



Lobo Plaza

(1300 Lomas Blvd NE, Albuquerque, New Mexico)

Traffic Impact Study

September 22, 2025

DRAFT



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Lobo Plaza
1300 Lomas Blvd NE - Albuquerque, NM
Traffic Impact Study

Executive Summary

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Lobo Plaza to determine the impact of the development on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Albuquerque (COA) and NMDOT. The City of Albuquerque scoping letter for this TIS is in Appendix pages A-180 through A-182.

Site Location and Study Area

The proposed Lobo Plaza is to be located at 1300 Lomas Blvd NE, Albuquerque, New Mexico, along the south side of Lomas Blvd approximately 0.4 miles east of I-25 interchange. See Vicinity Map below.



The study area includes the 5 intersections listed below and the 2 access intersections for the Development shown in Site Plan:

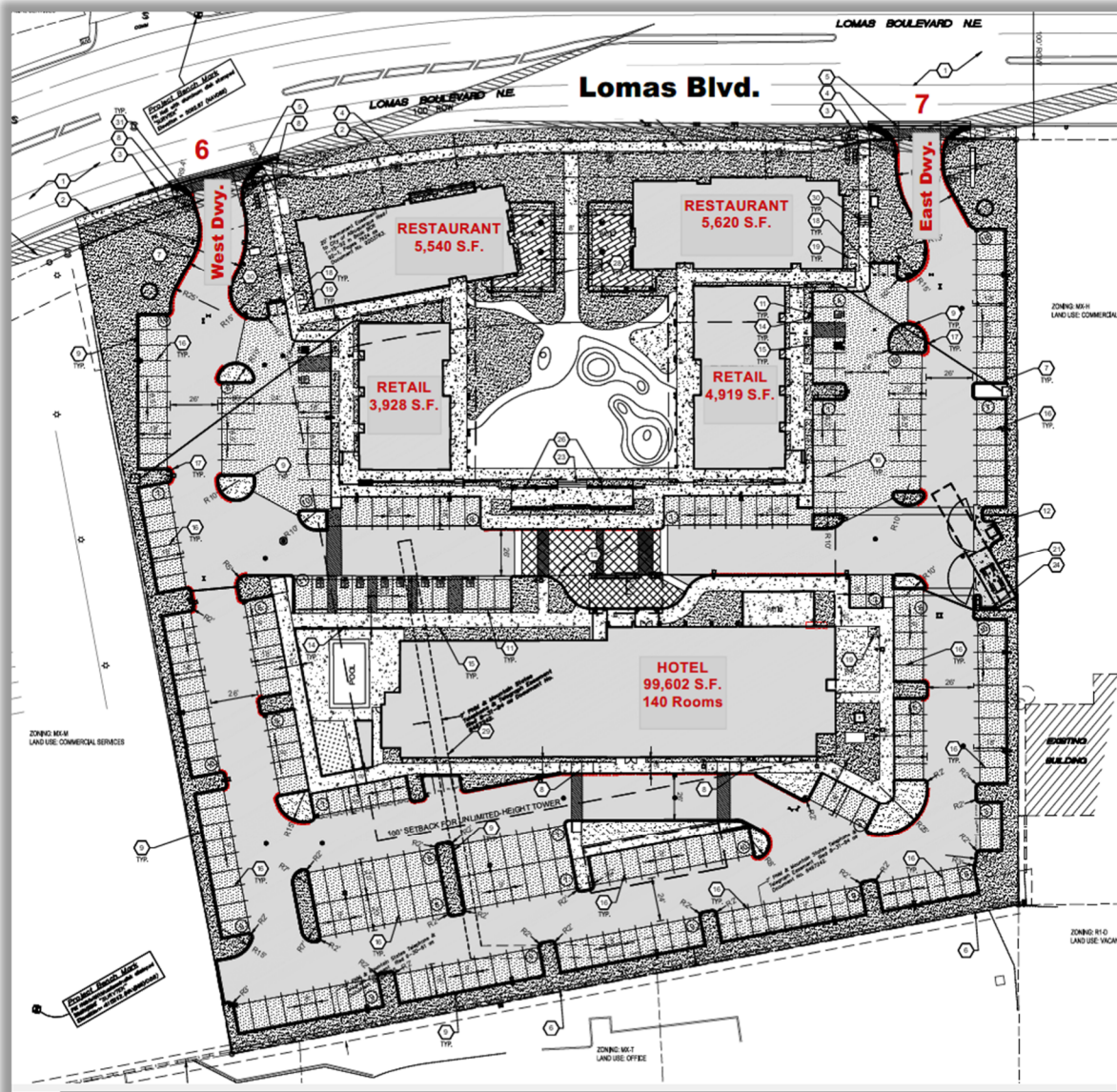
1. Lomas Blvd NE & I-25 Southbound On-Off Ramp (Signalized)
2. Lomas Blvd NE & I-25 Northbound On-Off Ramp (Signalized)
3. Lomas Blvd NE & University Blvd NE (Signalized)

4. Lomas Blvd NE & Medical Arts Ave NE (Unsignalized)
5. Lomas Blvd NE & Torc Driveway / Frontage Rd (Unsignalized)
6. Lomas Blvd NE & Legion Rd / Lobo Plaza West Driveway (Unsignalized)
7. Lomas Blvd NE & East Driveway (Unsignalized)

Development Description

The Lobo Plaza is proposed to be a total of 4.97 acres for the proposed 2028 Implementation Year and analyzed for the 2038 Horizon Year. The site will generate hotel and commercial traffic to the transportation system in the Study Area. The site is to be developed into the following:

- 2 – retail commercial buildings totaling up to 9,180 SQFT
- 2 – restaurant buildings totaling up to 11,600 SQFT
- 140 Rooms – hotel, totaling 23,951 GFA



Trip Generation rates for this project were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. A summary of the resulting trip generation rate for the project are summarized in the following table:

<i>Lobo Plaza (Lomas Blvd. / University Blvd.)</i>							
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)							
	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet		Units					
North-West Parcel	High Turnover (Sit-Down) Restaurant (932)	5.98	641	31	26	33	21
North-West Parcel	Strip Retail Plaza <40K - Equation (822)	4.28	410	10	7	21	21
	Hotel (310)	140	1,094	35	28	39	37
South-East Parcel	High Turnover (Sit-Down) Restaurant (932)	5.62	602	30	24	31	20
South East Parcel	Strip Retail Plaza <40K - Equation (822)	4.90	436	11	7	23	23
Subtotal			3,183	117	92	147	122
<i>Internal Capture Trip Reduction (Based on OTISS PRO)</i>				-2	-2	-22	-22
<i>Trip Generation Rate Adjusted For Internal Capture</i>				115	90	125	100
<i>Pass-By Trip Reduction (Based on OTISS PRO) 30%</i>				(25)	(19)	(32)	(26)
Net New Trips to Adjacent Roadway System				90	71	93	74

The trip generation rate calculations adjusted the rates for both internal capture and for pass-by trips based on accepted ITE methodologies.

This Traffic Impact Study is designed to meet the standards and scope of study as defined by the City of Albuquerque Transportation Development Section of the Planning Department and the New Mexico Department of Transportation (District 3) as defined in the TIS Scoping Meeting held on July 11, 2025. Analysis in this Study will be conducted using current versions of Synchro 12 and / or Highway Capacity Software (HCS).

The results of the Implementation Year (2028) and Horizon Year (2038) AM and PM Peak Hour No Build and Build Conditions are summarized in the following table:

Executive Summary Results Table						
Intersection No. /Name	Control Type	Condition	2028		2038	
			AM Peak	PM Peak	AM Peak	PM Peak
1 - Lomas Blvd NE / I-25 Southbound On-Off Ramp (HCS Results)	Signalized	NO BUILD	D - 50.7	C - 24.9	E - 57.1	C - 22.4
		BUILD	D - 50.7	C - 24.9	E - 57.3	C - 22.5
		BUILD - MITIGATED	C - 27.5	N/A	C - 27.5	N/A
2 - Lomas Blvd NE / I-25 Northbound On-Off Ramp (HCS Results)	Signalized	NO BUILD	C - 23.4	D - 32.1	C - 23.6	D - 35.7
		BUILD	B - 21.5	C - 32.3	C - 23.8	C - 34.7
		BUILD - MITIGATED	N/A	C - 21.8	N/A	C - 23.6
3 - Lomas Blvd NE / University Blvd NE (Synchro Results)	Signalized	NO BUILD	D - 38.3	D - 46.7	D - 40.6	D - 50.9
		BUILD	D - 39.5	D - 47.9	D - 42.2	D - 52.2
		BUILD - MITIGATED	C - 26.9	C - 40.5	C - 28.2	D - 42.7
4 – Lomas Blvd NE / Medical Arts Ave NE (Synchro Results)	Unsignalized	NO BUILD	C - 21.4	B - 13.9	C - 23.4	B - 14.4
		BUILD	C - 22.9	B - 14.3	D - 25.1	B - 14.8
5 – Lomas Blvd NE / Torc DWY / Frontage Rd (Synchro Results)	Unsignalized	NO BUILD	A - 0.0	A - 0.0	A - 0.0	A - 0.0
		BUILD	A - 0.0	A - 0.0	A - 0.0	A - 0.0
6 – Lomas Blvd NE / Legion Rd / West DWY (Synchro Results)	Unsignalized	NO BUILD	C - 21.6	D - 27.9	D - 27.9	D - 30.6
		BUILD	C - 16.5	D - 29.9	D - 29.9	D - 32.9
7 – Lomas Blvd NE / East DWY (Synchro Results)	Unsignalized	NO BUILD	A - 9.5	C - 19.2	A - 9.5	C - 20.3
		BUILD	C - 15.2	D - 25.1	C - 15.6	D - 26.9

Note : The LOS / Delay for unsignalized intersections is the highest calculated delay for any movement.

A summary of the impacts and recommendations based on the results of the Traffic Impact Study can be found below.

Summary of Impacts

The proposed Lobo Plaza (1300 Lomas Blvd NE) will have no adverse impact on the adjacent transportation system. The overall levels-of-service were determined to be acceptable for all for all seven (7) intersections during both the AM Peak Hour and PM Peak Hour Implementation Year (2028) and Horizon Year (2038) conditions analyzed in this report. However, signal timing optimization is recommended to minimize delays at certain approaches at the signalized intersections.

In summary, the recommendations of this study are:

- Construct two (2) commercial driveways – east and west driveways on Lomas Blvd NE Driveway to provide access to Lobo Plaza. The access points should be full access unsignalized T-intersections and both the access points can be single approach (northbound) access with a shared left turn, through and right turn lane. While construction, the centerline-to-centerline distances that should be maintained between Legion Rd / East Driveway and West Driveway is approximately 410 feet.
- All design and construction associated with the Lobo Plaza shall maintain adequate traffic site distances at existing and proposed intersections / driveways. No landscaping elements or walls or other structures should be permitted that constrain site distances at an intersection / driveway that significantly compromises safety.

Recommendations

Intersection 1, Lomas Blvd NE and I-25 Southbound Ramp

Optimization of Signal timing during the AM Peak Hour as per the recommendations in this report is recommended.

Intersection 2 - Lomas Blvd NE and I-25 Northbound Ramp

Optimization of Signal timing during the PM Peak Hour as per the recommendations in this report is recommended.

Intersection 3 - Lomas Blvd NE and University Blvd NE

Optimization of Signal timing during the PM Peak Hour as per the recommendations in this report is recommended.

Intersection 4 - Lomas Blvd NE and Medical Arts Ave NE

There are no recommendations at this Intersection.

Intersection 5 – Lomas Blvd NE and Torc Driveway / Frontage Rd

There are no recommendations at this Intersection.

Intersection 6 - Lomas Blvd NE and Legion Rd / West Driveway

- There are no recommendations at the current / existing intersection of Lomas Blvd NE and Legion Rd.
- The recommendations for West Driveway include the construction of a 2-lane (one northbound approach lane and one southbound receiving lane) commercial full access unsignalized driveway that provides access to Lobo Plaza Development. All new access shall be constructed with adequate sight distance at all approaches at the intersection.

Intersection 7 - Lomas Blvd NE and East Driveway

The recommendations for East Driveway include the construction of a 2-lane (one northbound approach lane and one southbound receiving lane) full access unsignalized commercial driveway that provides access to Lobo Plaza Development. All new access shall be constructed with adequate sight distance at all approaches to the intersection.

In summary, the proposed Retail at Lobo Plaza will have no significant adverse impact on the adjacent transportation system provided that the recommendations of this report are implemented.

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Lobo Plaza
1300 Lomas Blvd NE - Albuquerque, NM
Traffic Impact Study

Introduction

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Description of Proposed Development

The proposed Lobo Plaza is to be located at 1300 Lomas Blvd NE, Albuquerque, New Mexico, along the south side of Lomas Blvd approximately 0.4 miles east of I-25 interchange. See Vicinity Map below.



The study area includes the 5 intersections listed below and the 2 access intersections for the Development shown in Figure 2:

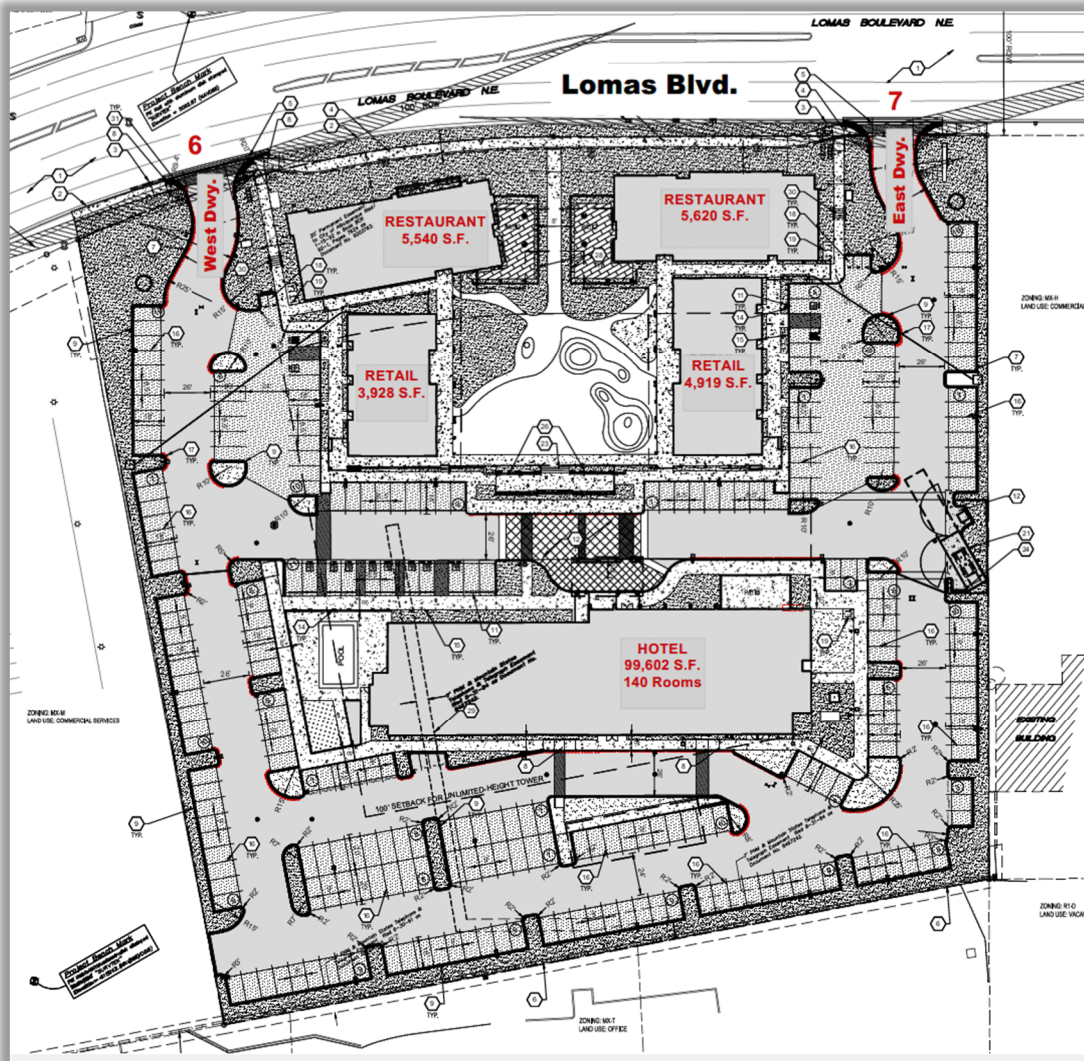
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Land Use and Intensity

The Lobo Plaza is proposed to be a total of 4.97 acres for the proposed 2028 Implementation Year and analyzed for the 2038 Horizon Year. The site will generate hotel and commercial traffic to the transportation system in the Study Area. The site is to be developed into the following:

- 2 – retail commercial buildings totaling up to 9,180 SQFT
- 2 – restaurant buildings totaling up to 11,600 SQFT
- 140 Rooms – hotel, totaling 23,951 GFA



- NOTE: The building sizes in the trip generation table are slightly higher than those on the site plan. The site plan is still under development, and building sizes may change somewhat in the future. Higher building sizes were used to allow for future increase in building sizes as the entitlement process continues.

Development Phasing and Timing

The Lobo Plaza Development expansion will be built in one phase with the Implementation Year in 2028 and the Horizon Year 2038.

Existing and Planned Zoning

Current and proposed zoning is MX-H (High Intensity Zone) under the City of Albuquerque's Integrated Development Ordinance (IDO). The purpose of the MX-H zone district is to provide for large-scale destination retail and high-intensity commercial, residential, light industrial, and institutional uses, as well as high-density residential uses, particularly along Transit Corridors and in Urban Centers. The MX-H zone district is intended to allow higher-density infill development in appropriate locations

Site Access

There are two proposed access driveways (West Driveway and East Driveway) on Lomas Blvd NE to the project. Both driveways are proposed as full-access commercial driveways, one on the west side of the project and the other on the east side. The proposed site plan demonstrating access is shown on the previous page and in Appendix page A-03.

Study Area Conditions

Study Area Definition

A Traffic Impact Study Scoping Meeting was held on July 11, 2025. The attendees included Ernest Armijo, P.E. (City of Albuquerque), Margaret Haynes, P.E. (NMDOT), Ronald R. Bohannon, P.E., Terry Brown P.E., (Tierra West LLC.). At the Scoping Meeting, it was determined that the study area for the TIS would include the 3 signalized intersections and 4 unsignalized intersections listed below and the access intersection for the Development:

1. Lomas Blvd NE & I-25 Southbound On-Off Ramp (Signalized)
2. Lomas Blvd NE & I-25 Northbound On-Off Ramp (Signalized)
3. Lomas Blvd NE & University Blvd NE (Signalized)
4. Lomas Blvd NE & Medical Arts Ave NE (Unsignalized)
5. Lomas Blvd NE & Torc Driveway / Frontage Rd (Unsignalized)
6. Lomas Blvd NE & Legion Rd / Lobo Plaza West Driveway (Unsignalized)
7. Lomas Blvd NE & East Driveway (Unsignalized)

Existing Land Use

The land for the project is undeveloped, and the study area is mostly developed with commercial and residential uses in the area.

Other Planned or Approved Development and Transportation Improvements

There are no other known land development projects in the study area that need to be incorporated into the background traffic volumes for this Study.

Existing Roadway System

Lomas Blvd NE is classified as a Regional Principle Arterial on the Future 2040 Long Range Roadway System Map. It is generally a six-lane divided roadway in the study area with raised curbs and gutters, sidewalks, and raised medians. The posted speed limit on Lomas Blvd in the study area is 35 MPH.

Interstate 25 (I-25) is classified as an Interstate Highway on the Futures 2040 Long Range Roadway System Map. It is generally a ten-lane divided freeway in the study area. The posted speed limit on I-25 in the study area is 65 MPH.

- The I-25 southbound on-off ramp is classified as Major Collector on the 2040 Long Range Roadway System Map. The off ramp is a four-lane road including two (2) southbound shared through left and right turn lanes, one (1) exclusive left turn lane and one exclusive right turn lane with a posted speed limit of 35 MPH; the on-ramp is a two-lane road.
- The I-25 northbound on-off ramp is classified as Major Collector on the 2040 Long Range Roadway System Map. The off ramp is a five-lane road including one (1) northbound through lane, two (2) northbound shared through left and right turn lanes, one (1) exclusive left turn lane and one exclusive right turn lane with no posted speed limit on the ramp; the on-ramp is a three-lane road in the vicinity of the study area.

University Blvd NE is classified as a Minor Arterial Roadway on the Futures 2040 Long Range Roadway System Map. It is generally a four-lane divided roadway with curb and gutter, and sidewalks north of Lomas Blvd, and a six-lane divided roadway with curb and gutter, and sidewalks south of Lomas Blvd. The posted speed limit on University Blvd in the study area is 30 MPH south of Lomas Blvd and 35 MPH north of Lomas Blvd.

Alternative Travel Modes

There are four Primary Routes in the study area along Lomas Blvd that stretch along Lomas Blvd in the Study Area. ABQ Ride does have the following Bus Stops in the close vicinity of the proposed development. They include Rapid Ride Routes

5 – Montgomery / Carlisle / Lomas

11 – Lomas Blvd

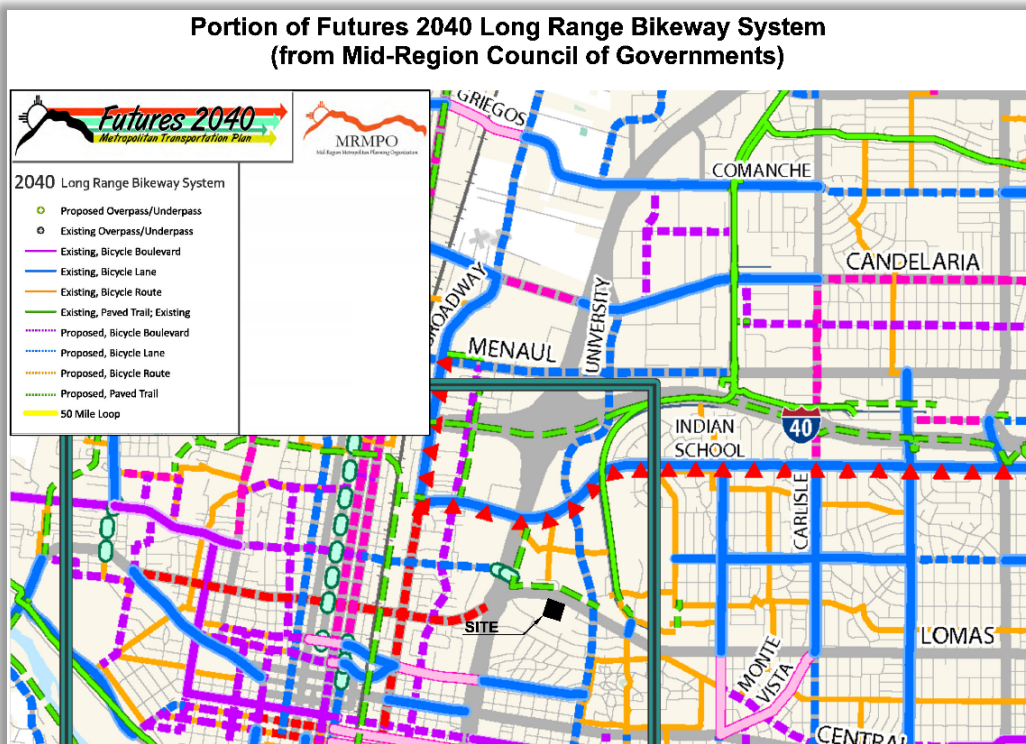
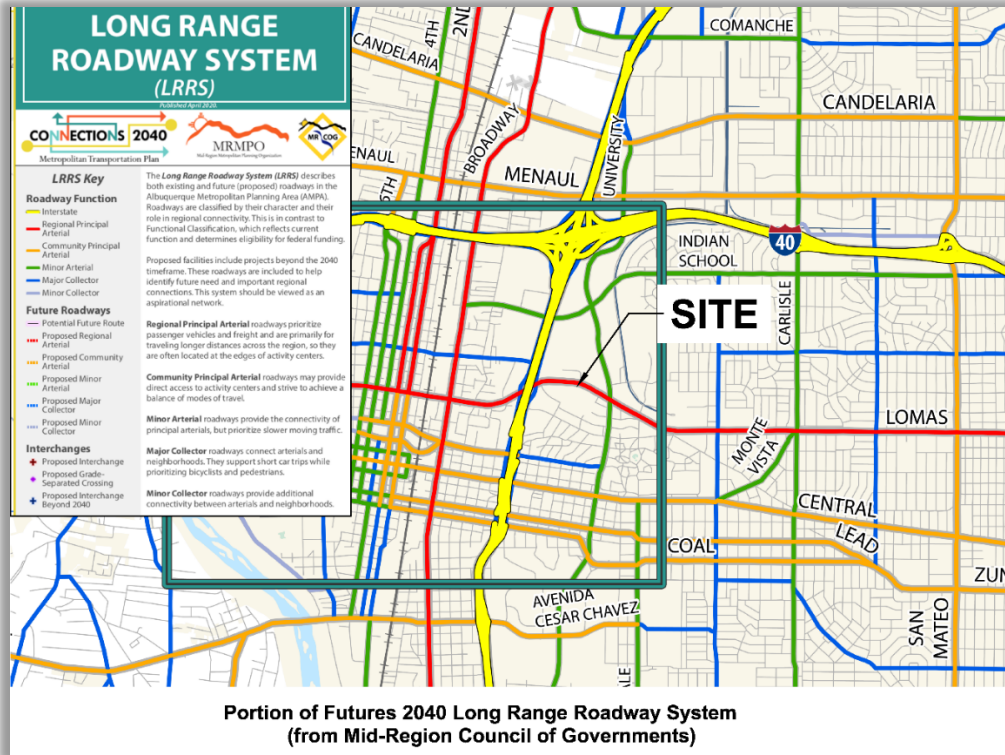
16 – Broadway / University / Gibson (within 1,000 feet of project)

790 – Coors / University

Lomas Blvd NE is proposed to be equipped with bicycle facilities and planned for a future proposed paved trail along the north side of the roadway according to the Futures 2040 Long Range Bikeway System Map.

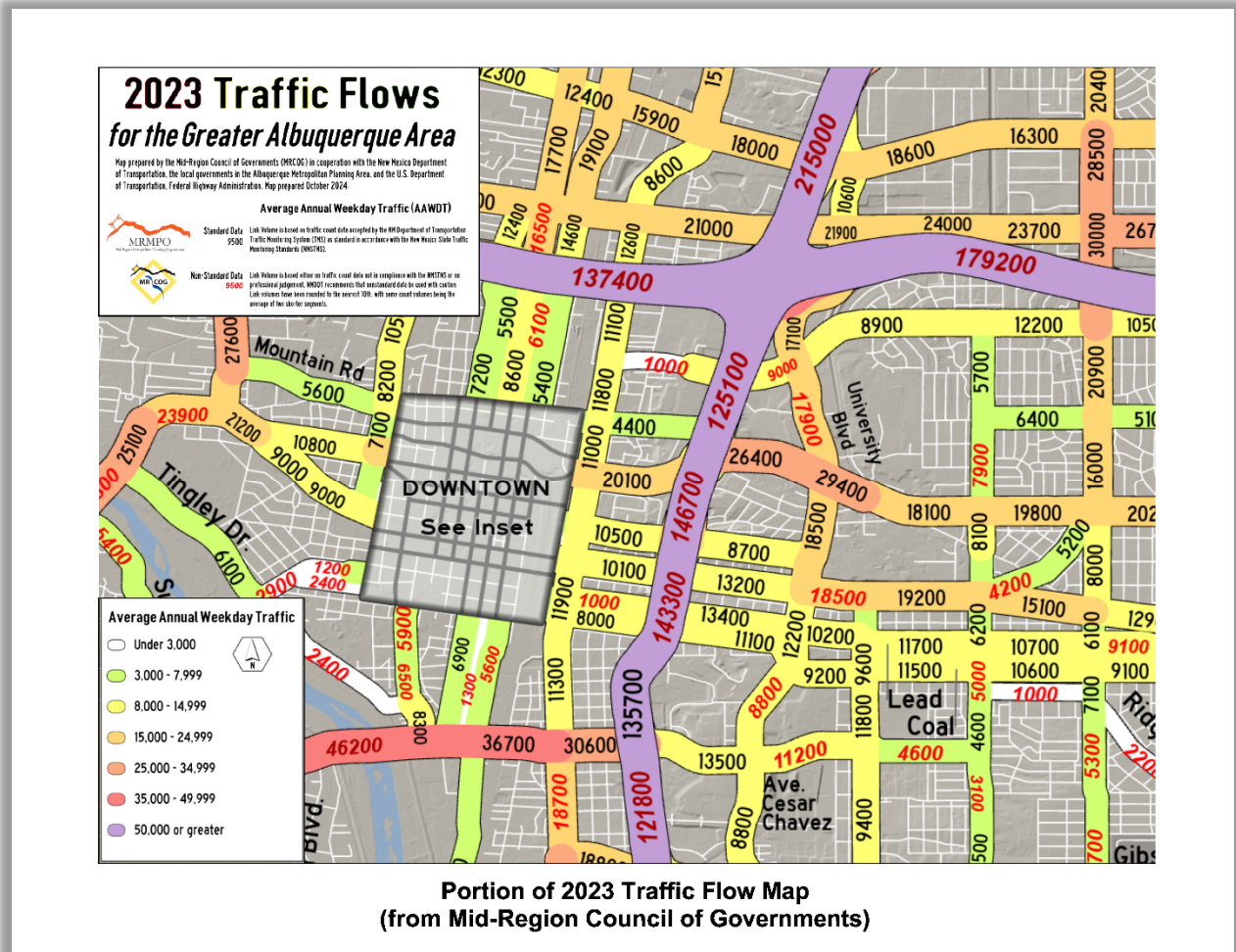
University Blvd NE does not have existing bicycle facilities but is planned for future bicycle facilities according to the Futures 2040 Long Range Bikeway System Map. It is designated for future proposed bicycle lanes.

See the following pages for Portions of the Long Range Roadway Map and the Long Range Bikeway Map:



Analysis of Existing Conditions

Base traffic volumes were projected from the historical annual background traffic growth rates on the 2023 Traffic Flow Map and demonstrated in the following diagram. Existing volumes were not analyzed since 2028 “No Build” analysis and will approximate existing conditions analysis.



Existing Traffic Volumes

Analysis of existing conditions (2025) was not performed for this Study since the Implementation Year (2028) No Build Conditions results should closely approximate the existing conditions analyses because the growth rate is 0.5% (originally -0.3% as per growth forecast based on Mid-Region Council of Government’s Historical AWD data). Traffic count data for the study area as defined in the Scoping Meeting was collected in August of 2025 while school was in session. Summarized volumes can be found in Appendix Pages A-174 through A-179.

Existing Signal Phasing

The three signals analyzed for the Lobo Plaza include Lomas Blvd NE / I-25 Southbound Ramp, Lomas Blvd NE / I-25 Northbound Ramp, and Lomas Blvd NE / University Blvd NE. The three

signals are coordinated along Lomas Blvd with a cycle length of 110 seconds in the AM and 120 seconds in the PM. Signals are coordinated along the entire study segment of Lomas Blvd NE according to the COA Line spotter webpage ([LineSpotter](#)). Signal detection is as follows for the signalized intersections evaluated for the Lobo Plaza Development:

- 1.) Lomas Blvd NE / I-25 Southbound On-Off Ramp - Signal detection exists, currently operated by Video Camera Detection for EB, WB, and SB movements.
- 2.) Lomas Blvd NE / I-25 Northbound On-Off Ramp - Signal detection exists currently operated by Video Camera Detection for EB, WB, and NB movements.
- 3.) Lomas Blvd NE / University Blvd NE - Signal detection exists currently operated by Loop Detection for EB, WB, NB, and SB movements.

Level of Service (LOS)

According to the City of Albuquerque Design Process Manual (DPM), LOS standards are defined by Access Category. Table 7.5.89 identifies the minimum acceptable LOS standards according to Functional Classification & Roadway Type and City of Albuquerque’s ABC Comp Plan Type (see below).

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

Lomas Blvd is considered a Principle Arterial along the frontage of the proposed Lobo Plaza Development in the Study Area. Roadways or intersections that are classified within this study area should have a LOS D or better or mitigated to maintain the LOS (No Build) condition levels.

The NMDOT State Highway Access Management Requirements (SAMM) LOS standards are defined by Access Category on page 51. Table 15.C-1 identifies the minimum acceptable LOS standards by access category and facility type as shown below. Level of service (LOS) F shall not be accepted for individual movements.

Facility Type ¹	Access Categories (see Sub-Section 10.D)							
	UINT	UPA	UMA	UCOL	RINT	RPA	RMA	RCOL
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	- ²	- ²	- ²	C	- ²	- ²	- ²
Weaving Areas	D	- ²	- ²	- ²	C	- ²	- ²	- ²
Multi-lane Highways	-	D	D	C	-	C	C	B
Two-Lane Highways	-	D	D	C	-	C	C	B
Signalized Intersections	-	D	D	D	-	C	C	C
Unsignalized Intersections	-	D	D	D	-	D	D	C

*Notes: 1. The Facility Types are per the Highway Capacity Manual.
2. Evaluate safety and operational concerns using the best available technique.*

As shown in Table 15.C-1, all Urban Roadways or intersections that are classified within this study under the jurisdiction of the New Mexico Department of Transportation should have a LOS D or better or mitigated to maintain the LOS (No Build) condition levels.

Analysis of Implementation Year and Horizon Year Conditions

Traffic Projections

The anticipated implementation year for this project is 2028 and the Horizon Year is 2038. The Mid-Region Council of Government (MRCOG) Regional Transportation Model data from 2013 to 2022 was used to determine the historical growth rates. The calculated overall **growth rate** at the intersections is -3.0% for the Implementation Year and Horizon Year. Therefore, a 0.5% growth rate has been considered for further analysis. See Appendix A-10 through A-11 for the Historic Growth Rate Data Table.

Background Traffic

Background traffic volumes were calculated by applying historical annual background traffic growth rates to the existing traffic volumes for the implementation year and also the Horizon Year.

Trip Generation

The Implementation Year for this project is 2028 and the Horizon Year is 2038. According to the Institute of Traffic Engineers' (ITE) trip generation rates for the proposed Lobo Plaza, the hotel trips were calculated using Hotel (ITE Code 310) in the analysis. The commercial section for the proposed development includes one High Turnover (Sit-Down) Restaurant (ITE Codes 932) and a Strip Retail Plaza <40K (ITE Codes 822). A 30% pass-by trip rate reduction was applied to the trip generation rates for retail trips only. Vehicle Pass-By Rates by Land Use (ITE, 11th Edition) 822 and 932 were used to calculate Pass-By trip percentages for the Lobo Plaza Retail trips. Trip Generation table for the commercial development combining the retail and the hotel trips can be found in the following table:

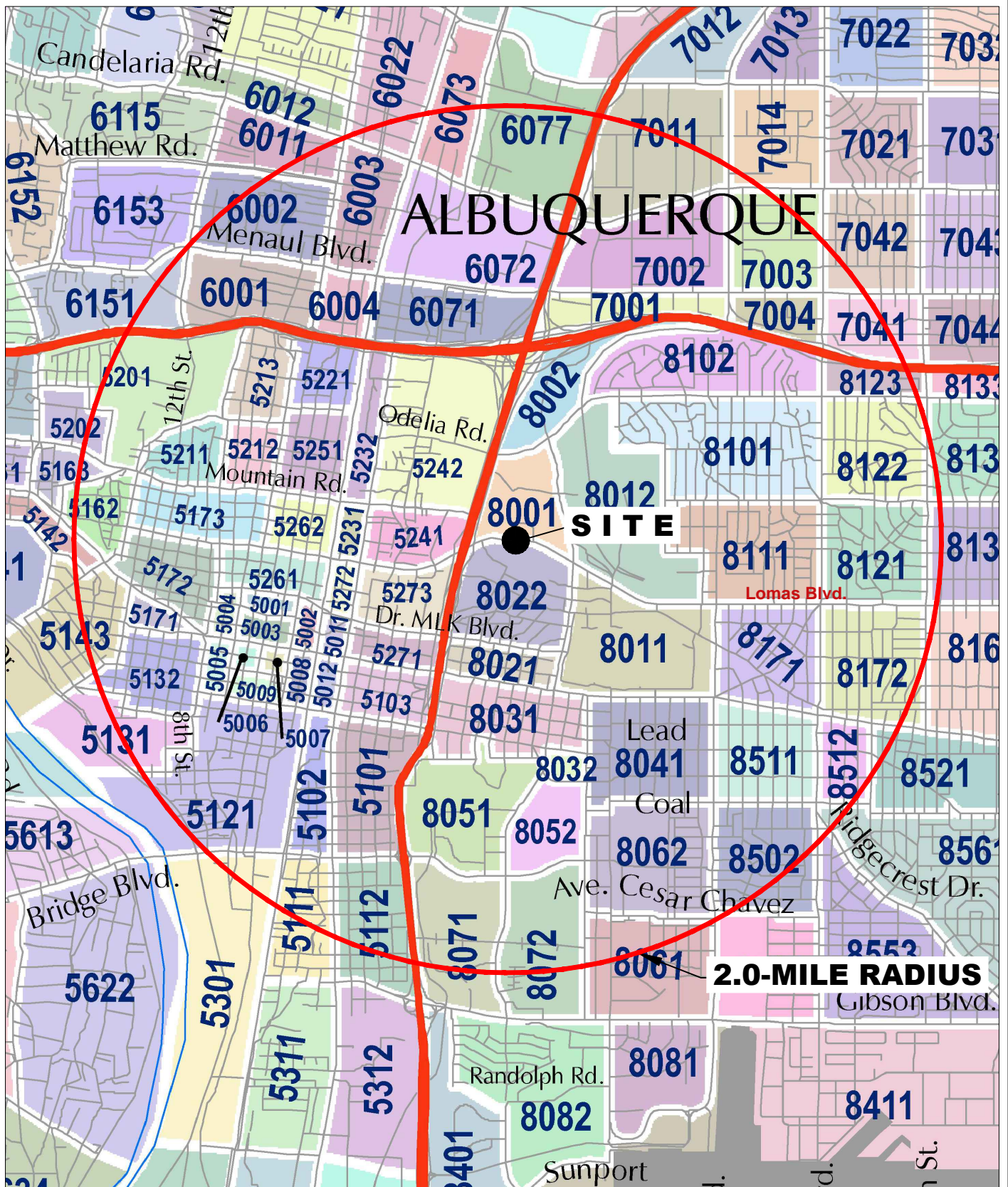
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				<i>Pass-By Trip Reduction (Based on OTISS PRO) 30%</i>	(25)	(19)	(32)	(26)
				Net New Trips to Adjacent Roadway System	90	71	93	74

Trip Distribution and Trip Assignments

Trip assignments percentages for new trips entering and exiting are derived from data established in the trip distribution determination process and logical routing. Both residential and retail commercial trips were distributed based on Mid-Region Council of Governments' Socio-economic data (2016-2040 data set).

The retail commercial trips were assigned based on population distribution within a two-mile radius of the project (Gravity Model). The MRCOG DASZ Maps below from Bernalillo County provide a visual of the data analysis subzones for commercial trips that will be entering and exiting the site. The Data Table and Maps used to calculate the Trip Distribution percentages can be found in Appendix Pages A-12 through A-19 and the maps are shown below on Pages 10 through 16.



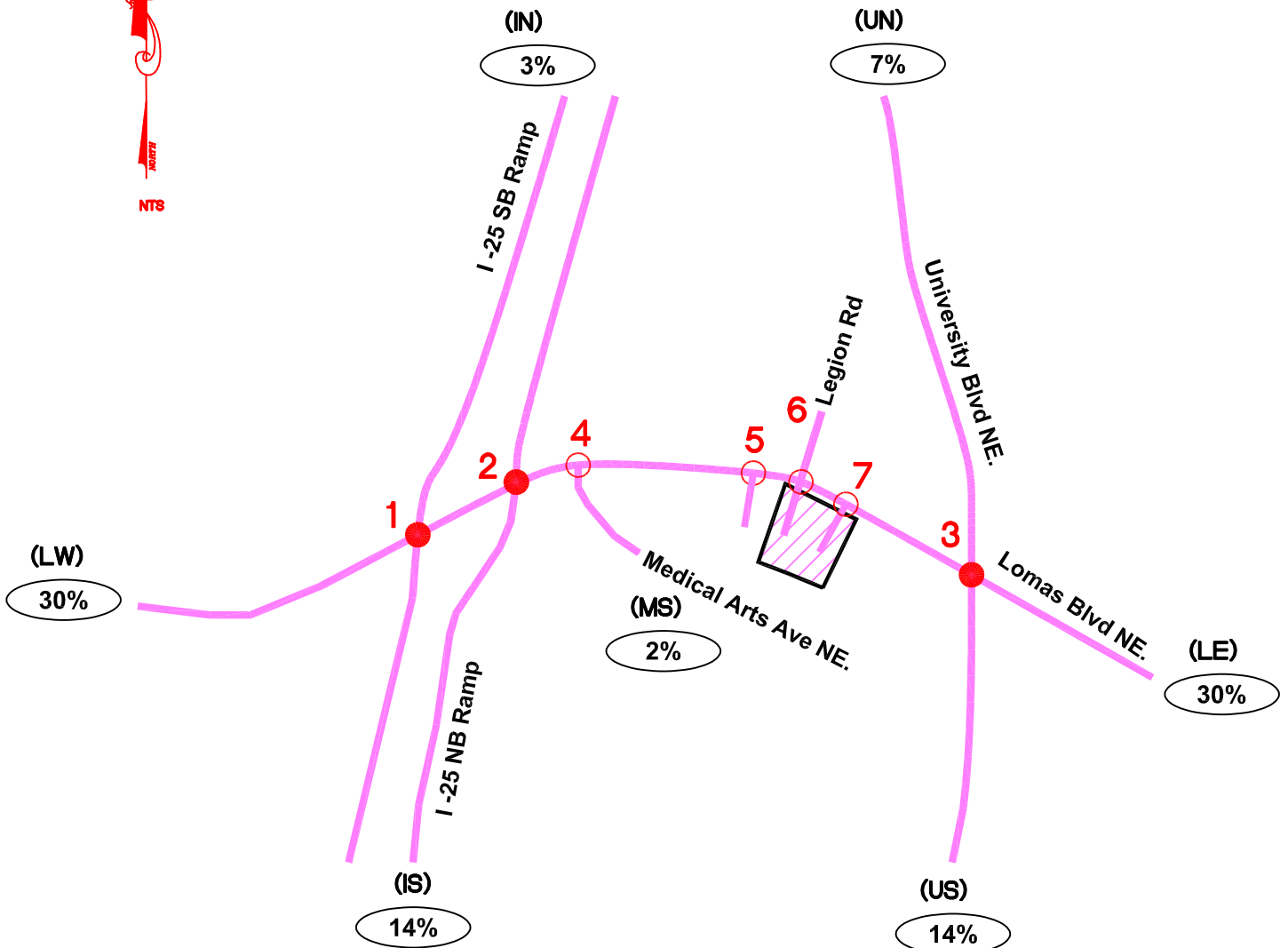
DATA ANALYSIS SUBZONE (DASZ) MAP

Lobo Plaza Development (Lomas Blvd. West of University Blvd.)

Lobo Plaza

1300 Lomas Blvd NE

Trip Distribution Map (%)



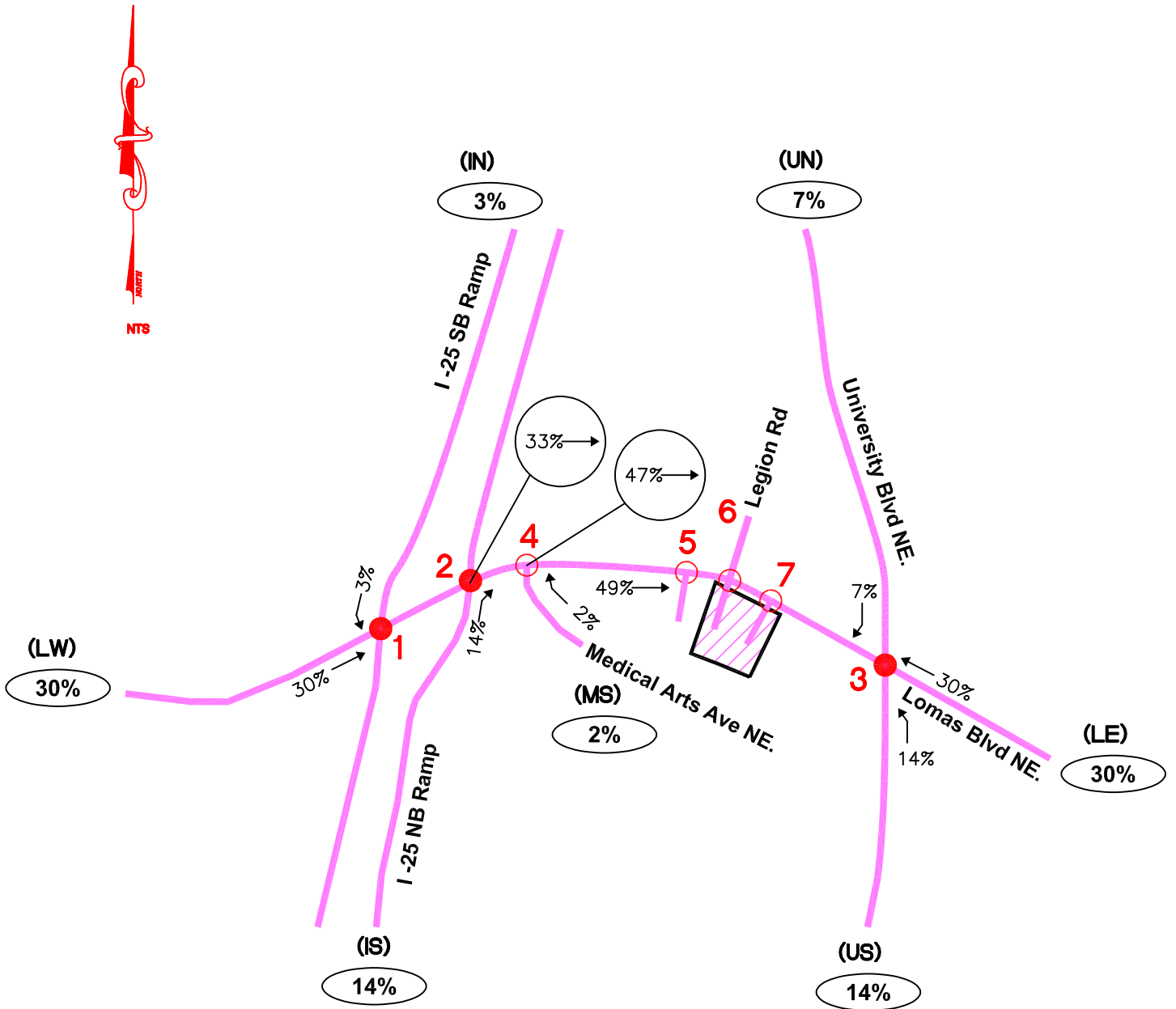
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Tierra West, LLC
 5571 Midway Park Pl. NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Entering)



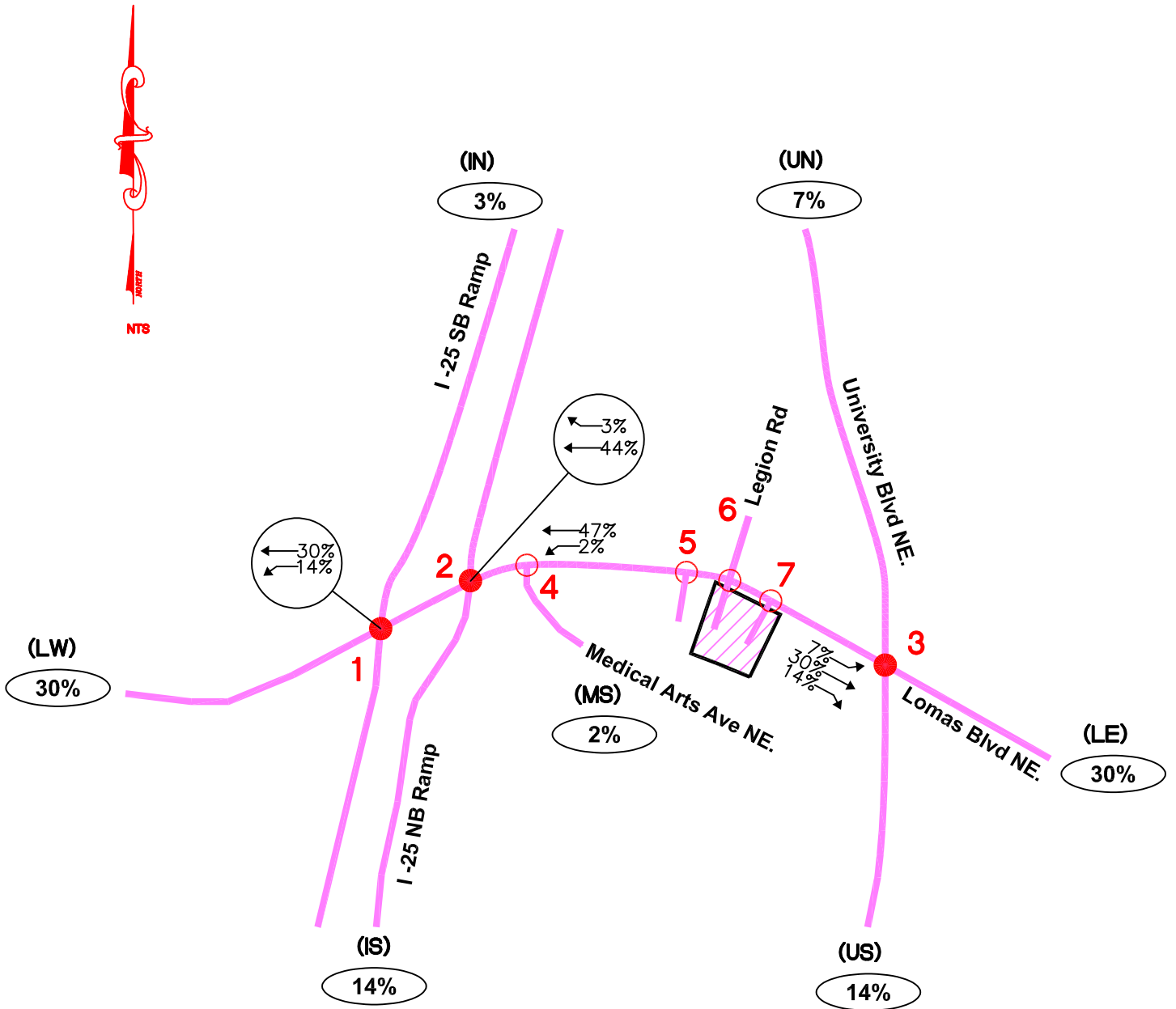
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1300 Lomas Blvd NE

Trip Assignments Map (% Exiting)



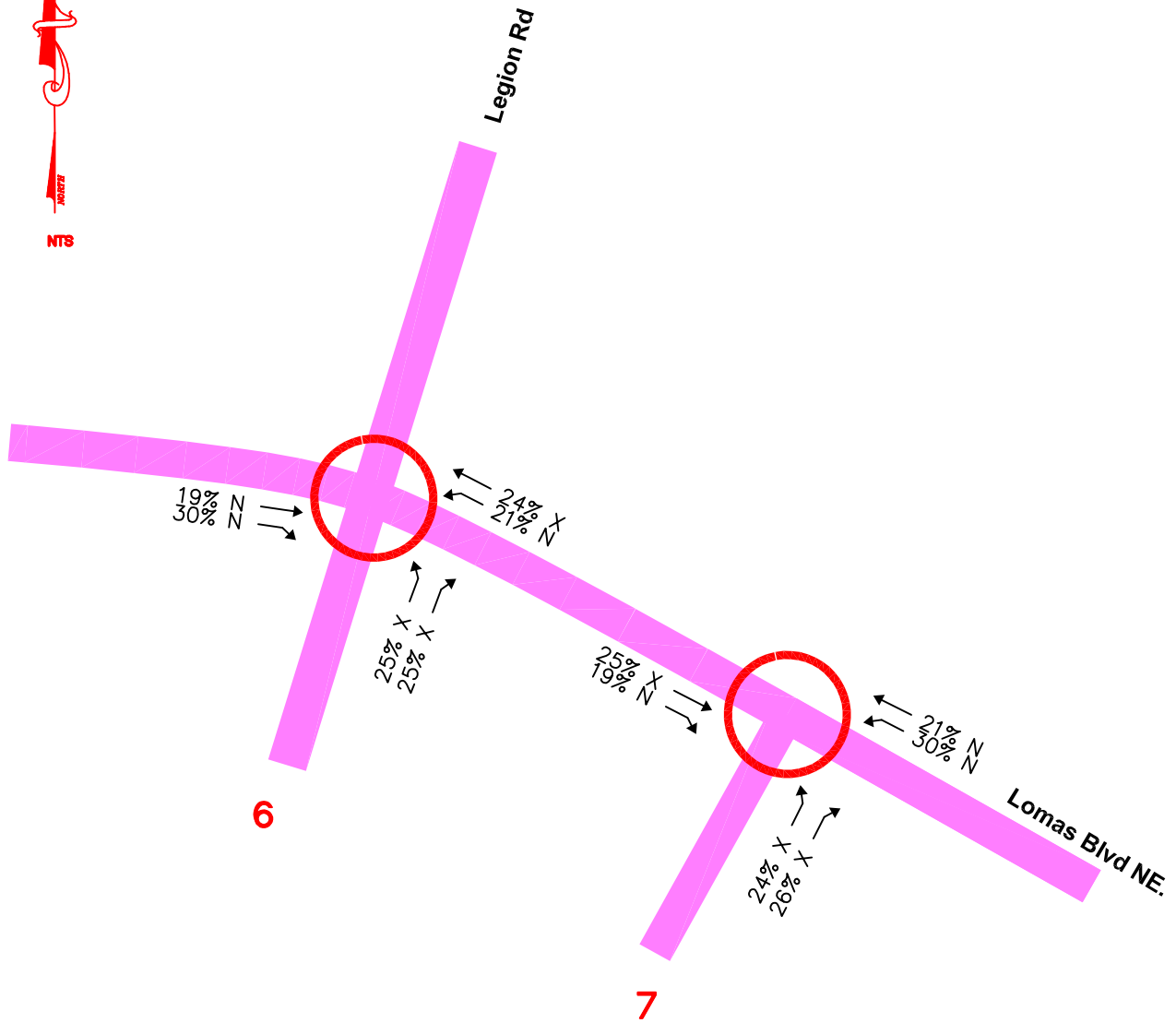
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Entering & % Exiting) DRIVEWAYS



XX% N (INBOUND)
XX% X (OUTBOUND)



SIGNALIZED INTERSECTION



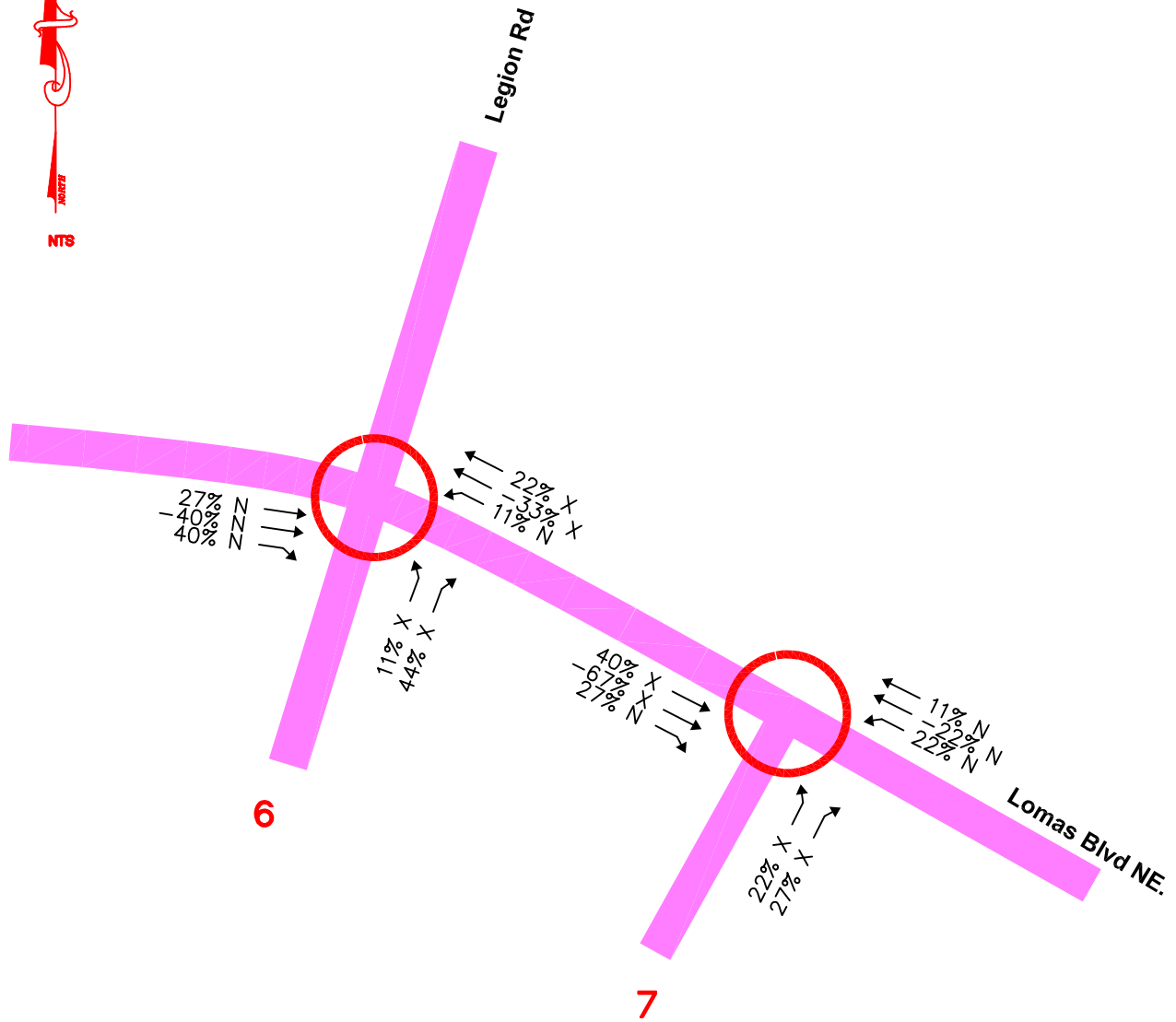
UNSIGNALIZED INTERSECTION

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Pass-By AM)



XX% N (INBOUND)
XX% X (OUTBOUND)



SIGNALIZED INTERSECTION



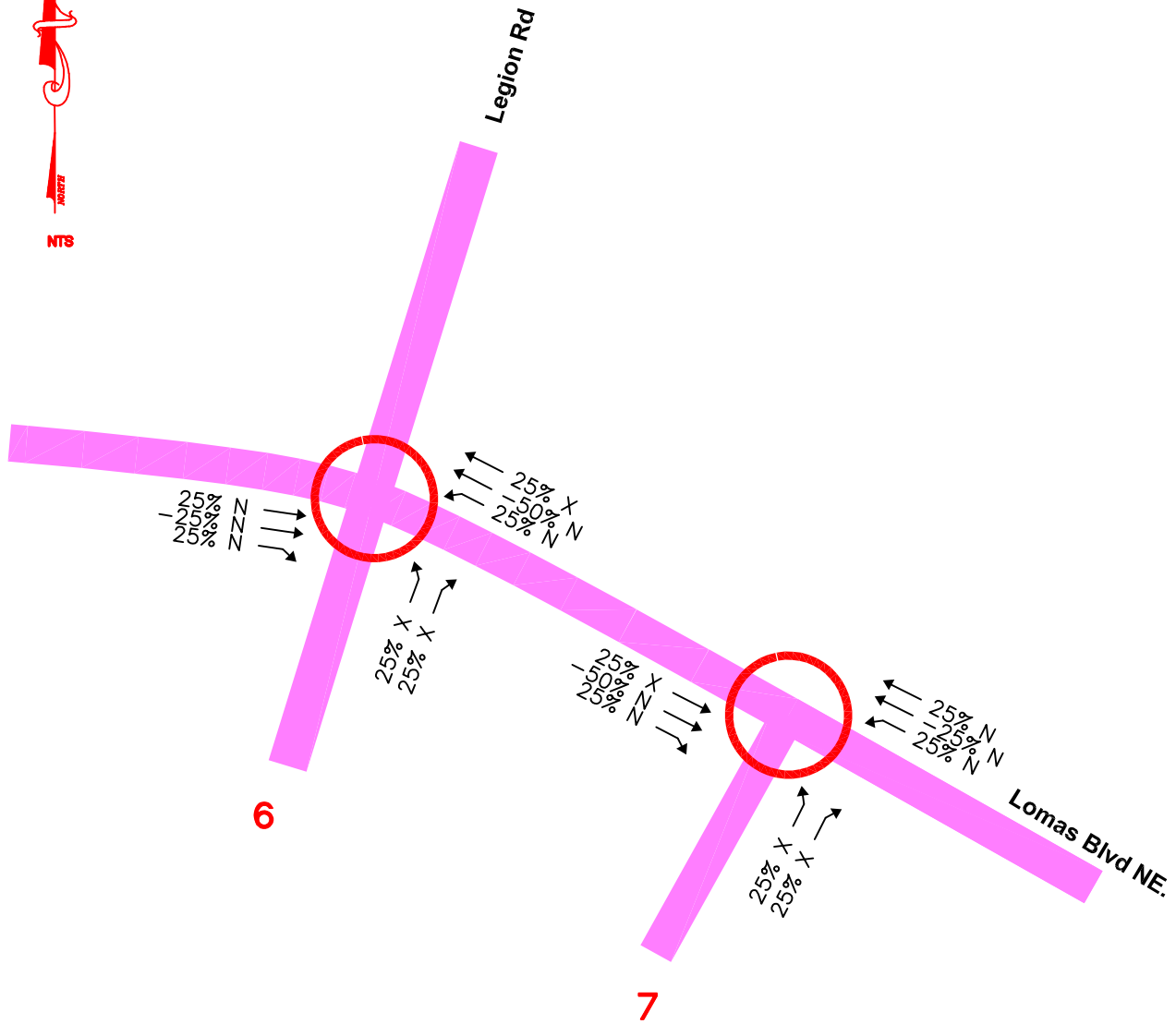
UNSIGNALIZED INTERSECTION

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Pass-By PM)



XX% N (INBOUND)
XX% X (OUTBOUND)



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

NO BUILD and BUILD Traffic Volumes

No Build volumes were generated by growing the existing volumes with the annual background traffic growth rate. Build volumes were calculated by increasing the No Build volumes by the trips generated by the project. The trip assignment percentages were used to distribute the trips generated to the individual traffic movements at each intersection. The turning movement counts for **2028 and 2038 AM, No Build, and Build** conditions for each movement in each intersection the study area is provided in the Appendix on Pages A-20 through A-34 and A-45 through A-60.

Traffic Analysis

The Highway Capacity Manual establishes a criterion for the determinations of signalized and unsignalized levels-of-service. These levels determine if an intersection will accommodate the projected volumes from the new development. The average control delay is calculated for each intersection and for each lane group of each leg of the intersection. The analysis of the calculated control delay determines the level-of-service for each lane group. However, if the v/c ratio is 1.0 or greater, then the v/c ratio overrides the calculated delay and qualifies the lane group to be LOS "F". The control delay generally determines the level-of-service based on the following tables:

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

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

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

A level-of-service D or better is considered acceptable in urban areas. A capacity analysis was conducted in accordance with the HCM7 for the signalized and unsignalized intersections using

Synchro 11 and McTrans Highway Capacity Software (HCS) 2023 Street Version 8.2 modeling software.

The signalized intersections of Lomas Blvd NE & Southbound On-Off Ramp and Lomas Blvd NE & Northbound On-Off Ramp were analyzed in HCS. The signalized intersection of Lomas Blvd NE & University Blvd NE, and the unsignalized intersections were analyzed using Synchro 11. See Appendix pages A-70 through A-132 for the Synchro and A-133 through A-152 for the HCS detailed results of the analysis. The Lane Volumes Analysis Maps (LVAM) maps depicting the Synchro analysis results of the signalized and unsignalized intersections of 2028 and 2038, AM and PM No Build, Build and Mitigated Conditions are included in the Appendix Pages A-36 through A-37 and A-61 through A-62.

The following pages contain the Lanes / Volumes Analysis Tables for this study. The Lanes / Volumes Analysis Tables summarize numerically how this project impacts the roadway adjacent system and how those mitigation measures improve operations, and how the project driveways are expected to perform. Further detail is found in the individual Intersection analysis summary tables for each intersection in the next section of the report.

#1 – Lomas Blvd NE / I-25 Southbound On-Off Ramp – Signalized



Figure 1 - Lomas Blvd NE and I-25 Southbound On-Off Ramp

The intersection of Lomas Blvd NE and I-25 Southbound Ramp is a signalized intersection that was analyzed using HCS 2025 software by McTrans. The results of the 2028 (Implementation Year) and 2038 (Horizon Year) analysis of the signalized intersection of Lomas Blvd NE and I-25 Southbound On-Off Ramp are summarized in the following tables below and on Appendix Pages A-38 and A-63:

Signalized

1: Lomas Blvd NE & I-25 SB Ramp 2028 Conditions (HCS Results)	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 SB Ramp)			SB (I-25 SB Ramp)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	3>	0	1	3	0	0	0	0	1	<2>	1
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	0	888	0	41	755	0	0	0	0	840	666	763
V/C Ratio		0.45	0.00	0.13	0.33	0.00				1.07	0.40	1.09
Level-of-Service		C		C	C					F	C	F
Control Delay (Seconds)		28.0		21.6	28.7					82.0	21.3	91.4
Intersection LOS (HCS Result)	D - 50.7											
95th Percentile Queue (veh)	0.0	10.0	0.0	1.3	10.0	0.0				42.0	9.7	40.7
2028 BUILD - SIGNALIZED Volumes	0	915	0	51	776	0	0	0	0	843	666	763
V/C Ratio		0.46	0.00	0.17	0.34	0.00				1.07	0.40	1.09
Level-of-Service		C		C	C					F	C	F
Control Delay (Seconds)		28.2		22.1	28.8					83.3	21.3	91.4
Intersection LOS (HCS Result)	D - 50.7											
95th Percentile Queue (veh)	0.0	10.3	0.0	1.6	10.2	0.0				42.5	9.7	40.7
Mitigate Lane Geometry	0	3>	0	1	3	0	0	0	0	1	<2>	1
2028 BUILD MITIGATED - SIGNALIZED Volumes	0	915	0	51	776	0	0	0	0	843	666	763
V/C Ratio		0.70	0.00	0.28	0.48	0.00				0.82	0.31	0.83
Level-of-Service		D		C	C					C	B	C
Control Delay (Seconds)		41.4		32.9	26.0					25.7	12.1	27.5
Intersection LOS (HCS Result)	C - 27.5											
95th Percentile Queue (veh)	0.0	12.3	0.0	2.0	8.0	0.0				24.6	7.3	23.2

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	0	877	0	325	930	0	0	0	0	199	434	240
V/C Ratio	0.00	0.34		0.56	0.27	0.00				0.47	0.48	0.63
Level-of-Service		C		B	B					D	D	D
Control Delay (Seconds)		21.3		16.9	13.7					42.5	40.9	48.5
Intersection LOS (HCS Result)	C - 24.9											
95th Percentile Queue (veh)	0.0	9.0	0.0	8.1	8.7	0.0				9.2	9.6	11.5
2028 BUILD - SIGNALIZED Volumes	0	905	0	335	952	0	0	0	0	202	434	240
V/C Ratio	0.00	0.36		0.58	0.28					0.47	0.48	0.63
Level-of-Service		C		B	B					D	D	D
Control Delay (Seconds)		21.4		17.8	13.7					42.7	40.9	48.5
Intersection LOS (HCS Result)	C - 24.9											
95th Percentile Queue (veh)	0.0	9.3	0.0	8.4	8.9	0.0				9.3	9.6	11.5

2028 LOS Analysis demonstrates that the Lobo Plaza will have very minimal impact on the LOS and delays for 2028 AM, and PM Peak Hour Build conditions at the intersection of Lomas Blvd NE and I-25 Southbound On-Off Ramp. The delays and LOS at the intersection are expected to remain virtually the same for the No Build and Build Conditions. The No Build and Build conditions demonstrate acceptable LOS for all movements at the intersection in 2028 except for the southbound left turn and right turn movements during the AM Peak hour, therefore mitigations are recommended for AM Peak Hour only.

Signalized

1: Lomas Blvd NE & I-25 SB Ramp												
2038 Conditions (HCS Results)												
	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 SB Ramp)			SB (I-25 SB Ramp)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	3>	0	1	3	0	0	0	0	1	<2>	1
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	0	932	0	43	792	0	0	0	0	882	699	801
V/C Ratio	0.00	0.47	0.00	0.12	0.28	0.00				1.12	0.42	1.14
Level-of-Service		C		C	B					F	C	F
Control Delay (Seconds)		28.3		21.6	11.9					101.0	21.6	111.4
Intersection LOS (HCS Result)	E - 57.2											
95th Percentile Queue (veh)	0.0	10.5	0.0	1.1	3.8	0.0				48.7	10.2	47.0
2038 BUILD - SIGNALIZED Volumes	0	959	0	53	813	0	0	0	0	885	699	801
V/C Ratio	0.00	0.49	0.00	0.15	0.29	0.00				1.12	0.42	1.14
Level-of-Service		C		C	B					F	C	F
Control Delay (Seconds)		28.5		22.0	12.1					102.5	21.6	111.4
Intersection LOS (HCS Result)	E - 57.1											
95th Percentile Queue (veh)	0.0	10.8	0.0	1.4	4.0	0.0				49.2	10.2	47.0
Mitigate Lane Geometry	0	3>	0	1	3	0	0	0	0	1	<2>	1
2038 BUILD MITIGATED - SIGNALIZED Volumes	0	959	0	53	813	0	0	0	0	885	699	801
V/C Ratio	0.00	0.76	0.00	0.29	0.50	0.00				0.86	0.32	0.88
Level-of-Service		D		D	D					C	B	C
Control Delay (Seconds)		44.0		35.5	35.5					28.7	12.2	31.1
Intersection LOS (HCS Result)	C - 27.5											
95th Percentile Queue (veh)	0.0	13.2	0.0	2.2	12.6	0.0				27.1	7.7	25.8
PM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	0	920	0	341	976	0	0	0	0	209	456	251
V/C Ratio	0.00	0.63		0.54	0.26	0.00				0.49	0.51	0.66
Level-of-Service		C		B	A					D	D	D
Control Delay (Seconds)		21.5		15.9	2.7					43.1	41.4	49.8
Intersection LOS (HCS Result)	C - 22.4											
95th Percentile Queue (veh)	0.0	9.5	0.0	6.8	1.7	0.0				9.6	10.0	12.0
2038 BUILD - SIGNALIZED Volumes	0	948	0	351	998	0	0	0	0	212	456	251
V/C Ratio	0.00	0.37		0.56	0.27					0.50	0.51	0.66
Level-of-Service		C		B	A					D	D	D
Control Delay (Seconds)		21.6		16.5	3.3					43.3	41.4	49.8
Intersection LOS (HCS Result)	C - 22.5											
95th Percentile Queue (veh)	0.0	9.7	0.0	6.9	2.1	0.0				9.8	10.0	12.0

2038 LOS Analysis demonstrates that the Lobo Plaza will have very minimal impact on LOS and delays for 2038 AM, and PM Build conditions at the intersection of Lomas Blvd NE and I-25 Southbound On-Off Ramp. The delays and LOS at the intersection remain virtually the same for the No Build and Build Conditions. The No Build and Build conditions demonstrate an acceptable LOS at the intersection in 2038 except for the southbound left turn and right turn movements during the AM Peak hour, therefore mitigations are recommended for the AM Peak Hour only.

2028 and 2038 Queueing Analysis demonstrates that. There are long queues projected for the southbound approach during the AM Peak Hour. However, queueing issues are mitigated for the AM Peak Hour by optimizing the signal timing splits while keeping the cycle length the same.

Mitigation: Optimization of Signal timing during the AM Peak Hour is recommended as a mitigation measure at the intersection of Lomas Blvd NE and I-25 Southbound On-Off Ramp for both the Implementation Year and Horizon Year. Results of the mitigated condition analysis during the AM Peak Hour for both the 2028 and 2038 Build conditions shown in the above tables demonstrate that all movements are expected to operate at acceptable level-of-service during recommended signal splits at the signalized intersection of Lomas Blvd NE and I-25 Southbound Ramp. Additionally, optimization of signal split is expected to reduce the V/C ratios to less than 1 as shown in the above tables, which requires no additional multi-period analysis.

#2 – Lomas Blvd NE / I-25 Northbound On-Off Ramp – Signalized



Figure 2 – Lomas Blvd NE and I-25 Northbound On-Off Ramp

The intersection of Lomas Blvd NE and I-25 Northbound On-Off Ramp is a signalized intersection that was analyzed using HCS 2025 software by McTrans. The results of the 2028 (Implementation Year) and 2038 (Horizon Year) analysis of the signalized intersection of Lomas Blvd NE and I-25 Northbound Ramp are summarized in the following tables below and on Appendix Pages A-39 and A-64:

Signalized

2: Lomas Blvd NE & I-25 NB Ramp	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 NB Ramp)			SB (I-25 NB Ramp)		
2028 Conditions (HCS Results)	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3	0	0	3	1	1	<3>	1	0	0	0
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	219	1,510	0	0	646	203	146	568	166	0	0	0
V/C Ratio	0.35	0.47			0.31	0.32	0.29	0.36	0.38			
Level-of-Service	B	B			C	C	C	C	C			
Control Delay (Seconds)	13.6	19.8			22.4	23.3	32.4	32.2	34.1			
Intersection LOS (HCS Result)	C - 23.4											
95th Percentile Queue (veh)	4.7	13.7			6.8	6.7	5.8	7.3	6.8			
2028 BUILD - SIGNALIZED Volumes	219	1,540	0	0	677	205	146	568	179	0	0	0
V/C Ratio	0.26	0.40			0.33	0.32	0.52	0.64	0.72			
Level-of-Service	A	A			C	C	D	D	D			
Control Delay (Seconds)	7.7	8.7			22.6	23.4	44.0	44.2	47.8			
Intersection LOS (HCS Result)	B - 21.5											
95th Percentile Queue (veh)	3.1	9.0			7.2	6.8	6.7	8.4	8.4			

PM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	333	723	0	0	1,117	589	126	520	166	0	0	0
V/C Ratio	0.70	0.24			0.55	0.94	0.24	0.32	0.36			
Level-of-Service	C	B			C	E	C	C	D			
Control Delay (Seconds)	30.6	15.1			28.8	57.8	33.5	33.7	35.9			
Intersection LOS (HCS Result)	D - 32.1											
95th Percentile Queue (veh)	10.7	7.4			13.0	27.3	5.3	7.2	7.4			
2028 BUILD - SIGNALIZED Volumes	333	754	0	0	1,150	591	126	520	179	0	0	0
V/C Ratio	0.71	0.25			0.57	0.94	0.24	0.32	0.39			
Level-of-Service	C	B			C	E	C	C	D			
Control Delay (Seconds)	31.9	14.9			29.1	58.4	33.5	33.7	36.5			
Intersection LOS (HCS Result)	C - 32.3											
95th Percentile Queue (veh)	10.7	7.6			13.4	27.5	5.3	7.2	7.9			
Mitigage Lane Geometry	1	3	0	0	3	1	1	<3>	1	0	0	0
2028 BUILD MITIGATED - SIGNALIZED Volumes	333	754	0	0	1,150	591	126	520	179	0	0	0
V/C Ratio	0.86	0.21			0.37	0.61	0.36	0.47	0.57			
Level-of-Service	D	A			B	B	D	D	D			
Control Delay (Seconds)	39.0	7.9			11.8	17.0	44.1	43.8	50.6			
Intersection LOS (HCS Result)	C - 21.8											
95th Percentile Queue (veh)	12.5	4.8			8.5	15.1	6.2	8.2	9.2			

2028 LOS Analysis demonstrates that the Lobo Plaza will have very minimal impact on the LOS and delays for 2028 AM, and PM Peak Hour Build conditions at the intersection of Lomas Blvd NE and I-25 Northbound On-Off Ramp. The delays and LOS at the intersection are expected to remain virtually the same for the No Build and Build Conditions. The No Build and Build conditions demonstrate acceptable LOS for all movements at the intersection in 2028 except for the westbound right turn movement during the PM Peak hour condition, therefore mitigations are recommended for PM Peak Hour only.

Signalized

2: Lomas Blvd NE & I-25 NB Ramp 2038 Conditions (HCS Results)	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 NB Ramp)			SB (I-25 NB Ramp)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3	0	0	3	1	1	<3>	1	0	0	0
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	230	1,585	0	0	677	213	153	596	175	0	0	0
V/C Ratio	0.37	0.48			0.33	0.33	0.31	0.38	0.40			
Level-of-Service	B	B			C	C	C	C	C			
Control Delay (Seconds)	13.7	19.7			22.6	23.6	32.7	32.5	34.5			
Intersection LOS (HCS Result)	C - 23.6											
95th Percentile Queue (veh)	4.7	13.8			7.2	7.1	6.1	7.7	7.2			
2038 BUILD - SIGNALIZED Volumes	230	1,615	0	0	708	215	153	596	188	0	0	0
V/C Ratio	0.37	0.51			0.34	0.33	0.31	0.38	0.42			
Level-of-Service	B	C			C	C	C	C	C			
Control Delay (Seconds)	13.9	20.0			22.8	23.6	32.7	32.5	35.2			
Intersection LOS (HCS Result)	C - 23.8											
95th Percentile Queue (veh)	4.7	14.0			7.5	7.1	6.1	7.7	7.8			

PM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	349	758	0	0	1,172	618	132	545	175	0	0	0
V/C Ratio	0.49	0.20			0.58	0.98	0.49	0.64	0.73			
Level-of-Service	C	A			C	E	D	D	D			
Control Delay (Seconds)	27.3	8.9			29.3	67.4	48.0	48.6	52.8			
Intersection LOS (HCS Result)	D - 35.7											
95th Percentile Queue (veh)	17.6	6.2			13.7	30.6	6.6	8.8	9.0			
2038 BUILD - SIGNALIZED Volumes	349	789	0	0	1,205	620	132	545	188	0	0	0
V/C Ratio	0.76	0.26			0.60	0.99	0.26	0.34	0.41			
Level-of-Service	D	B			C	E	C	C	D			
Control Delay (Seconds)	38.4	14.8			29.7	68.2	33.7	33.9	36.9			
Intersection LOS (HCS Result)	C - 34.7											
95th Percentile Queue (veh)	11.4	7.8			14.1	30.8	5.6	7.6	8.3			
Mitigation Lane Geometry	1	3	0	0	3	1	1	<3>	1	0	0	0
2038 BUILD MITIGATED - SIGNALIZED Volumes	349	789	0	0	1,205	620	132	545	188	0	0	0
V/C Ratio	0.94	0.23			0.39	0.64	0.37	0.49	0.60			
Level-of-Service	D	A			B	B	D	D	D			
Control Delay (Seconds)	54.7	8.1			11.9	17.8	44.5	44.1	51.8			
Intersection LOS (HCS Result)	C - 23.6											
95th Percentile Queue (veh)	16.6	5.1			8.9	16.1	6.6	8.5	9.7			

2038 LOS Analysis demonstrates that the Lobo Plaza will have very minimal impact on LOS and delays for 2038 AM, and PM Build conditions at the intersection of Lomas Blvd NE and I-25 Northbound On-Off Ramp. The delays and LOS at the intersection remain virtually the same for the No Build and Build Conditions. The No Build and Build conditions demonstrate an acceptable LOS at the intersection in 2038 except for the westbound right turn movement during the PM Peak hour, therefore mitigations are recommended for the PM Peak Hour only.

2028 and 2038 Queuing Analysis demonstrates that no additional queuing capacity is needed for the intersection of Lomas Blvd NE and I-25 Northbound On-Off Ramp for 2028 and 2038.

Mitigation: Optimization of Signal Split during the PM Peak Hour is recommended as a mitigation measure at the intersection of Lomas Blvd NE and I-25 Northbound On-Off Ramp for both the Implementation Year and Horizon Year. Results of the mitigated condition analysis during the PM

Peak Hour for both the 2028 and 2038 Build conditions shown in the above tables demonstrate that all movements are expected to operate at acceptable level-of-service during recommended signal splits at the signalized intersection of Lomas Blvd NE and I-25 Northbound Ramp.

#3 – Lomas Blvd NE/ University Blvd NE – Signalized



Figure 3 – Lomas Blvd NE and University Blvd NE

The intersection of Lomas Blvd NE and University Blvd NE is a signalized intersection that was analyzed using Synchro 12 software by Trafficware. The results of the 2028 (Implementation Year) and 2038 (Horizon Year) analysis of the signalized intersection of Lomas Blvd NE and University Blvd NE are summarized in the following tables below and on Appendix Pages A-40 through A-65.

Signalized

3: Lomas Blvd NE & University Blvd NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (University Blvd NE)			SB (University Blvd NE)		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Conditions												
Existing Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	276	873	467	183	593	195	97	471	183	114	759	61
V/C Ratio	0.60	0.59	0.68	0.68	0.37	0.38	0.51	0.53	0.35	0.40	0.89	0.89
Level-of-Service	B	D	D	C	C	C	C	D	C	C	E	E
Control Delay (Seconds)	18.1	39.5	44.9	25.2	23.0	24.0	33.1	38.0	29.9	29.4	61.4	61.0
Intersection LOS	D - 38.3											
95th Percentile Queue (veh)	7.5	18.1	20.2	4.9	8.3	8.5	3.5	9.6	7.0	4.0	19.0	19.4
2028 BUILD - SIGNALIZED Volumes	281	894	477	183	620	195	110	471	183	114	759	67
V/C Ratio	0.62	0.60	0.69	0.69	0.39	0.40	0.57	0.53	0.35	0.40	0.92	0.92
Level-of-Service	B	D	D	C	C	C	C	D	C	C	E	E
Control Delay (Seconds)	18.5	39.9	45.6	25.8	23.3	24.3	33.6	38.0	29.9	29.4	66.7	66.4
Intersection LOS	D - 39.5											
95th Percentile Queue (veh)	7.6	18.5	20.6	5.0	8.6	8.8	4.0	9.6	7.0	4.0	19.9	20.2
Mitigate Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
2028 BUILD MITIGATED - SIGNALIZED Volumes	281	894	477	183	620	195	110	471	183	114	759	67
V/C Ratio	0.68	0.69	0.79	0.76	0.52	0.53	0.43	0.40	0.30	0.33	0.68	0.68
Level-of-Service	C	B	C	D	C	D	C	C	C	C	D	D
Control Delay (Seconds)	21.4	12.8	20.8	44.0	32.8	35.0	25.3	28.9	24.3	22.7	37.5	37.4
Intersection LOS	C - 26.9											
95th Percentile Queue (veh)	7.3	6.4	8.7	4.8	10.1	10.5	3.4	8.4	6.1	3.5	15.3	15.6

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	175	499	179	215	1,031	114	240	613	268	154	613	369
V/C Ratio	0.60	0.39	0.40	0.55	0.61	0.61	0.90	0.53	0.40	0.49	1.01	1.01
Level-of-Service	C	D	D	C	C	D	E	C	C	C	F	F
Control Delay (Seconds)	27.9	42.3	43.7	24.1	33.5	35.6	58.6	34.7	26.0	28.5	84.7	86.3
Intersection LOS	D - 46.7											
95th Percentile Queue (veh)	6.2	11.2	11.4	7.1	14.1	15.1	10.5	11.9	9.4	5.6	28.2	26.5
2028 BUILD - SIGNALIZED Volumes	180	521	189	215	1,059	114	253	613	268	154	613	376
V/C Ratio	0.63	0.42	0.43	0.57	0.64	0.64	0.90	0.52	0.40	0.48	1.02	1.02
Level-of-Service	C	D	D	C	D	D	E	C	C	C	F	F
Control Delay (Seconds)	29.2	43.4	45.0	25.2	35.1	37.5	61.3	33.9	25.3	28.3	86.7	88.4
Intersection LOS	D - 47.9											
95th Percentile Queue (veh)	6.5	11.7	11.9	7.3	14.7	15.8	12.0	11.8	9.3	5.6	28.6	26.9
Mitigate Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
2028 BUILD MITIGATED - SIGNALIZED Volumes	180	521	189	215	1,059	114	253	613	268	154	613	376
V/C Ratio	0.69	0.42	0.43	0.69	0.72	0.72	0.87	0.44	0.38	0.48	0.85	0.85
Level-of-Service	D	D	D	D	D	D	D	C	C	C	D	D
Control Delay (Seconds)	36.5	43.4	45.0	38.8	40.4	44.0	47.0	27.5	23.1	25.9	50.8	51.9
Intersection LOS	D - 40.5											
95th Percentile Queue (veh)	7.3	11.7	11.9	5.1	15.7	17.0	9.9	10.7	8.9	5.3	22.6	21.3

2028 LOS Analysis demonstrates that the Lobo Plaza will have very minimal impact on the LOS and delays for 2028 AM, and PM Peak Hour Build conditions at the intersection of Lomas Blvd NE and University Blvd NE. The delays and LOS at the intersection are expected to remain virtually the same for the No Build and Build Conditions. The No Build and Build conditions demonstrate acceptable LOS for all movements at the intersection in 2028 except for the southbound through and right turn movements during the AM Peak Hour Condition and northbound left turn movement during the PM Peak Hour condition; therefore, mitigations are recommended for both the AM and PM Peak Hours.

Signalized

3: Lomas Blvd NE & University Blvd NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (University Blvd NE)			SB (University Blvd NE)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	290	916	490	192	622	204	102	494	192	119	797	64
V/C Ratio	0.64	0.63	0.72	0.73	0.40	0.41	0.56	0.56	0.37	0.43	0.93	0.93
Level-of-Service	B	D	D	C	C	C	C	D	C	C	E	E
Control Delay (Seconds)	19.1	40.8	47.3	27.4	23.9	25.0	33.8	38.5	29.9	29.6	68.6	68.1
Intersection LOS	D - 40.6											
95th Percentile Queue (veh)	8.0	19.0	21.3	5.4	8.8	9.0	3.7	10.0	7.3	4.2	20.8	21.2
2038 BUILD - SIGNALIZED Volumes	295	937	500	192	649	204	115	494	192	119	797	70
V/C Ratio	0.66	0.64	0.74	0.74	0.41	0.42	0.61	0.56	0.37	0.43	0.97	0.97
Level-of-Service	B	D	D	C	C	C	C	D	C	C	E	E
Control Delay (Seconds)	19.8	41.3	48.1	28.2	24.2	25.3	34.3	38.5	29.9	29.6	75.5	75.1
Intersection LOS	D - 42.2											
95th Percentile Queue (veh)	8.1	19.4	21.8	5.4	9.1	9.3	4.2	10.0	7.3	4.2	21.9	22.3
Mitigate Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
2038 BUILD MITIGATED - SIGNALIZED Volumes	295	937	500	192	649	204	115	494	192	119	797	70
V/C Ratio	0.70	0.72	0.83	0.74	0.51	0.52	0.50	0.45	0.32	0.37	0.77	0.77
Level-of-Service	C	B	C	D	C	C	C	C	C	C	D	D
Control Delay (Seconds)	20.4	13.3	22.9	35.1	31.6	33.6	27.9	31.4	25.0	24.5	44.0	43.8
Intersection LOS	C - 28.2											
95th Percentile Queue (veh)	7.4	6.7	9.3	7.2	10.3	10.7	3.7	9.1	6.6	3.8	17.2	17.5
PM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	183	524	187	226	1,082	119	251	643	281	162	643	388
V/C Ratio	0.65	0.42	0.43	0.59	0.66	0.66	0.90	0.55	0.42	0.52	1.06	1.06
Level-of-Service	C	D	D	C	D	D	E	C	C	C	F	F
Control Delay (Seconds)	29.8	43.6	45.2	25.6	35.6	38.1	60.9	34.9	25.7	28.6	98.9	100.7
Intersection LOS	D - 50.9											
95th Percentile Queue (veh)	6.7	11.7	12.0	7.7	15.1	16.3	11.0	12.5	9.7	5.9	31.5	29.6
2038 BUILD - SIGNALIZED Volumes	188	546	197	226	1,110	119	264	643	281	162	643	395
V/C Ratio	0.68	0.45	0.46	0.61	0.69	0.69	0.91	0.54	0.41	0.51	1.07	1.07
Level-of-Service	C	D	D	C	D	D	E	C	C	C	F	F
Control Delay (Seconds)	31.4	44.7	46.5	27.0	37.3	40.3	63.5	34.1	24.9	28.4	101.4	103.2
Intersection LOS	D - 52.2											
95th Percentile Queue (veh)	7.0	12.3	12.5	7.8	15.8	17.1	11.6	12.3	9.6	5.9	32.0	30.1
Mitigate Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
2038 BUILD MITIGATED - SIGNALIZED Volumes	188	546	197	226	1,110	119	264	643	281	162	643	395
V/C Ratio	0.82	0.45	0.46	0.80	0.76	0.77	0.90	0.46	0.40	0.47	0.86	0.86
Level-of-Service	D	D	D	D	D	D	D	C	C	C	D	D
Control Delay (Seconds)	52.3	44.6	46.3	53.0	42.5	47.0	51.8	27.9	24.1	23.4	49.7	50.8
Intersection LOS	D - 42.7											
95th Percentile Queue (veh)	8.9	12.2	12.4	8.4	16.8	18.3	10.6	11.2	9.5	5.3	23.4	22.0

2038 LOS Analysis demonstrates that the Lobo Plaza will have very minimal impact on LOS and delays for 2038 AM, and PM Peak Hour Build conditions at the intersection of Lomas Blvd NE and University Blvd NE. The delays and LOS at the intersection are expected to remain virtually the same for the No Build and Build Conditions. The No Build and Build conditions demonstrate acceptable LOS for all movements at the intersection in 2038 except for the southbound through and right turn movements during the AM Peak Hour condition and northbound left turn movement during the PM Peak Hour condition; therefore, mitigations are recommended for both the AM and PM Peak Hours.

2028 and 2038 Queueing Analysis demonstrates that V/C ratios are less than 1 for all movements in the AM, and PM Peak Hour No Build and Build condition, although the V/C ratios for the southbound through and right turn movements during AM and northbound left turn movement during the PM Peak hour conditions were close to 1.

2028 and 2038 Queueing Analysis demonstrates that additional queueing capacity is needed for the EBL in 2028 and 2038. Extending the left-turn lane at 7 Bar Loop Development is not advisable, as it does not contribute to improving traffic flow. Additionally, V/C ratios remain below 1 for all movements AM, Noon, and PM for both No Build and Build scenarios.

Mitigation: Optimization of Signal Split during both the AM and PM Peak Hour conditions is recommended as a mitigation measure at the intersection of Lomas Blvd NE and University Blvd NE for both the Implementation Year and Horizon Year. Results of the mitigated condition analysis during the AM and PM Peak Hours for both the 2028 and 2038 Build conditions shown in the above tables demonstrate that all movements are expected to operate at acceptable level-of-service during recommended signal splits at the intersection. Additionally, optimization of signal split is expected to reduce the V/C ratios as shown in the above tables.

#4 – Lomas Blvd NE/ Medical Arts Ave NE – Unsignalized

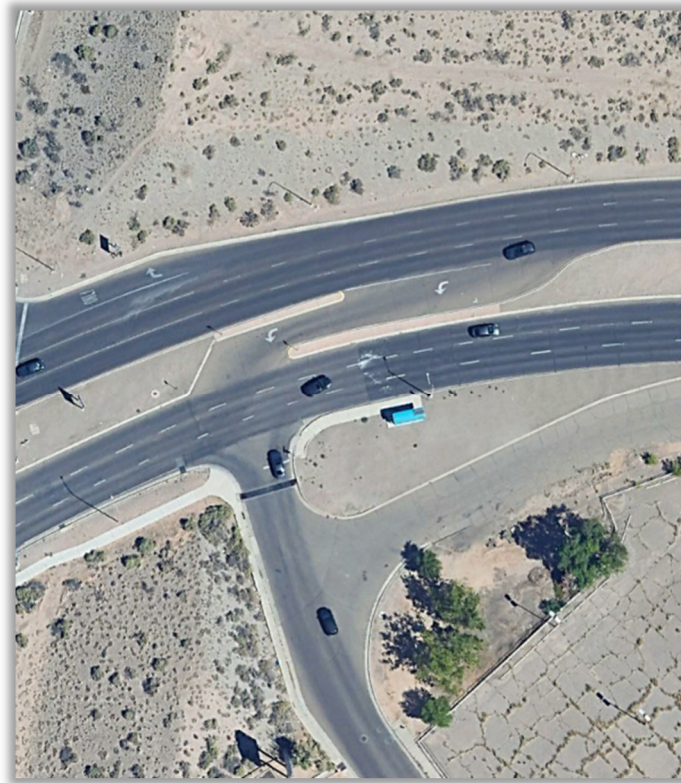


Figure 4 – Lomas Blvd NE and Medical Arts Ave NE

The intersection of Lomas Blvd NE and Medical Arts Ave NE is an unsignalized right-in, right-out, left-in only driveway. The results of the 2028 (Implementation Year) and 2038 (Horizon Year) analysis of the unsignalized intersection of Lomas Blvd NE and Medical Arts Ave NE are summarized in the following tables below and on Appendix page A-41 and A-66.

Unsignalized

4: Lomas Blvd NE & Medical Arts Ave NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Medical Arts Ave NE)			SB (Medical Arts Ave NE)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		3>	0	1	3		0		1			
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes		1,472	256	73	761		0		69			
V/C Ratio				0.25					0.09			
Level-of-Service				C					B			
Control Delay (Seconds)				21.4					10.4			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				1.0					0.3			
2028 BUILD - SIGNALIZED Volumes		1,514	256	74	794		0		71			
V/C Ratio				0.27					0.10			
Level-of-Service				C					B			
Control Delay (Seconds)				22.9					10.6			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				1.1					0.3			

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes		759	69	28	1,689		0		97			
V/C Ratio				0.06					0.19			
Level-of-Service				B					B			
Control Delay (Seconds)				13.1					13.9			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.2					0.7			
2028 BUILD - SIGNALIZED Volumes		803	69	29	1,724		0		99			
V/C Ratio				0.07					0.21			
Level-of-Service				B					B			
Control Delay (Seconds)				13.6					14.3			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.2					0.8			

Unsignalized

4: Lomas Blvd NE & Medical Arts Ave NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Medical Arts Ave NE)			SB (Medical Arts Ave NE)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		3>	0	1	3		0		1			
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes		1,544	268	77	799		0		72			
V/C Ratio				0.28					0.10			
Level-of-Service				C					B			
Control Delay (Seconds)				23.4					10.5			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				1.1					0.3			
2038 BUILD - SIGNALIZED Volumes		1,586	268	78	832		0		74			
V/C Ratio				0.31					0.10			
Level-of-Service				D					B			
Control Delay (Seconds)				25.1					10.5			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				1.2					0.3			

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes		797	72	30	1,772		0		102			
V/C Ratio				0.07					0.21			
Level-of-Service				B					B			
Control Delay (Seconds)				13.6					14.4			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.2					0.8			
2038 BUILD - SIGNALIZED Volumes		841	72	31	1,807		0		104			
V/C Ratio				0.07					0.22			
Level-of-Service				B					B			
Control Delay (Seconds)				14.1					14.8			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.2					0.8			

2028 and 2038 LOS Analysis demonstrates that the Lobo Plaza will have very minimal impact on the LOS and delays for the 2038 AM and PM Build conditions. The LOS remains virtually the same for the No Build and Build conditions. The No Build and Build conditions demonstrate acceptable LOS for all movements at the intersection. Therefore, mitigations are not recommended at the unsignalized intersection of Lomas Blvd NE and Medical Arts Ave NE.

2028 and 2038 Queueing Analysis demonstrates that no additional queueing capacity is needed for the intersection of Lomas Blvd NE and Medical Arts Ave NE for 2028 and 2038. V/C ratios are also less than 1 for all movements in the AM, and PM for No Build and Build conditions. No mitigations are recommended for the unsignalized intersection of Lomas Blvd NE and Medical Arts Ave NE.

Therefore, no recommendation is made for the intersection of Lomas Blvd / Medical Arts Ave NE.

#5 – Lomas Blvd NE / Torc Dwy / Frontage Rd – Unsignalized

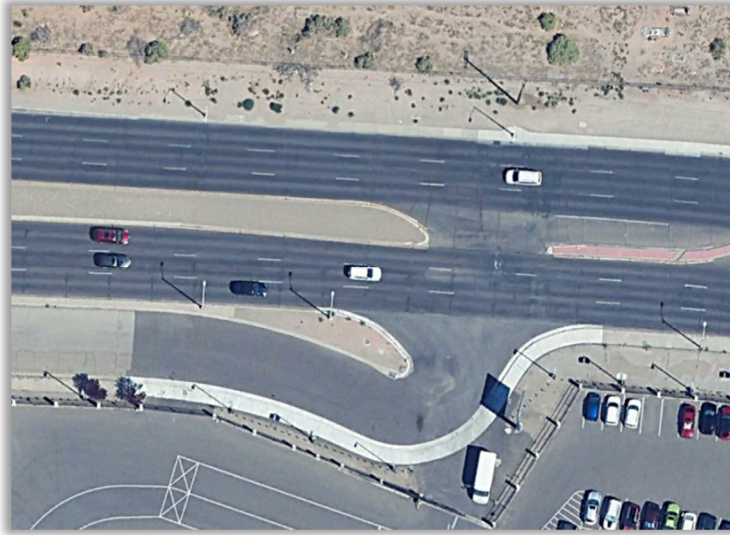


Figure 5 - 7 Bar Loop S and Driveway "A"

The intersection of Lomas Blvd NE and Torc Dwy / Frontage Rd is an unsignalized intersection. The results of the 2028 (Implementation Year) and 2038 (Horizon Year) analysis of the unsignalized intersection of Lomas Blvd NE and Torc Dwy / Frontage Rd are summarized in the following tables below and on Appendix Pages A-42 and A-67.

Unsignalized

5: Torc DWY / Frontage Rd & Lomas Blvd NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Torc DWY / Frontage Rd)			SB (Torc DWY / Frontage Rd)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		3>	0	1	3		1>		0			
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes		1,583	0	0	784		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS												
95th Percentile Queue (veh)				0.0								
2028 BUILD - SIGNALIZED Volumes		1,627	0	0	819		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS												
95th Percentile Queue (veh)				0.0								

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes		901	0	0	1,717		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS												
95th Percentile Queue (veh)				0.0								
2028 BUILD - SIGNALIZED Volumes		947	0	0	1,753		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS												
95th Percentile Queue (veh)				0.0								

Unsignalized

5: Torc DWY / Frontage Rd & Lomas Blvd NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Torc DWY / Frontage Rd)			SB (Torc DWY / Frontage Rd)		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Conditions												
Existing Lane Geometry		3>	0	1	3		1>		0			
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes		1,661	0	0	822		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS							TWSC					
95th Percentile Queue (veh)				0.0								
2038 BUILD - SIGNALIZED Volumes		1,705	0	0	857		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS							TWSC					
95th Percentile Queue (veh)				0.0								

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes		946	0	0	1,802		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS							TWSC					
95th Percentile Queue (veh)				0.0								
2038 BUILD - SIGNALIZED Volumes		992	0	0	1,838		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS							TWSC					
95th Percentile Queue (veh)				0.0			0.0					

Both Implementation Year and the Horizon Year analysis in the above tables show that the unsignalized intersection of Lomas Blvd NE and Torc Dwy / Frontage Rd is operating at an acceptable level-of-service for all conditions evaluated in this study.

Therefore, no recommendation is made for the intersection of Lomas Blvd / Torc Driveway.

#6 – Lomas Blvd NE / Legion Rd / West Driveway – Unsignalized

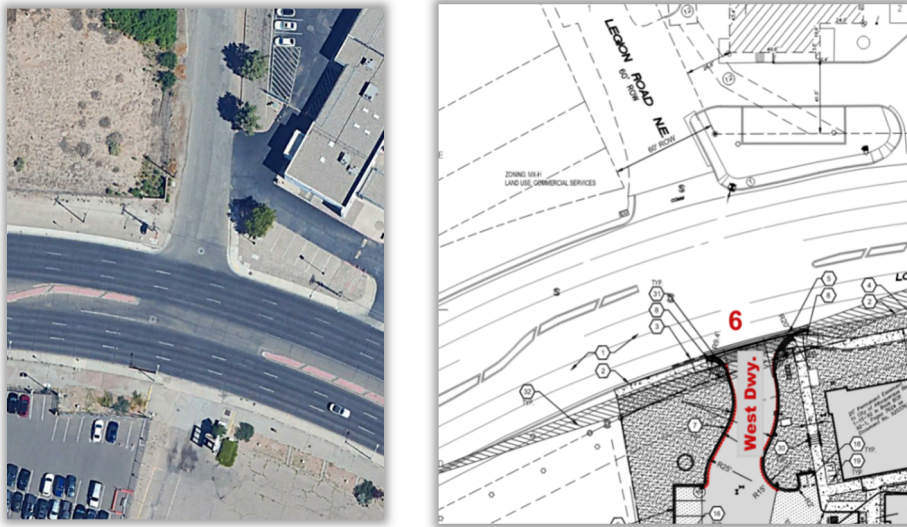


Figure 6 – Lomas Blvd NE and Legion Rd / West Driveway

The intersection of Lomas Blvd NE and Legion Rd / West Driveway is an unsignalized intersection. The results of the 2028 (Implementation Year) and 2038 (Horizon Year) analysis of the unsignalized intersection Lomas Blvd NE and Legion Rd / West Driveway are summarized in the following tables below and on Appendix Pages A-43 and A-68:

Unsignalized

6: Lomas Blvd NE & Legion Rd / West DWY	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Legion Rd / West DWY)			SB (Legion Rd / West DWY)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3>	0	1	3>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	20	1,563	0	4	767	4	4	0	0	8	0	12
V/C Ratio	0.03			0.01				0.02			0.03	
Level-of-Service	A			B				C			B	
Control Delay (Seconds)	9.7			12.2				21.6			10.7	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.0				0.1			0.1	
2028 BUILD - SIGNALIZED Volumes	20	1,577	37	26	780	4	24	0	26	8	0	12
V/C Ratio	0.03			0.06				0.14			0.03	
Level-of-Service	A			B				C			B	
Control Delay (Seconds)	9.8			13.2				16.5			11.1	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.2				0.5			0.1	

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	12	885	4	0	1,677	4	0	0	8	4	0	41
V/C Ratio	0.07							0.02			0.22	
Level-of-Service	D			A				B			D	
Control Delay (Seconds)	26.5			0.0				12.7			27.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.2			0.0				0.1			0.8	
2028 BUILD - SIGNALIZED Volumes	12	903	40	28	1,686	4	26	0	34	4	0	41
V/C Ratio	0.07			0.07				0.27			0.24	
Level-of-Service	D			B				D			D	
Control Delay (Seconds)	26.8			14.3				26.7			29.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.2			0.2				1.0			0.9	

Unsignalized

6: Lomas Blvd NE & Legion Rd / West DWY	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Legion Rd / West DWY)			SB (Legion Rd / West DWY)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3>	0	1	3>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	21	1,640	0	4	805	4	4	0	0	9	0	13
V/C Ratio	0.03			0.01				0.02			0.04	
Level-of-Service	A			B				C			B	
Control Delay (Seconds)	9.9			12.5				21.3			10.9	
Intersection LOS												
TWSC												
95th Percentile Queue (veh)	0.1			0.0				0.1			0.1	
2038 BUILD - SIGNALIZED Volumes	21	1,654	37	26	818	4	24	0	26	9	0	13
V/C Ratio	0.03			0.06				0.14			0.04	
Level-of-Service	A			B				C			B	
Control Delay (Seconds)	10.0			13.5				17.0			11.5	
Intersection LOS												
TWSC												
95th Percentile Queue (veh)	0.1			0.2				0.5			0.1	

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes	13	929	4	0	1,759	4	0	0	9	4	0	43
V/C Ratio	0.08			0.00				0.02			0.25	
Level-of-Service	D			A				B			D	
Control Delay (Seconds)	29.0			0.0				12.9			30.6	
Intersection LOS												
TWSC												
95th Percentile Queue (veh)	0.3			0.0				0.1			1.0	
2038 BUILD - SIGNALIZED Volumes	13	947	40	28	1,768	4	26	0	35	4	0	43
V/C Ratio	0.08			0.07				0.29			0.27	
Level-of-Service	D			B				D			D	
Control Delay (Seconds)	29.3			14.8				29.1			32.9	
Intersection LOS												
TWSC												
95th Percentile Queue (veh)	0.3			0.2				1.2			1.0	

2028 and 2038 LOS Analysis demonstrates that the Lobo Plaza will have very minimal impact on the LOS and delays for the 2038 AM and PM Build conditions. The west driveway will operate at acceptable levels-of-service for all conditions analyzed in this Study. A westbound left turn lane on Lomas Blvd exists and an eastbound right turn deceleration lane is not warranted based on City of Albuquerque deceleration lane warrant criteria. This study does advise that the existing westbound left turn lane be maintained. The LOS remains virtually the same for the No Build and Build conditions. The No Build and Build conditions demonstrate acceptable LOS for all movements at the intersection. Therefore, mitigations are not recommended at the unsignalized intersection of Lomas Blvd NE and Legion Rd / West Driveway.

2028 and 2038 Queueing Analysis demonstrates that no additional queueing capacity is needed for the intersection of Lomas Blvd NE and Legion Rd / West Driveway for 2028 and 2038. V/C ratios are also less than 1 for all movements in the AM, and PM for No Build and Build conditions. No mitigations are recommended for the unsignalized intersection of Lomas Blvd NE and Legion Rd / West Driveway.

#7 – Lomas Blvd NE / East Driveway – Unsignalized

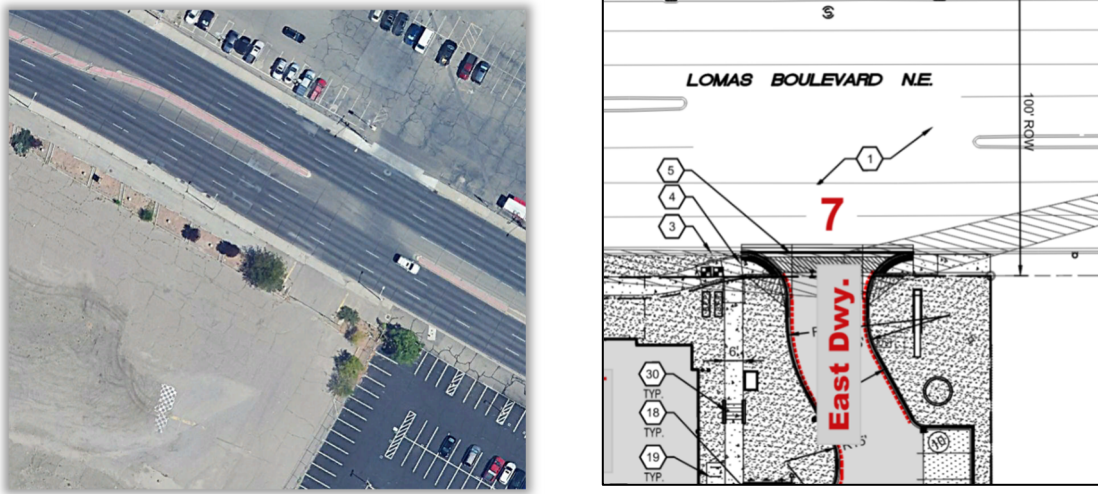


Figure 7 - Lomas Blvd NE and East Driveway

The intersection of Lomas Blvd NE and East Driveway is an unsignalized intersection. The results of the 2028 (Implementation Year) and 2038 (Horizon Year) analysis of the unsignalized intersection of Lomas Blvd NE and East Driveway are summarized in the following tables below and on Appendix pages A-44 and A-69:

Unsignalized

7: Lomas Blvd NE & East DWY	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (East DWY)			SB (East DWY)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3>	0	1	3>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	0	1,573	0	0	763	0	0	0	0	0	0	4
V/C Ratio											0.01	
Level-of-Service	A			A				A			A	
Control Delay (Seconds)	0.0			0.0				0.0			9.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0							0.0	
2028 BUILD - SIGNALIZED Volumes	0	1,582	24	33	779	0	21	0	23	0	0	4
V/C Ratio				0.07				0.11			0.01	
Level-of-Service	A			B				C			A	
Control Delay (Seconds)	0.0			13.2				15.2			9.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.2				0.4			0.0	

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	0	914	0	0	1,673	0	0	0	0	0	0	12
V/C Ratio											0.05	
Level-of-Service	A			A				A			C	
Control Delay (Seconds)	0.0			0.0				0.0			19.2	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0							0.1	
2028 BUILD - SIGNALIZED Volumes	0	924	26	36	1,693	0	25	0	26	0	0	12
V/C Ratio				0.09				0.22			0.05	
Level-of-Service	A			B				D			C	
Control Delay (Seconds)	0.0			14.6				25.1			19.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.3				0.8			0.1	

Unsignalized

7: Lomas Blvd NE & East DWY 2038 Conditions	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (East DWY)			SB (East DWY)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3>	0	1	3>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	0	1,651	0	0	801	0	0	0	0	0	0	4
V/C Ratio											0.01	
Level-of-Service	A			A				A			A	
Control Delay (Seconds)	0.0			0.0				0.0			9.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0							0.0	
2038 BUILD - SIGNALIZED Volumes	0	1,660	24	33	817	0	21	0	23	0	0	4
V/C Ratio				0.07				0.11			0.01	
Level-of-Service	A			B				C			A	
Control Delay (Seconds)	0.0			13.6				15.6			9.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.2				0.4			0.0	

PM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	0	959	0	0	1,755	0	0	0	0	0	0	13
V/C Ratio											0.05	
Level-of-Service	A			A				A			C	
Control Delay (Seconds)	0.0			0.0				0.0			20.3	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0							0.2	
2038 BUILD - SIGNALIZED Volumes	0	969	26	36	1,775	0	25	0	26	0	0	13
V/C Ratio				0.09				0.24			0.05	
Level-of-Service	A			C				D			C	
Control Delay (Seconds)	0.0			15.1				26.9			20.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.3				0.9			0.2	

2028 and 2038 LOS Analysis demonstrates that the Lobo Plaza driveway will operate at acceptable levels-of-service for all conditions analyzed in this Study. A westbound left turn lane on Lomas Blvd exists and an eastbound right turn deceleration lane is not warranted based on City of Albuquerque deceleration lane warrant criteria. This study does advise that the existing westbound left turn lane be maintained.

2028 and 2038 Queuing Analysis demonstrates that no additional queuing capacity is needed for the intersection of Lomas Blvd NE and East Driveway for 2028 and 2038. V/C ratios are also less than 1 for all movements in the AM, and PM for No Build and Build conditions. No mitigations are recommended for the unsignalized intersection of Lomas Blvd NE and East Driveway.

Crash Analysis

Crash data was obtained from January 1, 2019, through December 31, 2023, from the American Association of State Highway and Transportation Officials' (AASHTO) AASHTOWare Safety website which maintains a database of crash records statewide for the State of New Mexico. Crash records were collected for all seven (7) study intersections along Lomas Blvd NE. Summary report of each crash intersection can be found in the Appendices from *A-153 to A-173*.

There were 279 recorded crashes in the study area for the five-year study period including 80 crashes in 2019, 39 crashes in 2020, 50 crashes in 2021, 57 crashes in 2022 and 53 crashes in 2023. A summary table depicting intersection wise crash numbers, types, contributing factors, lighting condition, injury severity and driver's action is presented in page 36.

Based on number of crashes during the five (5) year period (2019-2023), the intersection of Lomas Blvd NE and University Drive NE experienced the highest number of crashes (109) including 1 fatality in 2019. The fatality involved a pedestrian crash that involved a pedestrian violating the right of way of a vehicle and causing the collision. The pedestrian was under influence of alcohol and the crash occurred during Dark-Lighted condition.

In five (5) year period combing all seven intersections, majority crashes involved vehicles approaching from opposite directions, either going straight or making left turn and also crashing with fixed objects including utility pole, median, curb or signal. Majority of the crashes occurred during daylight conditions and involved property damage only.

Two (2) pedestrian crashes and two (2) pedalcycle crashes were reported in five-year period including one (1) pedestrian fatality in 2019.

Among the contributing factors, a significant number of vehicles driven by inattentive / distracted drivers have been reported causing crashes.

INTERSECTION #		1	2	3	4	5	6	7
INTERSECTION NAMES		Lomas Blvd NE & I - 25 SB Ramp	Lomas Blvd NE & I - 25 NB Ramp	Lomas Blvd NE & University Blvd NE	Lomas Blvd NE & Medical Arts Ave NE	Lomas Blvd NE & Frontage Rd / Torc Dwy	Lomas Blvd NE & West Dwy / Legion Rd	Lomas Blvd NE & Lobo Plaza East Dwy
Total Crashes		78	75	109	11	0	5	1
YEAR	2019	20	23	32	2		3	0
	2020	9	14	11	5		0	0
	2021	13	10	24	1		2	0
	2022	22	13	19	2		0	1
	2023	14	15	23	1		0	0
CRASH TYPE	Left Blank / Invalid Code	57	43	67	5		3	0
	Fixed Object (Light Pole/Raised Median/Curb/Traffic Signal)	2	3	4	0		1	1
	Other Vehicle - Both Going Straight/Entering At Angle	2	9	4	0		0	0
	Other Vehicle - From Opposite Direction	7	5	15	1		0	0
	Other Vehicle - From Opposite Direction/Both Going Straight	2	1	0	0		0	0
	Other Vehicle - From Opposite Direction/One Left Turn	4	2	1	0		0	0
	Other Vehicle - From Same Direction/Both Going Straight	1	2	3	2		0	0
	Other Vehicle - From Same Direction/One Left Turn	1	1	0	0		0	0
	Other Vehicle - From Same Direction/One Right Turn	0	1	0	1		0	0
	Other Vehicle - From Same Direction/Rear End Collision	0	2	6	0		1	0
	Other Vehicle - From Same Direction/Sideswipe Collision	0	1	1	0		0	0
	Other Vehicle - One Left Turn/Entering At Angle	1	2	4	1		0	0
	Other Vehicle - One Right Turn/Entering At Angle	0	1	1	0		0	0
	Pedestrian Collision - Vehicle Going Straight	0	0	1	0		0	0
Others (Entering At Angle/Stopped In Traffic) Parked Vehicle	1	2	1	1		0	0	
Non-Collision	0	0	1	0		0	0	
	% Fixed object	3%	4%	4%	0%		20%	100%
	% Other Vehicle - Both Going Straight/Entering At Angle	3%	12%	4%	0%		0%	0%
LIGHTING CONDITIOS	Daylight	56	50	82	8		4	1
	Dark - Lighted	13	21	16	2		1	0
	Dawn	2	0	2	0		0	0
	Dusk	2	0	0	0		0	0
	Dark - Not Lighted	1	3	0	0		0	0
Other / Left Blank	4	1	9	1		0	0	
	% Daylight	72%	67%	75%	73%		80%	100%
	% Dark - Lighted	17%	28%	15%	18%		20%	0%
SEVERITY (KABCO)	Fatal Crash (K)	0	0	1	0		0	0
	Suspected Serious Injury (A)	4	0	0	1		0	0
	Suspected Minor Injury (B)	9	5	7	0		0	1
	Possible Injury (C)	16	14	29	2		0	0
	Property Damage Only Crash (O)	49	56	72	8		5	0
	% Fatal Crash	0%	0%	1%	0%		0%	0%
	% Injury Crash	37%	25%	33%	27%		0%	100%
	% Property Damage Only Crash	63%	75%	66%	73%		100%	0%
BIKE / PED CRASHES	Pedestrian Involvement	0	1	1	0		0	0
	Pedalcycle Involvement	0	1	1	0		0	0
	% Pedestrian Involved	0%	1%	1%	0%		0%	0%
	% Pedalcycle Involved	0%	1%	1%	0%		0%	0%
CONTRIBUTING FACTORS (NUMBER OF VEHICLES)	Other, No Driver Error	47	37	46	6		3	0
	Driver Inattention / Distracted Driver	38	37	41	4		2	1
	Disregarded Traffic Signal	14	17	14	1		0	0
	Failed to Yield Right of Way	14	10	9	2		0	0
	Other Improper Driving	10	5	6	0		0	0
	Excessive Speed / Speed Too Fast for Conditions	5	4	10	0		0	0
	Under the Influence of Alcohol	3	5	5	1		0	0
	Other Factors	15	20	22	1		0	0
	% Vehicles Involved Distracted / Inattentive Drivers	8%	8%	9%	1%		0.44%	0.22%
	% Vehicles Disregarded Traffic Signal	3%	4%	3%	0%		0%	0%
DRIVER ACTIONS (NUMBER OF VEHICLES)	Going Straight	81	81	95	8		5	1
	Left Turn	33	17	20	4		1	0
	Stopped in Sign or Signal	9	9	15	2		0	0
	Right Turn	8	6	5	2		0	0
	Changing Lanes / Leaving Traffic Lane / Entering Traffic Lane	4	0	4	0		0	0
	Stopped for Traffic	3	3	8	1		0	0
	Ran Red Light	0	0	2	0		0	0
	Pedestrian Error, Under the Influence of Alcohol	0	0	1	0		0	0
	Other Actions (Aggressive Driver, Negotiating Curve, Parked)	6	10	10	2		0	0
		% Vehicles Involved Left Turn	7%	4%	4%	1%		0.22%
	% Vehicles Crashed While Stopped in Traffic Signal	2%	2%	3%	0%		0%	0%

NO CRASH IN 5 YEARS

XX Denotes Fatality

Queuing for NMDOT

The Queuing Summary of two signalized intersections of Lomas Blvd NE / I-25 Southbound On-Off Ramp and Lomas Blvd NE / I-25 Northbound On-Off Ramp are shown below

Queuing Summary	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 SB Ramp)			SB (I-25 SB Ramp)		
1: Lomas Blvd NE & I-25 SB Ramp	L	T	R	L	T	R	L	T	R	L	T	R
2038 NO BUILD Conditions (Max Queue)	0.0	10.5	0.0	6.8	3.8	0.0	0.0	0.0	0.0	48.7	10.2	47.0
2038 BUILD Conditions (Max Queue)	0.0	10.8	0.0	6.9	4.0	0.0	0.0	0.0	0.0	49.2	10.2	47.0
Percent Heavy Commercial Traffic	3%											
2038 NO BUILD Conditions (Max Queue) - Ft.	0	270	0	175	98	0	0	0	0	1,254	263	1,210
2038 BUILD Conditions (Max Queue) - Ft.	0	278	0	178	103	0	0	0	0	1,267	263	1,210
Length of Existing Lane	0	500	275	400	500					1000	1000	1000

Queuing Summary	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 NB Ramp)			SB (I-25 NB Ramp)		
2: Lomas Blvd NE & I-25 NB Ramp	L	T	R	L	T	R	L	T	R	L	T	R
2038 NO BUILD Conditions (Max Queue)	17.6	13.8	0.0	0.0	13.7	30.6	6.6	8.8	9.0	0.0	0.0	0.0
2038 BUILD Conditions (Max Queue)	11.4	14.0	0.0	0.0	14.1	30.8	6.1	7.7	8.3	0.0	0.0	0.0
Percent Heavy Commercial Traffic	3%											
2038 NO BUILD Conditions (Max Queue) - Ft.	453	355	0	0	353	788	170	227	232	0	0	0
2038 BUILD Conditions (Max Queue) - Ft.	294	361	0	0	363	793	157	198	214	0	0	0
Length of Existing Lane	400	500			500	100	700	700	700			

Summary of Impacts

The proposed Lobo Plaza (1300 Lomas Blvd NE) will have no significant adverse impact on the adjacent transportation system. The overall levels-of-service were determined to be acceptable for all for all seven (7) intersections during both the AM Peak Hour and PM Peak Hour Implementation Year (2028) and Horizon Year (2038) conditions analyzed in this report. However, signal timing optimization is recommended to minimize delays at certain approaches at the signalized intersections.

In summary, the recommendations of this study are:

- Construct two (2) commercial driveways – east and west driveways on Lomas Blvd NE Driveway to provide access to Lobo Plaza as shown on the site plan on Page A-3 in the Appendix. The access points should be full access unsignalized intersections and both the access points can be single approach (northbound) access with a shared left turn, through and right turn lane.
- All design and construction associated with the Lobo Plaza shall maintain adequate traffic site distances at existing and proposed intersections / driveways. No landscaping elements or walls or other structures should be permitted that constrain site distances at an intersection / driveway that compromises safety.

Recommendations

Intersection 1, Lomas Blvd NE and I-25 Southbound Ramp

Optimization of Signal timing during the AM Peak Hour as per the recommendations in this report is recommended.

Intersection 2 - Lomas Blvd NE and I-25 Northbound Ramp

Optimization of Signal timing during the PM Peak Hour as per the recommendations in this report is recommended.

Intersection 3 - Lomas Blvd NE and University Blvd NE

Optimization of Signal timing during the PM Peak Hour as per the recommendations in this report is recommended.

Intersection 4 - Lomas Blvd NE and Medical Arts Ave NE

There are no recommendations at this Intersection.

Intersection 5 – Lomas Blvd NE and Torc Driveway / Frontage Rd

There are no recommendations at this Intersection.

Intersection 6 - Lomas Blvd NE and Legion Rd / West Driveway

- There are no recommendations at the current / existing intersection of Lomas Blvd NE and Legion Rd.
- The recommendations for West Driveway include the construction of a 2-lane (one northbound approach lane and one southbound receiving lane) commercial full access unsignalized driveway that provides access to Lobo Plaza Development. All new access shall be constructed with adequate sight distance at all approaches at the intersection.

Intersection 7 - Lomas Blvd NE and East Driveway

The recommendations for East Driveway include the construction of a 2-lane (one northbound approach lane and one southbound receiving lane) full access unsignalized commercial driveway that provides access to Lobo Plaza Development. All new access shall be constructed with adequate sight distance at all approaches to the intersection.

In summary, the proposed Retail at Lobo Plaza will have no significant adverse impact on the adjacent transportation system provided that the recommendations of this report are implemented.

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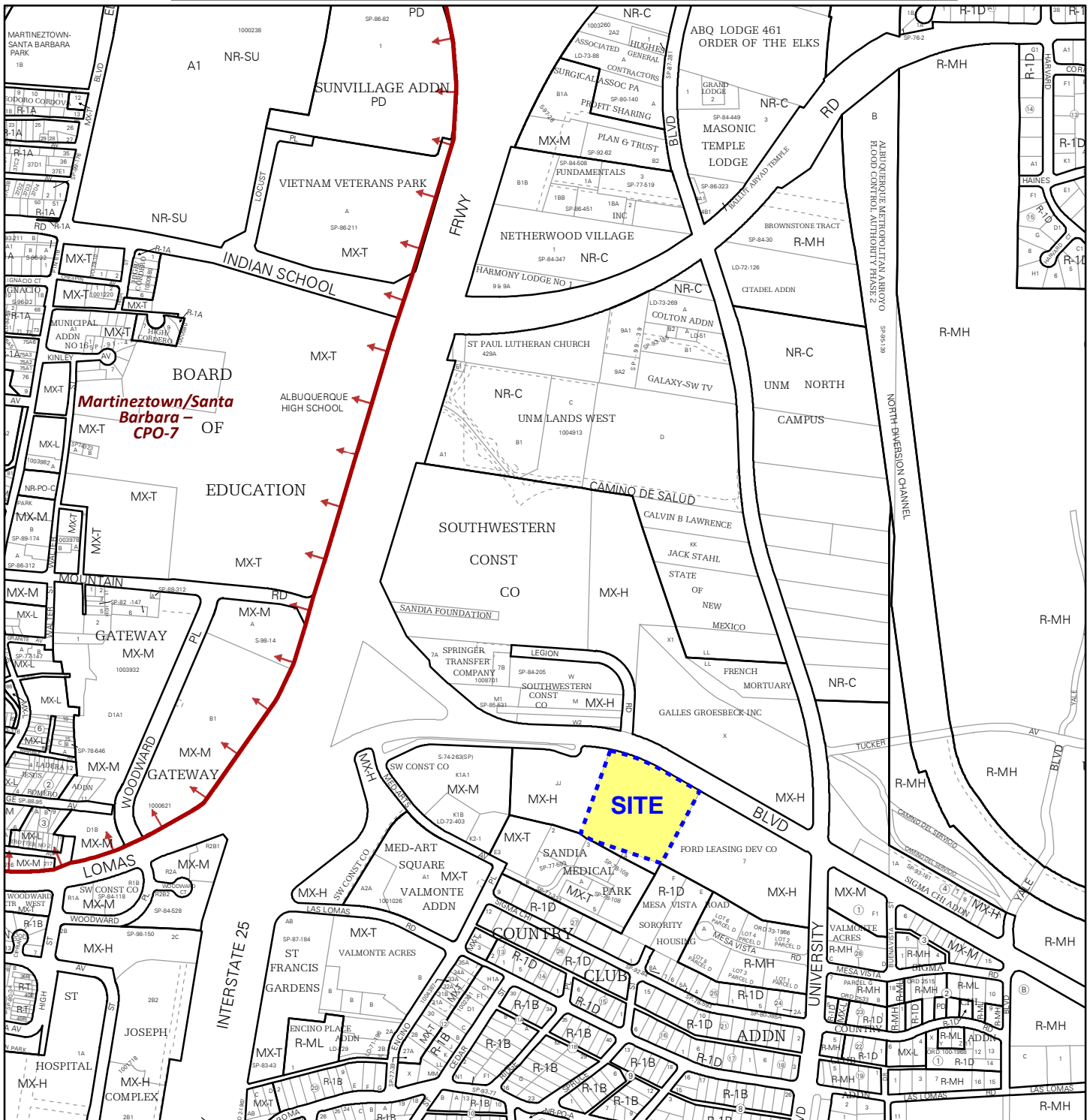
APPENDIX



Project Study Area Map
 Lobo Plaza – 1300 Lomas Blvd NE
 Albuquerque, New Mexico


Tierra West, LLC
 5571 Midway Park Pl. NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)

Vicinity Map - Lobo Plaza (1300 Lomas Blvd NE, Albuquerque, NM)



For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018



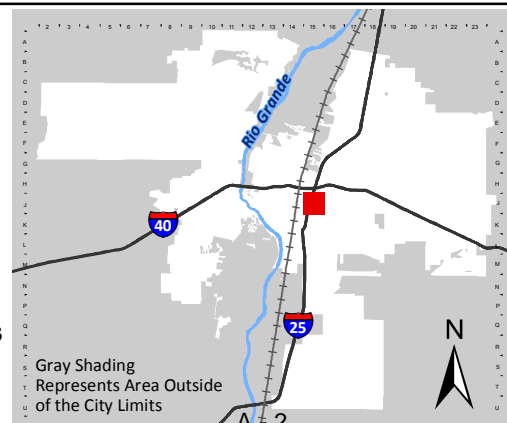
IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).

Zone Atlas Page:
J-15-Z

- Easement
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

Escarpment
 Petroglyph National Monument
 Gray Shading Represents Area Outside of the City Limits

Feet
 0 250 500 1,000



GENERAL SHEET NOTES

- A. CONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS TO REMAIN INCLUDING, BUT NOT LIMITED TO, BUILDINGS, PAVING, CURBS, SITE WALLS, FOUNDATIONS AND UTILITIES. EXISTING FOUNDATIONS SHALL MAINTAIN THEIR ORIGINAL STRUCTURAL INTEGRITY AS THEY WERE DESIGNED.
- B. GENERAL CONTRACTOR SHALL PATCH, REPAIR AND/OR REPLACE ITEMS TO REMAIN THAT HAVE BEEN DAMAGED DURING CONSTRUCTION, TO THE OWNER'S SATISFACTION AND AT NO COST TO THE OWNER.
- C. CONTRACTOR SHALL ENSURE THAT UTILITY SERVICE TO EXISTING BUILDINGS TO REMAIN SHALL BE OPERATIONAL DURING CONSTRUCTION.
- D. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFETY MEASURES TO PROTECT PEDESTRIANS AND VEHICLES DURING CONSTRUCTION.
- E. CONTRACTOR IS TO VERIFY ALL EXISTING UTILITY LOCATIONS BEFORE EXCAVATION.
- F. ALL SITE PLAN DIMENSIONS ARE IN DECIMAL UNITS.
- G. SIDEWALK JOINTS SHALL FOLLOW PATTERN AS SHOWN ON SITE PLAN.

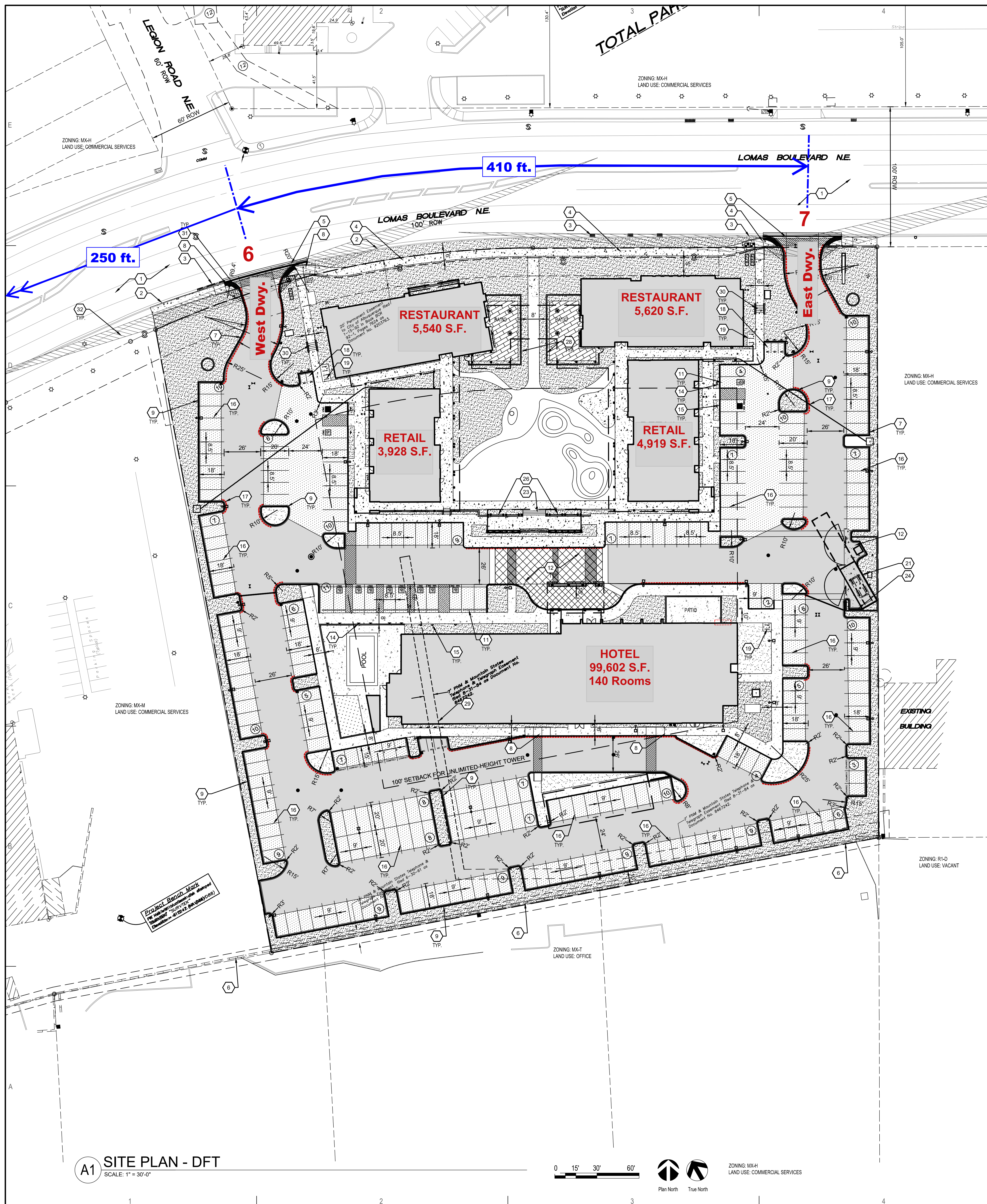
KEYED NOTES

- 1. EXISTING ASPHALT TO REMAIN.
- 2. EXISTING CURB AND GUTTER.
- 3. EXISTING STORMWATER CATCH BASIN.
- 4. EXISTING CONCRETE SIDEWALK.
- 5. CONCRETE VALLEY GUTTER PER COA STD DWG 2420.
- 6. EXISTING CONCRETE RETAINING WALL.
- 7. STANDARD CURB AND GUTTER.
- 8. CONCRETE CURB ACCESS RAMP.
- 9. DEPRESSED CURB AND GUTTER.
- 10. CONCRETE SIDEWALK.
- 11. CONCRETE PARKING BLOCK.
- 12. CONCRETE PAVEMENT.
- 13. ADA RESERVED PARKING STALL.
- 14. ADA RESERVED PARKING SIGN.
- 15. ADA VAN ACCESSIBLE RESERVED SIGN.
- 16. 4" WIDE WHITE TRAFFIC PARKING.
- 17. PAINT CURB RED WITH 6" TALL WHITE LETTERS READING "NO PARKING FIRE LANE".
- 18. MOTORCYCLE PARKING SPACE WITH SIGN AND 12" TALL "MC" LETTERS.
- 19. BIKE RACK.
- 20. 12' LONG AND 6" TALL MONUMENT SIGN PER ARCHITECTURAL PLANS.
- 21. REFUSE ENCLOSURE WITH ENCLOSURE GATES.
- 22. CONCRETE RAMP WITH HANDRAILS.
- 23. CONCRETE STAIRS WITH HANDRAILS.
- 24. 6" TALL CMU SCREEN WALL.
- 25. LIGHT POLE. SEE ELECTRICAL PLANS.
- 26. 36" TALL CONCRETE RETAINING WALL.
- 27. DECORATIVE CONCRETE PAVEMENT.
- 28. 42" TALL PATIO WALLS.
- 29. EXISTING UTILITY EASEMENT TO BE VACATED.
- 30. CONCRETE STEPS WITH METAL HANDRAILS.
- 31. MINI-SIGHT TRIANGLES AT SIDEWALKS (11' ON EACH SIDE).
- 32. STOPPING SIGHT TRIANGLES (BASED IN 35 MPH SPEED LIMIT).

LEGEND

- PROPERTY LINE
- - - EASEMENT
- ▒ MAIN DRIVE ASPHALT PAVEMENT
- ▒ PARKING LOT ASPHALT PAVEMENT
- ▒ CONCRETE SIDEWALK
- ▒ DECORATIVE CONCRETE PATIO SIDEWALK
- ▒ HEAVY DUTY CONCRETE PAVEMENT
- ▒ LANDSCAPING AREA
- ▒ DECORATIVE CONCRETE PAVEMENT

No	Date	Description
Revision Schedule		
ISSUE:		SITE PLAN - DFT
PROJECT NUMBER:		2427
FILE:		Site Plan - DFT
DRAWN BY:		DAA
CHECKED BY:		DAA
DATE:		AUG 20, 2025
SHEET TITLE		
SITE PLAN - DFT		



CLEAR SITE TRIANGLES:
LANDSCAPE AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. SIGNS, WALLS, AND PLANTING BETWEEN 3 FEET AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE PERMITTED IN THE CLEAR SIGHT TRIANGLE.

SITE DATA:
SITE ADDRESS: 1300 LOMAS BOULEVARD NE
LEGAL DESCRIPTION: T10N SEC16 R3E CON 4.974 ACRE PARCEL I
SITE AREA: 4.97 ACRES
EXISTING ZONING: MX-M

GENERAL NOTES:

- THE PROJECT SITE IS WITHIN AN AREA OF CHANGE. AN AREA OF CONSISTENCY IS ADJACENT TO THE PROJECT SITE AT ITS SOUTHEAST CORNER.
- THE PROJECT SITE IS WITHIN THE LOMAS BOULEVARD MAJOR TRANSIT CORRIDOR. LOMAS 11 BUS ROUTE RUNS ALONG LOMAS BOULEVARD AND BUS STOPS ARE IN CLOSE PROXIMITY TO THE PROJECT SITE.
- SITE LIGHTING SHALL BE COMPLIANT WITH IDO SECTION 5-8 OUTDOOR AND SITE LIGHTING, TABLE 5-8-1 MAXIMUM HEIGHT FOR LIGHT POLES, AND TABLE 5-8-2 LIGHTING DESIGNATIONS BY ZONE DISTRICT.

BUILDING AREA TOTALS BY PHASE

PHASE 1A: 20,007 SF (RESTAURANTS AND RETAIL)
PHASE 2: 99,602 SF (HOTEL)
FULL BUILD OUT: 119,609 SF

PARKING CALCULATIONS

PROPOSED BUILDINGS (PHASE 1 - RESTAURANTS AND RETAIL):
RESTAURANTS (2) 5,540SF AND 5,620SF = 11,160 SF
PARKING REQUIRED IS 5.6 SPACES PER 1,000 SF GFA = 63 SPACES REQUIRED.

RETAIL (2) 4,919SF AND 3,928SF = 8,847 SF
PARKING REQUIRED IS 3.5 SPACES PER 1,000 SF GFA = 31 SPACES REQUIRED.

PHASE 2
HOTEL 140 ROOMS, 234 BEDS, 99,602SF TOTAL
PARKING REQUIRED 1 SPACE / GUEST ROOM
OR 1 SPACE PER 2 BEDS, WHICHEVER IS GREATER = 140 STALLS.

COMBINED PHASE 1 AND PHASE 2
TOTAL 234 PARKING SPACES REQUIRED.

ACCESSIBLE PARKING REQUIRED 8 PER MMAC SECTION 1102.

PARKING PROVIDED

247 TOTAL SPACES PROVIDED
226 STANDARD
9 COMPACT
12 ADA ACCESSIBLE SPACES PROVIDED

MOTORCYCLE PARKING REQUIRED (TABLE 5-8-1) = 5 SPACES
5 MOTORCYCLE SPACES REQUIRED, 9 MOTORCYCLE SPACES PROVIDED

BICYCLE PARKING PER TABLE (TABLE 5-8-9)
NON-RESIDENTIAL (RESTAURANT/RETAIL) = 3 SPACES OF 10% OR REQUIRED OFF STREET PARKING SPACES.
10% OF 91 SPACES = 10 SPACES ROUNDED UP
HOTEL = 2 SPACES + 1 SPACE / 6,000 SF GFA OF CONFERENCE, RESTAURANT, BAR AND BANQUET SPACE
MEETING SPACE 710SF, ROOF TOP BAR=8,760SF, REQUIRED 4 BIKES (ROUND UP).

THEREFORE TOTAL BIKE PARKING= 14 REQUIRED.
PROVIDED TO BE DISTRIBUTED AT EACH RESTAURANT/RETAIL AND 4 AT HOTEL (TOTAL OF 20).
14 BICYCLE SPACES REQUIRED, 20 BICYCLE SPACES PROVIDED

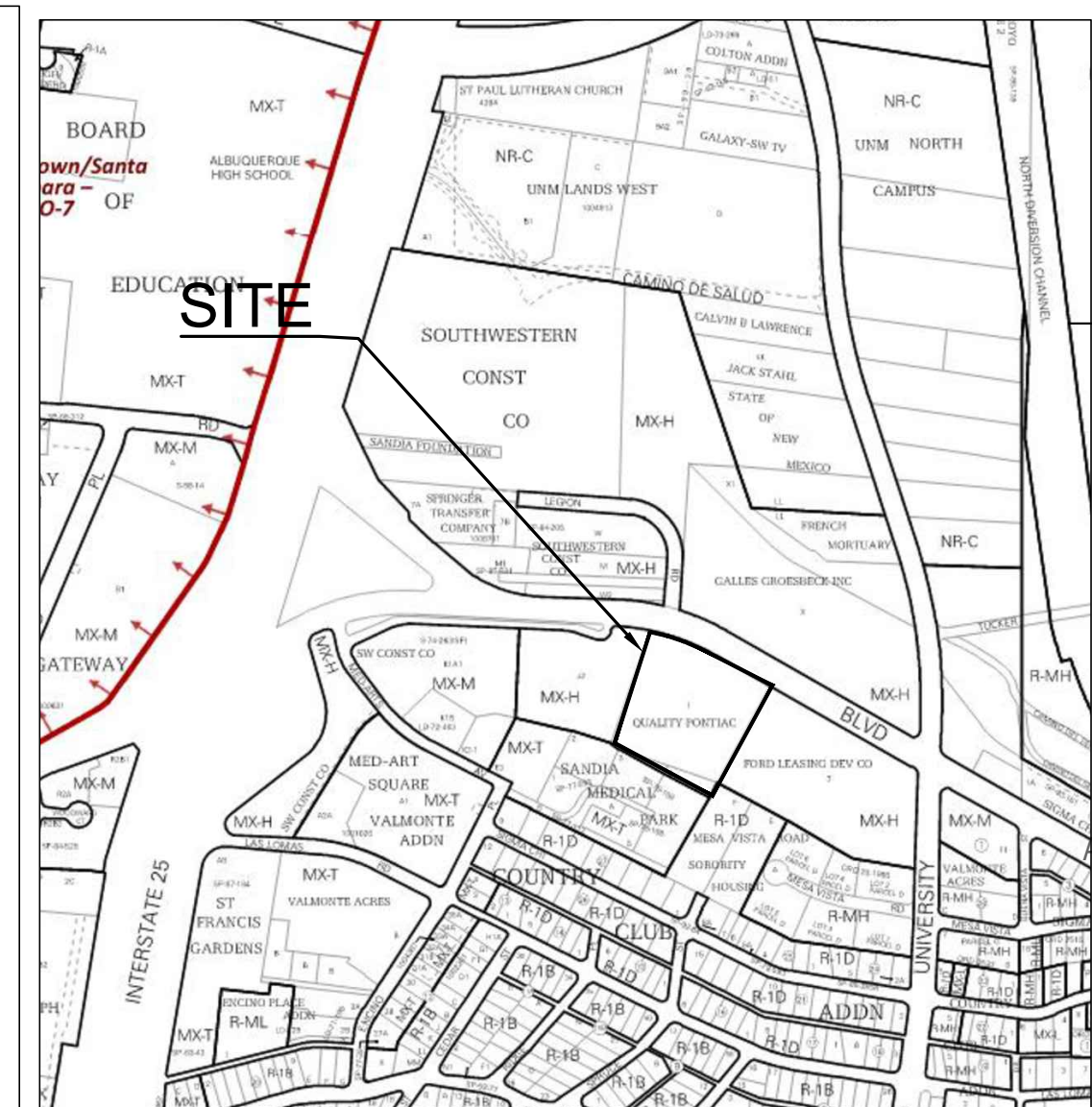
PROJECT NUMBER: _____

Application Number: _____

Is an Infrastructure List required? () Yes () No If yes, then a set of approved DFC plans with a work order is required for any construction within Public Right-of-Way or for construction of public improvements.

DFT SITE DEVELOPMENT PLAN APPROVAL:

Traffic Engineering, Transportation Division	Date
ABCWUA	Date
Parks and Recreation Department	Date
Hydrology	Date
Code Enforcement	Date
* Environmental Health Department (conditional)	Date
Solid Waste Management	Date
Planning Department	Date



Lobo Plaza (Lomas Blvd. / University Blvd.)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

	USE (ITE CODE)	DESCRIPTION	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
			GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet			Units					
North-West Parcel		High Turnover (Sit-Down) Restaurant (932)	5.98	641	31	26	33	21
North-West Parcel		Strip Retail Plaza <40K - Equation (822)	4.28	410	10	7	21	21
		Hotel (310)	140	1,094	35	28	39	37
South-East Parcel		High Turnover (Sit-Down) Restaurant (932)	5.62	602	30	24	31	20
South East Parcel		Strip Retail Plaza <40K - Equation (822)	4.90	436	11	7	23	23
Subtotal				3,183	117	92	147	122
<i>Internal Capture Trip Reduction (Based on OTISS PRO)</i>					-2	-2	-22	-22
<i>Trip Generation Rate Adjusted For Internal Capture</i>					115	90	125	100
<i>Pass-By Trip Reduction (Based on OTISS PRO) 30%</i>					(25)	(19)	(32)	(26)
Net New Trips to Adjacent Roadway System					90	71	93	74

Lobo Plaza (Lomas Blvd. / University Blvd.) Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		GROSS	ENTER	EXIT	ENTER	EXIT
High Turnover (Sit-Down) Restaurant (932)	Units 5.98 1,000 S.F.	641	31	26	33	21

ITE Trip Generation Equations:

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

$$T = 107.2 (X) + 0$$

50% Enter, 50% Exit

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

$$T = 9.57 (X) + 0$$

55% Enter, 45% Exit

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

$$T = 9.05 (X) + 0$$

61% Enter, 39% Exit

Comments:

North-West Parcel

Based on ITE Trip Generation Manual - 11th Edition

Lobo Plaza (Lomas Blvd. / University Blvd.)

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

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		GROSS	ENTER	EXIT	ENTER	EXIT
Strip Retail Plaza <40K - Equation (822)	Units 4.28 1,000 S.F.	410	10	7	21	21

ITE Trip Generation Equations:

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

$$T = 42.2 (X) + 229.68$$

50% Enter, 50% Exit

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

$$\ln(T) = 0.66 \ln(X) + 1.84$$

60% Enter, 40% Exit

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

$$\ln(T) = 0.71 \ln(X) + 2.72$$

50% Enter, 50% Exit

Comments:

North-West Parcel

Based on ITE Trip Generation Manual - 11th Edition

Lobo Plaza (Lomas Blvd. / University Blvd.)

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

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		GROSS	ENTER	EXIT	ENTER	EXIT
Hotel (310)	Units 140	1,094	35	28	39	37
	Rooms					

ITE Trip Generation Equations:

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

$$T = 10.84 (X) + -423.51$$

50% Enter, 50% Exit

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

$$T = 0.5 (X) + -7.45$$

56% Enter, 44% Exit

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

$$T = 0.74 (X) + -27.89$$

51% Enter, 49% Exit

Comments:

Based on ITE Trip Generation Manual - 11th Edition

Lobo Plaza (Lomas Blvd. / University Blvd.)

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

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		GROSS	ENTER	EXIT	ENTER	EXIT
High Turnover (Sit-Down) Restaurant (932)	Units 5.62 1,000 S.F.	602	30	24	31	20

ITE Trip Generation Equations:

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

$$T = 107.2 (X) + 0$$

50% Enter, 50% Exit

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

$$T = 9.57 (X) + 0$$

55% Enter, 45% Exit

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

$$T = 9.05 (X) + 0$$

61% Enter, 39% Exit

Comments:

South-East Parcel

Based on ITE Trip Generation Manual - 11th Edition

Lobo Plaza (Lomas Blvd. / University Blvd.) Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		GROSS	ENTER	EXIT	ENTER	EXIT
Strip Retail Plaza <40K - Equation (822)	Units 4.90 1,000 S.F.	436	11	7	23	23

ITE Trip Generation Equations:

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

$$T = 42.2 (X) + 229.68$$

50% Enter, 50% Exit

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

$$\ln(T) = 0.66 \ln(X) + 1.84$$

60% Enter, 40% Exit

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

$$\ln(T) = 0.71 \ln(X) + 2.72$$

50% Enter, 50% Exit

Comments:

South East Parcel

Based on ITE Trip Generation Manual - 11th Edition

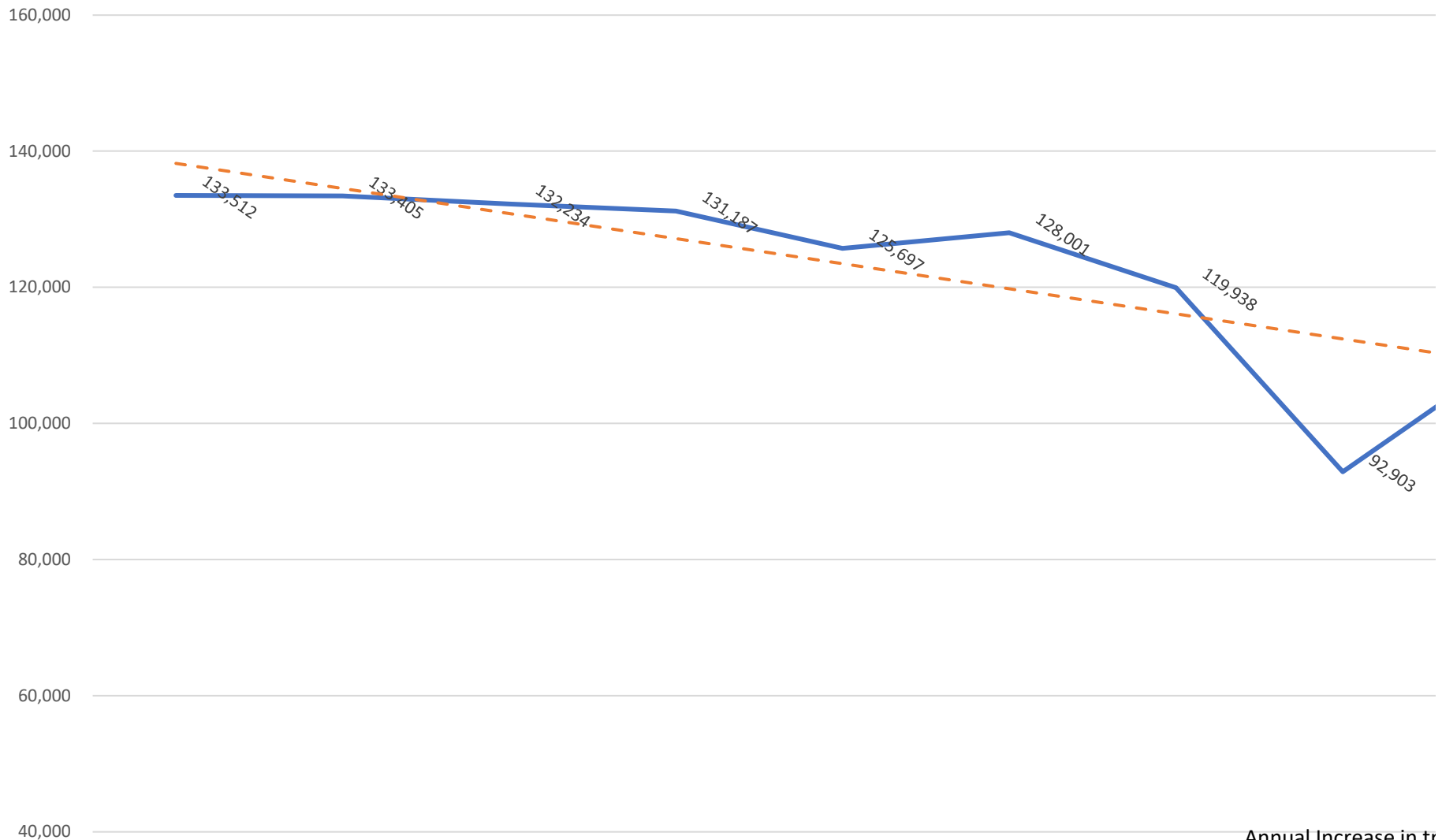
Historic Growth Data Table
LOBO PLAZA
1300 LOMAS BLVD NE, ALBUQUERQUE, NM

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

COG ID	Location		2013	2014	2015	2016	2017	2017	2019	2020	2021	2022
Intersection #1: LOMAS / LOMAS												
Street:	Location:											
24164 LOMAS	EAST OF PAN AM EAST - WEST OF UNIVERSITY		32,435	32,305	32,434	29,365	29,571	29,885	28,776	21,709	24,761	25,142
24356 LOMAS	EAST OF UNIVERSITY - WEST OF YALE		32,322	31,768	31,895	31,991	33,687	33,933	33,849	25,536	30,249	27,982
24320 LOMAS	EAST OF BROADWAY - WEST OF PAN AMERICAN WEST		23,311	25,510	26,326	27,116	23,951	24,081	23,325	18,749	21,526	21,852
24284 UNIVERSITY	NORTH OF LOMAS - SOUTH OF INDIAN SCHOOL		23,208	21,790	21,877	22,954	21,339	21,495	15,427	12,906	16,790	17,010
24872 UNIVERSITY	NORTH OF MARTIN LUTHER KING JR - SOUTH OF LOMAS		22,236	22,032	19,702	19,761	17,149	18,607	18,561	14,003	16,587	17,617
Total Intersection Traffic Flows			133,512	133,405	132,234	131,187	125,697	128,001	119,938	92,903	109,913	109,603

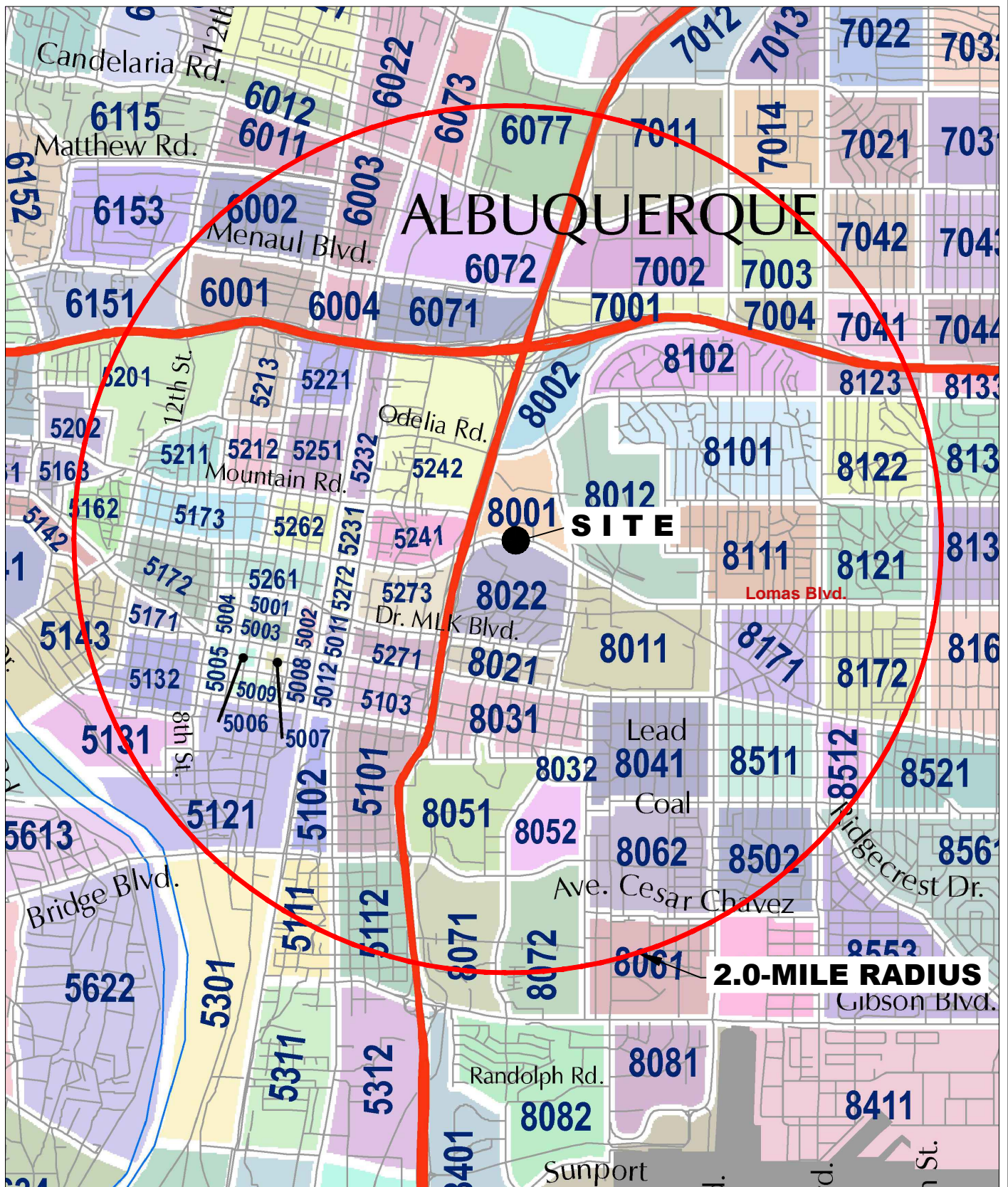
NOTE: Enter Data in cells with dark red text.
 (Intersection Names are entered automatically, but can be overwritten.)

Annual AWDT History (2013 through 2022)



$y = -3683.2x + 141897$
 $R^2 = 0.678$

Annual Increase in tr
Rate of increase = -3
Use - 0.5% Annual G
trend is negative



DATA ANALYSIS SUBZONE (DASZ) MAP

Lobo Plaza Development (Lomas Blvd. West of University Blvd.)

Trip Distribution Table
Lobo Plaza Development (Lomas Blvd.)

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

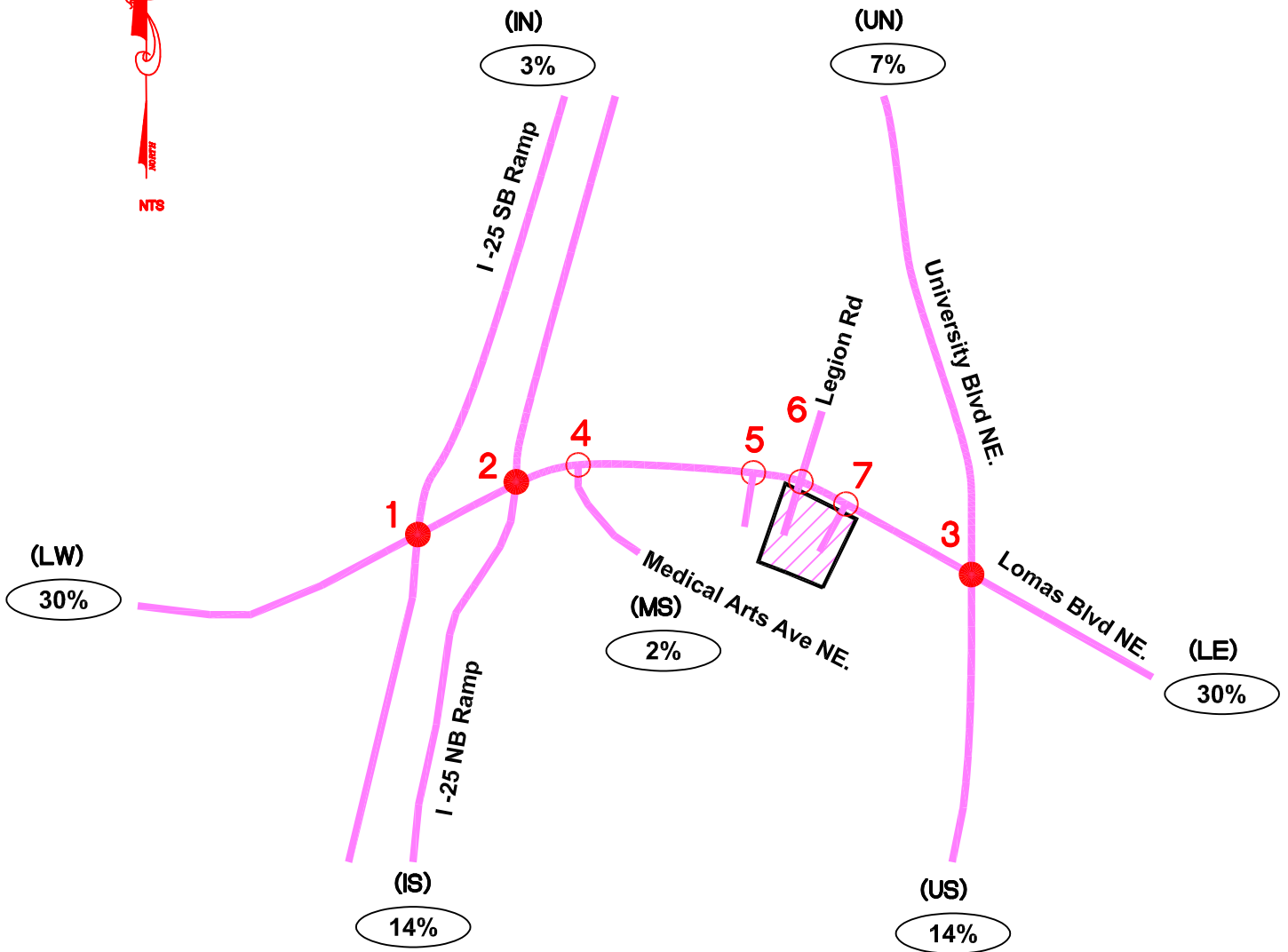
2016 and 2040 Data Taken from Mid-Region Council of Governments
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2016			2040			(LW) Lomas Blvd. West		(IN) I-25 Southbound Ramp North		(IS) I-25 Northbound Ramp South		(MS) Medical Arts Ave. South		(US) University Blvd. South			(UN) University Blvd. North			(LE) Lomas Blvd. West					
		Population	2040 Population	Interpolated Population for the Year 2028	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	
Boundary Specified on DASZ Map																											
5001	100%	0	277	139	139	0.22%	100%	0.22%	139	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5002	100%	0	483	242	242	0.39%	100%	0.39%	242	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5003	100%	0	181	91	91	0.15%	100%	0.15%	91	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5004	100%	95	577	336	336	0.54%	100%	0.54%	336	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5005	100%	447	1143	795	795	1.27%	100%	1.27%	795	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5006	100%	10	186	98	98	0.16%	100%	0.16%	98	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5007	100%	133	497	315	315	0.50%	100%	0.50%	315	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5008	100%	152	533	343	343	0.55%	100%	0.55%	343	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5009	100%	413	822	618	618	0.99%	100%	0.99%	618	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5011	100%	0	754	377	377	0.60%	100%	0.60%	377	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5012	100%	45	172	109	109	0.17%	100%	0.17%	109	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5101	100%	1604	1729	1,667	1,667	2.66%	0%	0.00%	0	0%	0.00%	0	100%	2.66%	1,667	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5102	100%	454	497	476	476	0.76%	20%	0.15%	95	0%	0.00%	0	80%	0.61%	381	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5103	100%	666	964	815	815	1.30%	0%	0.00%	0	0%	0.00%	0	100%	1.30%	815	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5111	40%	1133	1152	1,143	457	0.73%	0%	0.00%	0	0%	0.00%	0	100%	0.73%	457	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5112	80%	1630	1582	1,606	1,285	2.05%	0%	0.00%	0	0%	0.00%	0	100%	2.05%	1,285	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5121	80%	2677	3730	3,204	2,563	4.09%	80%	3.28%	2,050	0%	0.00%	0	20%	0.82%	513	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5131	40%	121	136	129	52	0.08%	70%	0.06%	36	0%	0.00%	0	30%	0.02%	16	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5132	98%	1721	2669	2,195	2,151	3.44%	70%	2.41%	1,506	0%	0.00%	0	30%	1.03%	645	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5142	20%	348	837	593	119	0.19%	100%	0.19%	119	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5143	30%	922	1238	1,080	324	0.52%	90%	0.47%	292	0%	0.00%	0	10%	0.05%	32	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5162	90%	496	848	672	605	0.97%	100%	0.97%	605	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5163	10%	44	78	61	6	0.01%	100%	0.01%	6	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5171	100%	501	833	667	667	1.07%	80%	0.85%	534	0%	0.00%	0	20%	0.21%	133	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5172	100%	1003	1654	1,329	1,329	2.12%	100%	2.12%	1,329	0%	0.00%	0	20%	0.42%	266	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5173	100%	966	1748	1,357	1,357	2.17%	100%	2.17%	1,357	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5201	60%	1133	1369	1,251	751	1.20%	100%	1.20%	751	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5202	20%	4	0	0	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5211	100%	781	1013	897	897	1.43%	100%	1.43%	897	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5212	100%	452	743	598	598	0.96%	100%	0.96%	598	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5213	100%	236	266	251	251	0.40%	100%	0.40%	251	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5221	100%	26	108	67	67	0.11%	100%	0.11%	67	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5231	100%	0	0	0	0	0.00%	90%	0.00%	0	10%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5232	100%	0	14	7	7	0.01%	90%	0.01%	6	10%	0.00%	1	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5241	100%	482	912	697	697	1.11%	20%	0.22%	139	80%	0.89%	558	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5242	100%	1642	1902	1,772	1,772	2.83%	30%	0.85%	532	70%	1.98%	1,240	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5251	100%	218	489	354	354	0.57%	100%	0.57%	354	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5261	100%	125	693	409	409	0.65%	100%	0.65%	409	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5262	100%	68	728	398	398	0.64%	100%	0.64%	398	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5271	100%	465	1119	792	792	1.27%	10%	0.13%	79	90%	1.14%	713	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5272	100%	0	98	49	49	0.08%	100%	0.08%	49	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5273	100%	656	1077	867	867	1.38%	100%	1.38%	867	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5301	5%	21	64	43	2	0.00%	90%	0.00%	2	0%	0.00%	0	10%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6001	100%	498	658	578	578	0.92%	50%	0.46%	289	10%	0.09%	58	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	40%	0.37%	231	0%	0.00%	0
6002	80%	1219	2030	1,625	1,300	2.08%	50%	1.04%	650	10%	0.21%	130	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	40%	0.83%	520	0%	0.00%	0
6003	100%	585	1015	800	800	1.28%	40%	0.51%	320	10%	0.13%	80	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.64%	400	0%	0.00%	0
6004	100%	72	163	128	128	0.20%	40%	0.08%	51	10%	0.02%	13	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.10%	64	0%	0.00%	0
6011	20%	835	835	835	136	0.22%	100%	0.02%	14	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	80%	0.20%	122	0%	0.00%	0
6022	10%	1019	1439	1,229	123	0.20%	50%	0.10%	62	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.10%	62	0%	0.00%	0
6071	100%	467	628	548	548	0.88%	50%	0.44%	274	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.44%	274	0%	0.00%	0
6072	100%	475	603	539	539	0.86%	50%	0.43%	270	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.43%	270	0%	0.00%	0
6073	40%	43	46	45	18	0.03%	20%	0.01%	4	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	80%	0.02%	14	0%	0.00%	0
6077	70%	290	391	341	239	0.38%	50%	0.19%	120	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.19%	120	0%	0.00%	0
6151	20%	1535	1955	1,745	349	0.56%	100%	0.56%	349	0%	0.00%	0	0%	0.00%	0	0%	0.00%										

Lobo Plaza

1300 Lomas Blvd NE

Trip Distribution Map (%)



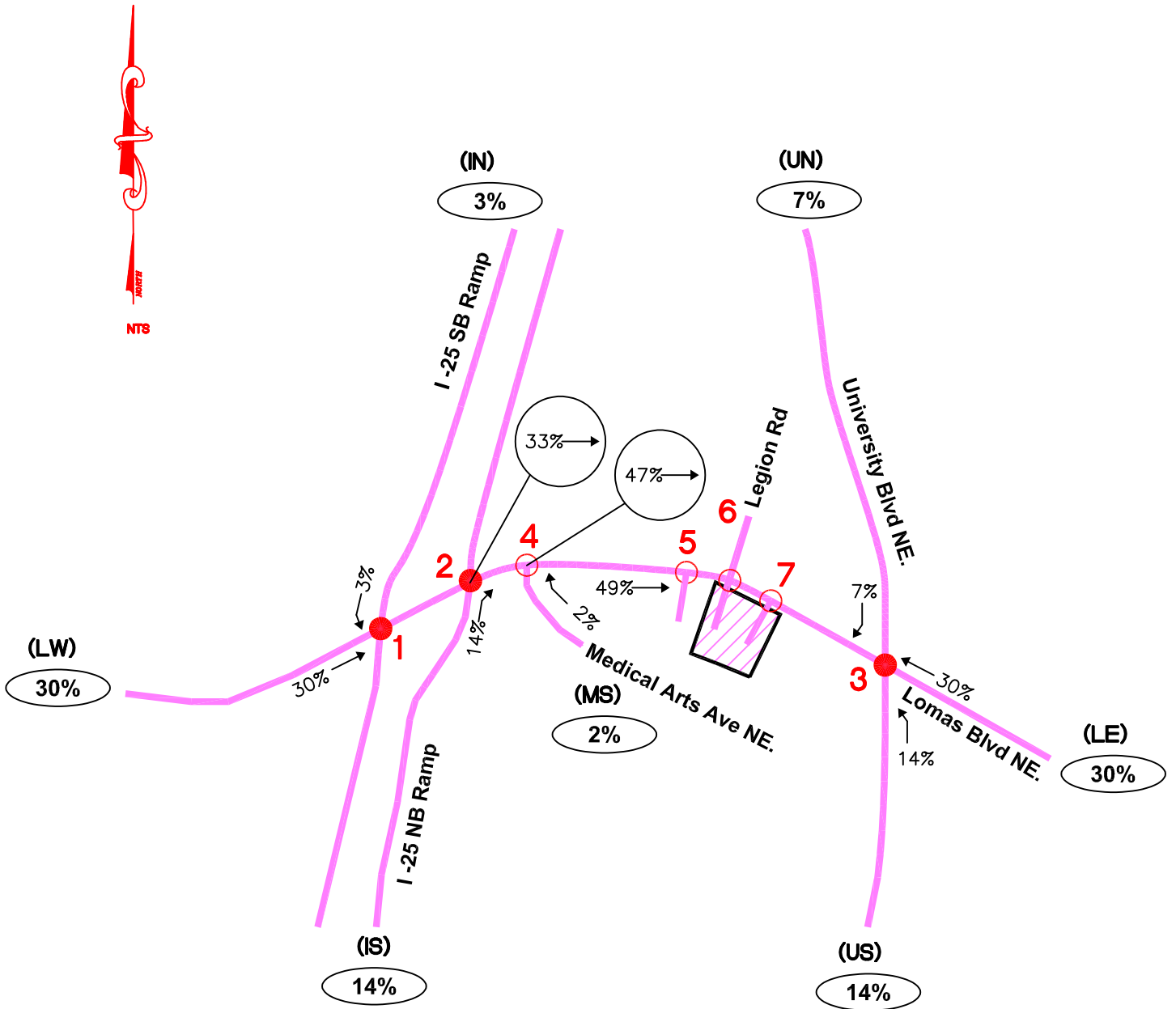
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Tierra West, LLC
 5571 Midway Park Pl. NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Entering)



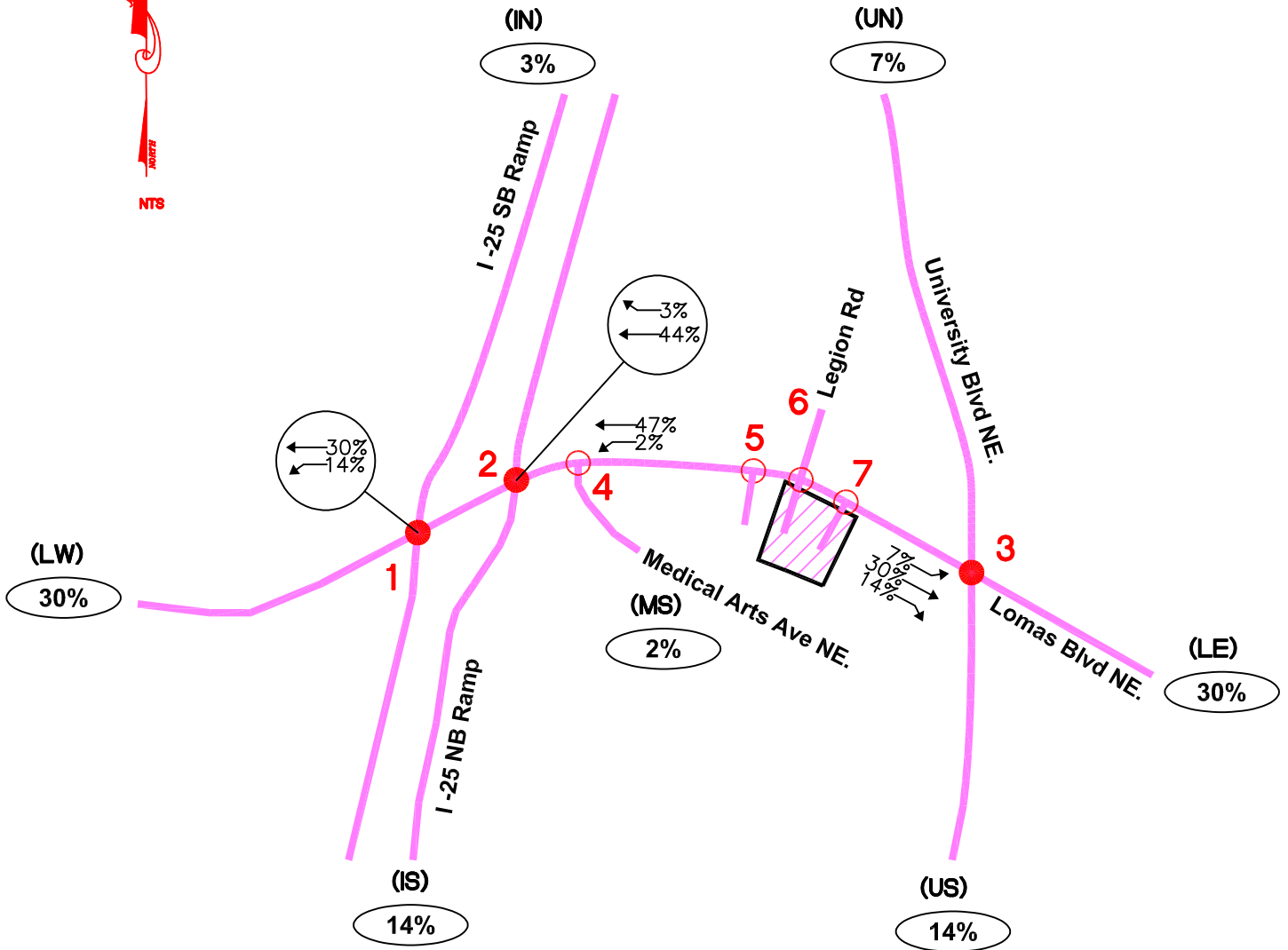
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Exiting)



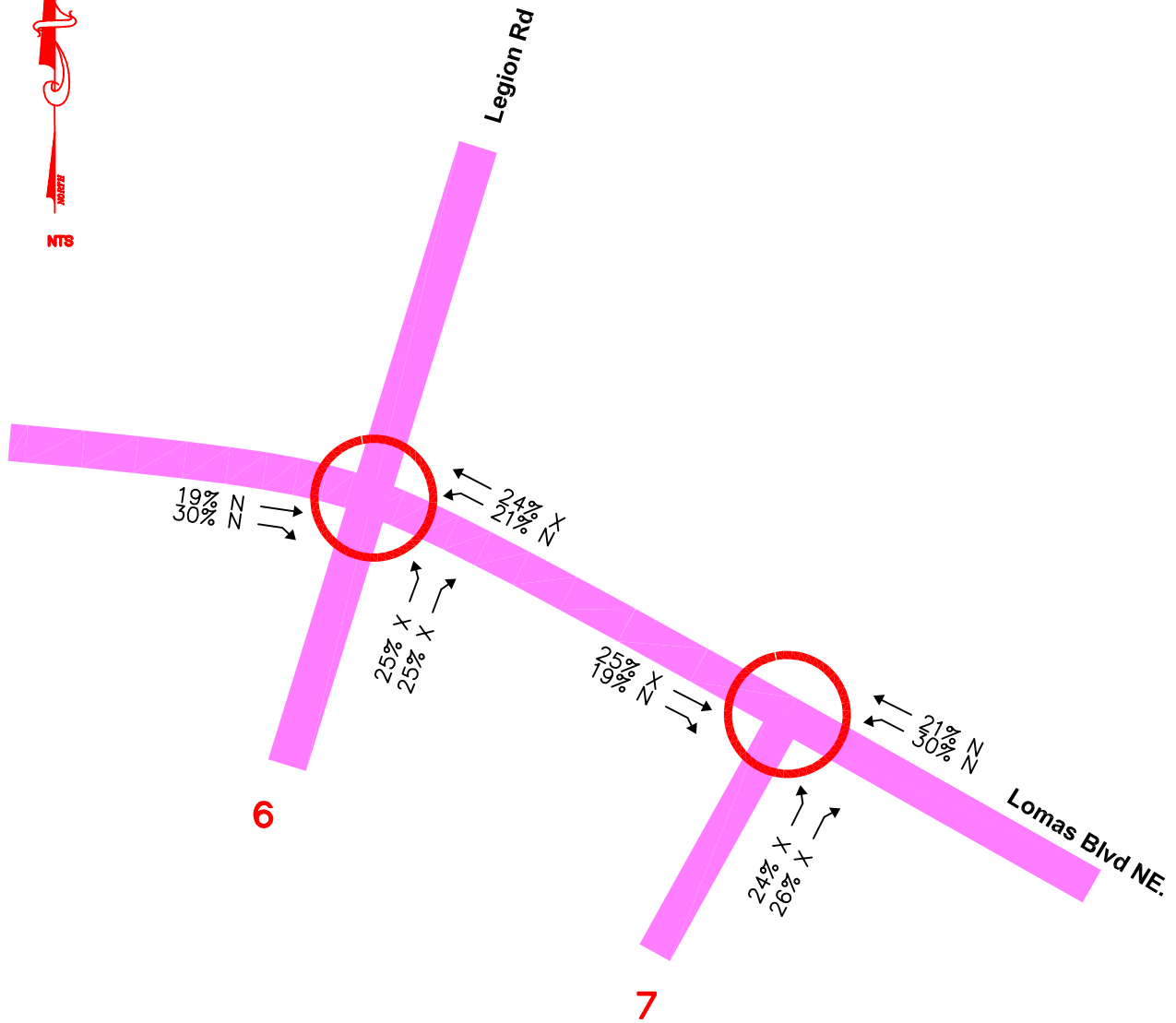
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Tierra West, LLC
 5571 Midway Park Pl. NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Entering & % Exiting) DRIVEWAYS



XX% N (INBOUND)
XX% X (OUTBOUND)



SIGNALIZED INTERSECTION



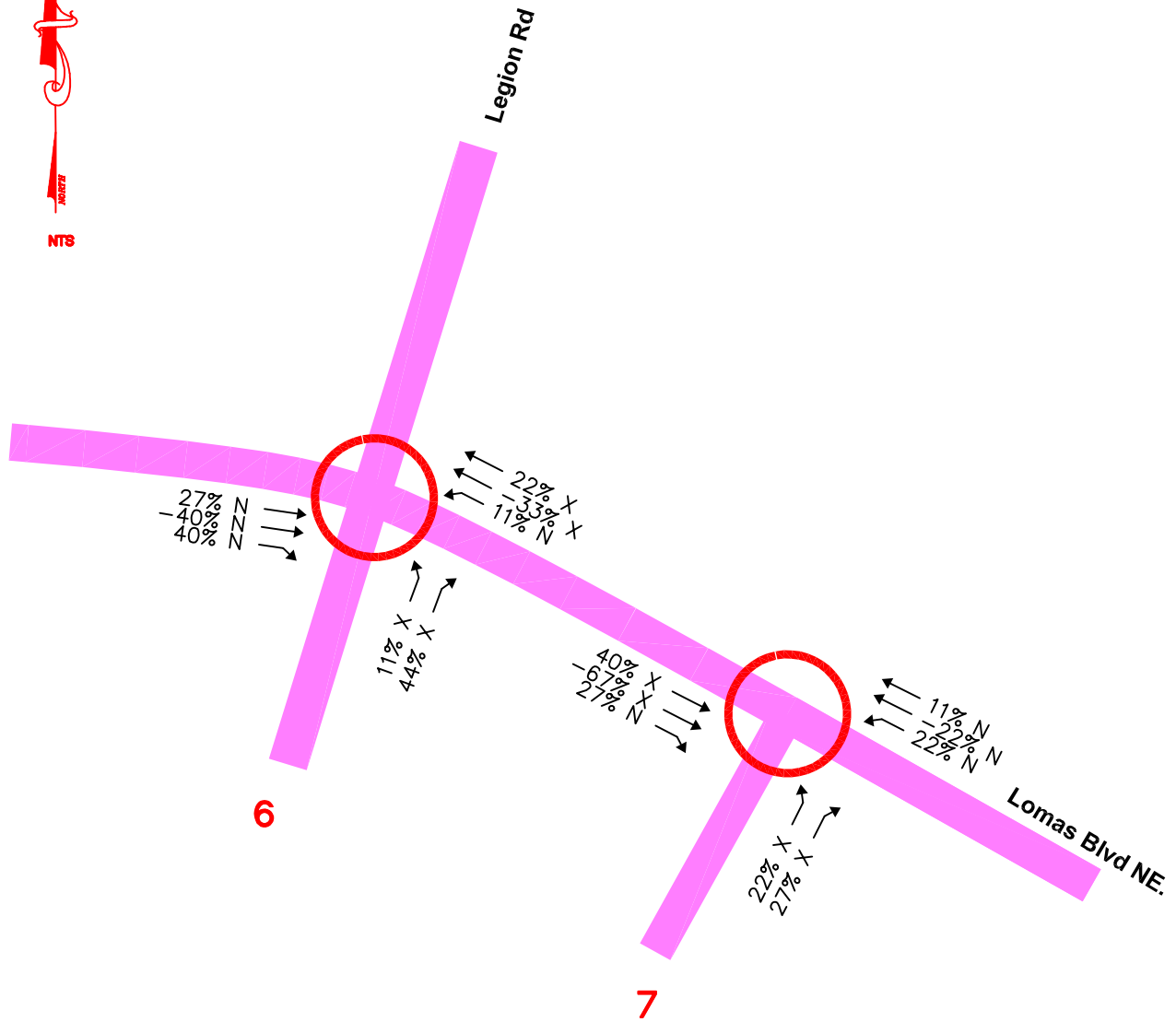
UNSIGNALIZED INTERSECTION

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Pass-By AM)



XX% N (INBOUND)
XX% X (OUTBOUND)



SIGNALIZED INTERSECTION



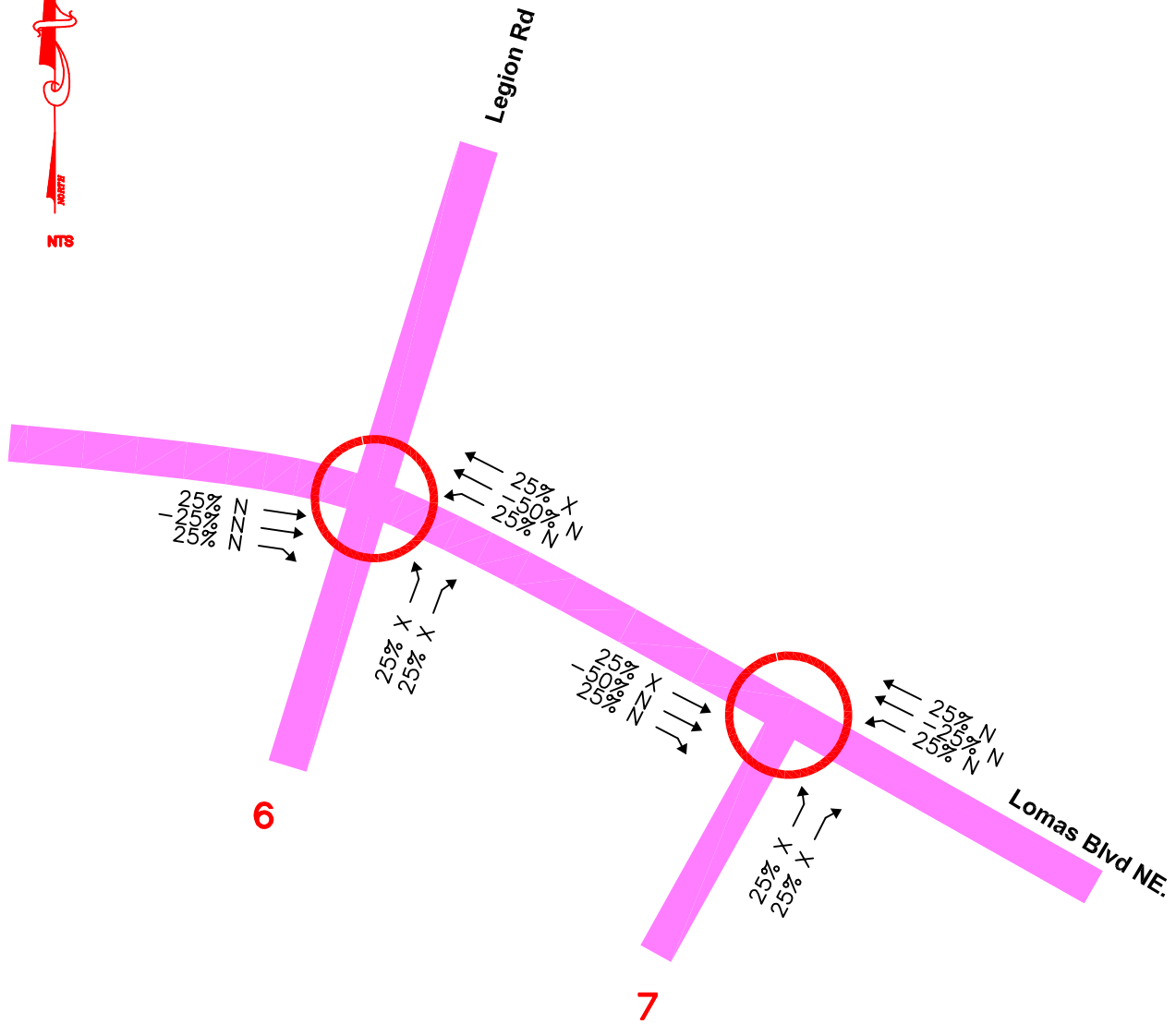
UNSIGNALIZED INTERSECTION

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

Lobo Plaza

1300 Lomas Blvd NE

Trip Assignments Map (% Pass-By PM)



XX% N (INBOUND)
XX% X (OUTBOUND)



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)

LOBO PLAZA (1300 Lomas Blvd NE) - 2025068

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2028) - 100% Development

INTERSECTION: Summary

Lomas Blvd NE / I - 25 SB Ramp

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
(1) 0.0% H.C.												
Existing (2025)	0	875	0	40	744	0	0	0	0	828	656	752
2028 (NO BUILD - A.M.)	0	888	0	41	755	0	0	0	0	840	666	763
2028 (BUILD - A.M.)	0	915	0	51	776	0	0	0	0	843	666	763

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	864	0	320	916	0	0	0	0	196	428	236
2028 (NO BUILD - P.M.)	0	877	0	325	930	0	0	0	0	199	434	240
2028 (BUILD - P.M.)	0	905	0	335	952	0	0	0	0	202	434	240

Lomas Blvd NE / I - 25 NB Ramp

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
(2) 0.0% H.C.												
Existing (2025)	216	1,488	0	0	636	200	144	560	164	0	0	0
2028 (NO BUILD - A.M.)	219	1,510	0	0	646	203	146	568	166	0	0	0
2028 (BUILD - A.M.)	219	1,540	0	0	677	205	146	568	179	0	0	0

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	328	712	0	0	1,100	580	124	512	164	0	0	0
2028 (NO BUILD - P.M.)	333	723	0	0	1,117	589	126	520	166	0	0	0
2028 (BUILD - P.M.)	333	754	0	0	1,150	591	126	520	179	0	0	0

Lomas Blvd NE / University Blvd NE

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
(3) 0.0% H.C.												
Existing (2025)	272	860	460	180	584	192	96	464	180	112	748	60
2028 (NO BUILD - A.M.)	276	873	467	183	593	195	97	471	183	114	759	61
2028 (BUILD - A.M.)	281	894	477	183	620	195	110	471	183	114	759	67

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	172	492	176	212	1,016	112	236	604	264	152	604	364
2028 (NO BUILD - P.M.)	175	499	179	215	1,031	114	240	613	268	154	613	369
2028 (BUILD - P.M.)	180	521	189	215	1,059	114	253	613	268	154	613	376

Lomas Blvd NE / Medical Arts Ave NE

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
(4) 0.0% H.C.												
Existing (2025)	0	1,450	252	72	750	0	0	0	68	0	0	0
2028 (NO BUILD - A.M.)	0	1,472	256	73	761	0	0	0	69	0	0	0
2028 (BUILD - A.M.)	0	1,514	256	74	794	0	0	0	71	0	0	0

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	748	68	28	1,664	0	0	0	96	0	0	0
2028 (NO BUILD - P.M.)	0	759	69	28	1,689	0	0	0	97	0	0	0
2028 (BUILD - P.M.)	0	803	69	29	1,724	0	0	0	99	0	0	0

LOBO PLAZA (1300 Lomas Blvd NE) - 2025068

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2028) - 100% Development

INTERSECTION: **Summary**

Lomas Blvd NE / Torc Dwy / Frtg Rd

1.00

PHF

(5)	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	1,560	0	0	772	0	0	0	0	0	0	0
2028 (NO BUILD - A.M.)	0	1,583	0	0	784	0	0	0	0	0	0	0
2028 (BUILD - A.M.)	0	1,627	0	0	819	0	0	0	0	0	0	0

1.00

PHF

0.0% H.C.
 Existing (2025)
 2028 (NO BUILD - P.M.)
 2028 (BUILD - P.M.)

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	888	0	0	1,692	0	0	0	0	0	0	0
2028 (NO BUILD - P.M.)	0	901	0	0	1,717	0	0	0	0	0	0	0
2028 (BUILD - P.M.)	0	947	0	0	1,753	0	0	0	0	0	0	0

Lomas Blvd NE / West Dwy / Legion Rd

1.00

PHF

(6)	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	20	1,540	0	4	756	4	4	0	0	8	0	12
2028 (NO BUILD - A.M.)	20	1,563	0	4	767	4	4	0	0	8	0	12
2028 (BUILD - A.M.)	20	1,577	37	26	780	4	24	0	26	8	0	12

1.00

PHF

Existing (2025)
 2028 (NO BUILD - P.M.)
 2028 (BUILD - P.M.)

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	12	872	4	0	1,652	4	0	0	8	4	0	40
2028 (NO BUILD - P.M.)	12	885	4	0	1,677	4	0	0	8	4	0	41
2028 (BUILD - P.M.)	12	903	40	28	1,686	4	26	0	34	4	0	41

Lomas Blvd NE / East Dwy

1.00

PHF

(7)	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	1,550	0	0	752	0	0	0	0	0	0	4
2028 (NO BUILD - A.M.)	0	1,573	0	0	763	0	0	0	0	0	0	4
2028 (BUILD - A.M.)	0	1,582	24	33	779	0	21	0	23	0	0	4

1.00

PHF

Existing (2025)
 2028 (NO BUILD - P.M.)
 2028 (BUILD - P.M.)

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	900	0	0	1,648	0	0	0	0	0	0	12
2028 (NO BUILD - P.M.)	0	914	0	0	1,673	0	0	0	0	0	0	12
2028 (BUILD - P.M.)	0	924	26	36	1,693	0	25	0	26	0	0	12

LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / I - 25 SB Ramp

INTERSECTION: E-W Street: **Lomas Blvd NE** (1)
 N-S Street: **I - 25 SB Ramp**

Year of Existing Counts: **2025**
 Implementation Year: **2028**

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	875	0	40	744	0	0	0	0	828	656	752
Background Traffic Growth	0	13	0	1	11	0	0	0	0	12	10	11
Subtotal (NO BUILD - A.M.)	0	888	0	41	755	0	0	0	0	840	666	763
Percent Commercial Trips Generated(Entering)	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	14.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	27	0	10	21	0	0	0	0	3	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	915	0	51	776	0	0	0	0	843	666	763
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	915	0	51	776	0	0	0	0	843	666	763

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	864	0	320	916	0	0	0	0	196	428	236
Background Traffic Growth	0	13	0	5	14	0	0	0	0	3	6	4
Subtotal	0	877	0	325	930	0	0	0	0	199	434	240
Subtotal (NO BUILD - P.M.)	0	877	0	325	930	0	0	0	0	199	434	240
Percent Commercial Trips Generated(Entering)	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	14.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	28	0	10	22	0	0	0	0	3	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	905	0	335	952	0	0	0	0	202	434	240
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	905	0	335	952	0	0	0	0	202	434	240

Number of Commercial Trips Generated
 Entering: **90** Exiting: **71** A.M. 100% Commercial Development
93 **74** P.M.

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
2025 AM Peak Hr. Volumes	0	875	0	40	744	0	0	0	0	828	656	752
2025 PM Peak Hr. Volumes	0	864	0	320	916	0	0	0	0	196	428	236

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count

2025 AM Link Volume	875	784	0	2,236
2025 PM Link Volume	864	1,236	0	860

Based on MRCOG Model (2040 Data Set)

2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534

Growth Rate to Apply to Existing Counts to Match 2040 Forecasts

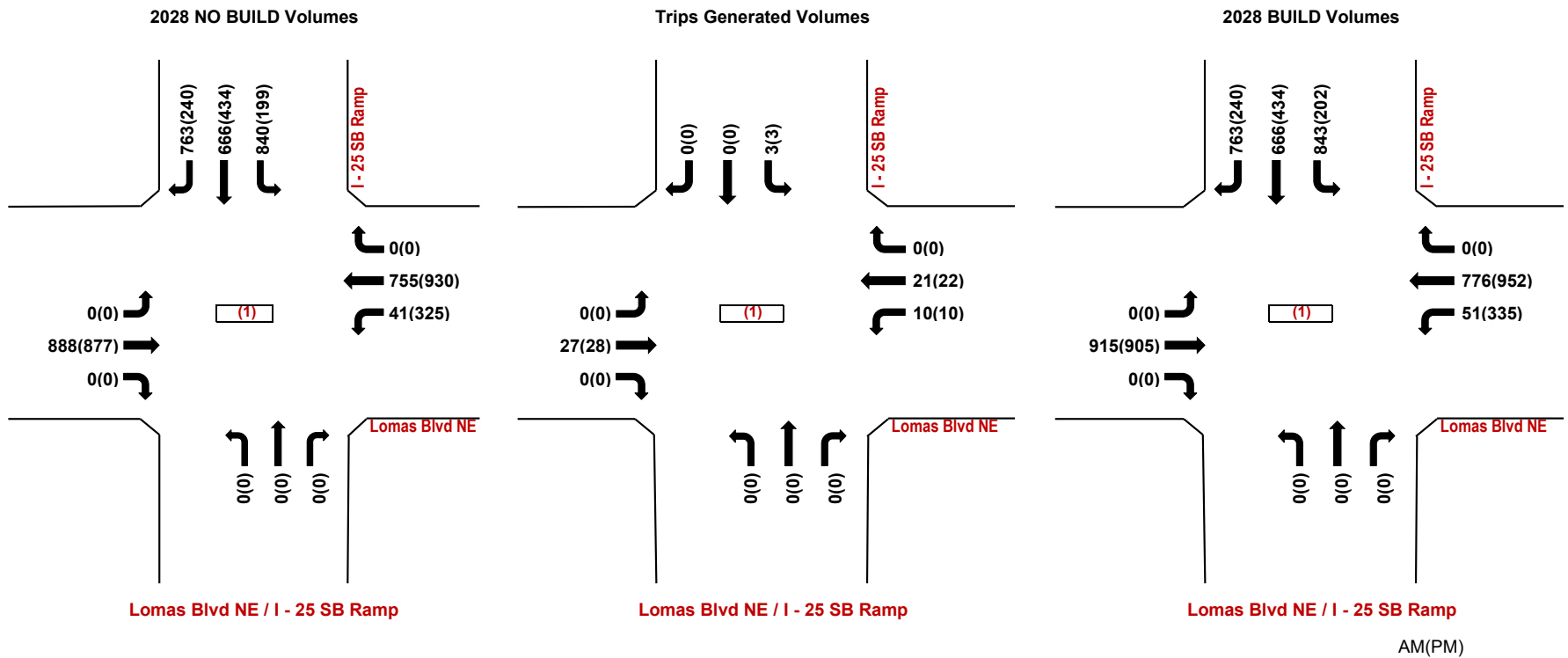
2025-2040 AM Growth Rates	4.52%	0.54%	#DIV/0!	-4.35%
2025-2040 PM Growth Rates	0.46%	2.79%	#DIV/0!	5.22%

Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts

2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
AM Pass-by Trips	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent Entering	0	0	0	0	0	0	0	0	0	0	0	
Volume Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent Exiting	0	0	0	0	0	0	0	0	0	0	0	
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	
Net AM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	
PM Pass-by Trips	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent Entering	0	0	0	0	0	0	0	0	0	0	0	
Volume Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent Exiting	0	0	0	0	0	0	0	0	0	0	0	
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	
Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	
Entering	25	19	AM									
Exiting	32	26	PM									



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / I - 25 NB Ramp

INTERSECTION: E-W Street: **Lomas Blvd NE** (2)
 N-S Street: **I - 25 NB Ramp**

Year of Existing Counts: 2025
 Implementation Year: 2028

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	216	1,488	0	0	636	200	144	560	164	0	0	0
Background Traffic Growth	3	22	0	0	10	3	2	8	2	0	0	0
Subtotal (NO BUILD - A.M.)	219	1,510	0	0	646	203	146	568	166	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	33.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	44.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	30	0	0	31	2	0	0	13	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	219	1,540	0	0	677	205	146	568	179	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	219	1,540	0	0	677	205	146	568	179	0	0	0

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	328	712	0	0	1,100	580	124	512	164	0	0	0
Background Traffic Growth	5	11	0	0	17	9	2	8	2	0	0	0
Subtotal (NO BUILD - P.M.)	333	723	0	0	1,117	589	126	520	166	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	33.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	44.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	31	0	0	33	2	0	0	13	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	333	754	0	0	1,150	591	126	520	179	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	333	754	0	0	1,150	591	126	520	179	0	0	0

Number of Commercial Trips Generated

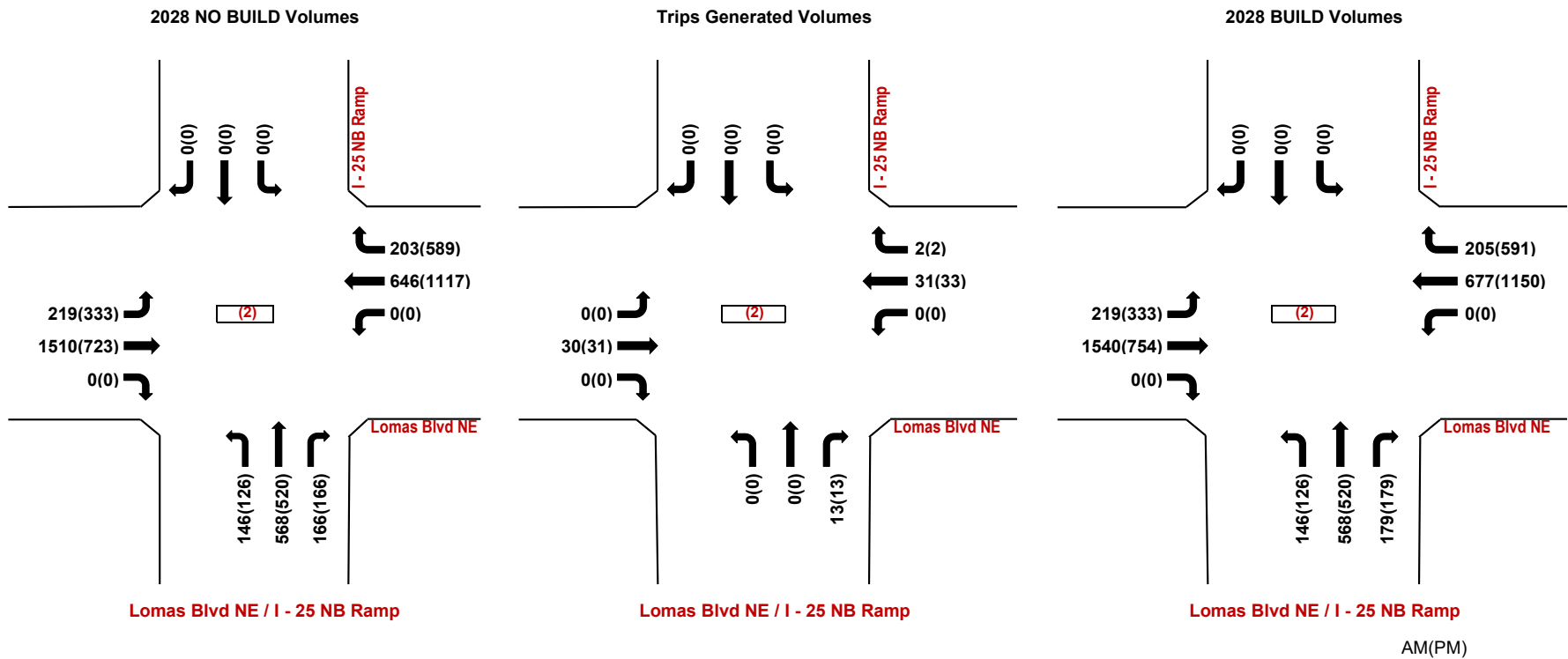
Entering	90	71	A.M.	100% Commercial Development
Exiting	93	74	P.M.	

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
2025 AM Peak Hr. Volumes	216	1488	0	0	636	200	144	560	164	0	0	0
2025 PM Peak Hr. Volumes	328	712	0	0	1,100	580	124	512	164	0	0	0

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	1,704	836	868	0
2025 PM Link Volume	1,040	1,680	800	0
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.92%	0.10%	5.69%	#DIV/0!
2025-2040 PM Growth Rates	-0.75%	0.29%	4.91%	#DIV/0!
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:												
AM Pass-by Trips												
Percent Entering	0.00%			0.00%			0.00%			0.00%		
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	0
Percent Exiting	0.00%			0.00%			0.00%			0.00%		
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Net AM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
PM Pass-by Trips												
Percent Entering	0.00%			0.00%			0.00%			0.00%		
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	0
Percent Exiting	0.00%			0.00%			0.00%			0.00%		
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips	Entering	Exiting										
	25	19	AM									
	32	26	PM									



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / University Blvd NE

INTERSECTION: E-W Street: **Lomas Blvd NE** (3)
 N-S Street: **University Blvd NE**

Year of Existing Counts: 2025
 Implementation Year: 2028

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	272	860	460	180	584	192	96	464	180	112	748	60
Background Traffic Growth	4	13	7	3	9	3	1	7	3	2	11	1
Subtotal (NO BUILD - A.M.)	276	873	467	183	593	195	97	471	183	114	759	61
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	30.00%	0.00%	14.00%	0.00%	0.00%	0.00%	0.00%	7.00%
Percent Commercial Trips Generated(Exiting)	7.00%	30.00%	14.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	5	21	10	0	27	0	13	0	0	0	0	6
Subtotal AM Pk Hr. BUILD Volumes	281	894	477	183	620	195	110	471	183	114	759	67
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	281	894	477	183	620	195	110	471	183	114	759	67

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	172	492	176	212	1,016	112	236	604	264	152	604	364
Background Traffic Growth	3	7	3	3	15	2	4	9	4	2	9	5
Subtotal (NO BUILD - P.M.)	175	499	179	215	1,031	114	240	613	268	154	613	369
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	30.00%	0.00%	14.00%	0.00%	0.00%	0.00%	0.00%	7.00%
Percent Commercial Trips Generated(Exiting)	7.00%	30.00%	14.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	5	22	10	0	28	0	13	0	0	0	0	7
Subtotal PM Pk Hr. BUILD Volumes	180	521	189	215	1,059	114	253	613	268	154	613	376
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	180	521	189	215	1,059	114	253	613	268	154	613	376

Number of Commercial Trips Generated

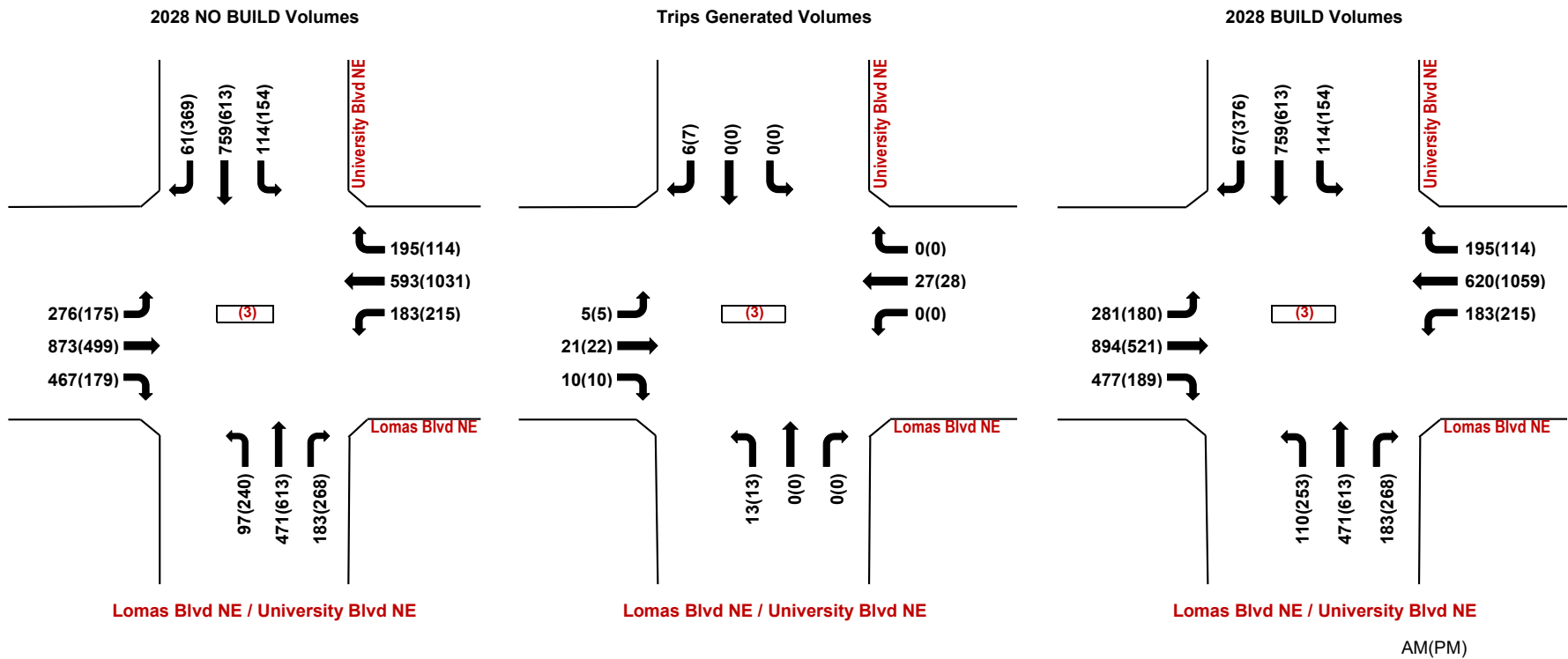
Entering	90	71	A.M.	100% Commercial Development
Exiting	93	74	P.M.	

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
2025 AM Peak Hr. Volumes	272	860	460	180	584	192	96	464	180	112	748	60
2025 PM Peak Hr. Volumes	172	492	176	212	1,016	112	236	604	264	152	604	364

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	1,592	956	740	920
2025 PM Link Volume	840	1,340	1,104	1,120
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.52%	-0.75%	7.83%	-1.04%
2025-2040 PM Growth Rates	0.66%	2.05%	1.72%	2.46%
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:				
AM Pass-by Trips				
Percent Entering	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0
Net AM Passby Trips	0	0	0	0
PM Pass-by Trips				
Percent Entering	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0
Net PM Passby Trips	0	0	0	0
Entering	25	19	AM	
Exiting	32	26	PM	



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / Medical Arts Ave NE

INTERSECTION: E-W Street: **Lomas Blvd NE** (4)
 N-S Street: **Medical Arts Ave NE**

Year of Existing Counts: 2025
 Implementation Year: 2028

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,450	252	72	750	0	0	0	68	0	0	0
Background Traffic Growth	0	22	4	1	11	0	0	0	1	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,472	256	73	761	0	0	0	69	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	2.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	42	0	1	33	0	0	0	2	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	1,514	256	74	794	0	0	0	71	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,514	256	74	794	0	0	0	71	0	0	0

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	748	68	28	1,664	0	0	0	96	0	0	0
Background Traffic Growth	0	11	1	0	25	0	0	0	1	0	0	0
Subtotal (NO BUILD - P.M.)	0	759	69	28	1,689	0	0	0	97	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	2.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	44	0	1	35	0	0	0	2	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	803	69	29	1,724	0	0	0	99	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	803	69	29	1,724	0	0	0	99	0	0	0

Number of Commercial Trips Generated

Entering	90	71	A.M.	100% Commercial Development
Exiting	93	74	P.M.	

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
2025 AM Peak Hr. Volumes	0	1450	252	72	750	0	0	0	68	0	0	0
2025 PM Peak Hr. Volumes	0	748	68	28	1,664	0	0	0	96	0	0	0

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count

2025 AM Link Volume	1,702	822	68	0
2025 PM Link Volume	816	1,692	96	0

Based on MRCOG Model (2040 Data Set)

2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534

Growth Rate to Apply to Existing Counts to Match 2040 Forecasts

2025-2040 AM Growth Rates	-0.92%	0.21%	151.08%	#DIV/0!
2025-2040 PM Growth Rates	0.87%	0.24%	89.79%	#DIV/0!

Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts

2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:

AM Pass-by Trips

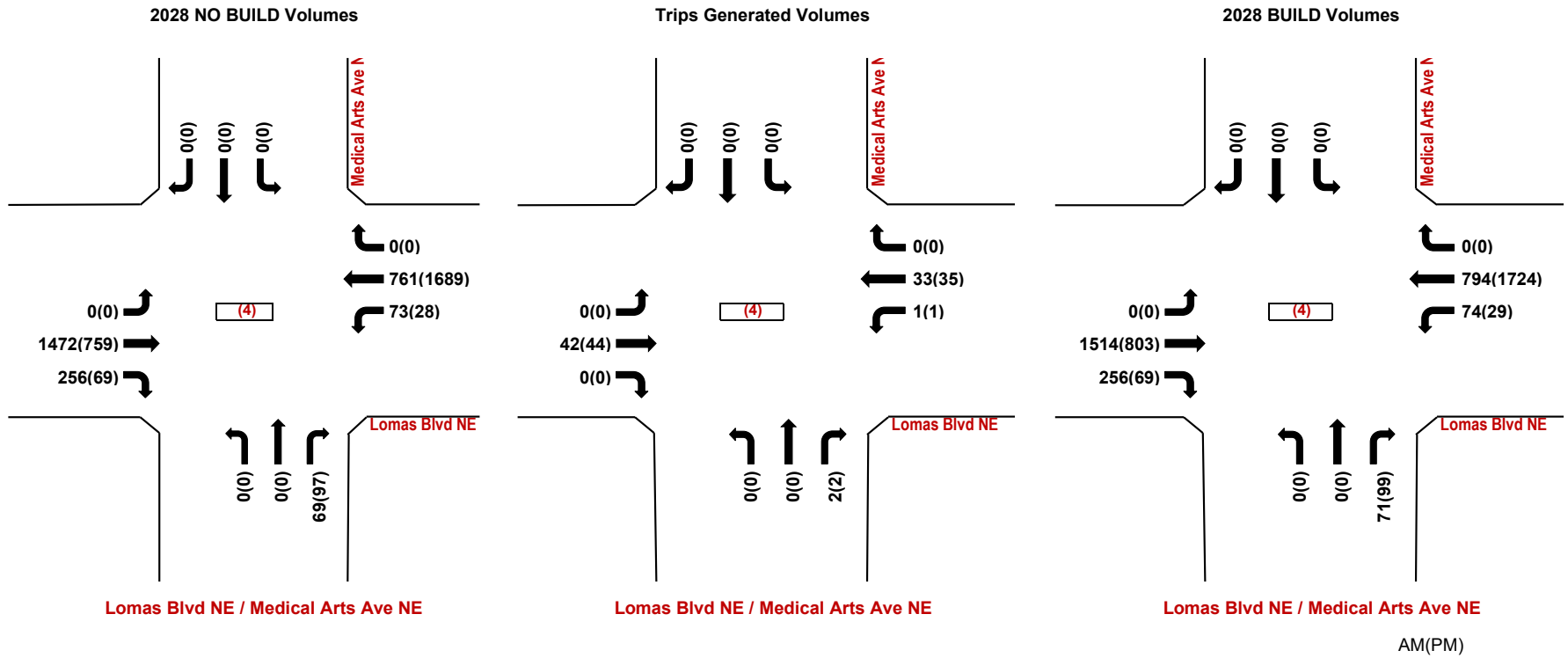
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	
Percent Exiting	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	
Net AM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	

PM Pass-by Trips

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	
Percent Exiting	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	
Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	

Pass-by Trips

Entering	25	19	AM
Exiting	32	26	PM



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / Torc Dwy / Frtg Rd

INTERSECTION: E-W Street: **Lomas Blvd NE** (5)
 N-S Street: **Torc Dwy / Frtg Rd**

Year of Existing Counts: 2025
 Implementation Year: 2028

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,560	0	0	772	0	0	0	0	0	0	0
Background Traffic Growth	0	23	0	0	12	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,583	0	0	784	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	44	0	0	35	0	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	1,627	0	0	819	0	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,627	0	0	819	0	0	0	0	0	0	0

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	888	0	0	1,692	0	0	0	0	0	0	0
Background Traffic Growth	0	13	0	0	25	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	901	0	0	1,717	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	46	0	0	36	0	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	947	0	0	1,753	0	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	947	0	0	1,753	0	0	0	0	0	0	0

Number of Commercial Trips Generated

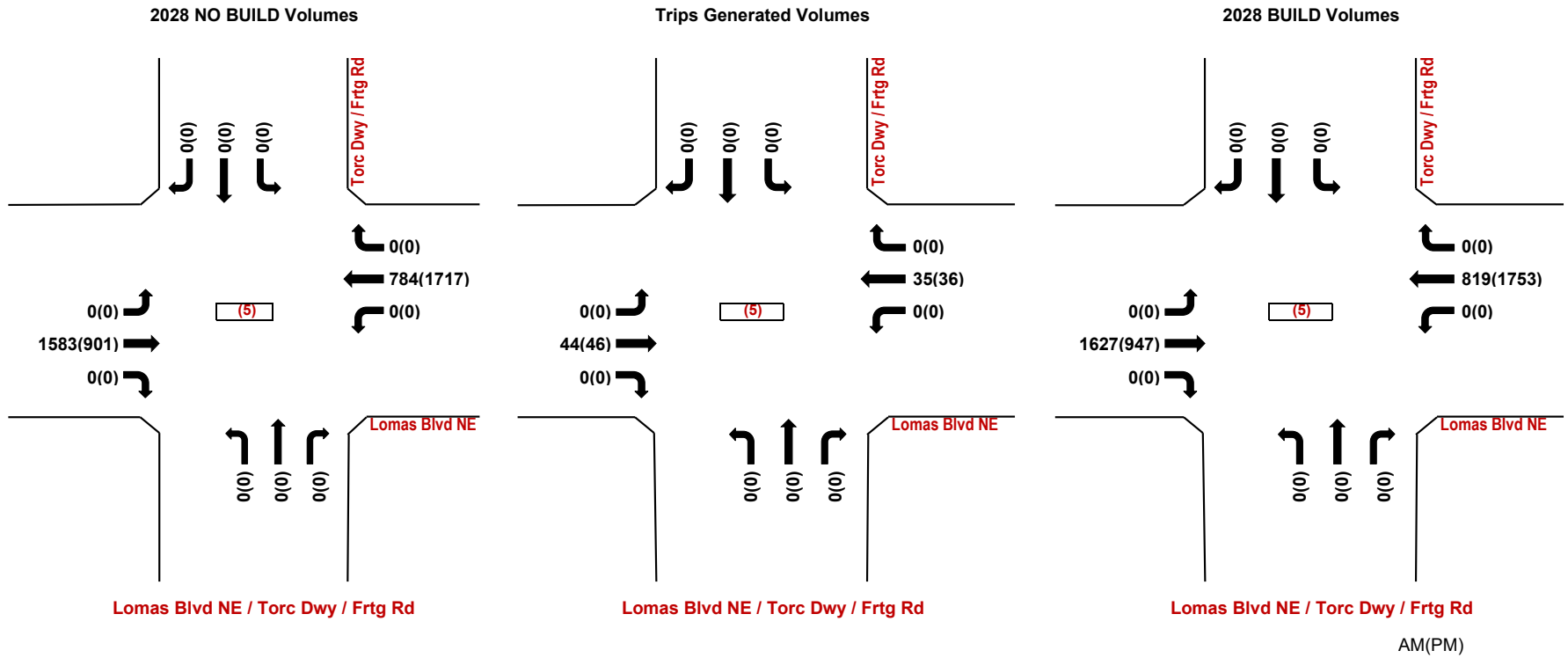
Entering	90	71	A.M.	100% Commercial Development
Exiting	93	74	P.M.	

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
2025 AM Peak Hr. Volumes	0	1560	0	0	772	0	0	0	0	0	0	
2025 PM Peak Hr. Volumes	0	888	0	0	1,692	0	0	0	0	0	0	

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	1,560	772	0	0
2025 PM Link Volume	888	1,692	0	0
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.39%	0.66%	#DIV/0!	#DIV/0!
2025-2040 PM Growth Rates	0.26%	0.24%	#DIV/0!	#DIV/0!
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:				
AM Pass-by Trips				
Percent Entering	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0
Net AM Passby Trips	0	0	0	0
PM Pass-by Trips				
Percent Entering	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0
Net PM Passby Trips	0	0	0	0
Pass-by Trips	Entering	Exiting		
	25	19	AM	
	32	26	PM	



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068

Projected Turning Movements Worksheet
Lomas Blvd NE / West Dwy / Legion Rd

INTERSECTION : E-W Street: **Lomas Blvd NE** (6)
N-S Street: **West Dwy / Legion Rd**

Year of Existing Counts 2025
Implementation Year 2028

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	1,540	0	4	756	4	4	0	0	8	0	12
Background Traffic Growth	0	23	0	0	11	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	20	1,563	0	4	767	4	4	0	0	8	0	12
Percent Commercial Trips Generated(Entering)	0.00%	19.00%	30.00%	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	17	27	19	17	0	18	0	18	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	20	1,580	27	23	784	4	22	0	18	8	0	12
Pass-by Trip Adjustments	0	-3	10	3	-4	0	2	0	8	0	0	0
Total AM Peak Hour BUILD Volumes	20	1,577	37	26	780	4	24	0	26	8	0	12

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	872	4	0	1,652	4	0	0	8	4	0	40
Background Traffic Growth	0	13	0	0	25	0	0	0	0	0	0	1
Subtotal (NO BUILD - P.M.)	12	885	4	0	1,677	4	0	0	8	4	0	41
Percent Commercial Trips Generated(Entering)	0.00%	19.00%	30.00%	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	18	28	20	18	0	19	0	19	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	12	903	32	20	1,695	4	19	0	27	4	0	41
Pass-by Trip Adjustments	0	0	8	8	-9	0	7	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	12	903	40	28	1,686	4	26	0	34	4	0	41

Number of Commercial Trips Generated
 Entering 90 Exiting 71 A.M. 100% Commercial Development
 93 74 P.M.

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
2025 AM Peak Hr. Volumes	20	1540	0	4	756	4	4	0	0	8	0	12
2025 PM Peak Hr. Volumes	12	872	4	0	1,652	4	0	0	8	4	0	40

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count

2025 AM Link Volume	1,560	2025 PM Link Volume	764	4	20
	888		1,656	8	44

Based on MRCOG Model (2040 Data Set)

2016 AM Link Volume	370	2016 PM Link Volume	327	1248	1049
	313		1024	1058	1246
2040 AM Link Volume	1468	2040 PM Link Volume	848	1609	777
	923		1753	1389	1534

Growth Rate to Apply to Existing Counts to Match 2040 Forecasts

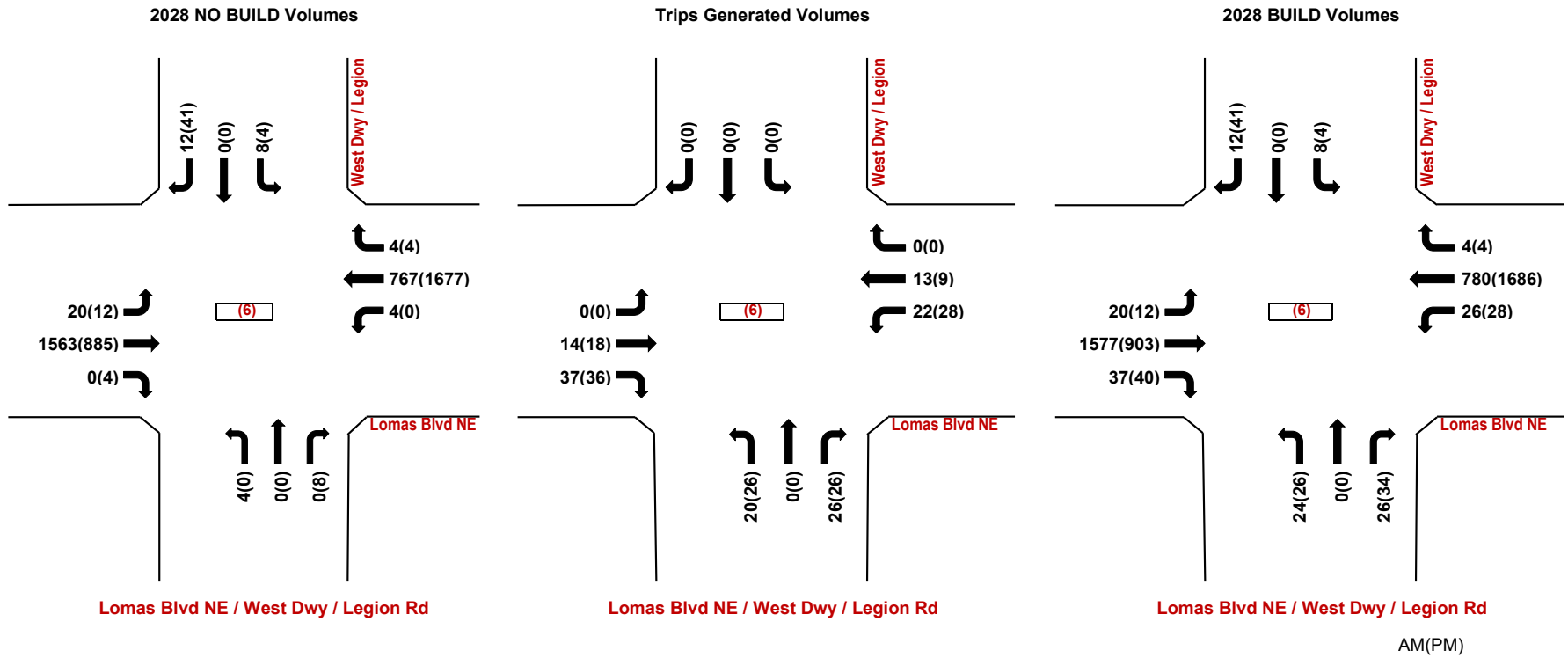
2025-2040 AM Growth Rates	-0.39%	2025-2040 PM Growth Rates	0.73%	#####	252.33%
	0.26%		0.39%	#####	225.76%

Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts

2016-2040 AM Growth Rates	12.36%	2016-2040 PM Growth Rates	6.64%	1.21%	-1.08%
	8.12%		2.97%	1.30%	0.96%

Pass-by Trip Calculations:

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Percent Entering	Percent Exiting	Net AM Passby Trips	Percent Entering	Percent Exiting	Net PM Passby Trips	Percent Entering	Percent Exiting	Net PM Passby Trips	Percent Entering	Percent Exiting	Net PM Passby Trips
AM Pass-by Trips	0.00%	-13.00%	40.00%	11.00%	-33.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	-3	10	3	-8	0	0	0	0	0	0	0
Volume Exiting	0	0	0	0	4	0	2	0	8	0	0	0
Net AM Passby Trips	0	-3	10	3	-4	0	2	0	8	0	0	0
PM Pass-by Trips	0.00%	0.00%	25.00%	25.00%	-50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	8	8	-16	0	0	0	0	0	0	0
Volume Exiting	0	0	0	0	7	0	7	0	7	0	0	0
Net PM Passby Trips	0	0	8	8	-9	0	7	0	7	0	0	0
Entering	25	19	AM	32	26	PM						



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / East Dwy

INTERSECTION: E-W Street: **Lomas Blvd NE** (7)
 N-S Street: **East Dwy**

Year of Existing Counts: 2025
 Implementation Year: 2028

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,550	0	0	752	0	0	0	0	0	0	4
Background Traffic Growth	0	23	0	0	11	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,573	0	0	763	0	0	0	0	0	0	4
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	19.00%	30.00%	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%	26.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	18	17	27	19	0	17	0	18	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	1,591	17	27	782	0	17	0	18	0	0	4
Pass-by Trip Adjustments	0	-9	7	6	-3	0	4	0	5	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,582	24	33	779	0	21	0	23	0	0	4

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	900	0	0	1,648	0	0	0	0	0	0	12
Background Traffic Growth	0	14	0	0	25	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	914	0	0	1,673	0	0	0	0	0	0	12
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	19.00%	30.00%	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%	26.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	19	18	28	20	0	18	0	19	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	933	18	28	1,693	0	18	0	19	0	0	12
Pass-by Trip Adjustments	0	-9	8	8	0	0	7	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	0	924	26	36	1,693	0	25	0	26	0	0	12

Number of Commercial Trips Generated: Entering 90, Exiting 71 A.M. 100% Commercial Development
 Entering 93, Exiting 74 P.M.

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
2025 AM Peak Hr. Volumes	0	1550	0	0	752	0	0	0	0	0	4	
2025 PM Peak Hr. Volumes	0	900	0	0	1,648	0	0	0	0	0	12	

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count

2025 AM Link Volume	1,550	752	0	4
2025 PM Link Volume	900	1,648	0	12

Based on MRCOG Model (2040 Data Set)

2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534

Growth Rate to Apply to Existing Counts to Match 2040 Forecasts

2025-2040 AM Growth Rates	-0.35%	0.85%	#DIV/0!	#####
2025-2040 PM Growth Rates	0.17%	0.42%	#DIV/0!	845.56%

Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts

2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:

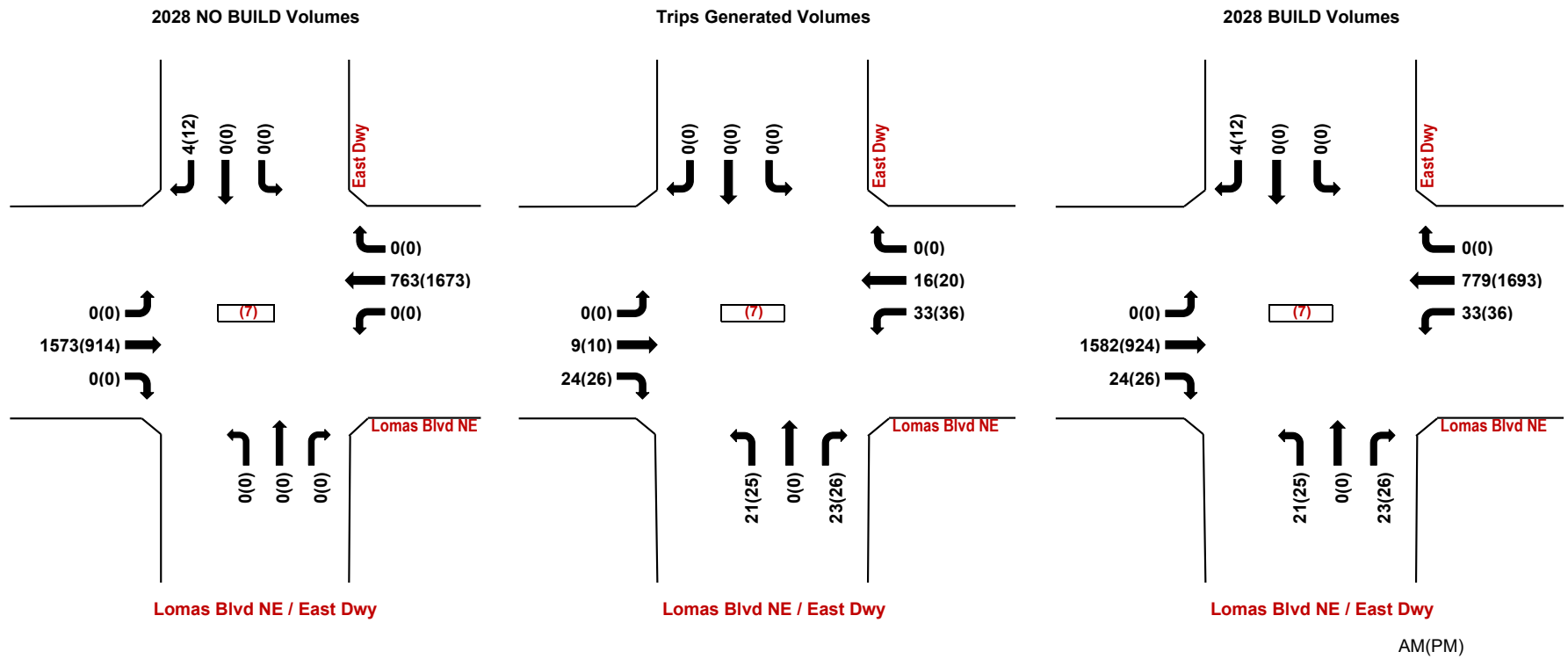
AM Pass-by Trips

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
Percent Entering	0.00%	-67.00%	27.00%	22.00%	-11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Volume Entering	0	-17	7	6	-3	0	0	0	0	0	0	
Percent Exiting	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	22.00%	0.00%	27.00%	0.00%	0.00%	
Volume Exiting	0	8	0	0	0	0	4	0	5	0	0	
Net AM Passby Trips	0	-9	7	6	-3	0	4	0	5	0	0	

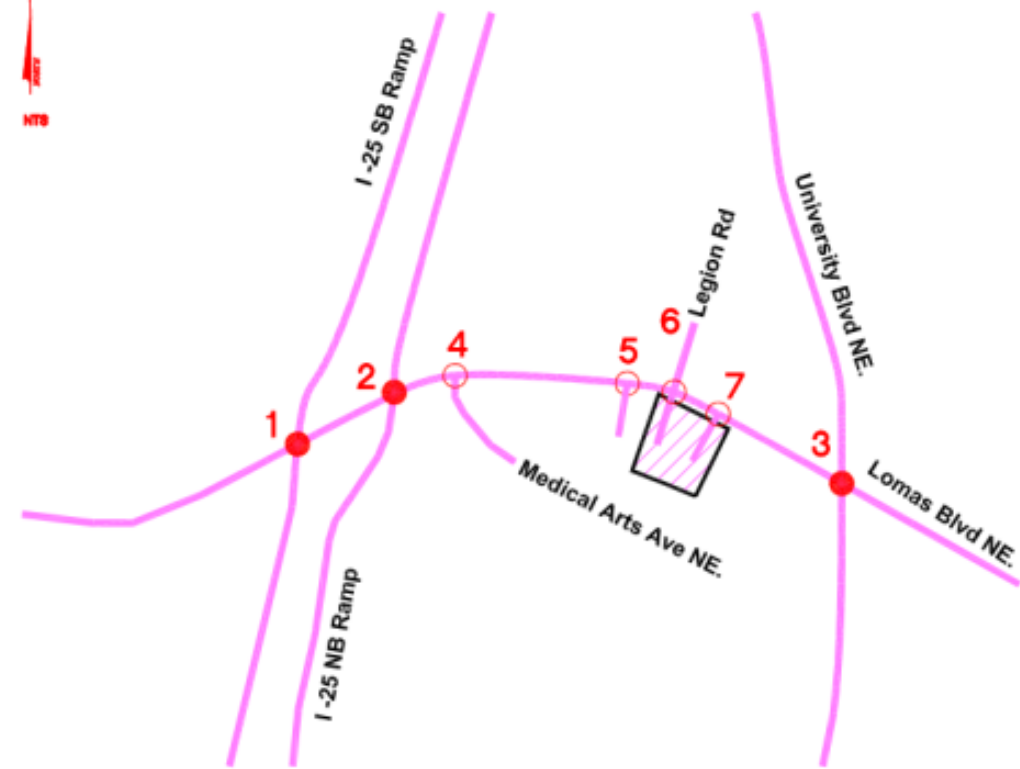
PM Pass-by Trips

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
Percent Entering	0.00%	-50.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Volume Entering	0	-16	8	8	0	0	0	0	0	0	0	
Percent Exiting	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	
Volume Exiting	0	7	0	0	0	0	7	0	7	0	0	
Net PM Passby Trips	0	-9	8	8	0	0	7	0	7	0	0	

Pass-by Trips: Entering 25, Exiting 19 AM
 Entering 32, Exiting 26 PM



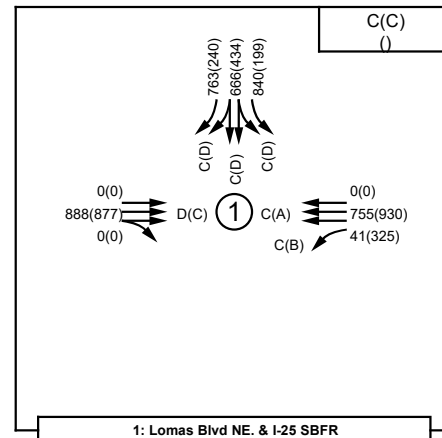
Lobo Plaza
1300 Lomas Blvd NE
Intersection Map



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

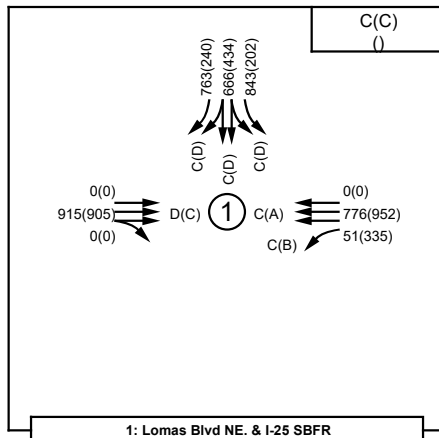
Tierra West, LLC
 5571 Midway Park Pl, NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)

2028 NO BUILD - SIGNALIZED
EXISTING GEOMETRY



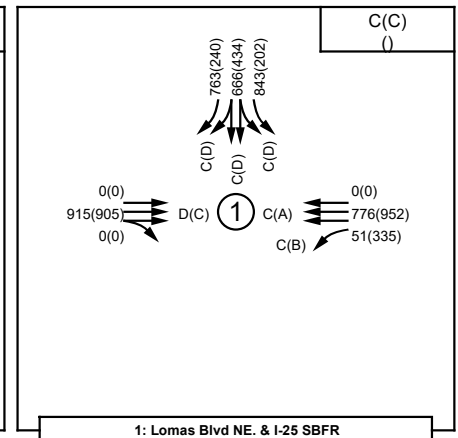
1: Lomas Blvd NE. & I-25 SBFR

2028 BUILD - SIGNALIZED
EXISTING GEOMETRY

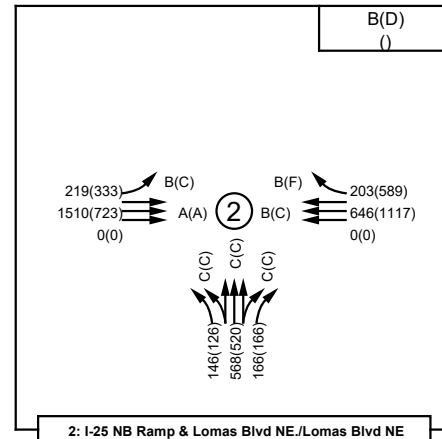


1: Lomas Blvd NE. & I-25 SBFR

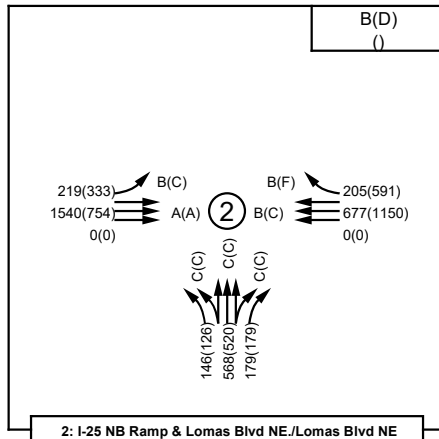
2028 BUILD MITIGATED - SIGNALIZED
EXISTING GEOMETRY



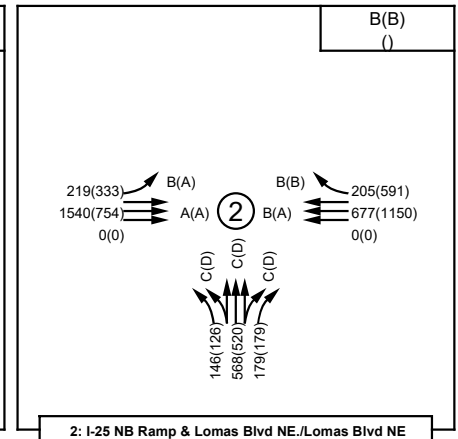
1: Lomas Blvd NE. & I-25 SBFR



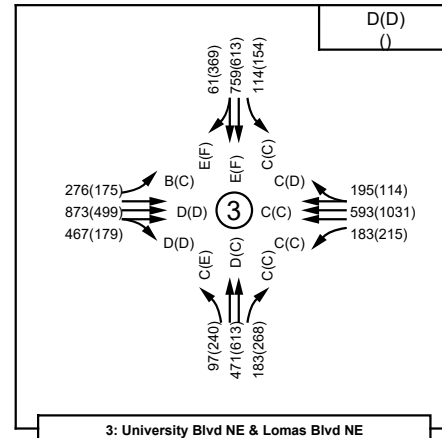
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



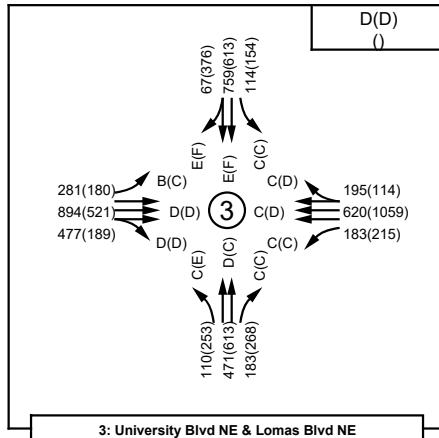
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



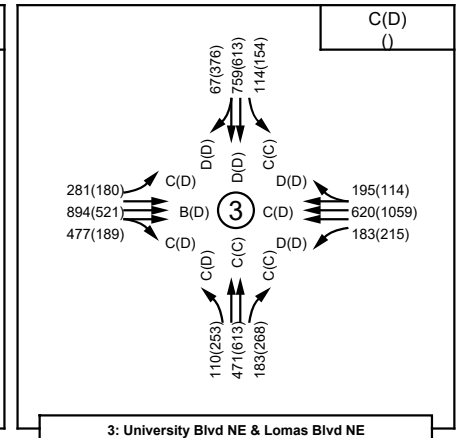
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



3: University Blvd NE & Lomas Blvd NE



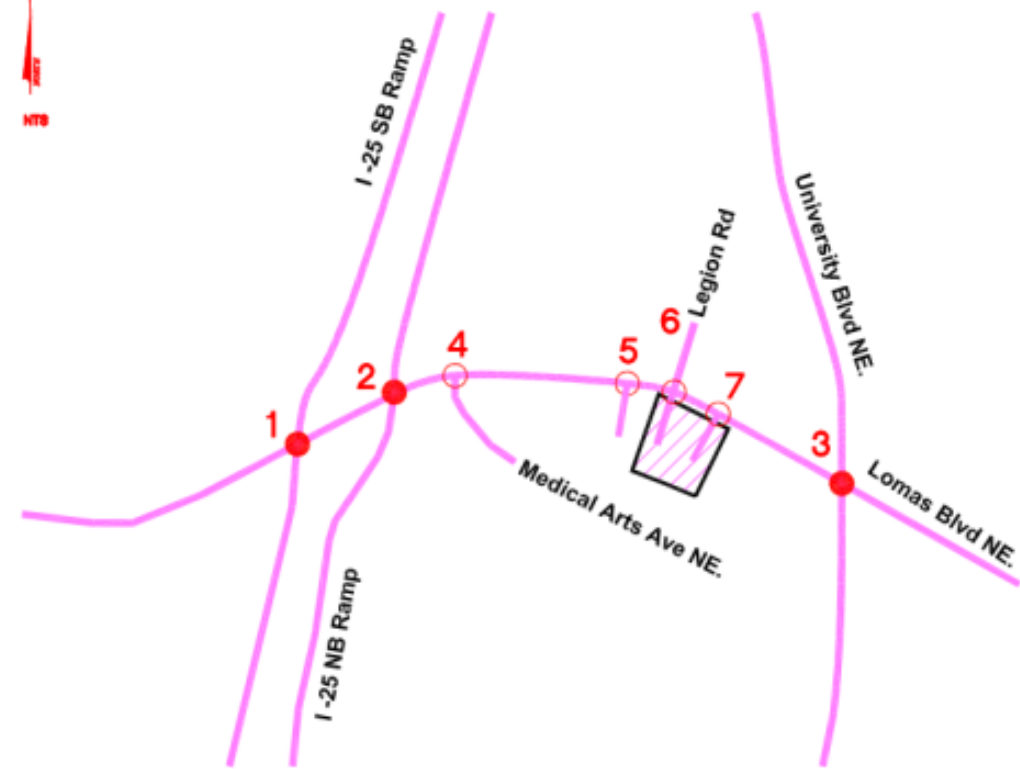
3: University Blvd NE & Lomas Blvd NE



3: University Blvd NE & Lomas Blvd NE

2025068 - Lobo Plaza
1300 Lomas Blvd NE, Albuquerque, NM
LOS / Volume Analysis Map

Lobo Plaza
 1300 Lomas Blvd NE
 Intersection Map



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Tierra West, LLC
 5571 Midway Park Pl, NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)

2028 NO BUILD - UNSIGNALIZED
 EXISTING GEOMETRY

2028 BUILD - UNSIGNALIZED
 EXISTING GEOMETRY

2028 BUILD MITIGATED - UNSIGNALIZED
 EXISTING GEOMETRY

<p>4: Medical Arts Ave NE & Lomas Blvd NE</p>	<p>4: Medical Arts Ave NE & Lomas Blvd NE</p>	<p>NO MITIGATIONS RECOMMENDED</p>
<p>5: Torc DWY / Frontage Rd & Lomas Blvd NE</p>	<p>5: Torc DWY / Frontage Rd & Lomas Blvd NE</p>	<p>NO MITIGATIONS RECOMMENDED</p>
<p>6: West DWY - Lobo Pl/Legion Rd & Lomas Blvd NE</p>	<p>6: West DWY - Lobo Pl/Legion Rd & Lomas Blvd NE</p>	<p>NO MITIGATIONS RECOMMENDED</p>
<p>7: East DWY - Lobo Pl & Lomas Blvd NE</p>	<p>7: East DWY - Lobo Pl & Lomas Blvd NE</p>	<p>NO MITIGATIONS RECOMMENDED</p>

2025068 - Lobo Plaza
 1300 Lomas Blvd NE, Albuquerque, NM
 LOS / Volume Analysis Map

AM(PM)

HCS Results Summary Sheet

1: Lomas Blvd NE & I-25 SB Ramp

2028 Conditions (HCS Results)

Lomas Blvd NE

I-25 SB Ramp

Signalized

1: Lomas Blvd NE & I-25 SB Ramp	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 SB Ramp)			SB (I-25 SB Ramp)		
2028 Conditions (HCS Results)	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	3>	0	1	3	0	0	0	0	1	<2>	1
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	0	888	0	41	755	0	0	0	0	840	666	763
V/C Ratio		0.45	0.00	0.13	0.33	0.00				1.07	0.40	1.09
Level-of-Service		C		C	C					F	C	F
Control Delay (Seconds)		28.0		21.6	28.7					82.0	21.3	91.4
Intersection LOS (HCS Result)	D - 50.7											
95th Percentile Queue (veh)	0.0	10.0	0.0	1.3	10.0	0.0				42.0	9.7	40.7
2028 BUILD - SIGNALIZED Volumes	0	915	0	51	776	0	0	0	0	843	666	763
V/C Ratio		0.46	0.00	0.17	0.34	0.00				1.07	0.40	1.09
Level-of-Service		C		C	C					F	C	F
Control Delay (Seconds)		28.2		22.1	28.8					83.3	21.3	91.4
Intersection LOS (HCS Result)	D - 50.7											
95th Percentile Queue (veh)	0.0	10.3	0.0	1.6	10.2	0.0				42.5	9.7	40.7
Mitigate Lane Geometry	0	3>	0	1	3	0	0	0	0	1	<2>	1
2028 BUILD MITIGATED - SIGNALIZED Volumes	0	915	0	51	776	0	0	0	0	843	666	763
V/C Ratio		0.70	0.00	0.28	0.48	0.00				0.82	0.31	0.83
Level-of-Service		D		C	C					C	B	C
Control Delay (Seconds)		41.4		32.9	26.0					25.7	12.1	27.5
Intersection LOS (HCS Result)	C - 27.5											
95th Percentile Queue (veh)	0.0	12.3	0.0	2.0	8.0	0.0				24.6	7.3	23.2

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	0	877	0	325	930	0	0	0	0	199	434	240
V/C Ratio	0.00	0.34		0.56	0.27	0.00				0.47	0.48	0.63
Level-of-Service		C		B	B					D	D	D
Control Delay (Seconds)		21.3		16.9	13.7					42.5	40.9	48.5
Intersection LOS (HCS Result)	C - 24.9											
95th Percentile Queue (veh)	0.0	9.0	0.0	8.1	8.7	0.0				9.2	9.6	11.5
2028 BUILD - SIGNALIZED Volumes	0	905	0	335	952	0	0	0	0	202	434	240
V/C Ratio	0.00	0.36		0.58	0.28					0.47	0.48	0.63
Level-of-Service		C		B	B					D	D	D
Control Delay (Seconds)		21.4		17.8	13.7					42.7	40.9	48.5
Intersection LOS (HCS Result)	C - 24.9											
95th Percentile Queue (veh)	0.0	9.3	0.0	8.4	8.9	0.0				9.3	9.6	11.5

HCS Results Summary Sheet

2: Lomas Blvd NE & I-25 NB Ramp

2028 Conditions (HCS Results)

Lomas Blvd NE

I-25 NB Ramp

Signalized

2: Lomas Blvd NE & I-25 NB Ramp 2028 Conditions (HCS Results)	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 NB Ramp)			SB (I-25 NB Ramp)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3	0	0	3	1	1	<3>	1	0	0	0
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	219	1,510	0	0	646	203	146	568	166	0	0	0
V/C Ratio	0.35	0.47			0.31	0.32	0.29	0.36	0.38			
Level-of-Service	B	B			C	C	C	C	C			
Control Delay (Seconds)	13.6	19.8			22.4	23.3	32.4	32.2	34.1			
Intersection LOS (HCS Result)	C - 23.4											
95th Percentile Queue (veh)	4.7	13.7			6.8	6.7	5.8	7.3	6.8			
2028 BUILD - SIGNALIZED Volumes	219	1,540	0	0	677	205	146	568	179	0	0	0
V/C Ratio	0.26	0.40			0.33	0.32	0.52	0.64	0.72			
Level-of-Service	A	A			C	C	D	D	D			
Control Delay (Seconds)	7.7	8.7			22.6	23.4	44.0	44.2	47.8			
Intersection LOS (HCS Result)	B - 21.5											
95th Percentile Queue (veh)	3.1	9.0			7.2	6.8	6.7	8.4	8.4			

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	333	723	0	0	1,117	589	126	520	166	0	0	0
V/C Ratio	0.70	0.24			0.55	0.94	0.24	0.32	0.36			
Level-of-Service	C	B			C	E	C	C	D			
Control Delay (Seconds)	30.6	15.1			28.8	57.8	33.5	33.7	35.9			
Intersection LOS (HCS Result)	D - 32.1											
95th Percentile Queue (veh)	10.7	7.4			13.0	27.3	5.3	7.2	7.4			
2028 BUILD - SIGNALIZED Volumes	333	754	0	0	1,150	591	126	520	179	0	0	0
V/C Ratio	0.71	0.25			0.57	0.94	0.24	0.32	0.39			
Level-of-Service	C	B			C	E	C	C	D			
Control Delay (Seconds)	31.9	14.9			29.1	58.4	33.5	33.7	36.5			
Intersection LOS (HCS Result)	C - 32.3											
95th Percentile Queue (veh)	10.7	7.6			13.4	27.5	5.3	7.2	7.9			
Mitigage Lane Geometry	1	3	0	0	3	1	1	<3>	1	0	0	0
2028 BUILD MITIGATED - SIGNALIZED Volumes	333	754	0	0	1,150	591	126	520	179	0	0	0
V/C Ratio	0.86	0.21			0.37	0.61	0.36	0.47	0.57			
Level-of-Service	D	A			B	B	D	D	D			
Control Delay (Seconds)	39.0	7.9			11.8	17.0	44.1	43.8	50.6			
Intersection LOS (HCS Result)	C - 21.8											
95th Percentile Queue (veh)	12.5	4.8			8.5	15.1	6.2	8.2	9.2			

Synchro Results Summary Sheet

3: Lomas Blvd NE & University Blvd NE

2028 Conditions

Lomas Blvd NE

University Blvd NE

Signalized

3: Lomas Blvd NE & University Blvd NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (University Blvd NE)			SB (University Blvd NE)		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Conditions												
Existing Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	276	873	467	183	593	195	97	471	183	114	759	61
V/C Ratio	0.60	0.59	0.68	0.68	0.37	0.38	0.51	0.53	0.35	0.40	0.89	0.89
Level-of-Service	B	D	D	C	C	C	C	D	C	C	E	E
Control Delay (Seconds)	18.1	39.5	44.9	25.2	23.0	24.0	33.1	38.0	29.9	29.4	61.4	61.0
Intersection LOS	D - 38.3											
95th Percentile Queue (veh)	7.5	18.1	20.2	4.9	8.3	8.5	3.5	9.6	7.0	4.0	19.0	19.4
2028 BUILD - SIGNALIZED Volumes	281	894	477	183	620	195	110	471	183	114	759	67
V/C Ratio	0.62	0.60	0.69	0.69	0.39	0.40	0.57	0.53	0.35	0.40	0.92	0.92
Level-of-Service	B	D	D	C	C	C	C	D	C	C	E	E
Control Delay (Seconds)	18.5	39.9	45.6	25.8	23.3	24.3	33.6	38.0	29.9	29.4	66.7	66.4
Intersection LOS	D - 39.5											
95th Percentile Queue (veh)	7.6	18.5	20.6	5.0	8.6	8.8	4.0	9.6	7.0	4.0	19.9	20.2
Mitigate Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
2028 BUILD MITIGATED - SIGNALIZED Volumes	281	894	477	183	620	195	110	471	183	114	759	67
V/C Ratio	0.68	0.69	0.79	0.76	0.52	0.53	0.43	0.40	0.30	0.33	0.68	0.68
Level-of-Service	C	B	C	D	C	D	C	C	C	C	D	D
Control Delay (Seconds)	21.4	12.8	20.8	44.0	32.8	35.0	25.3	28.9	24.3	22.7	37.5	37.4
Intersection LOS	C - 26.9											
95th Percentile Queue (veh)	7.3	6.4	8.7	4.8	10.1	10.5	3.4	8.4	6.1	3.5	15.3	15.6

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	175	499	179	215	1,031	114	240	613	268	154	613	369
V/C Ratio	0.60	0.39	0.40	0.55	0.61	0.61	0.90	0.53	0.40	0.49	1.01	1.01
Level-of-Service	C	D	D	C	C	D	E	C	C	C	F	F
Control Delay (Seconds)	27.9	42.3	43.7	24.1	33.5	35.6	58.6	34.7	26.0	28.5	84.7	86.3
Intersection LOS	D - 46.7											
95th Percentile Queue (veh)	6.2	11.2	11.4	7.1	14.1	15.1	10.5	11.9	9.4	5.6	28.2	26.5
2028 BUILD - SIGNALIZED Volumes	180	521	189	215	1,059	114	253	613	268	154	613	376
V/C Ratio	0.63	0.42	0.43	0.57	0.64	0.64	0.90	0.52	0.40	0.48	1.02	1.02
Level-of-Service	C	D	D	C	D	D	E	C	C	C	F	F
Control Delay (Seconds)	29.2	43.4	45.0	25.2	35.1	37.5	61.3	33.9	25.3	28.3	86.7	88.4
Intersection LOS	D - 47.9											
95th Percentile Queue (veh)	6.5	11.7	11.9	7.3	14.7	15.8	12.0	11.8	9.3	5.6	28.6	26.9
Mitigate Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
2028 BUILD MITIGATED - SIGNALIZED Volumes	180	521	189	215	1,059	114	253	613	268	154	613	376
V/C Ratio	0.69	0.42	0.43	0.69	0.72	0.72	0.87	0.44	0.38	0.48	0.85	0.85
Level-of-Service	D	D	D	D	D	D	D	C	C	C	D	D
Control Delay (Seconds)	36.5	43.4	45.0	38.8	40.4	44.0	47.0	27.5	23.1	25.9	50.8	51.9
Intersection LOS	D - 40.5											
95th Percentile Queue (veh)	7.3	11.7	11.9	5.1	15.7	17.0	9.9	10.7	8.9	5.3	22.6	21.3

Synchro Results Summary Sheet

4: Lomas Blvd NE & Medical Arts Ave NE

2028 Conditions

Lomas Blvd NE

Medical Arts Ave NE

Unsignalized

4: Lomas Blvd NE & Medical Arts Ave NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Medical Arts Ave NE)			SB (Medical Arts Ave NE)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		3>	0	1	3		0		1			
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes		1,472	256	73	761		0		69			
V/C Ratio				0.25					0.09			
Level-of-Service				C					B			
Control Delay (Seconds)				21.4					10.4			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				1.0					0.3			
2028 BUILD - SIGNALIZED Volumes		1,514	256	74	794		0		71			
V/C Ratio				0.27					0.10			
Level-of-Service				C					B			
Control Delay (Seconds)				22.9					10.6			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				1.1					0.3			

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes		759	69	28	1,689		0		97			
V/C Ratio				0.06					0.19			
Level-of-Service				B					B			
Control Delay (Seconds)				13.1					13.9			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.2					0.7			
2028 BUILD - SIGNALIZED Volumes		803	69	29	1,724		0		99			
V/C Ratio				0.07					0.21			
Level-of-Service				B					B			
Control Delay (Seconds)				13.6					14.3			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.2					0.8			

Synchro Results Summary Sheet

5: Torc DWY / Frontage Rd & Lomas Blvd NE

2028 Conditions

Lomas Blvd NE

Torc DWY / Frontage Rd

Unsignalized

5: Torc DWY / Frontage Rd & Lomas Blvd NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Torc DWY / Frontage Rd)			SB (Torc DWY / Frontage Rd)		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Conditions												
Existing Lane Geometry		3>	0	1	3		1>		0			
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes		1,583	0	0	784		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.0								
2028 BUILD - SIGNALIZED Volumes		1,627	0	0	819		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.0								

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes		901	0	0	1,717		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.0								
2028 BUILD - SIGNALIZED Volumes		947	0	0	1,753		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.0								

Synchro Results Summary Sheet

6: Lomas Blvd NE & Legion Rd / West DWY

2028 Conditions

Lomas Blvd NE

Legion Rd / West DWY

Unsignalized

6: Lomas Blvd NE & Legion Rd / West DWY	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Legion Rd / West DWY)			SB (Legion Rd / West DWY)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3>	0	1	3>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	20	1,563	0	4	767	4	4	0	0	8	0	12
V/C Ratio	0.03			0.01				0.02			0.03	
Level-of-Service	A			B				C			B	
Control Delay (Seconds)	9.7			12.2				21.6			10.7	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.0				0.1			0.1	
2028 BUILD - SIGNALIZED Volumes	20	1,577	37	26	780	4	24	0	26	8	0	12
V/C Ratio	0.03			0.06				0.14			0.03	
Level-of-Service	A			B				C			B	
Control Delay (Seconds)	9.8			13.2				16.5			11.1	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.2				0.5			0.1	

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	12	885	4	0	1,677	4	0	0	8	4	0	41
V/C Ratio	0.07							0.02			0.22	
Level-of-Service	D			A				B			D	
Control Delay (Seconds)	26.5			0.0				12.7			27.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.2			0.0				0.1			0.8	
2028 BUILD - SIGNALIZED Volumes	12	903	40	28	1,686	4	26	0	34	4	0	41
V/C Ratio	0.07			0.07				0.27			0.24	
Level-of-Service	D			B				D			D	
Control Delay (Seconds)	26.8			14.3				26.7			29.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.2			0.2				1.0			0.9	

Synchro Results Summary Sheet

7: Lomas Blvd NE & East DWY

2028 Conditions

Lomas Blvd NE

East DWY

Unsignalized

7: Lomas Blvd NE & East DWY	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (East DWY)			SB (East DWY)		
	L	T	R	L	T	R	L	T	R	L	T	R
2028 Conditions												
Existing Lane Geometry	1	3>	0	1	3>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD - SIGNALIZED Volumes	0	1,573	0	0	763	0	0	0	0	0	0	4
V/C Ratio											0.01	
Level-of-Service	A			A				A			A	
Control Delay (Seconds)	0.0			0.0				0.0			9.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0							0.0	
2028 BUILD - SIGNALIZED Volumes	0	1,582	24	33	779	0	21	0	23	0	0	4
V/C Ratio				0.07				0.11			0.01	
Level-of-Service	A			B				C			A	
Control Delay (Seconds)	0.0			13.2				15.2			9.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.2				0.4			0.0	

PM Peak Hour

2028 NO BUILD - SIGNALIZED Volumes	0	914	0	0	1,673	0	0	0	0	0	0	12
V/C Ratio											0.05	
Level-of-Service	A			A				A			C	
Control Delay (Seconds)	0.0			0.0				0.0			19.2	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0							0.1	
2028 BUILD - SIGNALIZED Volumes	0	924	26	36	1,693	0	25	0	26	0	0	12
V/C Ratio				0.09				0.22			0.05	
Level-of-Service	A			B				D			C	
Control Delay (Seconds)	0.0			14.6				25.1			19.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.3				0.8			0.1	

LOBO PLAZA (1300 Lomas Blvd NE) - 2025068

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2038) - 100% Development

INTERSECTION: Summary

Lomas Blvd NE / I - 25 SB Ramp

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
(1) 0.0% H.C.												
Existing (2025)	0	875	0	40	744	0	0	0	0	828	656	752
2038 (NO BUILD - A.M.)	0	932	0	43	792	0	0	0	0	882	699	801
2038 (BUILD - A.M.)	0	959	0	53	813	0	0	0	0	885	699	801

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	864	0	320	916	0	0	0	0	196	428	236
2038 (NO BUILD - P.M.)	0	920	0	341	976	0	0	0	0	209	456	251
2038 (BUILD - P.M.)	0	948	0	351	998	0	0	0	0	212	456	251

Lomas Blvd NE / I - 25 NB Ramp

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
(2) 0.0% H.C.												
Existing (2025)	216	1,488	0	0	636	200	144	560	164	0	0	0
2038 (NO BUILD - A.M.)	230	1,585	0	0	677	213	153	596	175	0	0	0
2038 (BUILD - A.M.)	230	1,615	0	0	708	215	153	596	188	0	0	0

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	328	712	0	0	1,100	580	124	512	164	0	0	0
2038 (NO BUILD - P.M.)	349	758	0	0	1,172	618	132	545	175	0	0	0
2038 (BUILD - P.M.)	349	789	0	0	1,205	620	132	545	188	0	0	0

Lomas Blvd NE / University Blvd NE

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
(3) 0.0% H.C.												
Existing (2025)	272	860	460	180	584	192	96	464	180	112	748	60
2038 (NO BUILD - A.M.)	290	916	490	192	622	204	102	494	192	119	797	64
2038 (BUILD - A.M.)	295	937	500	192	649	204	115	494	192	119	797	70

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	172	492	176	212	1,016	112	236	604	264	152	604	364
2038 (NO BUILD - P.M.)	183	524	187	226	1,082	119	251	643	281	162	643	388
2038 (BUILD - P.M.)	188	546	197	226	1,110	119	264	643	281	162	643	395

Lomas Blvd NE / Medical Arts Ave NE

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
(4) 0.0% H.C.												
Existing (2025)	0	1,450	252	72	750	0	0	0	68	0	0	0
2038 (NO BUILD - A.M.)	0	1,544	268	77	799	0	0	0	72	0	0	0
2038 (BUILD - A.M.)	0	1,586	268	78	832	0	0	0	74	0	0	0

1.00

PHF

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	748	68	28	1,664	0	0	0	96	0	0	0
2038 (NO BUILD - P.M.)	0	797	72	30	1,772	0	0	0	102	0	0	0
2038 (BUILD - P.M.)	0	841	72	31	1,807	0	0	0	104	0	0	0

LOBO PLAZA (1300 Lomas Blvd NE) - 2025068

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2038) - 100% Development

INTERSECTION: Summary

Lomas Blvd NE / Torc Dwy / Frtg Rd

1.00

PHF

(5)	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	1,560	0	0	772	0	0	0	0	0	0	0
2038 (NO BUILD - A.M.)	0	1,661	0	0	822	0	0	0	0	0	0	0
2038 (BUILD - A.M.)	0	1,705	0	0	857	0	0	0	0	0	0	0

1.00

PHF

0.0% H.C.
 Existing (2025)
 2038 (NO BUILD - P.M.)
 2038 (BUILD - P.M.)

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	888	0	0	1,692	0	0	0	0	0	0	0
2038 (NO BUILD - P.M.)	0	946	0	0	1,802	0	0	0	0	0	0	0
2038 (BUILD - P.M.)	0	992	0	0	1,838	0	0	0	0	0	0	0

Lomas Blvd NE / West Dwy / Legion Rd

1.00

PHF

(6)	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	20	1,540	0	4	756	4	4	0	0	8	0	12
2038 (NO BUILD - A.M.)	21	1,640	0	4	805	4	4	0	0	9	0	13
2038 (BUILD - A.M.)	21	1,654	37	26	818	4	24	0	26	9	0	13

1.00

PHF

0.0% H.C.
 Existing (2025)
 2038 (NO BUILD - P.M.)
 2038 (BUILD - P.M.)

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	12	872	4	0	1,652	4	0	0	8	4	0	40
2038 (NO BUILD - P.M.)	13	929	4	0	1,759	4	0	0	9	4	0	43
2038 (BUILD - P.M.)	13	947	40	28	1,768	4	26	0	35	4	0	43

Lomas Blvd NE / East Dwy

1.00

PHF

(7)	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	1,550	0	0	752	0	0	0	0	0	0	4
2038 (NO BUILD - A.M.)	0	1,651	0	0	801	0	0	0	0	0	0	4
2038 (BUILD - A.M.)	0	1,660	24	33	817	0	21	0	23	0	0	4

1.00

PHF

0.0% H.C.
 Existing (2025)
 2038 (NO BUILD - P.M.)
 2038 (BUILD - P.M.)

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	900	0	0	1,648	0	0	0	0	0	0	12
2038 (NO BUILD - P.M.)	0	959	0	0	1,755	0	0	0	0	0	0	13
2038 (BUILD - P.M.)	0	969	26	36	1,775	0	25	0	26	0	0	13

LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / I - 25 SB Ramp

INTERSECTION: E-W Street: **Lomas Blvd NE** (1)
 N-S Street: **I - 25 SB Ramp**

Year of Existing Counts: **2025**
 Horizon Year: **2038**

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	875	0	40	744	0	0	0	0	828	656	752
Background Traffic Growth	0	57	0	3	48	0	0	0	0	54	43	49
Subtotal (NO BUILD - A.M.)	0	932	0	43	792	0	0	0	0	882	699	801
Percent Commercial Trips Generated(Entering)	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	14.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	27	0	10	21	0	0	0	0	3	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	959	0	53	813	0	0	0	0	885	699	801
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	959	0	53	813	0	0	0	0	885	699	801

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	864	0	320	916	0	0	0	0	196	428	236
Background Traffic Growth	0	56	0	21	60	0	0	0	0	13	28	15
Subtotal	0	920	0	341	976	0	0	0	0	209	456	251
Subtotal (NO BUILD - P.M.)	0	920	0	341	976	0	0	0	0	209	456	251
Percent Commercial Trips Generated(Entering)	0.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	14.00%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	28	0	10	22	0	0	0	0	3	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	948	0	351	998	0	0	0	0	212	456	251
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	948	0	351	998	0	0	0	0	212	456	251

Number of Commercial Trips Generated
 Entering: **90** Exiting: **71** A.M. 100% Commercial Development
93 **74** P.M.

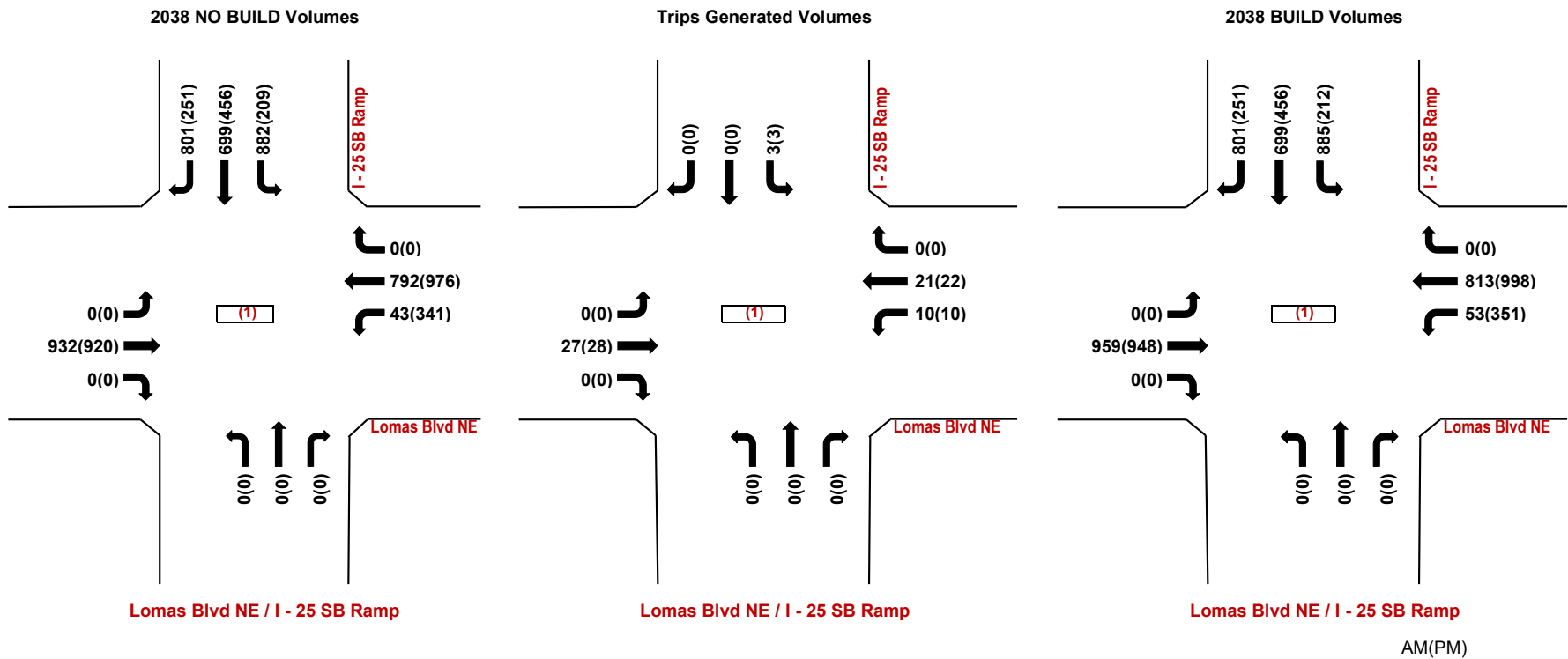
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
2025 AM Peak Hr. Volumes	0	875	0	40	744	0	0	0	0	828	656	752
2025 PM Peak Hr. Volumes	0	864	0	320	916	0	0	0	0	196	428	236

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	875	784	0	2,236
2025 PM Link Volume	864	1,236	0	860
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	4.52%	0.54%	#DIV/0!	-4.35%
2025-2040 PM Growth Rates	0.46%	2.79%	#DIV/0!	5.22%
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 SB Ramp)			Southbound (I - 25 SB Ramp)		
AM Pass-by Trips	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent Entering	0	0	0	0	0	0	0	0	0	0	0	
Volume Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent Exiting	0	0	0	0	0	0	0	0	0	0	0	
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	
Net AM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	
PM Pass-by Trips	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent Entering	0	0	0	0	0	0	0	0	0	0	0	
Volume Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Percent Exiting	0	0	0	0	0	0	0	0	0	0	0	
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	
Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	
Entering	25	19	AM									
Exiting	32	26	PM									



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / I - 25 NB Ramp

INTERSECTION: E-W Street: **Lomas Blvd NE** (2)
 N-S Street: **I - 25 NB Ramp**

Year of Existing Counts: 2025
 Horizon Year: 2038

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	216	1,488	0	0	636	200	144	560	164	0	0	0
Background Traffic Growth	14	97	0	0	41	13	9	36	11	0	0	0
Subtotal (NO BUILD - A.M.)	230	1,585	0	0	677	213	153	596	175	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	33.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	44.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	30	0	0	31	2	0	0	13	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	230	1,615	0	0	708	215	153	596	188	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	230	1,615	0	0	708	215	153	596	188	0	0	0

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	328	712	0	0	1,100	580	124	512	164	0	0	0
Background Traffic Growth	21	46	0	0	72	38	8	33	11	0	0	0
Subtotal (NO BUILD - P.M.)	349	758	0	0	1,172	618	132	545	175	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	33.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	44.00%	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	31	0	0	33	2	0	0	13	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	349	789	0	0	1,205	620	132	545	188	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	349	789	0	0	1,205	620	132	545	188	0	0	0

Number of Commercial Trips Generated

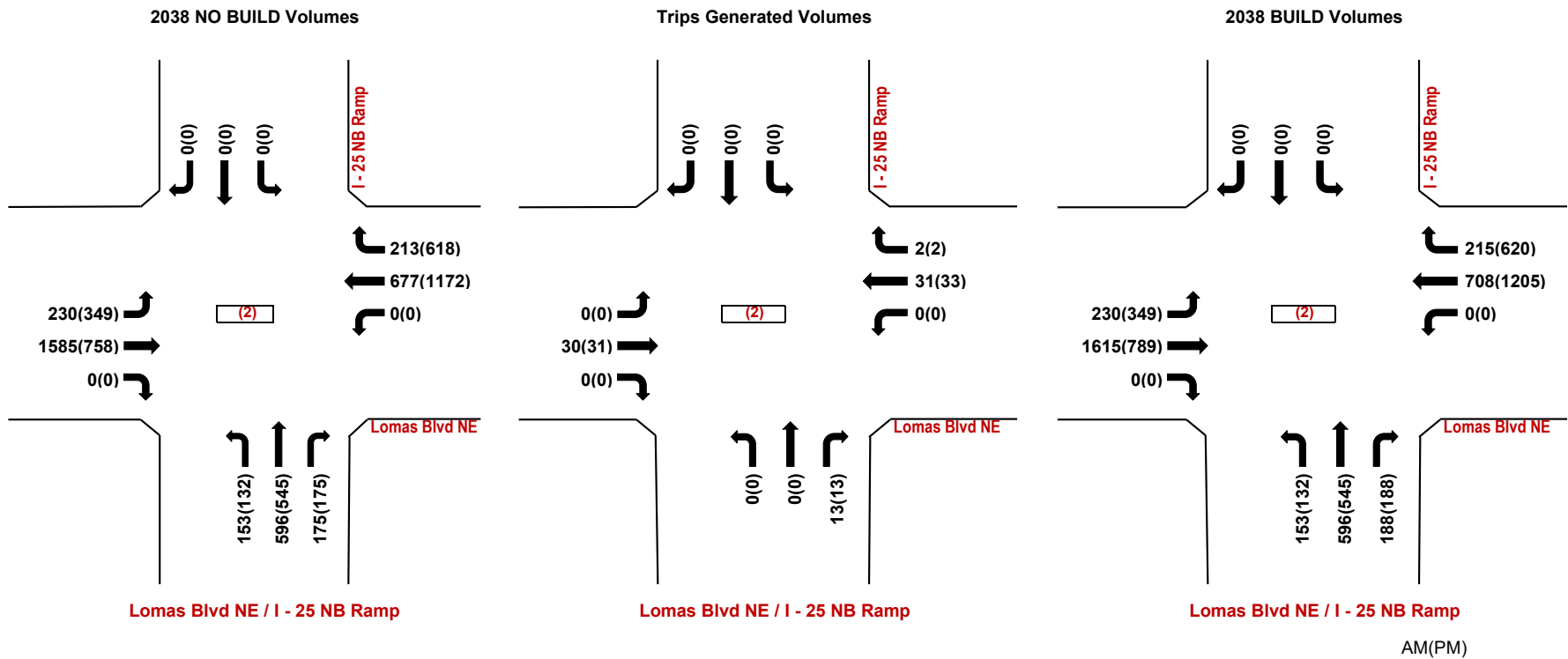
Entering	90	71	A.M.	100% Commercial Development
Exiting	93	74	P.M.	

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I - 25 NB Ramp)			Southbound (I - 25 NB Ramp)		
2025 AM Peak Hr. Volumes	216	1488	0	0	636	200	144	560	164	0	0	0
2025 PM Peak Hr. Volumes	328	712	0	0	1,100	580	124	512	164	0	0	0

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	1,704	836	868	0
2025 PM Link Volume	1,040	1,680	800	0
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.92%	0.10%	5.69%	#DIV/0!
2025-2040 PM Growth Rates	-0.75%	0.29%	4.91%	#DIV/0!
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:												
AM Pass-by Trips												
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Net AM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
PM Pass-by Trips												
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips	Entering	Exiting										
	25	19	AM									
	32	26	PM									



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / University Blvd NE

INTERSECTION: E-W Street: **Lomas Blvd NE** (3)
 N-S Street: **University Blvd NE**

Year of Existing Counts: 2025
 Horizon Year: 2038

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	272	860	460	180	584	192	96	464	180	112	748	60
Background Traffic Growth	18	56	30	12	38	12	6	30	12	7	49	4
Subtotal (NO BUILD - A.M.)	290	916	490	192	622	204	102	494	192	119	797	64
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	30.00%	0.00%	14.00%	0.00%	0.00%	0.00%	0.00%	7.00%
Percent Commercial Trips Generated(Exiting)	7.00%	30.00%	14.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	5	21	10	0	27	0	13	0	0	0	0	6
Subtotal AM Pk Hr. BUILD Volumes	295	937	500	192	649	204	115	494	192	119	797	70
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	295	937	500	192	649	204	115	494	192	119	797	70

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	172	492	176	212	1,016	112	236	604	264	152	604	364
Background Traffic Growth	11	32	11	14	66	7	15	39	17	10	39	24
Subtotal (NO BUILD - P.M.)	183	524	187	226	1,082	119	251	643	281	162	643	388
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	30.00%	0.00%	14.00%	0.00%	0.00%	0.00%	0.00%	7.00%
Percent Commercial Trips Generated(Exiting)	7.00%	30.00%	14.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	5	22	10	0	28	0	13	0	0	0	0	7
Subtotal PM Pk Hr. BUILD Volumes	188	546	197	226	1,110	119	264	643	281	162	643	395
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	188	546	197	226	1,110	119	264	643	281	162	643	395

Number of Commercial Trips Generated

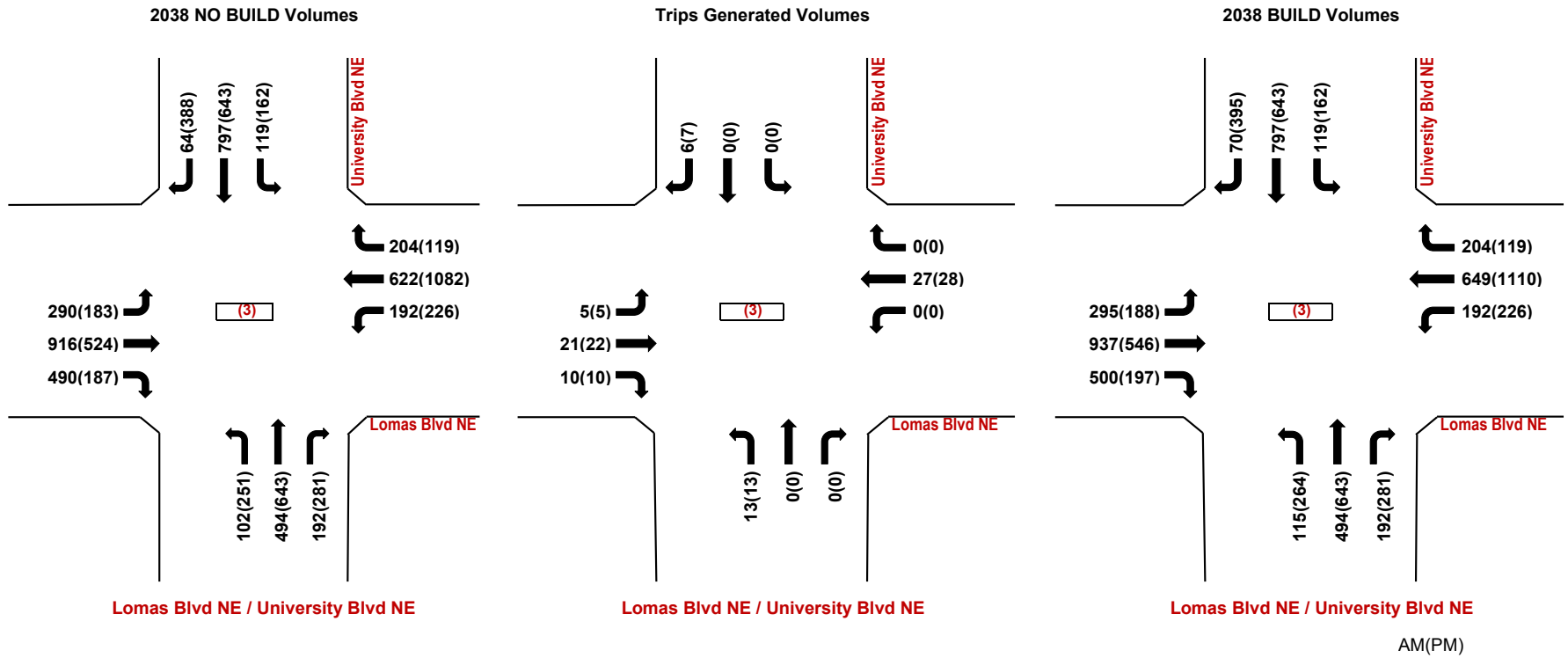
Entering	90	71	A.M.	100% Commercial Development
Exiting	93	74	P.M.	

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
2025 AM Peak Hr. Volumes	272	860	460	180	584	192	96	464	180	112	748	60
2025 PM Peak Hr. Volumes	172	492	176	212	1,016	112	236	604	264	152	604	364

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	1,592	956	740	920
2025 PM Link Volume	840	1,340	1,104	1,120
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.52%	-0.75%	7.83%	-1.04%
2025-2040 PM Growth Rates	0.66%	2.05%	1.72%	2.46%
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:												
AM Pass-by Trips												
Percent Entering	0.00%			0.00%			0.00%			0.00%		
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	0
Percent Exiting	0.00%			0.00%			0.00%			0.00%		
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Net AM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
PM Pass-by Trips												
Percent Entering	0.00%			0.00%			0.00%			0.00%		
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	0
Percent Exiting	0.00%			0.00%			0.00%			0.00%		
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips	Entering	Exiting										
	25	19	AM									
	32	26	PM									



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / Medical Arts Ave NE

INTERSECTION: E-W Street: **Lomas Blvd NE** (4)
 N-S Street: **Medical Arts Ave NE**

Year of Existing Counts: 2025
 Horizon Year: 2038

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,450	252	72	750	0	0	0	68	0	0	0
Background Traffic Growth	0	94	16	5	49	0	0	0	4	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,544	268	77	799	0	0	0	72	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	2.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	42	0	1	33	0	0	0	2	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	1,586	268	78	832	0	0	0	74	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,586	268	78	832	0	0	0	74	0	0	0

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	748	68	28	1,664	0	0	0	96	0	0	0
Background Traffic Growth	0	49	4	2	108	0	0	0	6	0	0	0
Subtotal (NO BUILD - P.M.)	0	797	72	30	1,772	0	0	0	102	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	2.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	44	0	1	35	0	0	0	2	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	841	72	31	1,807	0	0	0	104	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	841	72	31	1,807	0	0	0	104	0	0	0

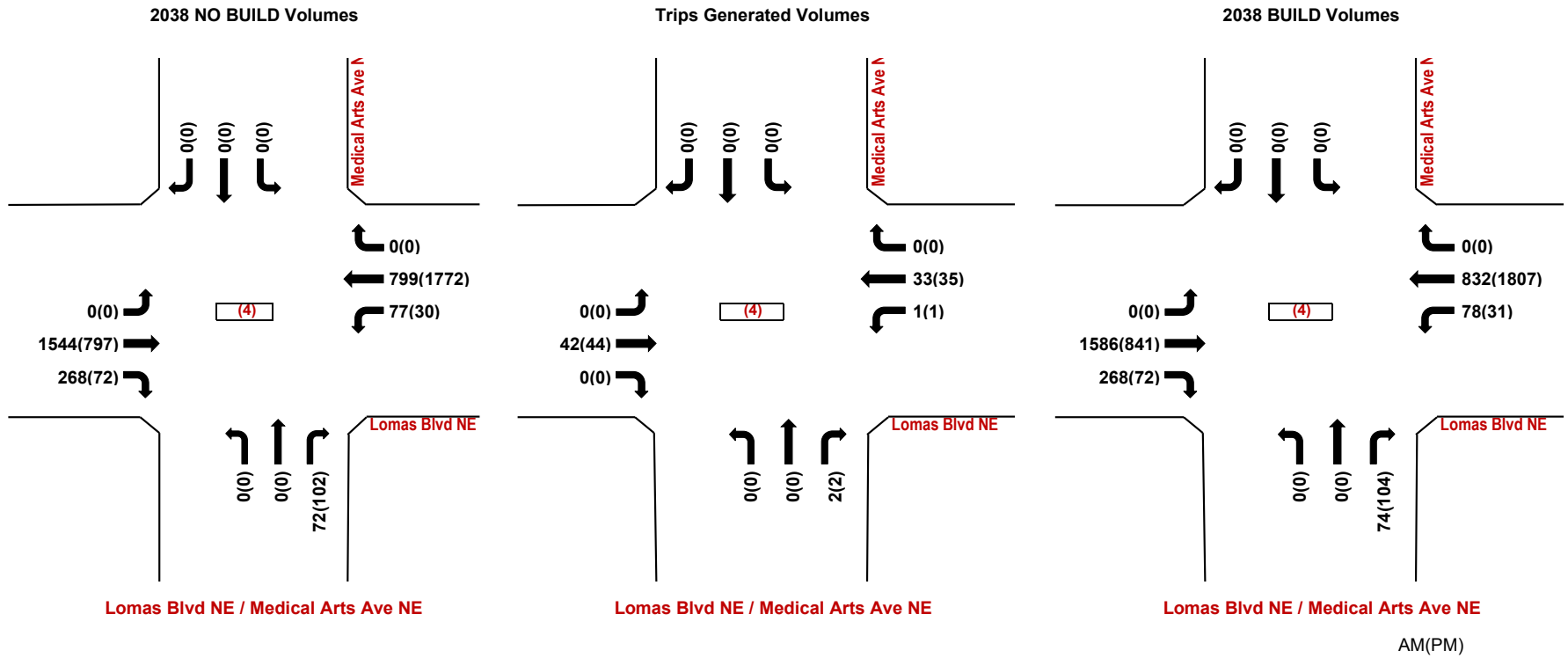
Number of Commercial Trips Generated
 Entering: 90 A.M., 93 P.M.
 Exiting: 71 A.M., 74 P.M.
 100% Commercial Development

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
2025 AM Peak Hr. Volumes	0	1450	252	72	750	0	0	0	68	0	0	0
2025 PM Peak Hr. Volumes	0	748	68	28	1,664	0	0	0	96	0	0	0

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	1,702	822	68	0
2025 PM Link Volume	816	1,692	96	0
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.92%	0.21%	151.08%	#DIV/0!
2025-2040 PM Growth Rates	0.87%	0.24%	89.79%	#DIV/0!
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:												
AM Pass-by Trips												
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Net AM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
PM Pass-by Trips												
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0	0	0	0	0	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0	0	0	0	0	0	0	0	0
Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips	Entering	Exiting										
	25	19	AM									
	32	26	PM									



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / Torc Dwy / Frtg Rd

INTERSECTION: E-W Street: **Lomas Blvd NE** (5)
 N-S Street: **Torc Dwy / Frtg Rd**

Year of Existing Counts: 2025
 Horizon Year: 2038

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,560	0	0	772	0	0	0	0	0	0	0
Background Traffic Growth	0	101	0	0	50	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,661	0	0	822	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	44	0	0	35	0	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	1,705	0	0	857	0	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,705	0	0	857	0	0	0	0	0	0	0

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	888	0	0	1,692	0	0	0	0	0	0	0
Background Traffic Growth	0	58	0	0	110	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	946	0	0	1,802	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	49.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	46	0	0	36	0	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	992	0	0	1,838	0	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	992	0	0	1,838	0	0	0	0	0	0	0

Number of Commercial Trips Generated

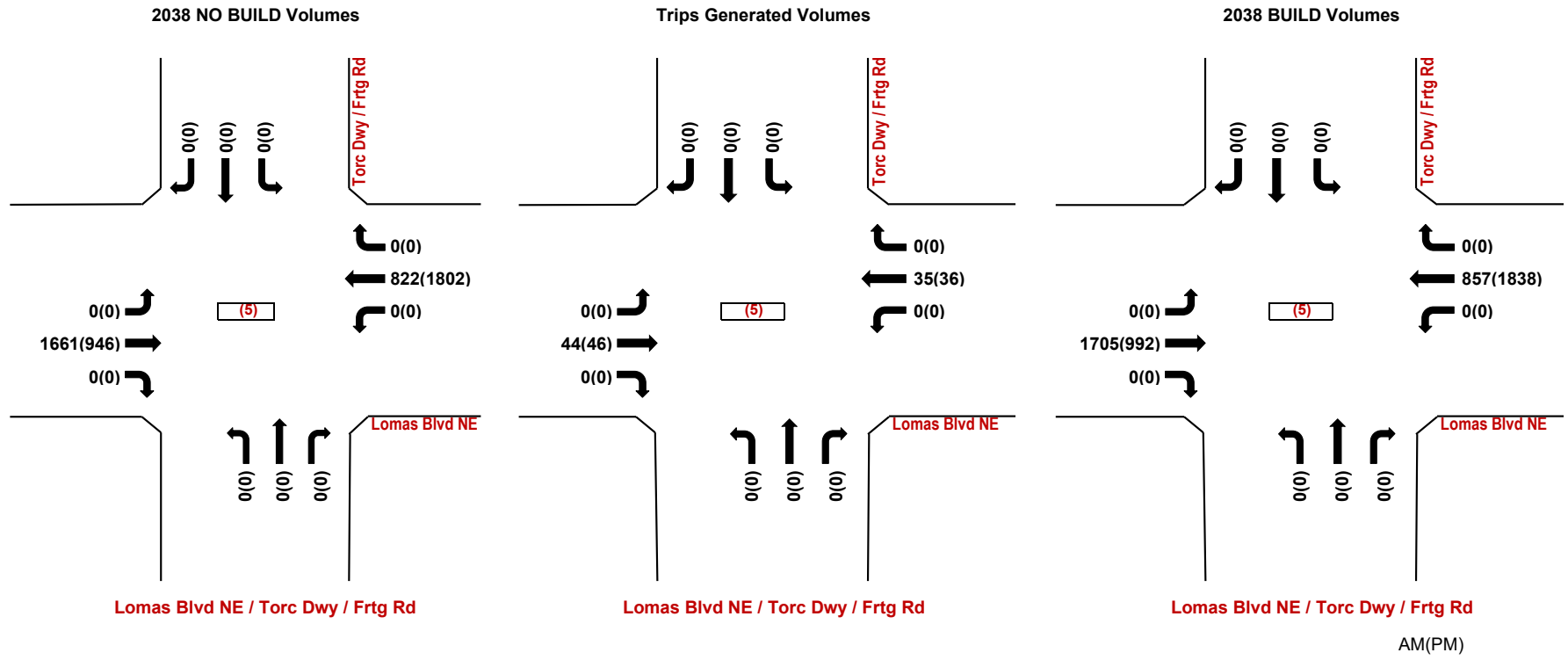
Entering	90	71	A.M.	100% Commercial Development
Exiting	93	74	P.M.	

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Torc Dwy / Frtg Rd)			Southbound (Torc Dwy / Frtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025 AM Peak Hr. Volumes	0	1560	0	0	772	0	0	0	0	0	0	0
2025 PM Peak Hr. Volumes	0	888	0	0	1,692	0	0	0	0	0	0	0

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	1,560	772	0	0
2025 PM Link Volume	888	1,692	0	0
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.39%	0.66%	#DIV/0!	#DIV/0!
2025-2040 PM Growth Rates	0.26%	0.24%	#DIV/0!	#DIV/0!
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:				
AM Pass-by Trips				
Percent Entering	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0
Net AM Passby Trips	0	0	0	0
PM Pass-by Trips				
Percent Entering	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0
Net PM Passby Trips	0	0	0	0
Pass-by Trips	Entering	Exiting		
	25	19	AM	
	32	26	PM	



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068

Projected Turning Movements Worksheet
Lomas Blvd NE / West Dwy / Legion Rd

INTERSECTION : E-W Street: **Lomas Blvd NE** (6)
N-S Street: **West Dwy / Legion Rd**

Year of Existing Counts 2025
Horizon Year 2038

Growth Rates 0.50% 0.50% 0.50% 0.50%

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	1,540	0	4	756	4	4	0	0	8	0	12
Background Traffic Growth	1	100	0	0	49	0	0	0	0	1	0	1
Subtotal (NO BUILD - A.M.)	21	1,640	0	4	805	4	4	0	0	9	0	13
Percent Commercial Trips Generated(Entering)	0.00%	19.00%	30.00%	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	17	27	19	17	0	18	0	18	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	21	1,657	27	23	822	4	22	0	18	9	0	13
Pass-by Trip Adjustments	0	-3	10	3	-4	0	2	0	8	0	0	0
Total AM Peak Hour BUILD Volumes	21	1,654	37	26	818	4	24	0	26	9	0	13

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	872	4	0	1,652	4	0	0	8	4	0	40
Background Traffic Growth	1	57	0	0	107	0	0	0	1	0	0	3
Subtotal (NO BUILD - P.M.)	13	929	4	0	1,759	4	0	0	9	4	0	43
Percent Commercial Trips Generated(Entering)	0.00%	19.00%	30.00%	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	18	28	20	18	0	19	0	19	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	13	947	32	20	1,777	4	19	0	28	4	0	43
Pass-by Trip Adjustments	0	0	8	8	-9	0	7	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	13	947	40	28	1,768	4	26	0	35	4	0	43

Number of Commercial Trips Generated
 Entering 90 71 A.M. 100% Commercial Development
 Exiting 93 74 P.M.

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
2025 AM Peak Hr. Volumes	20	1540	0	4	756	4	4	0	0	8	0	12
2025 PM Peak Hr. Volumes	12	872	4	0	1,652	4	0	0	8	4	0	40

MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count

2025 AM Link Volume	1,560	764	4	20
2025 PM Link Volume	888	1,656	8	44

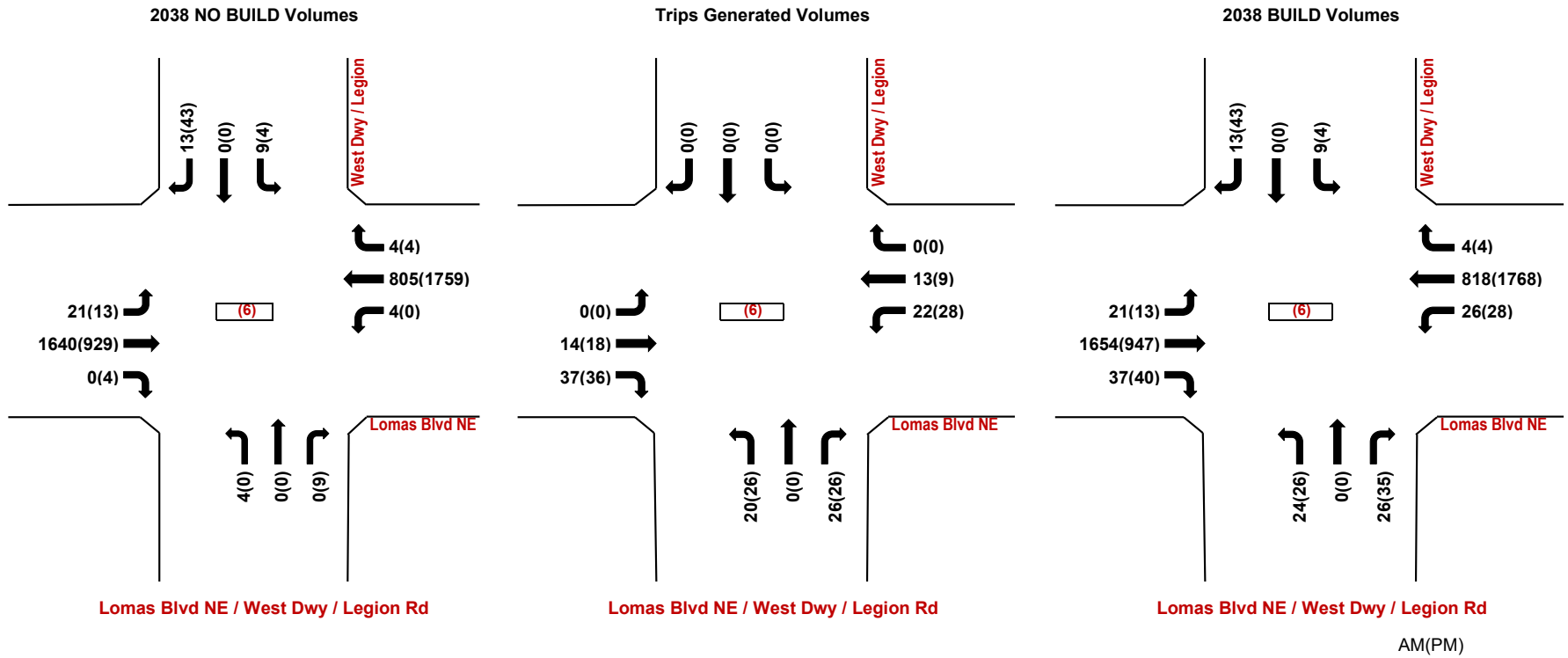
Based on MRCOG Model (2040 Data Set)

2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534

Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.39%	0.73%	#####	252.33%
2025-2040 PM Growth Rates	0.26%	0.39%	#####	225.76%
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
AM Pass-by Trips												
Percent Entering	0.00%	-13.00%	40.00%	11.00%	-33.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	-3	10	3	-8	0	0	0	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%	22.00%	0.00%	11.00%	0.00%	40.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0	4	0	2	0	8	0	0	0
Net AM Passby Trips	0	-3	10	3	-4	0	2	0	8	0	0	0
PM Pass-by Trips												
Percent Entering	0.00%	0.00%	25.00%	25.00%	-50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	0	8	8	-16	0	0	0	0	0	0	0
Percent Exiting	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%
Volume Exiting	0	0	0	0	7	0	7	0	7	0	0	0
Net PM Passby Trips	0	0	8	8	-9	0	7	0	7	0	0	0
Entering												
Exiting												
Pass-by Trips	25	19 AM										
	32	26 PM										



LOBO PLAZA (1300 Lomas Blvd NE) - 2025068
 Projected Turning Movements Worksheet
Lomas Blvd NE / East Dwy

INTERSECTION: E-W Street: **Lomas Blvd NE** (7)
 N-S Street: **East Dwy**

Year of Existing Counts: 2025
 Horizon Year: 2038

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,550	0	0	752	0	0	0	0	0	0	4
Background Traffic Growth	0	101	0	0	49	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	1,651	0	0	801	0	0	0	0	0	0	4
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	19.00%	30.00%	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%	26.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	18	17	27	19	0	17	0	18	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	1,669	17	27	820	0	17	0	18	0	0	4
Pass-by Trip Adjustments	0	-9	7	6	-3	0	4	0	5	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,660	24	33	817	0	21	0	23	0	0	4

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	900	0	0	1,648	0	0	0	0	0	0	12
Background Traffic Growth	0	59	0	0	107	0	0	0	0	0	0	1
Subtotal (NO BUILD - P.M.)	0	959	0	0	1,755	0	0	0	0	0	0	13
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	19.00%	30.00%	21.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	24.00%	0.00%	26.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	19	18	28	20	0	18	0	19	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	978	18	28	1,775	0	18	0	19	0	0	13
Pass-by Trip Adjustments	0	-9	8	8	0	0	7	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	0	969	26	36	1,775	0	25	0	26	0	0	13

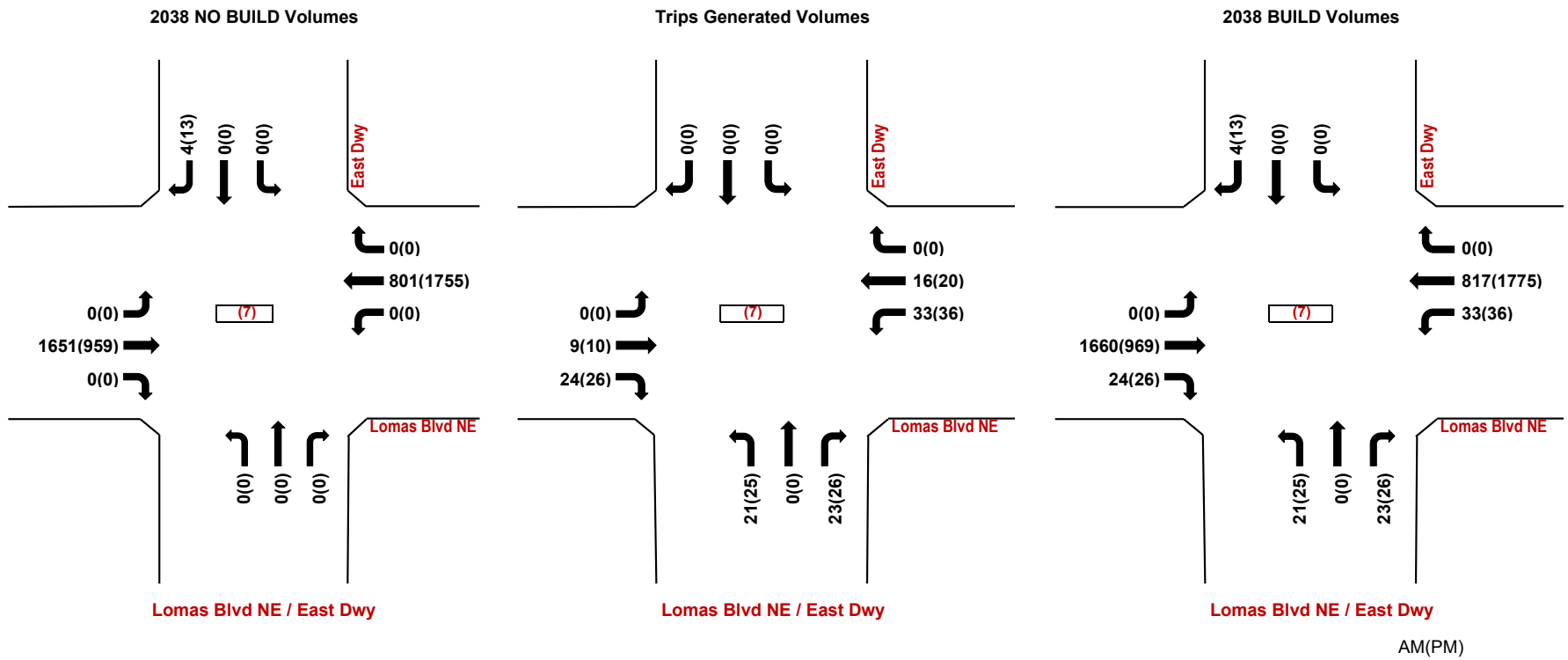
Number of Commercial Trips Generated: Entering 90, Exiting 71 A.M. 100% Commercial Development
 Entering 93, Exiting 74 P.M.

	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
2025 AM Peak Hr. Volumes	0	1550	0	0	752	0	0	0	0	0	4	
2025 PM Peak Hr. Volumes	0	900	0	0	1,648	0	0	0	0	0	12	

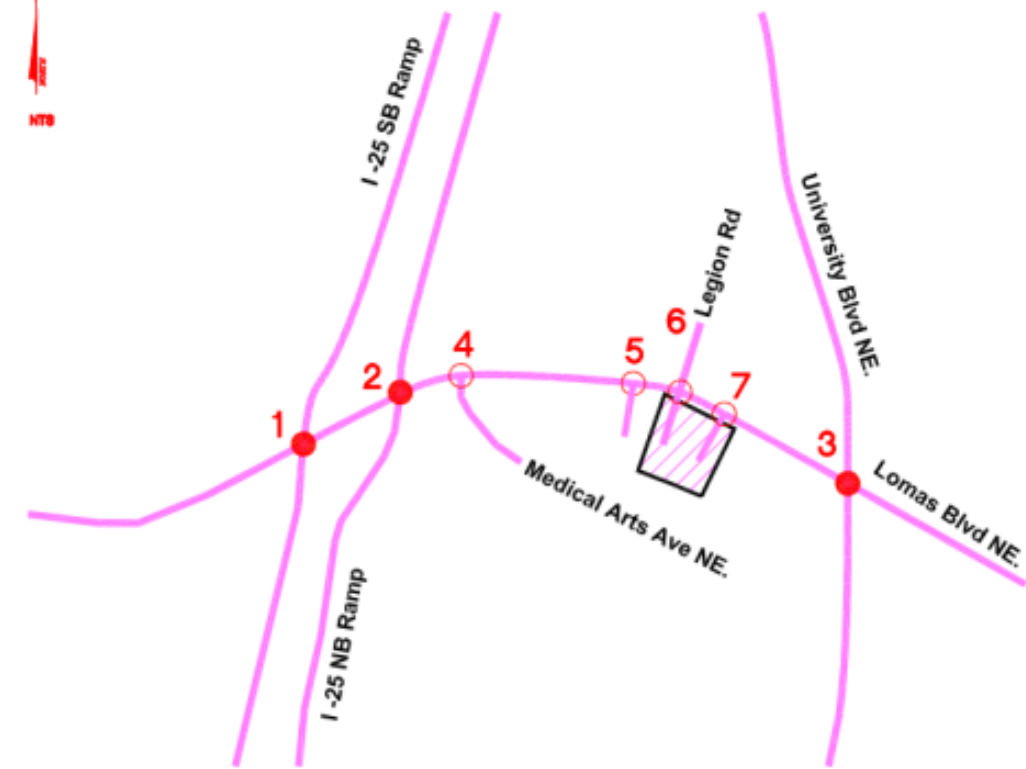
MRCOG Forecast Volumes Worksheet

Based on 2025 Traffic Count				
2025 AM Link Volume	1,550	752	0	4
2025 PM Link Volume	900	1,648	0	12
Based on MRCOG Model (2040 Data Set)				
2016 AM Link Volume	370	327	1248	1049
2016 PM Link Volume	313	1024	1058	1246
2040 AM Link Volume	1468	848	1609	777
2040 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2040 Forecasts				
2025-2040 AM Growth Rates	-0.35%	0.85%	#DIV/0!	#####
2025-2040 PM Growth Rates	0.17%	0.42%	#DIV/0!	845.56%
Growth Rate to Apply to 2016 Model Volumes to Match 2025 Forecasts				
2016-2040 AM Growth Rates	12.36%	6.64%	1.21%	-1.08%
2016-2040 PM Growth Rates	8.12%	2.97%	1.30%	0.96%

Pass-by Trip Calculations:												
AM Pass-by Trips												
	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
Percent Entering	0.00%	-67.00%	27.00%	22.00%	-11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	-17	7	6	-3	0	0	0	0	0	0	0
Percent Exiting	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	22.00%	0.00%	27.00%	0.00%	0.00%	0.00%
Volume Exiting	0	8	0	0	0	0	4	0	5	0	0	0
Net AM Passby Trips	0	-9	7	6	-3	0	4	0	5	0	0	0
PM Pass-by Trips												
Percent Entering	0.00%	-50.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	-16	8	8	0	0	0	0	0	0	0	0
Percent Exiting	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	25.00%	0.00%	0.00%	0.00%
Volume Exiting	0	7	0	0	0	0	7	0	7	0	0	0
Net PM Passby Trips	0	-9	8	8	0	0	7	0	7	0	0	0
Pass-by Trips	Entering 25	Exiting 19	AM									
	32	26	PM									



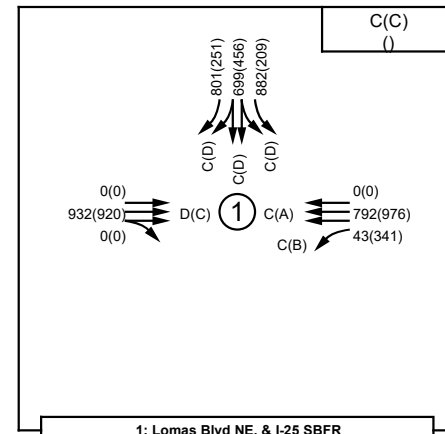
Lobo Plaza
1300 Lomas Blvd NE
Intersection Map



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

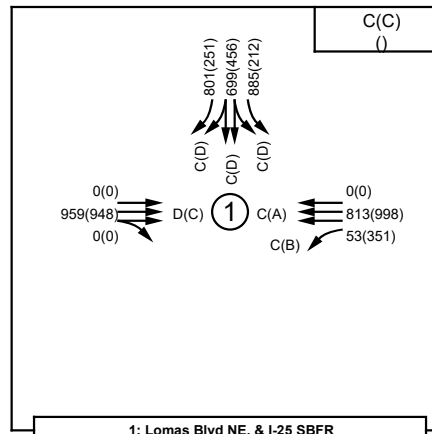
Tierra West, LLC
 5571 Midway Park Pl, NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)

2038 NO BUILD - SIGNALIZED
EXISTING GEOMETRY



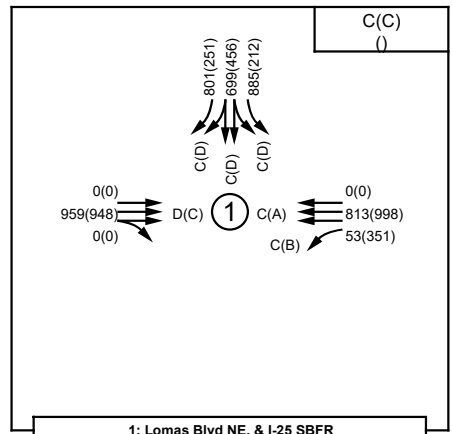
1: Lomas Blvd NE. & I-25 SBFR

2038 BUILD - SIGNALIZED
EXISTING GEOMETRY

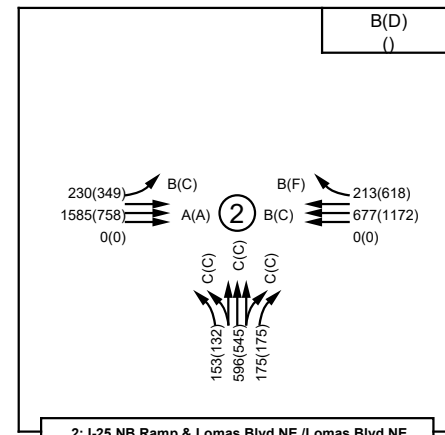


1: Lomas Blvd NE. & I-25 SBFR

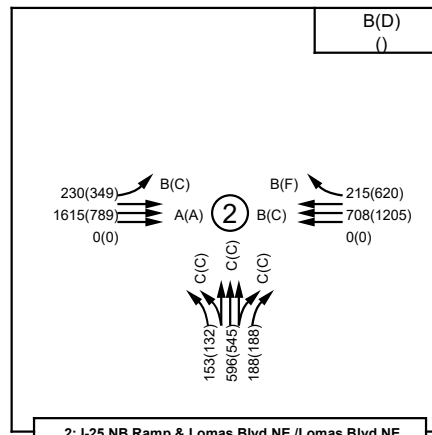
2038 BUILD MITIGATED - SIGNALIZED
EXISTING GEOMETRY



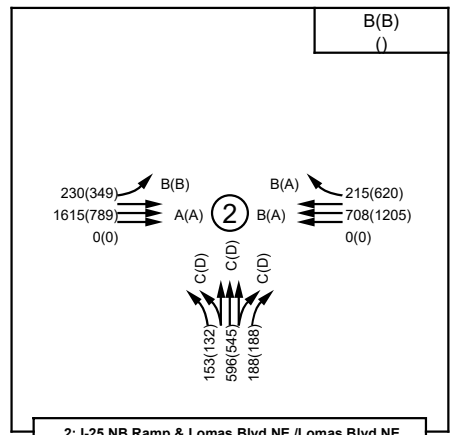
1: Lomas Blvd NE. & I-25 SBFR



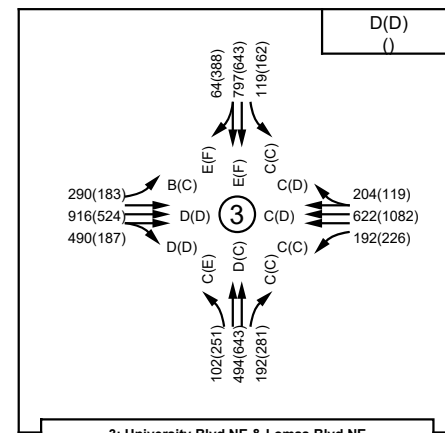
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



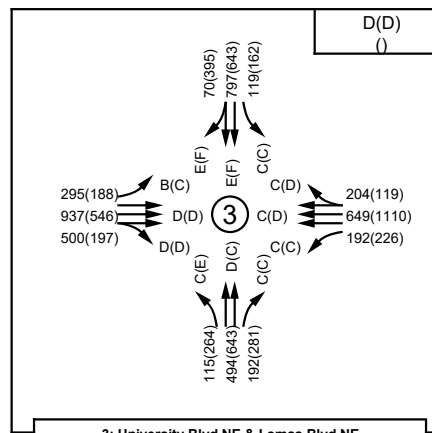
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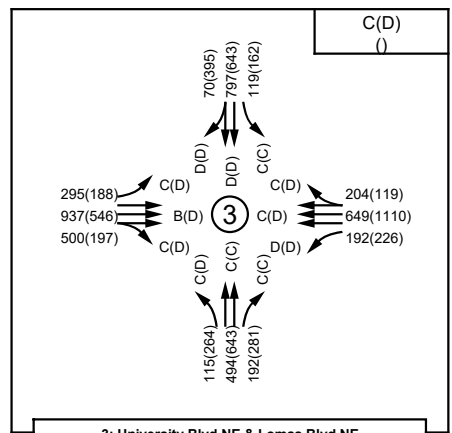
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



3: University Blvd NE & Lomas Blvd NE



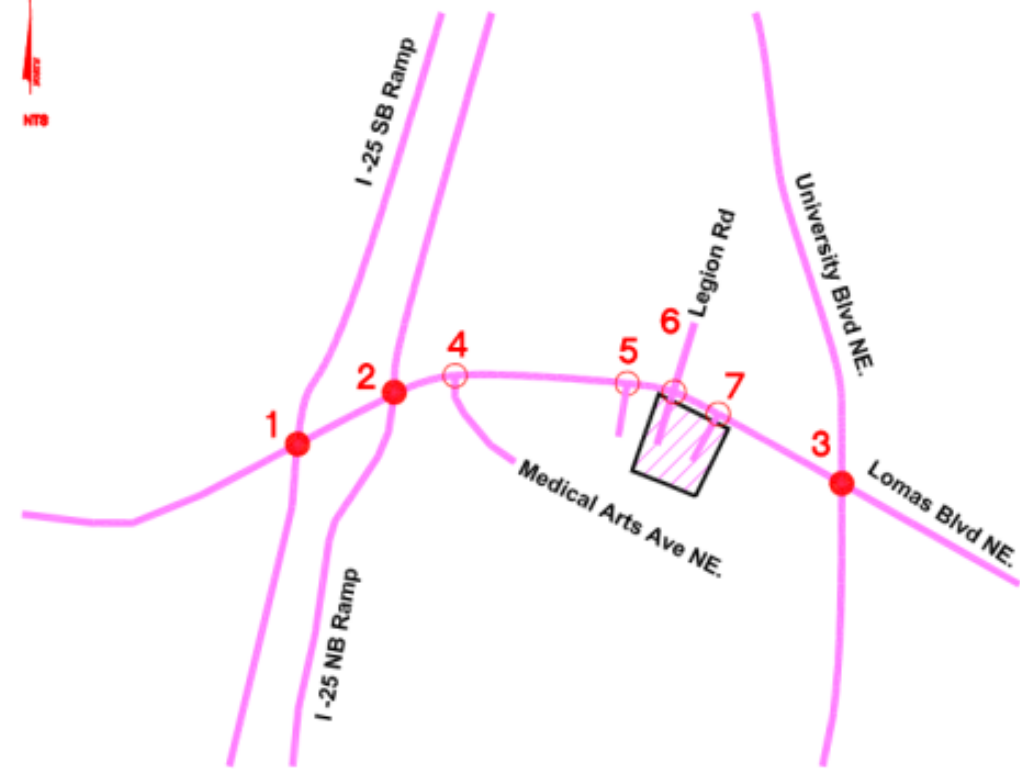
3: University Blvd NE & Lomas Blvd NE



3: University Blvd NE & Lomas Blvd NE

2025068 - Lobo Plaza
 1300 Lomas Blvd NE, Albuquerque, NM
 LOS / Volume Analysis Map

Lobo Plaza
 1300 Lomas Blvd NE
 Intersection Map



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

Tierra West, LLC
 5571 Midway Park Pl, NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)

2038 NO BUILD - UNSIGNALIZED
 EXISTING GEOMETRY

2038 BUILD - UNSIGNALIZED
 EXISTING GEOMETRY

2038 BUILD MITIGATED - UNSIGNALIZED
 EXISTING GEOMETRY

<p>4: Medical Arts Ave NE & Lomas Blvd NE</p>	<p>4: Medical Arts Ave NE & Lomas Blvd NE</p>	<p>NO MITIGATIONS RECOMMENDED</p> <p>4: Medical Arts Ave NE & Lomas Blvd NE</p>
<p>5: Torc DWY / Frontage Rd & Lomas Blvd NE</p>	<p>5: Torc DWY / Frontage Rd & Lomas Blvd NE</p>	<p>NO MITIGATIONS RECOMMENDED</p> <p>5: Torc DWY / Frontage Rd & Lomas Blvd NE</p>
<p>6: West DWY - Lobo Pl/Legion Rd & Lomas Blvd NE</p>	<p>6: West DWY - Lobo Pl/Legion Rd & Lomas Blvd NE</p>	<p>NO MITIGATIONS RECOMMENDED</p> <p>6: West DWY - Lobo Pl/Legion Rd & Lomas Blvd NE</p>
<p>7: East DWY - Lobo Pl & Lomas Blvd NE</p>	<p>7: East DWY - Lobo Pl & Lomas Blvd NE</p>	<p>NO MITIGATIONS RECOMMENDED</p> <p>7: East DWY - Lobo Pl & Lomas Blvd NE</p>

2025068 - Lobo Plaza
 1300 Lomas Blvd NE, Albuquerque, NM
 LOS / Volume Analysis Map

AM(PM)

HCS Results Summary Sheet

1: Lomas Blvd NE & I-25 SB Ramp

2038 Conditions (HCS Results)

Lomas Blvd NE

I-25 SB Ramp

Signalized

1: Lomas Blvd NE & I-25 SB Ramp	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 SB Ramp)			SB (I-25 SB Ramp)		
2038 Conditions (HCS Results)	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	3>	0	1	3	0	0	0	0	1	<2>	1
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	0	932	0	43	792	0	0	0	0	882	699	801
V/C Ratio	0.00	0.47	0.00	0.12	0.28	0.00				1.12	0.42	1.14
Level-of-Service		C		C	B					F	C	F
Control Delay (Seconds)		28.3		21.6	11.9					101.0	21.6	111.4
Intersection LOS (HCS Result)	E - 57.2											
95th Percentile Queue (veh)	0.0	10.5	0.0	1.1	3.8	0.0				48.7	10.2	47.0
2038 BUILD - SIGNALIZED Volumes	0	959	0	53	813	0	0	0	0	885	699	801
V/C Ratio	0.00	0.49	0.00	0.15	0.29	0.00				1.12	0.42	1.14
Level-of-Service		C		C	B					F	C	F
Control Delay (Seconds)		28.5		22.0	12.1					102.5	21.6	111.4
Intersection LOS (HCS Result)	E - 57.1											
95th Percentile Queue (veh)	0.0	10.8	0.0	1.4	4.0	0.0				49.2	10.2	47.0
Mitigate Lane Geometry	0	3>	0	1	3	0	0	0	0	1	<2>	1
2038 BUILD MITIGATED - SIGNALIZED Volumes	0	959	0	53	813	0	0	0	0	885	699	801
V/C Ratio	0.00	0.76	0.00	0.29	0.50	0.00				0.86	0.32	0.88
Level-of-Service		D		D	D					C	B	C
Control Delay (Seconds)		44.0		35.5	35.5					28.7	12.2	31.1
Intersection LOS (HCS Result)	C - 27.5											
95th Percentile Queue (veh)	0.0	13.2	0.0	2.2	12.6	0.0				27.1	7.7	25.8

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes	0	920	0	341	976	0	0	0	0	209	456	251
V/C Ratio	0.00	0.63		0.54	0.26	0.00				0.49	0.51	0.66
Level-of-Service		C		B	A					D	D	D
Control Delay (Seconds)		21.5		15.9	2.7					43.1	41.4	49.8
Intersection LOS (HCS Result)	C - 22.4											
95th Percentile Queue (veh)	0.0	9.5	0.0	6.8	1.7	0.0				9.6	10.0	12.0
2038 BUILD - SIGNALIZED Volumes	0	948	0	351	998	0	0	0	0	212	456	251
V/C Ratio	0.00	0.37		0.56	0.27					0.50	0.51	0.66
Level-of-Service		C		B	A					D	D	D
Control Delay (Seconds)		21.6		16.5	3.3					43.3	41.4	49.8
Intersection LOS (HCS Result)	C - 22.5											
95th Percentile Queue (veh)	0.0	9.7	0.0	6.9	2.1	0.0				9.8	10.0	12.0

HCS Results Summary Sheet

2: Lomas Blvd NE & I-25 NB Ramp

2038 Conditions (HCS Results)

Lomas Blvd NE

I-25 NB Ramp

Signalized

2: Lomas Blvd NE & I-25 NB Ramp 2038 Conditions (HCS Results)	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (I-25 NB Ramp)			SB (I-25 NB Ramp)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3	0	0	3	1	1	<3>	1	0	0	0
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	230	1,585	0	0	677	213	153	596	175	0	0	0
V/C Ratio	0.37	0.48			0.33	0.33	0.31	0.38	0.40			
Level-of-Service	B	B			C	C	C	C	C			
Control Delay (Seconds)	13.7	19.7			22.6	23.6	32.7	32.5	34.5			
Intersection LOS (HCS Result)	C - 23.6											
95th Percentile Queue (veh)	4.7	13.8			7.2	7.1	6.1	7.7	7.2			
2038 BUILD - SIGNALIZED Volumes	230	1,615	0	0	708	215	153	596	188	0	0	0
V/C Ratio	0.37	0.51			0.34	0.33	0.31	0.38	0.42			
Level-of-Service	B	C			C	C	C	C	C			
Control Delay (Seconds)	13.9	20.0			22.8	23.6	32.7	32.5	35.2			
Intersection LOS (HCS Result)	C - 23.8											
95th Percentile Queue (veh)	4.7	14.0			7.5	7.1	6.1	7.7	7.8			

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes	349	758	0	0	1,172	618	132	545	175	0	0	0
V/C Ratio	0.49	0.20			0.58	0.98	0.49	0.64	0.73			
Level-of-Service	C	A			C	E	D	D	D			
Control Delay (Seconds)	27.3	8.9			29.3	67.4	48.0	48.6	52.8			
Intersection LOS (HCS Result)	D - 35.7											
95th Percentile Queue (veh)	17.6	6.2			13.7	30.6	6.6	8.8	9.0			
2038 BUILD - SIGNALIZED Volumes	349	789	0	0	1,205	620	132	545	188	0	0	0
V/C Ratio	0.76	0.26			0.60	0.99	0.26	0.34	0.41			
Level-of-Service	D	B			C	E	C	C	D			
Control Delay (Seconds)	38.4	14.8			29.7	68.2	33.7	33.9	36.9			
Intersection LOS (HCS Result)	C - 34.7											
95th Percentile Queue (veh)	11.4	7.8			14.1	30.8	5.6	7.6	8.3			
Mitigate Lane Geometry	1	3	0	0	3	1	1	<3>	1	0	0	0
2038 BUILD MITIGATED - SIGNALIZED Volumes	349	789	0	0	1,205	620	132	545	188	0	0	0
V/C Ratio	0.94	0.23			0.39	0.64	0.37	0.49	0.60			
Level-of-Service	D	A			B	B	D	D	D			
Control Delay (Seconds)	54.7	8.1			11.9	17.8	44.5	44.1	51.8			
Intersection LOS (HCS Result)	C - 23.6											
95th Percentile Queue (veh)	16.6	5.1			8.9	16.1	6.6	8.5	9.7			

Synchro Results Summary Sheet

3: Lomas Blvd NE & University Blvd NE

2038 Conditions

Lomas Blvd NE

University Blvd NE

Signalized

3: Lomas Blvd NE & University Blvd NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (University Blvd NE)			SB (University Blvd NE)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	290	916	490	192	622	204	102	494	192	119	797	64
V/C Ratio	0.64	0.63	0.72	0.73	0.40	0.41	0.56	0.56	0.37	0.43	0.93	0.93
Level-of-Service	B	D	D	C	C	C	C	D	C	C	E	E
Control Delay (Seconds)	19.1	40.8	47.3	27.4	23.9	25.0	33.8	38.5	29.9	29.6	68.6	68.1
Intersection LOS	D - 40.6											
95th Percentile Queue (veh)	8.0	19.0	21.3	5.4	8.8	9.0	3.7	10.0	7.3	4.2	20.8	21.2
2038 BUILD - SIGNALIZED Volumes	295	937	500	192	649	204	115	494	192	119	797	70
V/C Ratio	0.66	0.64	0.74	0.74	0.41	0.42	0.61	0.56	0.37	0.43	0.97	0.97
Level-of-Service	B	D	D	C	C	C	C	D	C	C	E	E
Control Delay (Seconds)	19.8	41.3	48.1	28.2	24.2	25.3	34.3	38.5	29.9	29.6	75.5	75.1
Intersection LOS	D - 42.2											
95th Percentile Queue (veh)	8.1	19.4	21.8	5.4	9.1	9.3	4.2	10.0	7.3	4.2	21.9	22.3
Mitigate Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
2038 BUILD MITIGATED - SIGNALIZED Volumes	295	937	500	192	649	204	115	494	192	119	797	70
V/C Ratio	0.70	0.72	0.83	0.74	0.51	0.52	0.50	0.45	0.32	0.37	0.77	0.77
Level-of-Service	C	B	C	D	C	C	C	C	C	C	D	D
Control Delay (Seconds)	20.4	13.3	22.9	35.1	31.6	33.6	27.9	31.4	25.0	24.5	44.0	43.8
Intersection LOS	C - 28.2											
95th Percentile Queue (veh)	7.4	6.7	9.3	7.2	10.3	10.7	3.7	9.1	6.6	3.8	17.2	17.5

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes	183	524	187	226	1,082	119	251	643	281	162	643	388
V/C Ratio	0.65	0.42	0.43	0.59	0.66	0.66	0.90	0.55	0.42	0.52	1.06	1.06
Level-of-Service	C	D	D	C	D	D	E	C	C	C	F	F
Control Delay (Seconds)	29.8	43.6	45.2	25.6	35.6	38.1	60.9	34.9	25.7	28.6	98.9	100.7
Intersection LOS	D - 50.9											
95th Percentile Queue (veh)	6.7	11.7	12.0	7.7	15.1	16.3	11.0	12.5	9.7	5.9	31.5	29.6
2038 BUILD - SIGNALIZED Volumes	188	546	197	226	1,110	119	264	643	281	162	643	395
V/C Ratio	0.68	0.45	0.46	0.61	0.69	0.69	0.91	0.54	0.41	0.51	1.07	1.07
Level-of-Service	C	D	D	C	D	D	E	C	C	C	F	F
Control Delay (Seconds)	31.4	44.7	46.5	27.0	37.3	40.3	63.5	34.1	24.9	28.4	101.4	103.2
Intersection LOS	D - 52.2											
95th Percentile Queue (veh)	7.0	12.3	12.5	7.8	15.8	17.1	11.6	12.3	9.6	5.9	32.0	30.1
Mitigate Lane Geometry	1	3>	0	1	3>	0	1	2	1	1	2>	0
2038 BUILD MITIGATED - SIGNALIZED Volumes	188	546	197	226	1,110	119	264	643	281	162	643	395
V/C Ratio	0.82	0.45	0.46	0.80	0.76	0.77	0.90	0.46	0.40	0.47	0.86	0.86
Level-of-Service	D	D	D	D	D	D	D	C	C	C	D	D
Control Delay (Seconds)	52.3	44.6	46.3	53.0	42.5	47.0	51.8	27.9	24.1	23.4	49.7	50.8
Intersection LOS	D - 42.7											
95th Percentile Queue (veh)	8.9	12.2	12.4	8.4	16.8	18.3	10.6	11.2	9.5	5.3	23.4	22.0

Synchro Results Summary Sheet

4: Lomas Blvd NE & Medical Arts Ave NE

2038 Conditions

Lomas Blvd NE

Medical Arts Ave NE

Unsignalized

4: Lomas Blvd NE & Medical Arts Ave NE	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Medical Arts Ave NE)			SB (Medical Arts Ave NE)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		3>	0	1	3		0		1			
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes		1,544	268	77	799		0		72			
V/C Ratio				0.28					0.10			
Level-of-Service				C					B			
Control Delay (Seconds)				23.4					10.5			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				1.1					0.3			
2038 BUILD - SIGNALIZED Volumes		1,586	268	78	832		0		74			
V/C Ratio				0.31					0.10			
Level-of-Service				D					B			
Control Delay (Seconds)				25.1					10.5			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				1.2					0.3			

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes		797	72	30	1,772		0		102			
V/C Ratio				0.07					0.21			
Level-of-Service				B					B			
Control Delay (Seconds)				13.6					14.4			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.2					0.8			
2038 BUILD - SIGNALIZED Volumes		841	72	31	1,807		0		104			
V/C Ratio				0.07					0.22			
Level-of-Service				B					B			
Control Delay (Seconds)				14.1					14.8			
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.2					0.8			

Synchro Results Summary Sheet

5: Torc DWY / Frontage Rd & Lomas Blvd NE

2028 Conditions

Lomas Blvd NE

Torc DWY / Frontage Rd

Unsignalized

5: Torc DWY / Frontage Rd & Lomas Blvd NE 2028 Conditions	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			Torc DWY / Frontage Rd			Torc DWY / Frontage Rd		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		3>	0	1	3		1>		0			
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes		1,661	0	0	822		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.0								
2038 BUILD - SIGNALIZED Volumes		1,705	0	0	857		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.0								

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes		946	0	0	1,802		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.0								
2038 BUILD - SIGNALIZED Volumes		992	0	0	1,838		0		0			
V/C Ratio												
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			0.0					
Intersection LOS	TWSC											
95th Percentile Queue (veh)				0.0			0.0					

Synchro Results Summary Sheet

6: Lomas Blvd NE & Legion Rd / West DWY

2038 Conditions

Lomas Blvd NE

Legion Rd / West DWY

Unsignalized

6: Lomas Blvd NE & Legion Rd / West DWY	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (Legion Rd / West DWY)			SB (Legion Rd / West DWY)		
	L	T	R	L	T	R	L	T	R	L	T	R
2038 Conditions												
Existing Lane Geometry	1	3>	0	1	3>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	21	1,640	0	4	805	4	4	0	0	9	0	13
V/C Ratio	0.03			0.01				0.02			0.04	
Level-of-Service	A			B				C			B	
Control Delay (Seconds)	9.9			12.5				21.3			10.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.0				0.1			0.1	
2038 BUILD - SIGNALIZED Volumes	21	1,654	37	26	818	4	24	0	26	9	0	13
V/C Ratio	0.03			0.06				0.14			0.04	
Level-of-Service	A			B				C			B	
Control Delay (Seconds)	10.0			13.5				17.0			11.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.2				0.5			0.1	

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes	13	929	4	0	1,759	4	0	0	9	4	0	43
V/C Ratio	0.08			0.00				0.02			0.25	
Level-of-Service	D			A				B			D	
Control Delay (Seconds)	29.0			0.0				12.9			30.6	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.3			0.0				0.1			1.0	
2038 BUILD - SIGNALIZED Volumes	13	947	40	28	1,768	4	26	0	35	4	0	43
V/C Ratio	0.08			0.07				0.29			0.27	
Level-of-Service	D			B				D			D	
Control Delay (Seconds)	29.3			14.8				29.1			32.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.3			0.2				1.2			1.0	

Synchro Results Summary Sheet

7: Lomas Blvd NE & East DWY

2038 Conditions

Lomas Blvd NE

East DWY

Unsignalized

7: Lomas Blvd NE & East DWY	EB (Lomas Blvd NE)			WB (Lomas Blvd NE)			NB (East DWY)			SB (East DWY)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	3>	0	1	3>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD - SIGNALIZED Volumes	0	1,651	0	0	801	0	0	0	0	0	0	4
V/C Ratio											0.01	
Level-of-Service	A			A				A			A	
Control Delay (Seconds)	0.0			0.0				0.0			9.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0							0.0	
2038 BUILD - SIGNALIZED Volumes	0	1,660	24	33	817	0	21	0	23	0	0	4
V/C Ratio				0.07				0.11			0.01	
Level-of-Service	A			B				C			A	
Control Delay (Seconds)	0.0			13.6				15.6			9.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.2				0.4			0.0	

PM Peak Hour

2038 NO BUILD - SIGNALIZED Volumes	0	959	0	0	1,755	0	0	0	0	0	0	13
V/C Ratio											0.05	
Level-of-Service	A			A				A			C	
Control Delay (Seconds)	0.0			0.0				0.0			20.3	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0							0.2	
2038 BUILD - SIGNALIZED Volumes	0	969	26	36	1,775	0	25	0	26	0	0	13
V/C Ratio				0.09				0.24			0.05	
Level-of-Service	A			C				D			C	
Control Delay (Seconds)	0.0			15.1				26.9			20.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.3				0.9			0.2	

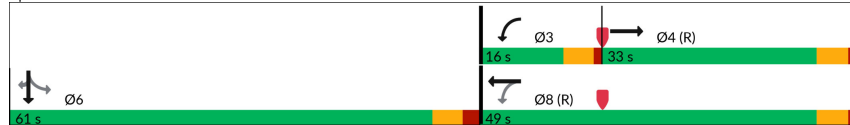
Timings
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	→	↖	←	↙	↓	↘
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖↖	↑
Traffic Volume (vph)	888	41	755	840	666	763
Future Volume (vph)	888	41	755	840	666	763
Turn Type	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	4	3	8		6	
Permitted Phases		8		6		6
Detector Phase	4	3	8	6	6	6
Switch Phase						
Minimum Initial (s)	16.0	3.0	16.0	8.0	8.0	8.0
Minimum Split (s)	23.0	9.5	31.0	49.0	49.0	49.0
Total Split (s)	33.0	16.0	49.0	61.0	61.0	61.0
Total Split (%)	30.0%	14.5%	44.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	Max	C-Max	Max	Max	Max

Intersection Summary	
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	58 (53%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated

Splits and Phases: 1: Lomas Blvd NE, & I-25 SBFR



2028AN - 2025068 - Lobo Plaza, Lomas Blvd NE
2028 AM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2028.syn

HCM 7th Signalized Intersection Summary
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	↖	→	↙	↖	←	↖	↙	↘	↓	↘	↙	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖↖	↑
Traffic Volume (veh/h)	0	888	0	41	755	0	0	0	0	840	666	763
Future Volume (veh/h)	0	888	0	41	755	0	0	0	0	840	666	763
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No					No						
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	888	0	41	755	0				560	1439	509
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh. %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1289		302	2026	0				884	1856	786
Arrive On Green	0.00	0.25	0.00	0.10	0.40	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	5400	0	1767	5233	0				1767	3711	1572
Grp Volume(v), veh/h	0	888	0	41	755	0				560	1439	509
Grp Sat Flow(s), veh/h/ln	0	1689	0	1767	1689	0				1767	1856	1572
Q Serve(g_s), s	0.0	17.4	0.0	1.6	11.6	0.0				25.5	34.8	26.3
Cycle Q Clear(g_c), s	0.0	17.4	0.0	1.6	11.6	0.0				25.5	34.8	26.3
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1289		302	2026	0				884	1856	786
V/C Ratio(X)	0.00	0.69		0.14	0.37	0.00				0.63	0.78	0.65
Avail Cap(c_a), veh/h	0	1289		302	2026	0				884	1856	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.93	0.93	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	37.1	0.0	24.0	23.3	0.0				20.1	22.5	20.3
Incr Delay (d2), s/veh	0.0	3.0	0.0	0.9	0.5	0.0				3.5	3.2	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	11.9	0.0	1.3	8.0	0.0				16.2	21.5	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	40.1	0.0	24.9	23.8	0.0				23.6	25.7	24.4
LnGrp LOS		D		C	C					C	C	C
Approach Vol, veh/h		888			796							2508
Approach Delay, s/veh		40.1			23.8							25.0
Approach LOS		D			C							C
Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		16.0	33.0		61.0		49.0					
Change Period (Y+Rc), s		5.0	5.0		6.0		5.0					
Max Green Setting (Gmax), s		11.0	28.0		55.0		44.0					
Max Q Clear Time (g_c+1), s		3.6	19.4		36.8		13.6					
Green Ext Time (p_c), s		0.0	3.8		13.5		5.7					

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

2028AN - 2025068 - Lobo Plaza, Lomas Blvd NE
2028 AM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2028.syn

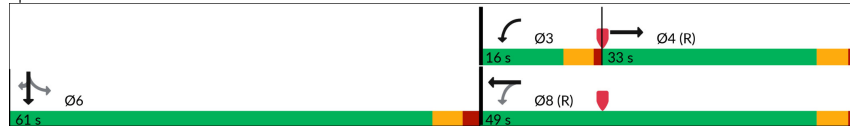
Timings
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	→	↖	←	↙	↓	↘
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖	↑
Traffic Volume (vph)	915	51	776	843	666	763
Future Volume (vph)	915	51	776	843	666	763
Turn Type	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	4	3	8		6	
Permitted Phases		8		6		6
Detector Phase	4	3	8	6	6	6
Switch Phase						
Minimum Initial (s)	16.0	3.0	16.0	8.0	8.0	8.0
Minimum Split (s)	23.0	9.5	31.0	49.0	49.0	49.0
Total Split (s)	33.0	16.0	49.0	61.0	61.0	61.0
Total Split (%)	30.0%	14.5%	44.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Lomas Blvd NE, & I-25 SBFR



2028AB - 2025068 - Lobo Plaza, Lomas Blvd NE
2028 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2028.syn

HCM 7th Signalized Intersection Summary
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	↖	→	↙	↖	←	↙	↖	↖	↖	↖	↖	↖	↖	↖
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↑		
Traffic Volume (veh/h)	0	915	0	51	776	0	0	0	0	843	666	763		
Future Volume (veh/h)	0	915	0	51	776	0	0	0	0	843	666	763		
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0		
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Work Zone On Approach	No			No						No				
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856		
Adj Flow Rate, veh/h	0	915	0	51	776	0				562	1441	509		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Percent Heavy Veh. %	0	3	3	3	3	0				3	3	3		
Cap, veh/h	0	1289		297	2026	0				884	1856	786		
Arrive On Green	0.00	0.25	0.00	0.10	0.40	0.00				0.50	0.50	0.50		
Sat Flow, veh/h	0	5400	0	1767	5233	0				1767	3711	1572		
Grp Volume(v), veh/h	0	915	0	51	776	0				562	1441	509		
Grp Sat Flow(s), veh/h/ln	0	1689	0	1767	1689	0				1767	1856	1572		
Q Serve(g_s), s	0.0	18.1	0.0	2.1	11.9	0.0				25.6	34.9	26.3		
Cycle Q Clear(g_c), s	0.0	18.1	0.0	2.1	11.9	0.0				25.6	34.9	26.3		
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00		
Lane Grp Cap(c), veh/h	0	1289		297	2026	0				884	1856	786		
V/C Ratio(X)	0.00	0.71		0.17	0.38	0.00				0.64	0.78	0.65		
Avail Cap(c_a), veh/h	0	1289		297	2026	0				884	1856	786		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	0.00	0.92	0.92	0.00				1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	37.3	0.0	24.3	23.4	0.0				20.2	22.5	20.3		
Incr Delay (d2), s/veh	0.0	3.3	0.0	1.2	0.5	0.0				3.5	3.3	4.1		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.0	12.3	0.0	1.7	8.2	0.0				16.3	21.6	15.2		
Unsig. Movement Delay, s/veh														
LnGrp Delay(d), s/veh	0.0	40.6	0.0	25.4	23.9	0.0				23.6	25.7	24.4		
LnGrp LOS		D		C	C					C	C	C		
Approach Vol, veh/h		915			827							2512		
Approach Delay, s/veh		40.6			24.0							25.0		
Approach LOS		D			C							C		
Timer - Assigned Phs		3		4		6			8					
Phs Duration (G+Y+Rc), s		16.0		33.0		61.0			49.0					
Change Period (Y+Rc), s		5.0		5.0		6.0			5.0					
Max Green Setting (Gmax), s		11.0		28.0		55.0			44.0					
Max Q Clear Time (g_c+I1), s		4.1		20.1		36.9			13.9					
Green Ext Time (p_c), s		0.0		3.7		13.5			5.9					

Intersection Summary
 HCM 7th Control Delay, s/veh: 28.2
 HCM 7th LOS: C
Notes
 User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

2028AB - 2025068 - Lobo Plaza, Lomas Blvd NE
2028 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2028.syn

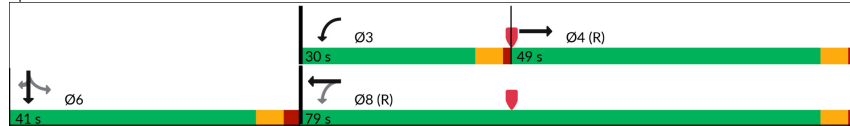
Timings
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	→	↖	←	↙	↓	↘
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖	↑
Traffic Volume (vph)	877	325	930	199	434	240
Future Volume (vph)	877	325	930	199	434	240
Turn Type	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	4	3	8		6	
Permitted Phases		8		6		6
Detector Phase	4	3	8	6	6	6
Switch Phase						
Minimum Initial (s)	16.0	3.0	16.0	8.0	8.0	8.0
Minimum Split (s)	23.0	9.5	31.0	14.0	14.0	14.0
Total Split (s)	49.0	30.0	79.0	41.0	41.0	41.0
Total Split (%)	40.8%	25.0%	65.8%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	Max	C-Max	Max	Max	Max

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	63.6 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated

Splits and Phases: 1: Lomas Blvd NE, & I-25 SBFR



2028PN - 2025068 - Lobo Plaza, Lomas Blvd NE
2028 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2028.syn

HCM 7th Signalized Intersection Summary
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	↖	→	↙	↖	←	↖	↖	↖	↖	↖	↖	↖	↖	↖
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↑		
Traffic Volume (veh/h)	0	877	0	325	930	0	0	0	0	199	434	240		
Future Volume (veh/h)	0	877	0	325	930	0	0	0	0	199	434	240		
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0		
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Work Zone On Approach	No			No						No				
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856		
Adj Flow Rate, veh/h	0	877	0	325	930	0				199	554	160		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00		
Percent Heavy Veh. %	0	3	3	3	3	0				3	3	3		
Cap, veh/h	0	1857		575	3124	0				515	1082	459		
Arrive On Green	0.00	0.37	0.00	0.42	1.00	0.00				0.29	0.29	0.29		
Sat Flow, veh/h	0	5400	0	1767	5233	0				1767	3711	1572		
Grp Volume(v), veh/h	0	877	0	325	930	0				199	554	160		
Grp Sat Flow(s), veh/h/ln	0	1689	0	1767	1689	0				1767	1856	1572		
Q Serve(g_s), s	0.0	15.9	0.0	10.5	0.0	0.0				10.8	14.9	9.6		
Cycle Q Clear(g_c), s	0.0	15.9	0.0	10.5	0.0	0.0				10.8	14.9	9.6		
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00		
Lane Grp Cap(c), veh/h	0	1857		575	3124	0				515	1082	459		
V/C Ratio(X)	0.00	0.47		0.57	0.30	0.00				0.39	0.51	0.35		
Avail Cap(c_a), veh/h	0	1857		575	3124	0				515	1082	459		
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	0.00	0.68	0.68	0.00				1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	29.1	0.0	10.5	0.0	0.0				33.9	35.4	33.5		
Incr Delay (d2), s/veh	0.0	0.9	0.0	2.7	0.2	0.0				2.2	1.7	2.1		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.0	10.7	0.0	5.8	0.1	0.0				8.5	11.2	7.0		
Unsig. Movement Delay, s/veh														
LnGrp Delay(d), s/veh	0.0	30.0	0.0	13.3	0.2	0.0				36.1	37.1	35.6		
LnGrp LOS		C		B	A					D	D	D		
Approach Vol, veh/h		877			1255						913			
Approach Delay, s/veh		30.0			3.6						36.6			
Approach LOS		C			A						D			
Timer - Assigned Phs		3	4	6	8									
Phs Duration (G+Y+Rc), s		30.0	49.0	41.0	79.0									
Change Period (Y+Rc), s		5.0	5.0	6.0	5.0									
Max Green Setting (Gmax), s		25.0	44.0	35.0	74.0									
Max Q Clear Time (g_c+1), s		12.5	17.9	16.9	2.0									
Green Ext Time (p_c), s		0.8	6.5	4.6	8.0									

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

2028PN - 2025068 - Lobo Plaza, Lomas Blvd NE
2028 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2028.syn

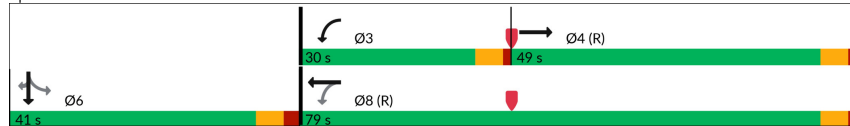
Timings
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	→	↖	←	↙	↓	↘
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖	↖
Traffic Volume (vph)	905	335	952	202	434	240
Future Volume (vph)	905	335	952	202	434	240
Turn Type	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	4	3	8		6	
Permitted Phases		8		6		6
Detector Phase	4	3	8	6	6	6
Switch Phase						
Minimum Initial (s)	16.0	3.0	16.0	8.0	8.0	8.0
Minimum Split (s)	23.0	9.5	31.0	14.0	14.0	14.0
Total Split (s)	49.0	30.0	79.0	41.0	41.0	41.0
Total Split (%)	40.8%	25.0%	65.8%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 63.6 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Lomas Blvd NE, & I-25 SBFR



2028PB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2028 PM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2028.syn

HCM 7th Signalized Intersection Summary
 1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
 09/13/2025

	↖	→	↘	↖	←	↙	↖	↘	↓	↙	↘	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	905	0	335	952	0	0	0	0	202	434	240
Future Volume (veh/h)	0	905	0	335	952	0	0	0	0	202	434	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No			No						No		
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	905	0	335	952	0				202	554	160
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh. %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1857		568	3124	0				515	1082	459
Arrive On Green	0.00	0.37	0.00	0.42	1.00	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	5400	0	1767	5233	0				1767	3711	1572
Grp Volume(v), veh/h	0	905	0	335	952	0				202	554	160
Grp Sat Flow(s), veh/h/ln	0	1689	0	1767	1689	0				1767	1856	1572
Q Serve(g_s), s	0.0	16.5	0.0	11.0	0.0	0.0				11.0	14.9	9.6
Cycle Q Clear(g_c), s	0.0	16.5	0.0	11.0	0.0	0.0				11.0	14.9	9.6
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1857		568	3124	0				515	1082	459
V/C Ratio(X)	0.00	0.49		0.59	0.30	0.00				0.39	0.51	0.35
Avail Cap(c_a), veh/h	0	1857		568	3124	0				515	1082	459
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.66	0.66	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	0.0	10.8	0.0	0.0				34.0	35.4	33.5
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.0	0.2	0.0				2.2	1.7	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	11.0	0.0	5.9	0.1	0.0				8.7	11.2	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.2	0.0	13.8	0.2	0.0				36.2	37.1	35.6
LnGrp LOS		C		B	A					D	D	D
Approach Vol, veh/h		905			1287						916	
Approach Delay, s/veh		30.2			3.7						36.7	
Approach LOS		C			A						D	
Timer - Assigned Phs		3	4	6	8							
Phs Duration (G+Y+Rc), s		30.0	49.0	41.0	79.0							
Change Period (Y+Rc), s		5.0	5.0	6.0	5.0							
Max Green Setting (Gmax), s		25.0	44.0	35.0	74.0							
Max Q Clear Time (g_c+I1), s		13.0	18.5	16.9	2.0							
Green Ext Time (p_c), s		0.8	6.7	4.6	8.3							

Intersection Summary
 HCM 7th Control Delay, s/veh: 21.1
 HCM 7th LOS: C

Notes
 User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

2028PB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2028 PM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2028.syn

Timings
1: Lomas Blvd NE, & I-25 SBFR

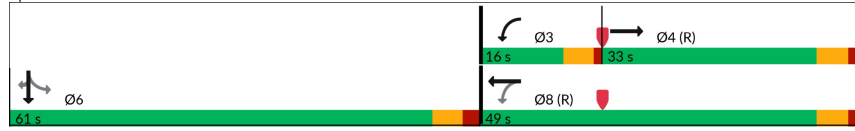
Tierra West, LLC
09/13/2025

	→	↖	←	↙	↓	↘
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖	↖
Traffic Volume (vph)	932	43	792	882	699	801
Future Volume (vph)	932	43	792	882	699	801
Turn Type	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	4	3	8		6	
Permitted Phases		8		6		6
Detector Phase	4	3	8	6	6	6
Switch Phase						
Minimum Initial (s)	16.0	3.0	16.0	8.0	8.0	8.0
Minimum Split (s)	23.0	9.5	31.0	49.0	49.0	49.0
Total Split (s)	33.0	16.0	49.0	61.0	61.0	61.0
Total Split (%)	30.0%	14.5%	44.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	Max	C-Max	Max	Max	Max

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Lomas Blvd NE, & I-25 SBFR



2038AN - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 AM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	↖	→	↙	↖	←	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↖			
Traffic Volume (veh/h)	0	932	0	43	792	0	0	0	0	882	699	801			
Future Volume (veh/h)	0	932	0	43	792	0	0	0	0	882	699	801			
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach	No			No						No					
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856			
Adj Flow Rate, veh/h	0	932	0	43	792	0				588	1512	534			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Percent Heavy Veh. %	0	3	3	3	3	0				3	3	3			
Cap, veh/h	0	1289		294	2026	0				884	1856	786			
Arrive On Green	0.00	0.25	0.00	0.10	0.40	0.00				0.50	0.50	0.50			
Sat Flow, veh/h	0	5400	0	1767	5233	0				1767	3711	1572			
Grp Volume(v), veh/h	0	932	0	43	792	0				588	1512	534			
Grp Sat Flow(s), veh/h/ln	0	1689	0	1767	1689	0				1767	1856	1572			
Q Serve(g_s), s	0.0	18.5	0.0	1.7	12.2	0.0				27.4	37.8	28.3			
Cycle Q Clear(g_c), s	0.0	18.5	0.0	1.7	12.2	0.0				27.4	37.8	28.3			
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00			
Lane Grp Cap(c), veh/h	0	1289		294	2026	0				884	1856	786			
V/C Ratio(X)	0.00	0.72		0.15	0.39	0.00				0.67	0.81	0.68			
Avail Cap(c_a), veh/h	0	1289		294	2026	0				884	1856	786			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.92	0.92	0.00				1.00	1.00	1.00			
Uniform Delay (d), s/veh	0.0	37.5	0.0	24.2	23.5	0.0				20.6	23.2	20.8			
Incr Delay (d2), s/veh	0.0	3.5	0.0	1.0	0.5	0.0				3.9	4.1	4.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	12.5	0.0	1.4	8.3	0.0				17.3	23.2	16.3			
Unsig. Movement Delay, s/veh															
LnGrp Delay(d), s/veh	0.0	41.0	0.0	25.2	24.0	0.0				24.6	27.3	25.5			
LnGrp LOS		D		C	C					C	C	C			
Approach Vol, veh/h		932			835							2634			
Approach Delay, s/veh		41.0			24.1							26.3			
Approach LOS		D			C							C			
Timer - Assigned Phs		3		4		6			8						
Phs Duration (G+Y+Rc), s		16.0		33.0		61.0			49.0						
Change Period (Y+Rc), s		5.0		5.0		6.0			5.0						
Max Green Setting (Gmax), s		11.0		28.0		55.0			44.0						
Max Q Clear Time (g_c+1), s		3.7		20.5		39.8			14.2						
Green Ext Time (p_c), s		0.0		3.6		12.1			6.0						

Intersection Summary

HCM 7th Control Delay, s/veh: 29.0
 HCM 7th LOS: C

Notes
 User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

2038AN - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 AM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

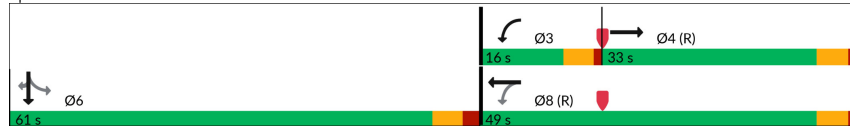
Timings
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	→	↖	←	↙	↓	↘
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖	↖
Traffic Volume (vph)	959	53	813	885	699	801
Future Volume (vph)	959	53	813	885	699	801
Turn Type	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	4	3	8		6	
Permitted Phases		8		6		6
Detector Phase	4	3	8	6	6	6
Switch Phase						
Minimum Initial (s)	16.0	3.0	16.0	8.0	8.0	8.0
Minimum Split (s)	23.0	9.5	31.0	49.0	49.0	49.0
Total Split (s)	33.0	16.0	49.0	61.0	61.0	61.0
Total Split (%)	30.0%	14.5%	44.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Lomas Blvd NE, & I-25 SBFR



2038AB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
 1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
 09/13/2025

	↖	→	↙	↖	←	↖	↙	↘	↓	↘		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	959	0	53	813	0	0	0	0	885	699	801
Future Volume (veh/h)	0	959	0	53	813	0	0	0	0	885	699	801
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No					No						
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	959	0	53	813	0				590	1513	534
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh. %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1289		289	2026	0				884	1856	786
Arrive On Green	0.00	0.25	0.00	0.10	0.40	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	5400	0	1767	5233	0				1767	3711	1572
Grp Volume(v), veh/h	0	959	0	53	813	0				590	1513	534
Grp Sat Flow(s), veh/h/ln	0	1689	0	1767	1689	0				1767	1856	1572
Q Serve(g_s), s	0.0	19.1	0.0	2.1	12.6	0.0				27.6	37.9	28.3
Cycle Q Clear(g_c), s	0.0	19.1	0.0	2.1	12.6	0.0				27.6	37.9	28.3
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1289		289	2026	0				884	1856	786
V/C Ratio(X)	0.00	0.74		0.18	0.40	0.00				0.67	0.82	0.68
Avail Cap(c_a), veh/h	0	1289		289	2026	0				884	1856	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.91	0.91	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	37.7	0.0	24.5	23.6	0.0				20.6	23.2	20.8
Incr Delay (d2), s/veh	0.0	3.9	0.0	1.3	0.5	0.0				4.0	4.1	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.9	0.0	1.8	8.5	0.0				17.4	23.3	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	41.6	0.0	25.8	24.1	0.0				24.6	27.3	25.5
LnGrp LOS		D		C	C					C	C	C
Approach Vol, veh/h		959			866						2637	
Approach Delay, s/veh		41.6			24.2						26.3	
Approach LOS		D			C						C	
Timer - Assigned Phs		3		4		6			8			
Phs Duration (G+Y+Rc), s		16.0		33.0		61.0			49.0			
Change Period (Y+Rc), s		5.0		5.0		6.0			5.0			
Max Green Setting (Gmax), s		11.0		28.0		55.0			44.0			
Max Q Clear Time (g_c+I1), s		4.1		21.1		39.9			14.6			
Green Ext Time (p_c), s		0.0		3.4		12.1			6.2			

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

Notes
 User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

2038AB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

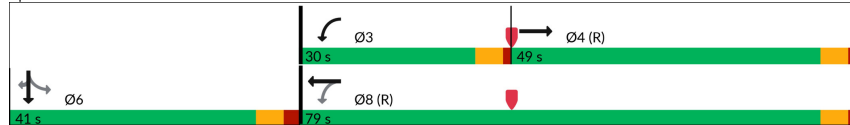
Timings
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	→	↖	←	↙	↓	↘
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖	↑
Traffic Volume (vph)	920	341	976	209	456	251
Future Volume (vph)	920	341	976	209	456	251
Turn Type	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	4	3	8		6	
Permitted Phases		8		6		6
Detector Phase	4	3	8	6	6	6
Switch Phase						
Minimum Initial (s)	16.0	3.0	16.0	8.0	8.0	8.0
Minimum Split (s)	23.0	9.5	31.0	14.0	14.0	14.0
Total Split (s)	49.0	30.0	79.0	41.0	41.0	41.0
Total Split (%)	40.8%	25.0%	65.8%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 63.6 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Lomas Blvd NE, & I-25 SBFR



2038PN - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
 1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
 09/13/2025

	↖	→	↙	↖	←	↙	↖	↙	↖	↙	↖	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↑
Traffic Volume (veh/h)	0	920	0	341	976	0	0	0	0	209	456	251
Future Volume (veh/h)	0	920	0	341	976	0	0	0	0	209	456	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No			No						No		
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	920	0	341	976	0				209	582	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh. %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1857		564	3124	0				515	1082	459
Arrive On Green	0.00	0.37	0.00	0.42	1.00	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	5400	0	1767	5233	0				1767	3711	1572
Grp Volume(v), veh/h	0	920	0	341	976	0				209	582	167
Grp Sat Flow(s), veh/h/ln	0	1689	0	1767	1689	0				1767	1856	1572
Q Serve(g_s), s	0.0	16.9	0.0	11.3	0.0	0.0				11.4	15.8	10.1
Cycle Q Clear(g_c), s	0.0	16.9	0.0	11.3	0.0	0.0				11.4	15.8	10.1
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1857		564	3124	0				515	1082	459
V/C Ratio(X)	0.00	0.50		0.60	0.31	0.00				0.41	0.54	0.36
Avail Cap(c_a), veh/h	0	1857		564	3124	0				515	1082	459
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.64	0.64	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.4	0.0	11.0	0.0	0.0				34.1	35.7	33.7
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.1	0.2	0.0				2.4	1.9	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	11.2	0.0	6.0	0.1	0.0				8.9	11.8	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.4	0.0	14.0	0.2	0.0				36.5	37.6	35.9
LnGrp LOS		C		B	A					D	D	D
Approach Vol, veh/h		920			1317						958	
Approach Delay, s/veh		30.4			3.8						37.1	
Approach LOS		C			A						D	
Timer - Assigned Phs		3	4	6	8							
Phs Duration (G+Y+Rc), s		30.0	49.0	41.0	79.0							
Change Period (Y+Rc), s		5.0	5.0	6.0	5.0							
Max Green Setting (Gmax), s		25.0	44.0	35.0	74.0							
Max Q Clear Time (g_c+1), s		13.3	18.9	17.8	2.0							
Green Ext Time (p_c), s		0.8	6.8	4.7	8.6							

Intersection Summary
 HCM 7th Control Delay, s/veh: 21.4
 HCM 7th LOS: C

Notes
 User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

2038PN - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

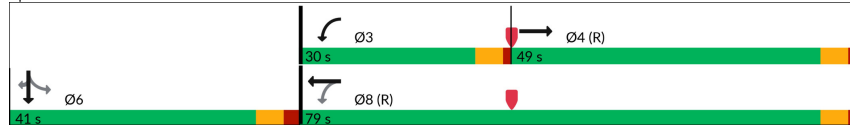
Timings
1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
09/13/2025

	→	↖	←	↙	↓	↘
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖	↑
Traffic Volume (vph)	948	351	998	212	456	251
Future Volume (vph)	948	351	998	212	456	251
Turn Type	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	4	3	8		6	
Permitted Phases		8		6		6
Detector Phase	4	3	8	6	6	6
Switch Phase						
Minimum Initial (s)	16.0	3.0	16.0	8.0	8.0	8.0
Minimum Split (s)	23.0	9.5	31.0	14.0	14.0	14.0
Total Split (s)	49.0	30.0	79.0	41.0	41.0	41.0
Total Split (%)	40.8%	25.0%	65.8%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 63.6 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Lomas Blvd NE, & I-25 SBFR



2038PB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 PM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
 1: Lomas Blvd NE, & I-25 SBFR

Tierra West, LLC
 09/13/2025

	↖	→	↘	↖	←	↙	↖	↘	↓	↙	↘	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↑
Traffic Volume (veh/h)	0	948	0	351	998	0	0	0	0	212	456	251
Future Volume (veh/h)	0	948	0	351	998	0	0	0	0	212	456	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach	No					No						
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	948	0	351	998	0				212	582	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh. %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	1857		558	3124	0				515	1082	459
Arrive On Green	0.00	0.37	0.00	0.42	1.00	0.00				0.29	0.29	0.29
Sat Flow, veh/h	0	5400	0	1767	5233	0				1767	3711	1572
Grp Volume(v), veh/h	0	948	0	351	998	0				212	582	167
Grp Sat Flow(s), veh/h/ln	0	1689	0	1767	1689	0				1767	1856	1572
Q Serve(g_s), s	0.0	17.5	0.0	11.9	0.0	0.0				11.6	15.8	10.1
Cycle Q Clear(g_c), s	0.0	17.5	0.0	11.9	0.0	0.0				11.6	15.8	10.1
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1857		558	3124	0				515	1082	459
V/C Ratio(X)	0.00	0.51		0.63	0.32	0.00				0.41	0.54	0.36
Avail Cap(c_a), veh/h	0	1857		558	3124	0				515	1082	459
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.61	0.61	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	29.6	0.0	11.2	0.0	0.0				34.2	35.7	33.7
Incr Delay (d2), s/veh	0.0	1.0	0.0	3.3	0.2	0.0				2.4	1.9	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	11.6	0.0	6.1	0.1	0.0				9.0	11.8	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.6	0.0	14.5	0.2	0.0				36.6	37.6	35.9
LnGrp LOS		C		B	A					D	D	D
Approach Vol, veh/h		948			1349						961	
Approach Delay, s/veh		30.6			3.9						37.1	
Approach LOS		C			A						D	
Timer - Assigned Phs		3	4	6	8							
Phs Duration (G+Y+Rc), s		30.0	49.0	41.0	79.0							
Change Period (Y+Rc), s		5.0	5.0	6.0	5.0							
Max Green Setting (Gmax), s		25.0	44.0	35.0	74.0							
Max Q Clear Time (g_c+1), s		13.9	19.5	17.8	2.0							
Green Ext Time (p_c), s		0.8	7.0	4.7	8.8							

Intersection Summary
 HCM 7th Control Delay, s/veh: 21.5
 HCM 7th LOS: C

Notes
 User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

2038PB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 PM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔	↔↔↔	↔
Traffic Volume (vph)	219	1510	646	203	146	568	166
Future Volume (vph)	219	1510	646	203	146	568	166
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8		2		2
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	28.0	67.0	39.0	39.0	43.0	43.0	43.0
Total Split (%)	25.5%	60.9%	35.5%	35.5%	39.1%	39.1%	39.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 45 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



HCM 7th Signalized Intersection Summary
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	219	1510	0	0	646	203	146	568	166	0	0	0
Future Volume (veh/h)	219	1510	0	0	646	203	146	568	166	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	219	1510	0	0	646	203	146	567	166			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	592	2855	0	0	1566	486	594	1872	529			
Arrive On Green	0.42	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	219	1510	0	0	646	203	146	567	166			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	6.2	0.0	0.0	0.0	7.2	7.3	6.6	8.3	8.6			
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.0	7.2	7.3	6.6	8.3	8.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	592	2855	0	0	1566	486	594	1872	529			
V/C Ratio(X)	0.37	0.53	0.00	0.00	0.41	0.42	0.25	0.30	0.31			
Avail Cap(c_a), veh/h	592	2855	0	0	1566	486	594	1872	529			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.64	0.64	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	10.1	0.0	0.0	0.0	15.9	15.9	26.4	27.0	27.1			
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.0	0.8	2.6	1.0	0.4	1.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	3.8	0.2	0.0	0.0	4.4	4.5	5.2	6.6	6.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.5	0.0	0.0	16.7	18.5	27.4	27.4	28.6			
LnGrp LOS	B	A			B	B	C	C	C			
Approach Vol, veh/h		1729			849			879				
Approach Delay, s/veh		1.8			17.1			27.6				
Approach LOS		A			B			C				
Timer - Assigned Phs		2			4			7	8			
Phs Duration (G+Y+Rc), s		43.0			67.0			28.0	39.0			
Change Period (Y+Rc), s		6.0			5.0			5.0	5.0			
Max Green Setting (Gmax), s		37.0			62.0			23.0	34.0			
Max Q Clear Time (g_c+1), s		10.6			2.0			8.2	9.3			
Green Ext Time (p_c), s		5.0			16.8			0.5	5.3			

Intersection Summary
 HCM 7th Control Delay, s/veh 12.1
 HCM 7th LOS B

Notes
 User approved volume balancing among the lanes for turning movement.

Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔	↔↔↔	↔
Traffic Volume (vph)	219	1540	677	205	146	568	179
Future Volume (vph)	219	1540	677	205	146	568	179
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8	2	2	2	
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	28.0	67.0	39.0	39.0	43.0	43.0	43.0
Total Split (%)	25.5%	60.9%	35.5%	35.5%	39.1%	39.1%	39.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 45 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



2028AB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2028 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2028.syn

HCM 7th Signalized Intersection Summary
 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
 09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	219	1540	0	0	677	205	146	568	179	0	0	0
Future Volume (veh/h)	219	1540	0	0	677	205	146	568	179	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	219	1540	0	0	677	205	146	567	179			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	584	2855	0	0	1566	486	594	1872	529			
Arrive On Green	0.42	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	219	1540	0	0	677	205	146	567	179			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	6.2	0.0	0.0	0.0	7.7	7.4	6.6	8.3	9.4			
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.0	7.7	7.4	6.6	8.3	9.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	584	2855	0	0	1566	486	594	1872	529			
V/C Ratio(X)	0.37	0.54	0.00	0.00	0.43	0.42	0.25	0.30	0.34			
Avail Cap(c_a), veh/h	584	2855	0	0	1566	486	594	1872	529			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.62	0.62	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	10.2	0.0	0.0	0.0	16.0	15.9	26.4	27.0	27.3			
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.0	0.9	2.7	1.0	0.4	1.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	3.8	0.2	0.0	0.0	4.6	4.6	5.2	6.6	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.5	0.0	0.0	16.8	18.6	27.4	27.4	29.1			
LnGrp LOS	B	A			B	B	C	C	C			
Approach Vol, veh/h		1759			882			892				
Approach Delay, s/veh		1.8			17.3			27.7				
Approach LOS		A			B			C				
Timer - Assigned Phs		2			4			7	8			
Phs Duration (G+Y+Rc), s		43.0			67.0			28.0	39.0			
Change Period (Y+Rc), s		6.0			5.0			5.0	5.0			
Max Green Setting (Gmax), s		37.0			62.0			23.0	34.0			
Max Q Clear Time (g_c+1), s		11.4			2.0			8.2	9.7			
Green Ext Time (p_c), s		5.1			17.4			0.5	5.5			

Intersection Summary
 HCM 7th Control Delay, s/veh 12.2
 HCM 7th LOS B

Notes
 User approved volume balancing among the lanes for turning movement.

2028AB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2028 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2028.syn

Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔↔	↔↔↔	↔
Traffic Volume (vph)	219	1540	677	205	146	568	179
Future Volume (vph)	219	1540	677	205	146	568	179
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8	2	2	2	
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	28.0	67.0	39.0	39.0	43.0	43.0	43.0
Total Split (%)	25.5%	60.9%	35.5%	35.5%	39.1%	39.1%	39.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 45 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



HCM 7th Signalized Intersection Summary
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	219	1540	0	0	677	205	146	568	179	0	0	0
Future Volume (veh/h)	219	1540	0	0	677	205	146	568	179	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	219	1540	0	0	677	205	146	567	179			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	584	2855	0	0	1566	486	594	1872	529			
Arrive On Green	0.42	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	219	1540	0	0	677	205	146	567	179			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	6.2	0.0	0.0	0.0	7.7	7.4	6.6	8.3	9.4			
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.0	7.7	7.4	6.6	8.3	9.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	584	2855	0	0	1566	486	594	1872	529			
V/C Ratio(X)	0.37	0.54	0.00	0.00	0.43	0.42	0.25	0.30	0.34			
Avail Cap(c_a), veh/h	584	2855	0	0	1566	486	594	1872	529			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.62	0.62	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	10.2	0.0	0.0	0.0	16.0	15.9	26.4	27.0	27.3			
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.0	0.9	2.7	1.0	0.4	1.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	3.8	0.2	0.0	0.0	4.6	4.6	5.2	6.6	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.5	0.0	0.0	16.8	18.6	27.4	27.4	29.1			
LnGrp LOS	B	A			B	B	C	C	C			
Approach Vol, veh/h		1759			882			892				
Approach Delay, s/veh		1.8			17.3			27.7				
Approach LOS		A			B			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		43.0			67.0			28.0	39.0			
Change Period (Y+Rc), s		6.0			5.0			5.0	5.0			
Max Green Setting (Gmax), s		37.0			62.0			23.0	34.0			
Max Q Clear Time (g_c+1), s		11.4			2.0			8.2	9.7			
Green Ext Time (p_c), s		5.1			17.4			0.5	5.5			

Intersection Summary
 HCM 7th Control Delay, s/veh 12.2
 HCM 7th LOS B

Notes
 User approved volume balancing among the lanes for turning movement.

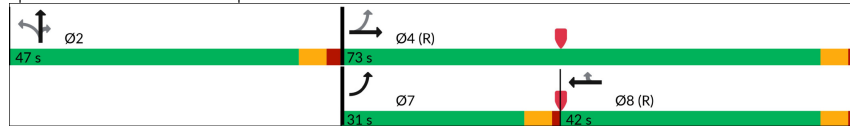
Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔↔	↔↔↔	↔
Traffic Volume (vph)	333	723	1117	589	126	520	166
Future Volume (vph)	333	723	1117	589	126	520	166
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8	2	2	2	
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	31.0	73.0	42.0	42.0	47.0	47.0	47.0
Total Split (%)	25.8%	60.8%	35.0%	35.0%	39.2%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 49 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



2028PN - 2025068 - Lobo Plaza, Lomas Blvd NE
 2028 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2028.syn

HCM 7th Signalized Intersection Summary
 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
 09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	333	723	0	0	1117	589	126	520	166	0	0	0
Future Volume (veh/h)	333	723	0	0	1117	589	126	520	166	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	333	723	0	0	1117	589	126	519	166			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	488	2871	0	0	1562	485	604	1902	537			
Arrive On Green	0.43	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	333	723	0	0	1117	589	126	519	166			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	12.0	0.0	0.0	0.0	18.1	37.0	6.1	8.1	9.3			
Cycle Q Clear(g_c), s	12.0	0.0	0.0	0.0	18.1	37.0	6.1	8.1	9.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	488	2871	0	0	1562	485	604	1902	537			
V/C Ratio(X)	0.68	0.25	0.00	0.00	0.72	1.21	0.21	0.27	0.31			
Avail Cap(c_a), veh/h	488	2871	0	0	1562	485	604	1902	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	14.4	0.0	0.0	0.0	19.4	23.0	28.0	28.7	29.1			
Incr Delay (d2), s/veh	6.8	0.2	0.0	0.0	2.8	114.4	0.8	0.4	1.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	7.5	0.1	0.0	0.0	8.8	35.4	4.8	6.6	6.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.2	0.2	0.0	0.0	22.2	137.4	28.8	29.0	30.6			
LnGrp LOS	C	A			C	F	C	C	C			
Approach Vol, veh/h	1056				1706			811				
Approach Delay, s/veh	6.8				62.0			29.3				
Approach LOS	A				E			C				
Timer - Assigned Phs	2			4			7	8				
Phs Duration (G+Y+Rc), s	47.0			73.0			31.0	42.0				
Change Period (Y+Rc), s	6.0			5.0			5.0	5.0				
Max Green Setting (Gmax), s	41.0			68.0			26.0	37.0				
Max Q Clear Time (g_c+1), s	11.3			2.0			14.0	39.0				
Green Ext Time (p_c), s	4.7			5.8			0.8	0.0				

Intersection Summary
 HCM 7th Control Delay, s/veh: 38.3
 HCM 7th LOS: D

Notes
 User approved volume balancing among the lanes for turning movement.

2028PN - 2025068 - Lobo Plaza, Lomas Blvd NE
 2028 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2028.syn

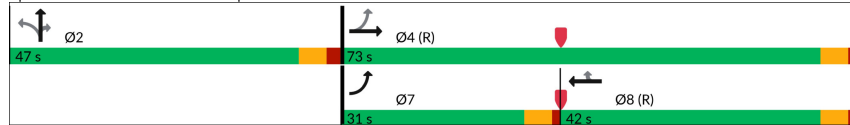
Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔↔	↔↔↔	↔
Traffic Volume (vph)	333	754	1150	591	126	520	179
Future Volume (vph)	333	754	1150	591	126	520	179
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8		2		2
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	31.0	73.0	42.0	42.0	47.0	47.0	47.0
Total Split (%)	25.8%	60.8%	35.0%	35.0%	39.2%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 49 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



HCM 7th Signalized Intersection Summary
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	333	754	0	0	1150	591	126	520	179	0	0	0
Future Volume (veh/h)	333	754	0	0	1150	591	126	520	179	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	333	754	0	0	1150	591	126	609	119			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	484	2871	0	0	1562	485	604	1902	537			
Arrive On Green	0.43	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	333	754	0	0	1150	591	126	609	119			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	12.0	0.0	0.0	0.0	19.1	37.0	6.1	9.7	6.5			
Cycle Q Clear(g_c), s	12.0	0.0	0.0	0.0	19.1	37.0	6.1	9.7	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	484	2871	0	0	1562	485	604	1902	537			
V/C Ratio(X)	0.69	0.26	0.00	0.00	0.74	1.22	0.21	0.32	0.22			
Avail Cap(c_a), veh/h	484	2871	0	0	1562	485	604	1902	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	14.6	0.0	0.0	0.0	19.6	23.0	28.0	29.2	28.1			
Incr Delay (d2), s/veh	6.9	0.2	0.0	0.0	3.1	116.1	0.8	0.4	1.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	7.5	0.1	0.0	0.0	9.1	35.8	4.8	7.8	4.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	0.2	0.0	0.0	22.7	139.1	28.8	29.6	29.1			
LnGrp LOS	C	A			C	F	C	C	C			
Approach Vol, veh/h	1087				1741			854				
Approach Delay, s/veh	6.7				62.2			29.4				
Approach LOS	A				E			C				
Timer - Assigned Phs	2			4			7	8				
Phs Duration (G+Y+Rc), s	47.0			73.0			31.0	42.0				
Change Period (Y+Rc), s	6.0			5.0			5.0	5.0				
Max Green Setting (Gmax), s	41.0			68.0			26.0	37.0				
Max Q Clear Time (g_c+1), s	11.7			2.0			14.0	39.0				
Green Ext Time (p_c), s	5.2			6.1			0.8	0.0				

Intersection Summary
 HCM 7th Control Delay, s/veh 38.2
 HCM 7th LOS D

Notes
 User approved volume balancing among the lanes for turning movement.

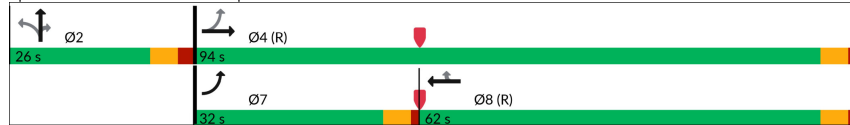
Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↩	↩↩↩	↩↩↩	↩	↩↩↩	↩↩↩	↩
Traffic Volume (vph)	333	754	1150	591	126	520	179
Future Volume (vph)	333	754	1150	591	126	520	179
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8		2		2
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	32.0	94.0	62.0	62.0	26.0	26.0	26.0
Total Split (%)	26.7%	78.3%	51.7%	51.7%	21.7%	21.7%	21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 49 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



HCM 7th Signalized Intersection Summary
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩↩			↩↩↩	↩	↩↩↩	↩↩↩	↩			
Traffic Volume (veh/h)	333	754	0	0	1150	591	126	520	179	0	0	0
Future Volume (veh/h)	333	754	0	0	1150	591	126	520	179	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No								
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	333	754	0	0	1150	591	126	609	119			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	583	3757	0	0	2406	747	295	928	262			
Arrive On Green	0.45	1.00	0.00	0.00	0.95	0.95	0.17	0.17	0.17			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	333	754	0	0	1150	591	126	609	119			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	7.3	0.0	0.0	0.0	2.5	9.1	7.7	12.3	8.2			
Cycle Q Clear(g_c), s	7.3	0.0	0.0	0.0	2.5	9.1	7.7	12.3	8.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h	583	3757	0	0	2406	747	295	928	262			
V/C Ratio(X)	0.57	0.20	0.00	0.00	0.48	0.79	0.43	0.66	0.45			
Avail Cap(c_a), veh/h	583	3757	0	0	2406	747	295	928	262			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	4.6	0.0	0.0	0.0	1.6	1.8	44.9	46.8	45.1			
Incr Delay (d2), s/veh	3.6	0.1	0.0	0.0	0.7	8.4	4.5	3.6	5.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.1	0.1	0.0	0.0	1.2	4.6	6.7	9.9	6.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	0.1	0.0	0.0	2.3	10.2	49.4	50.4	50.7			
LnGrp LOS	A	A			A	B	D	D	D			
Approach Vol, veh/h		1087			1741			854				
Approach Delay, s/veh		2.6			5.0			50.3				
Approach LOS		A			A			D				
Timer - Assigned Phs		2		4		7		8				
Phs Duration (G+Y+Rc), s		26.0		94.0		32.0		62.0				
Change Period (Y+Rc), s		6.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		89.0		27.0		57.0				
Max Q Clear Time (g_c+1), s		14.3		2.0		9.3		11.1				
Green Ext Time (p_c), s		2.4		6.1		0.9		15.0				

Intersection Summary
 HCM 7th Control Delay, s/veh: 14.8
 HCM 7th LOS: B

Notes
 User approved volume balancing among the lanes for turning movement.

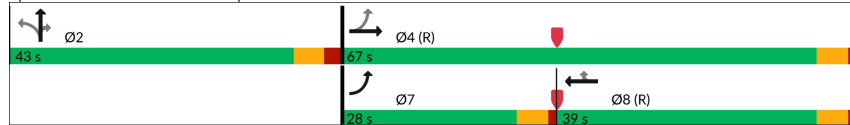
Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔↔	↔↔↔	↔
Traffic Volume (vph)	230	1585	677	213	153	596	175
Future Volume (vph)	230	1585	677	213	153	596	175
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8	2	2	2	
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	28.0	67.0	39.0	39.0	43.0	43.0	43.0
Total Split (%)	25.5%	60.9%	35.5%	35.5%	39.1%	39.1%	39.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 45 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



2038AN - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 AM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	230	1585	0	0	677	213	153	596	175	0	0	0
Future Volume (veh/h)	230	1585	0	0	677	213	153	596	175	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	230	1585	0	0	677	213	153	597	175			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	583	2855	0	0	1566	486	594	1872	529			
Arrive On Green	0.42	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	230	1585	0	0	677	213	153	597	175			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	6.6	0.0	0.0	0.0	7.7	7.8	6.9	8.8	9.1			
Cycle Q Clear(g_c), s	6.6	0.0	0.0	0.0	7.7	7.8	6.9	8.8	9.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	583	2855	0	0	1566	486	594	1872	529			
V/C Ratio(X)	0.39	0.56	0.00	0.00	0.43	0.44	0.26	0.32	0.33			
Avail Cap(c_a), veh/h	583	2855	0	0	1566	486	594	1872	529			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.59	0.59	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	10.3	0.0	0.0	0.0	16.0	16.0	26.5	27.1	27.3			
Incr Delay (d2), s/veh	1.2	0.5	0.0	0.0	0.9	2.9	1.0	0.4	1.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.0	0.2	0.0	0.0	4.6	4.8	5.5	7.0	6.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.5	0.0	0.0	16.8	18.9	27.6	27.6	28.9			
LnGrp LOS	B	A			B	B	C	C	C			
Approach Vol, veh/h	1815				890				925			
Approach Delay, s/veh	1.9				17.3				27.8			
Approach LOS	A				B				C			
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	43.0			67.0			28.0		39.0			
Change Period (Y+Rc), s	6.0			5.0			5.0		5.0			
Max Green Setting (Gmax), s	37.0			62.0			23.0		34.0			
Max Q Clear Time (g_c+1), s	11.1			2.0			8.6		9.8			
Green Ext Time (p_c), s	5.3			18.3			0.5		5.6			

Intersection Summary
 HCM 7th Control Delay, s/veh: 12.3
 HCM 7th LOS: B

Notes
 User approved volume balancing among the lanes for turning movement.

2038AN - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 AM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔↔	↔↔↔	↔
Traffic Volume (vph)	230	1615	708	215	153	596	188
Future Volume (vph)	230	1615	708	215	153	596	188
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8		2		2
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	28.0	67.0	39.0	39.0	43.0	43.0	43.0
Total Split (%)	25.5%	60.9%	35.5%	35.5%	39.1%	39.1%	39.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 45 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



2038AB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
 09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	230	1615	0	0	708	215	153	596	188	0	0	0
Future Volume (veh/h)	230	1615	0	0	708	215	153	596	188	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	230	1615	0	0	708	215	153	597	188			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	576	2855	0	0	1566	486	594	1872	529			
Arrive On Green	0.42	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	230	1615	0	0	708	215	153	597	188			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	6.6	0.0	0.0	0.0	8.1	7.9	6.9	8.8	9.9			
Cycle Q Clear(g_c), s	6.6	0.0	0.0	0.0	8.1	7.9	6.9	8.8	9.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	576	2855	0	0	1566	486	594	1872	529			
V/C Ratio(X)	0.40	0.57	0.00	0.00	0.45	0.44	0.26	0.32	0.36			
Avail Cap(c_a), veh/h	576	2855	0	0	1566	486	594	1872	529			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.57	0.57	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	10.3	0.0	0.0	0.0	16.1	16.0	26.5	27.1	27.5			
Incr Delay (d2), s/veh	1.2	0.5	0.0	0.0	0.9	2.9	1.0	0.4	1.9			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.0	0.2	0.0	0.0	4.8	4.9	5.5	7.0	7.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.5	0.0	0.0	17.0	18.9	27.6	27.6	29.4			
LnGrp LOS	B	A			B	B	C	C	C			
Approach Vol, veh/h	1845				923				938			
Approach Delay, s/veh	1.8				17.5				27.9			
Approach LOS	A				B				C			
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	43.0			67.0			28.0		39.0			
Change Period (Y+Rc), s	6.0			5.0			5.0		5.0			
Max Green Setting (Gmax), s	37.0			62.0			23.0		34.0			
Max Q Clear Time (g_c+1), s	11.9			2.0			8.6		10.1			
Green Ext Time (p_c), s	5.4			19.0			0.5		5.8			

Intersection Summary
 HCM 7th Control Delay, s/veh 12.3
 HCM 7th LOS B

Notes
 User approved volume balancing among the lanes for turning movement.

2038AB - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔↔	↔↔↔	↔
Traffic Volume (vph)	349	758	1172	618	132	545	175
Future Volume (vph)	349	758	1172	618	132	545	175
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8	2	2	2	
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	31.0	73.0	42.0	42.0	47.0	47.0	47.0
Total Split (%)	25.8%	60.8%	35.0%	35.0%	39.2%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 49 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



2038PN - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	349	758	0	0	1172	618	132	545	175	0	0	0
Future Volume (veh/h)	349	758	0	0	1172	618	132	545	175	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	349	758	0	0	1172	618	132	546	175			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	480	2871	0	0	1562	485	604	1902	537			
Arrive On Green	0.43	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	349	758	0	0	1172	618	132	546	175			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	13.0	0.0	0.0	0.0	19.8	37.0	6.4	8.6	9.9			
Cycle Q Clear(g_c), s	13.0	0.0	0.0	0.0	19.8	37.0	6.4	8.6	9.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	480	2871	0	0	1562	485	604	1902	537			
V/C Ratio(X)	0.73	0.26	0.00	0.00	0.75	1.27	0.22	0.29	0.33			
Avail Cap(c_a), veh/h	480	2871	0	0	1562	485	604	1902	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	14.9	0.0	0.0	0.0	19.7	23.0	28.1	28.8	29.3			
Incr Delay (d2), s/veh	8.1	0.2	0.0	0.0	3.4	138.9	0.8	0.4	1.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	7.9	0.1	0.0	0.0	9.3	40.7	5.1	7.0	7.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	0.2	0.0	0.0	23.1	161.9	28.9	29.2	30.9			
LnGrp LOS	C	A			C	F	C	C	C			
Approach Vol, veh/h	1107				1790			853				
Approach Delay, s/veh	7.4				71.0			29.5				
Approach LOS	A				E			C				
Timer - Assigned Phs	2			4			7	8				
Phs Duration (G+Y+Rc), s	47.0			73.0			31.0	42.0				
Change Period (Y+Rc), s	6.0			5.0			5.0	5.0				
Max Green Setting (Gmax), s	41.0			68.0			26.0	37.0				
Max Q Clear Time (g_c+1), s	11.9			2.0			15.0	39.0				
Green Ext Time (p_c), s	4.9			6.1			0.8	0.0				

Intersection Summary
 HCM 7th Control Delay, s/veh: 42.8
 HCM 7th LOS: D

Notes
 User approved volume balancing among the lanes for turning movement.

2038PN - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 PM Peak Hour NO BUILD Conditions - Existing Geom.

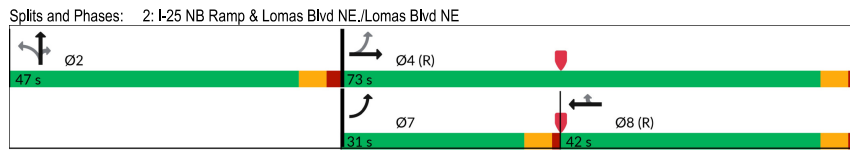
Synchro 12 Report
LoboPlaza_IY_2038.syn

Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔	↔↔↔	↔↔↔	↔	↔↔↔	↔↔↔	↔
Traffic Volume (vph)	349	789	1205	620	132	545	188
Future Volume (vph)	349	789	1205	620	132	545	188
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8	2	2	2	
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	31.0	73.0	42.0	42.0	47.0	47.0	47.0
Total Split (%)	25.8%	60.8%	35.0%	35.0%	39.2%	39.2%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 49 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated



2038PB - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 PM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔↔			↔↔↔	↔	↔↔↔	↔↔↔	↔			
Traffic Volume (veh/h)	349	789	0	0	1205	620	132	545	188	0	0	0
Future Volume (veh/h)	349	789	0	0	1205	620	132	545	188	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No		No		No		No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	349	789	0	0	1205	620	132	640	125			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	477	2871	0	0	1562	485	604	1902	537			
Arrive On Green	0.43	1.00	0.00	0.00	0.62	0.62	0.34	0.34	0.34			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	349	789	0	0	1205	620	132	640	125			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	13.0	0.0	0.0	0.0	20.9	37.0	6.4	10.3	6.8			
Cycle Q Clear(g_c), s	13.0	0.0	0.0	0.0	20.9	37.0	6.4	10.3	6.8			
Prop In Lane	1.00		0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h	477	2871	0	0	1562	485	604	1902	537			
V/C Ratio(X)	0.73	0.27	0.00	0.00	0.77	1.28	0.22	0.34	0.23			
Avail Cap(c_a), veh/h	477	2871	0	0	1562	485	604	1902	537			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	15.1	0.0	0.0	0.0	19.9	23.0	28.1	29.4	28.2			
Incr Delay (d2), s/veh	8.3	0.2	0.0	0.0	3.8	140.6	0.8	0.5	1.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	7.9	0.1	0.0	0.0	9.6	41.1	5.1	8.2	4.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.4	0.2	0.0	0.0	23.7	163.6	28.9	29.9	29.3			
LnGrp LOS	C	A			C	F	C	C	C			
Approach Vol, veh/h	1138				1825			897				
Approach Delay, s/veh	7.3				71.2			29.6				
Approach LOS	A				E			C				
Timer - Assigned Phs	2			4			7	8				
Phs Duration (G+Y+Rc), s	47.0			73.0			31.0	42.0				
Change Period (Y+Rc), s	6.0			5.0			5.0	5.0				
Max Green Setting (Gmax), s	41.0			68.0			26.0	37.0				
Max Q Clear Time (g_c+1), s	12.3			2.0			15.0	39.0				
Green Ext Time (p_c), s	5.5			6.4			0.8	0.0				

Intersection Summary
 HCM 7th Control Delay, s/veh: 42.7
 HCM 7th LOS: D
Notes
 User approved volume balancing among the lanes for turning movement.

2038PB - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 PM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

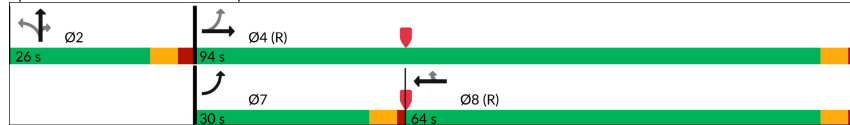
Timings
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↩	↩↩↩	↩↩↩	↩	↩↩↩	↩↩↩	↩
Traffic Volume (vph)	349	789	1205	620	132	545	188
Future Volume (vph)	349	789	1205	620	132	545	188
Turn Type	pm+pt	NA	NA	Perm	Perm	NA	Perm
Protected Phases	7	4	8			2	
Permitted Phases	4		8		2		2
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	3.0	16.0	16.0	16.0	8.0	8.0	8.0
Minimum Split (s)	9.5	32.0	23.0	23.0	24.0	24.0	24.0
Total Split (s)	30.0	94.0	64.0	64.0	26.0	26.0	26.0
Total Split (%)	25.0%	78.3%	53.3%	53.3%	21.7%	21.7%	21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Max	C-Max	C-Max	C-Max	Max	Max	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 49 (41%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE



HCM 7th Signalized Intersection Summary
2: I-25 NB Ramp & Lomas Blvd NE./Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩↩			↩↩↩	↩	↩↩↩	↩↩↩	↩			
Traffic Volume (veh/h)	349	789	0	0	1205	620	132	545	188	0	0	0
Future Volume (veh/h)	349	789	0	0	1205	620	132	545	188	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No		No	No	No	No	No	No	No			
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	349	789	0	0	1205	620	132	640	125			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh. %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	551	3757	0	0	2491	773	295	928	262			
Arrive On Green	0.42	1.00	0.00	0.00	0.98	0.98	0.17	0.17	0.17			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	5567	1572			
Grp Volume(v), veh/h	349	789	0	0	1205	620	132	640	125			
Grp Sat Flow(s), veh/h/ln	1767	1689	0	0	1689	1572	1767	1856	1572			
Q Serve(g_s), s	8.2	0.0	0.0	0.0	0.9	3.7	8.1	13.0	8.6			
Cycle Q Clear(g_c), s	8.2	0.0	0.0	0.0	0.9	3.7	8.1	13.0	8.6			
Prop In Lane	1.00		0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Lane Grp Cap(c), veh/h	551	3757	0	0	2491	773	295	928	262			
V/C Ratio(X)	0.63	0.21	0.00	0.00	0.48	0.80	0.45	0.69	0.48			
Avail Cap(c_a), veh/h	551	3757	0	0	2491	773	295	928	262			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	5.6	0.0	0.0	0.0	0.5	0.5	45.0	47.1	45.3			
Incr Delay (d2), s/veh	4.7	0.1	0.0	0.0	0.7	8.6	4.9	4.2	6.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.7	0.1	0.0	0.0	0.6	3.8	7.0	10.4	6.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	0.1	0.0	0.0	1.2	9.1	49.9	51.3	51.4			
LnGrp LOS	B	A			A	A	D	D	D			
Approach Vol, veh/h	1138				1825			897				
Approach Delay, s/veh	3.2				3.9			51.1				
Approach LOS	A				A			D				
Timer - Assigned Phs	2			4			7	8				
Phs Duration (G+Y+Rc), s	26.0			94.0			30.0	64.0				
Change Period (Y+Rc), s	6.0			5.0			5.0	5.0				
Max Green Setting (Gmax), s	20.0			89.0			25.0	59.0				
Max Q Clear Time (g_c+1), s	15.0			2.0			10.2	5.7				
Green Ext Time (p_c), s	2.2			6.5			0.9	16.8				

Intersection Summary
 HCM 7th Control Delay, s/veh: 14.7
 HCM 7th LOS: B

Notes
 User approved volume balancing among the lanes for turning movement.

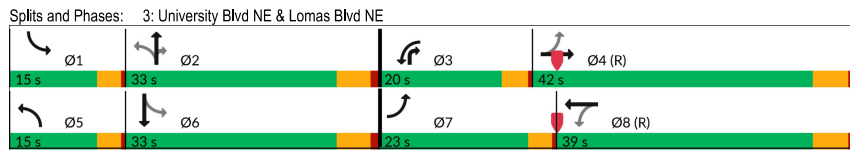
Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (vph)	276	873	183	593	97	471	183	114	759
Future Volume (vph)	276	873	183	593	97	471	183	114	759
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	2	6			
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	25.0	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	23.0	42.0	20.0	39.0	15.0	33.0	20.0	15.0	33.0
Total Split (%)	20.9%	38.2%	18.2%	35.5%	13.6%	30.0%	18.2%	13.6%	30.0%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated



HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (veh/h)	276	873	467	183	593	195	97	471	183	114	759	61
Future Volume (veh/h)	276	873	467	183	593	195	97	471	183	114	759	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	276	873	467	183	593	195	97	471	183	114	759	61
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	461	1482	690	268	1578	507	189	881	517	283	853	69
Arrive On Green	0.04	0.14	0.14	0.08	0.42	0.42	0.06	0.25	0.25	0.06	0.26	0.26
Sat Flow, veh/h	1767	3377	1572	1767	3793	1220	1767	3526	1572	1767	3305	266
Grp Volume(v), veh/h	276	873	467	183	526	262	97	471	183	114	405	415
Grp Sat Flow(s), veh/h/ln	1767	1689	1572	1767	1689	1636	1767	1763	1572	1767	1763	1808
Q Serve(g_s), s	9.2	26.6	31.0	6.4	11.9	12.2	4.4	12.7	9.7	5.2	24.3	24.3
Cycle Q Clear(g_c), s	9.2	26.6	31.0	6.4	11.9	12.2	4.4	12.7	9.7	5.2	24.3	24.3
Prop In Lane	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	0.15
Lane Grp Cap(c), veh/h	461	1482	690	268	1405	680	189	881	517	283	455	467
V/C Ratio(X)	0.60	0.59	0.68	0.68	0.37	0.38	0.51	0.53	0.35	0.40	0.89	0.89
Avail Cap(c_a), veh/h	587	1482	690	386	1405	680	275	881	517	354	455	467
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	37.8	39.6	22.2	22.2	22.3	30.9	35.7	28.0	28.5	39.3	39.3
Incr Delay (d2), s/veh	1.3	1.7	5.3	3.0	0.8	1.6	2.1	2.3	1.9	0.9	22.1	21.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	18.1	20.2	4.9	8.3	8.5	3.5	9.6	7.0	4.0	19.0	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	39.5	44.9	25.2	23.0	24.0	33.1	38.0	29.9	29.4	61.4	61.0
LnGrp LOS	B	D	D	C	C	C	C	D	C	C	E	E
Approach Vol, veh/h		1616			971			751			934	
Approach Delay, s/veh		37.4			23.7			35.4			57.3	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	33.0	12.7	53.8	9.7	33.9	15.2	51.3				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	11.5	27.5	16.0	36.5	11.5	27.5	19.5	33.5				
Max Q Clear Time (g_c+1), s	7.2	14.7	8.4	33.0	6.4	26.3	11.2	14.2				
Green Ext Time (p_c), s	0.1	3.0	0.3	2.5	0.1	0.6	0.5	5.0				

Intersection Summary

HCM 7th Control Delay, s/veh: 38.3
 HCM 7th LOS: D

Notes
 User approved pedestrian interval to be less than phase max green.

Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	←		→		↶		↷		↑		↓	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT			
Lane Configurations	↶↶↶		↶↶↶		↶↶↶		↶↶↶		↶↶↶		↶↶↶	
Traffic Volume (vph)	281	894	183	620	110	471	183	114	759			
Future Volume (vph)	281	894	183	620	110	471	183	114	759			
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA			
Protected Phases	7	4	3	8	5	2	3	1	6			
Permitted Phases	4	8	2	6	2	6	2	6	6			
Detector Phase	7	4	3	8	5	2	3	1	6			
Switch Phase												
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5			
Minimum Split (s)	10.5	25.0	10.5	31.5	10.5	42.5	10.5	10.5	37.5			
Total Split (s)	23.0	42.0	20.0	39.0	15.0	33.0	20.0	15.0	33.0			
Total Split (%)	20.9%	38.2%	18.2%	35.5%	13.6%	30.0%	18.2%	13.6%	30.0%			
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5			
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5			
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max			

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 3: University Blvd NE & Lomas Blvd NE



HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	←		→		↶		↷		↑		↓		↶		↷	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations	↶↶↶		↶↶↶		↶↶↶		↶↶↶		↶↶↶		↶↶↶		↶↶↶		↶↶↶	
Traffic Volume (veh/h)	281	894	477	183	620	195	110	471	183	114	759	67				
Future Volume (veh/h)	281	894	477	183	620	195	110	471	183	114	759	67				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0				
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Work Zone On Approach	No			No			No			No						
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856				
Adj Flow Rate, veh/h	281	894	477	183	620	195	110	471	183	114	759	67				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3				
Cap, veh/h	454	1481	690	264	1590	490	193	881	517	283	825	73				
Arrive On Green	0.04	0.14	0.14	0.08	0.41	0.41	0.06	0.25	0.25	0.06	0.25	0.25				
Sat Flow, veh/h	1767	3377	1572	1767	3837	1183	1767	3526	1572	1767	3277	289				
Grp Volume(v), veh/h	281	894	477	183	544	271	110	471	183	114	408	418				
Grp Sat Flow(s), veh/h/ln	1767	1689	1572	1767	1689	1643	1767	1763	1572	1767	1763	1803				
Q Serve(g_s), s	9.3	27.3	31.7	6.4	12.4	12.7	5.0	12.7	9.7	5.2	24.8	24.8				
Cycle Q Clear(g_c), s	9.3	27.3	31.7	6.4	12.4	12.7	5.0	12.7	9.7	5.2	24.8	24.8				
Prop In Lane	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	0.16				
Lane Grp Cap(c), veh/h	454	1481	690	264	1400	681	193	881	517	283	444	454				
V/C Ratio(X)	0.62	0.60	0.69	0.69	0.39	0.40	0.57	0.53	0.35	0.40	0.92	0.92				
Avail Cap(c_a), veh/h	577	1481	690	382	1400	681	267	881	517	354	444	454				
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh	17.1	38.1	40.0	22.5	22.5	22.6	30.9	35.7	28.0	28.5	40.1	40.1				
Incr Delay (d2), s/veh	1.4	1.8	5.6	3.3	0.8	1.7	2.6	2.3	1.9	0.9	26.6	26.3				
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(95%),veh/ln	7.6	18.5	20.6	5.0	8.6	8.8	4.0	9.6	7.0	4.0	19.9	20.2				
Unsig. Movement Delay, s/veh																
LnGrp Delay(d), s/veh	18.5	39.9	45.6	25.8	23.3	24.3	33.6	38.0	29.9	29.4	66.7	66.4				
LnGrp LOS	B	D	D	C	C	C	C	D	C	C	E	E				
Approach Vol, veh/h	1652		998		764		940									
Approach Delay, s/veh	37.9		24.0		35.4		62.0									
Approach LOS	D		C		D		E									
Timer - Assigned Phs	1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s	10.6	33.0	12.7	53.8	10.4	33.2	15.3	51.1								
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5								
Max Green Setting (Gmax), s	11.5	27.5	16.0	36.5	11.5	27.5	19.5	33.5								
Max Q Clear Time (g_c+I1), s	7.2	14.7	8.4	33.7	7.0	26.8	11.3	14.7								
Green Ext Time (p_c), s	0.1	3.0	0.3	2.1	0.1	0.4	0.5	5.1								

Intersection Summary


HCM 7th Control Delay, s/veh: 39.5

HCM 7th LOS: D

Notes
User approved pedestrian interval to be less than phase max green.

Timings
3: University Blvd NE & Lomas Blvd NE

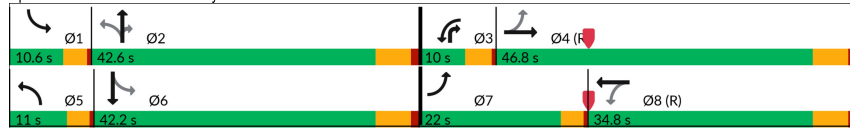
Tierra West, LLC
09/15/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	281	894	183	620	110	471	183	114	759
Future Volume (vph)	281	894	183	620	110	471	183	114	759
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	6	2	2	6	6
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	25.0	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	22.0	46.8	10.0	34.8	11.0	42.6	10.0	10.6	42.2
Total Split (%)	20.0%	42.5%	9.1%	31.6%	10.0%	38.7%	9.1%	9.6%	38.4%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max


Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 3: University Blvd NE & Lomas Blvd NE



HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/15/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑↑↑	↑↑↑	↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (veh/h)	281	894	477	183	620	195	110	471	183	114	759	67
Future Volume (veh/h)	281	894	477	183	620	195	110	471	183	114	759	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	281	894	477	183	620	195	110	471	183	114	759	67
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	410	1290	600	240	1197	369	257	1189	616	350	1110	98
Arrive On Green	0.26	0.76	0.76	0.05	0.31	0.31	0.06	0.34	0.34	0.06	0.34	0.34
Sat Flow, veh/h	1767	3377	1572	1767	3837	1183	1767	3526	1572	1767	3277	289
Grp Volume(v), veh/h	281	894	477	183	544	271	110	471	183	114	408	418
Grp Sat Flow(s), veh/h/ln	1767	1689	1572	1767	1689	1643	1767	1763	1572	1767	1763	1803
Q Serve(g_s), s	11.8	14.6	20.0	6.0	14.5	14.9	4.4	11.2	8.8	4.6	21.9	21.9
Cycle Q Clear(g_c), s	11.8	14.6	20.0	6.0	14.5	14.9	4.4	11.2	8.8	4.6	21.9	21.9
Prop In Lane	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	0.16
Lane Grp Cap(c), veh/h	410	1290	600	240	1054	513	257	1189	616	350	597	611
V/C Ratio(X)	0.68	0.69	0.79	0.76	0.52	0.53	0.43	0.40	0.30	0.33	0.68	0.68
Avail Cap(c_a), veh/h	480	1290	600	240	1054	513	278	1189	616	361	597	611
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	9.8	10.4	30.6	31.0	31.2	24.1	27.9	23.0	22.2	31.3	31.3
Incr Delay (d2), s/veh	3.3	3.1	10.4	13.3	1.8	3.9	1.1	1.0	1.2	0.5	6.2	6.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	6.4	8.7	4.8	10.1	10.5	3.4	8.4	6.1	3.5	15.3	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	12.8	20.8	44.0	32.8	35.0	25.3	28.9	24.3	22.7	37.5	37.4
LnGrp LOS	C	B	C	D	C	D	C	C	C	C	D	D
Approach Vol, veh/h		1652			998			764			940	
Approach Delay, s/veh		16.6			35.5			27.2			35.7	
Approach LOS		B			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	42.6	10.0	47.5	9.7	42.8	17.7	39.8				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	7.1	37.1	6.0	41.3	7.5	36.7	18.5	29.3				
Max Q Clear Time (g_c+1), s	6.6	13.2	8.0	22.0	6.4	23.9	13.8	16.9				
Green Ext Time (p_c), s	0.0	3.7	0.0	9.5	0.0	4.1	0.4	4.2				

Intersection Summary
 HCM 7th Control Delay, s/veh: 26.9
 HCM 7th LOS: C
 Notes
 User approved pedestrian interval to be less than phase max green.

Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑
Traffic Volume (vph)	175	499	215	1031	240	613	268	154	613
Future Volume (vph)	175	499	215	1031	240	613	268	154	613
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	6	2	6	2	6
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	42.5	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	24.0	43.0	17.0	36.0	20.0	42.0	17.0	18.0	40.0
Total Split (%)	20.0%	35.8%	14.2%	30.0%	16.7%	35.0%	14.2%	15.0%	33.3%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 3: University Blvd NE & Lomas Blvd NE



2028PN - 2025068 - Lobo Plaza, Lomas Blvd NE
2028 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2028.syn

HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑
Traffic Volume (veh/h)	175	499	179	215	1031	114	240	613	268	154	613	369
Future Volume (veh/h)	175	499	179	215	1031	114	240	613	268	154	613	369
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	175	499	179	215	1031	114	240	613	268	154	613	369
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	292	1285	446	391	1684	186	268	1152	663	314	608	366
Arrive On Green	0.03	0.11	0.11	0.09	0.36	0.36	0.12	0.33	0.33	0.08	0.29	0.29
Sat Flow, veh/h	1767	3712	1288	1767	4630	511	1767	3526	1572	1767	2116	1273
Grp Volume(v), veh/h	175	452	226	215	752	393	240	613	268	154	511	471
Grp Sat Flow(s), veh/h/ln	1767	1689	1624	1767	1689	1764	1767	1763	1572	1767	1763	1626
Q Serve(g_s), s	7.5	14.9	15.5	9.3	21.9	21.9	11.9	17.0	14.3	7.3	34.5	34.5
Cycle Q Clear(g_c), s	7.5	14.9	15.5	9.3	21.9	21.9	11.9	17.0	14.3	7.3	34.5	34.5
Prop In Lane	1.00	0.79	1.00	1.00	0.29	1.00	1.00	1.00	1.00	1.00	1.00	0.78
Lane Grp Cap(c), veh/h	292	1169	562	391	1228	641	268	1152	663	314	507	468
V/C Ratio(X)	0.60	0.39	0.40	0.55	0.61	0.61	0.90	0.53	0.40	0.49	1.01	1.01
Avail Cap(c_a), veh/h	450	1169	562	415	1228	641	303	1152	663	389	507	468
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	41.4	41.6	22.7	31.2	31.3	33.2	32.9	24.2	27.3	42.7	42.8
Incr Delay (d2), s/veh	2.0	1.0	2.1	1.4	2.3	4.3	25.4	1.8	1.8	1.2	41.9	43.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	11.2	11.4	7.1	14.1	15.1	10.5	11.9	9.4	5.6	28.2	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	42.3	43.7	24.1	33.5	35.6	58.6	34.7	26.0	28.5	84.7	86.3
LnGrp LOS	C	D	D	C	C	D	E	C	C	C	F	F
Approach Vol, veh/h	853			1360			1121				1136	
Approach Delay, s/veh	39.7			32.6			37.7				77.8	
Approach LOS	D			C			D				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	44.7	15.4	47.0	17.6	40.0	13.3	49.1				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	14.5	36.5	13.0	37.5	16.5	34.5	20.5	30.5				
Max Q Clear Time (g_c+11), s	9.3	19.0	11.3	17.5	13.9	36.5	9.5	23.9				
Green Ext Time (p_c), s	0.2	4.7	0.1	4.3	0.2	0.0	0.3	3.8				

Intersection Summary

HCM 7th Control Delay, s/veh: 46.7

HCM 7th LOS: D

Notes

User approved pedestrian interval to be less than phase max green.

2028PN - 2025068 - Lobo Plaza, Lomas Blvd NE
2028 PM Peak Hour NO BUILD Conditions - Existing Geom.

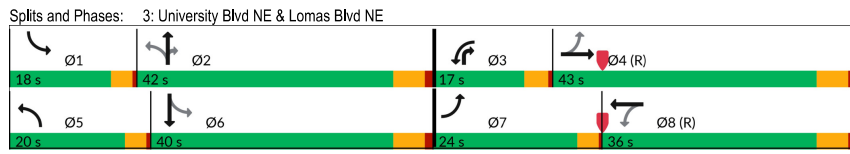
Synchro 12 Report
LoboPlaza_IY_2028.syn

Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (vph)	180	521	215	1059	253	613	268	154	613
Future Volume (vph)	180	521	215	1059	253	613	268	154	613
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	6	2	6	2	6
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	42.5	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	24.0	43.0	17.0	36.0	20.0	42.0	17.0	18.0	40.0
Total Split (%)	20.0%	35.8%	14.2%	30.0%	16.7%	35.0%	14.2%	15.0%	33.3%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated



HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (veh/h)	180	521	189	215	1059	114	253	613	268	154	613	376
Future Volume (veh/h)	180	521	189	215	1059	114	253	613	268	154	613	376
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	180	521	189	215	1059	114	253	613	268	154	613	376
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	1250	440	378	1645	177	280	1177	676	319	603	370
Arrive On Green	0.03	0.11	0.11	0.10	0.35	0.35	0.12	0.33	0.33	0.08	0.29	0.29
Sat Flow, veh/h	1767	3698	1301	1767	4644	499	1767	3526	1572	1767	2099	1287
Grp Volume(v), veh/h	180	474	236	215	770	403	253	613	268	154	515	474
Grp Sat Flow(s), veh/h/ln	1767	1689	1621	1767	1689	1766	1767	1763	1572	1767	1763	1624
Q Serve(g_s), s	7.8	15.7	16.3	9.4	22.9	22.9	12.8	16.8	14.1	7.3	34.5	34.5
Cycle Q Clear(g_c), s	7.8	15.7	16.3	9.4	22.9	22.9	12.8	16.8	14.1	7.3	34.5	34.5
Prop In Lane	1.00	0.80	1.00	1.00	0.28	1.00	1.00	1.00	1.00	1.00	0.79	0.79
Lane Grp Cap(c), veh/h	286	1142	548	378	1196	625	280	1177	676	319	507	467
V/C Ratio(X)	0.63	0.42	0.43	0.57	0.64	0.64	0.90	0.52	0.40	0.48	1.02	1.02
Avail Cap(c_a), veh/h	439	1142	548	400	1196	625	303	1177	676	395	507	467
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	42.3	42.5	23.5	32.4	32.4	33.8	32.2	23.5	27.2	42.8	42.8
Incr Delay (d2), s/veh	2.3	1.1	2.5	1.7	2.7	5.1	27.5	1.7	1.7	1.1	44.0	45.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	11.7	11.9	7.3	14.7	15.8	12.0	11.8	9.3	5.6	28.6	26.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	43.4	45.0	25.2	35.1	37.5	61.3	33.9	25.3	28.3	86.7	88.4
LnGrp LOS	C	D	D	C	D	D	E	C	C	C	F	F
Approach Vol, veh/h	890			1388			1134				1143	
Approach Delay, s/veh	40.9			34.3			38.0				79.6	
Approach LOS	D			C			D				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	45.6	15.5	46.1	18.4	40.0	13.6	48.0				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	14.5	36.5	13.0	37.5	16.5	34.5	20.5	30.5				
Max Q Clear Time (g_c+11), s	9.3	18.8	11.4	18.3	14.8	36.5	9.8	24.9				
Green Ext Time (p_c), s	0.2	4.7	0.1	4.5	0.1	0.0	0.3	3.4				

Intersection Summary
 HCM 7th Control Delay, s/veh: 47.9
 HCM 7th LOS: D
Notes
 User approved pedestrian interval to be less than phase max green.

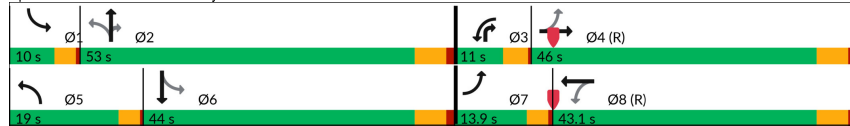
Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (vph)	180	521	215	1059	253	613	268	154	613
Future Volume (vph)	180	521	215	1059	253	613	268	154	613
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	6	2	2	6	6
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	42.5	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	13.9	46.0	11.0	43.1	19.0	53.0	11.0	10.0	44.0
Total Split (%)	11.6%	38.3%	9.2%	35.9%	15.8%	44.2%	9.2%	8.3%	36.7%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated

Splits and Phases: 3: University Blvd NE & Lomas Blvd NE



HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE


Tierra West, LLC
09/15/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (veh/h)	180	521	189	215	1059	114	253	613	268	154	613	376
Future Volume (veh/h)	180	521	189	215	1059	114	253	613	268	154	613	376
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	180	521	189	215	1059	114	253	613	268	154	613	376
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	261	1248	439	311	1473	158	290	1396	714	324	719	441
Arrive On Green	0.03	0.11	0.11	0.06	0.32	0.32	0.11	0.40	0.40	0.05	0.34	0.34
Sat Flow, veh/h	1767	3698	1301	1767	4644	499	1767	3526	1572	1767	2099	1287
Grp Volume(v), veh/h	180	474	236	215	770	403	253	613	268	154	515	474
Grp Sat Flow(s), veh/h/ln	1767	1689	1621	1767	1689	1766	1767	1763	1572	1767	1763	1624
Q Serve(g_s), s	7.9	15.7	16.3	7.0	24.2	24.3	10.7	15.3	13.5	6.5	32.5	32.5
Cycle Q Clear(g_c), s	7.9	15.7	16.3	7.0	24.2	24.3	10.7	15.3	13.5	6.5	32.5	32.5
Prop In Lane	1.00	0.80	1.00	1.00	0.28	1.00	1.00	1.00	1.00	1.00	0.79	0.79
Lane Grp Cap(c), veh/h	261	1140	547	311	1071	560	290	1396	714	324	604	556
V/C Ratio(X)	0.69	0.42	0.43	0.69	0.72	0.72	0.87	0.44	0.38	0.48	0.85	0.85
Avail Cap(c_a), veh/h	268	1140	547	311	1071	560	329	1396	714	324	604	556
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	42.3	42.6	32.4	36.2	36.3	27.0	26.5	21.5	24.8	36.6	36.6
Incr Delay (d2), s/veh	7.1	1.1	2.5	6.4	4.2	7.8	20.0	1.0	1.5	1.1	14.2	15.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	11.7	11.9	5.1	15.7	17.0	9.9	10.7	8.9	5.3	22.6	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	43.4	45.0	38.8	40.4	44.0	47.0	27.5	23.1	25.9	50.8	51.9
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	D	D
Approach Vol, veh/h		890			1388			1134				1143
Approach Delay, s/veh		42.4			41.2			30.8				47.9
Approach LOS		D			D			C				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	53.0	11.0	46.0	16.4	46.6	13.4	43.6				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	6.5	47.5	7.0	40.5	15.5	38.5	10.4	37.6				
Max Q Clear Time (g_c+1), s	8.5	17.3	9.0	18.3	12.7	34.5	9.9	26.3				
Green Ext Time (p_c), s	0.0	5.5	0.0	4.7	0.2	2.2	0.0	5.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	40.5
HCM 7th LOS	D
Notes	User approved pedestrian interval to be less than phase max green.

Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	290	916	192	622	102	494	192	119	797
Future Volume (vph)	290	916	192	622	102	494	192	119	797
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	6	2	6	2	6	2
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	25.0	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	23.0	42.0	20.0	39.0	15.0	33.0	20.0	15.0	33.0
Total Split (%)	20.9%	38.2%	18.2%	35.5%	13.6%	30.0%	18.2%	13.6%	30.0%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 3: University Blvd NE & Lomas Blvd NE




2038AN - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 AM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
 3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
 09/13/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	290	916	490	192	622	204	102	494	192	119	797	64
Future Volume (veh/h)	290	916	490	192	622	204	102	494	192	119	797	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	290	916	490	192	622	204	102	494	192	119	797	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	453	1461	680	263	1550	498	183	881	523	279	853	68
Arrive On Green	0.04	0.14	0.14	0.08	0.41	0.41	0.06	0.25	0.25	0.07	0.26	0.26
Sat Flow, veh/h	1767	3377	1572	1767	3794	1220	1767	3526	1572	1767	3305	265
Grp Volume(v), veh/h	290	916	490	192	552	274	102	494	192	119	425	436
Grp Sat Flow(s), veh/h/ln	1767	1689	1572	1767	1689	1636	1767	1763	1572	1767	1763	1808
Q Serve(g_s), s	9.7	28.1	32.8	6.8	12.7	13.1	4.7	13.4	10.2	5.4	25.9	25.9
Cycle Q Clear(g_c), s	9.7	28.1	32.8	6.8	12.7	13.1	4.7	13.4	10.2	5.4	25.9	25.9
Prop In Lane	1.00	1.00	1.00	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	0.15
Lane Grp Cap(c), veh/h	453	1461	680	263	1380	668	183	881	523	279	455	466
V/C Ratio(X)	0.64	0.63	0.72	0.73	0.40	0.41	0.56	0.56	0.37	0.43	0.93	0.93
Avail Cap(c_a), veh/h	569	1461	680	374	1380	668	264	881	523	346	455	466
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	38.8	40.8	23.2	23.0	23.1	31.2	36.0	27.9	28.5	39.9	39.9
Incr Delay (d2), s/veh	1.6	2.0	6.5	4.3	0.9	1.9	2.6	2.6	2.0	1.0	28.7	28.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	19.0	21.3	5.4	8.8	9.0	3.7	10.0	7.3	4.2	20.8	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	40.8	47.3	27.4	23.9	25.0	33.8	38.5	29.9	29.6	68.6	68.1
LnGrp LOS	B	D	D	C	C	C	C	D	C	C	E	E
Approach Vol, veh/h	1696			1018			788				980	
Approach Delay, s/veh	39.0			24.8			35.8				63.6	
Approach LOS	D			C			D				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	33.0	13.1	53.1	9.9	33.9	15.7	50.4				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	11.5	27.5	16.0	36.5	11.5	27.5	19.5	33.5				
Max Q Clear Time (g_c+I1), s	7.4	15.4	8.8	34.8	6.7	27.9	11.7	15.1				
Green Ext Time (p_c), s	0.1	3.1	0.3	1.4	0.1	0.0	0.5	5.2				

Intersection Summary
 HCM 7th Control Delay, s/veh: 40.6
 HCM 7th LOS: D
Notes
 User approved pedestrian interval to be less than phase max green.

2038AN - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 AM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑
Traffic Volume (vph)	295	937	192	649	115	494	192	119	797
Future Volume (vph)	295	937	192	649	115	494	192	119	797
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	6	2	6	2	6
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	25.0	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	23.0	42.0	20.0	39.0	15.0	33.0	20.0	15.0	33.0
Total Split (%)	20.9%	38.2%	18.2%	35.5%	13.6%	30.0%	18.2%	13.6%	30.0%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary

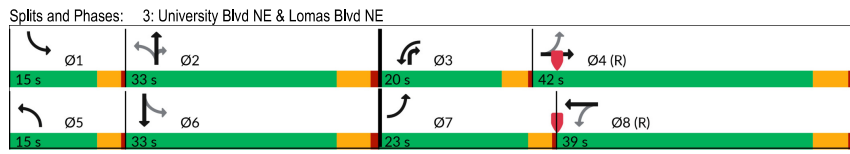
Cycle Length: 110

Actuated Cycle Length: 110

Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated



2038AB - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑↑↑	↑↑↑	↑	↑	↑↑↑	↑	↑	↑	↑
Traffic Volume (veh/h)	295	937	500	192	649	204	115	494	192	119	797	70
Future Volume (veh/h)	295	937	500	192	649	204	115	494	192	119	797	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	295	937	500	192	649	204	115	494	192	119	797	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	447	1461	680	259	1561	482	187	881	523	279	826	73
Arrive On Green	0.04	0.14	0.14	0.08	0.41	0.41	0.06	0.25	0.25	0.07	0.25	0.25
Sat Flow, veh/h	1767	3377	1572	1767	3835	1184	1767	3526	1572	1767	3279	288
Grp Volume(v), veh/h	295	937	500	192	570	283	115	494	192	119	428	439
Grp Sat Flow(s), veh/h/ln	1767	1689	1572	1767	1689	1642	1767	1763	1572	1767	1763	1804
Q Serve(g_s), s	9.9	28.8	33.5	6.8	13.2	13.6	5.2	13.4	10.2	5.4	26.4	26.4
Cycle Q Clear(g_c), s	9.9	28.8	33.5	6.8	13.2	13.6	5.2	13.4	10.2	5.4	26.4	26.4
Prop In Lane	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	0.16
Lane Grp Cap(c), veh/h	447	1461	680	259	1374	668	187	881	523	279	444	454
V/C Ratio(X)	0.66	0.64	0.74	0.74	0.41	0.42	0.61	0.56	0.37	0.43	0.97	0.97
Avail Cap(c_a), veh/h	561	1461	680	370	1374	668	257	881	523	346	444	454
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	39.1	41.1	23.4	23.3	23.4	31.0	36.0	27.9	28.5	40.7	40.7
Incr Delay (d2), s/veh	2.0	2.2	6.9	4.7	0.9	2.0	3.3	2.6	2.0	1.0	34.8	34.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	19.4	21.8	5.4	9.1	9.3	4.2	10.0	7.3	4.2	21.9	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.8	41.3	48.1	28.2	24.2	25.3	34.3	38.5	29.9	29.6	75.5	75.1
LnGrp LOS	B	D	D	C	C	C	C	D	C	C	E	E
Approach Vol, veh/h		1732			1045			801				986
Approach Delay, s/veh		39.6			25.2			35.9				69.8
Approach LOS		D			C			D				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	33.0	13.1	53.1	10.6	33.2	15.9	50.3				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	11.5	27.5	16.0	36.5	11.5	27.5	19.5	33.5				
Max Q Clear Time (g_c+1), s	7.4	15.4	8.8	35.5	7.2	28.4	11.9	15.6				
Green Ext Time (p_c), s	0.1	3.1	0.3	0.8	0.1	0.0	0.5	5.3				

Intersection Summary

HCM 7th Control Delay, s/veh: 42.2

HCM 7th LOS: D

Notes


User approved pedestrian interval to be less than phase max green.

2038AB - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 AM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

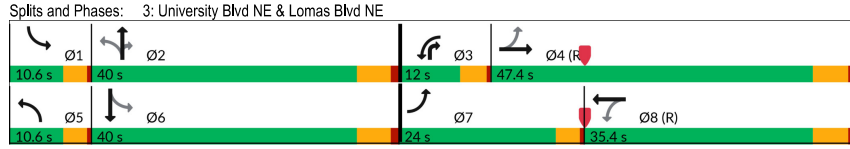
Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/15/2025




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	295	937	192	649	115	494	192	119	797
Future Volume (vph)	295	937	192	649	115	494	192	119	797
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	6	2	2	6	6
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	25.0	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	24.0	47.4	12.0	35.4	10.6	40.0	12.0	10.6	40.0
Total Split (%)	21.8%	43.1%	10.9%	32.2%	9.6%	36.4%	10.9%	9.6%	36.4%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated



HCM 7th Signalized Intersection Summary
 3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
 09/15/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	295	937	500	192	649	204	115	494	192	119	797	70
Future Volume (veh/h)	295	937	500	192	649	204	115	494	192	119	797	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	295	937	500	192	649	204	115	494	192	119	797	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	421	1296	604	261	1258	389	232	1106	608	326	1034	91
Arrive On Green	0.27	0.77	0.77	0.07	0.33	0.33	0.06	0.31	0.31	0.06	0.32	0.32
Sat Flow, veh/h	1767	3377	1572	1767	3835	1184	1767	3526	1572	1767	3279	288
Grp Volume(v), veh/h	295	937	500	192	570	283	115	494	192	119	428	439
Grp Sat Flow(s), veh/h/ln	1767	1689	1572	1767	1689	1642	1767	1763	1572	1767	1763	1804
Q Serve(g_s), s	12.2	15.9	22.3	8.0	15.0	15.4	4.8	12.3	9.4	5.0	24.2	24.2
Cycle Q Clear(g_c), s	12.2	15.9	22.3	8.0	15.0	15.4	4.8	12.3	9.4	5.0	24.2	24.2
Prop In Lane	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	0.16
Lane Grp Cap(c), veh/h	421	1296	604	261	1108	539	232	1106	608	326	556	569
V/C Ratio(X)	0.70	0.72	0.83	0.74	0.51	0.52	0.50	0.45	0.32	0.37	0.77	0.77
Avail Cap(c_a), veh/h	516	1296	604	261	1108	539	240	1106	608	331	556	569
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	9.7	10.5	24.7	29.9	30.0	26.3	30.1	23.6	23.8	34.1	34.1
Incr Delay (d2), s/veh	3.2	3.5	12.4	10.4	1.7	3.6	1.6	1.3	1.4	0.7	9.9	9.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	6.7	9.3	7.2	10.3	10.7	3.7	9.1	6.6	3.8	17.2	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.4	13.3	22.9	35.1	31.6	33.6	27.9	31.4	25.0	24.5	44.0	43.8
LnGrp LOS	C	B	C	D	C	C	C	C	C	C	D	D
Approach Vol, veh/h		1732			1045			801			986	
Approach Delay, s/veh		17.3			32.8			29.4			41.6	
Approach LOS		B			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	40.0	12.0	47.7	10.1	40.2	18.1	41.6				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	7.1	34.5	8.0	41.9	7.1	34.5	20.5	29.9				
Max Q Clear Time (g_c+1), s	7.0	14.3	10.0	24.3	6.8	26.2	14.2	17.4				
Green Ext Time (p_c), s	0.0	3.8	0.0	9.4	0.0	3.4	0.5	4.5				

Intersection Summary
 HCM 7th Control Delay, s/veh: 28.2
 HCM 7th LOS: C

Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑
Traffic Volume (vph)	183	524	226	1082	251	643	281	162	643
Future Volume (vph)	183	524	226	1082	251	643	281	162	643
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	2	6	2	6	NA
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	42.5	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	24.0	43.0	17.0	36.0	20.0	42.0	17.0	18.0	40.0
Total Split (%)	20.0%	35.8%	14.2%	30.0%	16.7%	35.0%	14.2%	15.0%	33.3%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary

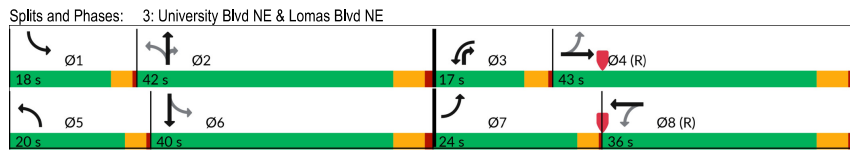
Cycle Length: 120

Actuated Cycle Length: 120

Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated



2038PN - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑↑↑	↑↑↑	↑	↑	↑↑↑	↑	↑	↑	↑
Traffic Volume (veh/h)	183	524	187	226	1082	119	251	643	281	162	643	388
Future Volume (veh/h)	183	524	187	226	1082	119	251	643	281	162	643	388
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	183	524	187	226	1082	119	251	643	281	162	643	388
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	283	1245	431	382	1639	180	278	1162	675	312	608	367
Arrive On Green	0.03	0.11	0.11	0.10	0.35	0.35	0.12	0.33	0.33	0.08	0.29	0.29
Sat Flow, veh/h	1767	3715	1286	1767	4632	509	1767	3526	1572	1767	2114	1275
Grp Volume(v), veh/h	183	475	236	226	789	412	251	643	281	162	536	495
Grp Sat Flow(s),veh/h/ln	1767	1689	1624	1767	1689	1764	1767	1763	1572	1767	1763	1626
Q Serve(g_s), s	7.9	15.7	16.3	9.9	23.6	23.7	12.7	17.9	14.9	7.6	34.5	34.5
Cycle Q Clear(g_c), s	7.9	15.7	16.3	9.9	23.6	23.7	12.7	17.9	14.9	7.6	34.5	34.5
Prop In Lane	1.00	1.00	0.79	1.00	0.29	1.00	1.00	1.00	1.00	1.00	1.00	0.78
Lane Grp Cap(c), veh/h	283	1132	544	382	1195	624	278	1162	675	312	507	467
V/C Ratio(X)	0.65	0.42	0.43	0.59	0.66	0.66	0.90	0.55	0.42	0.52	1.06	1.06
Avail Cap(c_a), veh/h	434	1132	544	398	1195	624	303	1162	675	382	507	467
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	42.5	42.7	23.5	32.7	32.7	33.7	33.0	23.8	27.3	47.7	42.8
Incr Delay (d2), s/veh	2.5	1.1	2.5	2.2	2.9	5.4	27.2	1.9	1.9	1.3	56.2	58.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	11.7	12.0	7.7	15.1	16.3	11.0	12.5	9.7	5.9	31.5	29.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.8	43.6	45.2	25.6	35.6	38.1	60.9	34.9	25.7	28.6	98.9	100.7
LnGrp LOS	C	D	D	C	D	D	E	C	C	C	F	F
Approach Vol, veh/h	894			1427			1175				1193	
Approach Delay, s/veh	41.2			34.7			38.2				90.1	
Approach LOS	D			C			D				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	45.0	16.0	45.7	18.3	40.0	13.7	48.0				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	14.5	36.5	13.0	37.5	16.5	34.5	20.5	30.5				
Max Q Clear Time (g_c+1), s	9.6	19.9	11.9	18.3	14.7	36.5	9.9	25.7				
Green Ext Time (p_c), s	0.2	4.9	0.1	4.5	0.1	0.0	0.3	3.0				

Intersection Summary

HCM 7th Control Delay, s/veh: 50.9

HCM 7th LOS: D

Notes

User approved pedestrian interval to be less than phase max green.

2038PN - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 PM Peak Hour NO BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (vph)	188	546	226	1110	264	643	281	162	643
Future Volume (vph)	188	546	226	1110	264	643	281	162	643
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	2	6	2	6	2	6
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	42.5	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	24.0	43.0	17.0	36.0	20.0	42.0	17.0	18.0	40.0
Total Split (%)	20.0%	35.8%	14.2%	30.0%	16.7%	35.0%	14.2%	15.0%	33.3%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated

Splits and Phases: 3: University Blvd NE & Lomas Blvd NE



2038PB - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 PM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/13/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (veh/h)	188	546	197	226	1110	119	264	643	281	162	643	395
Future Volume (veh/h)	188	546	197	226	1110	119	264	643	281	162	643	395
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	188	546	197	226	1110	119	264	643	281	162	643	395
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	278	1211	425	370	1599	171	290	1186	688	317	603	370
Arrive On Green	0.03	0.11	0.11	0.10	0.34	0.34	0.13	0.34	0.34	0.08	0.29	0.29
Sat Flow, veh/h	1767	3701	1298	1767	4645	498	1767	3526	1572	1767	2098	1288
Grp Volume(v), veh/h	188	497	246	226	807	422	264	643	281	162	540	498
Grp Sat Flow(s), veh/h/ln	1767	1689	1622	1767	1689	1766	1767	1763	1572	1767	1763	1624
Q Serve(g_s), s	8.2	16.6	17.1	10.1	24.7	24.7	13.5	17.8	14.7	7.6	34.5	34.5
Cycle Q Clear(g_c), s	8.2	16.6	17.1	10.1	24.7	24.7	13.5	17.8	14.7	7.6	34.5	34.5
Prop In Lane	1.00	0.80	1.00	1.00	0.28	1.00	1.00	1.00	1.00	1.00	1.00	0.79
Lane Grp Cap(c), veh/h	278	1105	531	370	1163	608	290	1186	688	317	507	467
V/C Ratio(X)	0.68	0.45	0.46	0.61	0.69	0.69	0.91	0.54	0.41	0.51	1.07	1.07
Avail Cap(c_a), veh/h	424	1105	531	383	1163	608	303	1186	688	387	507	467
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	43.4	43.6	24.3	33.9	33.9	34.3	32.3	23.1	27.1	42.7	42.8
Incr Delay (d2), s/veh	2.9	1.3	2.9	2.7	3.4	6.4	29.2	1.8	1.8	1.3	58.7	60.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	12.3	12.5	7.8	15.8	17.1	11.6	12.3	9.6	5.9	32.0	30.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	44.7	46.5	27.0	37.3	40.3	63.5	34.1	24.9	28.4	101.4	103.2
LnGrp LOS	C	D	D	C	D	D	E	C	C	C	F	F
Approach Vol, veh/h	931			1455			1188				1200	
Approach Delay, s/veh	42.5			36.6			38.5				92.3	
Approach LOS	D			D			D				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	45.9	16.1	44.8	19.1	40.0	14.1	46.8				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	14.5	36.5	13.0	37.5	16.5	34.5	20.5	30.5				
Max Q Clear Time (g_c+1), s	9.6	19.8	12.1	19.1	15.5	36.5	10.2	26.7				
Green Ext Time (p_c), s	0.2	4.9	0.1	4.6	0.1	0.0	0.3	2.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	52.2
HCM 7th LOS	D

Notes
User approved pedestrian interval to be less than phase max green.

2038PB - 2025068 - Lobo Plaza, Lomas Blvd NE
2038 PM Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
LoboPlaza_IY_2038.syn

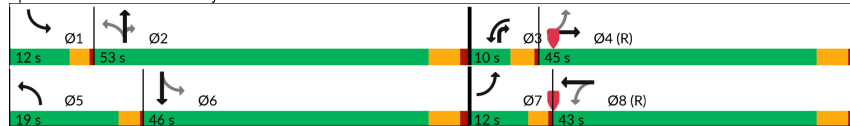
Timings
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (vph)	188	546	226	1110	264	643	281	162	643
Future Volume (vph)	188	546	226	1110	264	643	281	162	643
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases	4	8	2	6	2	6	2	6	2
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	6.0	19.5	6.0	20.0	6.0	19.5	6.0	6.0	19.5
Minimum Split (s)	10.5	42.5	10.5	31.5	10.5	42.5	10.5	10.5	37.5
Total Split (s)	12.0	45.0	10.0	43.0	19.0	53.0	10.0	12.0	46.0
Total Split (%)	10.0%	37.5%	8.3%	35.8%	15.8%	44.2%	8.3%	10.0%	38.3%
Yellow Time (s)	3.0	4.5	3.5	4.5	3.0	4.5	3.5	3.0	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	5.5	4.0	5.5	3.5	5.5	4.0	3.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	Max	None	None	Max

Intersection Summary
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 3: University Blvd NE & Lomas Blvd NE



2038PB MIT - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 PM MIT Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

HCM 7th Signalized Intersection Summary
3: University Blvd NE & Lomas Blvd NE

Tierra West, LLC
09/15/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔	↔↔↔
Traffic Volume (veh/h)	188	546	197	226	1110	119	264	643	281	162	643	395
Future Volume (veh/h)	188	546	197	226	1110	119	264	643	281	162	643	395
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	188	546	197	226	1110	119	264	643	281	162	643	395
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh. %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	229	1218	427	281	1452	155	292	1396	701	342	750	461
Arrive On Green	0.02	0.11	0.11	0.05	0.31	0.31	0.11	0.40	0.40	0.07	0.36	0.36
Sat Flow, veh/h	1767	3701	1298	1767	4645	498	1767	3526	1572	1767	2098	1288
Grp Volume(v), veh/h	188	497	246	226	807	422	264	643	281	162	540	498
Grp Sat Flow(s), veh/h/ln	1767	1689	1622	1767	1689	1766	1767	1763	1572	1767	1763	1624
Q Serve(g_s), s	8.5	16.5	17.1	6.0	25.9	25.9	10.9	16.2	14.5	6.9	34.1	34.1
Cycle Q Clear(g_c), s	8.5	16.5	17.1	6.0	25.9	25.9	10.9	16.2	14.5	6.9	34.1	34.1
Prop In Lane	1.00	0.80	1.00	1.00	0.28	1.00	1.00	1.00	1.00	1.00	1.00	0.79
Lane Grp Cap(c), veh/h	229	1112	534	281	1055	552	292	1396	701	342	630	581
V/C Ratio(X)	0.82	0.45	0.46	0.80	0.76	0.77	0.90	0.46	0.40	0.47	0.86	0.86
Avail Cap(c_a), veh/h	229	1112	534	281	1055	552	328	1396	701	342	630	581
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	43.3	43.5	37.6	37.3	37.3	26.6	26.8	22.4	22.3	35.7	35.7
Incr Delay (d2), s/veh	20.9	1.3	2.9	15.4	5.3	9.7	25.2	1.1	1.7	1.0	14.0	15.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	12.2	12.4	8.4	16.8	18.3	10.6	11.2	9.5	5.3	23.4	22.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.3	44.6	46.3	53.0	42.5	47.0	51.8	27.9	24.1	23.4	49.7	50.8
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	D	D
Approach Vol, veh/h	931			1455			1188				1200	
Approach Delay, s/veh	46.6			45.5			32.3				46.6	
Approach LOS	D			D			C				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	53.0	10.0	45.0	16.6	48.4	12.0	43.0				
Change Period (Y+Rc), s	3.5	5.5	4.0	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	8.5	47.5	6.0	39.5	15.5	40.5	8.5	37.5				
Max Q Clear Time (g_c+1), s	8.9	18.2	8.0	19.1	12.9	36.1	10.5	27.9				
Green Ext Time (p_c), s	0.0	5.8	0.0	4.8	0.2	2.5	0.0	5.3				

Intersection Summary
 HCM 7th Control Delay, s/veh: 42.7
 HCM 7th LOS: D

Notes
 User approved pedestrian interval to be less than phase max green.

2038PB MIT - 2025068 - Lobo Plaza, Lomas Blvd NE
 2038 PM MIT Peak Hour BUILD Conditions - Existing Geom.

Synchro 12 Report
 LoboPlaza_IY_2038.syn

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑		↑
Traffic Vol, veh/h	1472	256	73	761	0	69
Future Vol, veh/h	1472	256	73	761	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1472	256	73	761	0	69

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1728	0	864
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	5.36	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	3.13	-	3.93
Pot Cap-1 Maneuver	-	-	291	-	*739
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	0	-	0
Mov Cap-1 Maneuver	-	-	291	-	*739
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.88	10.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	291	-
HCM Lane V/C Ratio	0.093	-	-	0.251	-
HCM Ctrl Dly (s/v)	10.4	-	-	21.4	-
HCM Lane LOS	B	-	-	C	-
HCM 95th %tile Q(veh)	0.3	-	-	1	-

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

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑		↑
Traffic Vol, veh/h	1514	256	74	794	0	71
Future Vol, veh/h	1514	256	74	794	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1514	256	74	794	0	71

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1770	0	885
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	5.36	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	3.13	-	3.93
Pot Cap-1 Maneuver	-	-	275	-	717
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	0	-	0
Mov Cap-1 Maneuver	-	-	275	-	717
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.95	10.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	717	-	-	275	-
HCM Lane V/C Ratio	0.099	-	-	0.269	-
HCM Ctrl Dly (s/v)	10.6	-	-	22.9	-
HCM Lane LOS	B	-	-	C	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑		↑
Traffic Vol, veh/h	759	69	28	1689	0	97
Future Vol, veh/h	759	69	28	1689	0	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	759	69	28	1689	0	97

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	828	0	414
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	5.36	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	3.13	-	3.93
Pot Cap-1 Maneuver	-	-	470	0	500
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	470	-	500
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.21	13.93
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	500	-	-	470	-
HCM Lane V/C Ratio	0.194	-	-	0.06	-
HCM Ctrl Dly (s/v)	13.9	-	-	13.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑		↑
Traffic Vol, veh/h	803	69	29	1724	0	99
Future Vol, veh/h	803	69	29	1724	0	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	803	69	29	1724	0	99

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	872	0	- 436
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	5.36	-	- 7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	3.13	-	- 3.93
Pot Cap-1 Maneuver	-	-	448	-	0 484
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	448	-	- 484
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.22	14.35
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	484	-	-	448	-
HCM Lane V/C Ratio	0.205	-	-	0.065	-
HCM Ctrl Dly (s/v)	14.3	-	-	13.6	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑		↑
Traffic Vol, veh/h	1544	268	77	799	0	72
Future Vol, veh/h	1544	268	77	799	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1544	268	77	799	0	72

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1812	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	5.36	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	3.13	-	-
Pot Cap-1 Maneuver	-	-	272	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	0	-	0
Mov Cap-1 Maneuver	-	-	272	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.06	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	727	-	-	272	-
HCM Lane V/C Ratio	0.099	-	-	0.284	-
HCM Ctrl Dly (s/v)	10.5	-	-	23.4	-
HCM Lane LOS	B	-	-	C	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	-

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

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑		↑
Traffic Vol, veh/h	1586	268	78	832	0	74
Future Vol, veh/h	1586	268	78	832	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1586	268	78	832	0	74

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1854	0	- 927
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	5.36	-	- 7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	3.13	-	- 3.93
Pot Cap-1 Maneuver	-	-	256	-	0 *727
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	0	-	0
Mov Cap-1 Maneuver	-	-	256	-	- *727
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.15	10.51
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	727	-	-	256	-
HCM Lane V/C Ratio	0.102	-	-	0.305	-
HCM Ctrl Dly (s/v)	10.5	-	-	25.1	-
HCM Lane LOS	B	-	-	D	-
HCM 95th %tile Q(veh)	0.3	-	-	1.2	-

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

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑		↑
Traffic Vol, veh/h	797	72	30	1772	0	102
Future Vol, veh/h	797	72	30	1772	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	797	72	30	1772	0	102

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	869	0	435
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	5.36	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	3.13	-	3.93
Pot Cap-1 Maneuver	-	-	449	0	485
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	449	-	485
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.23	14.39
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	485	-	-	449	-
HCM Lane V/C Ratio	0.21	-	-	0.067	-
HCM Ctrl Dly (s/v)	14.4	-	-	13.6	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑		↑
Traffic Vol, veh/h	841	72	31	1807	0	104
Future Vol, veh/h	841	72	31	1807	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	841	72	31	1807	0	104

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	913	0	- 457
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	5.36	-	- 7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	3.13	-	- 3.93
Pot Cap-1 Maneuver	-	-	428	-	0 469
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	428	-	- 469
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.24	14.84
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	469	-	-	428	-
HCM Lane V/C Ratio	0.222	-	-	0.072	-
HCM Ctrl Dly (s/v)	14.8	-	-	14.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	1583	0	0	784	0	0
Future Vol, veh/h	1583	0	0	784	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1583	0	0	784	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1583	0	1897
Stage 1	-	-	-	-	1583
Stage 2	-	-	-	-	314
Critical Hdwy	-	-	5.36	-	5.76
Critical Hdwy Stg 1	-	-	-	-	6.66
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	3.13	-	3.83
Pot Cap-1 Maneuver	-	-	201	-	105
Stage 1	-	-	-	-	104
Stage 2	-	-	-	-	652
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	201	-	105
Mov Cap-2 Maneuver	-	-	-	-	95
Stage 1	-	-	-	-	104
Stage 2	-	-	-	-	652

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	201	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	1627	0	0	819	0	0
Future Vol, veh/h	1627	0	0	819	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1627	0	0	819	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1627	0	1955
Stage 1	-	-	-	-	1627
Stage 2	-	-	-	-	328
Critical Hdwy	-	-	5.36	-	5.76
Critical Hdwy Stg 1	-	-	-	-	6.66
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	3.13	-	3.83
Pot Cap-1 Maneuver	-	-	191	-	98
Stage 1	-	-	-	-	97
Stage 2	-	-	-	-	641
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	191	-	98
Mov Cap-2 Maneuver	-	-	-	-	89
Stage 1	-	-	-	-	97
Stage 2	-	-	-	-	641

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	191	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	901	0	0	1717	0	0
Future Vol, veh/h	901	0	0	1717	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	901	0	0	1717	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	901	0	1588
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	687
Critical Hdwy	-	-	5.36	-	5.76
Critical Hdwy Stg 1	-	-	-	-	6.66
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	3.13	-	3.83
Pot Cap-1 Maneuver	-	-	434	-	154
Stage 1	-	-	-	-	276
Stage 2	-	-	-	-	417
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	434	-	154
Mov Cap-2 Maneuver	-	-	-	-	216
Stage 1	-	-	-	-	276
Stage 2	-	-	-	-	417

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	434	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	947	0	0	1753	0	0
Future Vol, veh/h	947	0	0	1753	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	947	0	0	1753	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	947	0	1648
Stage 1	-	-	-	-	947
Stage 2	-	-	-	-	701
Critical Hdwy	-	-	5.36	-	5.76
Critical Hdwy Stg 1	-	-	-	-	6.66
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	3.13	-	3.83
Pot Cap-1 Maneuver	-	-	412	-	143
Stage 1	-	-	-	-	259
Stage 2	-	-	-	-	410
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	412	-	143
Mov Cap-2 Maneuver	-	-	-	-	204
Stage 1	-	-	-	-	259
Stage 2	-	-	-	-	410

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	412	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	1661	0	0	822	0	0
Future Vol, veh/h	1661	0	0	822	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1661	0	0	822	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1661	0	1990
Stage 1	-	-	-	-	1661
Stage 2	-	-	-	-	329
Critical Hdwy	-	-	5.36	-	5.76
Critical Hdwy Stg 1	-	-	-	-	6.66
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	3.13	-	3.83
Pot Cap-1 Maneuver	-	-	183	-	94
Stage 1	-	-	-	-	93
Stage 2	-	-	-	-	640
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	183	-	94
Mov Cap-2 Maneuver	-	-	-	-	85
Stage 1	-	-	-	-	93
Stage 2	-	-	-	-	640

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	183	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	1705	0	0	857	0	0
Future Vol, veh/h	1705	0	0	857	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1705	0	0	857	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1705	0	2048
Stage 1	-	-	-	-	1705
Stage 2	-	-	-	-	343
Critical Hdwy	-	-	5.36	-	5.76
Critical Hdwy Stg 1	-	-	-	-	6.66
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	3.13	-	3.83
Pot Cap-1 Maneuver	-	-	174	-	87
Stage 1	-	-	-	-	87
Stage 2	-	-	-	-	630
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	174	-	87
Mov Cap-2 Maneuver	-	-	-	-	79
Stage 1	-	-	-	-	87
Stage 2	-	-	-	-	630

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	174	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	946	0	0	1802	0	0
Future Vol, veh/h	946	0	0	1802	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	946	0	0	1802	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	946	0	1667	473
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	721	-
Critical Hdwy	-	-	5.36	-	5.76	7.16
Critical Hdwy Stg 1	-	-	-	-	6.66	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	-	-	3.13	-	3.83	3.93
Pot Cap-1 Maneuver	-	-	413	-	139	458
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	413	-	139	458
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	400	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	413	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	992	0	0	1838	0	0
Future Vol, veh/h	992	0	0	1838	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	992	0	0	1838	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	992	0	1727
Stage 1	-	-	-	-	992
Stage 2	-	-	-	-	735
Critical Hdwy	-	-	5.36	-	5.76
Critical Hdwy Stg 1	-	-	-	-	6.66
Critical Hdwy Stg 2	-	-	-	-	6.06
Follow-up Hdwy	-	-	3.13	-	3.83
Pot Cap-1 Maneuver	-	-	392	-	130
Stage 1	-	-	-	-	243
Stage 2	-	-	-	-	393
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	392	-	130
Mov Cap-2 Maneuver	-	-	-	-	191
Stage 1	-	-	-	-	243
Stage 2	-	-	-	-	393

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	392	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	20	1563	0	4	767	4	4	0	0	8	0	12
Future Vol, veh/h	20	1563	0	4	767	4	4	0	0	8	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	1563	0	4	767	4	4	0	0	8	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	771	0	0	1563	0	0	1918	2382	782	1442	2380	386
Stage 1	-	-	-	-	-	-	1603	1603	-	777	777	-
Stage 2	-	-	-	-	-	-	315	779	-	665	1603	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	790	-	-	501	-	-	*427	147	*670	*567	147	*799
Stage 1	-	-	-	-	-	-	*300	378	-	*576	618	-
Stage 2	-	-	-	-	-	-	*820	617	-	*688	378	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	790	-	-	501	-	-	*407	142	*670	*549	142	*799
Mov Cap-2 Maneuver	-	-	-	-	-	-	*221	267	-	*518	268	-
Stage 1	-	-	-	-	-	-	*292	369	-	*571	613	-
Stage 2	-	-	-	-	-	-	*801	612	-	*670	369	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.12			0.06			21.6			10.65		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	790	-	-	501	-	-	657
HCM Lane V/C Ratio	0.018	0.025	-	-	0.008	-	-	0.03
HCM Ctrl Dly (s/v)	21.6	9.7	-	-	12.2	-	-	10.7
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

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

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	20	1577	37	26	780	4	24	0	26	8	0	12
Future Vol, veh/h	20	1577	37	26	780	4	24	0	26	8	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	1577	37	26	780	4	24	0	26	8	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	784	0	0	1614	0	0	2000	2472	807	1505	2488	392
Stage 1	-	-	-	-	-	-	1636	1636	-	834	834	-
Stage 2	-	-	-	-	-	-	364	836	-	671	1654	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	778	-	-	464	-	-	*359	120	*670	*567	115	*799
Stage 1	-	-	-	-	-	-	*280	361	-	*521	579	-
Stage 2	-	-	-	-	-	-	*820	577	-	*688	352	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	778	-	-	464	-	-	*325	110	*670	*502	106	*799
Mov Cap-2 Maneuver	-	-	-	-	-	-	*242	240	-	*448	227	-
Stage 1	-	-	-	-	-	-	*273	352	-	*492	546	-
Stage 2	-	-	-	-	-	-	*762	545	-	*644	343	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.12			0.42			16.52			11.12		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	362	778	-	-	464	-	-	608
HCM Lane V/C Ratio	0.138	0.026	-	-	0.056	-	-	0.033
HCM Ctrl Dly (s/v)	16.5	9.8	-	-	13.2	-	-	11.1
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.2	-	-	0.1

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

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	12	885	4	0	1677	4	0	0	8	4	0	41
Future Vol, veh/h	12	885	4	0	1677	4	0	0	8	4	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	12	885	4	0	1677	4	0	0	8	4	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1681	0	0	889	0	0	1582	2592	445	2057	2592	841
Stage 1	-	-	-	-	-	-	911	911	-	1679	1679	-
Stage 2	-	-	-	-	-	-	671	1681	-	378	913	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	179	-	-	440	-	-	114	24	478	58	24	263
Stage 1	-	-	-	-	-	-	228	349	-	65	148	-
Stage 2	-	-	-	-	-	-	373	148	-	561	348	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	179	-	-	440	-	-	90	23	478	53	23	263
Mov Cap-2 Maneuver	-	-	-	-	-	-	153	96	-	59	102	-
Stage 1	-	-	-	-	-	-	213	326	-	65	148	-
Stage 2	-	-	-	-	-	-	315	148	-	515	325	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0	12.67	27.95
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	478	179	-	-	440	-	-	201
HCM Lane V/C Ratio	0.017	0.067	-	-	-	-	-	0.223
HCM Ctrl Dly (s/v)	12.7	26.5	-	-	0	-	-	27.9
HCM Lane LOS	B	D	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.8

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	12	903	40	28	1686	4	26	0	34	4	0	41
Future Vol, veh/h	12	903	40	28	1686	4	26	0	34	4	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	12	903	40	28	1686	4	26	0	34	4	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1690	0	0	943	0	0	1677	2693	472	2129	2711	845
Stage 1	-	-	-	-	-	-	947	947	-	1744	1744	-
Stage 2	-	-	-	-	-	-	730	1746	-	385	967	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	177	-	-	414	-	-	99	21	459	52	20	261
Stage 1	-	-	-	-	-	-	215	336	-	58	137	-
Stage 2	-	-	-	-	-	-	343	137	-	556	328	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	177	-	-	414	-	-	73	18	459	42	18	261
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	84	-	49	87	-
Stage 1	-	-	-	-	-	-	201	313	-	55	128	-
Stage 2	-	-	-	-	-	-	270	128	-	480	306	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.34			0.23			26.65			29.87		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	225	177	-	-	414	-	-	189
HCM Lane V/C Ratio	0.266	0.068	-	-	0.068	-	-	0.238
HCM Ctrl Dly (s/v)	26.7	26.8	-	-	14.3	-	-	29.9
HCM Lane LOS	D	D	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1	0.2	-	-	0.2	-	-	0.9

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	21	1640	0	4	805	4	4	0	0	9	0	13
Future Vol, veh/h	21	1640	0	4	805	4	4	0	0	9	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	1640	0	4	805	4	4	0	0	9	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	809	0	0	1640	0	0	2012	2499	820	1513	2497	405
Stage 1	-	-	-	-	-	-	1682	1682	-	815	815	-
Stage 2	-	-	-	-	-	-	330	817	-	698	1682	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	754	-	-	484	-	-	*398	125	*654	*551	126	*799
Stage 1	-	-	-	-	-	-	*287	364	-	*539	592	-
Stage 2	-	-	-	-	-	-	*820	590	-	*671	364	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	754	-	-	484	-	-	*377	121	*654	*531	121	*799
Mov Cap-2 Maneuver	-	-	-	-	-	-	*225	250	-	*487	251	-
Stage 1	-	-	-	-	-	-	*279	354	-	*534	587	-
Stage 2	-	-	-	-	-	-	*800	585	-	*652	354	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.13			0.06			21.27			10.89		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	225	754	-	-	484	-	-	633
HCM Lane V/C Ratio	0.018	0.028	-	-	0.008	-	-	0.035
HCM Ctrl Dly (s/v)	21.3	9.9	-	-	12.5	-	-	10.9
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

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

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	21	1654	37	26	818	4	24	0	26	9	0	13
Future Vol, veh/h	21	1654	37	26	818	4	24	0	26	9	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	1654	37	26	818	4	24	0	26	9	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	822	0	0	1691	0	0	2094	2589	846	1576	2605	411
Stage 1	-	-	-	-	-	-	1715	1715	-	872	872	-
Stage 2	-	-	-	-	-	-	379	874	-	704	1733	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	742	-	-	448	-	-	*332	101	*654	*551	97	*799
Stage 1	-	-	-	-	-	-	*267	347	-	*487	554	-
Stage 2	-	-	-	-	-	-	*820	552	-	*671	338	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	742	-	-	448	-	-	*299	93	*654	*484	89	*799
Mov Cap-2 Maneuver	-	-	-	-	-	-	*233	224	-	*412	212	-
Stage 1	-	-	-	-	-	-	*260	338	-	*459	522	-
Stage 2	-	-	-	-	-	-	*760	520	-	*626	329	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.12			0.41			16.97			11.48		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	742	-	-	448	-	-	577
HCM Lane V/C Ratio	0.143	0.028	-	-	0.058	-	-	0.038
HCM Ctrl Dly (s/v)	17	10	-	-	13.5	-	-	11.5
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.2	-	-	0.1

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

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	13	929	4	0	1759	4	0	0	9	4	0	43
Future Vol, veh/h	13	929	4	0	1759	4	0	0	9	4	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	929	4	0	1759	4	0	0	9	4	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1763	0	0	933	0	0	1661	2720	467	2159	2720	882
Stage 1	-	-	-	-	-	-	957	957	-	1761	1761	-
Stage 2	-	-	-	-	-	-	704	1763	-	398	959	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	163	-	-	419	-	-	102	20	462	50	20	247
Stage 1	-	-	-	-	-	-	212	332	-	57	135	-
Stage 2	-	-	-	-	-	-	356	134	-	546	331	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	163	-	-	419	-	-	77	18	462	45	18	247
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	86	-	52	92	-
Stage 1	-	-	-	-	-	-	195	306	-	57	135	-
Stage 2	-	-	-	-	-	-	294	134	-	493	305	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.4			0			12.94			30.62		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	163	-	-	419	-	-	187
HCM Lane V/C Ratio	0.019	0.08	-	-	-	-	-	0.252
HCM Ctrl Dly (s/v)	12.9	29	-	-	0	-	-	30.6
HCM Lane LOS	B	D	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	13	947	40	28	1768	4	26	0	35	4	0	43
Future Vol, veh/h	13	947	40	28	1768	4	26	0	35	4	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	135	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	947	40	28	1768	4	26	0	35	4	0	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1772	0	0	987	0	0	1756	2821	494	2231	2839	886
Stage 1	-	-	-	-	-	-	993	993	-	1826	1826	-
Stage 2	-	-	-	-	-	-	763	1828	-	405	1013	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	161	-	-	394	-	-	89	17	444	45	17	245
Stage 1	-	-	-	-	-	-	200	319	-	51	125	-
Stage 2	-	-	-	-	-	-	327	125	-	541	312	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	161	-	-	394	-	-	63	15	444	35	14	245
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	75	-	43	79	-
Stage 1	-	-	-	-	-	-	184	294	-	47	116	-
Stage 2	-	-	-	-	-	-	251	116	-	458	287	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.38			0.23			29.07			32.94		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	161	-	-	394	-	-	175
HCM Lane V/C Ratio	0.291	0.081	-	-	0.071	-	-	0.268
HCM Ctrl Dly (s/v)	29.1	29.3	-	-	14.8	-	-	32.9
HCM Lane LOS	D	D	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.2	0.3	-	-	0.2	-	-	1

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	0	1573	0	0	763	0	0	0	0	0	0	4
Future Vol, veh/h	0	1573	0	0	763	0	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1573	0	0	763	0	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	763	0	0	1573	0	0	1878	2336	787	1392	2336	382
Stage 1	-	-	-	-	-	-	1573	1573	-	763	763	-
Stage 2	-	-	-	-	-	-	305	763	-	629	1573	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	798	-	-	494	-	-	*465	163	*670	*567	163	*799
Stage 1	-	-	-	-	-	-	*320	395	-	*590	628	-
Stage 2	-	-	-	-	-	-	*820	628	-	*688	395	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	798	-	-	494	-	-	*462	163	*670	*567	163	*799
Mov Cap-2 Maneuver	-	-	-	-	-	-	*204	290	-	*535	290	-
Stage 1	-	-	-	-	-	-	*320	395	-	*590	628	-
Stage 2	-	-	-	-	-	-	*816	628	-	*688	395	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	9.53
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	798	-	-	494	-	-	799
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

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

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	0	1582	24	33	779	0	21	0	23	0	0	4
Future Vol, veh/h	0	1582	24	33	779	0	21	0	23	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1582	24	33	779	0	21	0	23	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	779	0	0	1606	0	0	1972	2439	803	1478	2451	390
Stage 1	-	-	-	-	-	-	1594	1594	-	845	845	-
Stage 2	-	-	-	-	-	-	378	845	-	633	1606	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	782	-	-	470	-	-	*381	129	*670	*567	125	*799
Stage 1	-	-	-	-	-	-	*306	383	-	*511	571	-
Stage 2	-	-	-	-	-	-	*820	571	-	*688	377	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	782	-	-	470	-	-	*352	120	*670	*510	116	*799
Mov Cap-2 Maneuver	-	-	-	-	-	-	*274	256	-	*421	240	-
Stage 1	-	-	-	-	-	-	*306	383	-	*475	531	-
Stage 2	-	-	-	-	-	-	*759	531	-	*664	377	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.54	15.22	9.53
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	396	782	-	-	470	-	-	799
HCM Lane V/C Ratio	0.111	-	-	-	0.07	-	-	0.005
HCM Ctrl Dly (s/v)	15.2	0	-	-	13.2	-	-	9.5
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	0

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

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	0	914	0	0	1673	0	0	0	0	0	0	12
Future Vol, veh/h	0	914	0	0	1673	0	0	0	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	914	0	0	1673	0	0	0	0	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1673	0	0	914	0	0	1583	2587	457	2039	2587	837
Stage 1	-	-	-	-	-	-	914	914	-	1673	1673	-
Stage 2	-	-	-	-	-	-	669	1673	-	366	914	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	181	-	-	428	-	-	113	25	469	59	25	265
Stage 1	-	-	-	-	-	-	227	348	-	66	149	-
Stage 2	-	-	-	-	-	-	374	149	-	571	348	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	181	-	-	428	-	-	108	25	469	59	25	265
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	105	-	60	105	-
Stage 1	-	-	-	-	-	-	227	348	-	66	149	-
Stage 2	-	-	-	-	-	-	357	149	-	571	348	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			0			19.25		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	181	-	-	428	-	-	265
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.045
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	19.2
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	0	924	26	36	1693	0	25	0	26	0	0	12
Future Vol, veh/h	0	924	26	36	1693	0	25	0	26	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	924	26	36	1693	0	25	0	26	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1693	0	0	950	0	0	1686	2702	475	2135	2715	847
Stage 1	-	-	-	-	-	-	937	937	-	1765	1765	-
Stage 2	-	-	-	-	-	-	749	1765	-	370	950	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	177	-	-	411	-	-	98	21	456	52	20	261
Stage 1	-	-	-	-	-	-	219	339	-	56	134	-
Stage 2	-	-	-	-	-	-	334	134	-	568	335	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	177	-	-	411	-	-	85	19	456	44	18	261
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	89	-	47	86	-
Stage 1	-	-	-	-	-	-	219	339	-	52	122	-
Stage 2	-	-	-	-	-	-	291	122	-	536	335	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.3			25.06			19.48		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	230	177	-	-	411	-	-	261
HCM Lane V/C Ratio	0.222	-	-	-	0.088	-	-	0.046
HCM Ctrl Dly (s/v)	25.1	0	-	-	14.6	-	-	19.5
HCM Lane LOS	D	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.3	-	-	0.1

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	0	1651	0	0	801	0	0	0	0	0	0	4
Future Vol, veh/h	0	1651	0	0	801	0	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1651	0	0	801	0	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	801	0	0	1651	0	0	1971	2452	826	1461	2452	401
Stage 1	-	-	-	-	-	-	1651	1651	-	801	801	-
Stage 2	-	-	-	-	-	-	320	801	-	660	1651	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	762	-	-	476	-	-	*435	140	*654	*551	140	*799
Stage 1	-	-	-	-	-	-	*307	381	-	*552	601	-
Stage 2	-	-	-	-	-	-	*820	601	-	*671	381	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	762	-	-	476	-	-	*433	140	*654	*551	140	*799
Mov Cap-2 Maneuver	-	-	-	-	-	-	*224	272	-	*504	272	-
Stage 1	-	-	-	-	-	-	*307	381	-	*552	601	-
Stage 2	-	-	-	-	-	-	*816	601	-	*671	381	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	9.53
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	762	-	-	476	-	-	799
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

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

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	0	1660	24	33	817	0	21	0	23	0	0	4
Future Vol, veh/h	0	1660	24	33	817	0	21	0	23	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	1660	24	33	817	0	21	0	23	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	817	0	0	1684	0	0	2065	2555	842	1547	2567	409
Stage 1	-	-	-	-	-	-	1672	1672	-	883	883	-
Stage 2	-	-	-	-	-	-	393	883	-	664	1684	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	747	-	-	453	-	-	*354	110	*654	*551	107	*799
Stage 1	-	-	-	-	-	-	*293	370	-	*478	547	-
Stage 2	-	-	-	-	-	-	*820	547	-	*671	363	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	747	-	-	453	-	-	*327	102	*654	*493	99	*799
Mov Cap-2 Maneuver	-	-	-	-	-	-	*265	240	-	*372	225	-
Stage 1	-	-	-	-	-	-	*293	370	-	*443	507	-
Stage 2	-	-	-	-	-	-	*756	507	-	*647	363	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.53	15.57	9.53
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	747	-	-	453	-	-	799
HCM Lane V/C Ratio	0.114	-	-	-	0.073	-	-	0.005
HCM Ctrl Dly (s/v)	15.6	0	-	-	13.6	-	-	9.5
HCM Lane LOS	C	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.2	-	-	0

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

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	0	959	0	0	1755	0	0	0	0	0	0	13
Future Vol, veh/h	0	959	0	0	1755	0	0	0	0	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	959	0	0	1755	0	0	0	0	0	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1755	0	0	959	0	0	1661	2714	480	2139	2714	878
Stage 1	-	-	-	-	-	-	959	959	-	1755	1755	-
Stage 2	-	-	-	-	-	-	702	1755	-	384	959	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	164	-	-	407	-	-	102	20	453	51	20	249
Stage 1	-	-	-	-	-	-	211	331	-	57	136	-
Stage 2	-	-	-	-	-	-	357	136	-	557	331	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	164	-	-	407	-	-	96	20	453	51	20	249
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	95	-	52	95	-
Stage 1	-	-	-	-	-	-	211	331	-	57	136	-
Stage 2	-	-	-	-	-	-	338	136	-	557	331	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0	20.28
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	164	-	-	407	-	-	249
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.052
HCM Ctrl Dly (s/v)	0	0	-	-	0	-	-	20.3
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

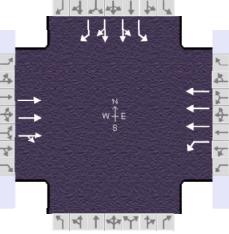
Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	0	969	26	36	1775	0	25	0	26	0	0	13
Future Vol, veh/h	0	969	26	36	1775	0	25	0	26	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	969	26	36	1775	0	25	0	26	0	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1775	0	0	995	0	0	1764	2829	498	2235	2842	888
Stage 1	-	-	-	-	-	-	982	982	-	1847	1847	-
Stage 2	-	-	-	-	-	-	782	1847	-	388	995	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.46	6.56	7.16	6.46	6.56	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-	7.36	5.56	-	7.36	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.76	5.56	-	6.76	5.56	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.83	4.03	3.93	3.83	4.03	3.93
Pot Cap-1 Maneuver	161	-	-	391	-	-	88	17	441	45	17	245
Stage 1	-	-	-	-	-	-	203	323	-	49	122	-
Stage 2	-	-	-	-	-	-	319	122	-	554	319	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	161	-	-	391	-	-	76	15	441	38	15	245
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	81	-	41	78	-
Stage 1	-	-	-	-	-	-	203	323	-	45	111	-
Stage 2	-	-	-	-	-	-	274	111	-	521	319	-

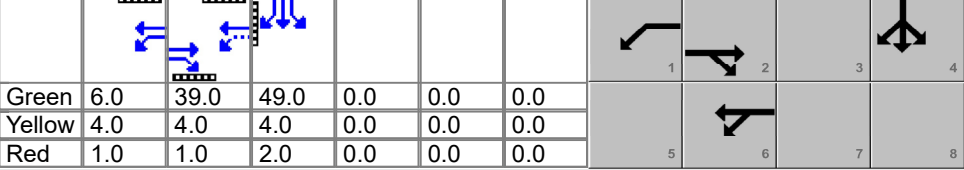
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.3			26.91			20.53		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	161	-	-	391	-	-	245
HCM Lane V/C Ratio	0.238	-	-	-	0.092	-	-	0.053
HCM Ctrl Dly (s/v)	26.9	0	-	-	15.1	-	-	20.5
HCM Lane LOS	D	A	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.3	-	-	0.2

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	TOB	Analysis Date		Area Type	Other	
Jurisdiction	NMDOT	Time Period	AM NO BUILD	PHF	1.00	
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00	
Intersection	I-25 SBFR	File Name	2028_AN_ExportToHCS.xus			
Project Description	2028 AM Peak Hour No Build - Exis. Geom.					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		888	0	41	755					840	666	763

Signal Information														
Cycle, s	110.0	Reference Phase	2	Green	6.0	39.0	49.0	0.0	0.0	0.0				
Offset, s	58	Reference Point	Begin	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	2.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

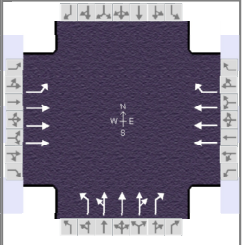
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		44.0	11.0	55.0				55.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.2
Queue Clearance Time (g_s), s			3.5					51.0
Green Extension Time (g_e), s		0.0	0.0	0.0				0.0
Phase Call Probability			1.00					1.00
Max Out Probability			1.00					1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		888	0	41	751					840	666	763
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		13.5	0.0	1.5	13.6					49.0	13.3	49.0
Cycle Queue Clearance Time (g_c), s		13.5	0.0	1.5	13.6					49.0	13.3	49.0
Green Ratio (g/C)		0.35		0.43	0.45					0.45	0.45	0.45
Capacity (c), veh/h		1974		306	2297					787	1653	700
Volume-to-Capacity Ratio (X)		0.450	0.000	0.133	0.327					1.067	0.403	1.089
Back of Queue (Q), ft/ln (95 th percentile)		256	0	32	255					1076	249	1041
Back of Queue (Q), veh/ln (95 th percentile)		10.0	0.0	1.3	10.0					42.0	9.7	40.7
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.08	0.00					5.38	0.00	0.00
Uniform Delay (d_1), s/veh		27.3		20.7	28.4					30.5	20.6	30.5
Incremental Delay (d_2), s/veh		0.7	0.0	0.9	0.4					51.5	0.7	60.9
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		28.0		21.6	28.7					82.0	21.3	91.4
Level of Service (LOS)		C		C	C					F	C	F
Approach Delay, s/veh / LOS	28.0	C		28.4	C		0.0			67.3		E
Intersection Delay, s/veh / LOS			50.7							D		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	AM NO BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2028_AN_ExportToHCS.xus		
Project Description	2028 AM Peak Hour No Build - Exis. Geom.				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	219	1510			646	203	146	568	166			

Signal Information														
Cycle, s	110.0	Reference Phase	2											
Offset, s	45	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	18.0	45.0	31.0	0.0	0.0	0.0				
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	2.0	0.0	0.0	0.0				

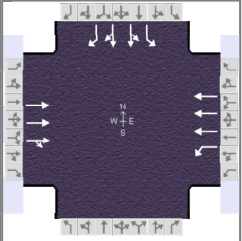
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	23.0	73.0		50.0		37.0		
Change Period, (Y+R _c), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g _s), s	8.3					11.3		
Green Extension Time (g _e), s	0.5	0.0		0.0		3.6		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.02					0.02		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	212	1463			646	203	146	568	166			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g _s), s	6.3	23.4			9.5	9.6	7.1	9.0	9.3			
Cycle Queue Clearance Time (g _c), s	6.3	23.4			9.5	9.6	7.1	9.0	9.3			
Green Ratio (g/C)	0.59	0.62			0.41	0.41	0.28	0.28	0.28			
Capacity (c), veh/h	606	3125			2068	643	498	1569	443			
Volume-to-Capacity Ratio (X)	0.350	0.468			0.312	0.316	0.293	0.362	0.375			
Back of Queue (Q), ft/ln (95 th percentile)	121	352			173	171	148	187	175			
Back of Queue (Q), veh/ln (95 th percentile)	4.7	13.7			6.8	6.7	5.8	7.3	6.8			
Queue Storage Ratio (RQ) (95 th percentile)	0.31	0.00			0.00	2.01	0.52	0.00	0.00			
Uniform Delay (d ₁), s/veh	12.6	19.5			22.0	22.1	30.9	31.6	31.7			
Incremental Delay (d ₂), s/veh	0.9	0.3			0.4	1.3	1.5	0.6	2.4			
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	13.6	19.8			22.4	23.3	32.4	32.2	34.1			
Level of Service (LOS)	B	B			C	C	C	C	C			
Approach Delay, s/veh / LOS	19.0	B		22.6	C		32.6	C	0.0			
Intersection Delay, s/veh / LOS			23.4						C			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	AM BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00
Intersection	I-25 SBFR	File Name	2028_AB.xus		
Project Description	2028 AM Build - Exis. Geom.				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		915	0	51	776					843	666	763

Signal Information														
Cycle, s	110.0	Reference Phase	2	Green	6.0	39.0	49.0	0.0	0.0	0.0				
Offset, s	58	Reference Point	Begin	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	2.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

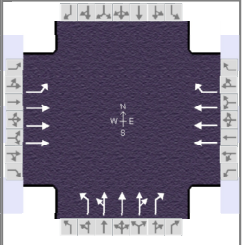
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		44.0	11.0	55.0				55.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.2
Queue Clearance Time (g_s), s			3.9					51.0
Green Extension Time (g_e), s		0.0	0.0	0.0				0.0
Phase Call Probability			1.00					1.00
Max Out Probability			1.00					1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		915	0	51	772					843	666	763
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		14.0	0.0	1.9	14.0					49.0	13.3	49.0
Cycle Queue Clearance Time (g_c), s		14.0	0.0	1.9	14.0					49.0	13.3	49.0
Green Ratio (g/C)		0.35		0.43	0.45					0.45	0.45	0.45
Capacity (c), veh/h		1974		300	2297					787	1653	700
Volume-to-Capacity Ratio (X)		0.464	0.000	0.169	0.336					1.071	0.403	1.089
Back of Queue (Q), ft/ln (95 th percentile)		263	0	41	261					1087	249	1041
Back of Queue (Q), veh/ln (95 th percentile)		10.3	0.0	1.6	10.2					42.5	9.7	40.7
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.11	0.00					5.44	0.00	0.00
Uniform Delay (d_1), s/veh		27.4		20.9	28.4					30.5	20.6	30.5
Incremental Delay (d_2), s/veh		0.8	0.0	1.2	0.4					52.8	0.7	60.9
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		28.2		22.1	28.8					83.3	21.3	91.4
Level of Service (LOS)		C		C	C					F	C	F
Approach Delay, s/veh / LOS	28.2	C		28.4	C		0.0			67.8		E
Intersection Delay, s/veh / LOS		50.7					D					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	AM BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2028_AB.xus		
Project Description	2028 AM Build - Exis. Geom.				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	219	1540			677	205	146	568	179			

Signal Information				Phase Diagram									
Cycle, s	110.0	Reference Phase	2	←	←	←	←	←	←	←	←	←	←
Offset, s	45	Reference Point	Begin	Green	31.6	45.0	17.4	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

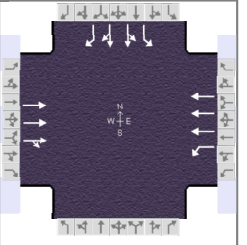
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	36.6	86.6		50.0		23.4		
Change Period, (Y+R _c), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g _s), s	6.7					13.9		
Green Extension Time (g _e), s	0.7	0.0		0.0		3.5		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.04		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	212	1490			677	205	146	568	179			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g _s), s	4.7	16.3			10.1	9.7	8.3	10.5	11.9			
Cycle Queue Clearance Time (g _c), s	4.7	16.3			10.1	9.7	8.3	10.5	11.9			
Green Ratio (g/C)	0.71	0.74			0.41	0.41	0.16	0.16	0.16			
Capacity (c), veh/h	813	3748			2068	643	280	882	249			
Volume-to-Capacity Ratio (X)	0.261	0.398			0.327	0.319	0.521	0.644	0.718			
Back of Queue (Q), ft/ln (95 th percentile)	79	231			183	173	171	216	216			
Back of Queue (Q), veh/ln (95 th percentile)	3.1	9.0			7.2	6.8	6.7	8.4	8.4			
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00			0.00	2.03	0.60	0.00	0.00			
Uniform Delay (d ₁), s/veh	7.2	8.5			22.2	22.1	42.5	43.4	43.9			
Incremental Delay (d ₂), s/veh	0.4	0.2			0.4	1.3	1.5	0.8	3.9			
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	7.7	8.7			22.6	23.4	44.0	44.2	47.8			
Level of Service (LOS)	A	A			C	C	D	D	D			
Approach Delay, s/veh / LOS	8.5	A		22.8	C		44.9	D		0.0		
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Tierra West LLC			Duration, h	0.250		
Analyst	TOB	Analysis Date		Area Type	Other		
Jurisdiction	NMDOT	Time Period	AM BUILD MIT	PHF	1.00		
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00		
Intersection	I-25 SBFR	File Name	2028_AB_Optimized.xus				
Project Description	2028 AM Build Mitigated - Exis. Geom.						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		915	0	51	776					843	666	763

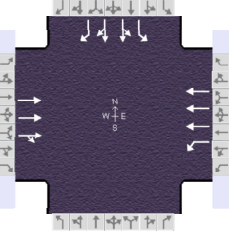
Signal Information												
Cycle, s	110.0	Reference Phase	2									
Offset, s	58	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	4.0	26.0	64.0	0.0	0.0	0.0				
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
		Red	1.0	1.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		31.0	9.0	40.0				70.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.2
Queue Clearance Time (g_s), s			4.3					45.4
Green Extension Time (g_e), s		0.0	0.0	0.0				11.1
Phase Call Probability			1.00					1.00
Max Out Probability			1.00					0.56

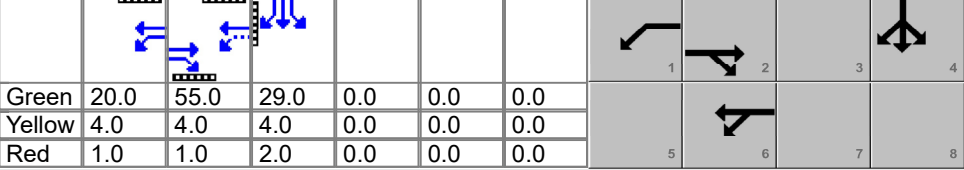
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		915	0	51	772					843	666	763
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		16.5	0.0	2.3	12.1					42.0	10.1	43.4
Cycle Queue Clearance Time (g_c), s		16.5	0.0	2.3	12.1					42.0	10.1	43.4
Green Ratio (g/C)		0.24		0.29	0.32					0.58	0.58	0.58
Capacity (c), veh/h		1316		182	1608					1028	2159	915
Volume-to-Capacity Ratio (X)		0.695	0.000	0.279	0.480					0.820	0.308	0.834
Back of Queue (Q), ft/ln (95 th percentile)		315	0	52	205					628	186	595
Back of Queue (Q), veh/ln (95 th percentile)		12.3	0.0	2.0	8.0					24.6	7.3	23.2
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.13	0.00					3.14	0.00	0.00
Uniform Delay (d_1), s/veh		38.4		29.3	25.0					18.4	11.7	18.7
Incremental Delay (d_2), s/veh		3.1	0.0	3.6	1.0					7.3	0.4	8.8
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		41.4		32.9	26.0					25.7	12.1	27.5
Level of Service (LOS)		D		C	C					C	B	C
Approach Delay, s/veh / LOS	41.4	D		26.5	C	0.0				22.3		C
Intersection Delay, s/veh / LOS			27.5							C		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West, LLC			Duration, h	0.250	
Analyst	TOB	Analysis Date		Area Type	Other	
Jurisdiction	NMDOT	Time Period	PM NO BUILD	PHF	1.00	
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00	
Intersection	I-25 SBFR	File Name	2028_PN.xus			
Project Description	2028 PM No Build - Exis. Geom.					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		877	0	325	930					199	434	240

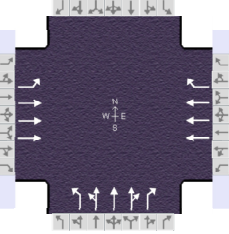
Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	64	Reference Point	Begin	Green	20.0	55.0	29.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	2.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		60.0	25.0	85.0				35.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.1
Queue Clearance Time (g_s), s			11.4					18.4
Green Extension Time (g_e), s		0.0	0.8	0.0				2.8
Phase Call Probability			1.00					1.00
Max Out Probability			0.10					0.21

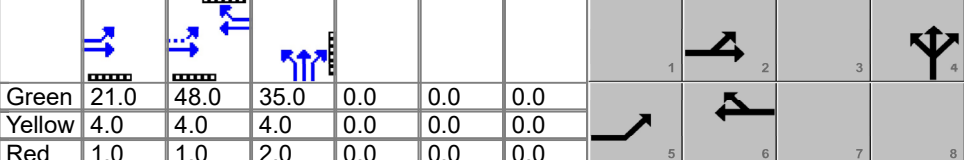
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		877	0	322	921					199	434	240
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		12.2	0.0	9.4	12.9					11.5	12.1	16.4
Cycle Queue Clearance Time (g_c), s		12.2	0.0	9.4	12.9					11.5	12.1	16.4
Green Ratio (g/C)		0.46		0.64	0.67					0.24	0.24	0.24
Capacity (c), veh/h		2551		579	3370					427	897	380
Volume-to-Capacity Ratio (X)		0.344	0.000	0.556	0.273					0.466	0.484	0.632
Back of Queue (Q), ft/ln (95 th percentile)		231	0	207	224					236	245	293
Back of Queue (Q), veh/ln (95 th percentile)		9.0	0.0	8.1	8.7					9.2	9.6	11.5
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.54	0.00					1.18	0.00	0.00
Uniform Delay (d_1), s/veh		20.9		13.7	13.5					38.9	39.1	40.7
Incremental Delay (d_2), s/veh		0.4	0.0	3.2	0.2					3.6	1.9	7.8
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		21.3		16.9	13.7					42.5	40.9	48.5
Level of Service (LOS)		C		B	B					D	D	D
Approach Delay, s/veh / LOS	21.3	C		14.5	B		0.0			43.4		D
Intersection Delay, s/veh / LOS			24.9						C			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West, LLC			Duration, h	0.250	
Analyst	TOB	Analysis Date		Area Type	Other	
Jurisdiction	NMDOT	Time Period	PM NO BUILD	PHF	1.00	
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00	
Intersection	I-25 NB Ramp	File Name	2028_PN.xus			
Project Description	2028 PM No Build - Exis. Geom.					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	333	723			1117	589	126	520	166			

Signal Information														
Cycle, s	120.0	Reference Phase	2	Green	21.0	48.0	35.0	0.0	0.0	0.0				
Offset, s	49	Reference Point	Begin	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	2.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

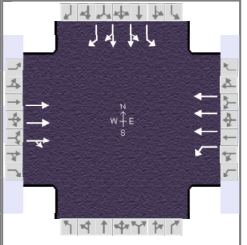
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	26.0	79.0		53.0		41.0		
Change Period, ($Y+R_c$), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g_s), s	13.4					12.0		
Green Extension Time (g_e), s	0.8	0.0		0.0		3.4		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.17					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			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	339	737			1117	589	126	520	166			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g_s), s	11.4	10.4			20.4	43.1	6.5	8.8	10.0			
Cycle Queue Clearance Time (g_c), s	11.4	10.4			20.4	43.1	6.5	8.8	10.0			
Green Ratio (g/C)	0.59	0.62			0.40	0.40	0.29	0.29	0.29			
Capacity (c), veh/h	484	3117			2022	629	515	1624	459			
Volume-to-Capacity Ratio (X)	0.701	0.236			0.552	0.936	0.244	0.320	0.362			
Back of Queue (Q), ft/ln (95 th percentile)	274	189			332	699	136	184	188			
Back of Queue (Q), veh/ln (95 th percentile)	10.7	7.4			13.0	27.3	5.3	7.2	7.4			
Queue Storage Ratio (RQ) (95 th percentile)	0.71	0.00			0.00	8.22	0.48	0.00	0.00			
Uniform Delay (d_1), s/veh	22.9	14.9			27.7	34.5	32.4	33.2	33.7			
Incremental Delay (d_2), s/veh	7.7	0.2			1.1	23.3	1.1	0.5	2.2			
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	30.6	15.1			28.8	57.8	33.5	33.7	35.9			
Level of Service (LOS)	C	B			C	E	C	C	D			
Approach Delay, s/veh / LOS	20.0	B		38.8	D		34.1	C	0.0			
Intersection Delay, s/veh / LOS	32.1						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	PM BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00
Intersection	I-25 SBFR	File Name	2028_PB_Revised.xus		
Project Description	2028 PM Build - Exis. Geom.				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		905	0	335	952					202	434	240

Signal Information														
Cycle, s	120.0	Reference Phase	2	Green	20.0	55.0	29.0	0.0	0.0	0.0				
Offset, s	64	Reference Point	Begin	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	2.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

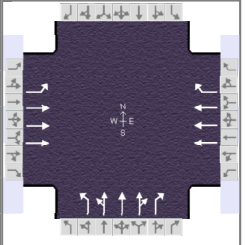
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		60.0	25.0	85.0				35.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.1
Queue Clearance Time (g_s), s			11.7					18.4
Green Extension Time (g_e), s		0.0	0.8	0.0				2.8
Phase Call Probability			1.00					1.00
Max Out Probability			0.12					0.21

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		905	0	332	944					202	434	240
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		12.6	0.0	9.7	13.2					11.7	12.1	16.4
Cycle Queue Clearance Time (g_c), s		12.6	0.0	9.7	13.2					11.7	12.1	16.4
Green Ratio (g/C)		0.46		0.64	0.67					0.24	0.24	0.24
Capacity (c), veh/h		2551		570	3370					427	897	380
Volume-to-Capacity Ratio (X)		0.355	0.000	0.582	0.280					0.473	0.484	0.632
Back of Queue (Q), ft/ln (95 th percentile)		238	0	215	227					239	245	293
Back of Queue (Q), veh/ln (95 th percentile)		9.3	0.0	8.4	8.9					9.3	9.6	11.5
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.56	0.00					1.19	0.00	0.00
Uniform Delay (d_1), s/veh		21.0		14.2	13.6					39.0	39.1	40.7
Incremental Delay (d_2), s/veh		0.4	0.0	3.6	0.2					3.7	1.9	7.8
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		21.4		17.8	13.7					42.7	40.9	48.5
Level of Service (LOS)		C		B	B					D	D	D
Approach Delay, s/veh / LOS	21.4	C		14.8	B		0.0			43.4		D
Intersection Delay, s/veh / LOS			24.9						C			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	PM BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2028_PB_Revised.xus		
Project Description	2028 PM Build - Exis. Geom.				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	333	754			1150	591	126	520	179			

Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	49	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
		Green	21.0	48.0	35.0	0.0	0.0	0.0						
		Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
		Red	1.0	1.0	2.0	0.0	0.0	0.0						

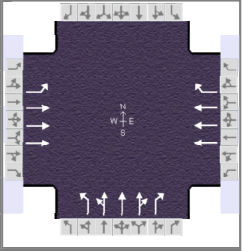
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	26.0	79.0		53.0		41.0		
Change Period, (Y+R _c), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g _s), s	13.6					12.9		
Green Extension Time (g _e), s	0.7	0.0		0.0		3.5		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.19					0.01		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	339	768			1150	591	126	520	179			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g _s), s	11.6	10.7			21.2	43.4	6.5	8.8	10.9			
Cycle Queue Clearance Time (g _c), s	11.6	10.7			21.2	43.4	6.5	8.8	10.9			
Green Ratio (g/C)	0.59	0.62			0.40	0.40	0.29	0.29	0.29			
Capacity (c), veh/h	478	3117			2022	629	515	1624	459			
Volume-to-Capacity Ratio (X)	0.710	0.246			0.569	0.940	0.244	0.320	0.390			
Back of Queue (Q), ft/ln (95 th percentile)	275	193			343	704	136	184	203			
Back of Queue (Q), veh/ln (95 th percentile)	10.7	7.6			13.4	27.5	5.3	7.2	7.9			
Queue Storage Ratio (RQ) (95 th percentile)	0.71	0.00			0.00	8.28	0.48	0.00	0.00			
Uniform Delay (d ₁), s/veh	23.8	14.8			28.0	34.6	32.4	33.2	34.0			
Incremental Delay (d ₂), s/veh	8.1	0.2			1.2	23.8	1.1	0.5	2.5			
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	31.9	14.9			29.1	58.4	33.5	33.7	36.5			
Level of Service (LOS)	C	B			C	E	C	C	D			
Approach Delay, s/veh / LOS	20.1	C		39.1	D		34.3	C	0.0			
Intersection Delay, s/veh / LOS			32.3					C				

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	PM BUILD MIT	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2028	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2028_PB_Optimized,MIT.xus		
Project Description	2028 PM Build - Exis. Geom.				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	333	754			1150	591	126	520	179			

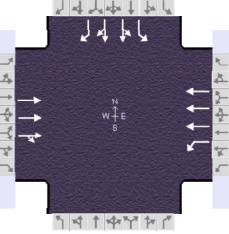
Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	119	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	6.0	74.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	11.0	90.0		79.0		30.0		
Change Period, (Y+R _c), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g _s), s	8.0					14.3		
Green Extension Time (g _e), s	0.0	0.0		0.0		2.6		
Phase Call Probability	1.00					1.00		
Max Out Probability	1.00					0.23		

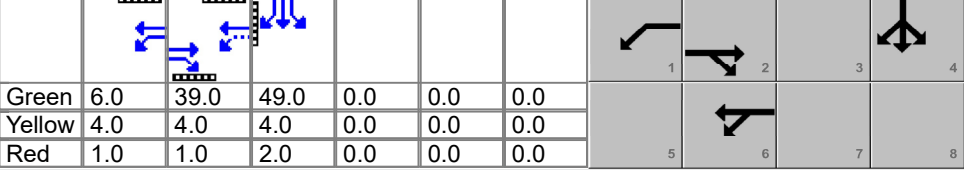
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	339	768			1150	591	126	520	179			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g _s), s	6.0	7.7			13.5	27.7	7.4	9.9	12.3			
Cycle Queue Clearance Time (g _c), s	6.0	7.7			13.5	27.7	7.4	9.9	12.3			
Green Ratio (g/C)	0.68	0.71			0.62	0.62	0.20	0.20	0.20			
Capacity (c), veh/h	393	3580			3117	970	353	1113	314			
Volume-to-Capacity Ratio (X)	0.864	0.214			0.369	0.609	0.356	0.467	0.569			
Back of Queue (Q), ft/ln (95 th percentile)	320	122			218	386	160	210	236			
Back of Queue (Q), veh/ln (95 th percentile)	12.5	4.8			8.5	15.1	6.2	8.2	9.2			
Queue Storage Ratio (RQ) (95 th percentile)	0.83	0.00			0.00	4.54	0.56	0.00	0.00			
Uniform Delay (d ₁), s/veh	18.5	7.8			11.4	14.1	41.3	42.4	43.3			
Incremental Delay (d ₂), s/veh	20.5	0.1			0.3	2.9	2.8	1.4	7.3			
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	39.0	7.9			11.8	17.0	44.1	43.8	50.6			
Level of Service (LOS)	D	A			B	B	D	D	D			
Approach Delay, s/veh / LOS	17.4	B		13.5	B		45.3	D	0.0			
Intersection Delay, s/veh / LOS	21.8						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	TOB	Analysis Date		Area Type	Other	
Jurisdiction	NMDOT	Time Period	AM NO BUILD	PHF	1.00	
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00	
Intersection	I-25 SBFR	File Name	2038_AN.xus			
Project Description	2038 AM Peak Hour No Build - Exis. Geom					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		932	0	43	792					882	699	801

Signal Information												
Cycle, s	110.0	Reference Phase	2									
Offset, s	58	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	6.0	39.0	49.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	2.0	0.0	0.0	0.0						

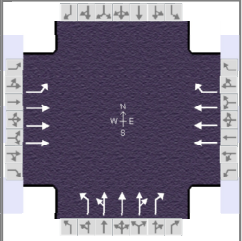
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		44.0	11.0	55.0				55.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.2
Queue Clearance Time (g_s), s			3.3					51.0
Green Extension Time (g_e), s		0.0	0.0	0.0				0.0
Phase Call Probability			1.00					1.00
Max Out Probability			1.00					1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		932	0	35	642					882	699	801
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		14.3	0.0	1.3	6.0					49.0	14.2	49.0
Cycle Queue Clearance Time (g_c), s		14.3	0.0	1.3	6.0					49.0	14.2	49.0
Green Ratio (g/C)		0.35		0.43	0.45					0.45	0.45	0.45
Capacity (c), veh/h		1974		296	2297					787	1653	700
Volume-to-Capacity Ratio (X)		0.472	0.000	0.118	0.279					1.120	0.423	1.144
Back of Queue (Q), ft/ln (95 th percentile)		268	0	28	97					1246	261	1202
Back of Queue (Q), veh/ln (95 th percentile)		10.5	0.0	1.1	3.8					48.7	10.2	47.0
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.07	0.00					6.23	0.00	0.00
Uniform Delay (d_1), s/veh		27.5		20.8	11.6					30.5	20.8	30.5
Incremental Delay (d_2), s/veh		0.8	0.0	0.7	0.3					70.5	0.8	80.9
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		28.3		21.6	11.9					101.0	21.6	111.4
Level of Service (LOS)		C		C	B					F	C	F
Approach Delay, s/veh / LOS	28.3	C		12.4	B		0.0			81.2		F
Intersection Delay, s/veh / LOS			57.2						E			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	AM NO BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2038_AN.xus		
Project Description	2038 AM Peak Hour No Build - Exis. Geom				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	230	1585			677	213	153	596	175			

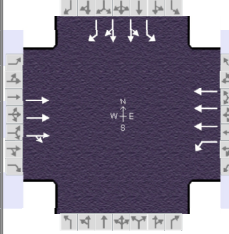
Signal Information												
Cycle, s	110.0	Reference Phase	2									
Offset, s	45	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	18.0	45.0	31.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	23.0	73.0		50.0		37.0		
Change Period, ($Y+R_c$), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g_s), s	8.5					11.9		
Green Extension Time (g_e), s	0.5	0.0		0.0		3.8		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.03					0.03		

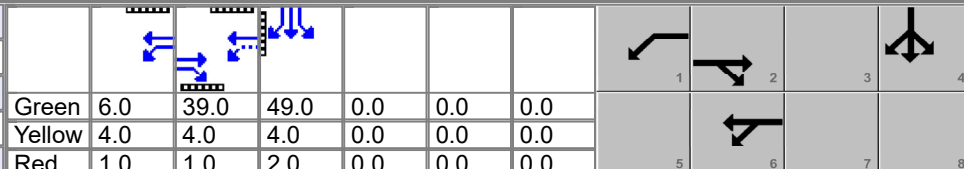
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	218	1501			677	213	153	596	175			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g_s), s	6.5	24.0			10.1	10.2	7.5	9.5	9.9			
Cycle Queue Clearance Time (g_c), s	6.5	24.0			10.1	10.2	7.5	9.5	9.9			
Green Ratio (g/C)	0.59	0.62			0.41	0.41	0.28	0.28	0.28			
Capacity (c), veh/h	595	3125			2068	643	498	1569	443			
Volume-to-Capacity Ratio (X)	0.366	0.480			0.327	0.331	0.307	0.380	0.395			
Back of Queue (Q), ft/ln (95 th percentile)	121	352			183	181	156	197	186			
Back of Queue (Q), veh/ln (95 th percentile)	4.7	13.8			7.2	7.1	6.1	7.7	7.2			
Queue Storage Ratio (RQ) (95 th percentile)	0.32	0.00			0.00	2.13	0.55	0.00	0.00			
Uniform Delay (d_1), s/veh	12.8	19.4			22.2	22.2	31.1	31.8	31.9			
Incremental Delay (d_2), s/veh	0.9	0.3			0.4	1.4	1.6	0.7	2.6			
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	13.7	19.7			22.6	23.6	32.7	32.5	34.5			
Level of Service (LOS)	B	B			C	C	C	C	C			
Approach Delay, s/veh / LOS	18.9	B		22.8	C		32.9	C	0.0			
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	TOB	Analysis Date		Area Type	Other	
Jurisdiction	NMDOT	Time Period	AM BUILD	PHF	1.00	
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00	
Intersection	I-25 SBFR	File Name	2038_AB_ExportToHCS.xus			
Project Description	2038 AM Peak Hour Build - Exis. Geom					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		959	0	53	813					885	699	801

Signal Information												
Cycle, s	110.0	Reference Phase	2									
Offset, s	58	Reference Point	Begin	Green	6.0	39.0	49.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	2.0	0.0	0.0	0.0		

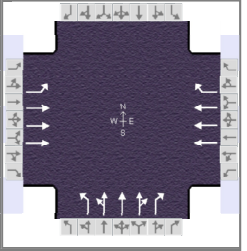
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		44.0	11.0	55.0				55.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.2
Queue Clearance Time (g_s), s			3.6					51.0
Green Extension Time (g_e), s		0.0	0.0	0.0				0.0
Phase Call Probability			1.00					1.00
Max Out Probability			1.00					1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		959	0	43	665					885	699	801
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		14.8	0.0	1.6	6.3					49.0	14.2	49.0
Cycle Queue Clearance Time (g_c), s		14.8	0.0	1.6	6.3					49.0	14.2	49.0
Green Ratio (g/C)		0.35		0.43	0.45					0.45	0.45	0.45
Capacity (c), veh/h		1974		290	2297					787	1653	700
Volume-to-Capacity Ratio (X)		0.486	0.000	0.150	0.289					1.124	0.423	1.144
Back of Queue (Q), ft/ln (95 th percentile)		276	0	35	102					1258	261	1202
Back of Queue (Q), veh/ln (95 th percentile)		10.8	0.0	1.4	4.0					49.2	10.2	47.0
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.09	0.00					6.29	0.00	0.00
Uniform Delay (d_1), s/veh		27.7		21.0	11.8					30.5	20.8	30.5
Incremental Delay (d_2), s/veh		0.9	0.0	1.0	0.3					72.0	0.8	80.9
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		28.5		22.0	12.1					102.5	21.6	111.4
Level of Service (LOS)		C		C	B					F	C	F
Approach Delay, s/veh / LOS	28.5	C		12.7	B		0.0			81.8		F
Intersection Delay, s/veh / LOS			57.1							E		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	AM BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2038_AB_ExportToHCS.xus		
Project Description	2038 AM Peak Hour Build - Exis. Geom				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	230	1615			708	215	153	596	188			

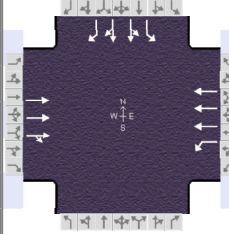
Signal Information													
Cycle, s	110.0	Reference Phase	2										
Offset, s	45	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	18.0	45.0	31.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	1.0	1.0	2.0	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	23.0	73.0		50.0		37.0		
Change Period, (Y+R _c), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g _s), s	8.5					12.7		
Green Extension Time (g _e), s	0.5	0.0		0.0		3.8		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.03					0.04		

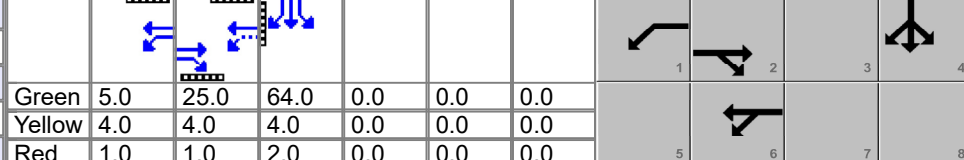
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	218	1529			708	215	153	596	188			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1629			1685	1572	1767	1856	1572			
Queue Service Time (g _s), s	6.5	25.5			10.6	10.3	7.5	9.5	10.7			
Cycle Queue Clearance Time (g _c), s	6.5	25.5			10.6	10.3	7.5	9.5	10.7			
Green Ratio (g/C)	0.59	0.62			0.41	0.41	0.28	0.28	0.28			
Capacity (c), veh/h	584	3020			2068	643	498	1569	443			
Volume-to-Capacity Ratio (X)	0.372	0.506			0.342	0.334	0.307	0.380	0.424			
Back of Queue (Q), ft/ln (95 th percentile)	121	358			193	183	156	197	200			
Back of Queue (Q), veh/ln (95 th percentile)	4.7	14.0			7.5	7.1	6.1	7.7	7.8			
Queue Storage Ratio (RQ) (95 th percentile)	0.31	0.00			0.00	2.15	0.55	0.00	0.00			
Uniform Delay (d ₁), s/veh	13.0	19.7			22.3	22.2	31.1	31.8	32.2			
Incremental Delay (d ₂), s/veh	0.9	0.3			0.5	1.4	1.6	0.7	3.0			
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	13.9	20.0			22.8	23.6	32.7	32.5	35.2			
Level of Service (LOS)	B	C			C	C	C	C	D			
Approach Delay, s/veh / LOS	19.2		B	23.0		C	33.0		C	0.0		
Intersection Delay, s/veh / LOS	23.8						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	TOB	Analysis Date		Area Type	Other	
Jurisdiction	NMDOT	Time Period	AM BUILD MIT	PHF	1.00	
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00	
Intersection	I-25 SBFR	File Name	2038_AB_Optimized.xus			
Project Description	2038 AM Peak Hour Build Mitigated - Exis. Geom					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		959	0	53	813					885	699	801

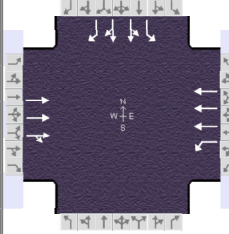
Signal Information														
Cycle, s	110.0	Reference Phase	2	Green	5.0	25.0	64.0	0.0	0.0	0.0				
Offset, s	58	Reference Point	Begin	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	2.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		30.0	10.0	40.0				70.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.2
Queue Clearance Time (g_s), s			4.4					49.8
Green Extension Time (g_e), s		0.0	0.0	0.0				9.8
Phase Call Probability			1.00					1.00
Max Out Probability			1.00					0.70

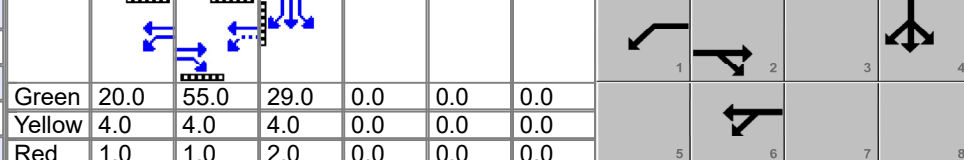
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		959	0	53	808					885	699	801
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		17.7	0.0	2.4	17.2					46.1	10.7	47.8
Cycle Queue Clearance Time (g_c), s		17.7	0.0	2.4	17.2					46.1	10.7	47.8
Green Ratio (g/C)		0.23		0.29	0.32					0.58	0.58	0.58
Capacity (c), veh/h		1265		184	1608					1028	2159	915
Volume-to-Capacity Ratio (X)		0.758	0.000	0.286	0.503					0.861	0.324	0.876
Back of Queue (Q), ft/ln (95 th percentile)		337	0	57	324					694	196	660
Back of Queue (Q), veh/ln (95 th percentile)		13.2	0.0	2.2	12.6					27.1	7.7	25.8
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.15	0.00					3.47	0.00	0.00
Uniform Delay (d_1), s/veh		39.7		31.8	43.9					19.3	11.9	19.6
Incremental Delay (d_2), s/veh		4.3	0.0	3.7	1.1					9.4	0.4	11.5
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		44.0		35.5	45.0					28.7	12.2	31.1
Level of Service (LOS)		D		D	D					C	B	C
Approach Delay, s/veh / LOS	44.0		D	44.4		D	0.0			24.7		C
Intersection Delay, s/veh / LOS				33.1						C		

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	TOB	Analysis Date		Area Type	Other	
Jurisdiction	NMDOT	Time Period	PM NO BUILD	PHF	1.00	
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00	
Intersection	I-25 SBFR	File Name	2038_PN_ExportToHCS.xus			
Project Description	2038 PM Peak Hour No Build - Exis. Geom					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		920	0	341	976					209	456	251

Signal Information														
Cycle, s	120.0	Reference Phase	2	Green	20.0	55.0	29.0	0.0	0.0	0.0				
Offset, s	64	Reference Point	Begin	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	2.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

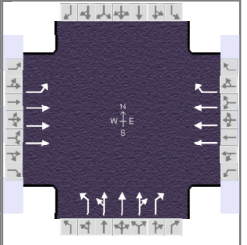
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		60.0	25.0	85.0				35.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.1
Queue Clearance Time (g_s), s			10.9					19.3
Green Extension Time (g_e), s		0.0	0.7	0.0				2.8
Phase Call Probability			1.00					1.00
Max Out Probability			0.06					0.28

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		920	0	303	869					209	456	251
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		12.9	0.0	8.9	3.2					12.2	12.7	17.3
Cycle Queue Clearance Time (g_c), s		12.9	0.0	8.9	3.2					12.2	12.7	17.3
Green Ratio (g/C)		0.46		0.64	0.67					0.24	0.24	0.24
Capacity (c), veh/h		2551		566	3370					427	897	380
Volume-to-Capacity Ratio (X)		0.361	0.000	0.536	0.258					0.489	0.508	0.660
Back of Queue (Q), ft/ln (95 th percentile)		242	0	174	43					247	257	308
Back of Queue (Q), veh/ln (95 th percentile)		9.5	0.0	6.8	1.7					9.6	10.0	12.0
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.45	0.00					1.24	0.00	0.00
Uniform Delay (d_1), s/veh		21.1		13.9	2.6					39.1	39.3	41.1
Incremental Delay (d_2), s/veh		0.4	0.0	1.9	0.1					4.0	2.1	8.7
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		21.5		15.9	2.7					43.1	41.4	49.8
Level of Service (LOS)		C		B	A					D	D	D
Approach Delay, s/veh / LOS	21.5	C		6.1	A		0.0			44.1		D
Intersection Delay, s/veh / LOS			22.4						C			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	PM NO BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2038_PN_ExportToHCS.xus		
Project Description	2038 PM Peak Hour No Build - Exis. Geom				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	349	758			1172	618	132	545	175			

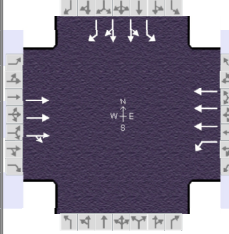
Signal Information														
Cycle, s	120.0	Reference Phase	2											
Offset, s	49	Reference Point	Begin											
Green	37.7	48.0	18.3									0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
				Red	1.0	1.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	42.7	95.7		53.0		24.3		
Change Period, (Y+R _c), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g _s), s	14.7					14.7		
Green Extension Time (g _e), s	1.3	0.0		0.0		3.5		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.00					0.02		

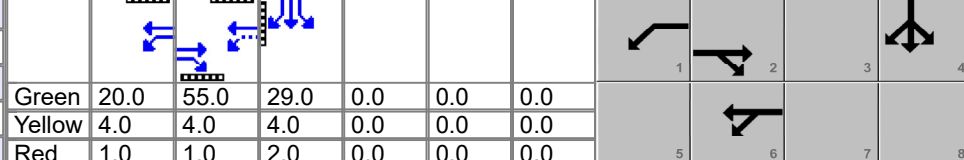
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	356	773			1172	618	132	545	175			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g _s), s	12.7	9.4			21.7	46.6	8.2	11.0	12.7			
Cycle Queue Clearance Time (g _c), s	12.7	9.4			21.7	46.6	8.2	11.0	12.7			
Green Ratio (g/C)	0.73	0.76			0.40	0.40	0.15	0.15	0.15			
Capacity (c), veh/h	720	3822			2022	629	269	847	239			
Volume-to-Capacity Ratio (X)	0.494	0.202			0.580	0.982	0.491	0.643	0.731			
Back of Queue (Q), ft/ln (95 th percentile)	451	158			350	782	170	226	230			
Back of Queue (Q), veh/ln (95 th percentile)	17.6	6.2			13.7	30.6	6.6	8.8	9.0			
Queue Storage Ratio (RQ) (95 th percentile)	1.17	0.00			0.00	9.20	0.60	0.00	0.00			
Uniform Delay (d ₁), s/veh	25.0	8.8			28.1	35.6	46.6	47.8	48.5			
Incremental Delay (d ₂), s/veh	2.3	0.1			1.2	31.8	1.4	0.8	4.3			
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	27.3	8.9			29.3	67.4	48.0	48.6	52.8			
Level of Service (LOS)	C	A			C	E	D	D	D			
Approach Delay, s/veh / LOS	14.7	B		42.5	D	49.4	D	0.0				
Intersection Delay, s/veh / LOS	35.7						D					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	Tierra West LLC			Duration, h	0.250	
Analyst	TOB	Analysis Date		Area Type	Other	
Jurisdiction	NMDOT	Time Period	PM BUILD	PHF	1.00	
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00	
Intersection	I-25 SBFR	File Name	2038_PB_ExportToHCS.xus			
Project Description	2038 PM Peak Hour Build - Exis. Geom					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		948	0	351	998					212	456	251

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	64	Reference Point	Begin	Green	20.0	55.0	29.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	2.0	0.0	0.0	0.0		

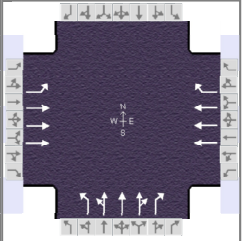
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6				4
Case Number		8.3	1.0	4.0				9.0
Phase Duration, s		60.0	25.0	85.0				35.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0				6.0
Max Allow Headway (MAH), s		0.0	4.1	0.0				4.1
Queue Clearance Time (g_s), s			11.2					19.3
Green Extension Time (g_e), s		0.0	0.8	0.0				2.8
Phase Call Probability			1.00					1.00
Max Out Probability			0.08					0.28

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6					7	4	14
Adjusted Flow Rate (v), veh/h		948	0	314	891					212	456	251
Adjusted Saturation Flow Rate (s), veh/h/ln		1856	0	1767	1685					1767	1856	1572
Queue Service Time (g_s), s		13.3	0.0	9.2	4.0					12.4	12.7	17.3
Cycle Queue Clearance Time (g_c), s		13.3	0.0	9.2	4.0					12.4	12.7	17.3
Green Ratio (g/C)		0.46		0.64	0.67					0.24	0.24	0.24
Capacity (c), veh/h		2551		558	3370					427	897	380
Volume-to-Capacity Ratio (X)		0.372	0.000	0.562	0.265					0.496	0.508	0.660
Back of Queue (Q), ft/ln (95 th percentile)		249	0	178	53					250	257	308
Back of Queue (Q), veh/ln (95 th percentile)		9.7	0.0	6.9	2.1					9.8	10.0	12.0
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.46	0.00					1.25	0.00	0.00
Uniform Delay (d_1), s/veh		21.2		14.5	3.2					39.2	39.3	41.1
Incremental Delay (d_2), s/veh		0.4	0.0	2.0	0.1					4.1	2.1	8.7
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Control Delay (d), s/veh		21.6		16.5	3.3					43.3	41.4	49.8
Level of Service (LOS)		C		B	A					D	D	D
Approach Delay, s/veh / LOS	21.6	C		6.7	A		0.0			44.1		D
Intersection Delay, s/veh / LOS			22.5						C			

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	PM BUILD	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2038_PB_ExportToHCS.xus		
Project Description	2038 PM Peak Hour Build - Exis. Geom				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	349	789			1205	620	132	545	188			

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	49	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	21.0	48.0	35.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	2.0	0.0	0.0	0.0						

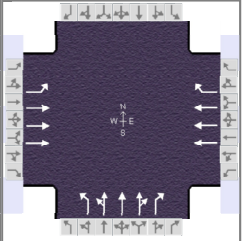
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	26.0	79.0		53.0		41.0		
Change Period, (Y+R _c), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g _s), s	15.4					13.5		
Green Extension Time (g _e), s	0.7	0.0		0.0		3.6		
Phase Call Probability	1.00					1.00		
Max Out Probability	0.50					0.01		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	356	804			1205	620	132	545	188			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g _s), s	13.4	11.2			22.5	46.9	6.9	9.2	11.5			
Cycle Queue Clearance Time (g _c), s	13.4	11.2			22.5	46.9	6.9	9.2	11.5			
Green Ratio (g/C)	0.59	0.62			0.40	0.40	0.29	0.29	0.29			
Capacity (c), veh/h	467	3117			2022	629	515	1624	459			
Volume-to-Capacity Ratio (X)	0.762	0.258			0.596	0.986	0.256	0.336	0.410			
Back of Queue (Q), ft/ln (95 th percentile)	292	199			361	789	143	194	212			
Back of Queue (Q), veh/ln (95 th percentile)	11.4	7.8			14.1	30.8	5.6	7.6	8.3			
Queue Storage Ratio (RQ) (95 th percentile)	0.76	0.00			0.00	9.28	0.50	0.00	0.00			
Uniform Delay (d ₁), s/veh	28.0	14.6			28.4	35.7	32.5	33.4	34.2			
Incremental Delay (d ₂), s/veh	10.4	0.2			1.3	32.6	1.2	0.6	2.7			
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	38.4	14.8			29.7	68.2	33.7	33.9	36.9			
Level of Service (LOS)	D	B			C	E	C	C	D			
Approach Delay, s/veh / LOS	22.1	C		42.8	D		34.5	C	0.0			
Intersection Delay, s/veh / LOS	34.7						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	TOB	Analysis Date		Area Type	Other
Jurisdiction	NMDOT	Time Period	PM BUILD MIT	PHF	1.00
Urban Street	Lomas Blvd NE.	Analysis Year	2038	Analysis Period	1 > 7:00
Intersection	I-25 NB Ramp	File Name	2038_PB_Optimized.xus		
Project Description	2038 PM Peak Hour Build Mitigated - Exis. Geom				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	349	789			1205	620	132	545	188			

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	119	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	6.0	74.0	24.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		4		
Case Number	1.0	4.0		7.3		9.0		
Phase Duration, s	11.0	90.0		79.0		30.0		
Change Period, (Y+R _c), s	5.0	5.0		5.0		6.0		
Max Allow Headway (MAH), s	4.1	0.0		0.0		4.1		
Queue Clearance Time (g _s), s	8.0					15.0		
Green Extension Time (g _e), s	0.0	0.0		0.0		2.6		
Phase Call Probability	1.00					1.00		
Max Out Probability	1.00					0.30		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16	7	4	14			
Adjusted Flow Rate (v), veh/h	356	804			1205	620	132	545	188			
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1685			1685	1572	1767	1856	1572			
Queue Service Time (g _s), s	6.0	8.2			14.4	29.9	7.7	10.4	13.0			
Cycle Queue Clearance Time (g _c), s	6.0	8.2			14.4	29.9	7.7	10.4	13.0			
Green Ratio (g/C)	0.68	0.71			0.62	0.62	0.20	0.20	0.20			
Capacity (c), veh/h	377	3580			3117	970	353	1113	314			
Volume-to-Capacity Ratio (X)	0.944	0.225			0.387	0.639	0.373	0.490	0.598			
Back of Queue (Q), ft/ln (95 th percentile)	425	132			229	413	168	218	248			
Back of Queue (Q), veh/ln (95 th percentile)	16.6	5.1			8.9	16.1	6.6	8.5	9.7			
Queue Storage Ratio (RQ) (95 th percentile)	1.10	0.00			0.00	4.86	0.59	0.00	0.00			
Uniform Delay (d ₁), s/veh	22.1	8.0			11.6	14.6	41.5	42.6	43.6			
Incremental Delay (d ₂), s/veh	32.6	0.1			0.4	3.2	3.0	1.5	8.1			
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Control Delay (d), s/veh	54.7	8.1			11.9	17.8	44.5	44.1	51.8			
Level of Service (LOS)	D	A			B	B	D	D	D			
Approach Delay, s/veh / LOS	22.4	C			13.9	B	45.8	D	0.0			
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

Lomas Blvd NE & I-25 Southbound Ramp

Created on August 25, 2025

Created by Nishat Zaman

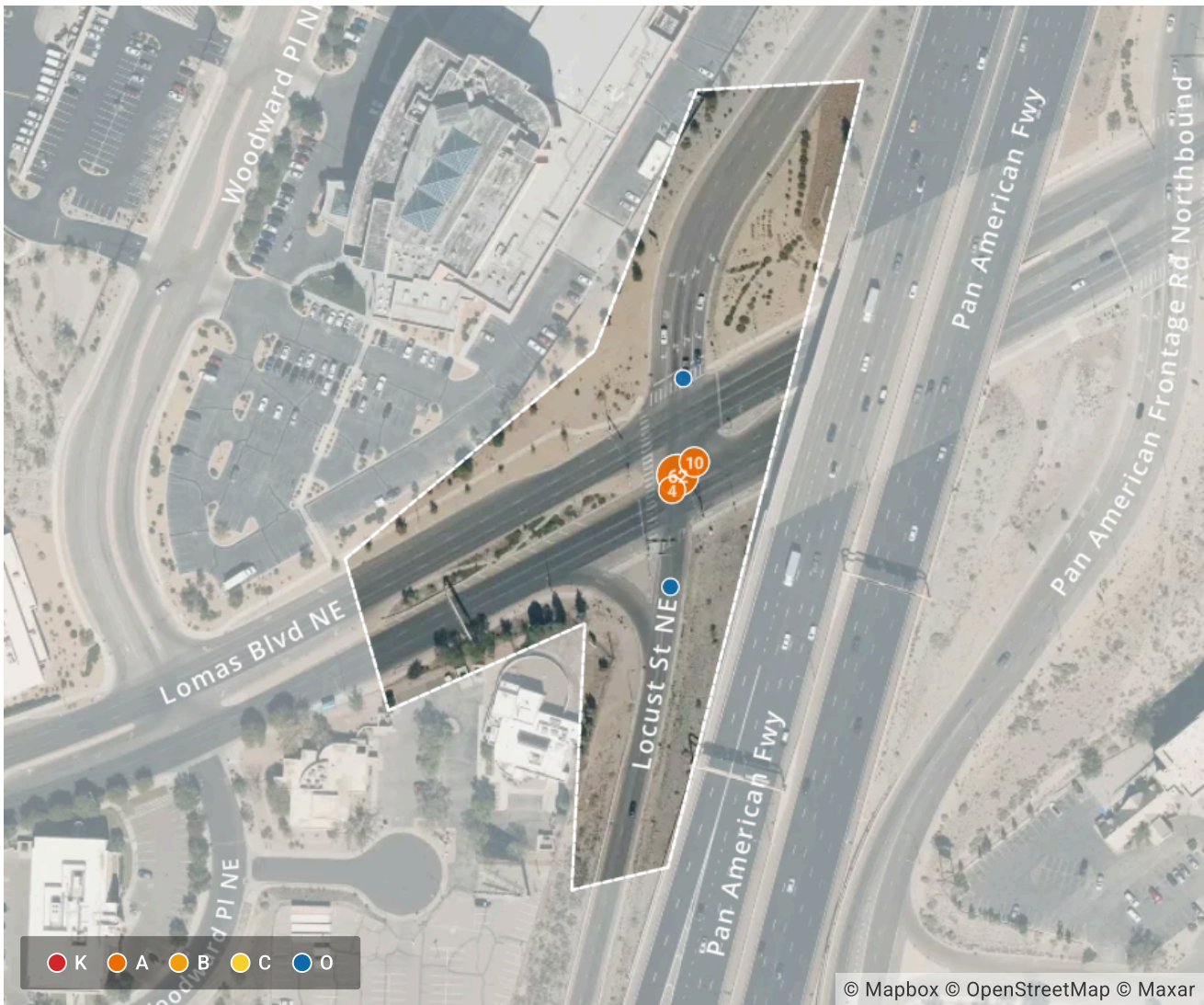
Requested by Tierra West LLC

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Polygon



Total Crashes	78	Fatal Crashes	0
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New Mexico Summary		Crash	
Total Crashes	78	100.00%	
Intersection Involved	40	51.28%	
Alcohol Involved	3	3.85%	

Commercial Motor Vehicle Involved	2	2.56%
+ 3 more	0	0%

KABCO Crash Severity	Crash	
(O) Property-Damage Only	49	62.82%
(C) Possible Injury	16	20.51%
(B) Suspected Minor Injury	9	11.54%
(A) Suspected Serious Injury	4	5.13%
(K) Fatal Injury	0	0.00%

Crash Date (Year)	Crash	
2023	14	17.95%
2022	22	28.21%
2021	13	16.67%
2020	9	11.54%
2019	20	25.64%
+ 6 more	0	0%

Crash Classification	Crash	
Other Vehicle	28	35.90%
Fixed Object	2	2.56%
Invalid Code	1	1.28%
+ 10 more	0	0%

First Harmful Event - Analysis	Crash	
MV in Transport	62	79.49%
Not Available	7	8.97%
Other Non-fixed Object	2	2.56%
Median	1	1.28%
Other Non-Collision	1	1.28%
Traffic Signal Support	1	1.28%
Unknown	1	1.28%
Utility Pole/Light Support	1	1.28%
+ 55 more	0	0%

First Harmful Event - Location	Crash	
On Roadway	25	32.05%
Not Available	20	25.64%
On Roadside - Right	2	2.56%

+ 10 more	0	0%
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First Harmful Event - Manner of Impact	Crash	
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Not Available	20	25.64%
Front-to-Side	16	20.51%
Front-to-Rear	5	6.41%
Other	3	3.85%
Sideswipe	2	2.56%
+ 5 more	0	0%

Injury Severity	Person	
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No Apparent Injury (O)	148	72.20%
Possible Injury (C)	35	17.07%
Suspected Minor Injury (B)	18	8.78%
Suspected Serious Injury (A)	4	1.95%
Fatal Injury (K)	0	0.00%

Contributing Factors	Vehicle	
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Other, No Driver Error	47	36.43%
Driver Inattention	38	29.46%
Disregarded Traffic Signal	14	10.85%
Failed to Yield Right of Way	14	10.85%
Other Improper Driving	10	7.75%
Excessive Speed	5	3.88%
Following too Closely	3	2.33%
Under the Influence of Alcohol	3	2.33%
+ 47 more	12	9.33%

Driver Actions	Vehicle	
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Going Straight	81	62.79%
Left Turn	33	25.58%
Stopped for Sign or Signal	9	6.98%
Right Turn	8	6.20%
Changing Lanes	3	2.33%
Stopped for Traffic	3	2.33%
Leaving Traffic Lane	1	0.78%
Operated MV in Reckless or Aggressive Manner	1	0.78%
+ 15 more	5	3.90%

Lomas Blvd NE - I-25 Northbound Ramp

Created on September 2, 2025

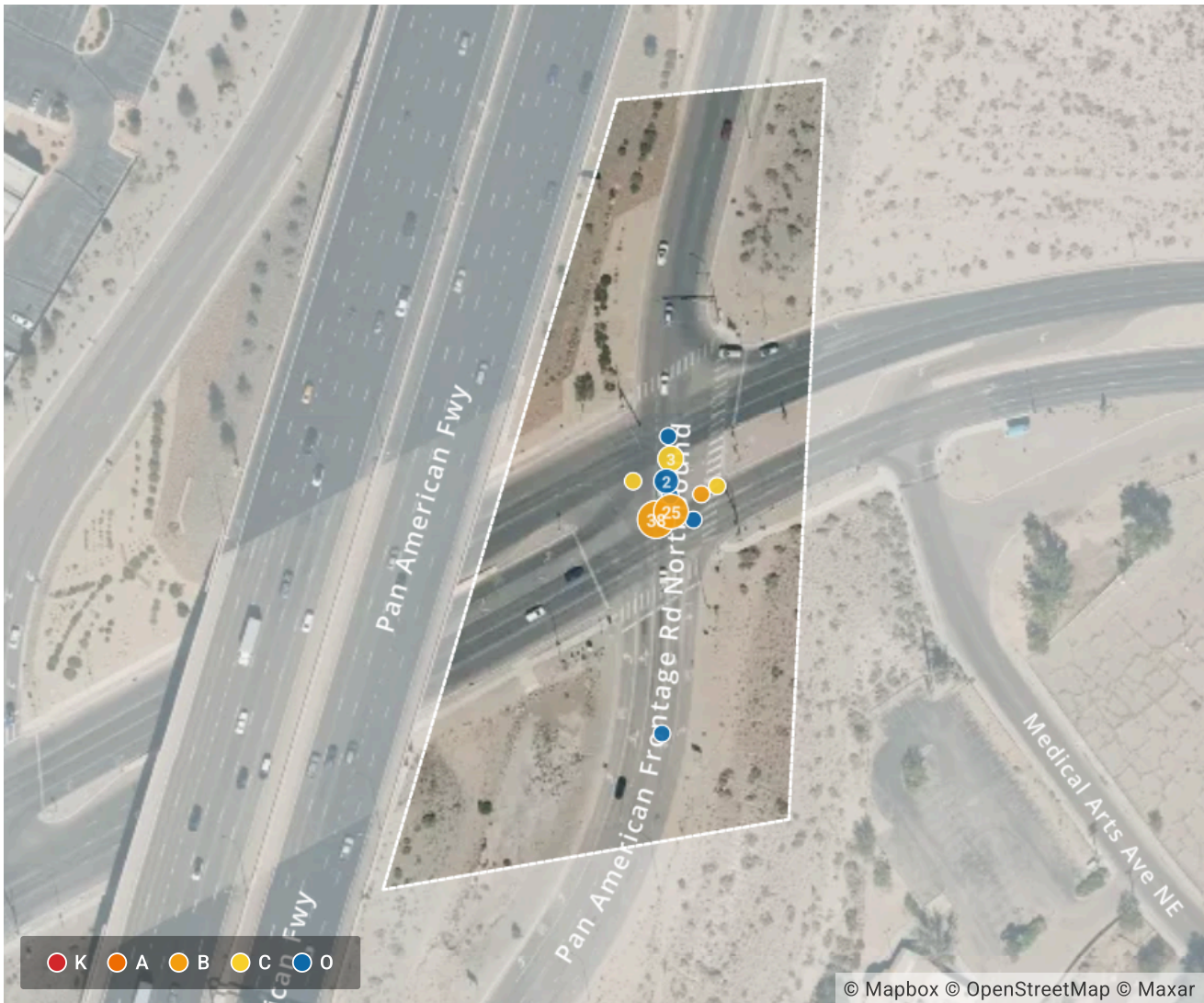
Created by Nishat Zaman

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Polygon



Total Crashes	75	Fatal Crashes	0
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New Mexico Summary		Crash
Total Crashes	75	100.00%
Intersection Involved	25	33.33%
Alcohol Involved	5	6.67%

Pedalcycle Involved	1	1.33%
Pedestrian Involved	1	1.33%
+ 2 more	0	0%

KABCO Crash Severity	Crash	
(O) Property-Damage Only	56	74.67%
(C) Possible Injury	14	18.67%
(B) Suspected Minor Injury	5	6.67%
+ 2 more	0	0%

Crash Date (Year)	Crash	
2023	15	20.00%
2022	13	17.33%
2021	10	13.33%
2020	14	18.67%
2019	23	30.67%
+ 6 more	0	0%

Crash Classification	Crash	
Other Vehicle	36	48.00%
Fixed Object	3	4.00%
+ 11 more	0	0%

First Harmful Event - Analysis	Crash	
MV in Transport	55	73.33%
Not Available	6	8.00%
Curb	4	5.33%
Median	2	2.67%
Utility Pole/Light Support	2	2.67%
Other Post, Pole or Support	1	1.33%
Pedalcycle	1	1.33%
Pedestrian	1	1.33%
+ 55 more	1	1.33%

First Harmful Event - Location	Crash	
Not Available	23	30.67%
On Roadway	21	28.00%
On Roadside - Left	1	1.33%
On Roadside - Right	1	1.33%

On Shoulder	1	1.33%
+ 8 more	0	0%

First Harmful Event - Manner of Impact	Crash	
Not Available	23	30.67%
Front-to-Side	12	16.00%
Front-to-Rear	9	12.00%
Sideswipe	2	2.67%
Front-to-Front	1	1.33%
+ 5 more	0	0%

Injury Severity	Person	
No Apparent Injury (O)	137	83.03%
Possible Injury (C)	23	13.94%
Suspected Minor Injury (B)	5	3.03%
+ 2 more	0	0%

Contributing Factors	Vehicle	
Driver Inattention	37	30.58%
Other, No Driver Error	37	30.58%
Disregarded Traffic Signal	17	14.05%
Failed to Yield Right of Way	10	8.26%
Other Improper Driving	5	4.13%
Under the Influence of Alcohol	5	4.13%
Driver Distracted by Other Activity	4	3.31%
Excessive Speed	4	3.31%
+ 47 more	20	16.54%

Driver Actions	Vehicle	
Going Straight	81	66.94%
Left Turn	17	14.05%
Stopped for Sign or Signal	9	7.44%
Right Turn	6	4.96%
Stopped for Traffic	3	2.48%
Negotiating a Curve	2	1.65%
Other	2	1.65%
Unknown	2	1.65%
+ 15 more	6	4.98%

CRASH SUMMARY REPORT

Lomas Blvd NE & University Blvd NE

Created on August 25, 2025

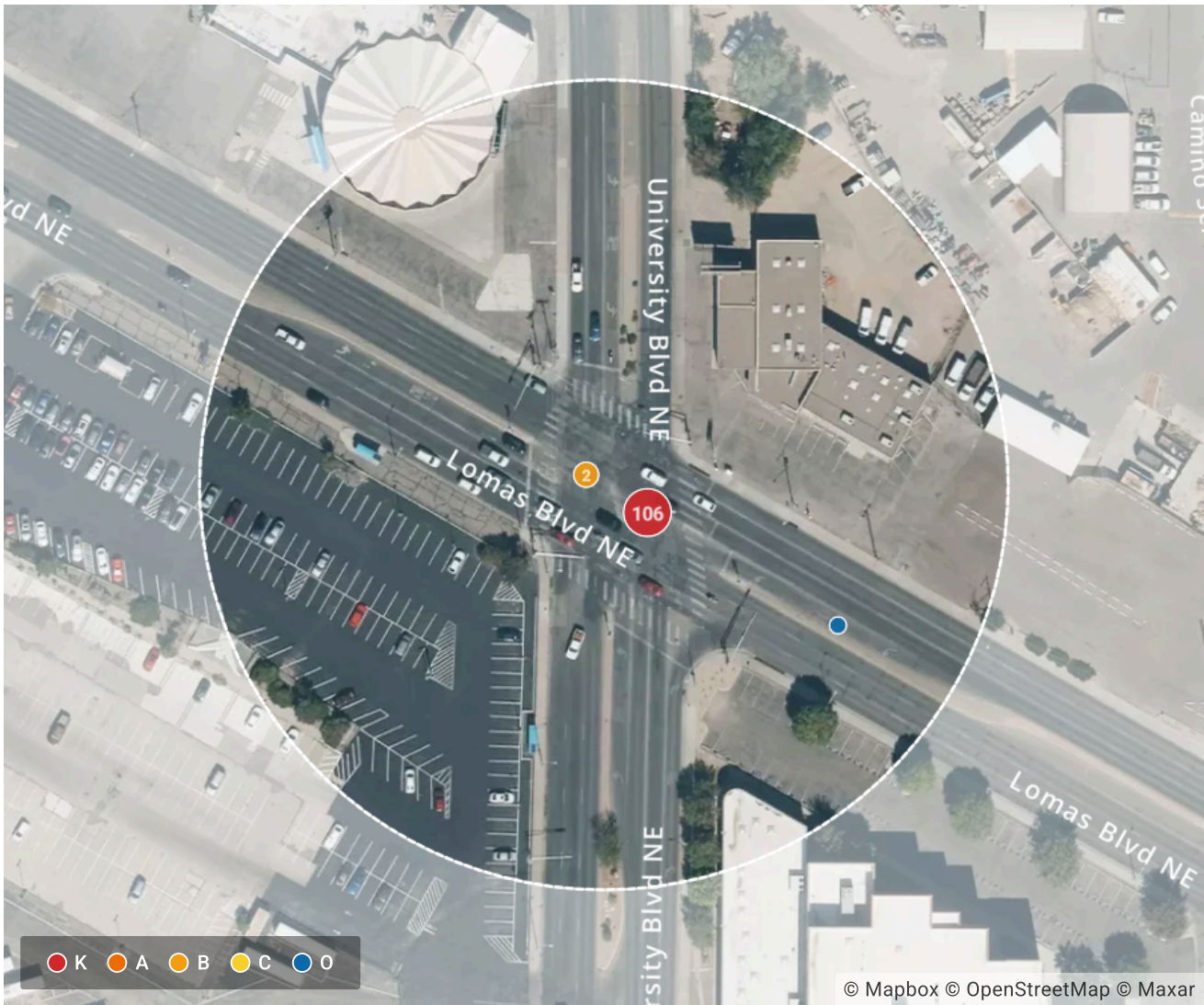
Created by Nishat Zaman

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle 250 ft



Total Crashes	109	Fatal Crashes	1
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New Mexico Summary		Crash
Total Crashes	109	100.00%
Intersection Involved	36	33.03%
Alcohol Involved	5	4.59%

Pedalcycle Involved	1	0.92%
Pedestrian Involved	1	0.92%
+ 2 more	0	0%

KABCO Crash Severity	Crash	
(O) Property-Damage Only	72	66.06%
(C) Possible Injury	29	26.61%
(B) Suspected Minor Injury	7	6.42%
(K) Fatal Injury	1	0.92%
(A) Suspected Serious Injury	0	0.00%

Crash Date (Year)	Crash	
2023	23	21.10%
2022	19	17.43%
2021	24	22.02%
2020	11	10.09%
2019	32	29.36%
+ 6 more	0	0%

Crash Classification	Crash	
Other Vehicle	52	47.71%
Fixed Object	4	3.67%
Other (Non-Collision)	1	0.92%
Pedestrian	1	0.92%
+ 9 more	0	0%

First Harmful Event - Analysis	Crash	
MV in Transport	77	70.64%
Not Available	14	12.84%
Curb	2	1.83%
Median	2	1.83%
Bridge Overhead Structure	1	0.92%
Other Non-Collision	1	0.92%
Pedalcycle	1	0.92%
Pedestrian	1	0.92%
+ 55 more	2	1.84%

First Harmful Event - Location	Crash	
Not Available	32	29.36%

On Roadway	28	25.69%
On Roadside - Right	1	0.92%
Separator	1	0.92%
+ 9 more	0	0%

First Harmful Event - Manner of Impact	Crash	
Not Available	32	29.36%
Front-to-Rear	14	12.84%
Front-to-Side	11	10.09%
Front-to-Front	2	1.83%
Sideswipe	2	1.83%
+ 5 more	0	0%

Injury Severity	Person	
No Apparent Injury (O)	219	81.72%
Possible Injury (C)	41	15.30%
Suspected Minor Injury (B)	7	2.61%
Fatal Injury (K)	1	0.37%
Suspected Serious Injury (A)	0	0.00%

Contributing Factors	Vehicle	
Other, No Driver Error	46	31.29%
Driver Inattention	41	27.89%
Disregarded Traffic Signal	14	9.52%
Failed to Yield Right of Way	9	6.12%
Other Improper Driving	6	4.08%
Excessive Speed	5	3.40%
Speed too Fast for Conditions	5	3.40%
Under the Influence of Alcohol	5	3.40%
+ 47 more	22	14.96%

Driver Actions	Vehicle	
Going Straight	95	64.63%
Left Turn	20	13.61%
Stopped for Sign or Signal	15	10.20%
Stopped for Traffic	8	5.44%
Right Turn	5	3.40%
Changing Lanes	2	1.36%
Entering Traffic Lane	2	1.36%

Ran Red Light	2	1.36%
+ 15 more	11	7.48%

Lomas Blvd NE & Medical Arts Ave NE

Created on September 2, 2025

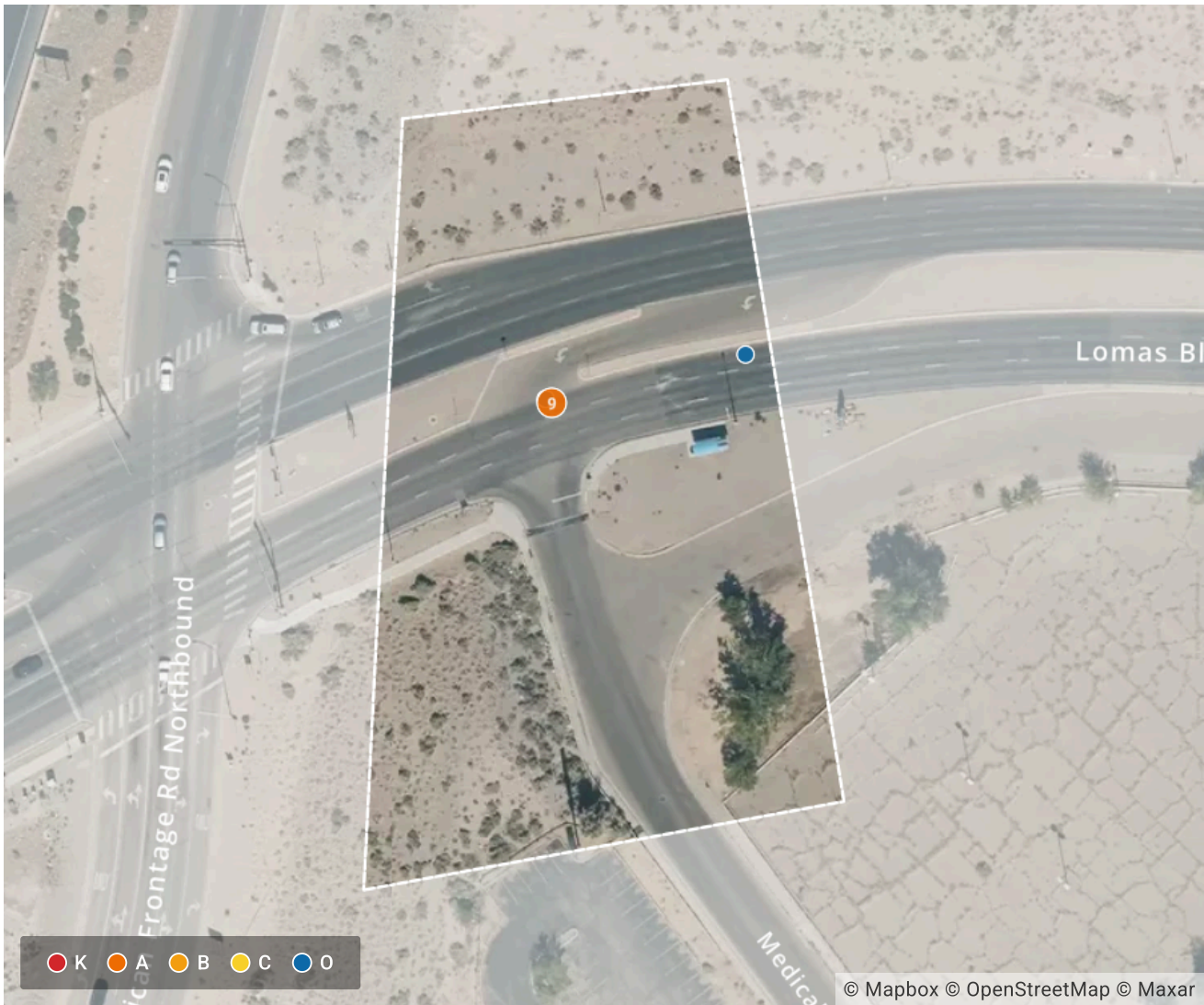
Created by Nishat Zaman

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Polygon



Total Crashes	11	Fatal Crashes	0
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New Mexico Summary		Crash	
Total Crashes	11	100.00%	
Intersection Involved	2	18.18%	
Alcohol Involved	1	9.09%	

+ 4 more	0	0%
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KABCO Crash Severity		Crash
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(O) Property-Damage Only	8	72.73%
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(C) Possible Injury	2	18.18%
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(A) Suspected Serious Injury	1	9.09%
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+ 2 more	0	0%
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Crash Date (Year)		Crash
--------------------------	--	-------

2023	1	9.09%
------	---	-------

2022	2	18.18%
------	---	--------

2021	1	9.09%
------	---	-------

2020	5	45.45%
------	---	--------

2019	2	18.18%
------	---	--------

+ 6 more	0	0%
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Crash Classification		Crash
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Other Vehicle	6	54.55%
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Parked Vehicle	1	9.09%
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+ 11 more	0	0%
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First Harmful Event - Analysis		Crash
---------------------------------------	--	-------

MV in Transport	8	72.73%
-----------------	---	--------

Parked MV	2	18.18%
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Not Available	1	9.09%
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+ 60 more	0	0%
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First Harmful Event - Location		Crash
---------------------------------------	--	-------

Not Available	2	18.18%
---------------	---	--------

On Roadway	2	18.18%
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+ 11 more	0	0%
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First Harmful Event - Manner of Impact		Crash
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Front-to-Rear	4	36.36%
---------------	---	--------

Not Available	2	18.18%
---------------	---	--------

+ 8 more	0	0%
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Injury Severity		Person
------------------------	--	--------

No Apparent Injury (O)	20	83.33%
------------------------	----	--------

Possible Injury (C)	3	12.50%
Suspected Serious Injury (A)	1	4.17%
+ 2 more	0	0%

Contributing Factors		Vehicle
Other, No Driver Error	6	33.33%
Driver Inattention	4	22.22%
Failed to Yield Right of Way	2	11.11%
Avoid No Contact Vehicle	1	5.56%
Disregarded Traffic Signal	1	5.56%
Under the Influence of Alcohol	1	5.56%
+ 49 more	0	0%

Driver Actions		Vehicle
Going Straight	8	44.44%
Left Turn	4	22.22%
Parked	2	11.11%
Right Turn	2	11.11%
Stopped for Traffic	1	5.56%
+ 18 more	0	0%

Lomas Blvd NE & Frontage Rd / Torc DWY

Created on September 2, 2025

Created by Nishat Zaman

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Polygon



Total Crashes	0	Fatal Crashes	0
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New Mexico Summary	Crash
+ 7 more	0

KABCO Crash Severity	Crash
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+ 5 more	0
Crash Date (Year)	Crash
+ 11 more	0
Crash Classification	Crash
+ 13 more	0
First Harmful Event - Analysis	Crash
+ 63 more	0
First Harmful Event - Location	Crash
+ 13 more	0
First Harmful Event - Manner of Impact	Crash
+ 10 more	0
Injury Severity	Person
+ 5 more	0
Contributing Factors	Vehicle
+ 55 more	0
Driver Actions	Vehicle
+ 23 more	0

CRASH SUMMARY REPORT

Lomas Blvd NE & Lobo Plaza West DWY / Legion Rd NE



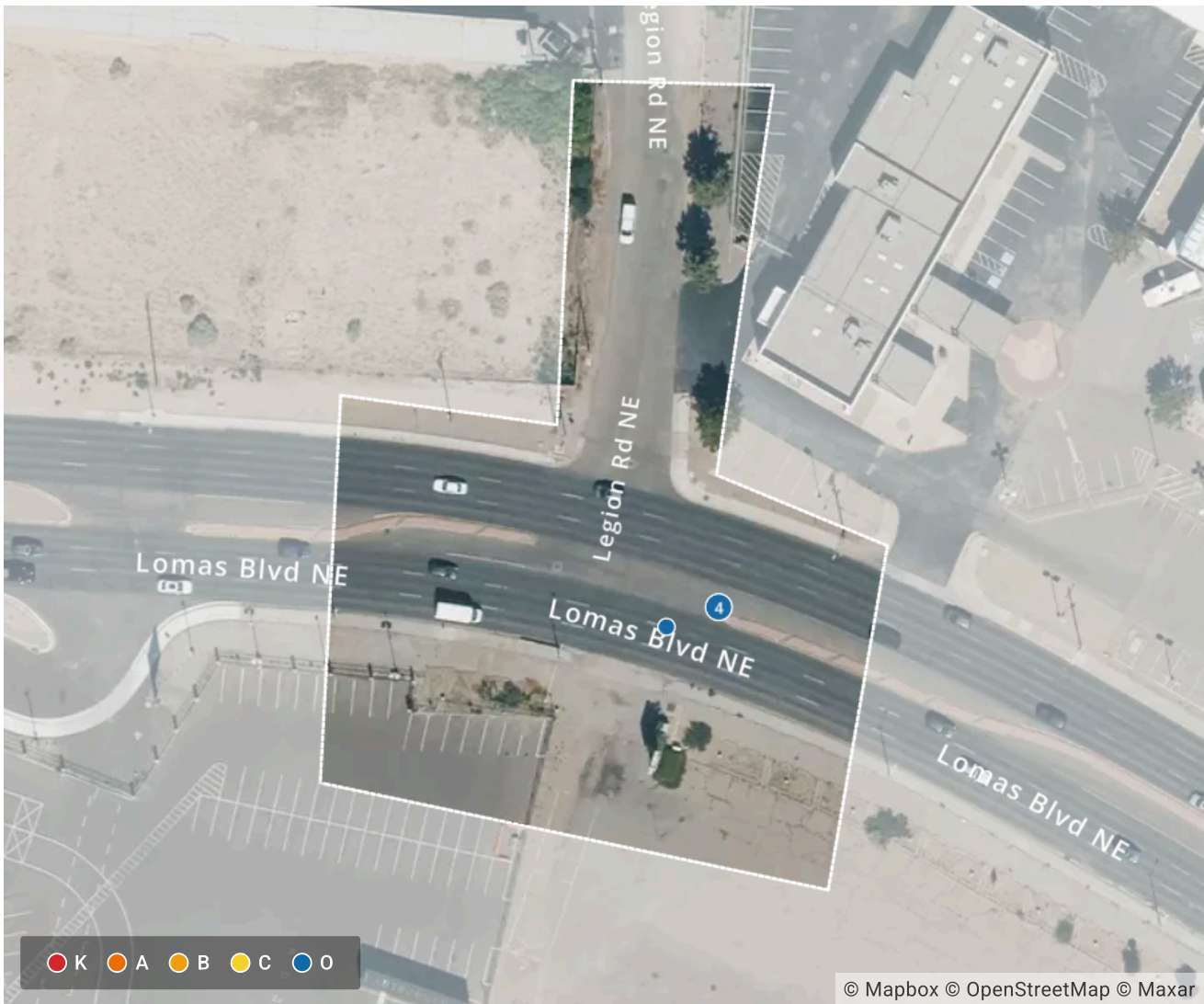
Created on September 2, 2025

Created by Nishat Zaman

Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Polygon



Total Crashes	5	Fatal Crashes	0
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New Mexico Summary		Crash	
Total Crashes	5	100.00%	
Intersection Involved	1	20.00%	

+ 5 more 0 0%

KABCO Crash Severity Crash

(O) Property-Damage Only 5 100.00%

+ 4 more 0 0%

Crash Date (Year) Crash

2021 2 40.00%

2019 3 60.00%

+ 9 more 0 0%

Crash Classification Crash

Other Vehicle 2 40.00%

Fixed Object 1 20.00%

+ 11 more 0 0%

First Harmful Event - Analysis Crash

MV in Transport 3 60.00%

Not Available 2 40.00%

+ 61 more 0 0%

First Harmful Event - Location Crash

Not Available 3 60.00%

On Roadway 2 40.00%

+ 11 more 0 0%

First Harmful Event - Manner of Impact Crash

Not Available 3 60.00%

Front-to-Side 2 40.00%

+ 8 more 0 0%

Injury Severity Person

No Apparent Injury (O) 12 100.00%

+ 4 more 0 0%

Contributing Factors Vehicle

Other, No Driver Error 3 50.00%

Driver Inattention 2 33.33%

+ 53 more 0 0%

Driver Actions		Vehicle
Going Straight	5	83.33%
Left Turn	1	16.67%
+ 21 more	0	0%

Lomas Blvd NE & Lobo Plaza East DWY

Created on September 2, 2025

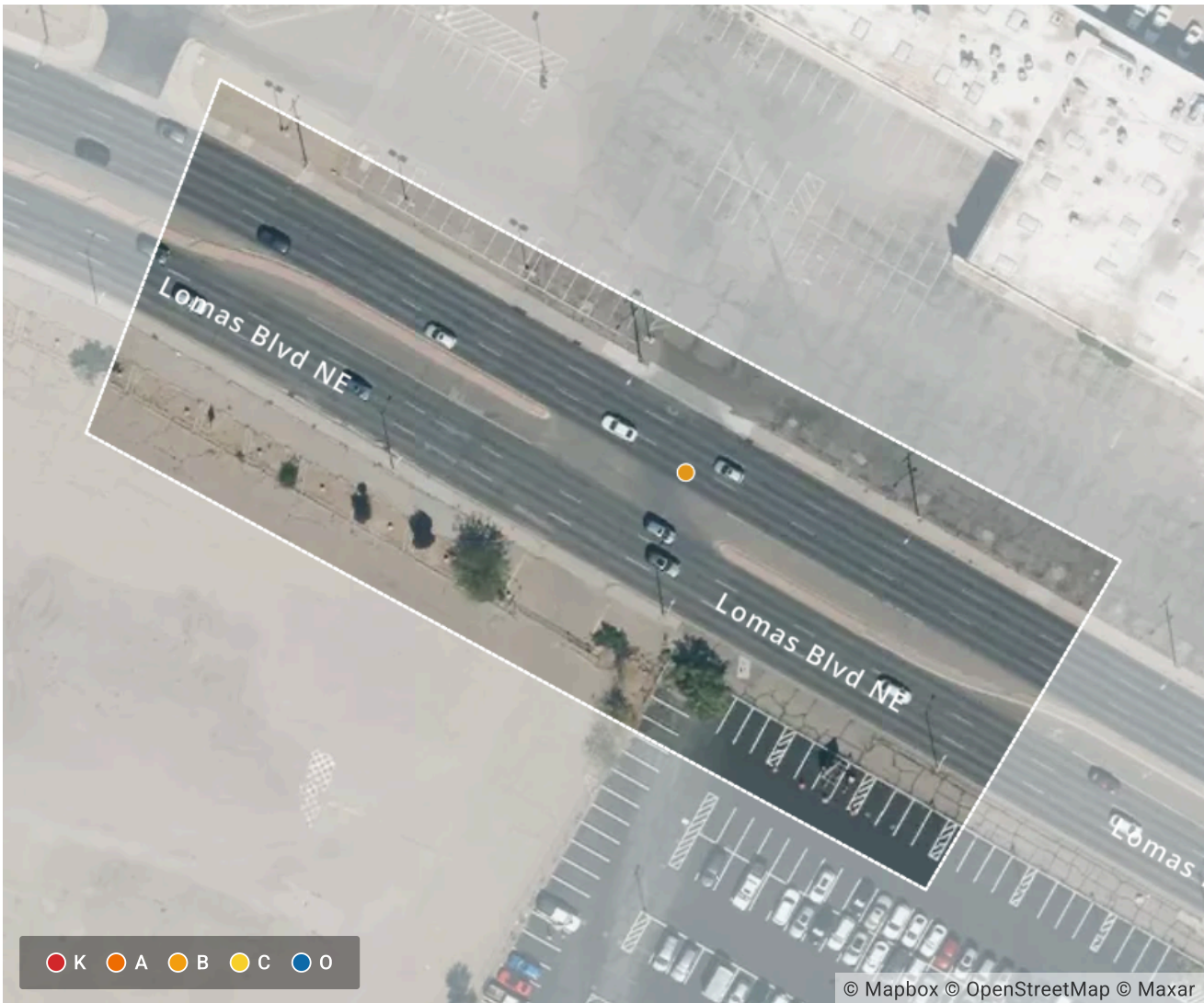
Created by Nishat Zaman

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Polygon



Total Crashes	1	Fatal Crashes	0
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New Mexico Summary		Crash	
Total Crashes	1	100.00%	
+ 6 more	0	0%	

KABCO Crash Severity		Crash	
(B) Suspected Minor Injury	1	100.00%	
+ 4 more	0	0%	
Crash Date (Year)		Crash	
2022	1	100.00%	
+ 10 more	0	0%	
Crash Classification		Crash	
+ 13 more	0	0%	
First Harmful Event - Analysis		Crash	
Curb	1	100.00%	
+ 62 more	0	0%	
First Harmful Event - Location		Crash	
+ 13 more	0	0%	
First Harmful Event - Manner of Impact		Crash	
+ 10 more	0	0%	
Injury Severity		Person	
No Apparent Injury (O)	1	50.00%	
Suspected Minor Injury (B)	1	50.00%	
+ 3 more	0	0%	
Contributing Factors		Vehicle	
Driver Inattention	1	100.00%	
+ 54 more	0	0%	
Driver Actions		Vehicle	
Going Straight	1	100.00%	
+ 22 more	0	0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Lomas Blvd NE**
 N-S Street: **I-25 SB Ramp**

Speed Limit (Lomas Blvd NE)= **35**
 Speed Limit (I-25 SB Ramp)= **35**
8/27/25

Signalized

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I-25 SB Ramp)			Southbound (I-25 SB Ramp)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	124	0	16	119	0	0	0	0	117	52	49
7:15 AM	7:30 AM	0	148	0	15	109	0	0	0	0	93	46	85
7:30 AM	7:45 AM	0	160	0	39	151	0	0	0	0	147	83	100
7:45 AM	8:00 AM	0	217	0	11	175	0	0	0	0	171	99	162
8:00 AM	8:15 AM	0	158	0	15	187	0	0	0	0	225	136	153
8:15 AM	8:30 AM	0	194	0	10	186	0	0	0	0	207	164	188
8:30 AM	8:45 AM	0	228	0	23	151	0	0	0	0	201	176	153
8:45 AM	9:00 AM	0	222	0	17	164	0	0	0	0	178	106	113
4X Peak 15-Min. Vol. (AM)		0	776	0	40	744	0	0	0	0	828	656	752
% of Total Traffic		0.0%	20.4%	0.0%	1.1%	19.6%	0.0%	0.0%	0.0%	0.0%	21.8%	17.3%	19.8%
% Directional			20.4%			20.7%	Intersection					58.9%	

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I-25 SB Ramp)			Southbound (I-25 SB Ramp)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	168	0	52	189	0	0	0	0	55	108	43
4:15 PM	4:30 PM	0	209	0	61	208	0	0	0	0	28	83	36
4:30 PM	4:45 PM	0	191	0	68	201	0	0	0	0	53	95	43
4:45 PM	5:00 PM	0	197	0	48	247	0	0	0	0	48	89	42
5:00 PM	5:15 PM	0	216	0	80	229	0	0	0	0	49	107	59
5:15 PM	5:30 PM	0	216	0	70	224	0	0	0	0	30	73	44
5:30 PM	5:45 PM	0	146	0	57	194	0	0	0	0	17	77	34
5:45 PM	6:00 PM	0	120	0	56	201	0	0	0	0	36	42	54
4X Peak 15-Min. Vol. (PM)		0	864	0	320	916	0	0	0	0	196	428	236
% of Total Traffic		0.0%	29.2%	0.0%	10.8%	30.9%	0.0%	0.0%	0.0%	0.0%	6.6%	14.5%	8.0%
% Directional			29.2%			41.8%	Intersection					29.1%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Lomas Blvd NE**
 N-S Street: **I-25 NB Ramp**

Speed Limit (Lomas Blvd NE)= **35**
 Speed Limit (I-25 NB Ramp)= **35**
8/27/25

Signalized

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I-25 NB Ramp)			Southbound (I-25 NB Ramp)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	54	193	0	0	90	16	44	85	72	0	0	0
7:15 AM	7:30 AM	48	196	0	0	91	29	31	91	45	0	0	0
7:30 AM	7:45 AM	47	256	0	0	166	68	31	75	31	0	0	0
7:45 AM	8:00 AM	62	302	0	0	157	55	35	117	25	0	0	0
8:00 AM	8:15 AM	39	340	0	0	173	44	41	110	40	0	0	0
8:15 AM	8:30 AM	54	372	0	0	159	50	36	140	41	0	0	0
8:30 AM	8:45 AM	62	378	0	0	139	38	38	123	60	0	0	0
8:45 AM	9:00 AM	57	363	0	0	131	45	42	97	74	0	0	0
4X Peak 15-Min. Vol. (AM)		216	1488	0	0	636	200	144	560	164	0	0	0
% of Total Traffic		6.3%	43.7%	0.0%	0.0%	18.7%	5.9%	4.2%	16.4%	4.8%	0.0%	0.0%	0.0%
% Directional			50.0%			24.5%	Intersection		25.5%			0.0%	

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (I-25 NB Ramp)			Southbound (I-25 NB Ramp)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	66	165	0	0	224	131	24	138	31	0	0	0
4:15 PM	4:30 PM	75	154	0	0	260	140	11	116	42	0	0	0
4:30 PM	4:45 PM	69	168	0	0	248	160	25	131	21	0	0	0
4:45 PM	5:00 PM	77	177	0	0	278	151	26	101	31	0	0	0
5:00 PM	5:15 PM	82	178	0	0	275	145	31	128	41	0	0	0
5:15 PM	5:30 PM	73	187	0	0	268	127	34	122	35	0	0	0
5:30 PM	5:45 PM	42	115	0	0	231	88	36	124	48	0	0	0
5:45 PM	6:00 PM	28	134	0	0	198	62	43	58	43	0	0	0
4X Peak 15-Min. Vol. (PM)		328	712	0	0	1100	580	124	512	164	0	0	0
% of Total Traffic		9.3%	20.2%	0.0%	0.0%	31.3%	16.5%	3.5%	14.5%	4.7%	0.0%	0.0%	0.0%
% Directional			29.5%			47.7%	Intersection		22.7%			0.0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Lomas Blvd NE**
 N-S Street: **University Blvd NE**

Signalized

Speed Limit (Lomas Blvd NE)= **35**
 Speed Limit (University Blvd NE)= **35**
8/27/25

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	61	166	15	23	102	36	8	66	16	26	53	8
7:15 AM	7:30 AM	43	151	14	46	111	40	10	81	29	23	71	17
7:30 AM	7:45 AM	44	148	40	56	212	42	24	101	45	47	121	25
7:45 AM	8:00 AM	34	155	64	54	171	48	35	145	45	51	150	26
8:00 AM	8:15 AM	48	152	82	56	188	49	24	135	45	39	151	18
8:15 AM	8:30 AM	39	168	125	52	143	44	27	105	27	42	157	27
8:30 AM	8:45 AM	68	215	115	45	146	48	24	116	45	28	187	15
8:45 AM	9:00 AM	59	222	100	49	134	37	26	108	38	39	177	27
4X Peak 15-Min. Vol. (AM)		272	860	460	180	584	192	96	464	180	112	748	60
% of Total Traffic		6.5%	20.4%	10.9%	4.3%	13.9%	4.6%	2.3%	11.0%	4.3%	2.7%	17.8%	1.4%
% Directional			37.8%			22.7%	Intersection		17.6%			21.9%	

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (University Blvd NE)			Southbound (University Blvd NE)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	35	123	25	49	211	32	60	160	70	43	142	74
4:15 PM	4:30 PM	44	135	32	65	243	36	53	146	51	32	110	77
4:30 PM	4:45 PM	30	122	33	56	252	23	54	156	68	47	138	97
4:45 PM	5:00 PM	33	137	45	58	255	44	55	131	71	35	123	71
5:00 PM	5:15 PM	43	123	44	53	254	28	59	151	66	38	151	91
5:15 PM	5:30 PM	48	154	35	55	251	34	50	117	64	28	119	60
5:30 PM	5:45 PM	27	109	18	50	197	31	36	76	33	36	123	55
5:45 PM	6:00 PM	20	142	22	42	194	21	35	65	39	27	93	51
4X Peak 15-Min. Vol. (PM)		172	492	176	212	1016	112	236	604	264	152	604	364
% of Total Traffic		3.9%	11.2%	4.0%	4.8%	23.1%	2.5%	5.4%	13.7%	6.0%	3.5%	13.7%	8.3%
% Directional			19.1%			30.4%	Intersection		25.1%			25.4%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Lomas Blvd NE**
 N-S Street: **Medical Arts Ave NE**

Signalized

Speed Limit (Lomas Blvd NE)= **35**
 Speed Limit (Medical Arts Ave NE): **30**
8/27/25

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	240	27	3	105	0	0	0	4	0	0	0
7:15 AM	7:30 AM	0	202	40	10	121	0	0	0	2	0	0	0
7:30 AM	7:45 AM	0	232	54	15	236	0	0	0	4	0	0	0
7:45 AM	8:00 AM	0	268	59	20	217	0	0	0	7	0	0	0
8:00 AM	8:15 AM	0	312	66	9	215	0	0	0	9	0	0	0
8:15 AM	8:30 AM	0	364	49	11	202	0	0	0	15	0	0	0
8:30 AM	8:45 AM	0	376	59	6	178	0	0	0	12	0	0	0
8:45 AM	9:00 AM	0	375	63	18	175	0	0	0	17	0	0	0
4X Peak 15-Min. Vol. (AM)		0	1500	252	72	700	0	0	0	68	0	0	0
% of Total Traffic		0.0%	57.9%	9.7%	2.8%	27.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%
% Directional			67.6%			29.8%	Intersection			2.6%		0.0%	

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (Medical Arts Ave NE)			Southbound (Medical Arts Ave NE)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	180	17	10	371	0	0	0	21	0	0	0
4:15 PM	4:30 PM	0	189	6	9	389	0	0	0	23	0	0	0
4:30 PM	4:45 PM	0	175	14	7	421	0	0	0	22	0	0	0
4:45 PM	5:00 PM	0	187	17	7	416	0	0	0	24	0	0	0
5:00 PM	5:15 PM	0	207	13	2	250	0	0	0	11	0	0	0
5:15 PM	5:30 PM	0	213	8	8	383	0	0	0	12	0	0	0
5:30 PM	5:45 PM	0	158	5	5	319	0	0	0	15	0	0	0
5:45 PM	6:00 PM	0	170	9	4	264	0	0	0	7	0	0	0
4X Peak 15-Min. Vol. (PM)		0	748	68	28	1664	0	0	0	96	0	0	0
% of Total Traffic		0.0%	28.7%	2.6%	1.1%	63.9%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%
% Directional			31.3%			65.0%	Intersection			3.7%		0.0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Lomas Blvd NE**
 N-S Street: **West Dwy / Legion Rd**

Unsignalized

Speed Limit (Lomas Blvd NE)= **35**
 Speed Limit (West Dwy / Legion Rd)= **35**
8/27/25

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	7	242	0	0	108	2	0	0	1	2	0	1
7:15 AM	7:30 AM	1	203	0	0	131	1	1	0	0	0	0	0
7:30 AM	7:45 AM	3	238	0	0	262	0	0	0	1	1	0	1
7:45 AM	8:00 AM	4	267	1	0	222	0	0	0	1	1	0	1
8:00 AM	8:15 AM	3	312	1	0	228	2	2	0	1	0	0	1
8:15 AM	8:30 AM	2	347	0	0	199	1	0	0	0	0	0	0
8:30 AM	8:45 AM	1	382	0	0	177	1	0	0	0	1	0	0
8:45 AM	9:00 AM	5	385	0	1	189	1	1	0	0	2	0	3
4X Peak 15-Min. Vol. (AM)		20	1540	0	4	756	4	4	0	0	8	0	12
% of Total Traffic		0.9%	65.6%	0.0%	0.2%	32.2%	0.2%	0.2%	0.0%	0.0%	0.3%	0.0%	0.5%
% Directional			66.4%			32.5%	Intersection					0.9%	

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (West Dwy / Legion Rd)			Southbound (West Dwy / Legion Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	192	0	1	349	1	1	0	0	1	0	13
4:15 PM	4:30 PM	3	194	1	0	372	0	0	0	2	2	0	8
4:30 PM	4:45 PM	3	192	0	0	405	3	1	0	0	1	0	22
4:45 PM	5:00 PM	1	191	0	0	390	2	1	0	0	2	0	13
5:00 PM	5:15 PM	3	218	1	0	413	1	0	0	2	1	0	10
5:15 PM	5:30 PM	0	215	0	0	356	1	0	0	0	1	0	8
5:30 PM	5:45 PM	3	158	0	2	298	1	0	0	0	0	0	2
5:45 PM	6:00 PM	1	167	1	0	268	0	2	0	0	1	0	2
4X Peak 15-Min. Vol. (PM)		12	872	4	0	1652	4	0	0	8	4	0	40
% of Total Traffic		0.5%	33.6%	0.2%	0.0%	63.6%	0.2%	0.0%	0.0%	0.3%	0.2%	0.0%	1.5%
% Directional			34.2%			63.8%	Intersection					1.7%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Lomas Blvd NE**
 N-S Street: **East Dwy**

Speed Limit (Lomas Blvd NE)= **35**
 Speed Limit (East Dwy)= **25**
8/26/25

Signalized

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	243	0	0	108	0	0	0	0	1	0	1
7:15 AM	7:30 AM	0	208	0	0	129	0	0	0	0	1	0	1
7:30 AM	7:45 AM	0	239	0	0	254	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	272	0	0	216	0	0	0	0	0	0	1
8:00 AM	8:15 AM	0	313	0	0	221	0	0	0	0	1	0	0
8:15 AM	8:30 AM	0	361	0	0	190	0	0	0	0	1	0	1
8:30 AM	8:45 AM	0	380	0	0	179	1	0	0	0	0	0	0
8:45 AM	9:00 AM	0	401	0	0	188	0	0	0	0	0	0	1
4X Peak 15-Min. Vol. (AM)		0	1604	0	0	752	0	0	0	0	0	0	4
% of Total Traffic		0.0%	68.0%	0.0%	0.0%	31.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
% Directional			68.0%			31.9%	Intersection					0.2%	

Begin Time	End Time	Eastbound (Lomas Blvd NE)			Westbound (Lomas Blvd NE)			Northbound (East Dwy)			Southbound (East Dwy)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	199	0	0	352	1	0	0	0	0	0	2
4:15 PM	4:30 PM	0	205	0	0	368	0	0	0	0	0	0	3
4:30 PM	4:45 PM	0	199	0	0	398	0	0	0	0	1	0	3
4:45 PM	5:00 PM	0	198	0	0	387	0	0	0	0	2	0	3
5:00 PM	5:15 PM	0	225	0	0	412	0	0	0	0	0	0	3
5:15 PM	5:30 PM	0	218	0	0	364	0	0	0	0	0	0	1
5:30 PM	5:45 PM	0	162	0	0	291	0	0	0	0	0	0	1
5:45 PM	6:00 PM	0	171	0	0	275	1	0	0	0	0	0	1
4X Peak 15-Min. Vol. (PM)		0	900	0	0	1648	0	0	0	0	0	0	12
% of Total Traffic		0.0%	35.2%	0.0%	0.0%	64.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
% Directional			35.2%			64.4%	Intersection					0.5%	

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown, PE
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109

MEETING DATE: July 11, 2025 (1:30 PM)

ATTENDEES: Ernest Armijo (City of Albuquerque); Margaret Haynes (NM DOT); Ron Bohannon and Terry Brown (Tierra West, LLC)

PROJECT: 2025068] Lobo Plaza (1300 Lomas Blvd. NE)

REQUESTED CITY ACTION: ___ Zone Change ___X___ Site Development Plan

___ Subdivision ___X___ Building Permit ___ Sector Plan ___ Sector Plan Amendment

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

ASSOCIATED APPLICATION: Description of development, where, what, etc. Include acreage, uses, etc. Proposed High Turnover (Sit-Down) Restaurants with 11,600 Sq Ft Floor Area (ITE Land Use Code 932); Strip Retail Plazas (ITE Land Use Code 822) with 9,180 Sq Ft Floor Area and a Hotel (ITE Land Use Code 310) with 140 Rooms

SCOPE OF REPORT:

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 10th Edition.
Local data may be used for certain land use types as determined by staff.
Consultant to provide.

2. Appropriate study area:
Signalized Intersections;

1. Lomas Blvd NE & I-25 Southbound On-Off Ramp
2. Lomas Blvd NE & I-25 Northbound On-Off Ramp
3. Lomas Blvd NE & University Blvd NE

Unsignalized Intersections;

1. Lomas Blvd NE & I-25 Southbound On-Off Ramp
2. Lomas Blvd NE & Torc Driveway / Frontage Rd
3. Lomas Blvd NE & Lobo Plaza West Driveway / Legion Rd
4. Lomas Blvd NE & Lobo Plaza East Driveway

Driveway Intersections: all site drives.

3. Intersection turning movement counts
Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
Consultant to provide for all intersections listed above. Base traffic volumes for the Traffic Impact Study will be Collected from the field

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

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

6. Basis for trip distribution.

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

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

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

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

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

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

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

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
a. None

9. Method of intersection capacity analysis - planning or operational (see “2016 Highway Capacity Manual” or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
Implementation Year: 2028
Horizon Year: 2038

10. Traffic conditions for analysis:
 - a. Existing analysis yes no - year (2025);
 - b. Phase implementation year(s) without proposed development – 2028
 - c. Phase implementation year(s) with proposed development – 2028
 - d. Project horizon year without proposed development – 2038
 - e. Project horizon year with proposed development – 2038
 - f. Other –

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

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

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

14. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
 - a. 1 digital copy
2. Submittal Fee – \$1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3991.

Ernest Armijo
 Ernest Armijo, P.E.
 Principal Engineer
 City of Albuquerque, Planning
 Transportation Development Section

9/10/2025
 Date

via: email
 C: TIS Task Force Attendees, file