analyzed	BPM	Peak Hour Factor	0.79
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	2	255				374	10						13		0
Percent Heavy Vehicles (%)	0	0												0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized							No									
Median Type | Storage							Left Only						1			

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												6.4		6.9
Critical Headway (sec)		4.10												5.70		6.90
Base Follow-Up Headway (sec)		2.2												3.8		3.3
Follow-Up Headway (sec)		2.20												3.80		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3													16	
Capacity, c (veh/h)		1087													500	
v/c Ratio		0.00													0.03	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)		0.0													2.5	
Control Delay (s/veh)		8.3													12.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												12.4			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

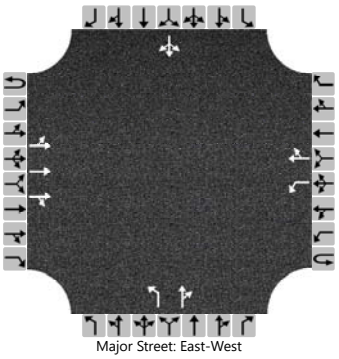
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	1/21/2025
Analysis Year	2038
Time Analyzed	BAM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Sports Complex
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Sports Complex
Peak Hour Factor	0.80
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	293	0	0	0	104	13		0	0	0		40	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				0				0		0			50	
Capacity, c (veh/h)		1448				786				491		0			663	
v/c Ratio		0.00				0.00				0.00					0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0					0.2	
95% Queue Length, Q_{95} (ft)															5.0	
Control Delay (s/veh)		7.5	0.0			9.6				12.3					10.9	
Level of Service (LOS)		A	A			A				B					B	
Approach Delay (s/veh)	0.0				0.0								10.9			
Approach LOS	A				A								B			

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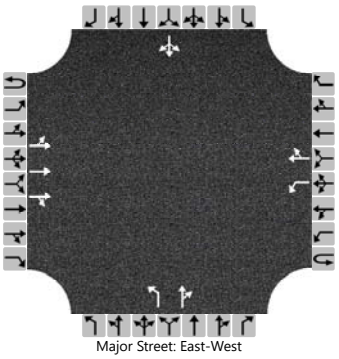
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Sports Complex
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/21/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Sports Complex
Time Analyzed	BPM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	168	1	0	1	271	45		0	0	1		26	0	0
Percent Heavy Vehicles (%)		3			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.16				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.23				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				1				0		1			31	
Capacity, c (veh/h)		1167				934				509		798			552	
v/c Ratio		0.00				0.00				0.00		0.00			0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.2	
95% Queue Length, Q_{95} (ft)						0.0						0.0			5.0	
Control Delay (s/veh)		8.1	0.0			8.9				12.1		9.5			11.9	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.0				9.5				11.9			
Approach LOS	A				A				A				B			

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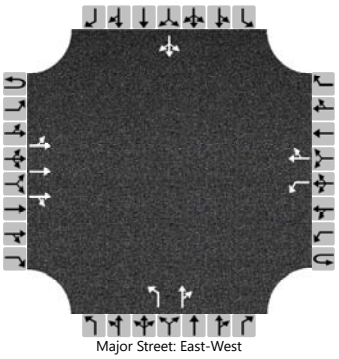
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Community Stadium
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/21/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Community Stadium
Time Analyzed	BAM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	312	0	0	3	133	24		0	0	3		73	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				4				0		4			88	
Capacity, c (veh/h)		1397				778				476		704			630	
v/c Ratio		0.00				0.00				0.00		0.01			0.14	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.5	
95% Queue Length, Q_{95} (ft)						0.0						0.0			12.5	
Control Delay (s/veh)		7.6	0.0			9.6				12.6		10.1			11.6	
Level of Service (LOS)		A	A			A				B		B			B	
Approach Delay (s/veh)	0.0				0.2				10.1				11.6			
Approach LOS	A				A				B				B			

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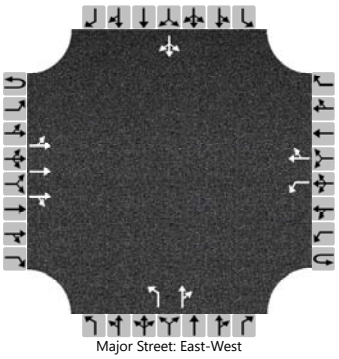
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Community Stadium
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	1/21/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Community Stadium
Time Analyzed	BPM	Peak Hour Factor	0.77
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	0	0	1	1	0		1	1	0		0	1	0
Configuration		LT	T	TR		L		TR		L		TR			LTR	
Volume (veh/h)		0	191	1	0	0	325	83		0	0	1		49	0	0
Percent Heavy Vehicles (%)		0			1	1				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				5.3				6.4	6.5	7.1		6.4	6.5	6.2
Critical Headway (sec)		4.10				5.32				6.40	6.50	7.10		6.40	6.50	6.20
Base Follow-Up Headway (sec)		2.2				3.1				3.8	4.0	3.9		3.8	4.0	3.3
Follow-Up Headway (sec)		2.20				3.11				3.80	4.00	3.90		3.80	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				0				0		1			64	
Capacity, c (veh/h)		1048				890				435		772			477	
v/c Ratio		0.00				0.00				0.00		0.00			0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.0				0.0		0.0			0.5	
95% Queue Length, Q_{95} (ft)												0.0			12.5	
Control Delay (s/veh)		8.4	0.0			9.0				13.3		9.7			13.7	
Level of Service (LOS)		A	A			A				B		A			B	
Approach Delay (s/veh)	0.0				0.0				9.7				13.7			
Approach LOS	A				A				A				B			

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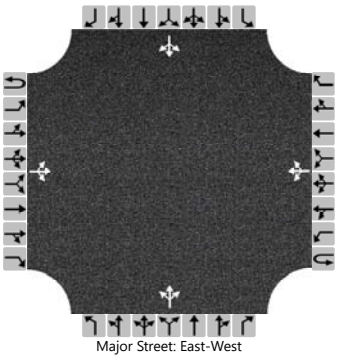
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Deer Valley
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	2/7/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Deer Valley Trail NW
Time Analyzed	BAM	Peak Hour Factor	0.56
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		19	0	20		0	0	59		35	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				34					105				63	
Capacity, c (veh/h)		1588				1636					1091				740	
v/c Ratio		0.00				0.02					0.10				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.3				0.3	
95% Queue Length, Q_{95} (ft)											7.5				7.5	
Control Delay (s/veh)		7.3	0.0	0.0		7.2	0.2	0.2			8.7				10.3	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)					3.6				8.7				10.3			
Approach LOS					A				A				B			

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HCS Two-Way Stop-Control Report

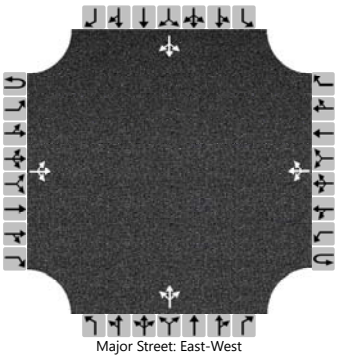
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2038
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Deer Valley
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Deer Valley Trail NW
Peak Hour Factor	0.66
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		67	0	34		0	0	39		26	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				102					59				39	
Capacity, c (veh/h)		1568				1636					1091				619	
v/c Ratio		0.00				0.06					0.05				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.2				0.2	
95% Queue Length, Q_{95} (ft)											5.0				5.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.5	0.5			8.5				11.2	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)					5.0				8.5				11.2			
Approach LOS					A				A				B			

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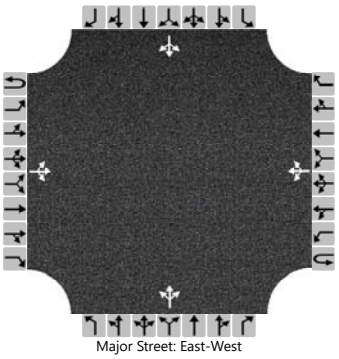
HCS Two-Way Stop-Control Report

General Information

Analyst	AG	Intersection	Arroyo Vista & Gateway
Agency/Co.	BH	Jurisdiction	CoA
Date Performed	2/7/2025	East/West Street	Arroyo Vista Blvd NW
Analysis Year	2038	North/South Street	Gateway Lane NW
Time Analyzed	BAM	Peak Hour Factor	0.74
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	INSPIRATION 61		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	96	0		19	35	45		0	0	56		136	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				26					76				184	
Capacity, c (veh/h)		1495				1468					925				591	
v/c Ratio		0.00				0.02					0.08				0.31	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.3				1.3	
95% Queue Length, Q_{95} (ft)											7.5				32.5	
Control Delay (s/veh)		7.4	0.0	0.0		7.5	0.1	0.1			9.2				13.8	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.1				1.6				9.2				13.8			
Approach LOS	A				A				A				B			

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HCS Two-Way Stop-Control Report

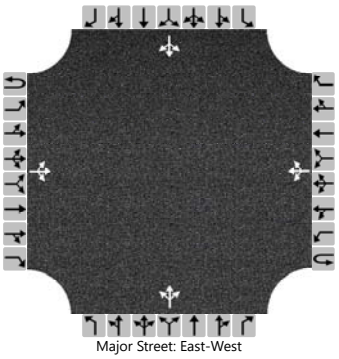
General Information

Analyst	AG
Agency/Co.	BH
Date Performed	2/7/2025
Analysis Year	2038
Time Analyzed	BPM
Intersection Orientation	East-West
Project Description	INSPIRATION 61

Site Information

Intersection	Arroyo Vista & Gateway
Jurisdiction	CoA
East/West Street	Arroyo Vista Blvd NW
North/South Street	Gateway Lane NW
Peak Hour Factor	0.88
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	63	0		65	99	88		0	0	38		66	0	0
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				74					43				75	
Capacity, c (veh/h)		1370				1541					996				505	
v/c Ratio		0.00				0.05					0.04				0.15	
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.1				0.5	
95% Queue Length, Q_{95} (ft)											2.5				12.5	
Control Delay (s/veh)		7.6	0.0	0.0		7.5	0.4	0.4			8.8				13.4	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.1				2.2				8.8				13.4			
Approach LOS	A				A				A				B			

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APPENDIX H:
CRASH DATA

Arroyo Vista & Tierra Pintada Crash Data 2021 - 2023

Crash Report Number	Crash Date and Time	Crash Year	Month	Law Enforcement Agency	Tribal Jurisdiction	County	City	Primary Street	Crash Direction	First Harmful Event	First Harmful Event Occurred	First Harmful Event - Analysis	First Harmful Event - Location	First Harmful Event - Manner of Crash	First Harmful Event - Manner of Impact	Lighting	Road System: Urban, Rural or Rural Interstate	Maximum Vehicle Damage	Contributing Factors	KABCO Crash Severity
710794242	9/27/2021 8:36	2021	September	Albuquerque Police Department	No	Bernalillo	Albuquerque	Tierra Pintada	S	Collision with Motor Vehicle	On Roadway	MV in Transport	On Roadway	Intersecting Path (T-bone)	Front-to-Side	Daylight	Urban	Disabling	["Other, No Driver Error","Failed to Yield Right of Way"]	(B) Suspected Minor Injury

Arroyo Vista & School Access Crash Data 2021 - 2023

Crash Report Number	Crash Date and Time	Crash Year	Month	Law Enforcement Agency	Tribal Jurisdiction	County	City	Primary Street	Crash Direction	First Harmful Event	First Harmful Event Occurred	First Harmful Event - Analysis	First Harmful Event - Location	First Harmful Event - Manner of Crash	First Harmful Event - Manner of Impact	Lighting	Road System: Urban, Rural or Rural Interstate	Maximum Vehicle Damage	Contributing Factors	KABCO Crash Severity
710774471	2/11/2021 16:00	2021	February	Albuquerque Police Department	No	Bernalillo	Albuquerque	1809 Arroyo Vista Blvd Nw	S	Collision with Other Non-Fixed Object	Off Roadway	Other Non-fixed Object	Off Roadway - Location Unknown			Daylight	Urban	Disabling	Cell Phone	(B) Suspected Minor Injury

Arroyo Vista & Deer Valley Trail Crash Data 2021 - 2023

Crash Report Number	Crash Date and Time	Crash Year	Month	Law Enforcement Agency	Tribal Jurisdiction	County	City	Primary Street	Crash Direction	First Harmful Event	First Harmful Event Occurred	First Harmful Event - Analysis	First Harmful Event - Location	First Harmful Event - Manner of Crash	First Harmful Event - Manner of Impact	Lighting	Road System: Urban, Rural or Rural Interstate	Maximum Vehicle Damage	Contributing Factors	KABCO Crash Severity
710886943	4/22/2022 21:01	2022	April	Albuquerque Police Department	No	Bernalillo	Albuquerque	Deer Valley Tl Nw	W	Collision with Fixed Object	On Roadway	Other Post, Pole or Support				Dark-Lighted	Urban	Disabling	["Other Improper Driving","Under the Influence of Alcohol"]	(O) Property-Damage Only
711082463	12/12/2023 0:05	2023	December	Albuquerque Police Department	No	Bernalillo	Albuquerque	Arroyo Vista Blvd Nw	W	Collision with Fixed Object	On Roadway	Traffic Barrier, Cable	On Roadway			Dark-Lighted	Urban	Disabling	Driver Inattention	(O) Property-Damage Only