TIERRA WEST

Riverside Mobile Home Park

Coors Boulevard / Jemez River Rd. SW

Traffic Impact Study

August 29, 2023
DRAFT TIS

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Riverside Mobile Home Park
(Coors Boulevard / Jemez River Rd SW)
Traffic Impact Study

Executive Summary

Tierra West LLC in conjunction with the proposed development of 100 unit mobile home park located near the intersection of Coors and Ervien Lane. The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed expansion of the Riverside Mobile Home Park (MHP) Development. The analysis will determine the impacts 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 District 3. The Scoping Summary for this TIS can be found in Appendix pages A-120 through A-122.

Site Location and Study Area

The proposed addition to the existing Riverside Mobile Home Park is located just Northwest of the existing Riverside Mobile Home Park. The park is being expanded from the existing 82 units and increasing the park by an additional 100 spaces. The proposed site is located 500 feet West of Coors Blvd and Jemez River Rd. See Vicinity Map below in Figure 1:

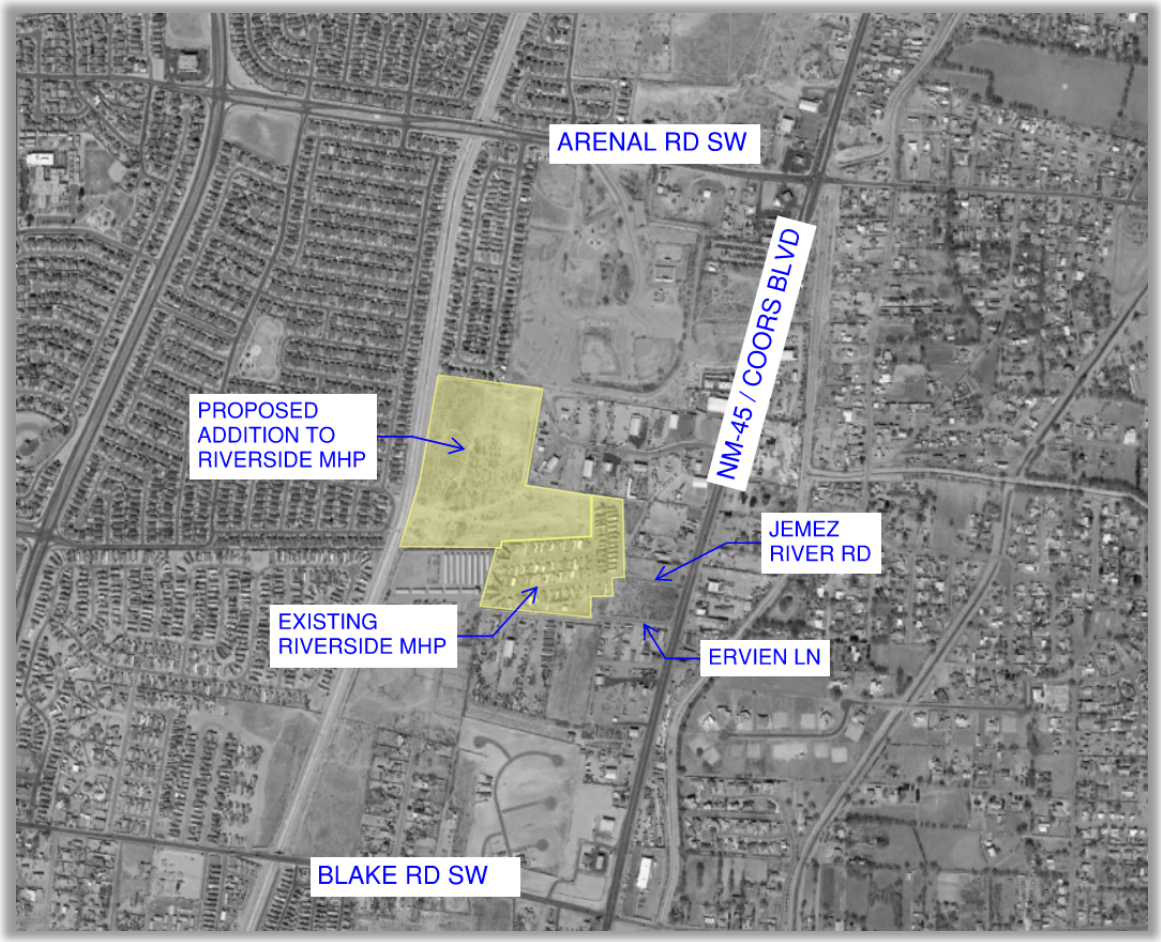


Figure 1-Vicinity Map

The Study Area includes the 2 existing signalized intersections below and 2 existing access points for the Development shown on the following Map:

1. Coors Blvd. / Arenal Rd. (Signalized)
2. Coors Blvd. / Blake Rd. (Signalized)
3. Coors Blvd. / Jemez River Rd. “Driveway ‘A’” (Unsignalized)
4. Coors Blvd. / Ervien Ln. “Driveway ‘B’” (Unsignalized)

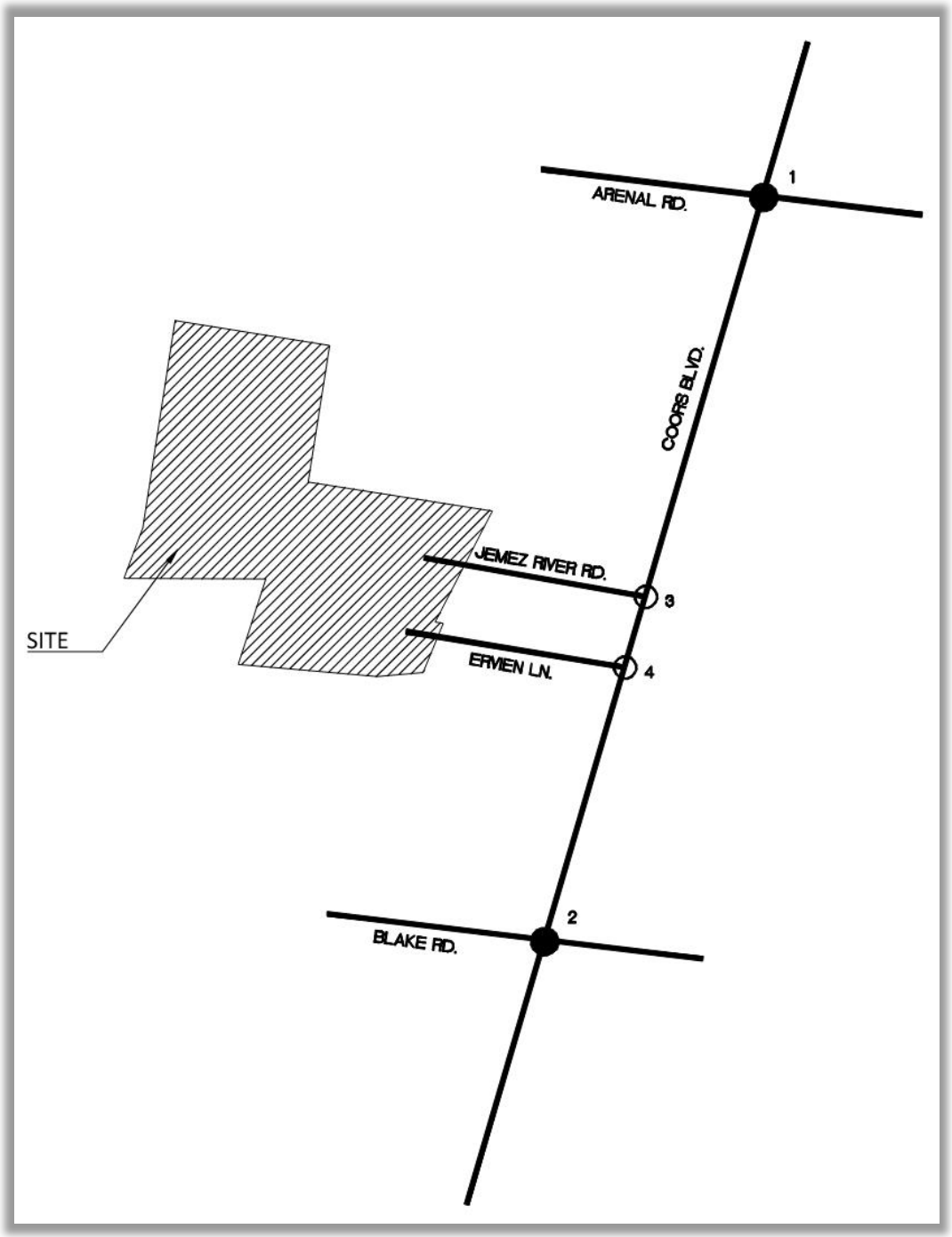


Figure 2-Study Area Map

Development Description

The Riverside Mobile Home Park Development includes 14.41 acres of existing mobile home lots with a proposed addition of 26.41 acres, for a total area of 40.82 acres. The proposed development will consist of ninety-nine total new units. Ninety-one units will be developed as 4200-sf lots and eight units will contain various square footages of greater than 5000-sf lots. The site will generate only Residential traffic for the Westside of Albuquerque. This TIS meets the requirements of the City of Albuquerque and NMDOT District 3.

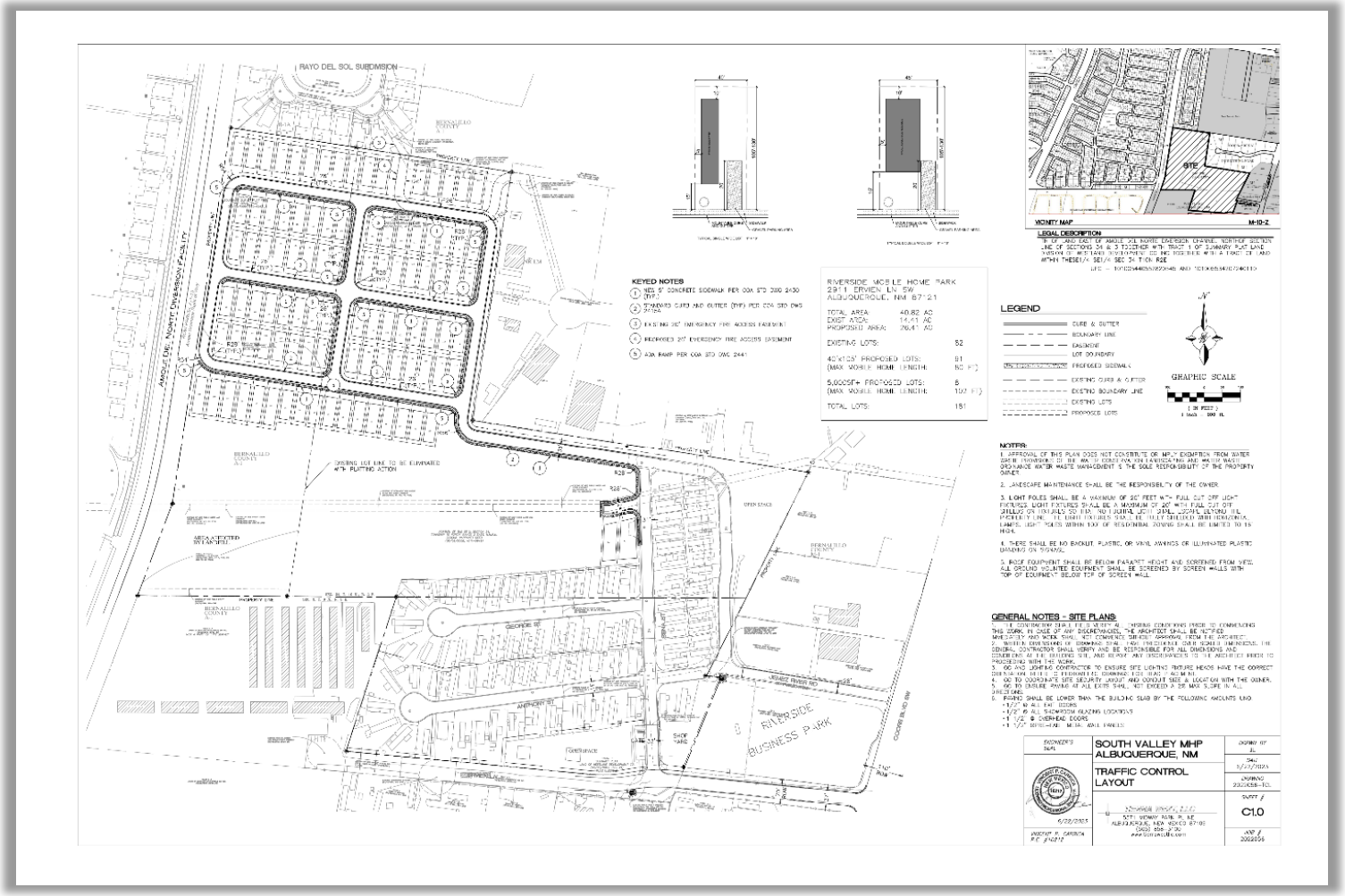


Figure 3-Site Plan

The anticipated Implementation Year for this project is 2025 and the Horizon Year is 2035. According to the Institute of Traffic Engineers' Trip Generation Rates, 11th Edition, the code used for the Riverside Mobile Home Park Development was ITE Code 240 - Mobile Home Park. The trip generation tables can be found below and on page A-04 through A-10 of the Appendix.

Riverside MHP - 2911 Ervien Ln SW

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

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Tract No.	Mobile Home Park (240)	82.00	611	8	31	29	18
Tract No.	Mobile Home Park (240)	99.00	704	9	35	35	22
	Subtotal - Total Project (Including Existing Uses)		**1,315**	**17**	**66**	**64**	**40**

Background traffic volumes were calculated by applying historical annual background traffic growth rates to the existing traffic volumes for the implementation year. **Existing traffic volumes (demand volumes)** were collected April of 2023. Summarized Volumes can be found in Appendix A-116 through A-119.

The results of the Implementation Year (2025) and Horizon Year (2035) AM and PM Peak Hour No Build and Build Conditions are summarized in the following table:

Executive Summary Results Table

Riverside Mobile Home Park - Coors Blvd. and Jemez Rd. - ABQ, NM

				2025 Conditions		2035 Conditions	
				Level of Service (LOS) - Delay (s/vehicle)			
	Intersection No. / Name	Signalization	Case	AM Peak	PM Peak	AM Peak	PM Peak
Singal Period Analysis HCS7	1 - Coors Blvd / Arenal Rd.	Signalized	NO BUILD	D - 36.8	D - 36.9	D - 40.6	D - 45.6
			BUILD	D - 36.9	D - 37.1	D - 54.3	D - 46.2
			MITIGATED Optimizing Signal Splits	-	-	D - 41.1	D - 44.4
	2 - Coors Blvd / Blake Rd.	Signalized	NO BUILD	C - 34.3	C - 34.8	D - 40.6	D - 47.5
			BUILD	C - 34.4	D - 35.1	D - 40.7	D - 50.0
			MITIGATED Optimizing Signal Splits	-	-	-	D - 49.0
Single Period Analysis Using Synchro 11	3 - Coors Blvd / Jemez River	Unsignalized	NO BUILD	D - 25.3	C - 21.9	D - 34.3	D - 28.8
			BUILD	D - 33.6	D - 31.6	E - 35.9	E - 47.8
	4 - Coors Blvd / Ervien Rd.	Unsignalized	NO BUILD	B - 13.6	C - 22.0	C - 15.5	D - 29.8
			BUILD	B - 13.3	C - 21.9	C - 15.1	D - 30.3

The analysis shows a slight degradation of traffic capacity but within the accepted limits of normal development. The analysis concluded that the delays at Coors Blvd at Jemez River Rd. are expected to be LOS “E” in 2035. If there are delays at this main access, travelers have the option to use the alternate access at Coors Blvd and Ervien Ln to mitigate the delay during the Peak hours only. A summary of the impacts and recommendations based on the results of Traffic Impact Study can be found below.

Summary of Impacts and Recommendations

The two signalized intersections of Coors Blvd. / Arenal Rd. and Coors Blvd./ Blake Rd, were analyzed in HCS for a single period analysis. HCS identified that movements at these intersections had Volume to Capacity Rations (V/C’s) greater than 1 which was mitigated with optimizing the signal splits for a V/C ratio of less than 1. A single period analysis was conducted on the remaining intersections (unsignalized) using Synchro 11 (Build 11.1.2.9) modeling software. See Appendix pages A-63 through A-78 and A-84 through A-99 for detailed results of the analysis.

Generally speaking, the operation of the two signalized intersections are improved by optimizing the signal splits at the intersections of Coors Blvd / Arenal Rd. and Coors Blvd / Blake Rd. This report is only recommending signalized optimization under this development conditions and a deceleration lane from Coors Blvd to Jemez River Road. .

The single period analysis identified there is one area of concern with respect to the Executive Summary results Table above. Impacts and Recommendations are defined below:

Mitigations and Recommendations Summary

Riverside Mobile Home Park - Coors Blvd. and Jemez River - ABQ, NM

Intersection	Mitigation	Intersection Recommendations	Deceleration Lane Warrants
1 - Coors Blvd / Arenal Rd.	None	None	None
2 - Coors Blvd / Blake Rd.	Optimizing the Signal Timing Splits	Optimizing the Signal Timing Splits	None
3 - Coors Blvd / Jemez River	None	None	Installation of a southbound-right deceleration lane, 370-ft long including a 12.5:1 taper transition. Currently, the major powerline constraints will include a 50-ft decel lane including taper unless an intersection reconfiguration will fit within the ROW.
4 - Coors Blvd / Ervien Rd.	None	None	None

In summary, the proposed and existing Riverside Mobile Home Park will have minimal adverse impact to the adjacent transportation system. Mitigations have been made in order to improve the overall network performance along the Coors corridor from Arenal to Blake to an approved Level of service (LOS) as required by the City of Albuquerque and NMDOT.

Table of Contents

Riverside Mobile Home Park
(Coors / Arenal)
Traffic Impact Study

Introduction

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Riverside Mobile Home Park Development to determine the impacts of the development on the adjacent transportation system and recommended mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Albuquerque (COA) and NMDOT District 3. The Site address is 2911 Ervien Ln SW Albuquerque, NM 87121. The City of Albuquerque scoping letter for this TIS can be found in Appendix pages A-120 through A-122.

Description of Proposed Development

The proposed Riverside Mobile Home Park Development is located just 3,100-ft southwest of the intersection of Coors Blvd and Arenal Rd. and 2,458-ft northwest of the intersection of Coors Blvd and Blake Rd. in the City of Albuquerque, NM. See Vicinity Map below in Figure 4 and in Appendix page A-01.

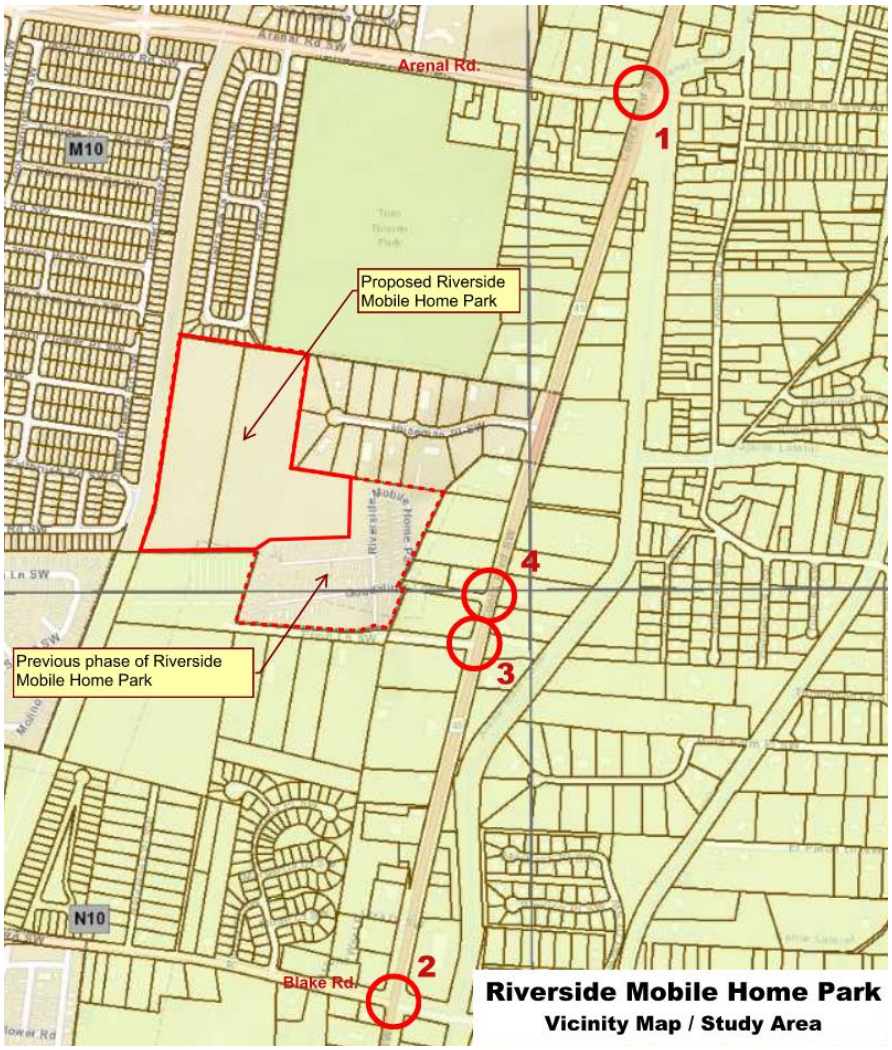


Figure 4-Vicinity Map

Land use and Intensity
The proposed development is located at 2911 Ervien Ln SW Albuquerque, NM consisting of 40.82 acres in total. The legal description is Tract 1 of summary plat land division of Westland Development Co. The existing land for the project is undeveloped and will be developed in accordance with its existing mobile home unit park adjacent to it.

Development Phasing and Timing
Riverside Mobile Home Park expansion will be built in one phase with the Implementation Year in 2025 and the Horizon Year 2035.

Existing and Planned Zoning
The Existing and Proposed Zoning is R-MC, Manufactured Home Community. This is to accommodate manufactured home communities and to require those communities to incorporate high-quality planning and design.

Site Access
Two existing site access streets are currently acting as access for the existing Riverside Mobile Home Park at the intersections of Coors Blvd. / Jemez River Rd. and Coors Blvd / Ervien Rd.
The access to Coors Blvd. / Jemez River Rd. is located 3,150 feet from Coors and Arenal. The second access to Coors Blvd. and Ervien Rd. is located 2,200 feet from Coors and Blake. The two access roads are located 290 feet along Coors Blvd. These existing roadways will also serve as access points for the proposed new lots of Riverside Mobile Home Park.

Study Area Conditions

Study Area Definition
A traffic scoping meeting was held on December 29th, 2022. The attendees included Matthew Grush P.E. (City of Albuquerque), Ronald R. Bohannan P.E., Jon Niski P.E., Terry Brown P.E., and Amanda Herrera, P.E. (Tierra West LLC.). At the Scoping Meeting, it was determined that the study area for the TIS would include the four intersections listed below and shown on the Map on the next page in Figure 5:

1. Coors Blvd. / Arenal Rd. (Signalized)
2. Coors Blvd. / Blake Rd. (Signalized)
3. Coors Blvd. / Jemez River Rd. (Unsignalized)
4. Coors Blvd. / Ervien Ln. (Unsignalized)

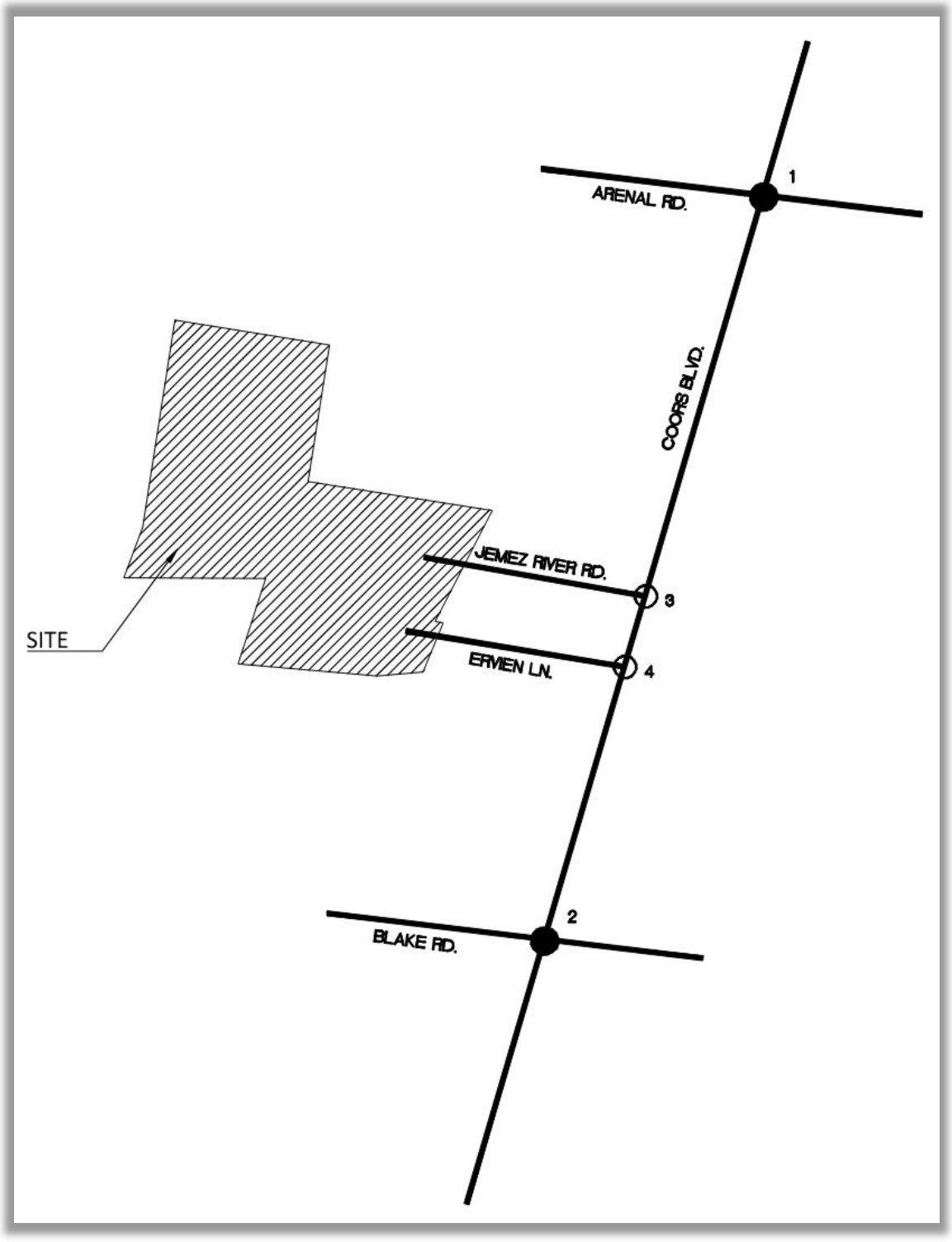


Figure 5 - Intersection Map

Existing Land Use

The land is currently undeveloped, and the Study Area is sporadically developed with commercial and residential uses.

Other Planned or Approved Development and Transportation Improvements

Proposed development projects in the area include the Coors and Blake Commercial Site located at the Southwest corner of Coors Blvd and Blake Rd., and the Blake Mobile Home Park located on the South side of Blake Rd. approximately 800 feet West of Coors Blvd. and Blake Rd.
See the 2025 and 2035 Turns spreadsheets in Appendix A-20 through A-57 for background traffic volumes for this Study.

Existing Roadway System

Coors Boulevard is classified as a Regional Principle Arterial Roadway on the Futures 2040 Long Range Roadway System Map. It is a four-lane, undivided roadway with sidewalk and curb and gutter. To the west it is a two-lane, undivided roadway with no sidewalks and curb-and-gutter along the corridor of Coors Blvd. The posted speed limit is 45-MPH. There is a center two-way left turn lane in the center of Coors Blvd. within the study area corridor.

Arenal Road is classified as a Community Principle Arterial Roadway on the Futures 2040 Long Range Roadway System Map. To the west of Coors, it is a four-lane undivided roadway with sidewalks and curb and gutter. To the east of Coors, it is a two-lane undivided roadway with sidewalks and curb and gutter. The posted speed limit is 30-MPH.

Blake Road is classified as a Major Collector on the Futures 2040 Long Range Roadway System Map. It is a two-lane roadway, undivided roadway with sidewalks and curb and gutter. The posted speed limit is 30-MPH.

Jemez River Road is classified on the COA GIS database as a local urban street. It is a two-lane roadway with curb-and-gutter but no sidewalks. The posted speed limit is 25-MPH.

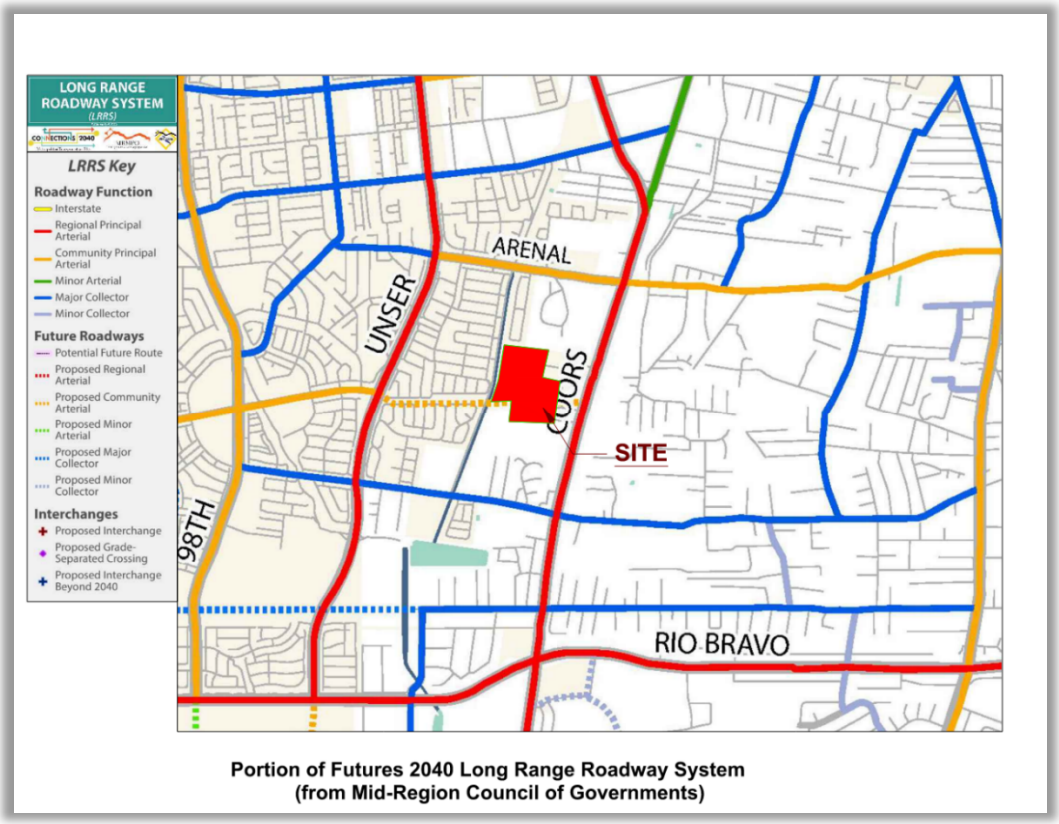
Ervien Lane is classified on the COA GIS database as a local urban street. It is a two-lane roadway with curb-and-gutter but no sidewalks. The posted speed limit is 25-MPH.

Alternative Travel Modes

Unser Blvd. and Arenal Rd. all have designated transit routes. Arenal Rd is served by Regular Route 54. Coors Blvd. is served by Regular Route 155. No Rapid Routes are in the area of analysis for the Riverside Mobile Home Park. But stops are located at Arenal Rd (Bus Stop 54) and Coors Blvd. (Bus Stop 155) near the Riverside MHP Development. Blake Rd does not have a designated Bus Route or Bust Stop along its corridor.

In the Study Area, Coors Blvd. and Blake Rd are equipped with shared bike lanes adjacent to the corridor. Arenal Rd. contains a proposed bike lane according to the Futures 2040 Long Range Bikeway System Map. See Futures Long Range Bikeway System Map below in Figure 7.

Portion of Futures 2040 Long Range Roadway System Map, Portion of Futures 2040 Long Range Bikeway System Map and Portion of 2019 Traffic Flow Map (MRCOG, Figure 6) demonstrates the Average Annual Weekday traffic for the Corridors of Coors Blvd., Arenal Rd., and Blake Rd. See Portion of 2019 Traffic Flow Map below.



Portion of Futures 2040 Long Range Roadway System
(from Mid-Region Council of Governments)

Figure 6 - MRCOG Long Range Roadway Map

Portion of Futures 2040 Long Range Bikeway System
(from Mid-Region Council of Governments)

Figure 7 - MRCOG Long Range Bike Map

Analysis of Existing Conditions

Base traffic volumes were formulated using the historical annual background traffic growth rates from the 2019 Traffic Flow Map, shown below in Figure 8. Existing volumes were not analyzed since 2025 “No Build” analysis and will approximate existing conditions analysis.

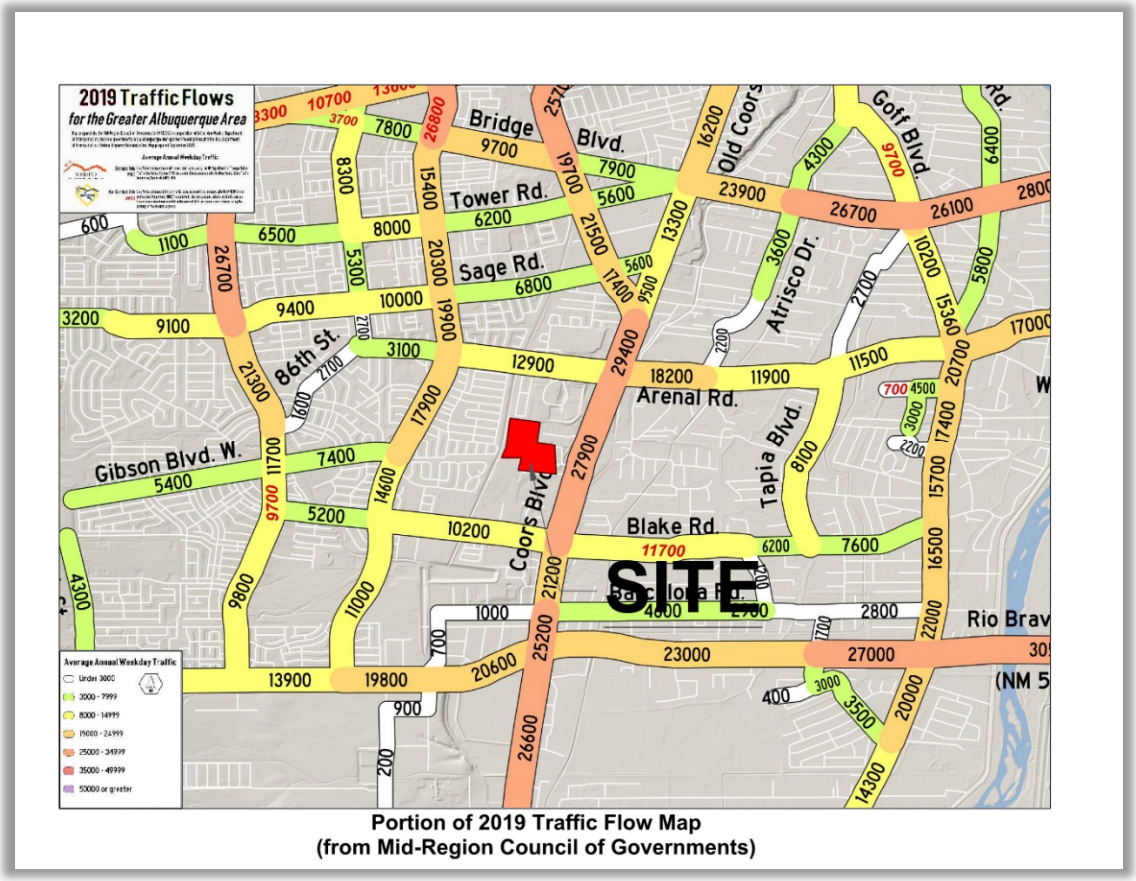


Figure 8 - MRCOG Traffic Flow Map

Existing Traffic Volumes

The implementation year is less than 1.5 years, therefore, no existing analysis was performed. Existing traffic volumes were collected for the intersections identified during the scoping meeting during April of 2023 while school was in session. Summarized Volumes can be found in Appendix A-116 through A-119.

Level of Service (LOS)

According to the NMDOT State Highway Access Management Requirements, 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 (see below). Level of service (LOS) F shall not be accepted for individual movements.

Table 15.C-1
Minimum Acceptable Level of Service Standards

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 should have a LOS better than D or mitigated to maintain the LOS (No Build) condition levels. The intersection of Coors Blvd. and Jemez River is the only intersection in the study with a LOS worse than a D for the 2035 Build conditions.
Individual movements with LOS F for the No Build and Build conditions include:

1. Coors Blvd / Arenal Eastbound through (EBT) AM and PM (No Build and Build) for 2035 only.
2. Coors Blvd. / Jemez River Eastbound Left (EBL) AM (Build) for 2035 only.

Analysis of Implementation Year and Horizon Year Conditions

Traffic Projections

The anticipated implementation year for this project is 2025 and the Horizon Year is 2035. The MRCOG Traffic Flow Map data was used for traffic growth from 2010 to 2021 to determine the historical growth rates for the study area. The calculated **growth rate** was 1.38% for Coors and Arenal and 1.94% for Coors and Blake, so the minimum growth rate of 2.00% per the Scoping Meeting was used for all intersections for the Implementation Year and Horizon Year. See Appendix A-11 to A-13 for the Historic Growth Rate Graphs.

Background Traffic

Background traffic volumes were calculated by applying historical annual background traffic growth rates to the existing collected data, and then adding Blake Mobile Home Park and Blake and Coors Commercial Site to the traffic volumes for the Implementation Year (2025) No Build volumes.

Trip Generation

According to the Institute of Traffic Engineers' trip generation rates for the proposed, 11th edition, the code used for the Riverside Mobile Home Park Development was ITE Code 240 - Mobile Home Park. The existing (82 units) and proposed (99 units) Mobile Home Park will generate 17 entering and 66 exiting AM trips during the weekday AM Peak-Hour Period and 64 entering and 40 exiting PM trips during the PM Peak-Hour Period. Trip Generations can be found above and in Appendix A-04 through A-10.

Riverside MHP - 2911 Ervien Ln SW

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

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Tract No.	Mobile Home Park (240)	82.00	611	8	31	29	18
Tract No.	Mobile Home Park (240)	99.00	704	9	35	35	22
	Subtotal - Total Project (Including Existing Uses)		**1,315**	**17**	**66**	**64**	**40**

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. Residential trips were distributed based on Mid-Region Council of Governments' Socio-economic data (2016-2040 data set), see Figure 9.

The residential trips were distributed based on the employment distribution regionally inversely proportional to the distance of the subarea from the project. The Residential Trip Distribution Maps can be found below, and the Data Table used to calculate the Residential Trip Distributions percentages can be found in Appendix A-14 through A-19.

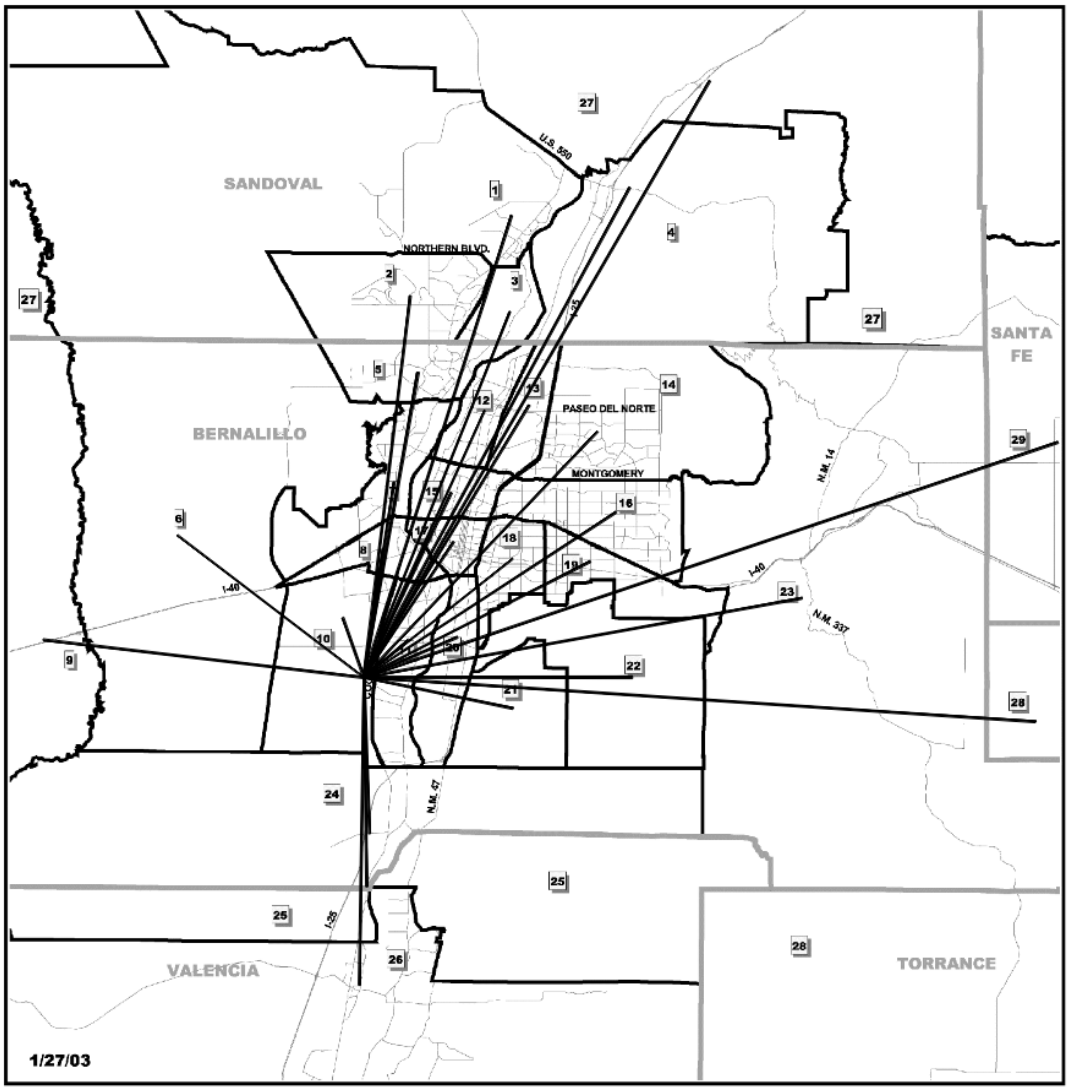


Figure 6

22 Subarea Identification Number

Subareas of the MRCOG Region

Mid-Region Council of Governments
317 Commercial NE, Suite 104
Albuquerque, NM 87102
505-247-1750

Subarea boundaries extend to county boundary where full extent of subarea not shown except for Subarea 29 which only includes southern Santa Fe County.

Arrowhead Development
(NM 528 / Arrowhead Ridge Dr.)
Trip Distribution Subarea Map

Figure 9 - MRCOG Subarea Map

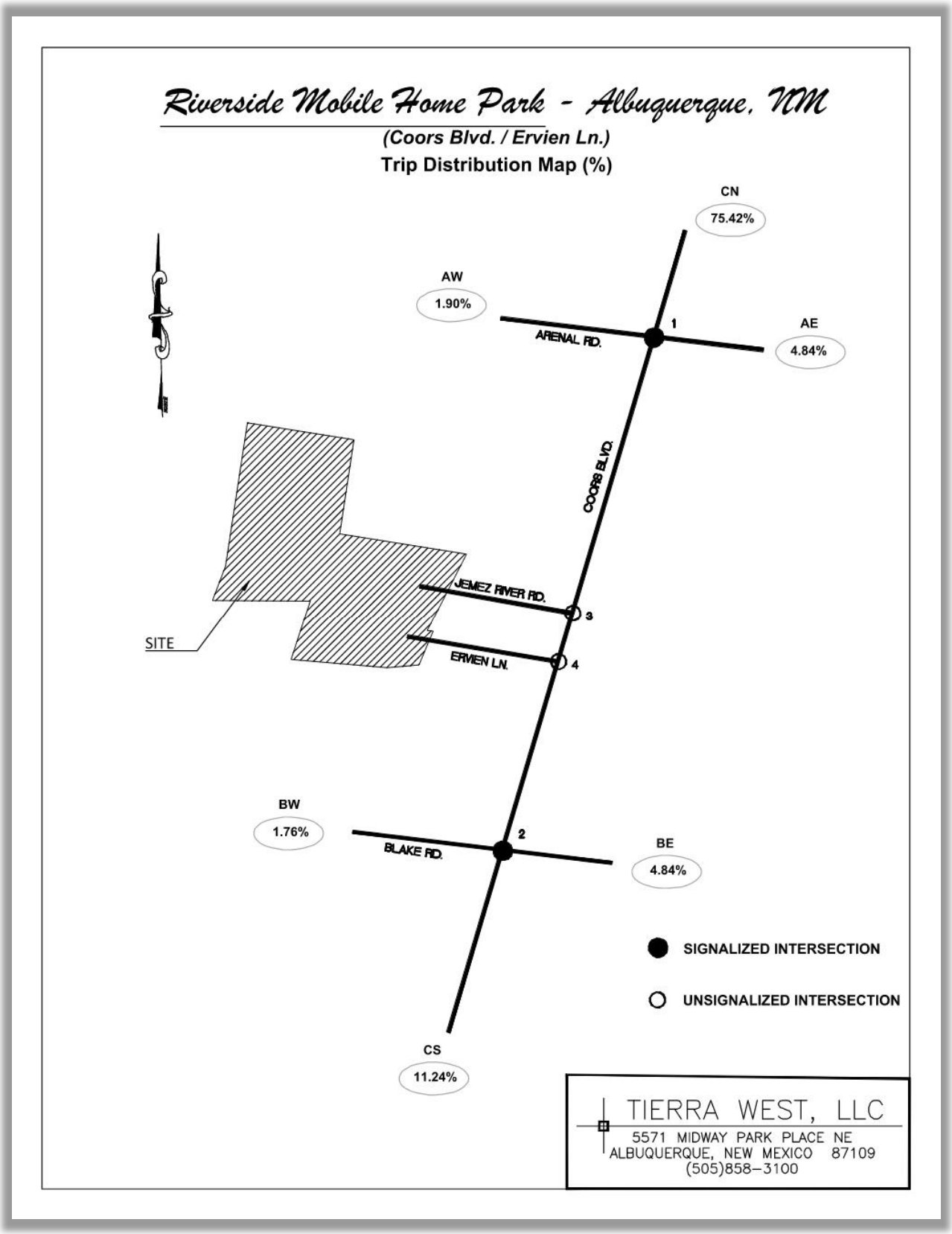


Figure 10 - Trip Distribution Map

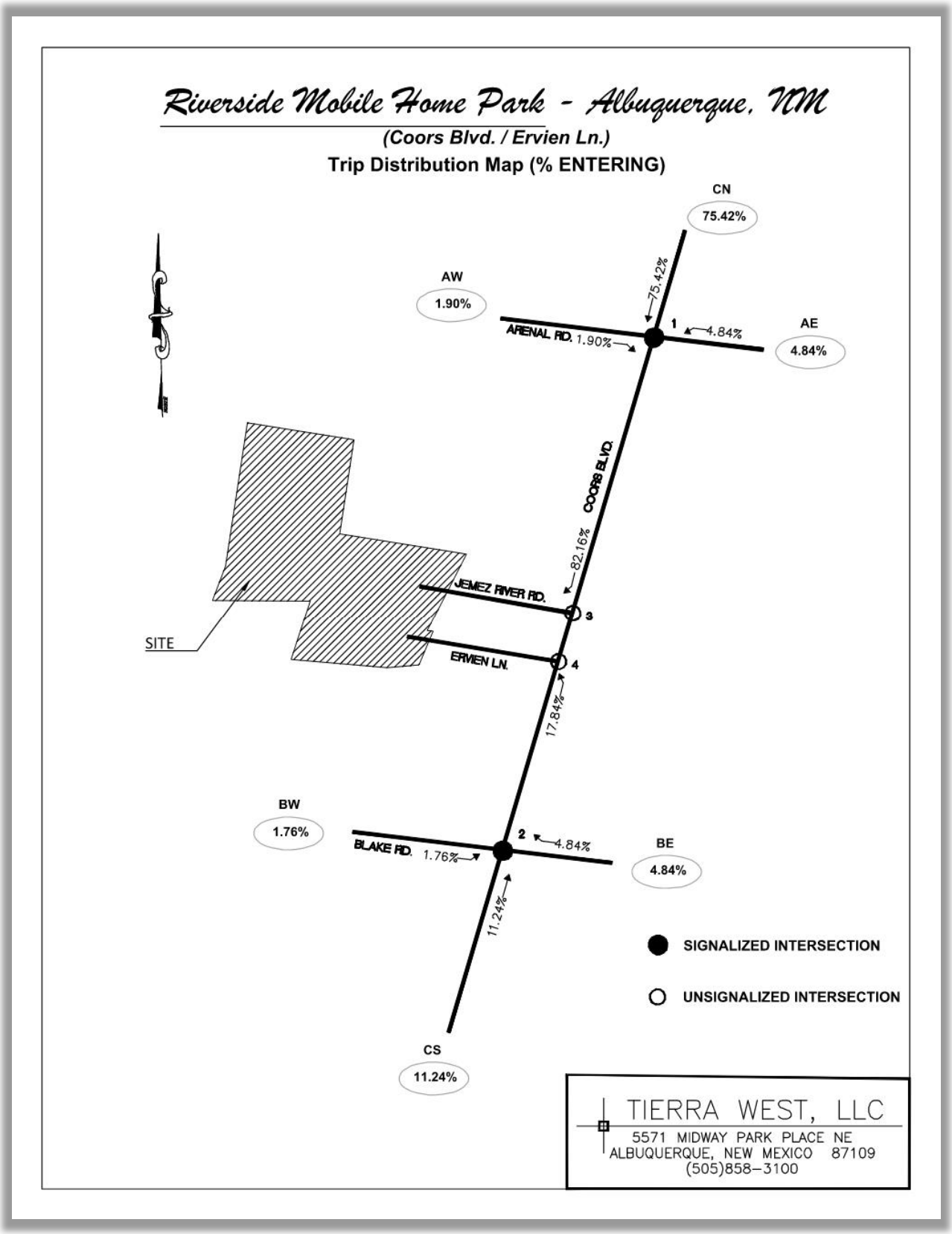


Figure 11 - Trip Distribution Map (% Entering)

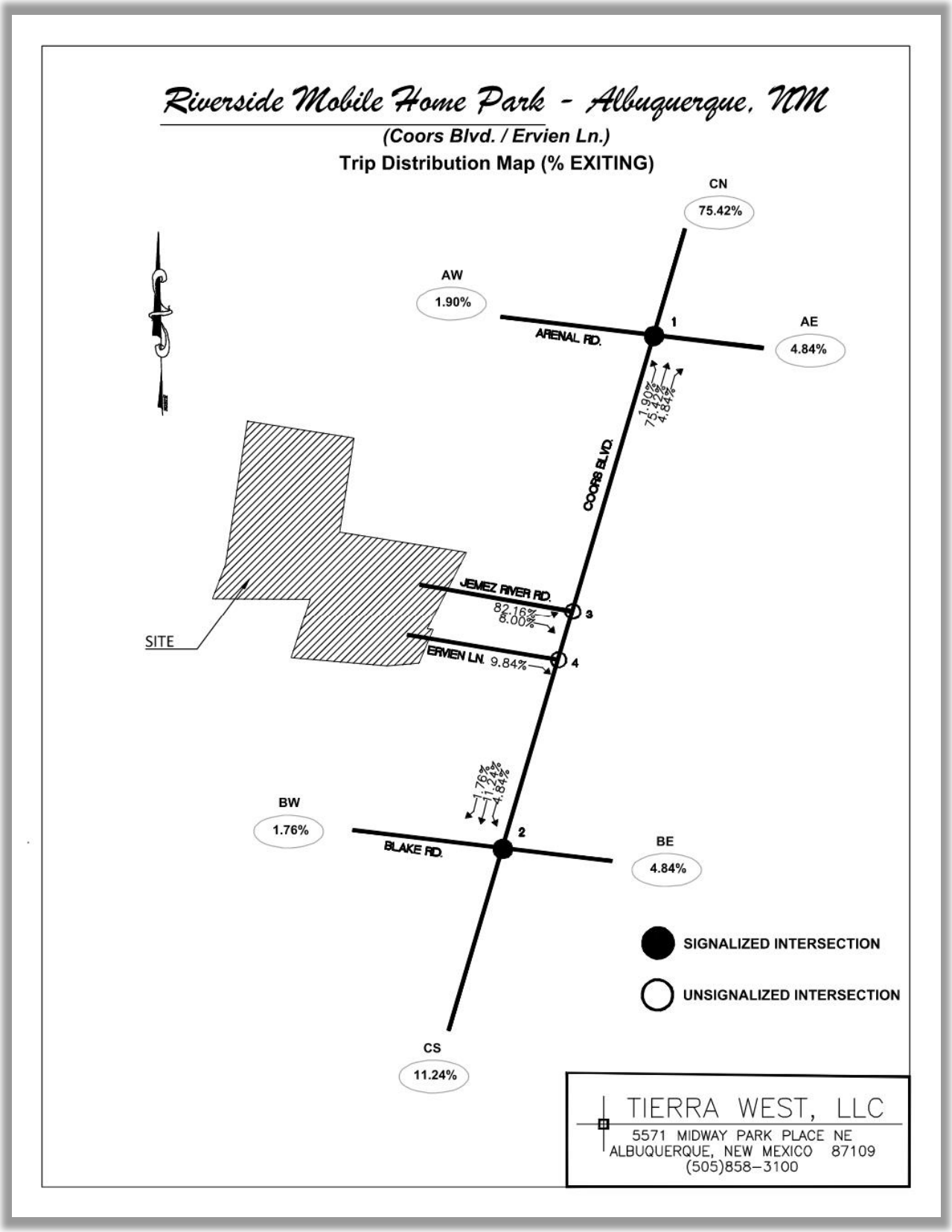
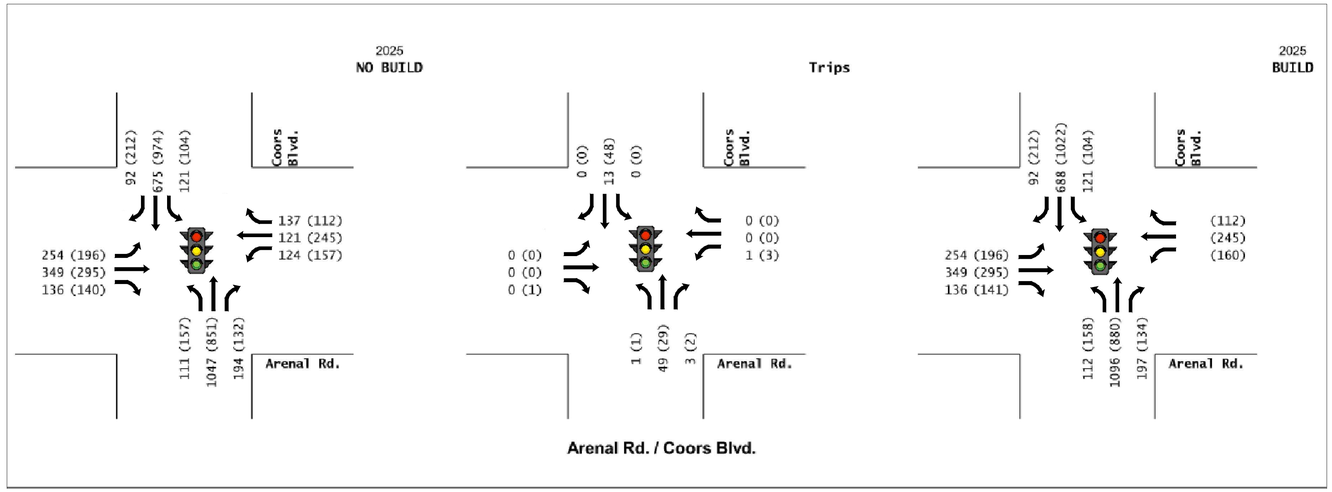


Figure 12 - Trip Distribution Map (% Exiting)

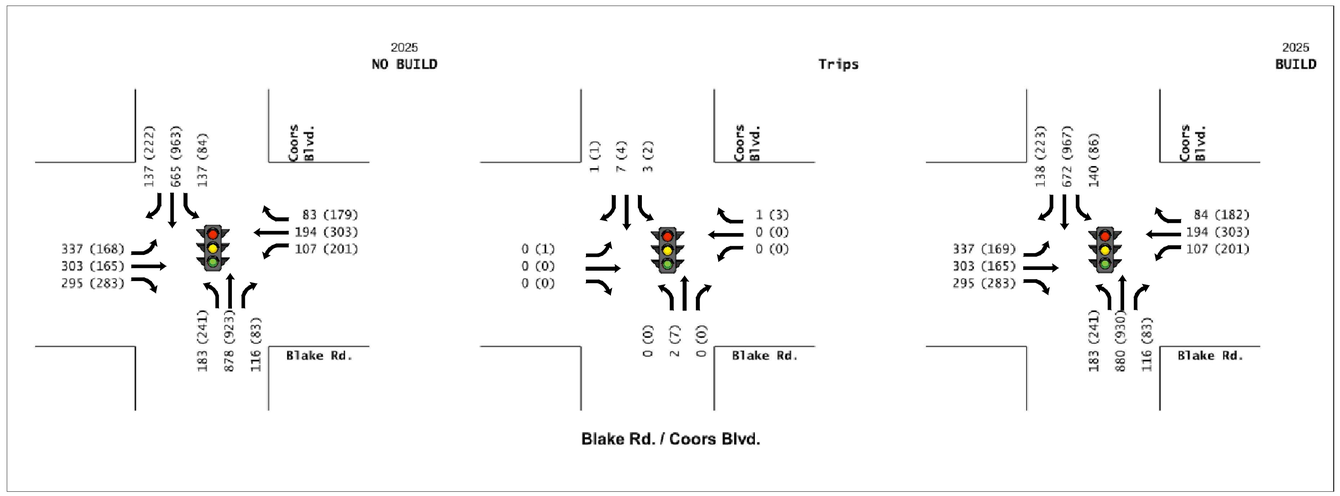
NO BUILD and BUILD Traffic Volumes

NO BUILD volumes were generated by adjusting the existing volumes with the background traffic growth and adding in trip assignments from the Coors & Blake Commercial Site and the Blake Mobile Home Park. 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 the **2025 and 2035 AM and PM Peak Hour Demand, 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-57. The following pages contain the Synchro diagrams showing the No Build and Build Volumes on the Implementation Year (2025) and Horizon Year (2035).

INTERSECTION-1



INTERSECTION-2



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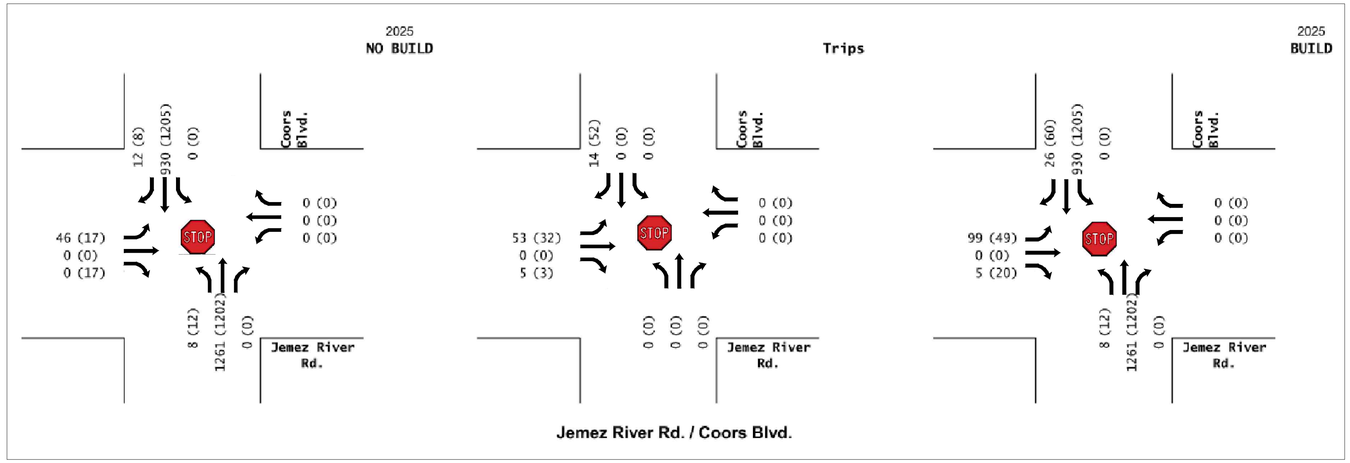
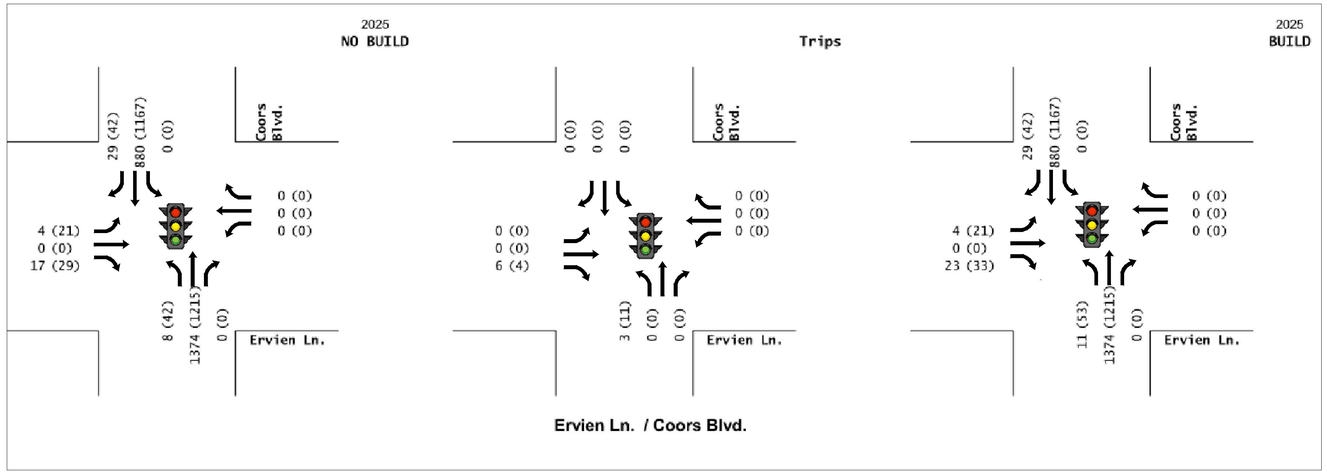


INTERSECTION–4



Traffic Analysis

The capacity analysis was conducted for the following NO BUILD and Build scenarios:

- Implementation Year 2025
- Horizon Year 2035

The Highway Capacity Manual establishes a criterion for the determinations of signalized and unsignalized levels-of-service. These levels determine how efficiently an intersection will perform operationally to 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

Average Delay (secs)	Level-of-Service
≤ 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

Average Delay (secs)	Level-of-Service
≤ 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 an acceptable restriction in urban areas for design purposes. A capacity analysis was conducted in accordance with the HCM6 (Highway Capacity Manual, Version 6) for the signalized and unsignalized intersections using Synchro 11 and McTrans HCS 2023 Street Version 8.2 modeling software. The following pages contain the Lanes / Volumes Analysis Tables for this study. The results of the analysis for the intersections in the study area are summarized in the Executive Summary and detailed in the following sections.

In summary, the proposed Riverside Mobile Home Park Development will have minimal adverse impact to the adjacent transportation system. Level of service (LOS) at the intersections in the Study Area meet or exceed the City of Albuquerque's minimum acceptable Level of Service Standards for the 2025 implementation year and 2035 horizon year for most intersections in the study area.

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. Also, the maps show the Implementation Year (2025) and the Horizon Year (2035) No Build and Build AM and PM Peak Hour turning movements volumes utilized in the analyses for this Study. Also shown graphically are the intersection geometries (i.e., lane groups). Further detail is found in the individual Intersection analysis summary tables for each intersection in the next section of the report.

#1 – Coors Blvd / Arenal Rd. – Signalized

Figure 13 - Coors Blvd. / Arenal Rd.

The signalized intersection of Coors Blvd. and Arenal Rd. consists of a four-leg intersection approach as shown above in Figure 13. The results of the 2025 (Implementation Year) and 2035 (Horizon Year) analysis of the signalized intersections of Coors Blvd and Arenal Rd. are summarized in the following tables:

Coors Blvd. / Arenal Rd. 2025_Conditions	EB (Arenal Rd.)			WB (Arenal Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	2	2	1	1	2	1
AM Peak Hour												
2025_NO BUILD Volumes	254	349	136	124	121	137	107	1,005	186	121	675	92
V/C Ratio	0.64	0.93	0.43	0.64	0.43	0.57	0.55	0.68	0.28	0.46	0.46	0.14
Level-of-Service	D	E	D	D	D	D	E	C	C	C	C	C
Control Delay (Seconds)	39.2	73.7	41.9	41.2	46.4	47.9	55.6	30.2	23.8	22.3	26.1	22.0
Intersection LOS	**D - 36.8**											
Queue Storage Ratio	1.1	0.0	0.5	0.3	0.0	2.4	0.4	0.0	0.8	0.4	0.0	0.3
Length of Queue (ft)	274.4	482.9	163.2	143.1	152.2	177.2	71.3	415.3	155.9	88.4	293.0	77.7
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	29.4		0.0	0.0		102.2	0.0		0.0	0.0		0.0
2025_BUILD Volumes	254	349	136	125	121	137	104	1,015	182	121	688	92
V/C Ratio	0.64	0.93	0.43	0.64	0.43	0.57	0.53	0.69	0.28	0.46	0.47	0.14
Level-of-Service	D	E	D	D	D	D	E	C	C	C	C	C
Control Delay (Seconds)	39.2	73.8	42.0	41.2	46.4	47.9	55.6	30.4	23.8	22.4	26.2	22.0
Intersection LOS	**D - 36.9**											
Queue Storage Ratio	1.1	0.0	0.5	0.3	0.0	2.4	0.4	0.0	0.8	0.4	0.0	0.3
Length of Queue (ft)	274.4	483.6	163.4	144.6	152.2	177.3	69.3	420.4	153.0	88.5	298.6	77.8
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	29.4		0.0	0.0		102.3	0.0		0.0	0.0		0.0

PM Peak Hour												
2025_NO BUILD Volumes	196	295	140	157	245	112	175	948	147	104	974	212
V/C Ratio	0.68	0.89	0.50	0.69	0.82	0.44	0.75	0.63	0.22	0.37	0.66	0.32
Level-of-Service	D	E	D	D	E	D	E	C	C	C	C	C
Control Delay (Seconds)	41.0	65.9	44.9	41.3	56.9	45.9	56.4	28.4	22.3	21.4	30.5	24.9
Intersection LOS	**D - 36.9**											
Queue Storage Ratio	0.9	0.0	0.6	0.4	0.0	1.9	0.6	0.0	0.6	0.3	0.0	0.8
Length of Queue (ft)	222.9	396.3	175.1	183.2	315.7	140.8	118.9	385.5	120.8	75.5	440.9	196.8
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	0.0		0.0	0.0		65.8	0.0		0.0	0.0		0.0
2025_BUILD Volumes	196	295	141	160	245	112	173	962	146	104	1,022	212
V/C Ratio	0.68	0.89	0.50	0.70	0.81	0.44	0.75	0.64	0.22	0.38	0.70	0.32
Level-of-Service	D	E	D	D	E	D	E	C	C	C	C	C
Control Delay (Seconds)	40.8	66.0	45.0	41.6	56.4	45.8	56.5	28.7	22.3	21.6	31.5	25.0
Intersection LOS	**D - 37.1**											
Queue Storage Ratio	0.9	0.0	0.6	0.4	0.0	1.9	0.6	0.0	0.6	0.3	0.0	0.8
Length of Queue (ft)	222.5	396.4	176.5	187.6	314.7	140.7	117.5	392.7	120.7	75.8	468.3	197.2
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	0.0		0.0	0.0		65.7	0.0		0.0	0.0		0.0

Coors Blvd. / Arenal Rd. 2035_Conditions	EB (Arenal Rd.)			WB (Arenal Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	2	2	1	1	2	1
AM Peak Hour												
2035_NO BUILD Volumes	254	417	162	147	144	164	127	1,180	222	144	798	109
V/C Ratio	0.65	1.10	0.51	0.71	0.47	0.63	0.66	0.82	0.35	0.65	0.55	0.17
Level-of-Service	D	F	D	D	D	D	E	D	C	C	C	C
Control Delay (Seconds)	39.6	126.1	43.9	42.3	46.7	48.9	57.5	35.4	25.9	27.6	28.6	23.2
Intersection LOS	**D - 40.6**											
Queue Storage Ratio	1.1	0.0	0.7	0.4	0.0	2.9	0.5	0.0	0.9	0.5	0.0	0.4
Length of Queue (ft)	278.5	725.7	201.8	175.0	185.4	213.6	87.6	514.7	179.3	112.5	359.5	96.7
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	33.5		0.0	0.0		138.6	0.0		0.0	0.0		0.0
2035_BUILD Volumes	254	417	162	148	144	164	124	1,189	218	144	811	109
V/C Ratio	0.65	1.10	0.51	0.71	0.47	0.63	0.64	0.83	0.34	0.65	0.55	0.17
Level-of-Service	D	F	D	D	D	D	E	D	C	C	C	C
Control Delay (Seconds)	39.6	126.3	44.0	42.4	46.7	48.8	57.5	35.7	25.8	27.9	28.8	23.2
Intersection LOS	**D - 54.3**											
Queue Storage Ratio	1.1	0.0	0.7	0.4	0.0	2.9	0.5	0.0	0.9	0.5	0.0	0.4
Length of Queue (ft)	278.5	726.6	201.8	176.8	185.6	213.6	85.6	521.5	176.2	112.7	366.4	96.6
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	33.5		0.0	0.0		138.6	0.0		0.0	0.0		0.0
Mitigation Lane Geometry	1	1	1	1	1	1	2	2	1	1	2	1
2035_MITIGATED Volumes	254	417	162	148	144	164	124	1,189	218	144	811	109
V/C Ratio	0.59	0.93	0.43	0.73	0.38	0.51	0.68	0.87	0.36	0.71	0.58	0.18
Level-of-Service	D	E	D	D	D	D	E	D	C	C	C	C
Control Delay (Seconds)	36.6	70.6	41.9	43.0	44.6	46.2	61.2	41.5	29.3	31.5	32.4	26.0
Intersection LOS	**D - 41.9**											
Queue Storage Ratio	1.1	0.0	0.7	0.4	0.0	2.8	0.5	0.0	1.0	0.6	0.0	0.4
Length of Queue (ft)	275.4	575.5	202.4	180.5	186.0	213.2	91.4	578.2	192.3	126.0	397.2	106.4
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	30.4		0.0	0.0		138.2	0.0		0.0	0.0		0.0

PM Peak Hour												
2035_NO BUILD Volumes	233	352	167	187	293	134	207	1,117	174	124	1,155	253
V/C Ratio	0.80	0.97	0.54	0.80	0.88	0.47	0.79	0.77	0.27	0.56	0.83	0.41
Level-of-Service	D	F	D	D	E	D	E	C	C	C	D	C
Control Delay (Seconds)	50.9	88.1	46.9	50.8	69.3	47.2	59.5	34.8	25.4	27.6	40.7	29.9
Intersection LOS	**D - 45.6**											
Queue Storage Ratio	1.2	0.0	0.7	0.5	0.0	2.4	0.8	0.0	0.8	0.5	0.0	1.0
Length of Queue (ft)	287.9	542.5	216.5	238.6	414.3	177.5	145.8	505.3	153.3	103.5	610.0	253.9
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	42.9		0.0	0.0		102.5	0.0		0.0	0.0		0.0
2035_BUILD Volumes	233	352	168	190	293	134	205	1,131	173	124	1,203	253
V/C Ratio	0.79	0.97	0.54	0.80	0.87	0.47	0.79	0.78	0.27	0.57	0.87	0.41
Level-of-Service	D	F	D	D	E	D	E	D	C	C	D	C
Control Delay (Seconds)	50.5	88.4	47.1	51.4	68.6	47.1	59.4	35.2	25.4	28.0	43.0	29.9
Intersection LOS	**D - 46.2**											
Queue Storage Ratio	1.2	0.0	0.7	0.5	0.0	2.4	0.8	0.0	0.8	0.5	0.0	1.0
Length of Queue (ft)	286.7	543.6	218.0	242.9	412.1	177.4	144.1	513.9	152.8	103.7	650.6	254.4
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	41.7		0.0	0.0		102.4	0.0		0.0	0.0		0.0
Mitigation Lane Geometry	1	1	1	1	1	1	2	2	1	1	2	1
2035_MITIGATED Volumes	233	352	168	190	293	134	205	1,131	173	124	1,203	253
V/C Ratio	0.76	0.90	0.51	0.78	0.80	0.43	0.79	0.79	0.27	0.59	0.89	0.42
Level-of-Service	D	E	D	D	E	D	E	D	C	C	D	C
Control Delay (Seconds)	46.5	55.9	45.7	48.9	61.3	46.2	60.4	37.4	26.8	29.5	46.1	31.5
Intersection LOS	**D - 44.4**											
Queue Storage Ratio	1.1	0.0	0.7	0.5	0.0	2.4	0.8	0.0	0.8	0.5	0.0	1.0
Length of Queue (ft)	279.0	445.3	216.7	239.0	396.8	177.7	148.0	538.6	159.8	108.4	678.4	262.7
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	34.0		0.0	0.0		102.7	0.0		0.0	0.0		2.7

2025 LOS Analysis demonstrates that the Riverside MHP Development will have minimal impact on the LOS and delays for the 2025 AM and PM Build conditions. The LOS remains approximately the same for the No Build and Build conditions. The No Build and Build conditions demonstrate a LOS D at the intersection with no substantial increase in delay.

2035 LOS Analysis establishes that the new site development will have slight impact on the LOS and delays for the 2035 AM Build conditions. The existing EBT approach contains a LOS F at this intersection for both the NO BUILD and the BUILD conditions, but no mitigations are recommended since the Riverside Mobile Home Park does not contribute new traffic to the eastbound thru movement at this intersection.

The 2025 and 2035 Queueing Analysis demonstrates that additional queueing capacity is needed at this intersection for the EBL and WBR of the turn lanes by 2025 and 2035. However, since the development is not contributing to these movements, it is not recommended to extend these storage lengths on behalf of the Riverside MHP. Given that the V/C ratio exceeds 1 for the EBT movement, the recommendation is that the County/NM DOT consider mitigating the V/C ratio by optimizing the signal splits.

Mitigation: The LOS F revealed in the 2035 HCM for the No Build and Build analysis are existing problems not made significantly worse by the development, so no mitigation is recommended for the development. However, a mitigated solution has been provided to the New Mexico Department of Transportation and Bernalillo County to demonstrate that LOS conditions improve if signal optimization is provided for both the AM and PM analysis. The signal optimization improves the EBT movement from LOS “F” to LOS “E” for 2035.

#2 – Coors Blvd / Blake Rd. – Signalized

Figure 14 - Coors Blvd. / Blake Rd.

The signalized intersection of Coors Blvd. and Blake Rd. consists of a four-leg intersection approach as shown above in Figure 14. The results of the 2025 (Implementation Year) and 2035 (Horizon Year) analysis of the signalized intersections of Unser Blvd and Blake Rd. are

summarized in the following tables:

Coors Blvd. / Blake Rd. 2025_Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	2	1	1	2	1
AM Peak Hour												
2025_NO BUILD Volumes	337	303	295	107	194	83	183	878	116	136	662	136
V/C Ratio	0.79	0.66	0.57	0.38	0.73	0.26	0.48	0.62	0.15	0.48	0.48	0.15
Level-of-Service	D	D	D	D	E	D	C	C	B	C	C	B
Control Delay (Seconds)	39.6	45.2	36.9	42.9	56.6	43.3	22.5	32.5	19.3	24.8	30.9	13.5
Intersection LOS	**C - 34.3**											
Queue Storage Ratio	1.9	0.0	1.4	0.6	0.0	0.5	1.0	0.0	0.5	0.7	0.0	0.6
Length of Queue (ft)	359.0	353.9	318.4	134.6	266.7	104.9	147.6	414.8	91.2	111.3	306.4	85.7
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	169.0		93.4	0.0		0.0	0.0		0.0	0.0		0.0
2025_BUILD Volumes	337	303	295	107	194	84	183	880	116	140	671	138
V/C Ratio	0.79	0.66	0.57	0.38	0.73	0.26	0.48	0.62	0.15	0.49	0.49	0.16
Level-of-Service	D	D	D	D	E	D	C	C	B	C	C	B
Control Delay (Seconds)	39.6	45.2	36.9	42.9	56.6	43.2	22.6	32.7	19.4	24.8	31.0	13.6
Intersection LOS	**C - 34.4**											
Queue Storage Ratio	1.9	0.0	1.4	0.6	0.0	0.5	1.0	0.0	0.5	0.8	0.0	0.6
Length of Queue (ft)	358.7	353.9	318.4	134.5	266.7	106.0	147.6	416.5	91.5	113.9	310.2	86.8
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	168.7		93.4	0.0		0.0	0.0		0.0	0.0		0.0
PM Peak Hour												
2025_NO BUILD Volumes	168	165	283	201	303	179	241	923	83	84	965	222
V/C Ratio	0.62	0.45	0.60	0.51	0.76	0.43	0.76	0.61	0.10	0.31	0.71	0.30
Level-of-Service	D	D	D	D	D	D	C	C	B	C	D	C
Control Delay (Seconds)	39.9	46.5	40.3	36.5	50.8	40.1	27.2	30.2	14.7	24.0	36.1	21.3
Intersection LOS	**C - 34.8**											
Queue Storage Ratio	1.1	0.0	1.4	1.1	0.0	1.1	1.3	0.0	0.3	0.5	0.0	1.3
Length of Queue (ft)	199.4	214.8	320.7	225.4	373.8	216.4	193.6	420.1	55.0	68.9	455.0	177.0
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	9.4		95.7	15.4		11.4	43.6		0.0	0.0		42.0
2025_BUILD Volumes	169	165	283	201	303	182	241	930	83	89	1,003	231
V/C Ratio	0.62	0.45	0.60	0.51	0.76	0.43	0.79	0.61	0.10	0.33	0.74	0.31
Level-of-Service	D	D	D	D	D	D	C	C	B	C	D	C
Control Delay (Seconds)	40.0	46.5	40.3	36.5	50.9	40.2	28.2	30.4	14.7	24.2	36.9	21.4
Intersection LOS	**D - 35.1**											
Queue Storage Ratio	1.1	0.0	1.4	1.1	0.0	1.1	1.3	0.0	0.3	0.5	0.0	1.3
Length of Queue (ft)	200.4	214.8	320.7	225.4	374.2	219.7	194.6	423.9	55.0	73.1	474.1	181.4
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	10.4		95.7	15.4		14.7	44.6		0.0	0.0		46.4

Coors Blvd. / Blake Rd. 2035_Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	2	1	1	2	1
AM Peak Hour												
2035_NO BUILD Volumes	384	352	352	123	225	99	218	1,045	136	159	788	159
V/C Ratio	0.85	0.67	0.59	0.43	0.75	0.27	0.65	0.79	0.19	0.68	0.63	0.18
Level-of-Service	D	D	D	D	E	D	C	D	C	C	D	B
Control Delay (Seconds)	45.5	46.2	35.9	45.5	60.1	44.4	28.8	43.6	23.9	33.0	39.7	16.1
Intersection LOS	**D - 40.6**											
Queue Storage Ratio	2.3	0.0	1.7	0.8	0.0	0.7	1.4	0.0	0.7	1.0	0.0	0.9
Length of Queue (ft)	441.6	426.2	384.1	168.1	322.8	133.6	205.4	588.1	128.5	154.9	417.4	118.1
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	251.6		159.1	0.0		0.0	55.4		0.0	4.9		0.0
2035_BUILD Volumes	384	352	352	123	225	100	218	1,047	136	163	798	161
V/C Ratio	0.85	0.67	0.59	0.43	0.75	0.27	0.66	0.79	0.19	0.70	0.64	0.19
Level-of-Service	D	D	D	D	E	D	C	D	C	C	D	B
Control Delay (Seconds)	45.5	46.2	35.9	45.5	60.1	44.3	28.9	43.9	24.0	33.1	39.8	16.1
Intersection LOS	**D - 40.7**											
Queue Storage Ratio	2.3	0.0	1.7	0.8	0.0	0.7	1.4	0.0	0.7	1.0	0.0	0.9
Length of Queue (ft)	442.2	426.2	384.1	168.1	322.7	134.8	205.5	591.0	128.9	156.3	420.3	119.3
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	252.2		159.1	0.0		0.0	55.5		0.0	6.3		0.0

PM Peak Hour												
2035_NO BUILD Volumes	187	192	337	233	353	213	288	1,098	97	98	1,155	255
V/C Ratio	0.69	0.48	0.59	0.57	0.80	0.47	0.92	0.72	0.11	0.45	0.98	0.38
Level-of-Service	D	D	D	D	E	D	E	D	B	C	E	C
Control Delay (Seconds)	45.0	52.0	39.3	39.8	58.4	44.5	55.7	37.9	16.2	33.0	63.4	29.5
Intersection LOS	**D - 47.5**											
Queue Storage Ratio	1.3	0.0	1.8	1.3	0.0	1.4	1.9	0.0	0.4	0.7	0.0	1.7
Length of Queue (ft)	241.6	271.6	395.9	281.6	488.5	278.9	281.2	595.3	74.4	104.4	732.1	234.6
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	51.6		170.9	71.6		73.9	131.2		0.0	0.0		99.6
2035_BUILD Volumes	188	192	337	233	353	216	288	1,105	97	103	1,194	264
V/C Ratio	0.70	0.48	0.59	0.57	0.80	0.47	0.92	0.73	0.11	0.47	1.01	0.39
Level-of-Service	D	D	D	D	E	D	E	D	B	C	F	C
Control Delay (Seconds)	45.2	52.2	39.2	40.0	58.9	44.6	58.0	38.3	16.4	33.2	71.1	29.8
Intersection LOS	**D - 50.0**											
Queue Storage Ratio	1.3	0.0	1.8	1.4	0.0	1.4	1.9	0.0	0.4	0.7	0.0	1.8
Length of Queue (ft)	243.3	272.3	395.9	282.5	490.8	283.0	290.5	602.3	74.8	106.5	785.5	239.2
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	53.3		170.9	72.5		78.0	140.5		0.0	0.0		104.2
Mitigation Lane Geometry	1	1	1	1	1	1	1	2	1	1	2	1
2035_MITIGATED Volumes	188	192	337	233	353	216	288	1,105	97	103	1,194	264
V/C Ratio	0.72	0.48	0.60	0.58	0.81	0.48	0.92	0.69	0.11	0.45	0.94	0.37
Level-of-Service	50.70	58.10	44.70	44.80	66.90	50.10	64.10	38.30	16.30	33.70	58.60	29.80
Control Delay (Seconds)	D	E	D	D	E	D	E	D	B	C	E	C
Intersection LOS	**D - 49.0**											
Queue Storage Ratio	1.4	0.0	2.0	1.5	0.0	1.5	3.2	0.0	0.4	0.8	0.0	1.9
Length of Queue (ft)	267.7	298.4	441.0	311.2	545.4	311.6	482.5	634.9	79.3	112.4	772.6	251.8
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	77.7		216.0	101.2		106.6	332.5		0.0	0.0		116.8

2025 LOS Analysis demonstrates that the Riverside MHP Development will have minimal impact on the LOS and delays for the 2025 AM and PM Build conditions. The LOS remains approximately the same for the No Build and Build conditions. The No Build and Build conditions demonstrate a LOS D at the intersection with no substantial increase in delay.

2035 LOS Analysis demonstrates that the Riverside MHP Development will have minimal impact on the LOS and delays for the 2035 AM and PM Build conditions. The LOS remains approximately the same for the No Build and Build conditions. The No Build and Build conditions demonstrate a LOS D at the intersection with no substantial increase in delay.

2025 and 2035 Queueing Analysis demonstrates that additional queueing capacity is needed at this intersection for the ETL, EBR, WBL (2035 PM), WBR, NBL, SBL (2035 AM), SBR (2035 PM) of the turn lanes by 2025 and 2035. However, with the inability to extend any turning movement that the development contributes to (EBL, WBR), it is not recommended on behalf of Riverside MHP. Given that the V/C exceeds 1 for the SBT movement, the recommendation is that the NMDOT/County consider mitigating the V/C ratio by optimizing the signal splits.

Mitigations: The 2035 PM SBT movement at the intersection of Coors and Blake Rd. can be mitigated by optimizing the splits to allocate more time to the LOS F approach. The New Mexico Department of Transportation's Minimum Acceptable Level of Service Standard of "D" for an Urban Principal Arterial or improving the existing signal system that was identified as a LOS "F." It is concluded that the overall LOS are improved by optimizing the signal splits. The SBT movement LOS is improved from a LOS "F" (71.1sec) to a LOS "E" (58.6sec).

#3 – Coors Blvd / Jemez River Rd. – Unsignalized

Figure 15 - Coors Blvd. / Jemez River Rd.

The unsignalized intersection of Coors Blvd and Jemez River Rd. consists of a three-leg intersection as shown above in Figure 15. The results of the 2025 (Implementation Year) and 2035 (Horizon Year) analysis of the signalized intersections of Unser Blvd and Sage Rd. are summarized in the following tables:

Unsignalized

Coors Blvd. / Jemez River 2025_Conditions	EB (Jemez River)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2>	0
AM Peak Hour									
2025_NO BUILD Volumes	46		0	8	1,261			930	12
V/C Ratio	0.21			0.01					
Level-of-Service	D			B					
Control Delay (Seconds)	25.3			10.1					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.8			0.0					
2025_BUILD Volumes	99		5	8	1,261			930	26
V/C Ratio	0.46			0.01					
Level-of-Service	D			B					
Control Delay (Seconds)	33.6			10.1					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	2.2			0.0					
PM Peak Hour									
2025_NO BUILD Volumes	17		17	12	1,202			1,205	8
V/C Ratio	0.14			0.02					
Level-of-Service	C			B					
Control Delay (Seconds)	21.9			11.5					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.5			0.1					
2025_BUILD Volumes	49		20	12	1,202			1,205	60
V/C Ratio	0.34			0.02					
Level-of-Service	D			B					
Control Delay (Seconds)	31.6			11.8					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.4			0.1					

Unsignalized

Coors Blvd. / Jemez River 2035_Conditions	EB (Jemez River)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2>	0
AM Peak Hour									
2035_NO BUILD Volumes	55		0	10	1,483			1,101	15
V/C Ratio	0.31			0.02					
Level-of-Service	D			B					
Control Delay (Seconds)	34.3			10.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.2			0.0					
2035_BUILD Volumes	108		5	10	1,483			1,101	29
V/C Ratio	0.62			0.02					
Level-of-Service	F			B					
Control Delay (Seconds)	53.2			11.0					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	3.5			0.1					
PM Peak Hour									
2035_NO BUILD Volumes	20		20	15	1,428			1,429	10
V/C Ratio	0.21			0.03					
Level-of-Service	D			B					
Control Delay (Seconds)	28.8			13.1					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.8			0.1					
2035_BUILD Volumes	52		23	15	1,428			1,429	62
V/C Ratio	0.48			0.03					
Level-of-Service	E			B					
Control Delay (Seconds)	47.8			13.4					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	2.3			0.1					

Unsignalized

Coors Blvd. / Jemez River 2035_Conditions	EB (Jemez River)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2>	0
AM Peak Hour									
2035_NO BUILD Volumes	55		0	10	1,483			1,101	15
V/C Ratio	0.31			0.02					
Level-of-Service	D			B					
Control Delay (Seconds)	34.3			10.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.2			0.0					
2035_BUILD Volumes	108		5	10	1,483			1,101	29
V/C Ratio	0.50			0.02					
Level-of-Service	E			B					
Control Delay (Seconds)	35.9			11.0					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	2.5			0.1					
PM Peak Hour									
2035_NO BUILD Volumes	20		20	15	1,428			1,429	10
V/C Ratio	0.21			0.03					
Level-of-Service	D			B					
Control Delay (Seconds)	28.8			13.1					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.8			0.1					
2035_BUILD Volumes	52		23	15	1,428			1,429	62
V/C Ratio	0.48			0.03					
Level-of-Service	E			B					
Control Delay (Seconds)	47.8			13.4					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	2.3			0.1					

2025 LOS Analysis demonstrates that the Riverside MHP Development will have minimal impact on the LOS and delays for the 2025 AM and PM Build conditions. The LOS remains approximately the same for the No Build and Build conditions. The No Build and Build conditions demonstrate a LOS D at the intersection with no substantial increase in delay.

2035 LOS Analysis was initially evaluated assuming a staged left turn exiting Jemez River with 1 vehicle storage assumed in the median area (or the TWTL area). It could legitimately be assumed that two vehicles could operate as staged left turns instead of just one since there is a 14 feet wide center two-way left turn lane on Coors Blvd. along this corridor. The first left turning vehicle could enter the staffing area and utilize the TWTL as an acceleration lane and a second vehicle could hold in the staging area until the first vehicle has merge into the thru lane northbound.

Both Implementation Year and the Horizon Year analysis in the above tables show that the unsignalized intersection of Coors Blvd and Jemez River. is operating at a marginally acceptable level of service for all conditions evaluated in this study. The new trips generated by the Riverside Mobile Home Park Development present no significant adverse impact to this unsignalized intersection.

#4 – Coors Blvd / Ervien Ln. – Unsignalized

Figure 16 - Coors Blvd. / Ervien Ln.

The unsignalized intersection of Coors Blvd and Ervien Ln. consists of a three-leg intersection as shown above in Figure 16. The results of the 2025 (Implementation Year) and 2035 (Horizon Year) analysis of the unsignalized intersections of Coors Blvd. and Ervien Rd. are summarized in the following tables:

Unsignalized

Coors Blvd. / Ervien Ln. 2025_Conditions	EB (Ervien Ln.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2	1
AM Peak Hour									
2025_NO BUILD Volumes	4		17	8	1,374			880	29
V/C Ratio	0.05			0.01					
Level-of-Service	B			A					
Control Delay (Seconds)	13.6			9.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.0					
2025_BUILD Volumes	4		23	11	1,374			880	29
V/C Ratio	0.06			0.02					
Level-of-Service	B			A					
Control Delay (Seconds)	13.3			9.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.0					
PM Peak Hour									
2025_NO BUILD Volumes	21		29	42	1,215			1,167	42
V/C Ratio	0.19			0.07					
Level-of-Service	C			B					
Control Delay (Seconds)	22.0			11.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.7			0.2					
2025_BUILD Volumes	21		33	53	1,215			1,167	42
V/C Ratio	0.20			0.09					
Level-of-Service	C			B					
Control Delay (Seconds)	21.9			12.0					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.7			0.3					

Unsignalized

Coors Blvd. / Ervien Ln. 2035_Conditions	EB (Ervien Ln.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2	1
AM Peak Hour									
2035_NO BUILD Volumes	5		20	10	1,617			1,042	35
V/C Ratio	0.07			0.02					
Level-of-Service	C			B					
Control Delay (Seconds)	15.5			10.7					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.0					
2035_BUILD Volumes	5		26	13	1,617			1,042	35
V/C Ratio	0.08			0.02					
Level-of-Service	C			B					
Control Delay (Seconds)	15.1			10.8					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.3			0.1					
PM Peak Hour									
2035_NO BUILD Volumes	25		35	50	1,443			1,384	50
V/C Ratio	0.29			0.11					
Level-of-Service	D			B					
Control Delay (Seconds)	29.8			13.7					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.2			0.4					
2035_BUILD Volumes	25		39	61	1,443			1,384	50
V/C Ratio	0.31			0.13					
Level-of-Service	D			B					
Control Delay (Seconds)	30.3			13.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.3			0.4					

Both Implementation Year and the Horizon Year analysis in the above tables show that the unsignalized intersection of Coors Blvd and Ervien Rd. is operating at an acceptable level of service for all conditions evaluated in this study. The new trips generated by the Riverside Mobile Home Park Development present no significant adverse impact to this unsignalized intersection.

Crash Analysis

The traffic and safety analysis were performed using the HCS8 Highway Software (HSS) to access the safety performance of the three intersections along the corridor of Coors Blvd.. The intersections included Coors / Arenal, Coors / Jemez River, Coors / Ervien and Coors / Blake for No Build and Build conditions. The intersections can be found highlighted in Figure 17 below in yellow and the segments analyzed can be found highlighted in green.

Crash data on Coors Blvd. from Blake Rd. to Arenal Rd. was collected for this Study beginning on January 1, 2015 and extending through December 31, 2019 (a five-year period of time). The crash data was derived from the New Mexico Department of Transportation's Safety Bureau Records which collects all reported crash data in the State of New Mexico.

Figure 17 - Crash Analysis Map

There were 193 recorded crashes in the study area for the five-year study period. HSS predicted crash frequency is calculated using site-based crash frequency estimates at other similar sites and the predictive model found in Part C of the HSM. The HSS model calculates expected crash frequency using the Empirical Bayes methodology which adjusts the predicted crash frequency using the observed crash frequency at the site. So, when the observed crashes are higher than the predicted crashes, the expected crash frequency is also higher. A summary of the crash frequencies for the "No Build" and "Build" Conditions is presented in the tables below and in Appendix A-108 through A-115.

CRASH ANALYSIS
Summary Table

Tierra West LLC

HCS7 - Highway Safety Software Facility Report

Project Information
Analyst: Amanda Herrera, P.E.
Date: 7/19/2023
Jurisdiction: City of Albuquerque, Bernalillo County, NMDOT District 3
Analysis Year: 2023

Urban Facility: Coors Blvd from Arenal Rd to Blake Rd

SECT. No.	FACILITY TYPE	MODEL TYPE	NAME	AADT MAJOR STREET		AADT MINOR STREET		LENGTH	Total Observed Crashes	AVERAGE OBSERVED CRASHES per year	PREDICTED CRASHES			EXPECTED CRASHES		
				NO BUILD	BUILD	NO BUILD	BUILD	(MI)	5 Yr.		NO BUILD	BUILD	INCREASE	NO BUILD	BUILD	INCREASE
1	Intersection	4SG	Coors & Arenal	25,061	27,411	12,037	12,557		186	37.20	3.79	4.20	0.41	22.11	23.12	1.01
2	Segment	5T	Coors Blvd	25,061	26,073			0.59	35	7.00	8.88	9.27	0.39	8.61	8.75	0.14
3	Intersection	3ST	Coors & Jemez River Rd	25,061	27,021	640	1,160		3	0.60	1.31	1.81	0.51	0.90	1.07	0.18
4	Segment	5T	Coors Blvd	25,061	26,073			0.06	2	0.40	0.85	0.89	0.04	0.81	0.83	0.03
5	Intersection	3ST	Coors & Ervien	25,061	26,701	560	1,430		4	0.80	1.24	1.95	0.72	1.08	1.38	0.29
6	Segment	5T	Coors Blvd	25,061	26,073			0.42	19	3.80	6.44	6.93	0.49	5.87	6.07	0.20
7	Intersection	3SG	Coors & Blake	26,820	27,904	8,668	9,018		193	38.60	3.96	4.30	0.34	23.67	24.49	0.82
				177,186	187,256	21,905	24,165	TOTAL		88.40	26.47	29.36	2.89	63.04	65.71	2.67
				199091	211,421						0.013%	0.014%	10.911%	0.032%	0.031%	4.229%
										3.3				Increase		Increase

The analysis shows the additional traffic from the development and projected increase in volumes throughout the corridor increase the number of expected crashes by approximately 4.2%. The average observed crash rate per year (2017-2019) is 3.3 crashes per year for the entire study area. The highest contributing factor was driver inattention crashes.

Determination of Warrants for Deceleration Lanes

Determination of Warrants for Deceleration Lanes for Jemez Rd. and Ervien Rd. were conducted in accordance with the NMDOT Auxiliary Lane Warrant Analysis. Table 17.B-2 identified the criteria for Urban, Multi-Lane Highways. See appendix pages A-100 through A-107 for the detailed summary results.

Table 17.B-2
Criteria For Deceleration Lanes On
URBAN MULTI-LANE HIGHWAYS

Turning Volume[1] (vph)	LEFT-TURN DECELERATION LANE Minimum Directional Volume in the Through Lane (vphpl)[2]			RIGHT-TURN DECELERATION LANE Minimum Directional Volume in the Through Lane (vphpl)[2]		
	≤30 mph	35 to 40 mph	45 to 55 mph	≤30 mph	35 to 40 mph	45 to 55 mph
<5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥56	Required	Required	Required	Required	Required	Required
	Left-turn Deceleratoin Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			***Right-turn Deceleratoin Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:*** • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:
1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

Determination of Warrants for Deceleration Lanes for Jemez Rd. and Ervien Rd indicate the following:

Jemez River Rd. shows that a southbound right-turn lane, 370-ft long including a 12.5:1 taper transition, is warranted at the Coors Blvd. and Jemez River Rd. Intersection. Because of significant powerline limitations, the permissible right-turn deceleration lane can be lengthened to only 50 feet, transition included. At this intersection, a northbound left-turn deceleration lane is present because of a two-way shared left-turn lane.

Ervien Rd. shows that a southbound right-turn lane, 370-ft long including a 12.5:1 taper transition, is warranted at the Coors Blvd. and Ervien Rd. Intersection. Due to the constraints of the intersection of Coors Blvd. and Jemez River Rd., the existing right-turn deceleration lane is unable to extend to meet the SAMM requirements. A northbound left-turn deceleration lane is existing at this intersection due to a two-way shared left-turn lane.

Summary of Impacts and Recommendations

The analysis shows a slight degradation of traffic capacity but within the accepted limits of normal development. The analysis concluded that the delays at Coors Blvd at Jemez River Rd. are expected to be LOS "E" in 2035. If there are delays at this main access, travelers have the option to use the alternate access at Coors Blvd and Ervien Ln to mitigate the delay during the Peak hours only. A summary of the impacts and recommendations based on the results of Traffic Impact Study can be found below.

The two signalized intersections of Coors Blvd. / Arenal Rd. and Coors Blvd./ Blake Rd, were analyzed in HCS for a single period analysis. HCS identified that movements at these intersections had Volume to Capacity Rations (V/C's) greater than 1 which was mitigated with optimizing the signal splits for a V/C ratio of less than 1. A single period analysis was conducted on the remaining intersections (unsignalized) using Synchro 11 (Build 11.1.2.9) modeling software. See Appendix pages A-63 through A-78 and A-84 through A-99 for detailed results of the analysis.

Generally speaking, the operation of the two signalized intersections are improved by optimizing the signal splits at the intersections of Coors Blvd / Arenal Rd. and Coors Blvd / Blake Rd. This report is only recommending signalized optimization under this development conditions and a deceleration lane from Coors Blvd to Jemez River Road. .

The single period analysis identified there is one area of concern with respect to the Executive Summary results Table above. Impacts and Recommendations are defined below:

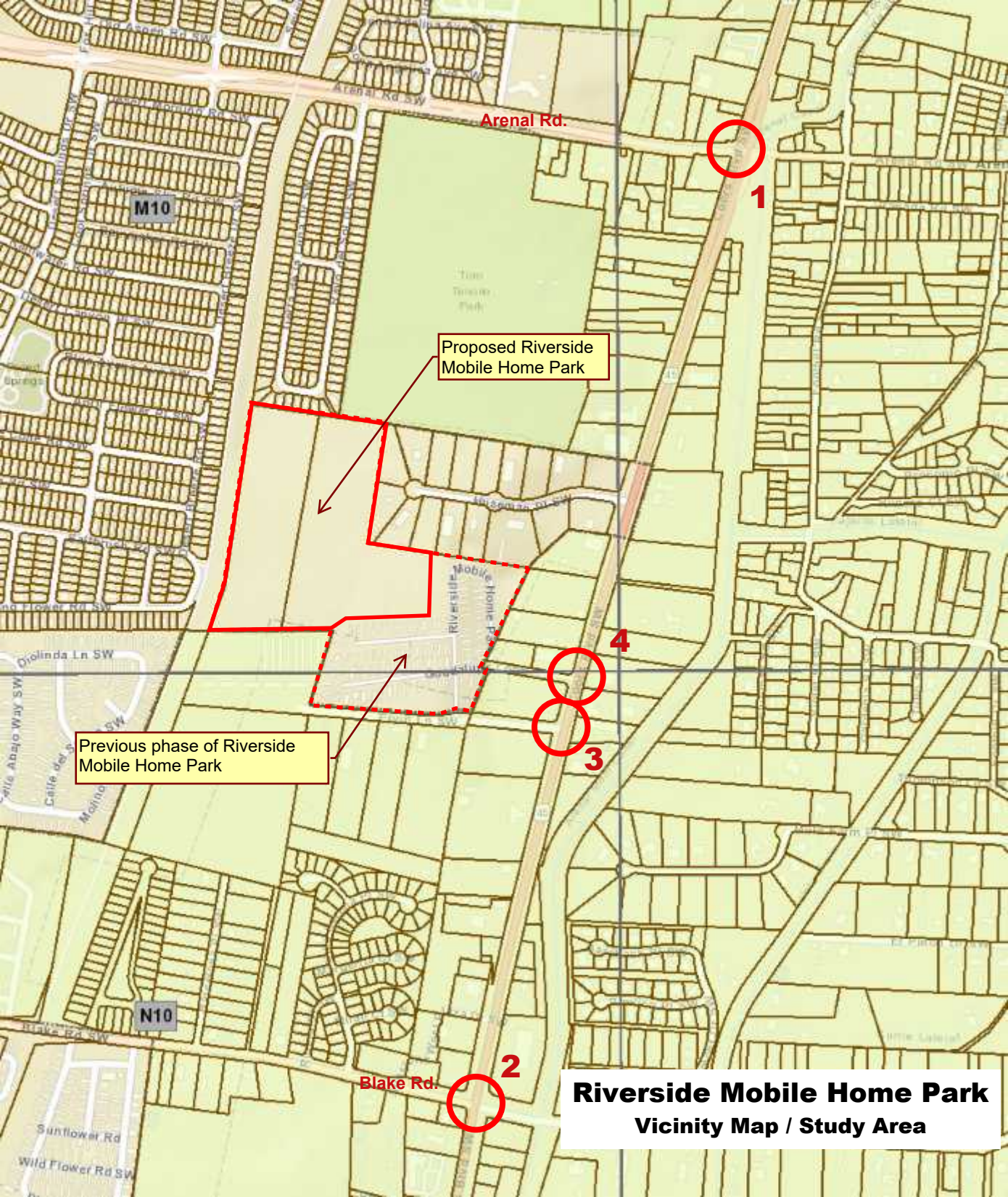
Mitigations and Recommendations Summary

Riverside Mobile Home Park - Coors Blvd. and Jemez River - ABQ, NM

Intersection	Mitigation	Intersection Recommendations	Deceleration Lane Warrants
1 - Coors Blvd / Arenal Rd.	None	None	None
2 - Coors Blvd / Blake Rd.	Optimizing the Signal Timing Splits	Optimizing the Signal Timing Splits	None
3 - Coors Blvd / Jemez River	None	None	Installation of a southbound-right deceleration lane, 370-ft long including a 12.5:1 taper transition. Currently, the major powerline constraints will include a 50-ft decel lane including taper unless an intersection reconfiguration will fit within the ROW.
4 - Coors Blvd / Ervien Rd.	None	None	None

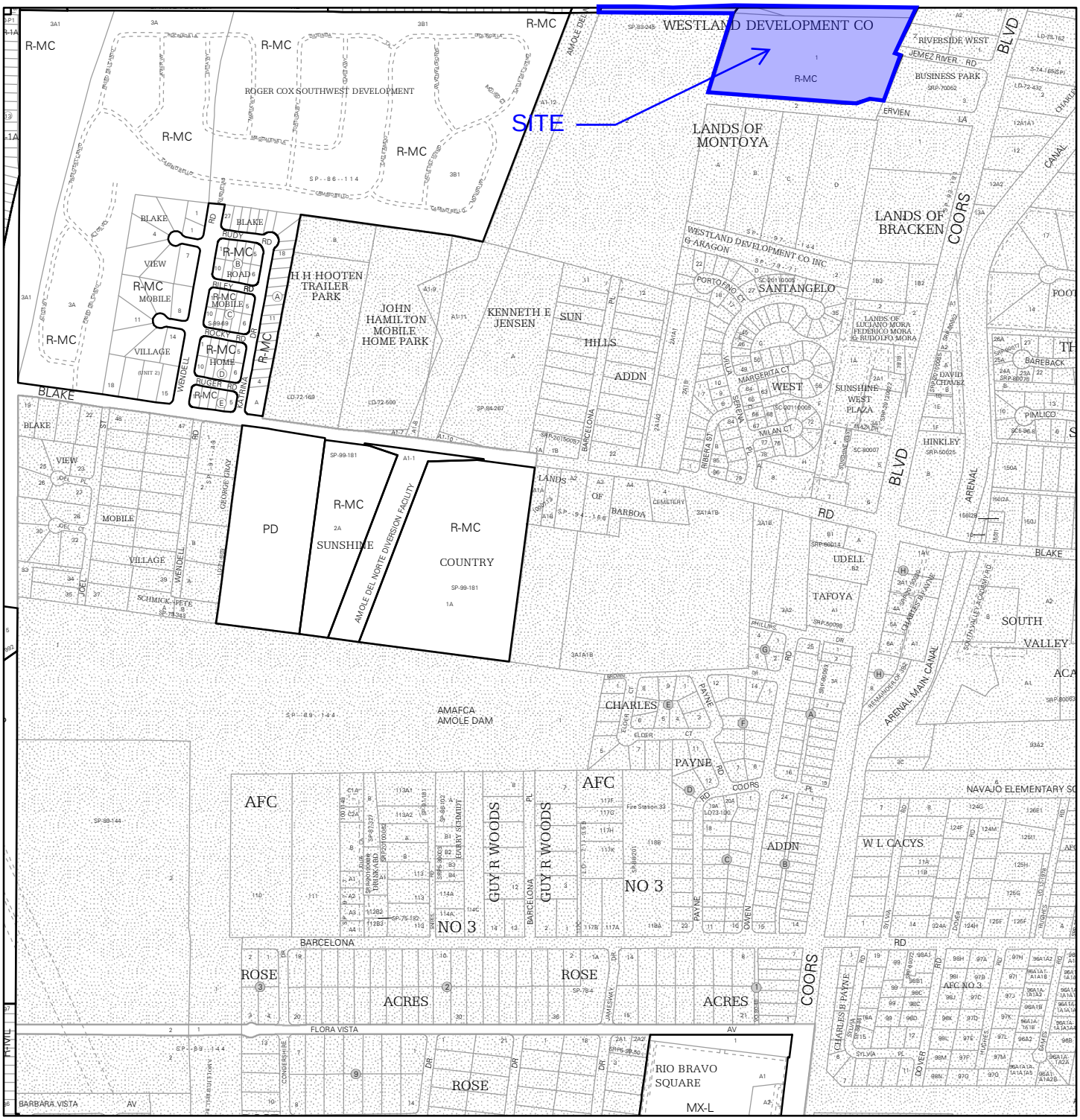
In summary, the proposed and existing Riverside Mobile Home Park will have minimal adverse impact to the adjacent transportation system. Mitigations have been made in order to improve the overall network performance along the Coors corridor from Arenal to Blake to an approved Level of service (LOS) as required by the City of Albuquerque and NMDOT.

APPENDIX



Riverside Mobile Home Park

Vicinity Map / Study Area



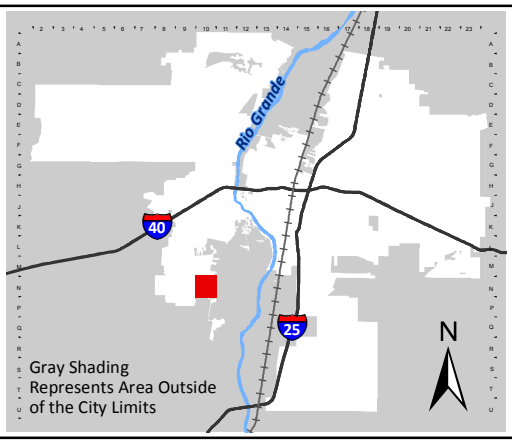
For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

IDO Zone Atlas
May 2018

Albuquerque Geographic Information System

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:

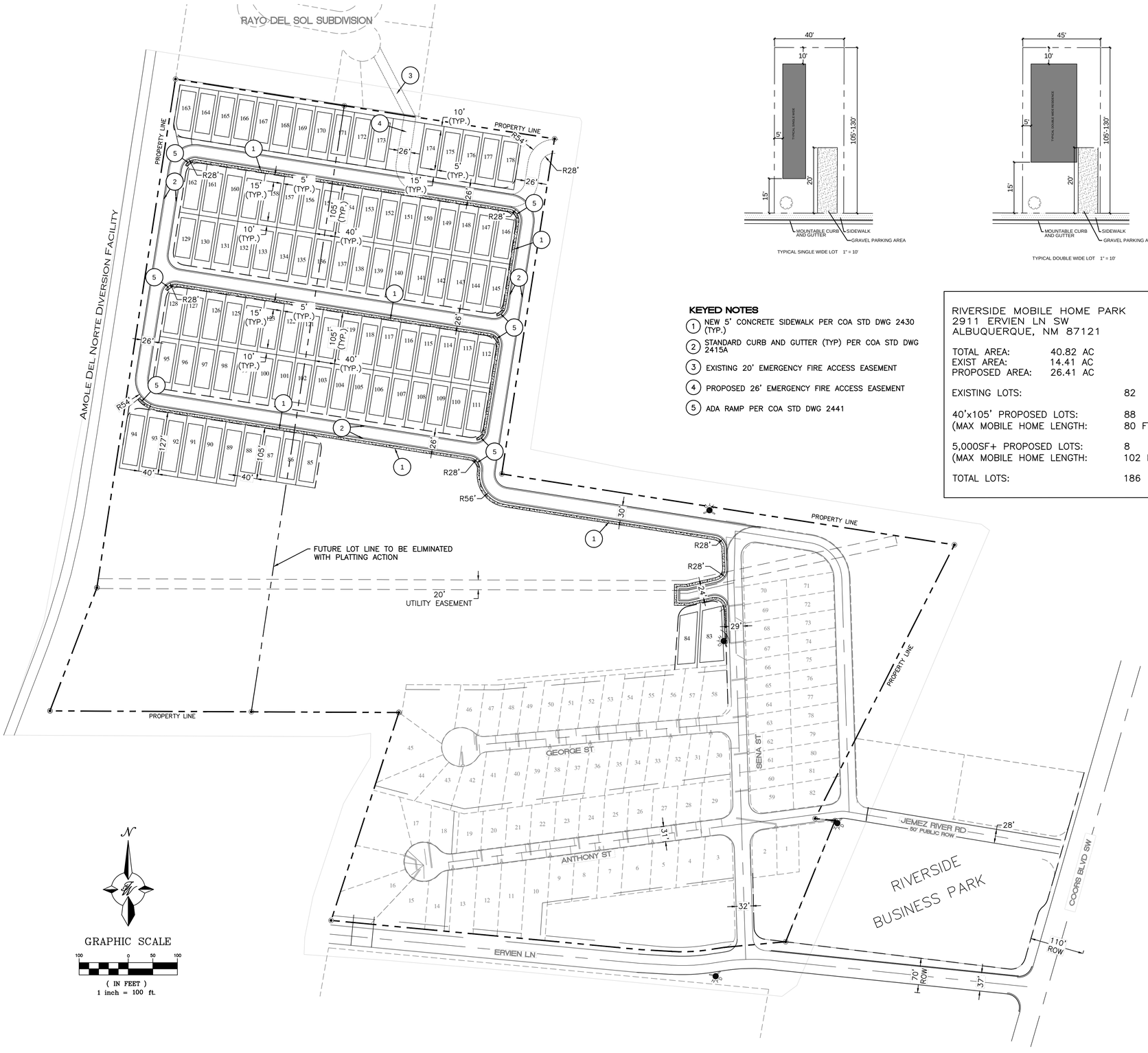
N-10-Z

- Easement
- Escarpment
- Petroglyph National Monument
- 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

Feet

0 250 500 1,000

A2



TYPICAL SINGLE WIDE LOT 1" = 10'

TYPICAL DOUBLE WIDE LOT 1" = 10'

VICINITY MAP M-10-Z

LEGAL DESCRIPTION:

TR OF LAND EAST OF AMOLE DEL NORTE DIVERSION CHANNEL NORTHOF SECTION LINE OF SECTIONS 34 & 3 TOGETHER WITH TRACT 1 OF SUMMARY PLAT LAND DIVISION OF WESTLAND DEVELOPMENT CO INC TOGETHER WITH A TRACT OF LAND WITHIN THESE1/4 SE1/4 SEC 34 T10N R2E

UPC – 101005440552820545 AND 101005534207240110

KEYED NOTES

1. NEW 5' CONCRETE SIDEWALK PER COA STD DWG 2430 (TYP.)
2. STANDARD CURB AND GUTTER (TYP) PER COA STD DWG 2415A
3. EXISTING 20' EMERGENCY FIRE ACCESS EASEMENT
4. PROPOSED 26' EMERGENCY FIRE ACCESS EASEMENT
5. ADA RAMP PER COA STD DWG 2441

RIVERSIDE MOBILE HOME PARK
2911 ERVIEN LN SW
ALBUQUERQUE, NM 87121

TOTAL AREA:	40.82 AC	
EXIST AREA:	14.41 AC	
PROPOSED AREA:	26.41 AC	
EXISTING LOTS:		82
40'x105' PROPOSED LOTS:		88
(MAX MOBILE HOME LENGTH:		80 FT)
5,000SF+ PROPOSED LOTS:		8
(MAX MOBILE HOME LENGTH:		102 FT)
TOTAL LOTS:		186

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- EASEMENT
- LOT BOUNDARY
- PROPOSED SIDEWALK
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING LOTS
- PROPOSED LOTS

NOTES:

1. APPROVAL OF THIS PLAN DOES NOT CONSTITUTE OR IMPLY EXEMPTION FROM WATER WASTE PROVISIONS OF THE WATER CONSERVATION LANDSCAPING AND WATER WASTE ORDINANCE WATER WASTE MANAGEMENT IS THE SOLE RESPONSIBILITY OF THE PROPERTY OWNER.

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   - 1/2" @ ALL EXIT DOORS
   - 1/2" @ ALL SHOWROOM GLAZING LOCATIONS
   - 1 1/2" @ OVERHEAD DOORS
   - 1 1/2" @PRE-FAB METAL WALL PANELS

N

GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

ENGINEER'S SEAL

ASSAD A. RIZVI NEW MEXICO 27632 PROFESSIONAL ENGINEER

3-13-2023

ASSAD A. RIZVI
P.E. #27632

SOUTH VALLEY MHP
ALBUQUERQUE, NM

TRAFFIC CONTROL LAYOUT

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: JL
DATE: 8-15-22
DRAWING: 2022056-SP
SHEET #: C1.0
JOB #: 2022056

City of Albuquerque

Planning Department

Development Review Services Division

Traffic Scoping Form (REV 12/2020)

Project Title: Riverside Mobile Home Park Building Permit #: _____ Hydrology File #: _____

Zone Atlas Page: M-10-Z N-10-Z DRB#: _____ EPC#: _____ Work Order#: _____

Legal Description: _____

City Address: 2911 ERVIEN LN SW UPC 101005440552820545 & 101005534207240110

Applicant: Tierra West LLC on behalf of Riverside West, LLC Contact: Amanda Herrera

Address: 5571 Midway Park Pl NE, Albuquerque NM 87109

Phone#: 505-858-3100 Fax#: _____ E-mail: aherrera@tierrawestllc.com

Development Information

Build out/Implementation Year: 2023 Current/Proposed Zoning: R-MC/R-MC

Project Type: New: ( ) Change of Use: ( ) Same Use/Unchanged: ( ) Same Use/Increased Activity: (X)

Proposed Use (mark all that apply): Residential: (X) Office: ( ) Retail: ( ) Mixed-Use: ( )

Describe development and Uses: 96-Unit residential mobile home park, to be added to the existing 82-Unit Riverside Mobile Home Park located at Coors Blvd SW and Ervien Ln SW

Days and Hours of Operation (if known): 24 hours a day, 7 days a week

Facility

Building Size (sq. ft.): _____

Number of Residential Units: 96 proposed units, 82 existing units

Number of Commercial Units: _____

Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):* _____

Expected Number of Employees (if known):* _____

Expected Number of Delivery Trucks/Buses per Day (if known):* _____

Trip Generations during PM/AM Peak Hour (if known):* ITE-11th ed. 240-Mobile Home Park (82/102)
AM-17Enter/65Exit PM-63Ent/39Exit

Driveway(s) Located on: Street Name Ervien Ln SW

Adjacent Roadway(s) Posted Speed: Street Name Coors Blvd SW Posted Speed 55 mph

Street Name Ervien Ln SW Posted Speed 15 mph

** If these values are not known, assumptions will be made by City staff. Depending on the assumptions, a full TIS may be required*

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation/Functional Classification: Principal Arterial
(arterial, collecdtor, local, main street)

Comprehensive Plan Center Designation: n/a
(urban center, employment center, activity center)

Jurisdiction of roadway (NMDOT, City, County): City

Adjacent Roadway(s) Traffic Volume: 24,498 (2021 TAQA) COG ID# 14622 Volume-to-Capacity Ratio: _____ (if applicable)

Adjacent Transit Service(s): Bus Route 155 Nearest Transit Stop(s): Bus Stop Route 155 on Coors near Ervien

Is site within 660 feet of Premium Transit?: No

Current/Proposed Bicycle Infrastructure: Bicycle facility along Coors Blvd, Paved Multiple Use Trail along the Amole del Norte canal,and a proposed unpaved trail along Arenal Main Canal
(bike lanes, trails)

Current/Proposed Sidewalk Infrastructure: No Sidewalk or Paved trail along adjacent roadways/Proposed on-site sidewalks running from East to West along mobile home frontages.

Relevant Web-sites for Filling out Roadway Information:

City GIS Information: http://www.cabq.gov/gis/advanced-map-viewer

Comprehensive Plan Corridor/Designation:https://abc-zone.com/document/abc-comp-plan-chapter-5-land-use (map after Page 5-5)

Road Corridor Classification: https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-PDF?bidId=

Traffic Volume and V/C Ratio: https://www.mrcog-nm.gov/285/Traffic-Counts and https://public.mrcog-nm.gov/taqa/

Bikeways: http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf (Map Pages 75 to 81)

TIS Determination

Note: Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

Traffic Impact Study (TIS) Required: Yes [✓] No [ ] Borderline [ ]

Thresholds Met? Yes [✓] No [ ]

Mitigating Reasons for Not Requiring TIS: Previously Studied: [ ]

Notes:

P.E.

TRAFFIC ENGINEER

3/15/2023

DATE

Submittal

The Scoping Form must be submitted as part of any building permit application, DRB application, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to the City Traffic Engineer mgrush@cabq.gov . Call 924-3362 for information.

Site Plan/Traffic Scoping Checklist

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

1. Access -- location and width of driveways
2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
3. Bike Lanes (check for designated bike routes, long range bikeway system) *(check MRCOG Bikeways and Trails in the 2040 MTP map)*
4. Location of nearby multi-use trails, if applicable *(check MRCOG Bikeways and Trails in the 2040 MTP map)*
5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
7. Distance from access point(s) to nearest adjacent driveways/intersections.
8. Note if site is within a Center and more specifically if it is within an Urban Center.
9. Note if site is adjacent to a Main Street.
10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify v/c ratio on this form.

Riverside MHP - 2911 Ervien Ln SW

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

COMMENT	USE (ITE CODE) / DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Tract No.	Mobile Home Park (240)	82.00	611	8	31	29	18
Tract No.	Mobile Home Park (240)	96.00	688	9	34	34	21
	Subtotal		**1,299**	**17**	**65**	**63**	**39**

Land Use: 240
Mobile Home Park

Description

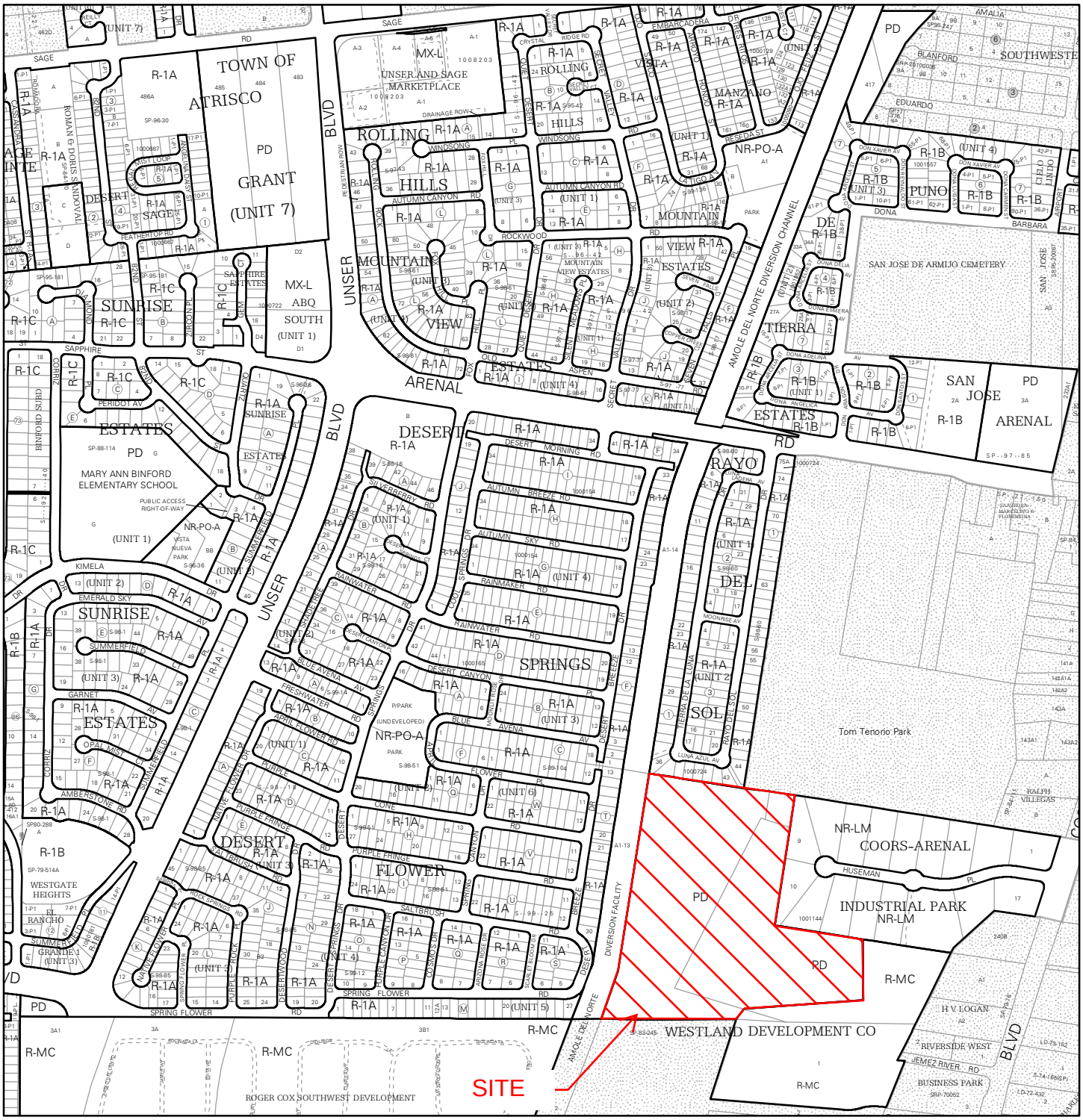
A mobile home park generally consists of manufactured homes that are sited and installed on permanent foundations. The mobile home park typically includes community facilities such as a recreation room, swimming pool, and laundry facilities.

Additional Data

The sites were surveyed in the 1980s, the 1990s, and the 2000s in Delaware, Indiana, Oregon, Virginia, and West Virginia.

Source Numbers

155, 169, 252, 936, 1066



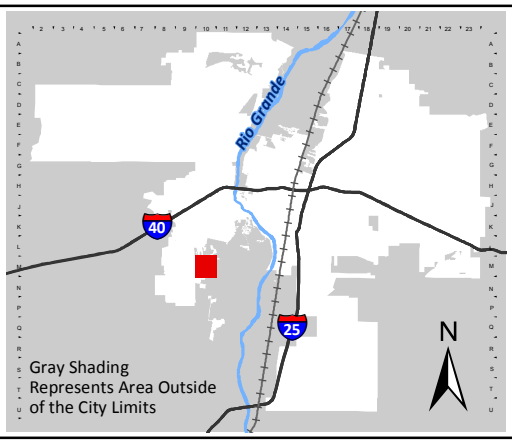
For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

IDO Zone Atlas
May 2018

Albuquerque Geographic Information System

IDO Zoning information as of May 17, 2018

The Zone Districts and Overlay Zones are established by the Integrated Development Ordinance (IDO).



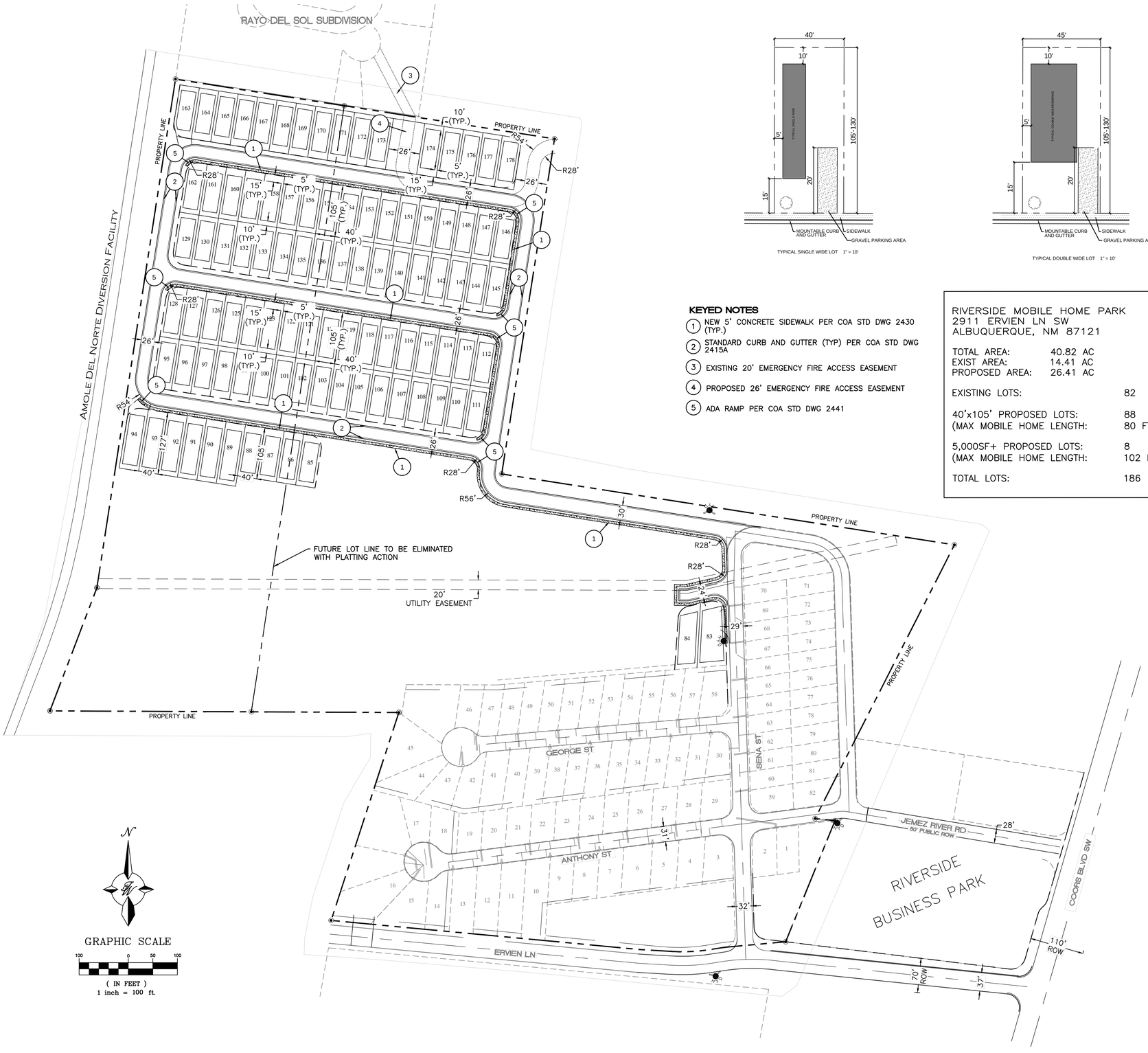
Zone Atlas Page:

M-10-Z

- Easement
- Escarpment
- Petroglyph National Monument
- 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

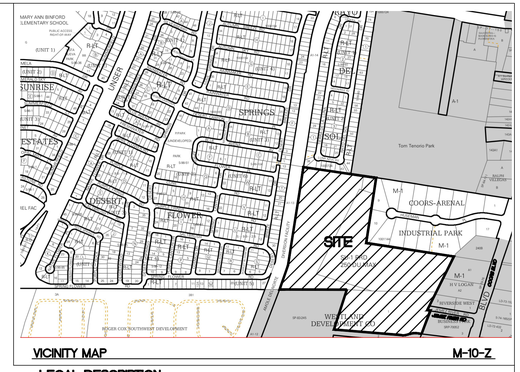
Feet

0 250 500 1,000



TYPICAL SINGLE WIDE LOT 1" = 10'

TYPICAL DOUBLE WIDE LOT 1" = 10'



VICINITY MAP M-10-Z

KEYED NOTES

1. NEW 5' CONCRETE SIDEWALK PER COA STD DWG 2430 (TYP.)
2. STANDARD CURB AND GUTTER (TYP) PER COA STD DWG 2415A
3. EXISTING 20' EMERGENCY FIRE ACCESS EASEMENT
4. PROPOSED 26' EMERGENCY FIRE ACCESS EASEMENT
5. ADA RAMP PER COA STD DWG 2441

RIVERSIDE MOBILE HOME PARK
2911 ERVIEN LN SW
ALBUQUERQUE, NM 87121

TOTAL AREA:	40.82 AC	
EXIST AREA:	14.41 AC	
PROPOSED AREA:	26.41 AC	
EXISTING LOTS:		82
40'x105' PROPOSED LOTS:		88
(MAX MOBILE HOME LENGTH:		80 FT)
5,000SF+ PROPOSED LOTS:		8
(MAX MOBILE HOME LENGTH:		102 FT)
TOTAL LOTS:		186

LEGAL DESCRIPTION:

TR OF LAND EAST OF AMOLE DEL NORTE DIVERSION CHANNEL NORTHOF SECTION LINE OF SECTIONS 34 & 3 TOGETHER WITH TRACT 1 OF SUMMARY PLAT LAND DIVISION OF WESTLAND DEVELOPMENT CO INC TOGETHER WITH A TRACT OF LAND WITHIN THESE1/4 SE1/4 SEC 34 T10N R2E

UPC – 101005440552820545 AND 101005534207240110

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- EASEMENT
- LOT BOUNDARY
- PROPOSED SIDEWALK
- EXISTING CURB & GUTTER
- EXISTING BOUNDARY LINE
- EXISTING LOTS
- PROPOSED LOTS

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1 inch = 100 ft.

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DRAWN BY: JL
DATE: 8-15-22
DRAWING: 2022056-SP
SHEET #: C1.0
JOB #: 2022056

Historic Growth Data Table

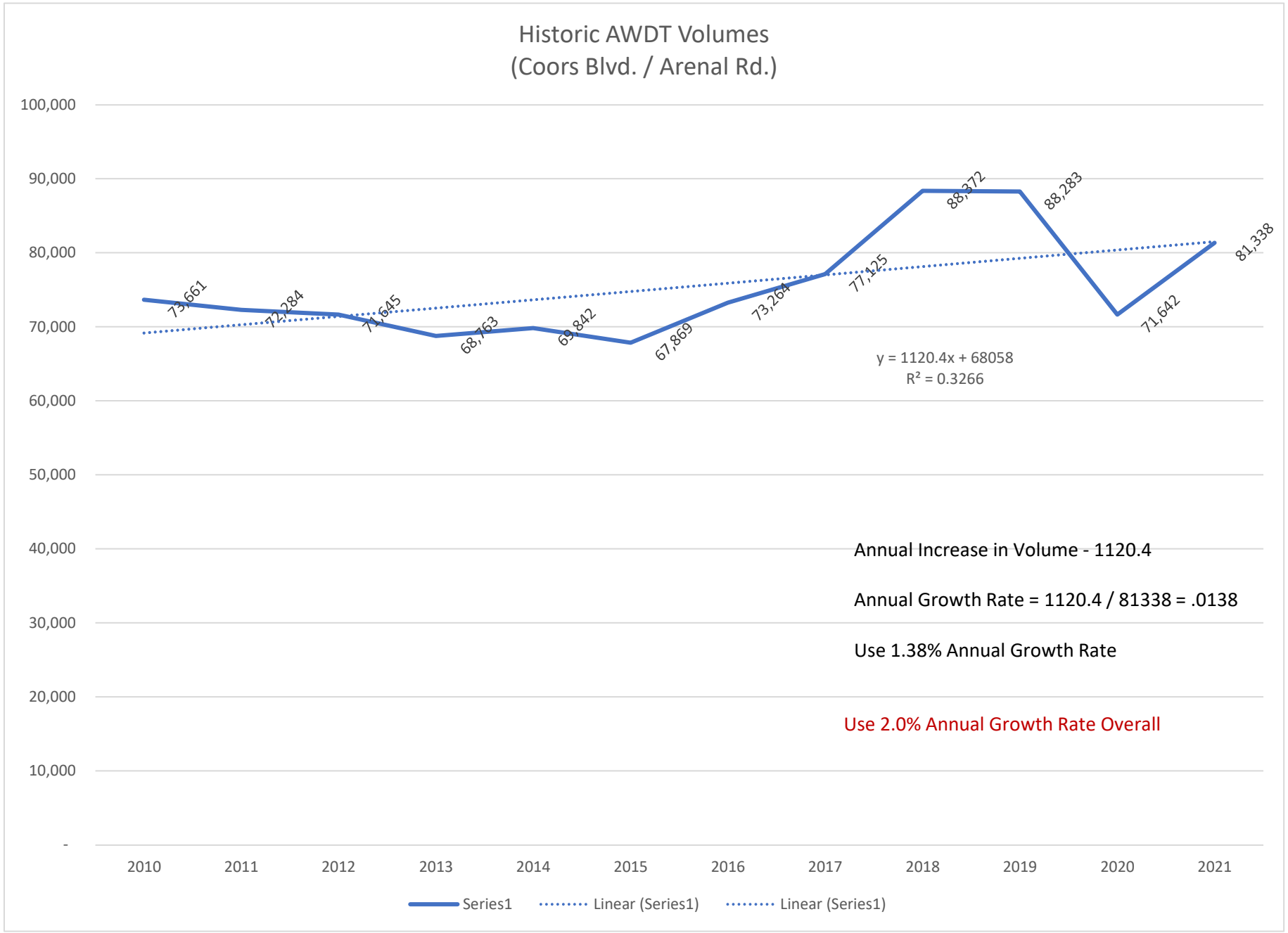
Riverside Mobile Home Park

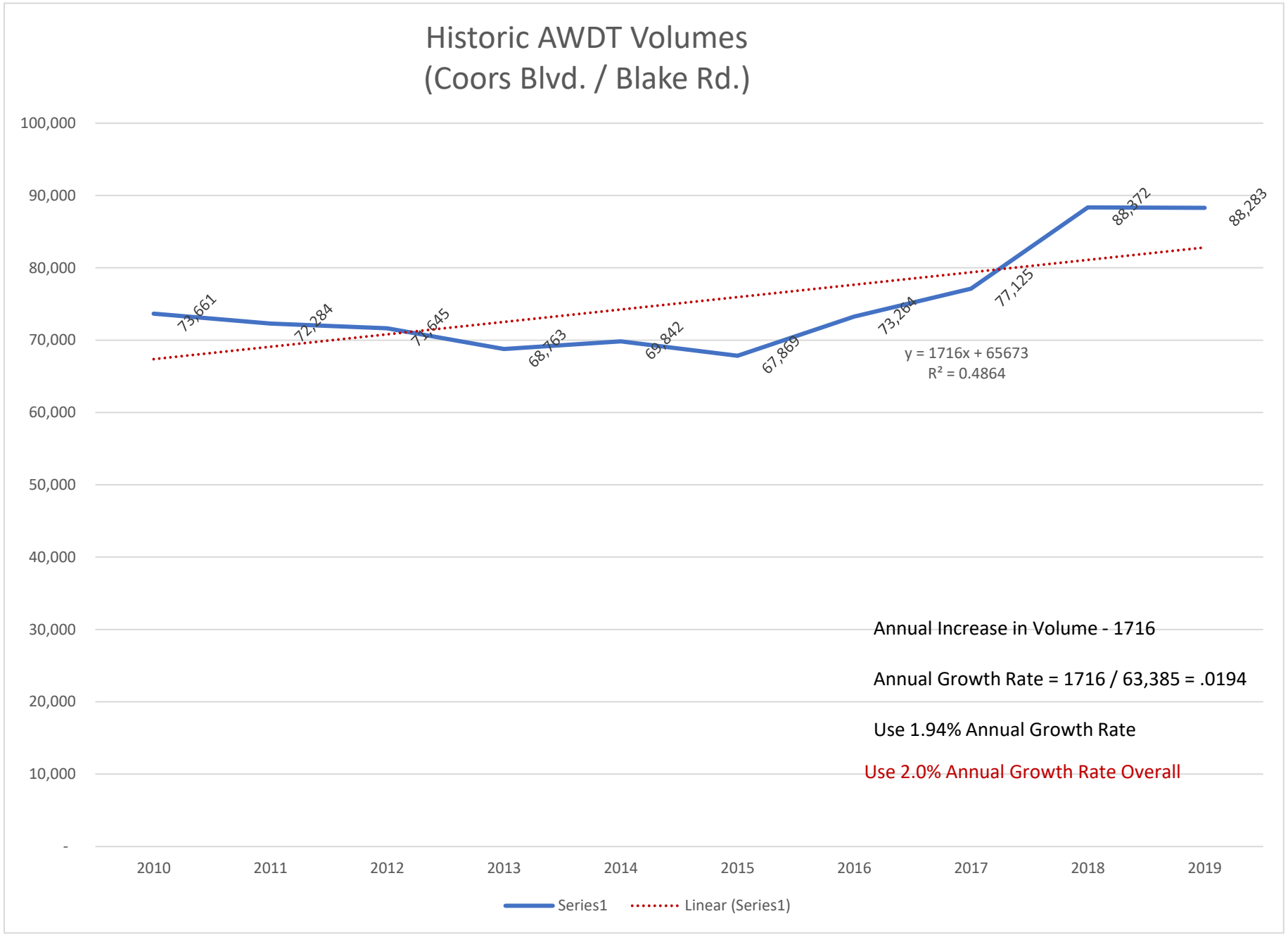
(Coors Blvd. & Ervien Ln.)

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

COG ID	Location	Coors and Arenal											
Intersection #1:	**ARENAL / COORS**												
	Street:	**From:**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
26584	ARENAL	EAST OF UNSER - WEST OF COORS	10,116	9,565	9,402	9,252	10,331	10,589	10,991	12,163	12,689	12,865	10,440	12,422
26592	ARENAL	EAST OF COORS - WEST OF ATRISCO	12,762	12,596	12,382	12,184	12,184	8,769	9,102	9,589	17,917	18,166	14,742	12,746
26580	COORS	NORTH OF ARENAL - SOUTH OF OLD COORS RD.	25,402	25,072	25,236	23,261	23,261	23,843	27,566	29,041	30,296	29,400	23,858	29,739
26624	COORS	NORTH OF BLAKE ROAD - SOUTH OF ARENAL	25,381	25,051	24,625	24,066	24,066	24,668	25,605	26,332	27,470	27,852	22,602	26,431
	Total Intersection Traffic Flows		**73,661**	**72,284**	**71,645**	**68,763**	**69,842**	**67,869**	**73,264**	**77,125**	**88,372**	**88,283**	**71,642**	**81,338**

COG ID	Location	Coors and Blake											
Intersection #2:	**BLAKE ROAD / COORS**												
	Street:	**From:**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
26638	BLAKE ROAD	EAST OF UNSER - WEST OF COORS	9,366	7,936	7,801	7,676	9,254	9,325	9,679	10,197	10,743	10,174	8,408	9,848
26636	BLAKE ROAD	EAST OF COORS - WEST OF JOE SANCHEZ RD.	5,932	5,971	5,869	5,775	6,139	9,634	10,000	10,535	11,099	11,693	9,042	11,271
26624	COORS	NORTH OF BLAKE ROAD - SOUTH OF ARENAL	25,381	25,051	24,625	24,066	24,066	24,668	25,605	26,332	27,470	27,852	22,602	26,431
26640	COORS	NORTH OF BARCELONA - SOUTH OF BLAKE RD.	29,132	28,753	12,308	13,198	11,721	12,014	12,471	20,088	20,956	21,247	17,242	28,800
	Total Intersection Traffic Flows		**69,811**	**67,711**	**50,603**	**50,715**	**51,180**	**55,641**	**57,755**	**67,152**	**70,268**	**70,966**	**57,294**	**76,350**


Historic AWDT Volumes
(Coors Blvd. / Arenal Rd.)
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
-
73,661
72,284
71,645
68,763
69,842
67,869
73,264
77,125
88,372
88,283
71,642
81,338
y = 1120.4x + 68058
R² = 0.3266
Annual Increase in Volume - 1120.4
Annual Growth Rate = 1120.4 / 81338 = .0138
Use 1.38% Annual Growth Rate
Use 2.0% Annual Growth Rate Overall
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Series1
Linear (Series1)
Linear (Series1)


Historic AWDT Volumes
(Coors Blvd. / Blake Rd.)
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
-
73,661
72,284
71,645
68,763
69,842
67,869
73,264
77,125
88,372
88,283
y = 1716x + 65673
R² = 0.4864
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
Series1
Linear (Series1)
Annual Increase in Volume - 1716
Annual Growth Rate = 1716 / 63,385 = .0194
Use 1.94% Annual Growth Rate
Use 2.0% Annual Growth Rate Overall

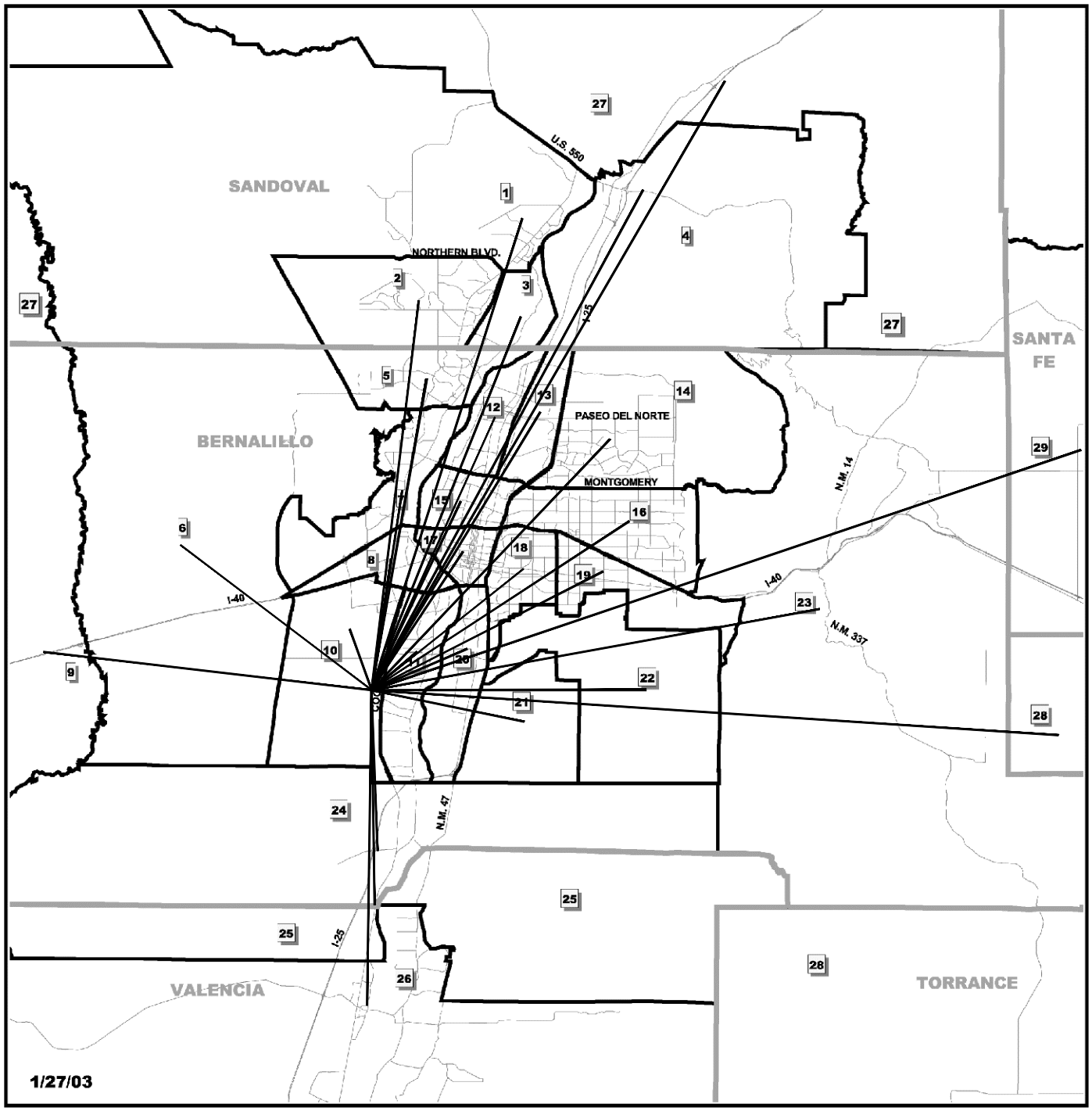


Figure 6

22 Subarea Identification Number

Subareas of the MRCOG Region

Mid-Region
Council of Governments
317 Commercial NE, Suite 104
Albuquerque, NM 87102
505-247-1750

Subarea boundaries extend to county boundary where full extent of subarea not shown except for Subarea 29 which only includes southern Santa Fe County.

Arrowhead Development
(NM 528 / Arrowhead Ridge Dr.)
Trip Distribution Subarea Map

Trip Distribution Table

Riverside Mobile Home Park

Sub Area Employment Data:
For determination of Trip Distribution for Proposed **Residential Development Trips**

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

									(CN) Coors Blvd. North			(AW) Arenal Rd. West			(AE) Arenal Rd. East		
Sub Area I.D.#	**% Sub Area in Study**	**2016 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2016	**2040**	**2025**													
1	100%	8,354	11,675	9,599	9,599	21.1	**455**	**1.09%**	100%	1.09%	455	0%	0.00%	0	0%	0.00%	0
2	100%	16,637	19,808	17,826	17,826	16.7	**1,067**	**2.55%**	100%	2.55%	1,067	0%	0.00%	0	0%	0.00%	0
3	100%	1,731	1,938	1,809	1,809	17.2	**105**	**0.25%**	100%	0.25%	105	0%	0.00%	0	0%	0.00%	0
4	100%	3,725	4,083	3,859	3,859	24.3	**159**	**0.38%**	100%	0.38%	159	0%	0.00%	0	0%	0.00%	0
5	100%	13,625	15,349	14,272	14,272	13.5	**1,057**	**2.52%**	100%	2.52%	1,057	0%	0.00%	0	0%	0.00%	0
6	100%	1,113	4,263	2,294	2,294	10.2	**225**	**0.54%**	100%	0.54%	225	0%	0.00%	0	0%	0.00%	0
7	100%	9,234	11,922	10,242	10,242	8.6	**1,191**	**2.84%**	100%	2.84%	1,191	0%	0.00%	0	0%	0.00%	0
8	100%	9,101	12,837	10,502	10,502	5.6	**1,875**	**4.47%**	100%	4.47%	1,875	0%	0.00%	0	0%	0.00%	0
9	100%	724	1,023	836	836	14.1	**59**	**0.14%**	100%	0.14%	59	0%	0.00%	0	0%	0.00%	0
10	100%	3,409	5,330	4,129	4,129	2.8	**1,475**	**3.52%**	0%	0.00%	0	50%	1.76%	737	0%	0.00%	0
11	100%	5,699	6,882	6,143	6,143	2.5	**2,457**	**5.86%**	0%	0.00%	0	0%	0.00%	0	50%	2.93%	1,229
12	100%	6,287	7,474	6,732	6,732	12.8	**526**	**1.25%**	100%	1.25%	526	0%	0.00%	0	0%	0.00%	0
13	100%	38,387	42,986	40,112	40,112	13.9	**2,886**	**6.88%**	100%	6.88%	2,886	0%	0.00%	0	0%	0.00%	0
14	100%	37,195	40,809	38,550	38,550	14.8	**2,605**	**6.21%**	100%	6.21%	2,605	0%	0.00%	0	0%	0.00%	0
15	100%	17,358	20,784	18,643	18,643	8.9	**2,095**	**5.00%**	100%	5.00%	2,095	0%	0.00%	0	0%	0.00%	0
16	100%	54,135	60,416	56,490	56,490	13.1	**4,312**	**10.29%**	100%	10.29%	4,312	0%	0.00%	0	0%	0.00%	0
17	100%	40,280	48,177	43,241	43,241	7.1	**6,090**	**14.53%**	100%	14.53%	6,090	0%	0.00%	0	0%	0.00%	0
18	100%	32,770	38,004	34,733	34,733	8.3	**4,185**	**9.98%**	100%	9.98%	4,185	0%	0.00%	0	0%	0.00%	0
19	100%	24,729	28,854	26,276	26,276	11.1	**2,367**	**5.65%**	100%	5.65%	2,367	0%	0.00%	0	0%	0.00%	0
20	100%	5,978	8,831	7,048	7,048	4.4	**1,602**	**3.82%**	0%	0.00%	0	0%	0.00%	0	50%	1.91%	801
21	100%	1,755	4,714	2,865	2,865	6.7	**428**	**1.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	28,349	31,083	29,374	29,374	11.7	**2,511**	**5.99%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,923	3,349	3,083	3,083	19.4	**159**	**0.38%**	100%	0.38%	159	0%	0.00%	0	0%	0.00%	0
24	100%	1,271	1,266	1,269	1,269	6.9	**184**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	112	112	112	112	9.2	**12**	**0.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	17,882	21,300	19,164	19,164	13.5	**1,420**	**3.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	5,846	6,024	5,913	5,913	30	**197**	**0.47%**	100%	0.47%	197	0%	0.00%	0	0%	0.00%	0
28	100%	4,338	5,143	4,640	4,640	29.4	**158**	**0.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	1,784	2,111	1,907	1,907	32	**60**	**0.14%**	0%	0.00%	0	100%	0.14%	60	0%	0.00%	0
		394,731	466,547	421,662	421,662		**41,920**	**100.00%**		75.42%	**31,616**		1.90%	**797**		4.84%	**2,029**
											75.42%			1.90%			4.84%

* - Subarea in which the site it located.

Trip Distribution Table

Riverside Mobile Home Park

Sub Area Employment Data:
For determination of Trip Distribution for Proposed **Residential Development Trips**

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

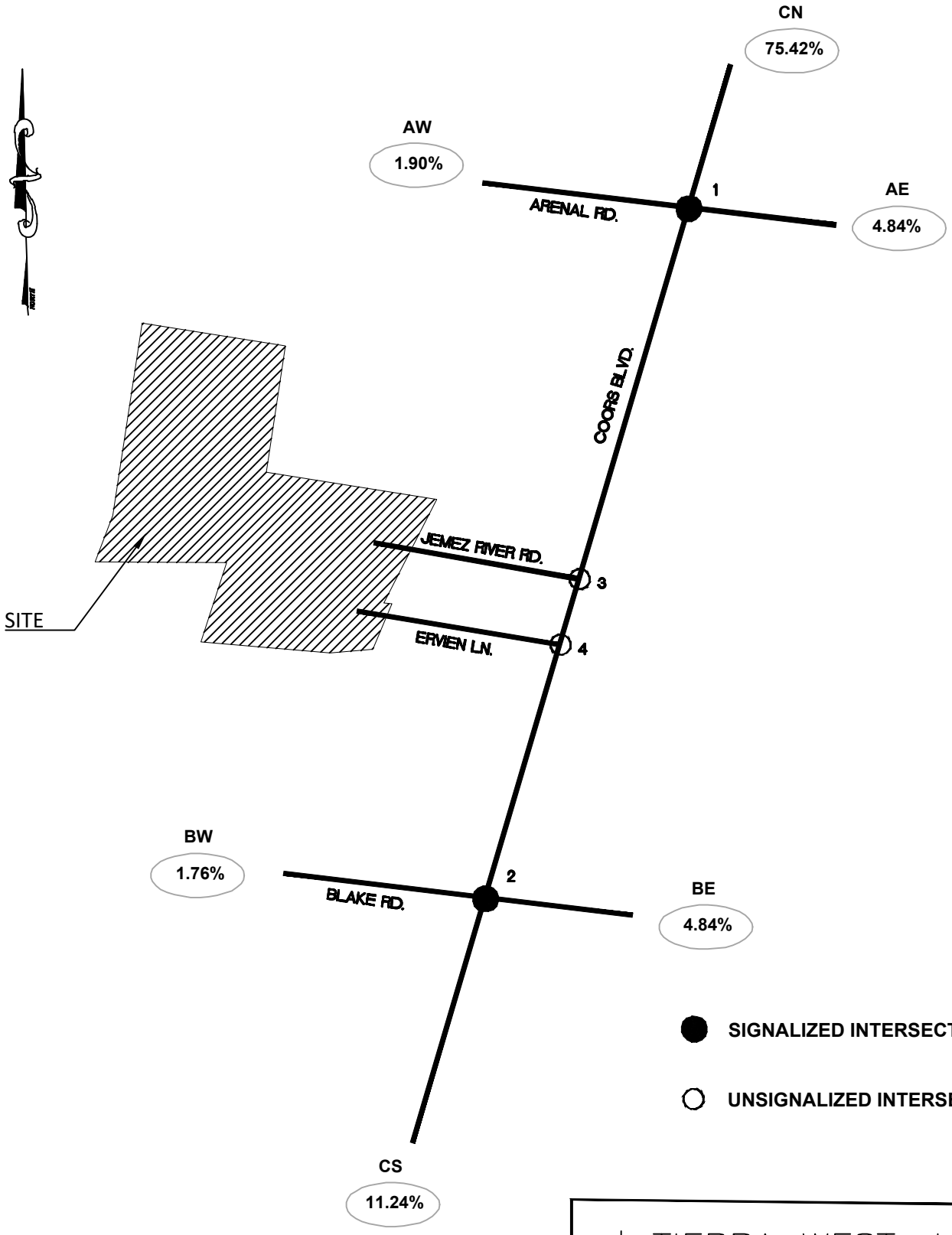
									(BW) Blake Rd. West			(BE) Blake Rd. East			(CS) Coors Blvd. South		
Sub Area I.D.#	**% Sub Area in Study**	**2016 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2016	**2040**	**2025**													
1	100%	8,354	11,675	9,599	9,599	21.1	**455**	**1.09%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	16,637	19,808	17,826	17,826	16.7	**1,067**	**2.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,731	1,938	1,809	1,809	17.2	**105**	**0.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,725	4,083	3,859	3,859	24.3	**159**	**0.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	13,625	15,349	14,272	14,272	13.5	**1,057**	**2.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,113	4,263	2,294	2,294	10.2	**225**	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	9,234	11,922	10,242	10,242	8.6	**1,191**	**2.84%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	9,101	12,837	10,502	10,502	5.6	**1,875**	**4.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	724	1,023	836	836	14.1	**59**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,409	5,330	4,129	4,129	2.8	**1,475**	**3.52%**	50%	1.76%	737	0%	0.00%	0	0%	0.00%	0
11	100%	5,699	6,882	6,143	6,143	2.5	**2,457**	**5.86%**	0%	0.00%	0	50%	2.93%	1,229	0%	0.00%	0
12	100%	6,287	7,474	6,732	6,732	12.8	**526**	**1.25%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	38,387	42,986	40,112	40,112	13.9	**2,886**	**6.88%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	37,195	40,809	38,550	38,550	14.8	**2,605**	**6.21%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	17,358	20,784	18,643	18,643	8.9	**2,095**	**5.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	54,135	60,416	56,490	56,490	13.1	**4,312**	**10.29%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	40,280	48,177	43,241	43,241	7.1	**6,090**	**14.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	32,770	38,004	34,733	34,733	8.3	**4,185**	**9.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	24,729	28,854	26,276	26,276	11.1	**2,367**	**5.65%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	5,978	8,831	7,048	7,048	4.4	**1,602**	**3.82%**	0%	0.00%	0	50%	1.91%	801	0%	0.00%	0
21	100%	1,755	4,714	2,865	2,865	6.7	**428**	**1.02%**	0%	0.00%	0	0%	0.00%	0	100%	1.02%	428
22	100%	28,349	31,083	29,374	29,374	11.7	**2,511**	**5.99%**	0%	0.00%	0	0%	0.00%	0	100%	5.99%	2,511
23	100%	2,923	3,349	3,083	3,083	19.4	**159**	**0.38%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,271	1,266	1,269	1,269	6.9	**184**	**0.44%**	0%	0.00%	0	0%	0.00%	0	100%	0.44%	184
25	100%	112	112	112	112	9.2	**12**	**0.03%**	0%	0.00%	0	0%	0.00%	0	100%	0.03%	12
26	100%	17,882	21,300	19,164	19,164	13.5	**1,420**	**3.39%**	0%	0.00%	0	0%	0.00%	0	100%	3.39%	1,420
27	100%	5,846	6,024	5,913	5,913	30	**197**	**0.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,338	5,143	4,640	4,640	29.4	**158**	**0.38%**	0%	0.00%	0	0%	0.00%	0	100%	0.38%	158
29	100%	1,784	2,111	1,907	1,907	32	**60**	**0.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		394,731	466,547	421,662	421,662		**41,920**	**100.00%**		1.76%	**737**		4.84%	**2,029**		11.24%	**4,712**
											1.76%			4.84%			11.24%

* - Subarea in which the site it located.

Riverside Mobile Home Park - Albuquerque, NM

(Coors Blvd. / Ervien Ln.)

Trip Distribution Map (%)

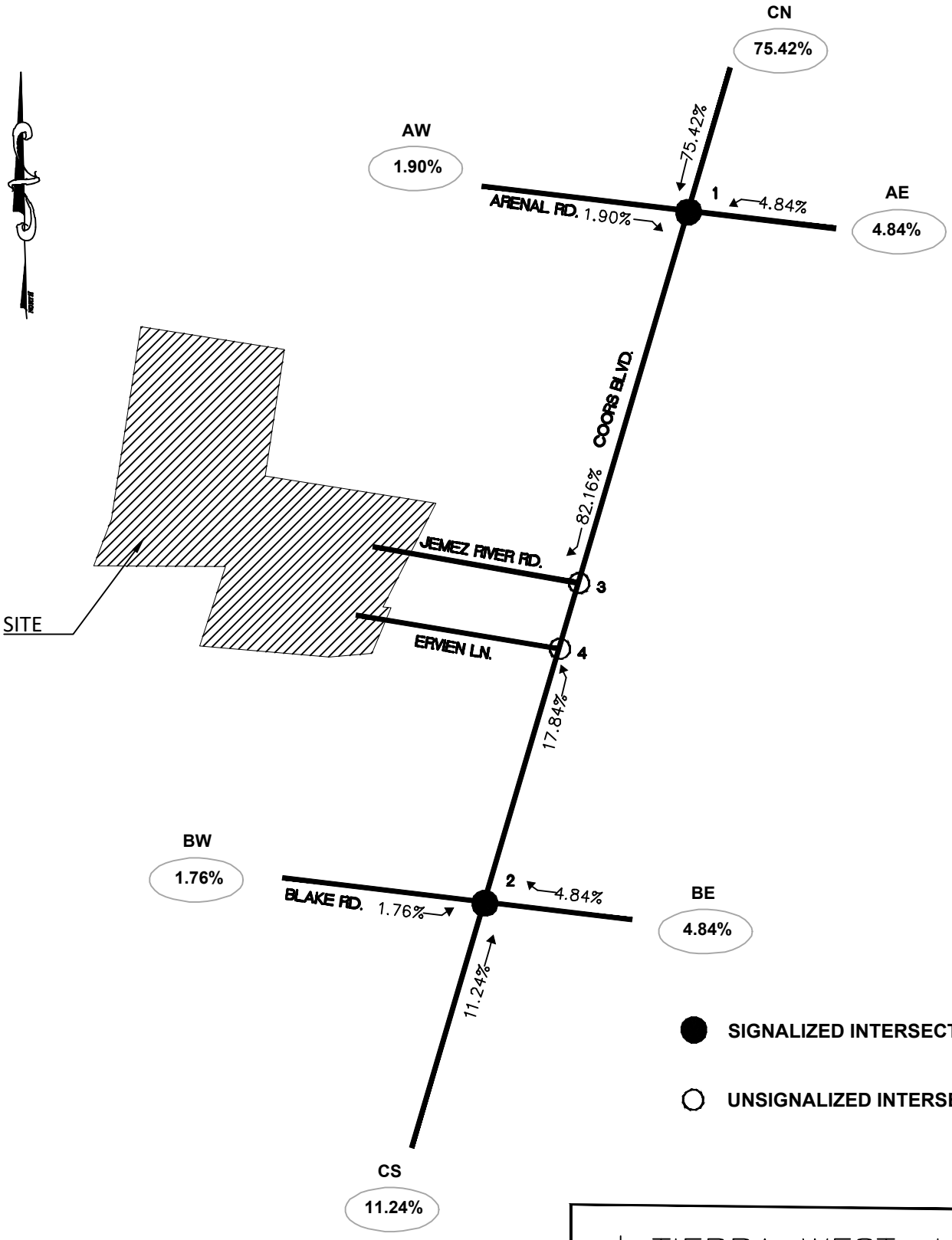


TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100

Riverside Mobile Home Park - Albuquerque, NM

(Coors Blvd. / Ervien Ln.)

Trip Distribution Map (% ENTERING)

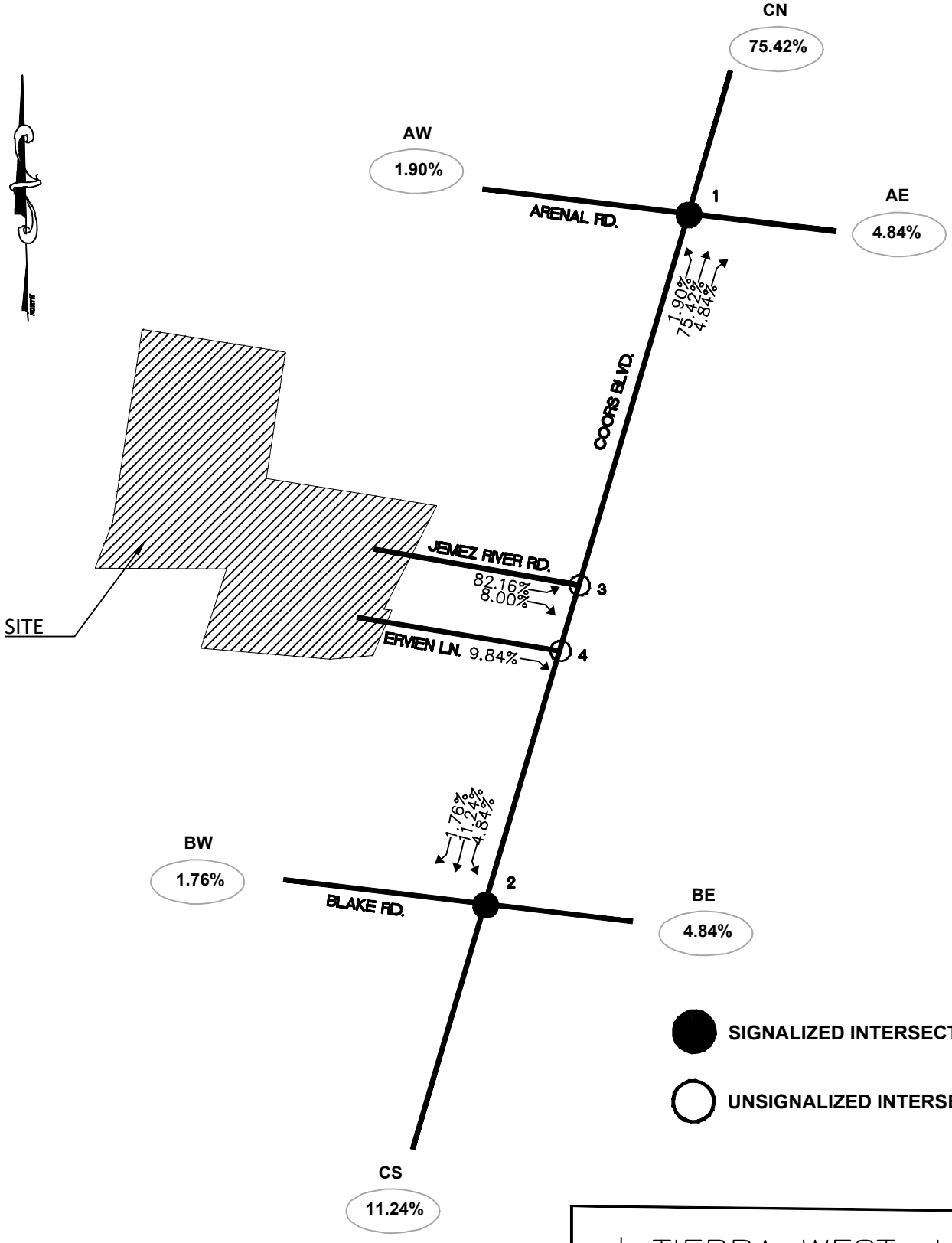


TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100

Riverside Mobile Home Park - Albuquerque, NM

(Coors Blvd. / Ervien Ln.)

Trip Distribution Map (% EXITING)



TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2025) - 100% Development

INTERSECTION: **Summary**

Arenal Rd. / Coors Blvd.

(1)

3.0% Truck

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	244	336	128	116	116	132	104	908	184	116	616	88	
2025 (NO BUILD - A.M.)	*254*	*349*	*136*	*124*	*121*	*137*	*111*	*1,047*	*194*	*121*	*675*	*92*	
2025 (BUILD - A.M.)	***254***	***349***	***136***	***125***	***121***	***137***	***112***	***1,096***	***197***	***121***	***688***	***92***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	188	284	132	148	236	108	148	796	124	100	904	204	
2025 (NO BUILD - P.M.)	*196*	*295*	*140*	*157*	*245*	*112*	*157*	*851*	*132*	*104*	*974*	*212*	
2025 (BUILD - P.M.)	***196***	***295***	***141***	***160***	***245***	***112***	***158***	***880***	***134***	***104***	***1,022***	***212***	

Blake Rd. / Coors Blvd.

(2)

3.0% Truck

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	232	244	284	80	156	80	176	832	100	116	632	116	
2025 (NO BUILD - A.M.)	*337*	*303*	*295*	*107*	*194*	*83*	*183*	*878*	*116*	*137*	*665*	*137*	
2025 (BUILD - A.M.)	***337***	***303***	***295***	***107***	***194***	***84***	***183***	***880***	***116***	***140***	***672***	***138***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	96	132	272	164	248	172	232	876	72	68	884	152	
2025 (NO BUILD - P.M.)	*168*	*165*	*283*	*201*	*303*	*179*	*241*	*923*	*83*	*84*	*963*	*222*	
2025 (BUILD - P.M.)	***169***	***165***	***283***	***201***	***303***	***182***	***241***	***930***	***83***	***86***	***967***	***223***	

Jemez River Rd. / Coors Blvd.

(3)

3.0% Truck

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Jemez River Rd.)			Westbound (Jemez River Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	44	0	0	0	0	0	8	1,108	0	0	856	12	
2025 (NO BUILD - A.M.)	*46*	*0*	*0*	*0*	*0*	*0*	*8*	*1,261*	*0*	*0*	*930*	*12*	
2025 (BUILD - A.M.)	***99***	***0***	***5***	***0***	***0***	***0***	***8***	***1,261***	***0***	***0***	***930***	***26***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Jemez River Rd.)			Westbound (Jemez River Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	16	0	16	0	0	0	12	1,128	0	0	1,120	8	
2025 (NO BUILD - P.M.)	*17*	*0*	*17*	*0*	*0*	*0*	*12*	*1,202*	*0*	*0*	*1,205*	*8*	
2025 (BUILD - P.M.)	***49***	***0***	***20***	***0***	***0***	***0***	***12***	***1,202***	***0***	***0***	***1,205***	***60***	

Ervien Ln. / Coors Blvd.

(4)

3.0% Truck

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Ervien Ln.)			Westbound (Ervien Ln.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	4	0	16	0	0	0	8	1,216	0	0	808	28	
2025 (NO BUILD - A.M.)	*4*	*0*	*17*	*0*	*0*	*0*	*8*	*1,374*	*0*	*0*	*880*	*29*	
2025 (BUILD - A.M.)	***4***	***0***	***23***	***0***	***0***	***0***	***11***	***1,374***	***0***	***0***	***880***	***29***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Ervien Ln.)			Westbound (Ervien Ln.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	20	0	28	0	0	0	40	1,140	0	0	1,084	40	
2025 (NO BUILD - P.M.)	*21*	*0*	*29*	*0*	*0*	*0*	*42*	*1,215*	*0*	*0*	*1,167*	*42*	
2025 (BUILD - P.M.)	***21***	***0***	***33***	***0***	***0***	***0***	***53***	***1,215***	***0***	***0***	***1,167***	***42***	

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements Worksheet

Arenal Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Arenal Rd.** (1)

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

Year of Existing Counts 2023

Horizon Year **2025**

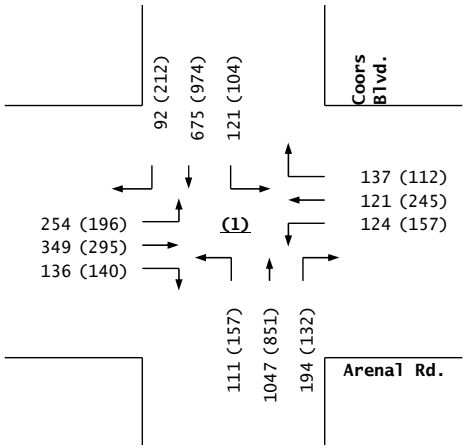
Growth Rates **2.00%** **2.00%** **2.00%** **2.00%**

	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	244	336	128	116	116	132	104	908	184	116	616	88
Background Traffic Growth	10	13	5	5	5	5	4	36	7	5	25	4
Subtotal	254	349	133	121	121	137	108	944	191	121	641	92
Coors & Blake Commercial Site	0	0	3	3	0	0	3	7	3	0	10	0
Blake Mobile Home Park	0	0	0	0	0	0	0	96	0	0	24	0
Subtotal (NO BUILD - A.M.)	254	349	136	124	121	137	111	1,047	194	121	675	92
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***1.90%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.42%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.90%***	***75.42%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	1	0	0	1	49	3	0	13	0
Subtotal AM Pk Hr. BUILD Volumes	**254**	**349**	**136**	**125**	**121**	**137**	**112**	**1,096**	**197**	**121**	**688**	**92**
Total AM Peak Hour BUILD Volumes	**254**	**349**	**136**	**125**	**121**	**137**	**112**	**1,096**	**197**	**121**	**688**	**92**

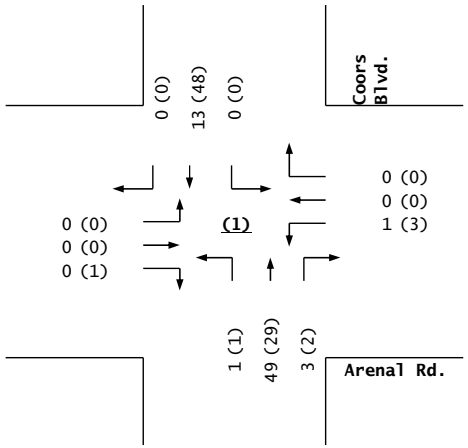
	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	188	284	132	148	236	108	148	796	124	100	904	204
Background Traffic Growth	8	11	5	6	9	4	6	32	5	4	36	8
Subtotal	196	295	137	154	245	112	154	828	129	104	940	212
Coors & Blake Commercial Site	0	0	3	3	0	0	3	6	3	0	7	0
Blake Mobile Home Park	0	0	0	0	0	0	0	17	0	0	27	0
Subtotal (NO BUILD - P.M.)	196	295	140	157	245	112	157	851	132	104	974	212
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***1.90%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.42%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.90%***	***75.42%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	1	3	0	0	1	29	2	0	48	0
Subtotal PM Pk Hr. BUILD Volumes	**196**	**295**	**141**	**160**	**245**	**112**	**158**	**880**	**134**	**104**	**1,022**	**212**
Total PM Peak Hour BUILD Volumes	**196**	**295**	**141**	**160**	**245**	**112**	**158**	**880**	**134**	**104**	**1,022**	**212**

	Entering	Exiting		
Number of Residential Trips Generated	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

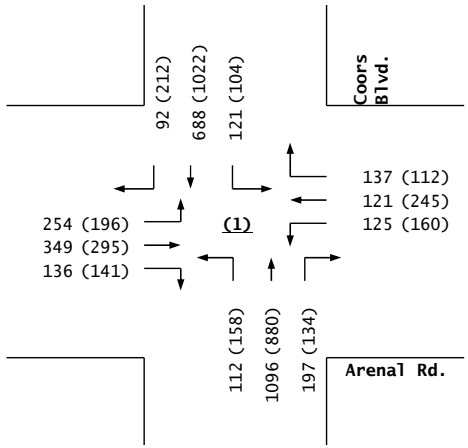
2025
NO BUILD



Trips



2025
BUILD



Arenal Rd. / Coors Blvd.

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements Worksheet

Blake Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Blake Rd.** (2)

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

Year of Existing Counts 2023

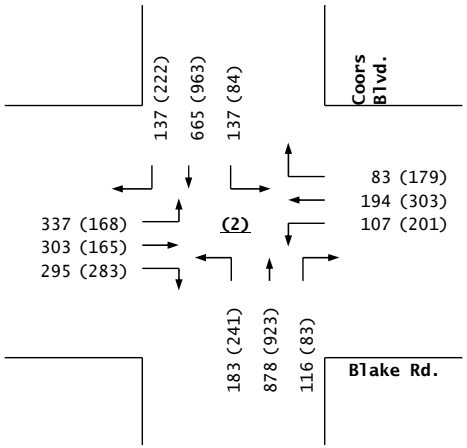
Horizon Year **2025**

	Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
		Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		232	244	284	80	156	80	176	832	100	116	632	116
Background Traffic Growth		9	10	11	3	6	3	7	33	4	5	25	5
Subtotal		241	254	295	83	162	83	183	865	104	121	657	121
Coors & Blake Commercial Site		0	33	0	20	28	0	0	13	0	16	0	0
Blake Mobile Home Park		96	16	0	4	4	0	0	0	12	0	8	16
Subtotal (NO BUILD - A.M.)		337	303	295	107	194	83	183	878	116	137	665	137
Percent Residential Trips Generated(Entering)		***1.76%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	*0.00%*	***11.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	***11.24%***	***1.76%***
Total Trips Generated		0	0	0	0	0	1	0	2	0	3	7	1
Subtotal AM Pk Hr. BUILD Volumes		337	303	295	107	194	84	183	880	116	140	672	138
Total AM Peak Hour BUILD Volumes		**337**	**303**	**295**	**107**	**194**	**84**	**183**	**880**	**116**	**140**	**672**	**138**

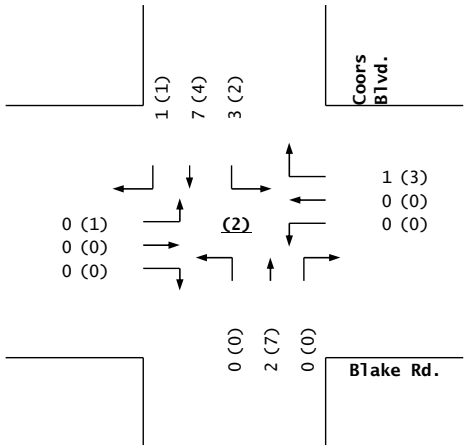
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	96	132	272	164	248	172	232	876	72	68	884	152
Background Traffic Growth	4	5	11	7	10	7	9	35	3	3	35	6
Subtotal	100	137	283	171	258	179	241	911	75	71	919	158
Coors & Blake Commercial Site	0	16	0	18	25	0	0	12	0	13	0	0
Blake Mobile Home Park	68	12	0	12	20	0	0	0	8	0	44	64
Subtotal (NO BUILD - P.M.)	168	165	283	201	303	179	241	923	83	84	963	222
Percent Residential Trips Generated(Entering)	***1.76%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	*0.00%*	***11.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	***11.24%***	***1.76%***
Total Trips Generated	1	0	0	0	0	3	0	7	0	2	4	1
Subtotal PM Pk Hr. BUILD Volumes	169	165	283	201	303	182	241	930	83	86	967	223
Total PM Peak Hour BUILD Volumes	**169**	**165**	**283**	**201**	**303**	**182**	**241**	**930**	**83**	**86**	**967**	**223**

	Entering	Exiting		
Number of Residential Trips Generated	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

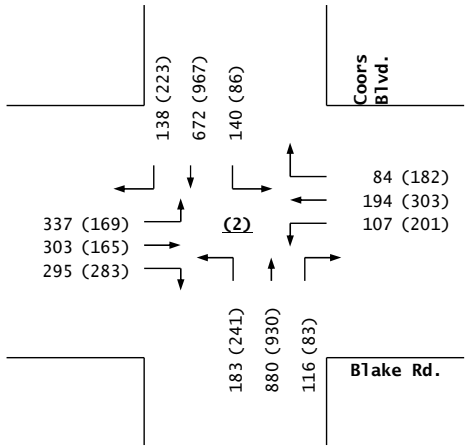
2025
NO BUILD



Trips



2025
BUILD



Blake Rd. / Coors Blvd.

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements Worksheet

Jemez River Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Jemez River Rd.** (3)

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

Year of Existing Counts 2023

Horizon Year **2025**

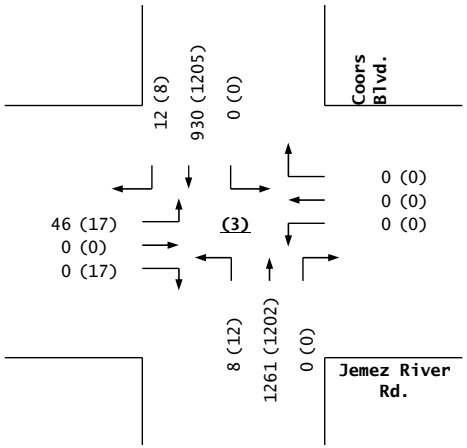
Growth Rates **2.00%** **2.00%** **2.00%** **2.00%**

	Eastbound (Jemez River Rd.)			Westbound (Jemez River Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	0	0	0	0	0	8	1,108	0	0	856	12
Background Traffic Growth	2	0	0	0	0	0	0	44	0	0	34	0
Subtotal	46	0	0	0	0	0	8	1,152	0	0	890	12
Coors & Blake Commercial Site	0	0	0	0	0	0	0	13	0	0	16	0
Blake Mobile Home Park	0	0	0	0	0	0	0	96	0	0	24	0
Subtotal (NO BUILD - A.M.)	46	0	0	0	0	0	8	1,261	0	0	930	12
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***82.16%***
Percent Residential Trips Generated(Exiting)	***82.16%***	*0.00%*	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	53	0	5	0	0	0	0	0	0	0	0	14
Subtotal AM Pk Hr. BUILD Volumes	99	0	5	0	0	0	8	1,261	0	0	930	26
Total AM Peak Hour BUILD Volumes	**99**	**0**	**5**	**0**	**0**	**0**	**8**	**1,261**	**0**	**0**	**930**	**26**

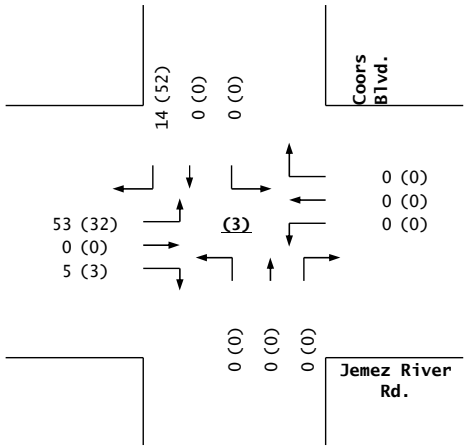
	Eastbound (Jemez River Rd.)			Westbound (Jemez River Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	0	16	0	0	0	12	1,128	0	0	1,120	8
Background Traffic Growth	1	0	1	0	0	0	0	45	0	0	45	0
Subtotal	17	0	17	0	0	0	12	1,173	0	0	1,165	8
Coors & Blake Commercial Site	0	0	0	0	0	0	0	12	0	0	13	0
Blake Mobile Home Park	0	0	0	0	0	0	0	17	0	0	27	0
Subtotal (NO BUILD - P.M.)	17	0	17	0	0	0	12	1,202	0	0	1,205	8
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***82.16%***
Percent Residential Trips Generated(Exiting)	***82.16%***	*0.00%*	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	32	0	3	0	0	0	0	0	0	0	0	52
Subtotal PM Pk Hr. BUILD Volumes	49	0	20	0	0	0	12	1,202	0	0	1,205	60
Total PM Peak Hour BUILD Volumes	**49**	**0**	**20**	**0**	**0**	**0**	**12**	**1,202**	**0**	**0**	**1,205**	**60**

	Entering	Exiting		
Number of Residential Trips Generated	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

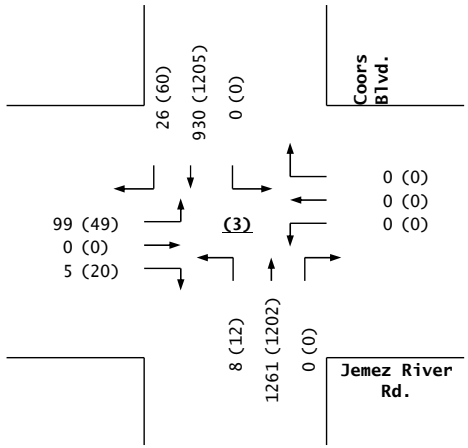
2025
NO BUILD



Trips



2025
BUILD



Jemez River Rd. / Coors Blvd.

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements Worksheet

Ervien Ln. / Coors Blvd.

INTERSECTION: E-W Street: **Ervien Ln.** (4)

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

Year of Existing Counts 2023

Horizon Year **2025**

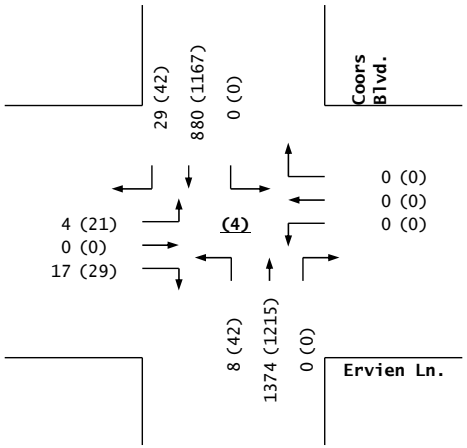
Growth Rates **2.00%** **2.00%** **2.00%** **2.00%**

	Eastbound (Ervien Ln.)			Westbound (Ervien Ln.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	0	16	0	0	0	8	1,216	0	0	808	28
Background Traffic Growth	0	0	1	0	0	0	0	49	0	0	32	1
Subtotal	4	0	17	0	0	0	8	1,265	0	0	840	29
Coors & Blake Commercial Site	0	0	0	0	0	0	0	13	0	0	16	0
Blake Mobile Home Park	0	0	0	0	0	0	0	96	0	0	24	0
Subtotal (NO BUILD - A.M.)	4	0	17	0	0	0	8	1,374	0	0	880	29
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***9.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	6	0	0	0	3	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	4	0	23	0	0	0	11	1,374	0	0	880	29
Total AM Peak Hour BUILD Volumes	**4**	**0**	**23**	**0**	**0**	**0**	**11**	**1,374**	**0**	**0**	**880**	**29**

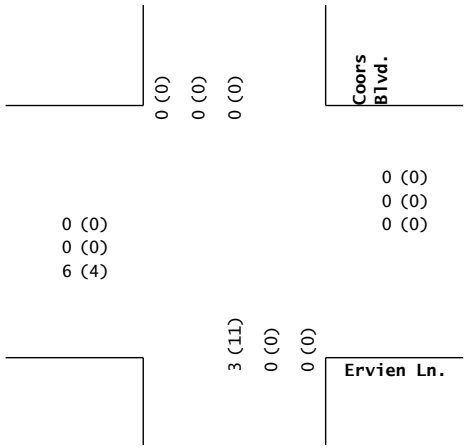
	Eastbound (Ervien Ln.)			Westbound (Ervien Ln.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	0	28	0	0	0	40	1,140	0	0	1,084	40
Background Traffic Growth	1	0	1	0	0	0	2	46	0	0	43	2
Subtotal	21	0	29	0	0	0	42	1,186	0	0	1,127	42
Coors & Blake Commercial Site	0	0	0	0	0	0	0	12	0	0	13	0
Blake Mobile Home Park	0	0	0	0	0	0	0	17	0	0	27	0
Subtotal (NO BUILD - P.M.)	21	0	29	0	0	0	42	1,215	0	0	1,167	42
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***9.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	4	0	0	0	11	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	21	0	33	0	0	0	53	1,215	0	0	1,167	42
Total PM Peak Hour BUILD Volumes	**21**	**0**	**33**	**0**	**0**	**0**	**53**	**1,215**	**0**	**0**	**1,167**	**42**

	Entering	Exiting		
Number of Residential Trips Generated	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

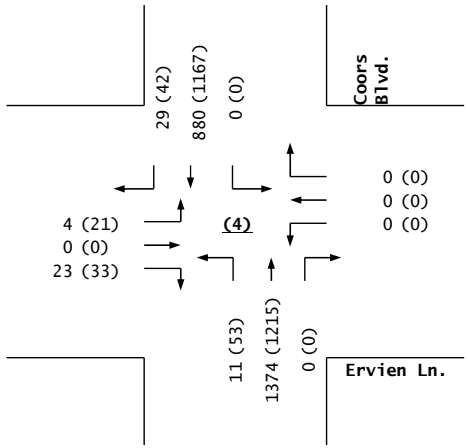
2025
NO BUILD



Trips



2025
BUILD



Ervien Ln. / Coors Blvd.

INPUT DATA IN YELLOW HIGHLIGTED CELLS ONLY

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Projected Turning Movements Worksheet

Arenal Rd. / Coors Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Arenal Rd.** (1)

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

Year of Existing Counts 2023

Implementation Year **2025**

NOTES

1. INPUT Trip Generation Rates

	Entering	Exiting		
Residential Trip Generation Rate (Hourly)	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

2. Calculate Pass-by Trips

3. INPUT Previous Development Volumes and % of Trips Generated

Growth Rates 2.00% 2.00% 2.00% 2.00%

AM Peak

(Hourly Demand Volumes - AM Peak)

		Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	7:00 AM	65	94	30	31	35	39	24	177	67	42	113	13
Existing Volumes (Demand) - Period 2-	7:15 AM	82	87	42	38	44	26	10	194	78	21	108	17
Existing Volumes (Demand) - Period 3-	7:30 AM	72	74	32	49	36	34	20	216	54	19	158	18
Existing Volumes (Demand) - Period 4-	7:45 AM	58	80	30	28	28	32	28	244	51	29	156	22
Existing Volumes (Demand) - Period 5-	8:00 AM	50	83	24	22	38	34	21	188	37	25	179	16
Existing Volumes (Demand) - Period 6-	8:15 AM	42	70	34	39	45	30	15	185	38	19	170	27
Existing Volumes (Demand) - Period 7-	8:30 AM	44	54	32	25	21	16	10	158	35	9	124	20
Existing Volumes (Demand) - Period 8-	8:45 AM	39	50	30	26	18	15	37	206	34	21	133	19
Maximum Existing AM Volumes		**58**	**80**	**30**	**28**	**28**	**32**	**28**	**244**	**51**	**29**	**156**	**22**
Background Traffic Growth		2	3	1	1	1	1	1	10	2	1	6	1
Coors & Blake Commercial Site		0	0	1	1	0	0	1	2	1	0	3	0
Blake Mobile Home Park		0	0	0	0	0	0	0	24	0	0	6	0
AM Peak NO BUILD Volumes - Preiod 1		**67**	**97**	**32**	**33**	**36**	**40**	**26**	**213**	**70**	**43**	**128**	**14**
AM Peak NO BUILD Volumes - Period 2		**84**	**90**	**44**	**40**	**45**	**27**	**12**	**230**	**81**	**22**	**123**	**18**
AM Peak NO BUILD Volumes - Preiod 3		**74**	**77**	**34**	**51**	**37**	**35**	**22**	**252**	**57**	**20**	**173**	**19**
AM Peak NO BUILD Volumes - Period 4		**60**	**83**	**32**	**30**	**29**	**33**	**30**	**280**	**54**	**30**	**171**	**23**
AM Peak NO BUILD Volumes - Preiod 5		**52**	**86**	**26**	**24**	**39**	**35**	**23**	**224**	**40**	**26**	**194**	**17**
AM Peak NO BUILD Volumes - Period 6		**44**	**73**	**36**	**41**	**46**	**31**	**17**	**221**	**41**	**20**	**185**	**28**
AM Peak NO BUILD Volumes - Preiod 7		**46**	**57**	**34**	**27**	**22**	**17**	**12**	**194**	**38**	**10**	**139**	**21**
AM Peak NO BUILD Volumes - Period 8		**41**	**53**	**32**	**28**	**19**	**16**	**39**	**242**	**37**	**22**	**148**	**20**
Maximum AM NO BUILD Volumes		**60**	**83**	**32**	**30**	**29**	**33**	**30**	**280**	**54**	**30**	**171**	**23**
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	***1.90%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.42%***	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.90%***	***75.42%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*
Total Primary Trips Generated		0	0	1	1	0	0	1	13	1	0	4	0
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Peak BUILD Volumes - Period 1		**67**	**97**	**33**	**34**	**36**	**40**	**27**	**226**	**71**	**43**	**132**	**14**
AM Peak BUILD Volumes - Period 2		**84**	**90**	**45**	**41**	**45**	**27**	**13**	**243**	**82**	**22**	**127**	**18**
AM Peak BUILD Volumes - Period 3		**74**	**77**	**35**	**52**	**37**	**35**	**23**	**265**	**58**	**20**	**177**	**19**
AM Peak BUILD Volumes - Period 4		**60**	**83**	**33**	**31**	**29**	**33**	**31**	**293**	**55**	**30**	**175**	**23**
AM Peak BUILD Volumes - Period 5		**52**	**86**	**27**	**25**	**39**	**35**	**24**	**237**	**41**	**26**	**198**	**17**
AM Peak BUILD Volumes - Period 6		**44**	**73**	**37**	**42**	**46**	**31**	**18**	**234**	**42**	**20**	**189**	**28**
AM Peak BUILD Volumes - Period 7		**46**	**57**	**35**	**28**	**22**	**17**	**13**	**207**	**39**	**10**	**143**	**21**
AM Peak BUILD Volumes - Period 8		**41**	**53**	**33**	**29**	**19**	**16**	**40**	**255**	**38**	**22**	**152**	**20**
Maximum AM BUILD Volumes (Demand)		**60**	**83**	**33**	**31**	**29**	**33**	**31**	**293**	**55**	**30**	**175**	**23**

2.00% 2.00% 2.00% 2.00%

PM Peak

(Hourly Demand Volumes - PM Peak)

		Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	4:00 PM	40	43	28	45	56	24	43	187	30	24	223	51
Existing Volumes (Demand) - Period 2-	4:15 PM	47	71	33	33	52	24	37	199	31	25	231	52
Existing Volumes (Demand) - Period 3-	4:30 PM	29	60	15	32	64	18	57	197	27	25	230	61
Existing Volumes (Demand) - Period 4-	4:45 PM	33	56	34	34	60	19	46	179	22	19	188	52
Existing Volumes (Demand) - Period 5-	5:00 PM	36	54	25	17	56	23	57	220	33	32	210	56
Existing Volumes (Demand) - Period 6-	5:15 PM	25	37	25	32	77	16	62	182	34	16	217	66
Existing Volumes (Demand) - Period 7-	5:30 PM	26	53	16	32	62	19	49	187	28	31	227	65

INPUT DATA IN YELLOW HIGHLIGTED CELLS ONLY

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Projected Turning Movements Worksheet

Arenal Rd. / Coors Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Arenal Rd.** (1)

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

Year of Existing Counts 2023

Implementation Year **2025**

NOTES

1. INPUT Trip Generation Rates

	Entering	Exiting		
Residential Trip Generation Rate (Hourly)	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

2. Calculate Pass-by Trips

3. INPUT Previous Development Volumes and % of Trips Generated

Growth Rates		**2.00%**			**2.00%**			**2.00%**			**2.00%**		
Existing Volumes (Demand) - Period 8-	5:45 PM	28	39	24	46	64	29	52	181	26	26	213	68
Maximum Existing PM Volumes		**47**	**71**	**33**	**33**	**52**	**24**	**37**	**199**	**31**	**25**	**231**	**52**
Background Traffic Growth		2	3	1	1	2	1	1	8	1	1	9	2
Coors & Blake Commercial Site		0	0	1	1	0	0	1	2	1	0	2	0
Blake Mobile Home Park		0	0	0	0	0	0	0	17	0	0	27	0
PM Peak NO BUILD Volumes - Period 1		**42**	**46**	**30**	**47**	**58**	**25**	**45**	**214**	**32**	**25**	**261**	**53**
PM Peak NO BUILD Volumes - Period 2		**49**	**74**	**35**	**35**	**54**	**25**	**39**	**226**	**33**	**26**	**269**	**54**
PM Peak NO BUILD Volumes - Period 3		**31**	**63**	**17**	**34**	**66**	**19**	**59**	**224**	**29**	**26**	**268**	**63**
PM Peak NO BUILD Volumes - Period 4		**35**	**59**	**36**	**36**	**62**	**20**	**48**	**206**	**24**	**20**	**226**	**54**
PM Peak NO BUILD Volumes - Period 5		**38**	**57**	**27**	**19**	**58**	**24**	**59**	**247**	**35**	**33**	**248**	**58**
PM Peak NO BUILD Volumes - Period 6		**27**	**40**	**27**	**34**	**79**	**17**	**64**	**209**	**36**	**17**	**255**	**68**
PM Peak NO BUILD Volumes - Period 7		**28**	**56**	**18**	**34**	**64**	**20**	**51**	**214**	**30**	**32**	**265**	**67**
PM Peak NO BUILD Volumes - Period 8		**30**	**42**	**26**	**48**	**66**	**30**	**54**	**208**	**28**	**27**	**251**	**70**
Maximum PM NO BUILD Volumes		**49**	**74**	**35**	**35**	**54**	**25**	**39**	**226**	**33**	**26**	**269**	**54**
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	***1.90%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.42%***	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.90%***	***75.42%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*
Total Primary Trips Generated		0	0	1	1	0	0	1	8	1	0	12	0
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PM Peak BUILD Volumes - Preiod 1		**42**	**46**	**31**	**48**	**58**	**25**	**46**	**222**	**33**	**25**	**273**	**53**
PM Peak BUILD Volumes - Period 2		**49**	**74**	**36**	**36**	**54**	**25**	**40**	**234**	**34**	**26**	**281**	**54**
PM Peak BUILD Volumes - Preiod 3		**31**	**63**	**18**	**35**	**66**	**19**	**60**	**232**	**30**	**26**	**280**	**63**
PM Peak BUILD Volumes - Preiod 4		**35**	**59**	**37**	**37**	**62**	**20**	**49**	**214**	**25**	**20**	**238**	**54**
PM Peak BUILD Volumes - Period 5		**38**	**57**	**28**	**20**	**58**	**24**	**60**	**255**	**36**	**33**	**260**	**58**
PM Peak BUILD Volumes - Preiod 6		**27**	**40**	**28**	**35**	**79**	**17**	**65**	**217**	**37**	**17**	**267**	**68**
PM Peak BUILD Volumes - Period 7		**28**	**56**	**19**	**35**	**64**	**20**	**52**	**222**	**31**	**32**	**277**	**67**
PM Peak BUILD Volumes - Period 8		**30**	**42**	**27**	**49**	**66**	**30**	**55**	**216**	**29**	**27**	**263**	**70**
Maximum PM BUILD Volumes		**49**	**74**	**36**	**36**	**54**	**25**	**40**	**234**	**34**	**26**	**281**	**54**

Traffic Count Data Sheet (Raw Count)

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Year Counts Taken: **2023**

E-W Street **Arenal Rd.**

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

Speed Limit (Arenal Rd.)= **30** MPH

Speed Limit (Coors Blvd.)= **45** MPH

Date of Count: **4/19/23**

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~65~~	~~94~~	~~30~~	~~31~~	~~35~~	~~39~~	~~23~~	~~167~~	~~64~~	~~41~~	~~104~~	~~12~~
7:15 AM	7:30 AM	**78**	**82**	**40**	**36**	**42**	**24**	**11**	**204**	**81**	**22**	**117**	**18**
7:30 AM	7:45 AM	**73**	**75**	**32**	**49**	**36**	**34**	**20**	**211**	**53**	**18**	**153**	**17**
7:45 AM	8:00 AM	**61**	**84**	**32**	**29**	**29**	**33**	**26**	**227**	**46**	**29**	**154**	**22**
8:00 AM	8:15 AM	**50**	**83**	**24**	**23**	**39**	**35**	**23**	**206**	**42**	**24**	**174**	**16**
8:15 AM	8:30 AM	~~42~~	~~70~~	~~34~~	~~38~~	~~44~~	~~29~~	~~14~~	~~180~~	~~37~~	~~19~~	~~166~~	~~26~~
8:30 AM	8:45 AM	~~43~~	~~52~~	~~31~~	~~25~~	~~21~~	~~16~~	~~11~~	~~166~~	~~37~~	~~11~~	~~140~~	~~22~~
8:45 AM	9:00 AM	~~40~~	~~52~~	~~31~~	~~27~~	~~19~~	~~16~~	~~35~~	~~190~~	~~30~~	~~20~~	~~128~~	~~18~~
AM Peak Hour Volumes		**262**	**324**	**128**	**137**	**146**	**126**	**80**	**848**	**222**	**93**	**598**	**73**
% of Total Traffic		36.7%	45.4%	17.9%	33.5%	35.7%	30.8%	7.0%	73.7%	19.3%	12.2%	78.3%	9.6%
% Directional			23.5%			13.5%			37.9%			25.2%	

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~40~~	~~43~~	~~28~~	~~41~~	~~49~~	~~21~~	~~43~~	~~187~~	~~30~~	~~23~~	~~216~~	~~49~~
4:15 PM	4:30 PM	**47**	**71**	**33**	**37**	**59**	**27**	**37**	**199**	**31**	**25**	**226**	**51**
4:30 PM	4:45 PM	**29**	**60**	**15**	**30**	**61**	**17**	**57**	**197**	**27**	**24**	**227**	**60**
4:45 PM	5:00 PM	**32**	**55**	**34**	**35**	**60**	**19**	**46**	**179**	**22**	**21**	**203**	**56**
5:00 PM	5:15 PM	**33**	**49**	**22**	**16**	**55**	**23**	**57**	**220**	**33**	**32**	**210**	**56**
5:15 PM	5:30 PM	~~28~~	~~41~~	~~27~~	~~32~~	~~78~~	~~16~~	~~62~~	~~182~~	~~34~~	~~16~~	~~216~~	~~66~~
5:30 PM	5:45 PM	~~27~~	~~55~~	~~17~~	~~34~~	~~65~~	~~20~~	~~49~~	~~187~~	~~28~~	~~30~~	~~224~~	~~64~~
5:45 PM	6:00 PM	~~28~~	~~39~~	~~24~~	~~46~~	~~64~~	~~29~~	~~52~~	~~181~~	~~26~~	~~27~~	~~217~~	~~69~~
PM Peak Hour Volumes		**141**	**235**	**104**	**118**	**235**	**86**	**197**	**795**	**113**	**102**	**866**	**223**
% of Total Traffic		29.4%	49.0%	21.7%	17.8%	71.9%	10.2%	26.9%	53.5%	19.6%	8.6%	72.7%	18.7%
% Directional			14.9%			34.4%			13.7%			37.0%	

Turning Movement Demand Worksheet: AM PEAK HOUR

Laneage:	1	1	1	1	1	1	2	2	1	1	2	1	
Lane Length (Ft.):	245	305	305	495	125	80	195	470	210	210	345	255	
Lane Capacity (veh.)	10	12	12	20	5	3	8	19	8	8	14	10	
% Turns	36.7%	45.4%	17.9%	33.5%	35.7%	30.8%	7.0%	73.7%	19.3%	12.2%	78.3%	9.6%	Video Time

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	~~65~~	~~94~~	~~30~~	~~31~~	~~35~~	~~39~~	~~23~~	~~167~~	~~64~~	~~41~~	~~104~~	~~12~~	
End of Period Queue			1			0			13			12		N/A
Distributed Queue		0	0	0	0	0	0	1	10	3	1	9	1	
15-Minute Demand		**65**	**94**	**30**	**31**	**35**	**39**	**24**	**177**	**67**	**42**	**113**	**13**	
7:15 AM	7:30 AM	~~78~~	~~82~~	~~40~~	~~36~~	~~42~~	~~24~~	~~11~~	~~204~~	~~81~~	~~22~~	~~117~~	~~18~~	
End of Period Queue			10			5			0			0		N/A
Distributed Queue		4	5	2	2	2	2	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	-1	-10	-3	-1	-9	-1	
15-Minute Demand		**82**	**87**	**42**	**38**	**44**	**26**	**10**	**194**	**78**	**21**	**108**	**17**	
7:30 AM	7:45 AM	~~73~~	~~75~~	~~32~~	~~49~~	~~36~~	~~34~~	~~20~~	~~211~~	~~53~~	~~18~~	~~153~~	~~17~~	
End of Period Queue			9			5			7			6		N/A
Distributed Queue		3	4	2	2	2	2	0	5	1	1	5	1	
Prev. Queue Credit		-4	-5	-2	-2	-2	-2	0	0	0	0	0	0	
15-Minute Demand		**72**	**74**	**32**	**49**	**36**	**34**	**20**	**216**	**54**	**19**	**158**	**18**	
7:45 AM	8:00 AM	~~61~~	~~84~~	~~32~~	~~29~~	~~29~~	~~33~~	~~26~~	~~227~~	~~46~~	~~29~~	~~154~~	~~22~~	
End of Period Queue			0			2			30			9		N/A
Distributed Queue		0	0	0	1	1	1	2	22	6	1	7	1	
Prev. Queue Credit		-3	-4	-2	-2	-2	-2	0	-5	-1	-1	-5	-1	
15-Minute Demand		**58**	**80**	**30**	**28**	**28**	**32**	**28**	**244**	**51**	**29**	**156**	**22**	
8:00 AM	8:15 AM	~~50~~	~~83~~	~~24~~	~~23~~	~~39~~	~~35~~	~~23~~	~~206~~	~~42~~	~~24~~	~~174~~	~~16~~	
End of Period Queue			0			0			5			15		N/A
Distributed Queue		0	0	0	0	0	0	0	4	1	2	12	1	
Prev. Queue Credit		0	0	0	-1	-1	-1	-2	-22	-6	-1	-7	-1	
15-Minute Demand		**50**	**83**	**24**	**22**	**38**	**34**	**21**	**188**	**37**	**25**	**179**	**16**	
8:15 AM	8:30 AM	~~42~~	~~70~~	~~34~~	~~38~~	~~44~~	~~29~~	~~14~~	~~180~~	~~37~~	~~19~~	~~166~~	~~26~~	
End of Period Queue			1			2			12			20		N/A
Distributed Queue		0	0	0	1	1	1	1	9	2	2	16	2	
Prev. Queue Credit		0	0	0	0	0	0	0	-4	-1	-2	-12	-1	
15-Minute Demand		**42**	**70**	**34**	**39**	**45**	**30**	**15**	**185**	**38**	**19**	**170**	**27**	
8:30 AM	8:45 AM	~~43~~	~~52~~	~~31~~	~~25~~	~~21~~	~~16~~	~~11~~	~~166~~	~~37~~	~~11~~	~~140~~	~~22~~	
End of Period Queue			4			2			2			0		N/A
Distributed Queue		1	2	1	1	1	1	0	1	0	0	0	0	
Prev. Queue Credit		0	0	0	-1	-1	-1	-1	-9	-2	-2	-16	-2	
15-Minute Demand		**44**	**54**	**32**	**25**	**21**	**16**	**10**	**158**	**35**	**9**	**124**	**20**	
8:45 AM	9:00 AM	~~40~~	~~52~~	~~31~~	~~27~~	~~19~~	~~16~~	~~35~~	~~190~~	~~30~~	~~20~~	~~128~~	~~18~~	
End of Period Queue			0			0			23			7		N/A
Distributed Queue		0	0	0	0	0	0	2	17	4	1	5	1	
Prev. Queue Credit		-1	-2	-1	-1	-1	-1	0	-1	0	0	0	0	
15-Minute Demand		**39**	**50**	**30**	**26**	**18**	**15**	**37**	**206**	**34**	**21**	**133**	**19**	

Turning Movement Demand Worksheet: PM PEAK HOUR

Laneage:	1	1	1	1	1	1	2	2	1	1	2	1	
Lane Length (Ft.):	245	305	305	495	125	80	195	470	210	210	345	255	
Lane Capacity (veh.)	10	12	12	20	5	3	8	19	8	8	14	10	
% Turns	29.4%	49.0%	21.7%	17.8%	71.9%	10.2%	26.9%	53.5%	19.6%	8.6%	72.7%	18.7%	Video Time

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	~~40~~	~~43~~	~~28~~	~~41~~	~~49~~	~~21~~	~~43~~	~~187~~	~~30~~	~~23~~	~~216~~	~~49~~	
End of Period Queue			0			14			8			10		N/A
Distributed Queue		0	0	0	4	7	3	0	0	0	1	7	2	
15-Minute Demand		**40**	**43**	**28**	**45**	**56**	**24**	**43**	**187**	**30**	**24**	**223**	**51**	
4:15 PM	4:30 PM	~~47~~	~~71~~	~~33~~	~~37~~	~~59~~	~~27~~	~~37~~	~~199~~	~~31~~	~~25~~	~~226~~	~~51~~	
End of Period Queue			0			0			0			17		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	1	12	3	
Prev. Queue Credit		0	0	0	-4	-7	-3	0	0	0	-1	-7	-2	
15-Minute Demand		**47**	**71**	**33**	**33**	**52**	**24**	**37**	**199**	**31**	**25**	**231**	**52**	
4:30 PM	4:45 PM	~~29~~	~~60~~	~~15~~	~~30~~	~~61~~	~~17~~	~~57~~	~~197~~	~~27~~	~~24~~	~~227~~	~~60~~	
End of Period Queue			0			6			0			20		N/A
Distributed Queue		0	0	0	2	3	1	0	0	0	2	15	4	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	-1	-12	-3	
15-Minute Demand		**29**	**60**	**15**	**32**	**64**	**18**	**57**	**197**	**27**	**25**	**230**	**61**	
4:45 PM	5:00 PM	~~32~~	~~55~~	~~34~~	~~35~~	~~60~~	~~19~~	~~46~~	~~179~~	~~22~~	~~21~~	~~203~~	~~56~~	
End of Period Queue			2			5			0			0		N/A
Distributed Queue		1	1	0	1	3	1	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	-2	-3	-1	0	0	0	-2	-15	-4	
15-Minute Demand		**33**	**56**	**34**	**34**	**60**	**19**	**46**	**179**	**22**	**19**	**188**	**52**	
5:00 PM	5:15 PM	~~33~~	~~49~~	~~22~~	~~16~~	~~55~~	~~23~~	~~57~~	~~220~~	~~33~~	~~32~~	~~210~~	~~56~~	
End of Period Queue			13			7			10			0		N/A
Distributed Queue		4	6	3	2	4	1	0	0	0	0	0	0	
Prev. Queue Credit		-1	-1	0	-1	-3	-1	0	0	0	0	0	0	
15-Minute Demand		**36**	**54**	**25**	**17**	**56**	**23**	**57**	**220**	**33**	**32**	**210**	**56**	
5:15 PM	5:30 PM	~~28~~	~~41~~	~~27~~	~~32~~	~~78~~	~~16~~	~~62~~	~~182~~	~~34~~	~~16~~	~~216~~	~~66~~	
End of Period Queue			5			6			9			1		N/A
Distributed Queue		1	2	1	2	3	1	0	0	0	0	1	0	
Prev. Queue Credit		-4	-6	-3	-2	-4	-1	0	0	0	0	0	0	
15-Minute Demand		**25**	**37**	**25**	**32**	**77**	**16**	**62**	**182**	**34**	**16**	**217**	**66**	
5:30 PM	5:45 PM	~~27~~	~~55~~	~~17~~	~~34~~	~~65~~	~~20~~	~~49~~	~~187~~	~~28~~	~~30~~	~~224~~	~~64~~	
End of Period Queue			0			0			15			6		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	1	4	1	
Prev. Queue Credit		-1	-2	-1	-2	-3	-1	0	0	0	0	-1	0	
15-Minute Demand		**26**	**53**	**16**	**32**	**62**	**19**	**49**	**187**	**28**	**31**	**227**	**65**	
5:45 PM	6:00 PM	~~28~~	~~39~~	~~24~~	~~46~~	~~64~~	~~29~~	~~52~~	~~181~~	~~26~~	~~27~~	~~217~~	~~69~~	
End of Period Queue			0			0			16			0		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	-1	-4	-1	
15-Minute Demand		**28**	**39**	**24**	**46**	**64**	**29**	**52**	**181**	**26**	**26**	**213**	**68**	

Traffic Count Data Sheet (Demand Adjusted)

Year Counts Taken: **2023**
E-W Street: **Arenal Rd.**
N-S Street: **Coors Blvd.**
Signalized
Speed Limit (Arenal Rd.)= **30** MPH
Speed Limit (Coors Blvd.)= **45** MPH
4/19/23

Begin Time	End Time	Eastbound (Arenal Rd.)				Westbound (Arenal Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Peds	L	T	R	Peds	L	T	R	Peds	L	T	R	Peds
7:00 AM	7:15 AM	**65**	**94**	**30**	**0**	**31**	**35**	**39**	**0**	**24**	**177**	**67**	**0**	**42**	**113**	**13**	**0**
7:15 AM	7:30 AM	**82**	**87**	**42**	**0**	**38**	**44**	**26**	**0**	**10**	**194**	**78**	**0**	**21**	**108**	**17**	**0**
7:30 AM	7:45 AM	**72**	**74**	**32**	**0**	**49**	**36**	**34**	**0**	**20**	**216**	**54**	**0**	**19**	**158**	**18**	**0**
7:45 AM	8:00 AM	**58**	**80**	**30**	**0**	**28**	**28**	**32**	**0**	**28**	**244**	**51**	**0**	**29**	**156**	**22**	**0**
8:00 AM	8:15 AM	~~50~~	~~83~~	~~24~~	~~0~~	~~22~~	~~38~~	~~34~~	~~0~~	~~21~~	~~188~~	~~37~~	~~0~~	~~25~~	~~179~~	~~16~~	~~0~~
8:15 AM	8:30 AM	~~42~~	~~70~~	~~34~~	~~0~~	~~39~~	~~45~~	~~30~~	~~0~~	~~15~~	~~185~~	~~38~~	~~0~~	~~19~~	~~170~~	~~27~~	~~1~~
8:30 AM	8:45 AM	~~44~~	~~54~~	~~32~~	~~0~~	~~25~~	~~21~~	~~16~~	~~0~~	~~10~~	~~158~~	~~35~~	~~0~~	~~9~~	~~124~~	~~20~~	~~0~~
8:45 AM	9:00 AM	~~39~~	~~50~~	~~30~~	~~0~~	~~26~~	~~18~~	~~15~~	~~0~~	~~37~~	~~206~~	~~34~~	~~0~~	~~21~~	~~133~~	~~19~~	~~0~~
AM Peak Hour Volumes		**277**	**335**	**134**	*0*	**146**	**143**	**131**	*0*	**82**	**831**	**250**	*0*	**111**	**535**	**70**	*0*
Percent Approach		37.1%	44.9%	18.0%		34.8%	34.0%	31.2%		7.1%	71.5%	21.5%		15.5%	74.7%	9.8%	

Begin Time	End Time	Eastbound (Arenal Rd.)				Westbound (Arenal Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Peds	L	T	R	Peds	L	T	R	Peds	L	T	R	Peds
4:00 PM	4:15 PM	~~40~~	~~43~~	~~28~~	~~0~~	~~45~~	~~56~~	~~24~~	~~0~~	~~43~~	~~187~~	~~30~~	~~0~~	~~24~~	~~223~~	~~51~~	~~0~~
4:15 PM	4:30 PM	**47**	**71**	**33**	**0**	**33**	**52**	**24**	**0**	**37**	**199**	**31**	**0**	**25**	**231**	**52**	**0**
4:30 PM	4:45 PM	**29**	**60**	**15**	**0**	**32**	**64**	**18**	**0**	**57**	**197**	**27**	**0**	**25**	**230**	**61**	**0**
4:45 PM	5:00 PM	**33**	**56**	**34**	**0**	**34**	**60**	**19**	**0**	**46**	**179**	**22**	**0**	**19**	**188**	**52**	**0**
5:00 PM	5:15 PM	**36**	**54**	**25**	**0**	**17**	**56**	**23**	**0**	**57**	**220**	**33**	**0**	**32**	**210**	**56**	**0**
5:15 PM	5:30 PM	~~25~~	~~37~~	~~25~~	~~0~~	~~32~~	~~77~~	~~16~~	~~0~~	~~62~~	~~182~~	~~34~~	~~0~~	~~16~~	~~217~~	~~66~~	~~0~~
5:30 PM	5:45 PM	~~26~~	~~53~~	~~16~~	~~0~~	~~32~~	~~62~~	~~19~~	~~0~~	~~49~~	~~187~~	~~28~~	~~0~~	~~31~~	~~227~~	~~65~~	~~0~~
5:45 PM	6:00 PM	~~28~~	~~39~~	~~24~~	~~0~~	~~46~~	~~64~~	~~29~~	~~0~~	~~52~~	~~181~~	~~26~~	~~0~~	~~26~~	~~213~~	~~68~~	~~0~~
PM Peak Hour Volumes		**145**	**241**	**107**	*0*	**116**	**232**	**84**	*0*	**197**	**795**	**113**	*0*	**101**	**859**	**221**	*0*
Percent Approach		29.4%	48.9%	21.7%		26.9%	53.7%	19.4%		17.8%	71.9%	10.2%		8.6%	72.7%	18.7%	

AM Peak Hour Raw Count	262	324	128		137	146	126		80	848	222		93	598	73
% Change	6%	3%	5%		7%	-2%	4%		3%	-2%	13%		19%	-11%	-4%
PM Peak Hour Raw Count	141	235	104		118	235	86		197	795	113		102	866	223
% Change	3%	3%	3%		-2%	-1%	-2%		0%	0%	0%		-1%	-1%	-1%

INPUT DATA IN YELLOW HIGHLIGTED CELLS ONLY

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Projected Turning Movements Worksheet

Blake Rd. / Coors Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Blake Rd.** (2) NOTES

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

Year of Existing Counts 2023

Implementation Year **2025**

1. INPUT Trip Generation Rates

	Entering	Exiting		
Residential Trip Generation Rate (Hourly)	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

2. Calculate Pass-by Trips

3. INPUT Previous Development Volumes and % of Trips Generated

Growth Rates 2.00% 2.00% 2.00% 2.00%

AM Peak

(Hourly Demand Volumes - AM Peak)

		Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	7:00 AM	52	47	52	6	13	20	22	162	10	14	107	13
Existing Volumes (Demand) - Period 2-	7:15 AM	70	54	76	10	13	15	24	215	22	17	155	17
Existing Volumes (Demand) - Period 3-	7:30 AM	37	50	83	14	14	23	17	230	27	12	179	20
Existing Volumes (Demand) - Period 4-	7:45 AM	59	62	72	20	40	21	44	206	25	29	158	29
Existing Volumes (Demand) - Period 5-	8:00 AM	56	39	66	10	23	20	31	194	23	21	158	17
Existing Volumes (Demand) - Period 6-	8:15 AM	38	52	46	22	28	30	14	154	37	29	143	43
Existing Volumes (Demand) - Period 7-	8:30 AM	33	48	53	36	24	27	25	173	51	37	162	21
Existing Volumes (Demand) - Period 8-	8:45 AM	36	46	47	40	33	38	37	182	39	29	130	20
Maximum Existing AM Volumes		**59**	**62**	**72**	**20**	**40**	**21**	**44**	**206**	**25**	**29**	**158**	**29**
Background Traffic Growth		2	2	3	1	2	1	2	8	1	1	6	1
Coors & Blake Commercial Site		0	9	0	5	7	0	0	4	0	4	0	0
Blake Mobile Home Park		24	4	0	1	1	0	0	0	3	0	2	4
AM Peak NO BUILD Volumes - Preiod 1		**78**	**62**	**55**	**13**	**23**	**21**	**24**	**174**	**14**	**19**	**115**	**18**
AM Peak NO BUILD Volumes - Period 2		**96**	**69**	**79**	**17**	**23**	**16**	**26**	**227**	**26**	**22**	**163**	**22**
AM Peak NO BUILD Volumes - Preiod 3		**63**	**65**	**86**	**21**	**24**	**24**	**19**	**242**	**31**	**17**	**187**	**25**
AM Peak NO BUILD Volumes - Period 4		**85**	**77**	**75**	**27**	**50**	**22**	**46**	**218**	**29**	**34**	**166**	**34**
AM Peak NO BUILD Volumes - Preiod 5		**82**	**54**	**69**	**17**	**33**	**21**	**33**	**206**	**27**	**26**	**166**	**22**
AM Peak NO BUILD Volumes - Period 6		**64**	**67**	**49**	**29**	**38**	**31**	**16**	**166**	**41**	**34**	**151**	**48**
AM Peak NO BUILD Volumes - Preiod 7		**59**	**63**	**56**	**43**	**34**	**28**	**27**	**185**	**55**	**42**	**170**	**26**
AM Peak NO BUILD Volumes - Period 8		**62**	**61**	**50**	**47**	**43**	**39**	**39**	**194**	**43**	**34**	**138**	**25**
Maximum AM NO BUILD Volumes		**85**	**77**	**75**	**27**	**50**	**22**	**46**	**218**	**29**	**34**	**166**	**34**
Percent Residential Trips Generated(Entering)		***1.76%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	*0.00%*	***11.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	***11.24%***	***1.76%***
Total Primary Trips Generated		1	0	0	0	0	1	0	1	0	1	2	1
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Peak BUILD Volumes - Preiod 1		**79**	**62**	**55**	**13**	**23**	**22**	**24**	**175**	**14**	**20**	**117**	**19**
AM Peak BUILD Volumes - Period 2		**97**	**69**	**79**	**17**	**23**	**17**	**26**	**228**	**26**	**23**	**165**	**23**
AM Peak BUILD Volumes - Preiod 3		**64**	**65**	**86**	**21**	**24**	**25**	**19**	**243**	**31**	**18**	**189**	**26**
AM Peak BUILD Volumes - Preiod 4		**86**	**77**	**75**	**27**	**50**	**23**	**46**	**219**	**29**	**35**	**168**	**35**
AM Peak BUILD Volumes - Period 5		**83**	**54**	**69**	**17**	**33**	**22**	**33**	**207**	**27**	**27**	**168**	**23**
AM Peak BUILD Volumes - Preiod 6		**65**	**67**	**49**	**29**	**38**	**32**	**16**	**167**	**41**	**35**	**153**	**49**
AM Peak BUILD Volumes - Preiod 7		**60**	**63**	**56**	**43**	**34**	**29**	**27**	**186**	**55**	**43**	**172**	**27**
AM Peak BUILD Volumes - Period 8		**63**	**61**	**50**	**47**	**43**	**40**	**39**	**195**	**43**	**35**	**140**	**26**
Maximum AM BUILD Volumes (Demand)		**86**	**77**	**75**	**27**	**50**	**23**	**46**	**219**	**29**	**35**	**168**	**35**

2.00% 2.00% 2.00% 2.00%

PM Peak

(Hourly Demand Volumes - PM Peak)

		Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	4:00 PM	33	33	55	43	61	44	60	206	27	15	178	39
Existing Volumes (Demand) - Period 2-	4:15 PM	23	32	66	41	62	43	58	219	18	17	222	38
Existing Volumes (Demand) - Period 3-	4:30 PM	19	17	47	16	42	19	81	243	11	17	201	48
Existing Volumes (Demand) - Period 4-	4:45 PM	23	18	48	15	47	18	71	216	11	16	200	42
Existing Volumes (Demand) - Period 5-	5:00 PM	26	24	53	22	54	20	55	211	15	15	195	30
Existing Volumes (Demand) - Period 6-	5:15 PM	27	18	43	19	43	30	59	231	28	33	205	41
Existing Volumes (Demand) - Period 7-	5:30 PM	33	38	55	25	47	30	58	211	27	14	203	37

INPUT DATA IN YELLOW HIGHLIGTED CELLS ONLY

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Projected Turning Movements Worksheet

Blake Rd. / Coors Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Blake Rd.** (2)

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

Year of Existing Counts 2023

Implementation Year **2025**

NOTES

1. INPUT Trip Generation Rates

	Entering	Exiting		
Residential Trip Generation Rate (Hourly)	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

2. Calculate Pass-by Trips

3. INPUT Previous Development Volumes and % of Trips Generated

Growth Rates		**2.00%**			**2.00%**			**2.00%**			**2.00%**		
Existing Volumes (Demand) - Period 8-	5:45 PM	26	34	63	15	52	28	60	227	13	13	196	49
Maximum Existing PM Volumes		**23**	**32**	**66**	**41**	**62**	**43**	**58**	**219**	**18**	**17**	**222**	**38**
Background Traffic Growth		1	1	3	2	2	2	2	9	1	1	9	2
Coors & Blake Commercial Site		0	4	0	5	7	0	0	3	0	4	0	0
Blake Mobile Home Park		17	3	0	3	5	0	0	0	2	0	11	16
PM Peak NO BUILD Volumes - Preiod 1		**51**	**41**	**58**	**53**	**75**	**46**	**62**	**218**	**30**	**20**	**198**	**57**
PM Peak NO BUILD Volumes - Period 2		**41**	**40**	**69**	**51**	**76**	**45**	**60**	**231**	**21**	**22**	**242**	**56**
PM Peak NO BUILD Volumes - Preiod 3		**37**	**25**	**50**	**26**	**56**	**21**	**83**	**255**	**14**	**22**	**221**	**66**
PM Peak NO BUILD Volumes - Period 4		**41**	**26**	**51**	**25**	**61**	**20**	**73**	**228**	**14**	**21**	**220**	**60**
PM Peak NO BUILD Volumes - Preiod 5		**44**	**32**	**56**	**32**	**68**	**22**	**57**	**223**	**18**	**20**	**215**	**48**
PM Peak NO BUILD Volumes - Period 6		**45**	**26**	**46**	**29**	**57**	**32**	**61**	**243**	**31**	**38**	**225**	**59**
PM Peak NO BUILD Volumes - Preiod 7		**51**	**46**	**58**	**35**	**61**	**32**	**60**	**223**	**30**	**19**	**223**	**55**
PM Peak NO BUILD Volumes - Period 8		**44**	**42**	**66**	**25**	**66**	**30**	**62**	**239**	**16**	**18**	**216**	**67**
Maximum PM NO BUILD Volumes		**41**	**40**	**69**	**51**	**76**	**45**	**60**	**231**	**21**	**22**	**242**	**56**
Percent Residential Trips Generated(Entering)		***1.76%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	*0.00%*	***11.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	***11.24%***	***1.76%***
Total Primary Trips Generated		1	0	0	0	0	1	0	2	0	1	2	1
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PM Peak BUILD Volumes - Preiod 1		**52**	**41**	**58**	**53**	**75**	**47**	**62**	**220**	**30**	**21**	**200**	**58**
PM Peak BUILD Volumes - Period 2		**42**	**40**	**69**	**51**	**76**	**46**	**60**	**233**	**21**	**23**	**244**	**57**
PM Peak BUILD Volumes - Preiod 3		**38**	**25**	**50**	**26**	**56**	**22**	**83**	**257**	**14**	**23**	**223**	**67**
PM Peak BUILD Volumes - Preiod 4		**42**	**26**	**51**	**25**	**61**	**21**	**73**	**230**	**14**	**22**	**222**	**61**
PM Peak BUILD Volumes - Period 5		**45**	**32**	**56**	**32**	**68**	**23**	**57**	**225**	**18**	**21**	**217**	**49**
PM Peak BUILD Volumes - Preiod 6		**46**	**26**	**46**	**29**	**57**	**33**	**61**	**245**	**31**	**39**	**227**	**60**
PM Peak BUILD Volumes - Preiod 7		**52**	**46**	**58**	**35**	**61**	**33**	**60**	**225**	**30**	**20**	**225**	**56**
PM Peak BUILD Volumes - Period 8		**45**	**42**	**66**	**25**	**66**	**31**	**62**	**241**	**16**	**19**	**218**	**68**
Maximum PM BUILD Volumes		**42**	**40**	**69**	**51**	**76**	**46**	**60**	**233**	**21**	**23**	**244**	**57**

Traffic Count Data Sheet (Raw Count)

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Year Counts Taken: **2023**

E-W Street **Blake Rd.**

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

Speed Limit (Blake Rd.)= **30** MPH

Speed Limit (Coors Blvd.)= **45** MPH

Date of Count: **4/19/23**

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~52~~	~~47~~	~~52~~	~~6~~	~~13~~	~~20~~	~~22~~	~~161~~	~~10~~	~~14~~	~~103~~	~~12~~
7:15 AM	7:30 AM	**69**	**53**	**75**	**10**	**13**	**15**	**24**	**216**	**22**	**16**	**153**	**17**
7:30 AM	7:45 AM	**38**	**51**	**84**	**14**	**14**	**23**	**17**	**228**	**27**	**13**	**185**	**21**
7:45 AM	8:00 AM	**58**	**61**	**71**	**20**	**39**	**20**	**44**	**208**	**25**	**29**	**158**	**29**
8:00 AM	8:15 AM	**57**	**40**	**67**	**10**	**24**	**21**	**30**	**186**	**22**	**21**	**156**	**17**
8:15 AM	8:30 AM	~~38~~	~~52~~	~~46~~	~~22~~	~~28~~	~~30~~	~~14~~	~~154~~	~~37~~	~~28~~	~~139~~	~~42~~
8:30 AM	8:45 AM	~~33~~	~~48~~	~~53~~	~~36~~	~~24~~	~~27~~	~~25~~	~~171~~	~~51~~	~~37~~	~~160~~	~~21~~
8:45 AM	9:00 AM	~~36~~	~~46~~	~~47~~	~~40~~	~~33~~	~~38~~	~~37~~	~~186~~	~~39~~	~~30~~	~~135~~	~~21~~
AM Peak Hour Volumes		**222**	**205**	**297**	**54**	**90**	**79**	**115**	**838**	**96**	**79**	**652**	**84**
% of Total Traffic		30.7%	28.3%	41.0%	24.2%	40.4%	35.4%	11.0%	79.9%	9.2%	9.7%	80.0%	10.3%
% Directional			25.8%			7.9%			37.3%			29.0%	

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**32**	**32**	**53**	**43**	**61**	**44**	**60**	**206**	**27**	**15**	**178**	**39**
4:15 PM	4:30 PM	**24**	**33**	**68**	**41**	**62**	**43**	**58**	**219**	**18**	**17**	**221**	**38**
4:30 PM	4:45 PM	**18**	**16**	**45**	**15**	**41**	**18**	**81**	**243**	**11**	**17**	**202**	**48**
4:45 PM	5:00 PM	**24**	**19**	**50**	**16**	**48**	**19**	**71**	**216**	**11**	**15**	**192**	**40**
5:00 PM	5:15 PM	~~24~~	~~22~~	~~49~~	~~21~~	~~52~~	~~19~~	~~55~~	~~211~~	~~15~~	~~16~~	~~203~~	~~32~~
5:15 PM	5:30 PM	~~28~~	~~19~~	~~45~~	~~20~~	~~45~~	~~31~~	~~59~~	~~231~~	~~28~~	~~33~~	~~205~~	~~41~~
5:30 PM	5:45 PM	~~34~~	~~39~~	~~57~~	~~25~~	~~47~~	~~30~~	~~58~~	~~211~~	~~27~~	~~13~~	~~191~~	~~35~~
5:45 PM	6:00 PM	~~23~~	~~31~~	~~57~~	~~13~~	~~48~~	~~26~~	~~60~~	~~227~~	~~13~~	~~14~~	~~208~~	~~51~~
PM Peak Hour Volumes		**98**	**100**	**216**	**115**	**212**	**124**	**270**	**884**	**67**	**64**	**793**	**165**
% of Total Traffic		23.7%	24.2%	52.2%	22.1%	72.4%	5.5%	25.5%	47.0%	27.5%	6.3%	77.6%	16.1%
% Directional			13.3%			39.3%			14.5%			32.9%	

Turning Movement Demand Worksheet: AM PEAK HOUR

Laneage:	1	1	1	1	1	1	1	2	1	1	2	1	
Lane Length (Ft.):	195	310	220	235	465	210	155	665	195	150	410	145	
Lane Capacity (veh.)	8	12	9	9	19	8	6	27	8	6	16	6	
% Turns	30.7%	28.3%	41.0%	24.2%	40.4%	35.4%	11.0%	79.9%	9.2%	9.7%	80.0%	10.3%	Video Time

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	~~52~~	~~47~~	~~52~~	~~6~~	~~13~~	~~20~~	~~22~~	~~161~~	~~10~~	~~14~~	~~103~~	~~12~~	
End of Period Queue			0			0			1			5		N/A
Distributed Queue		0	0	0	0	0	0	0	1	0	0	4	1	
15-Minute Demand		**52**	**47**	**52**	**6**	**13**	**20**	**22**	**162**	**10**	**14**	**107**	**13**	
7:15 AM	7:30 AM	~~69~~	~~53~~	~~75~~	~~10~~	~~13~~	~~15~~	~~24~~	~~216~~	~~22~~	~~16~~	~~153~~	~~17~~	
End of Period Queue			2			0			0			7		N/A
Distributed Queue		1	1	1	0	0	0	0	0	0	1	6	1	
Prev. Queue Credit		0	0	0	0	0	0	0	-1	0	0	-4	-1	
15-Minute Demand		**70**	**54**	**76**	**10**	**13**	**15**	**24**	**215**	**22**	**17**	**155**	**17**	
7:30 AM	7:45 AM	~~38~~	~~51~~	~~84~~	~~14~~	~~14~~	~~23~~	~~17~~	~~228~~	~~27~~	~~13~~	~~185~~	~~21~~	
End of Period Queue			0			0			2			0		N/A
Distributed Queue		0	0	0	0	0	0	0	2	0	0	0	0	
Prev. Queue Credit		-1	-1	-1	0	0	0	0	0	0	-1	-6	-1	
15-Minute Demand		**37**	**50**	**83**	**14**	**14**	**23**	**17**	**230**	**27**	**12**	**179**	**20**	
7:45 AM	8:00 AM	~~58~~	~~61~~	~~71~~	~~20~~	~~39~~	~~20~~	~~44~~	~~208~~	~~25~~	~~29~~	~~158~~	~~29~~	
End of Period Queue			3			2			0			0		N/A
Distributed Queue		1	1	1	0	1	1	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	-2	0	0	0	0	
15-Minute Demand		**59**	**62**	**72**	**20**	**40**	**21**	**44**	**206**	**25**	**29**	**158**	**29**	
8:00 AM	8:15 AM	~~57~~	~~40~~	~~67~~	~~10~~	~~24~~	~~21~~	~~30~~	~~186~~	~~22~~	~~21~~	~~156~~	~~17~~	
End of Period Queue			0			0			10			2		N/A
Distributed Queue		0	0	0	0	0	0	1	8	1	0	2	0	
Prev. Queue Credit		-1	-1	-1	0	-1	-1	0	0	0	0	0	0	
15-Minute Demand		**56**	**39**	**66**	**10**	**23**	**20**	**31**	**194**	**23**	**21**	**158**	**17**	
8:15 AM	8:30 AM	~~38~~	~~52~~	~~46~~	~~22~~	~~28~~	~~30~~	~~14~~	~~154~~	~~37~~	~~28~~	~~139~~	~~42~~	
End of Period Queue			0			0			10			8		N/A
Distributed Queue		0	0	0	0	0	0	1	8	1	1	6	1	
Prev. Queue Credit		0	0	0	0	0	0	-1	-8	-1	0	-2	0	
15-Minute Demand		**38**	**52**	**46**	**22**	**28**	**30**	**14**	**154**	**37**	**29**	**143**	**43**	
8:30 AM	8:45 AM	~~33~~	~~48~~	~~53~~	~~36~~	~~24~~	~~27~~	~~25~~	~~171~~	~~51~~	~~37~~	~~160~~	~~21~~	
End of Period Queue			0			0			12			10		N/A
Distributed Queue		0	0	0	0	0	0	1	10	1	1	8	1	
Prev. Queue Credit		0	0	0	0	0	0	-1	-8	-1	-1	-6	-1	
15-Minute Demand		**33**	**48**	**53**	**36**	**24**	**27**	**25**	**173**	**51**	**37**	**162**	**21**	
8:45 AM	9:00 AM	~~36~~	~~46~~	~~47~~	~~40~~	~~33~~	~~38~~	~~37~~	~~186~~	~~39~~	~~30~~	~~135~~	~~21~~	
End of Period Queue			0			0			8			4		N/A
Distributed Queue		0	0	0	0	0	0	1	6	1	0	3	0	
Prev. Queue Credit		0	0	0	0	0	0	-1	-10	-1	-1	-8	-1	
15-Minute Demand		**36**	**46**	**47**	**40**	**33**	**38**	**37**	**182**	**39**	**29**	**130**	**20**	

Turning Movement Demand Worksheet: PM PEAK HOUR

Laneage:	1	1	1	1	1	1	1	2	1	1	2	1	
Lane Length (Ft.):	195	310	220	235	465	210	155	665	195	150	410	145	
Lane Capacity (veh.)	8	12	9	9	19	8	6	27	8	6	16	6	
% Turns	23.7%	24.2%	52.2%	22.1%	72.4%	5.5%	25.5%	47.0%	27.5%	6.3%	77.6%	16.1%	Video Time

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	~~32~~	~~32~~	~~53~~	~~43~~	~~61~~	~~44~~	~~60~~	~~206~~	~~27~~	~~15~~	~~178~~	~~39~~	
End of Period Queue			3			0			0			0		N/A
Distributed Queue		1	1	2	0	0	0	0	0	0	0	0	0	
15-Minute Demand		**33**	**33**	**55**	**43**	**61**	**44**	**60**	**206**	**27**	**15**	**178**	**39**	
4:15 PM	4:30 PM	~~24~~	~~33~~	~~68~~	~~41~~	~~62~~	~~43~~	~~58~~	~~219~~	~~18~~	~~17~~	~~221~~	~~38~~	
End of Period Queue			0			0			12			1		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	0	1	0	
Prev. Queue Credit		-1	-1	-2	0	0	0	0	0	0	0	0	0	
15-Minute Demand		**23**	**32**	**66**	**41**	**62**	**43**	**58**	**219**	**18**	**17**	**222**	**38**	
4:30 PM	4:45 PM	~~18~~	~~16~~	~~45~~	~~15~~	~~41~~	~~18~~	~~81~~	~~243~~	~~11~~	~~17~~	~~202~~	~~48~~	
End of Period Queue			4			2			0			0		N/A
Distributed Queue		1	1	2	1	1	1	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	0	-1	0	
15-Minute Demand		**19**	**17**	**47**	**16**	**42**	**19**	**81**	**243**	**11**	**17**	**201**	**48**	
4:45 PM	5:00 PM	~~24~~	~~19~~	~~50~~	~~16~~	~~48~~	~~19~~	~~71~~	~~216~~	~~11~~	~~15~~	~~192~~	~~40~~	
End of Period Queue			0			0			12			10		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	1	8	2	
Prev. Queue Credit		-1	-1	-2	-1	-1	-1	0	0	0	0	0	0	
15-Minute Demand		**23**	**18**	**48**	**15**	**47**	**18**	**71**	**216**	**11**	**16**	**200**	**42**	
5:00 PM	5:15 PM	~~24~~	~~22~~	~~49~~	~~21~~	~~52~~	~~19~~	~~55~~	~~211~~	~~15~~	~~16~~	~~203~~	~~32~~	
End of Period Queue			8			4			0			0		N/A
Distributed Queue		2	2	4	1	2	1	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	-1	-8	-2	
15-Minute Demand		**26**	**24**	**53**	**22**	**54**	**20**	**55**	**211**	**15**	**15**	**195**	**30**	
5:15 PM	5:30 PM	~~28~~	~~19~~	~~45~~	~~20~~	~~45~~	~~31~~	~~59~~	~~231~~	~~28~~	~~33~~	~~205~~	~~41~~	
End of Period Queue			4			0			0			0		N/A
Distributed Queue		1	1	2	0	0	0	0	0	0	0	0	0	
Prev. Queue Credit		-2	-2	-4	-1	-2	-1	0	0	0	0	0	0	
15-Minute Demand		**27**	**18**	**43**	**19**	**43**	**30**	**59**	**231**	**28**	**33**	**205**	**41**	
5:30 PM	5:45 PM	~~34~~	~~39~~	~~57~~	~~25~~	~~47~~	~~30~~	~~58~~	~~211~~	~~27~~	~~13~~	~~191~~	~~35~~	
End of Period Queue			0			0			30			15		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	1	12	2	
Prev. Queue Credit		-1	-1	-2	0	0	0	0	0	0	0	0	0	
15-Minute Demand		**33**	**38**	**55**	**25**	**47**	**30**	**58**	**211**	**27**	**14**	**203**	**37**	
5:45 PM	6:00 PM	~~23~~	~~31~~	~~57~~	~~13~~	~~48~~	~~26~~	~~60~~	~~227~~	~~13~~	~~14~~	~~208~~	~~51~~	
End of Period Queue			12			8			0			0		N/A
Distributed Queue		3	3	6	2	4	2	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	-1	-12	-2	
15-Minute Demand		**26**	**34**	**63**	**15**	**52**	**28**	**60**	**227**	**13**	**13**	**196**	**49**	

Traffic Count Data Sheet (Demand Adjusted)

Year Counts Taken: **2023** E-W Street: **Blake Rd.** Speed Limit (Blake Rd.)= **30** MPH
N-S Street: **Coors Blvd.** Speed Limit (Coors Blvd.)= **45** MPH
Signalized **4/19/23**

Begin Time	End Time	Eastbound (Blake Rd.)				Westbound (Blake Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Peds	L	T	R	Peds	L	T	R	Peds	L	T	R	Peds
7:00 AM	7:15 AM	~~52~~	~~47~~	~~52~~	~~0~~	~~6~~	~~13~~	~~20~~	~~0~~	~~22~~	~~162~~	~~10~~	~~0~~	~~14~~	~~107~~	~~13~~	~~0~~
7:15 AM	7:30 AM	**70**	**54**	**76**	**0**	**10**	**13**	**15**	**0**	**24**	**215**	**22**	**0**	**17**	**155**	**17**	**0**
7:30 AM	7:45 AM	**37**	**50**	**83**	**0**	**14**	**14**	**23**	**0**	**17**	**230**	**27**	**0**	**12**	**179**	**20**	**0**
7:45 AM	8:00 AM	**59**	**62**	**72**	**0**	**20**	**40**	**21**	**0**	**44**	**206**	**25**	**0**	**29**	**158**	**29**	**0**
8:00 AM	8:15 AM	**56**	**39**	**66**	**0**	**10**	**23**	**20**	**0**	**31**	**194**	**23**	**0**	**21**	**158**	**17**	**0**
8:15 AM	8:30 AM	~~38~~	~~52~~	~~46~~	~~0~~	~~22~~	~~28~~	~~30~~	~~0~~	~~14~~	~~154~~	~~37~~	~~0~~	~~29~~	~~143~~	~~43~~	~~0~~
8:30 AM	8:45 AM	~~33~~	~~48~~	~~53~~	~~0~~	~~36~~	~~24~~	~~27~~	~~0~~	~~25~~	~~173~~	~~51~~	~~0~~	~~37~~	~~162~~	~~21~~	~~0~~
8:45 AM	9:00 AM	~~36~~	~~46~~	~~47~~	~~0~~	~~40~~	~~33~~	~~38~~	~~0~~	~~37~~	~~182~~	~~39~~	~~0~~	~~29~~	~~130~~	~~20~~	~~0~~
AM Peak Hour Volumes		**222**	**205**	**297**	*0*	**54**	**90**	**79**	*0*	**116**	**845**	**97**	*0*	**79**	**650**	**83**	*0*
Percent Approach		30.7%	28.3%	41.0%		24.2%	40.4%	35.4%		11.0%	79.9%	9.2%		9.7%	80.0%	10.2%	

Begin Time	End Time	Eastbound (Blake Rd.)				Westbound (Blake Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Peds	L	T	R	Peds	L	T	R	Peds	L	T	R	Peds
4:00 PM	4:15 PM	**33**	**33**	**55**	**0**	**43**	**61**	**44**	**0**	**60**	**206**	**27**	**0**	**15**	**178**	**39**	**0**
4:15 PM	4:30 PM	**23**	**32**	**66**	**0**	**41**	**62**	**43**	**0**	**58**	**219**	**18**	**0**	**17**	**222**	**38**	**0**
4:30 PM	4:45 PM	**19**	**17**	**47**	**0**	**16**	**42**	**19**	**0**	**81**	**243**	**11**	**0**	**17**	**201**	**48**	**0**
4:45 PM	5:00 PM	**23**	**18**	**48**	**0**	**15**	**47**	**18**	**0**	**71**	**216**	**11**	**0**	**16**	**200**	**42**	**0**
5:00 PM	5:15 PM	~~26~~	~~24~~	~~53~~	~~0~~	~~22~~	~~54~~	~~20~~	~~0~~	~~55~~	~~211~~	~~15~~	~~0~~	~~15~~	~~195~~	~~30~~	~~0~~
5:15 PM	5:30 PM	~~27~~	~~18~~	~~43~~	~~0~~	~~19~~	~~43~~	~~30~~	~~0~~	~~59~~	~~231~~	~~28~~	~~0~~	~~33~~	~~205~~	~~41~~	~~0~~
5:30 PM	5:45 PM	~~33~~	~~38~~	~~55~~	~~0~~	~~25~~	~~47~~	~~30~~	~~0~~	~~58~~	~~211~~	~~27~~	~~0~~	~~14~~	~~203~~	~~37~~	~~0~~
5:45 PM	6:00 PM	~~26~~	~~34~~	~~63~~	~~0~~	~~15~~	~~52~~	~~28~~	~~0~~	~~60~~	~~227~~	~~13~~	~~0~~	~~13~~	~~196~~	~~49~~	~~0~~
PM Peak Hour Volumes		**98**	**100**	**216**	*0*	**115**	**212**	**124**	*0*	**270**	**884**	**67**	*0*	**65**	**801**	**167**	*0*
Percent Approach		23.7%	24.2%	52.2%		25.5%	47.0%	27.5%		22.1%	72.4%	5.5%		6.3%	77.5%	16.2%	

AM Peak Hour Raw Count	222	205	297		54	90	79		115	838	96		79	652	84
% Change	0%	0%	0%		0%	0%	0%		1%	1%	1%		0%	0%	-1%
PM Peak Hour Raw Count	98	100	216		115	212	124		270	884	67		64	793	165
% Change	0%	0%	0%		0%	0%	0%		0%	0%	0%		2%	1%	1%

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2035) - 100% Development

INTERSECTION: **Summary**

Arenal Rd. / Coors Blvd.

(1)

3.0% Truck	1.00 Eastbound (Arenal Rd.)			1.00 Westbound (Arenal Rd.)			1.00 Northbound (Coors Blvd.)			1.00 Southbound (Coors Blvd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	244	336	128	116	116	132	104	908	184	116	616	88	
2035 (NO BUILD - A.M.)	*254*	*417*	*162*	*147*	*144*	*164*	*132*	*1,229*	*231*	*144*	*798*	*109*	
2035 (BUILD - A.M.)	***254***	***417***	***162***	***148***	***144***	***164***	***133***	***1,278***	***234***	***144***	***811***	***109***	

	1.00 Eastbound (Arenal Rd.)			1.00 Westbound (Arenal Rd.)			1.00 Northbound (Coors Blvd.)			1.00 Southbound (Coors Blvd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	188	284	132	148	236	108	148	796	124	100	904	204	
2035 (NO BUILD - P.M.)	*233*	*352*	*167*	*187*	*293*	*134*	*187*	*1,010*	*157*	*124*	*1,155*	*253*	
2035 (BUILD - P.M.)	***233***	***352***	***168***	***190***	***293***	***134***	***188***	***1,039***	***159***	***124***	***1,203***	***253***	

Blake Rd. / Coors Blvd.

(2)

3.0% Truck	1.00 Eastbound (Blake Rd.)			1.00 Westbound (Blake Rd.)			1.00 Northbound (Coors Blvd.)			1.00 Southbound (Coors Blvd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	232	244	284	80	156	80	176	832	100	116	632	116	
2035 (NO BUILD - A.M.)	*384*	*352*	*352*	*123*	*225*	*99*	*218*	*1,045*	*136*	*160*	*792*	*160*	
2035 (BUILD - A.M.)	***384***	***352***	***352***	***123***	***225***	***100***	***218***	***1,047***	***136***	***163***	***799***	***161***	

	1.00 Eastbound (Blake Rd.)			1.00 Westbound (Blake Rd.)			1.00 Northbound (Coors Blvd.)			1.00 Southbound (Coors Blvd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	96	132	272	164	248	172	232	876	72	68	884	152	
2035 (NO BUILD - P.M.)	*187*	*192*	*337*	*233*	*353*	*213*	*288*	*1,098*	*97*	*97*	*1,140*	*252*	
2035 (BUILD - P.M.)	***188***	***192***	***337***	***233***	***353***	***216***	***288***	***1,105***	***97***	***99***	***1,144***	***253***	

Jemez River Rd. / Coors Blvd.

(3)

3.0% Truck	1.00 Eastbound (Jemez River Rd.)			1.00 Westbound (Jemez River Rd.)			1.00 Northbound (Coors Blvd.)			1.00 Southbound (Coors Blvd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	44	0	0	0	0	0	8	1,108	0	0	856	12	
2035 (NO BUILD - A.M.)	*55*	*0*	*0*	*0*	*0*	*0*	*10*	*1,483*	*0*	*0*	*1,101*	*15*	
2035 (BUILD - A.M.)	***108***	***0***	***5***	***0***	***0***	***0***	***10***	***1,483***	***0***	***0***	***1,101***	***29***	

	1.00 Eastbound (Jemez River Rd.)			1.00 Westbound (Jemez River Rd.)			1.00 Northbound (Coors Blvd.)			1.00 Southbound (Coors Blvd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	16	0	16	0	0	0	12	1,128	0	0	1,120	8	
2035 (NO BUILD - P.M.)	*20*	*0*	*20*	*0*	*0*	*0*	*15*	*1,428*	*0*	*0*	*1,429*	*10*	
2035 (BUILD - P.M.)	***52***	***0***	***23***	***0***	***0***	***0***	***15***	***1,428***	***0***	***0***	***1,429***	***62***	

Ervien Ln. / Coors Blvd.

(4)

3.0% Truck	1.00 Eastbound (Ervien Ln.)			1.00 Westbound (Ervien Ln.)			1.00 Northbound (Coors Blvd.)			1.00 Southbound (Coors Blvd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	4	0	16	0	0	0	8	1,216	0	0	808	28	
2035 (NO BUILD - A.M.)	*5*	*0*	*20*	*0*	*0*	*0*	*10*	*1,617*	*0*	*0*	*1,042*	*35*	
2035 (BUILD - A.M.)	***5***	***0***	***26***	***0***	***0***	***0***	***13***	***1,617***	***0***	***0***	***1,042***	***35***	

	1.00 Eastbound (Ervien Ln.)			1.00 Westbound (Ervien Ln.)			1.00 Northbound (Coors Blvd.)			1.00 Southbound (Coors Blvd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2023)	20	0	28	0	0	0	40	1,140	0	0	1,084	40	
2035 (NO BUILD - P.M.)	*25*	*0*	*35*	*0*	*0*	*0*	*50*	*1,443*	*0*	*0*	*1,384*	*50*	
2035 (BUILD - P.M.)	***25***	***0***	***39***	***0***	***0***	***0***	***61***	***1,443***	***0***	***0***	***1,384***	***50***	

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements Worksheet

Arenal Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Arenal Rd.** (1)

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

Year of Existing Counts 2023

Horizon Year **2035**

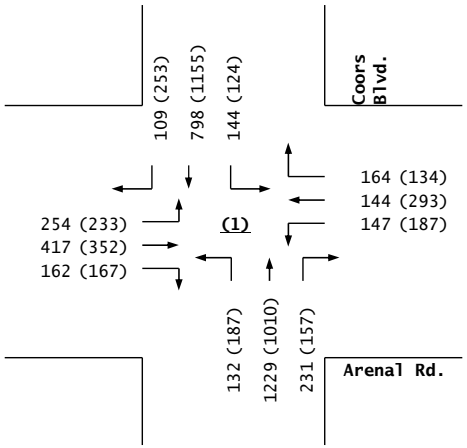
Growth Rates **2.00%** **2.00%** **2.00%** **2.00%**

	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	244	336	128	116	116	132	104	908	184	116	616	88
Background Traffic Growth	59	81	31	28	28	32	25	218	44	28	148	21
Subtotal	303	417	159	144	144	164	129	1,126	228	144	764	109
Coors & Blake Commercial Site	0	0	3	3	0	0	3	7	3	0	10	0
Blake Mobile Home Park	0	0	0	0	0	0	0	96	0	0	24	0
Subtotal (NO BUILD - A.M.)	254	417	162	147	144	164	132	1,229	231	144	798	109
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***1.90%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.42%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.90%***	***75.42%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	1	0	0	1	49	3	0	13	0
Subtotal AM Pk Hr. BUILD Volumes	**254**	**417**	**162**	**148**	**144**	**164**	**133**	**1,278**	**234**	**144**	**811**	**109**
Total AM Peak Hour BUILD Volumes	**254**	**417**	**162**	**148**	**144**	**164**	**133**	**1,278**	**234**	**144**	**811**	**109**

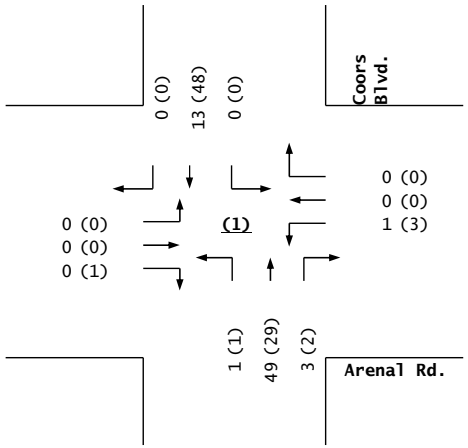
	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	188	284	132	148	236	108	148	796	124	100	904	204
Background Traffic Growth	45	68	32	36	57	26	36	191	30	24	217	49
Subtotal	233	352	164	184	293	134	184	987	154	124	1,121	253
Coors & Blake Commercial Site	0	0	3	3	0	0	3	6	3	0	7	0
Blake Mobile Home Park	0	0	0	0	0	0	0	17	0	0	27	0
Subtotal (NO BUILD - P.M.)	233	352	167	187	293	134	187	1,010	157	124	1,155	253
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***1.90%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.42%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.90%***	***75.42%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	1	3	0	0	1	29	2	0	48	0
Subtotal PM Pk Hr. BUILD Volumes	**233**	**352**	**168**	**190**	**293**	**134**	**188**	**1,039**	**159**	**124**	**1,203**	**253**
Total PM Peak Hour BUILD Volumes	**233**	**352**	**168**	**190**	**293**	**134**	**188**	**1,039**	**159**	**124**	**1,203**	**253**

	Entering	Exiting		
Number of Residential Trips Generated	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

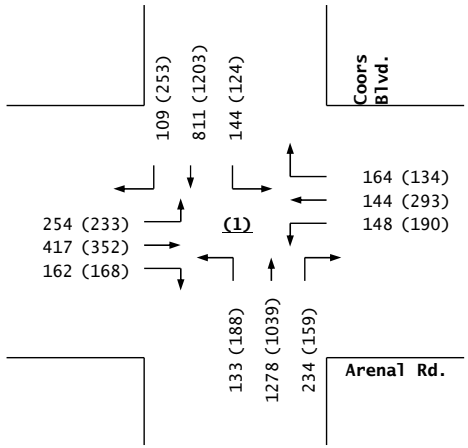
2035
NO BUILD



Trips



2035
BUILD



Arenal Rd. / Coors Blvd.

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements Worksheet

Blake Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Blake Rd.** (2)

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

Year of Existing Counts 2023

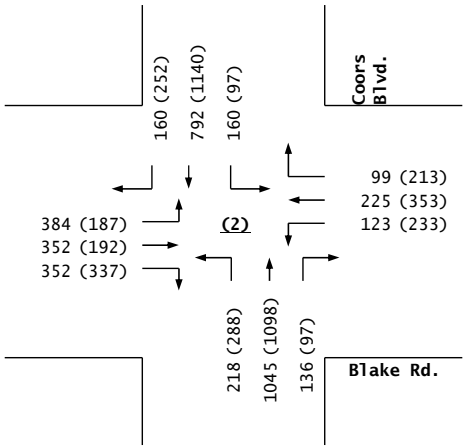
Horizon Year **2035**

	Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
		Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		232	244	284	80	156	80	176	832	100	116	632	116
Background Traffic Growth		56	59	68	19	37	19	42	200	24	28	152	28
Subtotal		288	303	352	99	193	99	218	1,032	124	144	784	144
Coors & Blake Commercial Site		0	33	0	20	28	0	0	13	0	16	0	0
Blake Mobile Home Park		96	16	0	4	4	0	0	0	12	0	8	16
Subtotal (NO BUILD - A.M.)		384	352	352	123	225	99	218	1,045	136	160	792	160
Percent Residential Trips Generated(Entering)		***1.76%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	*0.00%*	***11.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	***11.24%***	***1.76%***
Total Trips Generated		0	0	0	0	0	1	0	2	0	3	7	1
Subtotal AM Pk Hr. BUILD Volumes		**384**	**352**	**352**	**123**	**225**	**100**	**218**	**1,047**	**136**	**163**	**799**	**161**
Total AM Peak Hour BUILD Volumes		**384**	**352**	**352**	**123**	**225**	**100**	**218**	**1,047**	**136**	**163**	**799**	**161**

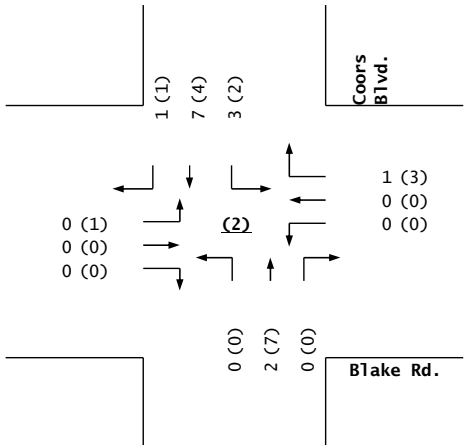
	Eastbound (Blake Rd.)			**Westbound (Blake Rd.)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	96	132	272	164	248	172	232	876	72	68	884	152
Background Traffic Growth	23	32	65	39	60	41	56	210	17	16	212	36
Subtotal	119	164	337	203	308	213	288	1,086	89	84	1,096	188
Coors & Blake Commercial Site	0	16	0	18	25	0	0	12	0	13	0	0
Blake Mobile Home Park	68	12	0	12	20	0	0	0	8	0	44	64
Subtotal (NO BUILD - P.M.)	187	192	337	233	353	213	288	1,098	97	97	1,140	252
Percent Residential Trips Generated(Entering)	***1.76%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	*0.00%*	***11.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	***11.24%***	***1.76%***
Total Trips Generated	1	0	0	0	0	3	0	7	0	2	4	1
Subtotal PM Pk Hr. BUILD Volumes	**188**	**192**	**337**	**233**	**353**	**216**	**288**	**1,105**	**97**	**99**	**1,144**	**253**
Total PM Peak Hour BUILD Volumes	**188**	**192**	**337**	**233**	**353**	**216**	**288**	**1,105**	**97**	**99**	**1,144**	**253**

	Entering	Exiting		
Number of Residential Trips Generated	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

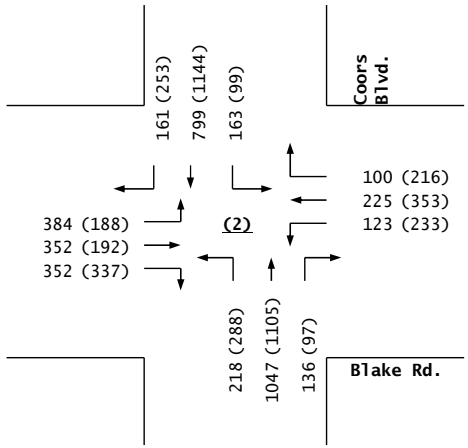
2035
NO BUILD



Trips



2035
BUILD



Blake Rd. / Coors Blvd.

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements Worksheet

Jemez River Rd. / Coors Blvd.

INTERSECTION: E-W Street: **Jemez River Rd.** (3)

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

Year of Existing Counts 2023

Horizon Year **2035**

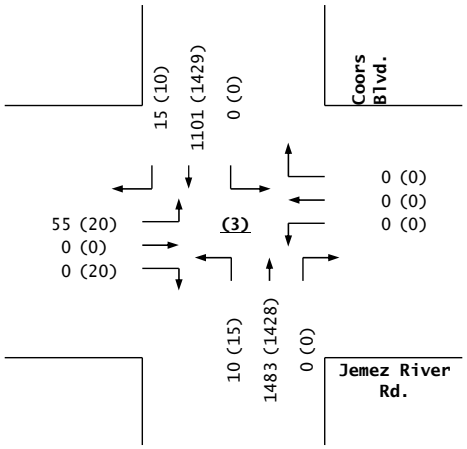
Growth Rates **2.00%** **2.00%** **2.00%** **2.00%**

	Eastbound (Jemez River Rd.)			Westbound (Jemez River Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	0	0	0	0	0	8	1,108	0	0	856	12
Background Traffic Growth	11	0	0	0	0	0	2	266	0	0	205	3
Subtotal	55	0	0	0	0	0	10	1,374	0	0	1,061	15
Coors & Blake Commercial Site	0	0	0	0	0	0	0	13	0	0	16	0
Blake Mobile Home Park	0	0	0	0	0	0	0	96	0	0	24	0
Subtotal (NO BUILD - A.M.)	55	0	0	0	0	0	10	1,483	0	0	1,101	15
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***82.16%***
Percent Residential Trips Generated(Exiting)	***82.16%***	*0.00%*	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	53	0	5	0	0	0	0	0	0	0	0	14
Subtotal AM Pk Hr. BUILD Volumes	**108**	**0**	**5**	**0**	**0**	**0**	**10**	**1,483**	**0**	**0**	**1,101**	**29**
Total AM Peak Hour BUILD Volumes	**108**	**0**	**5**	**0**	**0**	**0**	**10**	**1,483**	**0**	**0**	**1,101**	**29**

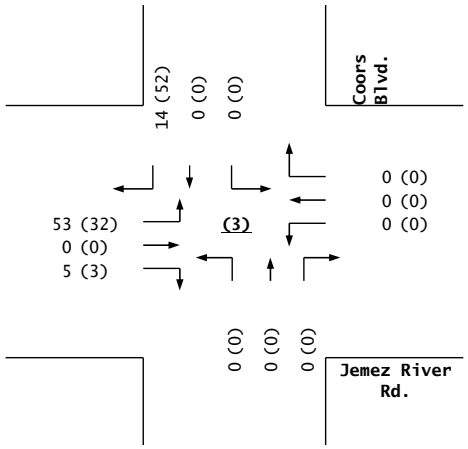
	Eastbound (Jemez River Rd.)			Westbound (Jemez River Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	0	16	0	0	0	12	1,128	0	0	1,120	8
Background Traffic Growth	4	0	4	0	0	0	3	271	0	0	269	2
Subtotal	20	0	20	0	0	0	15	1,399	0	0	1,389	10
Coors & Blake Commercial Site	0	0	0	0	0	0	0	12	0	0	13	0
Blake Mobile Home Park	0	0	0	0	0	0	0	17	0	0	27	0
Subtotal (NO BUILD - P.M.)	20	0	20	0	0	0	15	1,428	0	0	1,429	10
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***82.16%***
Percent Residential Trips Generated(Exiting)	***82.16%***	*0.00%*	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	32	0	3	0	0	0	0	0	0	0	0	52
Subtotal PM Pk Hr. BUILD Volumes	**52**	**0**	**23**	**0**	**0**	**0**	**15**	**1,428**	**0**	**0**	**1,429**	**62**
Total PM Peak Hour BUILD Volumes	**52**	**0**	**23**	**0**	**0**	**0**	**15**	**1,428**	**0**	**0**	**1,429**	**62**

	Entering	Exiting		
Number of Residential Trips Generated	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

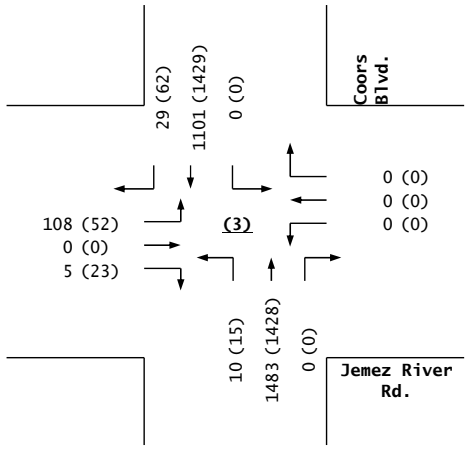
2035
NO BUILD



Trips



2035
BUILD



Jemez River Rd. / Coors Blvd.

Riverside Mobile Home Park (Coors Blvd. & Ervien Ln.)

Projected Turning Movements Worksheet

Ervien Ln. / Coors Blvd.

INTERSECTION: E-W Street: **Ervien Ln.** (4)

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

Year of Existing Counts 2023

Horizon Year **2035**

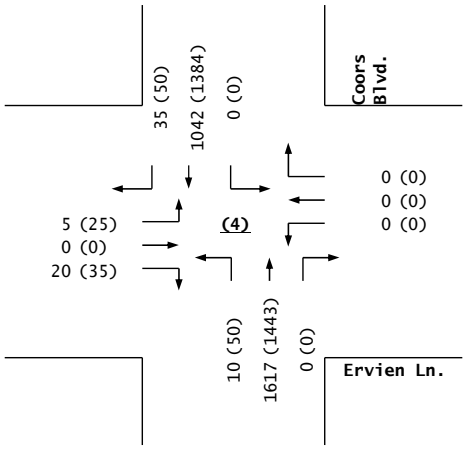
Growth Rates **2.00%** **2.00%** **2.00%** **2.00%**

	Eastbound (Ervien Ln.)			Westbound (Ervien Ln.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	0	16	0	0	0	8	1,216	0	0	808	28
Background Traffic Growth	1	0	4	0	0	0	2	292	0	0	194	7
Subtotal	5	0	20	0	0	0	10	1,508	0	0	1,002	35
Coors & Blake Commercial Site	0	0	0	0	0	0	0	13	0	0	16	0
Blake Mobile Home Park	0	0	0	0	0	0	0	96	0	0	24	0
Subtotal (NO BUILD - A.M.)	5	0	20	0	0	0	10	1,617	0	0	1,042	35
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***9.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	6	0	0	0	3	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**5**	**0**	**26**	**0**	**0**	**0**	**13**	**1,617**	**0**	**0**	**1,042**	**35**
Total AM Peak Hour BUILD Volumes	**5**	**0**	**26**	**0**	**0**	**0**	**13**	**1,617**	**0**	**0**	**1,042**	**35**

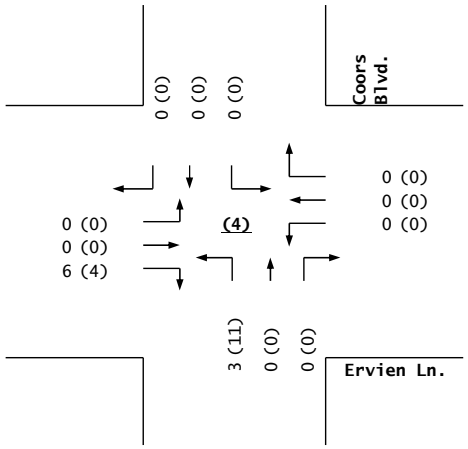
	Eastbound (Ervien Ln.)			Westbound (Ervien Ln.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	0	28	0	0	0	40	1,140	0	0	1,084	40
Background Traffic Growth	5	0	7	0	0	0	10	274	0	0	260	10
Subtotal	25	0	35	0	0	0	50	1,414	0	0	1,344	50
Coors & Blake Commercial Site	0	0	0	0	0	0	0	12	0	0	13	0
Blake Mobile Home Park	0	0	0	0	0	0	0	17	0	0	27	0
Subtotal (NO BUILD - P.M.)	25	0	35	0	0	0	50	1,443	0	0	1,384	50
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***9.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	4	0	0	0	11	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**25**	**0**	**39**	**0**	**0**	**0**	**61**	**1,443**	**0**	**0**	**1,384**	**50**
Total PM Peak Hour BUILD Volumes	**25**	**0**	**39**	**0**	**0**	**0**	**61**	**1,443**	**0**	**0**	**1,384**	**50**

	Entering	Exiting		
Number of Residential Trips Generated	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

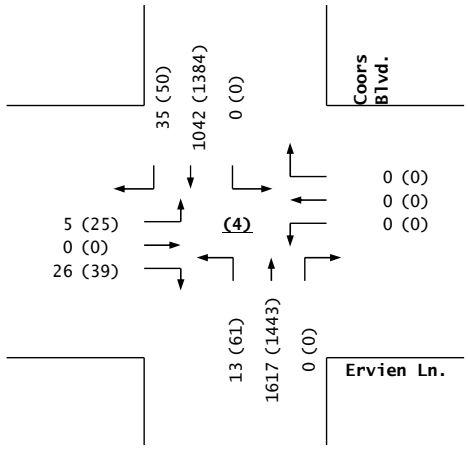
2035
NO BUILD



Trips



2035
BUILD



Ervien Ln. / Coors Blvd.

INPUT DATA IN YELLOW HIGHLIGTED CELLS ONLY

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Projected Turning Movements Worksheet

Arenal Rd. / Coors Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Arenal Rd.** (1)

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

NOTES

Year of Existing Counts 2023

Horizon Year **2035**

1. INPUT Trip Generation Rates

	Entering	Exiting		
Residential Trip Generation Rate (Hourly)	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

2. Calculate Pass-by Trips

3. INPUT Previous Development Volumes and % of Trips Generated

Growth Rates 2.00% 2.00% 2.00% 2.00%

AM Peak

(Hourly Demand Volumes - AM Peak)

		Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	7:00 AM	65	94	30	31	35	39	24	177	67	42	113	13
Existing Volumes (Demand) - Period 2-	7:15 AM	82	87	42	38	44	26	10	194	78	21	108	17
Existing Volumes (Demand) - Period 3-	7:30 AM	72	74	32	49	36	34	20	216	54	19	158	18
Existing Volumes (Demand) - Period 4-	7:45 AM	58	80	30	28	28	32	28	244	51	29	156	22
Existing Volumes (Demand) - Period 5-	8:00 AM	50	83	24	22	38	34	21	188	37	25	179	16
Existing Volumes (Demand) - Period 6-	8:15 AM	42	70	34	39	45	30	15	185	38	19	170	27
Existing Volumes (Demand) - Period 7-	8:30 AM	44	54	32	25	21	16	10	158	35	9	124	20
Existing Volumes (Demand) - Period 8-	8:45 AM	39	50	30	26	18	15	37	206	34	21	133	19
Maximum Existing AM Volumes		**58**	**80**	**30**	**28**	**28**	**32**	**28**	**244**	**51**	**29**	**156**	**22**
Background Traffic Growth		14	19	7	7	7	8	7	59	12	7	37	5
Coors & Blake Commercial Site		0	0	1	1	0	0	1	2	1	0	3	0
Blake Mobile Home Park		0	0	0	0	0	0	0	24	0	0	6	0
AM Peak NO BUILD Volumes - Preiod 1		**79**	**113**	**38**	**39**	**42**	**47**	**32**	**262**	**80**	**49**	**159**	**18**
AM Peak NO BUILD Volumes - Period 2		**96**	**106**	**50**	**46**	**51**	**34**	**18**	**279**	**91**	**28**	**154**	**22**
AM Peak NO BUILD Volumes - Preiod 3		**86**	**93**	**40**	**57**	**43**	**42**	**28**	**301**	**67**	**26**	**204**	**23**
AM Peak NO BUILD Volumes - Period 4		**72**	**99**	**38**	**36**	**35**	**40**	**36**	**329**	**64**	**36**	**202**	**27**
AM Peak NO BUILD Volumes - Preiod 5		**64**	**102**	**32**	**30**	**45**	**42**	**29**	**273**	**50**	**32**	**225**	**21**
AM Peak NO BUILD Volumes - Period 6		**56**	**89**	**42**	**47**	**52**	**38**	**23**	**270**	**51**	**26**	**216**	**32**
AM Peak NO BUILD Volumes - Preiod 7		**58**	**73**	**40**	**33**	**28**	**24**	**18**	**243**	**48**	**16**	**170**	**25**
AM Peak NO BUILD Volumes - Period 8		**53**	**69**	**38**	**34**	**25**	**23**	**45**	**291**	**47**	**28**	**179**	**24**
Maximum AM NO BUILD Volumes		**72**	**99**	**38**	**36**	**35**	**40**	**36**	**329**	**64**	**36**	**202**	**27**
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	***1.90%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.42%***	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.90%***	***75.42%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*
Total Primary Trips Generated		0	0	1	1	0	0	1	13	1	0	4	0
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Peak BUILD Volumes - Period 1		**79**	**113**	**39**	**40**	**42**	**47**	**33**	**275**	**81**	**49**	**163**	**18**
AM Peak BUILD Volumes - Period 2		**96**	**106**	**51**	**47**	**51**	**34**	**19**	**292**	**92**	**28**	**158**	**22**
AM Peak BUILD Volumes - Period 3		**86**	**93**	**41**	**58**	**43**	**42**	**29**	**314**	**68**	**26**	**208**	**23**
AM Peak BUILD Volumes - Period 4		**72**	**99**	**39**	**37**	**35**	**40**	**37**	**342**	**65**	**36**	**206**	**27**
AM Peak BUILD Volumes - Period 5		**64**	**102**	**33**	**31**	**45**	**42**	**30**	**286**	**51**	**32**	**229**	**21**
AM Peak BUILD Volumes - Period 6		**56**	**89**	**43**	**48**	**52**	**38**	**24**	**283**	**52**	**26**	**220**	**32**
AM Peak BUILD Volumes - Period 7		**58**	**73**	**41**	**34**	**28**	**24**	**19**	**256**	**49**	**16**	**174**	**25**
AM Peak BUILD Volumes - Period 8		**53**	**69**	**39**	**35**	**25**	**23**	**46**	**304**	**48**	**28**	**183**	**24**
Maximum AM BUILD Volumes (Demand)		**72**	**99**	**39**	**37**	**35**	**40**	**37**	**342**	**65**	**36**	**206**	**27**

2.00% 2.00% 2.00% 2.00%

PM Peak

(Hourly Demand Volumes - PM Peak)

		Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	4:00 PM	40	43	28	45	56	24	43	187	30	24	223	51
Existing Volumes (Demand) - Period 2-	4:15 PM	47	71	33	33	52	24	37	199	31	25	231	52
Existing Volumes (Demand) - Period 3-	4:30 PM	29	60	15	32	64	18	57	197	27	25	230	61
Existing Volumes (Demand) - Period 4-	4:45 PM	33	56	34	34	60	19	46	179	22	19	188	52
Existing Volumes (Demand) - Period 5-	5:00 PM	36	54	25	17	56	23	57	220	33	32	210	56
Existing Volumes (Demand) - Period 6-	5:15 PM	25	37	25	32	77	16	62	182	34	16	217	66
Existing Volumes (Demand) - Period 7-	5:30 PM	26	53	16	32	62	19	49	187	28	31	227	65

INPUT DATA IN YELLOW HIGHLIGTED CELLS ONLY

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Projected Turning Movements Worksheet

Arenal Rd. / Coors Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Arenal Rd.** (1)

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

Year of Existing Counts 2023

Horizon Year **2035**

NOTES

1. INPUT Trip Generation Rates

	Entering	Exiting		
Residential Trip Generation Rate (Hourly)	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

2. Calculate Pass-by Trips

3. INPUT Previous Development Volumes and % of Trips Generated

Growth Rates		**2.00%**			**2.00%**			**2.00%**			**2.00%**		
Existing Volumes (Demand) - Period 8-	5:45 PM	28	39	24	46	64	29	52	181	26	26	213	68
Maximum Existing PM Volumes		**47**	**71**	**33**	**33**	**52**	**24**	**37**	**199**	**31**	**25**	**231**	**52**
Background Traffic Growth		11	17	8	8	12	6	9	48	7	6	55	12
Coors & Blake Commercial Site		0	0	1	1	0	0	1	2	1	0	2	0
Blake Mobile Home Park		0	0	0	0	0	0	0	17	0	0	27	0
PM Peak NO BUILD Volumes - Period 1		**51**	**60**	**37**	**54**	**68**	**30**	**53**	**254**	**38**	**30**	**307**	**63**
PM Peak NO BUILD Volumes - Period 2		**58**	**88**	**42**	**42**	**64**	**30**	**47**	**266**	**39**	**31**	**315**	**64**
PM Peak NO BUILD Volumes - Period 3		**40**	**77**	**24**	**41**	**76**	**24**	**67**	**264**	**35**	**31**	**314**	**73**
PM Peak NO BUILD Volumes - Period 4		**44**	**73**	**43**	**43**	**72**	**25**	**56**	**246**	**30**	**25**	**272**	**64**
PM Peak NO BUILD Volumes - Period 5		**47**	**71**	**34**	**26**	**68**	**29**	**67**	**287**	**41**	**38**	**294**	**68**
PM Peak NO BUILD Volumes - Period 6		**36**	**54**	**34**	**41**	**89**	**22**	**72**	**249**	**42**	**22**	**301**	**78**
PM Peak NO BUILD Volumes - Period 7		**37**	**70**	**25**	**41**	**74**	**25**	**59**	**254**	**36**	**37**	**311**	**77**
PM Peak NO BUILD Volumes - Period 8		**39**	**56**	**33**	**55**	**76**	**35**	**62**	**248**	**34**	**32**	**297**	**80**
Maximum PM NO BUILD Volumes		**58**	**88**	**42**	**42**	**64**	**30**	**47**	**266**	**39**	**31**	**315**	**64**
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	***1.90%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.42%***	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.90%***	***75.42%***	***4.84%***	*0.00%*	*0.00%*	*0.00%*
Total Primary Trips Generated		0	0	1	1	0	0	1	8	1	0	12	0
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PM Peak BUILD Volumes - Preiod 1		**51**	**60**	**38**	**55**	**68**	**30**	**54**	**262**	**39**	**30**	**319**	**63**
PM Peak BUILD Volumes - Period 2		**58**	**88**	**43**	**43**	**64**	**30**	**48**	**274**	**40**	**31**	**327**	**64**
PM Peak BUILD Volumes - Preiod 3		**40**	**77**	**25**	**42**	**76**	**24**	**68**	**272**	**36**	**31**	**326**	**73**
PM Peak BUILD Volumes - Preiod 4		**44**	**73**	**44**	**44**	**72**	**25**	**57**	**254**	**31**	**25**	**284**	**64**
PM Peak BUILD Volumes - Period 5		**47**	**71**	**35**	**27**	**68**	**29**	**68**	**295**	**42**	**38**	**306**	**68**
PM Peak BUILD Volumes - Preiod 6		**36**	**54**	**35**	**42**	**89**	**22**	**73**	**257**	**43**	**22**	**313**	**78**
PM Peak BUILD Volumes - Period 7		**37**	**70**	**26**	**42**	**74**	**25**	**60**	**262**	**37**	**37**	**323**	**77**
PM Peak BUILD Volumes - Period 8		**39**	**56**	**34**	**56**	**76**	**35**	**63**	**256**	**35**	**32**	**309**	**80**
Maximum PM BUILD Volumes		**58**	**88**	**43**	**43**	**64**	**30**	**48**	**274**	**40**	**31**	**327**	**64**

Traffic Count Data Sheet (Raw Count)

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Year Counts Taken: **2023**

E-W Street **Arenal Rd.**

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

Speed Limit (Arenal Rd.)= **30** MPH

Speed Limit (Coors Blvd.)= **45** MPH

Date of Count: **4/19/23**

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~65~~	~~94~~	~~30~~	~~31~~	~~35~~	~~39~~	~~23~~	~~167~~	~~64~~	~~41~~	~~104~~	~~12~~
7:15 AM	7:30 AM	**78**	**82**	**40**	**36**	**42**	**24**	**11**	**204**	**81**	**22**	**117**	**18**
7:30 AM	7:45 AM	**73**	**75**	**32**	**49**	**36**	**34**	**20**	**211**	**53**	**18**	**153**	**17**
7:45 AM	8:00 AM	**61**	**84**	**32**	**29**	**29**	**33**	**26**	**227**	**46**	**29**	**154**	**22**
8:00 AM	8:15 AM	**50**	**83**	**24**	**23**	**39**	**35**	**23**	**206**	**42**	**24**	**174**	**16**
8:15 AM	8:30 AM	~~42~~	~~70~~	~~34~~	~~38~~	~~44~~	~~29~~	~~14~~	~~180~~	~~37~~	~~19~~	~~166~~	~~26~~
8:30 AM	8:45 AM	~~43~~	~~52~~	~~31~~	~~25~~	~~21~~	~~16~~	~~11~~	~~166~~	~~37~~	~~11~~	~~140~~	~~22~~
8:45 AM	9:00 AM	~~40~~	~~52~~	~~31~~	~~27~~	~~19~~	~~16~~	~~35~~	~~190~~	~~30~~	~~20~~	~~128~~	~~18~~
AM Peak Hour Volumes		**262**	**324**	**128**	**137**	**146**	**126**	**80**	**848**	**222**	**93**	**598**	**73**
% of Total Traffic		36.7%	45.4%	17.9%	33.5%	35.7%	30.8%	7.0%	73.7%	19.3%	12.2%	78.3%	9.6%
% Directional			23.5%			13.5%			37.9%			25.2%	

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~40~~	~~43~~	~~28~~	~~41~~	~~49~~	~~21~~	~~43~~	~~187~~	~~30~~	~~23~~	~~216~~	~~49~~
4:15 PM	4:30 PM	**47**	**71**	**33**	**37**	**59**	**27**	**37**	**199**	**31**	**25**	**226**	**51**
4:30 PM	4:45 PM	**29**	**60**	**15**	**30**	**61**	**17**	**57**	**197**	**27**	**24**	**227**	**60**
4:45 PM	5:00 PM	**32**	**55**	**34**	**35**	**60**	**19**	**46**	**179**	**22**	**21**	**203**	**56**
5:00 PM	5:15 PM	**33**	**49**	**22**	**16**	**55**	**23**	**57**	**220**	**33**	**32**	**210**	**56**
5:15 PM	5:30 PM	~~28~~	~~41~~	~~27~~	~~32~~	~~78~~	~~16~~	~~62~~	~~182~~	~~34~~	~~16~~	~~216~~	~~66~~
5:30 PM	5:45 PM	~~27~~	~~55~~	~~17~~	~~34~~	~~65~~	~~20~~	~~49~~	~~187~~	~~28~~	~~30~~	~~224~~	~~64~~
5:45 PM	6:00 PM	~~28~~	~~39~~	~~24~~	~~46~~	~~64~~	~~29~~	~~52~~	~~181~~	~~26~~	~~27~~	~~217~~	~~69~~
PM Peak Hour Volumes		**141**	**235**	**104**	**118**	**235**	**86**	**197**	**795**	**113**	**102**	**866**	**223**
% of Total Traffic		29.4%	49.0%	21.7%	17.8%	71.9%	10.2%	26.9%	53.5%	19.6%	8.6%	72.7%	18.7%
% Directional			14.9%			34.4%			13.7%			37.0%	

Turning Movement Demand Worksheet: AM PEAK HOUR

Laneage:	1	1	1	1	1	1	2	2	1	1	2	1	
Lane Length (Ft.):	245	305	305	495	125	80	195	470	210	210	345	255	
Lane Capacity (veh.)	10	12	12	20	5	3	8	19	8	8	14	10	
% Turns	36.7%	45.4%	17.9%	33.5%	35.7%	30.8%	7.0%	73.7%	19.3%	12.2%	78.3%	9.6%	Video Time

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	~~65~~	~~94~~	~~30~~	~~31~~	~~35~~	~~39~~	~~23~~	~~167~~	~~64~~	~~41~~	~~104~~	~~12~~	
End of Period Queue			1			0			13			12		N/A
Distributed Queue		0	0	0	0	0	0	1	10	3	1	9	1	
15-Minute Demand		**65**	**94**	**30**	**31**	**35**	**39**	**24**	**177**	**67**	**42**	**113**	**13**	
7:15 AM	7:30 AM	~~78~~	~~82~~	~~40~~	~~36~~	~~42~~	~~24~~	~~11~~	~~204~~	~~81~~	~~22~~	~~117~~	~~18~~	
End of Period Queue			10			5			0			0		N/A
Distributed Queue		4	5	2	2	2	2	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	-1	-10	-3	-1	-9	-1	
15-Minute Demand		**82**	**87**	**42**	**38**	**44**	**26**	**10**	**194**	**78**	**21**	**108**	**17**	
7:30 AM	7:45 AM	~~73~~	~~75~~	~~32~~	~~49~~	~~36~~	~~34~~	~~20~~	~~211~~	~~53~~	~~18~~	~~153~~	~~17~~	
End of Period Queue			9			5			7			6		N/A
Distributed Queue		3	4	2	2	2	2	0	5	1	1	5	1	
Prev. Queue Credit		-4	-5	-2	-2	-2	-2	0	0	0	0	0	0	
15-Minute Demand		**72**	**74**	**32**	**49**	**36**	**34**	**20**	**216**	**54**	**19**	**158**	**18**	
7:45 AM	8:00 AM	~~61~~	~~84~~	~~32~~	~~29~~	~~29~~	~~33~~	~~26~~	~~227~~	~~46~~	~~29~~	~~154~~	~~22~~	
End of Period Queue			0			2			30			9		N/A
Distributed Queue		0	0	0	1	1	1	2	22	6	1	7	1	
Prev. Queue Credit		-3	-4	-2	-2	-2	-2	0	-5	-1	-1	-5	-1	
15-Minute Demand		**58**	**80**	**30**	**28**	**28**	**32**	**28**	**244**	**51**	**29**	**156**	**22**	
8:00 AM	8:15 AM	~~50~~	~~83~~	~~24~~	~~23~~	~~39~~	~~35~~	~~23~~	~~206~~	~~42~~	~~24~~	~~174~~	~~16~~	
End of Period Queue			0			0			5			15		N/A
Distributed Queue		0	0	0	0	0	0	0	4	1	2	12	1	
Prev. Queue Credit		0	0	0	-1	-1	-1	-2	-22	-6	-1	-7	-1	
15-Minute Demand		**50**	**83**	**24**	**22**	**38**	**34**	**21**	**188**	**37**	**25**	**179**	**16**	
8:15 AM	8:30 AM	~~42~~	~~70~~	~~34~~	~~38~~	~~44~~	~~29~~	~~14~~	~~180~~	~~37~~	~~19~~	~~166~~	~~26~~	
End of Period Queue			1			2			12			20		N/A
Distributed Queue		0	0	0	1	1	1	1	9	2	2	16	2	
Prev. Queue Credit		0	0	0	0	0	0	0	-4	-1	-2	-12	-1	
15-Minute Demand		**42**	**70**	**34**	**39**	**45**	**30**	**15**	**185**	**38**	**19**	**170**	**27**	
8:30 AM	8:45 AM	~~43~~	~~52~~	~~31~~	~~25~~	~~21~~	~~16~~	~~11~~	~~166~~	~~37~~	~~11~~	~~140~~	~~22~~	
End of Period Queue			4			2			2			0		N/A
Distributed Queue		1	2	1	1	1	1	0	1	0	0	0	0	
Prev. Queue Credit		0	0	0	-1	-1	-1	-1	-9	-2	-2	-16	-2	
15-Minute Demand		**44**	**54**	**32**	**25**	**21**	**16**	**10**	**158**	**35**	**9**	**124**	**20**	
8:45 AM	9:00 AM	~~40~~	~~52~~	~~31~~	~~27~~	~~19~~	~~16~~	~~35~~	~~190~~	~~30~~	~~20~~	~~128~~	~~18~~	
End of Period Queue			0			0			23			7		N/A
Distributed Queue		0	0	0	0	0	0	2	17	4	1	5	1	
Prev. Queue Credit		-1	-2	-1	-1	-1	-1	0	-1	0	0	0	0	
15-Minute Demand		**39**	**50**	**30**	**26**	**18**	**15**	**37**	**206**	**34**	**21**	**133**	**19**	

Turning Movement Demand Worksheet: PM PEAK HOUR

Laneage:	1	1	1	1	1	1	2	2	1	1	2	1	
Lane Length (Ft.):	245	305	305	495	125	80	195	470	210	210	345	255	
Lane Capacity (veh.)	10	12	12	20	5	3	8	19	8	8	14	10	
% Turns	29.4%	49.0%	21.7%	17.8%	71.9%	10.2%	26.9%	53.5%	19.6%	8.6%	72.7%	18.7%	Video Time

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	~~40~~	~~43~~	~~28~~	~~41~~	~~49~~	~~21~~	~~43~~	~~187~~	~~30~~	~~23~~	~~216~~	~~49~~	
End of Period Queue			0			14			8			10		N/A
Distributed Queue		0	0	0	4	7	3	0	0	0	1	7	2	
15-Minute Demand		**40**	**43**	**28**	**45**	**56**	**24**	**43**	**187**	**30**	**24**	**223**	**51**	
4:15 PM	4:30 PM	~~47~~	~~71~~	~~33~~	~~37~~	~~59~~	~~27~~	~~37~~	~~199~~	~~31~~	~~25~~	~~226~~	~~51~~	
End of Period Queue			0			0			0			17		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	1	12	3	
Prev. Queue Credit		0	0	0	-4	-7	-3	0	0	0	-1	-7	-2	
15-Minute Demand		**47**	**71**	**33**	**33**	**52**	**24**	**37**	**199**	**31**	**25**	**231**	**52**	
4:30 PM	4:45 PM	~~29~~	~~60~~	~~15~~	~~30~~	~~61~~	~~17~~	~~57~~	~~197~~	~~27~~	~~24~~	~~227~~	~~60~~	
End of Period Queue			0			6			0			20		N/A
Distributed Queue		0	0	0	2	3	1	0	0	0	2	15	4	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	-1	-12	-3	
15-Minute Demand		**29**	**60**	**15**	**32**	**64**	**18**	**57**	**197**	**27**	**25**	**230**	**61**	
4:45 PM	5:00 PM	~~32~~	~~55~~	~~34~~	~~35~~	~~60~~	~~19~~	~~46~~	~~179~~	~~22~~	~~21~~	~~203~~	~~56~~	
End of Period Queue			2			5			0			0		N/A
Distributed Queue		1	1	0	1	3	1	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	-2	-3	-1	0	0	0	-2	-15	-4	
15-Minute Demand		**33**	**56**	**34**	**34**	**60**	**19**	**46**	**179**	**22**	**19**	**188**	**52**	
5:00 PM	5:15 PM	~~33~~	~~49~~	~~22~~	~~16~~	~~55~~	~~23~~	~~57~~	~~220~~	~~33~~	~~32~~	~~210~~	~~56~~	
End of Period Queue			13			7			10			0		N/A
Distributed Queue		4	6	3	2	4	1	0	0	0	0	0	0	
Prev. Queue Credit		-1	-1	0	-1	-3	-1	0	0	0	0	0	0	
15-Minute Demand		**36**	**54**	**25**	**17**	**56**	**23**	**57**	**220**	**33**	**32**	**210**	**56**	
5:15 PM	5:30 PM	~~28~~	~~41~~	~~27~~	~~32~~	~~78~~	~~16~~	~~62~~	~~182~~	~~34~~	~~16~~	~~216~~	~~66~~	
End of Period Queue			5			6			9			1		N/A
Distributed Queue		1	2	1	2	3	1	0	0	0	0	1	0	
Prev. Queue Credit		-4	-6	-3	-2	-4	-1	0	0	0	0	0	0	
15-Minute Demand		**25**	**37**	**25**	**32**	**77**	**16**	**62**	**182**	**34**	**16**	**217**	**66**	
5:30 PM	5:45 PM	~~27~~	~~55~~	~~17~~	~~34~~	~~65~~	~~20~~	~~49~~	~~187~~	~~28~~	~~30~~	~~224~~	~~64~~	
End of Period Queue			0			0			15			6		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	1	4	1	
Prev. Queue Credit		-1	-2	-1	-2	-3	-1	0	0	0	0	-1	0	
15-Minute Demand		**26**	**53**	**16**	**32**	**62**	**19**	**49**	**187**	**28**	**31**	**227**	**65**	
5:45 PM	6:00 PM	~~28~~	~~39~~	~~24~~	~~46~~	~~64~~	~~29~~	~~52~~	~~181~~	~~26~~	~~27~~	~~217~~	~~69~~	
End of Period Queue			0			0			16			0		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	-1	-4	-1	
15-Minute Demand		**28**	**39**	**24**	**46**	**64**	**29**	**52**	**181**	**26**	**26**	**213**	**68**	

Traffic Count Data Sheet (Demand Adjusted)

Year Counts Taken: **2023**
E-W Street: **Arenal Rd.**
N-S Street: **Coors Blvd.**
Signalized
Speed Limit (Arenal Rd.)= **30** MPH
Speed Limit (Coors Blvd.)= **45** MPH
4/19/23

Begin Time	End Time	Eastbound (Arenal Rd.)				Westbound (Arenal Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Peds	L	T	R	Peds	L	T	R	Peds	L	T	R	Peds
7:00 AM	7:15 AM	**65**	**94**	**30**	**0**	**31**	**35**	**39**	**0**	**24**	**177**	**67**	**0**	**42**	**113**	**13**	**0**
7:15 AM	7:30 AM	**82**	**87**	**42**	**0**	**38**	**44**	**26**	**0**	**10**	**194**	**78**	**0**	**21**	**108**	**17**	**0**
7:30 AM	7:45 AM	**72**	**74**	**32**	**0**	**49**	**36**	**34**	**0**	**20**	**216**	**54**	**0**	**19**	**158**	**18**	**0**
7:45 AM	8:00 AM	**58**	**80**	**30**	**0**	**28**	**28**	**32**	**0**	**28**	**244**	**51**	**0**	**29**	**156**	**22**	**0**
8:00 AM	8:15 AM	~~50~~	~~83~~	~~24~~	~~0~~	~~22~~	~~38~~	~~34~~	~~0~~	~~21~~	~~188~~	~~37~~	~~0~~	~~25~~	~~179~~	~~16~~	~~0~~
8:15 AM	8:30 AM	~~42~~	~~70~~	~~34~~	~~0~~	~~39~~	~~45~~	~~30~~	~~0~~	~~15~~	~~185~~	~~38~~	~~0~~	~~19~~	~~170~~	~~27~~	~~1~~
8:30 AM	8:45 AM	~~44~~	~~54~~	~~32~~	~~0~~	~~25~~	~~21~~	~~16~~	~~0~~	~~10~~	~~158~~	~~35~~	~~0~~	~~9~~	~~124~~	~~20~~	~~0~~
8:45 AM	9:00 AM	~~39~~	~~50~~	~~30~~	~~0~~	~~26~~	~~18~~	~~15~~	~~0~~	~~37~~	~~206~~	~~34~~	~~0~~	~~21~~	~~133~~	~~19~~	~~0~~
AM Peak Hour Volumes		**277**	**335**	**134**	*0*	**146**	**143**	**131**	*0*	**82**	**831**	**250**	*0*	**111**	**535**	**70**	*0*
Percent Approach		37.1%	44.9%	18.0%		34.8%	34.0%	31.2%		7.1%	71.5%	21.5%		15.5%	74.7%	9.8%	

Begin Time	End Time	Eastbound (Arenal Rd.)				Westbound (Arenal Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Peds	L	T	R	Peds	L	T	R	Peds	L	T	R	Peds
4:00 PM	4:15 PM	~~40~~	~~43~~	~~28~~	~~0~~	~~45~~	~~56~~	~~24~~	~~0~~	~~43~~	~~187~~	~~30~~	~~0~~	~~24~~	~~223~~	~~51~~	~~0~~
4:15 PM	4:30 PM	**47**	**71**	**33**	**0**	**33**	**52**	**24**	**0**	**37**	**199**	**31**	**0**	**25**	**231**	**52**	**0**
4:30 PM	4:45 PM	**29**	**60**	**15**	**0**	**32**	**64**	**18**	**0**	**57**	**197**	**27**	**0**	**25**	**230**	**61**	**0**
4:45 PM	5:00 PM	**33**	**56**	**34**	**0**	**34**	**60**	**19**	**0**	**46**	**179**	**22**	**0**	**19**	**188**	**52**	**0**
5:00 PM	5:15 PM	**36**	**54**	**25**	**0**	**17**	**56**	**23**	**0**	**57**	**220**	**33**	**0**	**32**	**210**	**56**	**0**
5:15 PM	5:30 PM	~~25~~	~~37~~	~~25~~	~~0~~	~~32~~	~~77~~	~~16~~	~~0~~	~~62~~	~~182~~	~~34~~	~~0~~	~~16~~	~~217~~	~~66~~	~~0~~
5:30 PM	5:45 PM	~~26~~	~~53~~	~~16~~	~~0~~	~~32~~	~~62~~	~~19~~	~~0~~	~~49~~	~~187~~	~~28~~	~~0~~	~~31~~	~~227~~	~~65~~	~~0~~
5:45 PM	6:00 PM	~~28~~	~~39~~	~~24~~	~~0~~	~~46~~	~~64~~	~~29~~	~~0~~	~~52~~	~~181~~	~~26~~	~~0~~	~~26~~	~~213~~	~~68~~	~~0~~
PM Peak Hour Volumes		**145**	**241**	**107**	*0*	**116**	**232**	**84**	*0*	**197**	**795**	**113**	*0*	**101**	**859**	**221**	*0*
Percent Approach		29.4%	48.9%	21.7%		26.9%	53.7%	19.4%		17.8%	71.9%	10.2%		8.6%	72.7%	18.7%	

AM Peak Hour Raw Count	262	324	128		137	146	126		80	848	222		93	598	73
% Change	6%	3%	5%		7%	-2%	4%		3%	-2%	13%		19%	-11%	-4%
PM Peak Hour Raw Count	141	235	104		118	235	86		197	795	113		102	866	223
% Change	3%	3%	3%		-2%	-1%	-2%		0%	0%	0%		-1%	-1%	-1%

INPUT DATA IN YELLOW HIGHLIGTED CELLS ONLY

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Projected Turning Movements Worksheet

Blake Rd. / Coors Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Blake Rd.** (2) NOTES

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

Year of Existing Counts 2023

Implementation Year **2025**

1. INPUT Trip Generation Rates

	Entering	Exiting		
Residential Trip Generation Rate (Hourly)	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

2. Calculate Pass-by Trips

3. INPUT Previous Development Volumes and % of Trips Generated

Growth Rates 2.00% 2.00% 2.00% 2.00%

AM Peak

(Hourly Demand Volumes - AM Peak)

		Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	7:00 AM	52	47	52	6	13	20	22	162	10	14	107	13
Existing Volumes (Demand) - Period 2-	7:15 AM	70	54	76	10	13	15	24	215	22	17	155	17
Existing Volumes (Demand) - Period 3-	7:30 AM	37	50	83	14	14	23	17	230	27	12	179	20
Existing Volumes (Demand) - Period 4-	7:45 AM	59	62	72	20	40	21	44	206	25	29	158	29
Existing Volumes (Demand) - Period 5-	8:00 AM	56	39	66	10	23	20	31	194	23	21	158	17
Existing Volumes (Demand) - Period 6-	8:15 AM	38	52	46	22	28	30	14	154	37	29	143	43
Existing Volumes (Demand) - Period 7-	8:30 AM	33	48	53	36	24	27	25	173	51	37	162	21
Existing Volumes (Demand) - Period 8-	8:45 AM	36	46	47	40	33	38	37	182	39	29	130	20
Maximum Existing AM Volumes		**59**	**62**	**72**	**20**	**40**	**21**	**44**	**206**	**25**	**29**	**158**	**29**
Background Traffic Growth		2	2	3	1	2	1	2	8	1	1	6	1
Coors & Blake Commercial Site		0	9	0	5	7	0	0	4	0	4	0	0
Blake Mobile Home Park		24	4	0	1	1	0	0	0	3	0	2	4
AM Peak NO BUILD Volumes - Preiod 1		**78**	**62**	**55**	**13**	**23**	**21**	**24**	**174**	**14**	**19**	**115**	**18**
AM Peak NO BUILD Volumes - Period 2		**96**	**69**	**79**	**17**	**23**	**16**	**26**	**227**	**26**	**22**	**163**	**22**
AM Peak NO BUILD Volumes - Preiod 3		**63**	**65**	**86**	**21**	**24**	**24**	**19**	**242**	**31**	**17**	**187**	**25**
AM Peak NO BUILD Volumes - Period 4		**85**	**77**	**75**	**27**	**50**	**22**	**46**	**218**	**29**	**34**	**166**	**34**
AM Peak NO BUILD Volumes - Preiod 5		**82**	**54**	**69**	**17**	**33**	**21**	**33**	**206**	**27**	**26**	**166**	**22**
AM Peak NO BUILD Volumes - Period 6		**64**	**67**	**49**	**29**	**38**	**31**	**16**	**166**	**41**	**34**	**151**	**48**
AM Peak NO BUILD Volumes - Preiod 7		**59**	**63**	**56**	**43**	**34**	**28**	**27**	**185**	**55**	**42**	**170**	**26**
AM Peak NO BUILD Volumes - Period 8		**62**	**61**	**50**	**47**	**43**	**39**	**39**	**194**	**43**	**34**	**138**	**25**
Maximum AM NO BUILD Volumes		**85**	**77**	**75**	**27**	**50**	**22**	**46**	**218**	**29**	**34**	**166**	**34**
Percent Residential Trips Generated(Entering)		***1.76%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	*0.00%*	***11.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	***11.24%***	***1.76%***
Total Primary Trips Generated		1	0	0	0	0	1	0	1	0	1	2	1
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Peak BUILD Volumes - Preiod 1		**79**	**62**	**55**	**13**	**23**	**22**	**24**	**175**	**14**	**20**	**117**	**19**
AM Peak BUILD Volumes - Period 2		**97**	**69**	**79**	**17**	**23**	**17**	**26**	**228**	**26**	**23**	**165**	**23**
AM Peak BUILD Volumes - Preiod 3		**64**	**65**	**86**	**21**	**24**	**25**	**19**	**243**	**31**	**18**	**189**	**26**
AM Peak BUILD Volumes - Preiod 4		**86**	**77**	**75**	**27**	**50**	**23**	**46**	**219**	**29**	**35**	**168**	**35**
AM Peak BUILD Volumes - Period 5		**83**	**54**	**69**	**17**	**33**	**22**	**33**	**207**	**27**	**27**	**168**	**23**
AM Peak BUILD Volumes - Preiod 6		**65**	**67**	**49**	**29**	**38**	**32**	**16**	**167**	**41**	**35**	**153**	**49**
AM Peak BUILD Volumes - Preiod 7		**60**	**63**	**56**	**43**	**34**	**29**	**27**	**186**	**55**	**43**	**172**	**27**
AM Peak BUILD Volumes - Period 8		**63**	**61**	**50**	**47**	**43**	**40**	**39**	**195**	**43**	**35**	**140**	**26**
Maximum AM BUILD Volumes (Demand)		**86**	**77**	**75**	**27**	**50**	**23**	**46**	**219**	**29**	**35**	**168**	**35**

2.00% 2.00% 2.00% 2.00%

PM Peak

(Hourly Demand Volumes - PM Peak)

		Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes (Demand) - Period 1-	4:00 PM	33	33	55	43	61	44	60	206	27	15	178	39
Existing Volumes (Demand) - Period 2-	4:15 PM	23	32	66	41	62	43	58	219	18	17	222	38
Existing Volumes (Demand) - Period 3-	4:30 PM	19	17	47	16	42	19	81	243	11	17	201	48
Existing Volumes (Demand) - Period 4-	4:45 PM	23	18	48	15	47	18	71	216	11	16	200	42
Existing Volumes (Demand) - Period 5-	5:00 PM	26	24	53	22	54	20	55	211	15	15	195	30
Existing Volumes (Demand) - Period 6-	5:15 PM	27	18	43	19	43	30	59	231	28	33	205	41
Existing Volumes (Demand) - Period 7-	5:30 PM	33	38	55	25	47	30	58	211	27	14	203	37

INPUT DATA IN YELLOW HIGHLIGTED CELLS ONLY

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Projected Turning Movements Worksheet

Blake Rd. / Coors Blvd.

MULTIPLE PERIOD ANALYSIS WORKSHEET

INTERSECTION: E-W Street: **Blake Rd.** (2)

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

Year of Existing Counts 2023

Implementation Year **2025**

NOTES

1. INPUT Trip Generation Rates

	Entering	Exiting		
Residential Trip Generation Rate (Hourly)	**17**	**65**	A.M.	100% Residential Development
	63	**39**	P.M.	

2. Calculate Pass-by Trips

3. INPUT Previous Development Volumes and % of Trips Generated

Growth Rates		**2.00%**			**2.00%**			**2.00%**			**2.00%**		
Existing Volumes (Demand) - Period 8-	5:45 PM	26	34	63	15	52	28	60	227	13	13	196	49
Maximum Existing PM Volumes		**23**	**32**	**66**	**41**	**62**	**43**	**58**	**219**	**18**	**17**	**222**	**38**
Background Traffic Growth		1	1	3	2	2	2	2	9	1	1	9	2
Coors & Blake Commercial Site		0	4	0	5	7	0	0	3	0	4	0	0
Blake Mobile Home Park		17	3	0	3	5	0	0	0	2	0	11	16
PM Peak NO BUILD Volumes - Preiod 1		**51**	**41**	**58**	**53**	**75**	**46**	**62**	**218**	**30**	**20**	**198**	**57**
PM Peak NO BUILD Volumes - Period 2		**41**	**40**	**69**	**51**	**76**	**45**	**60**	**231**	**21**	**22**	**242**	**56**
PM Peak NO BUILD Volumes - Preiod 3		**37**	**25**	**50**	**26**	**56**	**21**	**83**	**255**	**14**	**22**	**221**	**66**
PM Peak NO BUILD Volumes - Period 4		**41**	**26**	**51**	**25**	**61**	**20**	**73**	**228**	**14**	**21**	**220**	**60**
PM Peak NO BUILD Volumes - Preiod 5		**44**	**32**	**56**	**32**	**68**	**22**	**57**	**223**	**18**	**20**	**215**	**48**
PM Peak NO BUILD Volumes - Period 6		**45**	**26**	**46**	**29**	**57**	**32**	**61**	**243**	**31**	**38**	**225**	**59**
PM Peak NO BUILD Volumes - Preiod 7		**51**	**46**	**58**	**35**	**61**	**32**	**60**	**223**	**30**	**19**	**223**	**55**
PM Peak NO BUILD Volumes - Period 8		**44**	**42**	**66**	**25**	**66**	**30**	**62**	**239**	**16**	**18**	**216**	**67**
Maximum PM NO BUILD Volumes		**41**	**40**	**69**	**51**	**76**	**45**	**60**	**231**	**21**	**22**	**242**	**56**
Percent Residential Trips Generated(Entering)		***1.76%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	*0.00%*	***11.24%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.84%***	***11.24%***	***1.76%***
Total Primary Trips Generated		1	0	0	0	0	1	0	2	0	1	2	1
Pass-by Trip Adjustments		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PM Peak BUILD Volumes - Preiod 1		**52**	**41**	**58**	**53**	**75**	**47**	**62**	**220**	**30**	**21**	**200**	**58**
PM Peak BUILD Volumes - Period 2		**42**	**40**	**69**	**51**	**76**	**46**	**60**	**233**	**21**	**23**	**244**	**57**
PM Peak BUILD Volumes - Preiod 3		**38**	**25**	**50**	**26**	**56**	**22**	**83**	**257**	**14**	**23**	**223**	**67**
PM Peak BUILD Volumes - Preiod 4		**42**	**26**	**51**	**25**	**61**	**21**	**73**	**230**	**14**	**22**	**222**	**61**
PM Peak BUILD Volumes - Period 5		**45**	**32**	**56**	**32**	**68**	**23**	**57**	**225**	**18**	**21**	**217**	**49**
PM Peak BUILD Volumes - Preiod 6		**46**	**26**	**46**	**29**	**57**	**33**	**61**	**245**	**31**	**39**	**227**	**60**
PM Peak BUILD Volumes - Preiod 7		**52**	**46**	**58**	**35**	**61**	**33**	**60**	**225**	**30**	**20**	**225**	**56**
PM Peak BUILD Volumes - Period 8		**45**	**42**	**66**	**25**	**66**	**31**	**62**	**241**	**16**	**19**	**218**	**68**
Maximum PM BUILD Volumes		**42**	**40**	**69**	**51**	**76**	**46**	**60**	**233**	**21**	**23**	**244**	**57**

Traffic Count Data Sheet (Raw Count)

Riverside Mobile Home Park (Coors Blvd. / Ervien Ln.)

Year Counts Taken: **2023**

E-W Street **Blake Rd.**

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

Speed Limit (Blake Rd.)= **30** MPH

Speed Limit (Coors Blvd.)= **45** MPH

Date of Count: **4/19/23**

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~52~~	~~47~~	~~52~~	~~6~~	~~13~~	~~20~~	~~22~~	~~161~~	~~10~~	~~14~~	~~103~~	~~12~~
7:15 AM	7:30 AM	**69**	**53**	**75**	**10**	**13**	**15**	**24**	**216**	**22**	**16**	**153**	**17**
7:30 AM	7:45 AM	**38**	**51**	**84**	**14**	**14**	**23**	**17**	**228**	**27**	**13**	**185**	**21**
7:45 AM	8:00 AM	**58**	**61**	**71**	**20**	**39**	**20**	**44**	**208**	**25**	**29**	**158**	**29**
8:00 AM	8:15 AM	**57**	**40**	**67**	**10**	**24**	**21**	**30**	**186**	**22**	**21**	**156**	**17**
8:15 AM	8:30 AM	~~38~~	~~52~~	~~46~~	~~22~~	~~28~~	~~30~~	~~14~~	~~154~~	~~37~~	~~28~~	~~139~~	~~42~~
8:30 AM	8:45 AM	~~33~~	~~48~~	~~53~~	~~36~~	~~24~~	~~27~~	~~25~~	~~171~~	~~51~~	~~37~~	~~160~~	~~21~~
8:45 AM	9:00 AM	~~36~~	~~46~~	~~47~~	~~40~~	~~33~~	~~38~~	~~37~~	~~186~~	~~39~~	~~30~~	~~135~~	~~21~~
AM Peak Hour Volumes		**222**	**205**	**297**	**54**	**90**	**79**	**115**	**838**	**96**	**79**	**652**	**84**
% of Total Traffic		30.7%	28.3%	41.0%	24.2%	40.4%	35.4%	11.0%	79.9%	9.2%	9.7%	80.0%	10.3%
% Directional			25.8%			7.9%			37.3%			29.0%	

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**32**	**32**	**53**	**43**	**61**	**44**	**60**	**206**	**27**	**15**	**178**	**39**
4:15 PM	4:30 PM	**24**	**33**	**68**	**41**	**62**	**43**	**58**	**219**	**18**	**17**	**221**	**38**
4:30 PM	4:45 PM	**18**	**16**	**45**	**15**	**41**	**18**	**81**	**243**	**11**	**17**	**202**	**48**
4:45 PM	5:00 PM	**24**	**19**	**50**	**16**	**48**	**19**	**71**	**216**	**11**	**15**	**192**	**40**
5:00 PM	5:15 PM	~~24~~	~~22~~	~~49~~	~~21~~	~~52~~	~~19~~	~~55~~	~~211~~	~~15~~	~~16~~	~~203~~	~~32~~
5:15 PM	5:30 PM	~~28~~	~~19~~	~~45~~	~~20~~	~~45~~	~~31~~	~~59~~	~~231~~	~~28~~	~~33~~	~~205~~	~~41~~
5:30 PM	5:45 PM	~~34~~	~~39~~	~~57~~	~~25~~	~~47~~	~~30~~	~~58~~	~~211~~	~~27~~	~~13~~	~~191~~	~~35~~
5:45 PM	6:00 PM	~~23~~	~~31~~	~~57~~	~~13~~	~~48~~	~~26~~	~~60~~	~~227~~	~~13~~	~~14~~	~~208~~	~~51~~
PM Peak Hour Volumes		**98**	**100**	**216**	**115**	**212**	**124**	**270**	**884**	**67**	**64**	**793**	**165**
% of Total Traffic		23.7%	24.2%	52.2%	22.1%	72.4%	5.5%	25.5%	47.0%	27.5%	6.3%	77.6%	16.1%
% Directional			13.3%			39.3%			14.5%			32.9%	

Turning Movement Demand Worksheet: AM PEAK HOUR

Laneage:	1	1	1	1	1	1	1	2	1	1	2	1	
Lane Length (Ft.):	195	310	220	235	465	210	155	665	195	150	410	145	
Lane Capacity (veh.)	8	12	9	9	19	8	6	27	8	6	16	6	
% Turns	30.7%	28.3%	41.0%	24.2%	40.4%	35.4%	11.0%	79.9%	9.2%	9.7%	80.0%	10.3%	Video Time

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	~~52~~	~~47~~	~~52~~	~~6~~	~~13~~	~~20~~	~~22~~	~~161~~	~~10~~	~~14~~	~~103~~	~~12~~	
End of Period Queue			0			0			1			5		N/A
Distributed Queue		0	0	0	0	0	0	0	1	0	0	4	1	
15-Minute Demand		**52**	**47**	**52**	**6**	**13**	**20**	**22**	**162**	**10**	**14**	**107**	**13**	
7:15 AM	7:30 AM	~~69~~	~~53~~	~~75~~	~~10~~	~~13~~	~~15~~	~~24~~	~~216~~	~~22~~	~~16~~	~~153~~	~~17~~	
End of Period Queue			2			0			0			7		N/A
Distributed Queue		1	1	1	0	0	0	0	0	0	1	6	1	
Prev. Queue Credit		0	0	0	0	0	0	0	-1	0	0	-4	-1	
15-Minute Demand		**70**	**54**	**76**	**10**	**13**	**15**	**24**	**215**	**22**	**17**	**155**	**17**	
7:30 AM	7:45 AM	~~38~~	~~51~~	~~84~~	~~14~~	~~14~~	~~23~~	~~17~~	~~228~~	~~27~~	~~13~~	~~185~~	~~21~~	
End of Period Queue			0			0			2			0		N/A
Distributed Queue		0	0	0	0	0	0	0	2	0	0	0	0	
Prev. Queue Credit		-1	-1	-1	0	0	0	0	0	0	-1	-6	-1	
15-Minute Demand		**37**	**50**	**83**	**14**	**14**	**23**	**17**	**230**	**27**	**12**	**179**	**20**	
7:45 AM	8:00 AM	~~58~~	~~61~~	~~71~~	~~20~~	~~39~~	~~20~~	~~44~~	~~208~~	~~25~~	~~29~~	~~158~~	~~29~~	
End of Period Queue			3			2			0			0		N/A
Distributed Queue		1	1	1	0	1	1	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	-2	0	0	0	0	
15-Minute Demand		**59**	**62**	**72**	**20**	**40**	**21**	**44**	**206**	**25**	**29**	**158**	**29**	
8:00 AM	8:15 AM	~~57~~	~~40~~	~~67~~	~~10~~	~~24~~	~~21~~	~~30~~	~~186~~	~~22~~	~~21~~	~~156~~	~~17~~	
End of Period Queue			0			0			10			2		N/A
Distributed Queue		0	0	0	0	0	0	1	8	1	0	2	0	
Prev. Queue Credit		-1	-1	-1	0	-1	-1	0	0	0	0	0	0	
15-Minute Demand		**56**	**39**	**66**	**10**	**23**	**20**	**31**	**194**	**23**	**21**	**158**	**17**	
8:15 AM	8:30 AM	~~38~~	~~52~~	~~46~~	~~22~~	~~28~~	~~30~~	~~14~~	~~154~~	~~37~~	~~28~~	~~139~~	~~42~~	
End of Period Queue			0			0			10			8		N/A
Distributed Queue		0	0	0	0	0	0	1	8	1	1	6	1	
Prev. Queue Credit		0	0	0	0	0	0	-1	-8	-1	0	-2	0	
15-Minute Demand		**38**	**52**	**46**	**22**	**28**	**30**	**14**	**154**	**37**	**29**	**143**	**43**	
8:30 AM	8:45 AM	~~33~~	~~48~~	~~53~~	~~36~~	~~24~~	~~27~~	~~25~~	~~171~~	~~51~~	~~37~~	~~160~~	~~21~~	
End of Period Queue			0			0			12			10		N/A
Distributed Queue		0	0	0	0	0	0	1	10	1	1	8	1	
Prev. Queue Credit		0	0	0	0	0	0	-1	-8	-1	-1	-6	-1	
15-Minute Demand		**33**	**48**	**53**	**36**	**24**	**27**	**25**	**173**	**51**	**37**	**162**	**21**	
8:45 AM	9:00 AM	~~36~~	~~46~~	~~47~~	~~40~~	~~33~~	~~38~~	~~37~~	~~186~~	~~39~~	~~30~~	~~135~~	~~21~~	
End of Period Queue			0			0			8			4		N/A
Distributed Queue		0	0	0	0	0	0	1	6	1	0	3	0	
Prev. Queue Credit		0	0	0	0	0	0	-1	-10	-1	-1	-8	-1	
15-Minute Demand		**36**	**46**	**47**	**40**	**33**	**38**	**37**	**182**	**39**	**29**	**130**	**20**	

Turning Movement Demand Worksheet: PM PEAK HOUR

Laneage:	1	1	1	1	1	1	1	2	1	1	2	1	
Lane Length (Ft.):	195	310	220	235	465	210	155	665	195	150	410	145	
Lane Capacity (veh.)	8	12	9	9	19	8	6	27	8	6	16	6	
% Turns	23.7%	24.2%	52.2%	22.1%	72.4%	5.5%	25.5%	47.0%	27.5%	6.3%	77.6%	16.1%	Video Time

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	~~32~~	~~32~~	~~53~~	~~43~~	~~61~~	~~44~~	~~60~~	~~206~~	~~27~~	~~15~~	~~178~~	~~39~~	
End of Period Queue			3			0			0			0		N/A
Distributed Queue		1	1	2	0	0	0	0	0	0	0	0	0	
15-Minute Demand		**33**	**33**	**55**	**43**	**61**	**44**	**60**	**206**	**27**	**15**	**178**	**39**	
4:15 PM	4:30 PM	~~24~~	~~33~~	~~68~~	~~41~~	~~62~~	~~43~~	~~58~~	~~219~~	~~18~~	~~17~~	~~221~~	~~38~~	
End of Period Queue			0			0			12			1		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	0	1	0	
Prev. Queue Credit		-1	-1	-2	0	0	0	0	0	0	0	0	0	
15-Minute Demand		**23**	**32**	**66**	**41**	**62**	**43**	**58**	**219**	**18**	**17**	**222**	**38**	
4:30 PM	4:45 PM	~~18~~	~~16~~	~~45~~	~~15~~	~~41~~	~~18~~	~~81~~	~~243~~	~~11~~	~~17~~	~~202~~	~~48~~	
End of Period Queue			4			2			0			0		N/A
Distributed Queue		1	1	2	1	1	1	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	0	-1	0	
15-Minute Demand		**19**	**17**	**47**	**16**	**42**	**19**	**81**	**243**	**11**	**17**	**201**	**48**	
4:45 PM	5:00 PM	~~24~~	~~19~~	~~50~~	~~16~~	~~48~~	~~19~~	~~71~~	~~216~~	~~11~~	~~15~~	~~192~~	~~40~~	
End of Period Queue			0			0			12			10		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	1	8	2	
Prev. Queue Credit		-1	-1	-2	-1	-1	-1	0	0	0	0	0	0	
15-Minute Demand		**23**	**18**	**48**	**15**	**47**	**18**	**71**	**216**	**11**	**16**	**200**	**42**	
5:00 PM	5:15 PM	~~24~~	~~22~~	~~49~~	~~21~~	~~52~~	~~19~~	~~55~~	~~211~~	~~15~~	~~16~~	~~203~~	~~32~~	
End of Period Queue			8			4			0			0		N/A
Distributed Queue		2	2	4	1	2	1	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	-1	-8	-2	
15-Minute Demand		**26**	**24**	**53**	**22**	**54**	**20**	**55**	**211**	**15**	**15**	**195**	**30**	
5:15 PM	5:30 PM	~~28~~	~~19~~	~~45~~	~~20~~	~~45~~	~~31~~	~~59~~	~~231~~	~~28~~	~~33~~	~~205~~	~~41~~	
End of Period Queue			4			0			0			0		N/A
Distributed Queue		1	1	2	0	0	0	0	0	0	0	0	0	
Prev. Queue Credit		-2	-2	-4	-1	-2	-1	0	0	0	0	0	0	
15-Minute Demand		**27**	**18**	**43**	**19**	**43**	**30**	**59**	**231**	**28**	**33**	**205**	**41**	
5:30 PM	5:45 PM	~~34~~	~~39~~	~~57~~	~~25~~	~~47~~	~~30~~	~~58~~	~~211~~	~~27~~	~~13~~	~~191~~	~~35~~	
End of Period Queue			0			0			30			15		N/A
Distributed Queue		0	0	0	0	0	0	0	0	0	1	12	2	
Prev. Queue Credit		-1	-1	-2	0	0	0	0	0	0	0	0	0	
15-Minute Demand		**33**	**38**	**55**	**25**	**47**	**30**	**58**	**211**	**27**	**14**	**203**	**37**	
5:45 PM	6:00 PM	~~23~~	~~31~~	~~57~~	~~13~~	~~48~~	~~26~~	~~60~~	~~227~~	~~13~~	~~14~~	~~208~~	~~51~~	
End of Period Queue			12			8			0			0		N/A
Distributed Queue		3	3	6	2	4	2	0	0	0	0	0	0	
Prev. Queue Credit		0	0	0	0	0	0	0	0	0	-1	-12	-2	
15-Minute Demand		**26**	**34**	**63**	**15**	**52**	**28**	**60**	**227**	**13**	**13**	**196**	**49**	

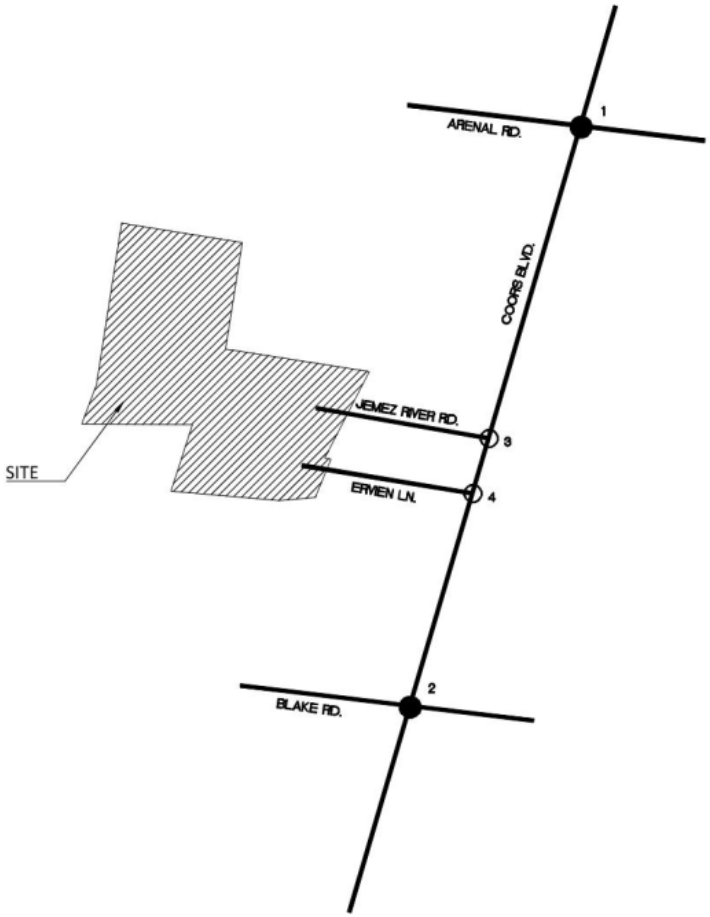
Traffic Count Data Sheet (Demand Adjusted)

Year Counts Taken: **2023** E-W Street: **Blake Rd.** Speed Limit (Blake Rd.)= **30** MPH
N-S Street: **Coors Blvd.** Speed Limit (Coors Blvd.)= **45** MPH
Signalized **4/19/23**

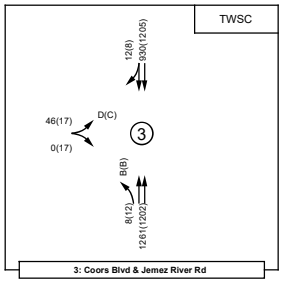
Begin Time	End Time	Eastbound (Blake Rd.)				Westbound (Blake Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Peds	L	T	R	Peds	L	T	R	Peds	L	T	R	Peds
7:00 AM	7:15 AM	~~52~~	~~47~~	~~52~~	~~0~~	~~6~~	~~13~~	~~20~~	~~0~~	~~22~~	~~162~~	~~10~~	~~0~~	~~14~~	~~107~~	~~13~~	~~0~~
7:15 AM	7:30 AM	**70**	**54**	**76**	**0**	**10**	**13**	**15**	**0**	**24**	**215**	**22**	**0**	**17**	**155**	**17**	**0**
7:30 AM	7:45 AM	**37**	**50**	**83**	**0**	**14**	**14**	**23**	**0**	**17**	**230**	**27**	**0**	**12**	**179**	**20**	**0**
7:45 AM	8:00 AM	**59**	**62**	**72**	**0**	**20**	**40**	**21**	**0**	**44**	**206**	**25**	**0**	**29**	**158**	**29**	**0**
8:00 AM	8:15 AM	**56**	**39**	**66**	**0**	**10**	**23**	**20**	**0**	**31**	**194**	**23**	**0**	**21**	**158**	**17**	**0**
8:15 AM	8:30 AM	~~38~~	~~52~~	~~46~~	~~0~~	~~22~~	~~28~~	~~30~~	~~0~~	~~14~~	~~154~~	~~37~~	~~0~~	~~29~~	~~143~~	~~43~~	~~0~~
8:30 AM	8:45 AM	~~33~~	~~48~~	~~53~~	~~0~~	~~36~~	~~24~~	~~27~~	~~0~~	~~25~~	~~173~~	~~51~~	~~0~~	~~37~~	~~162~~	~~21~~	~~0~~
8:45 AM	9:00 AM	~~36~~	~~46~~	~~47~~	~~0~~	~~40~~	~~33~~	~~38~~	~~0~~	~~37~~	~~182~~	~~39~~	~~0~~	~~29~~	~~130~~	~~20~~	~~0~~
AM Peak Hour Volumes		**222**	**205**	**297**	*0*	**54**	**90**	**79**	*0*	**116**	**845**	**97**	*0*	**79**	**650**	**83**	*0*
Percent Approach		30.7%	28.3%	41.0%		24.2%	40.4%	35.4%		11.0%	79.9%	9.2%		9.7%	80.0%	10.2%	

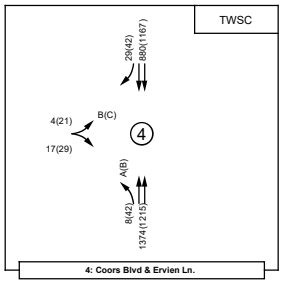
Begin Time	End Time	Eastbound (Blake Rd.)				Westbound (Blake Rd.)				Northbound (Coors Blvd.)				Southbound (Coors Blvd.)			
		L	T	R	Peds	L	T	R	Peds	L	T	R	Peds	L	T	R	Peds
4:00 PM	4:15 PM	**33**	**33**	**55**	**0**	**43**	**61**	**44**	**0**	**60**	**206**	**27**	**0**	**15**	**178**	**39**	**0**
4:15 PM	4:30 PM	**23**	**32**	**66**	**0**	**41**	**62**	**43**	**0**	**58**	**219**	**18**	**0**	**17**	**222**	**38**	**0**
4:30 PM	4:45 PM	**19**	**17**	**47**	**0**	**16**	**42**	**19**	**0**	**81**	**243**	**11**	**0**	**17**	**201**	**48**	**0**
4:45 PM	5:00 PM	**23**	**18**	**48**	**0**	**15**	**47**	**18**	**0**	**71**	**216**	**11**	**0**	**16**	**200**	**42**	**0**
5:00 PM	5:15 PM	~~26~~	~~24~~	~~53~~	~~0~~	~~22~~	~~54~~	~~20~~	~~0~~	~~55~~	~~211~~	~~15~~	~~0~~	~~15~~	~~195~~	~~30~~	~~0~~
5:15 PM	5:30 PM	~~27~~	~~18~~	~~43~~	~~0~~	~~19~~	~~43~~	~~30~~	~~0~~	~~59~~	~~231~~	~~28~~	~~0~~	~~33~~	~~205~~	~~41~~	~~0~~
5:30 PM	5:45 PM	~~33~~	~~38~~	~~55~~	~~0~~	~~25~~	~~47~~	~~30~~	~~0~~	~~58~~	~~211~~	~~27~~	~~0~~	~~14~~	~~203~~	~~37~~	~~0~~
5:45 PM	6:00 PM	~~26~~	~~34~~	~~63~~	~~0~~	~~15~~	~~52~~	~~28~~	~~0~~	~~60~~	~~227~~	~~13~~	~~0~~	~~13~~	~~196~~	~~49~~	~~0~~
PM Peak Hour Volumes		**98**	**100**	**216**	*0*	**115**	**212**	**124**	*0*	**270**	**884**	**67**	*0*	**65**	**801**	**167**	*0*
Percent Approach		23.7%	24.2%	52.2%		25.5%	47.0%	27.5%		22.1%	72.4%	5.5%		6.3%	77.5%	16.2%	

AM Peak Hour Raw Count	222	205	297		54	90	79		115	838	96		79	652	84
% Change	0%	0%	0%		0%	0%	0%		1%	1%	1%		0%	0%	-1%
PM Peak Hour Raw Count	98	100	216		115	212	124		270	884	67		64	793	165
% Change	0%	0%	0%		0%	0%	0%		0%	0%	0%		2%	1%	1%

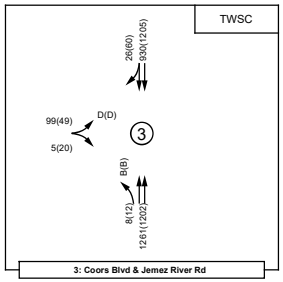


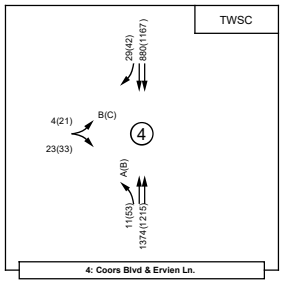
2025_NO BUILD





2025_BUILD





2025_MITIGATED

Riverside MHP
(2911 Ervien Ln SW)
LOS / Volume Analysis Map

AM(PM)

Synchro Results Summary Sheet

1: Coors Blvd & Arenal Rd.

2025_Conditions

Arenal Rd.

Coors Blvd.

Signalized

Coors Blvd. / Arenal Rd. 2025_Conditions	EB (Arenal Rd.)			WB (Arenal Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	2	2	1	1	2	1
AM Peak Hour												
2025_NO BUILD Volumes	254	349	136	124	121	137	107	1,005	186	121	675	92
V/C Ratio	0.64	0.93	0.43	0.64	0.43	0.57	0.55	0.68	0.28	0.46	0.46	0.14
Level-of-Service	D	E	D	D	D	D	E	C	C	C	C	C
Control Delay (Seconds)	39.2	73.7	41.9	41.2	46.4	47.9	55.6	30.2	23.8	22.3	26.1	22.0
Intersection LOS	**D - 36.8**											
Queue Storage Ratio	1.1	0.0	0.5	0.3	0.0	2.4	0.4	0.0	0.8	0.4	0.0	0.3
Length of Queue (ft)	274.4	482.9	163.2	143.1	152.2	177.2	71.3	415.3	155.9	88.4	293.0	77.7
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	29.4		0.0	0.0		102.2	0.0		0.0	0.0		0.0
2025_BUILD Volumes	254	349	136	125	121	137	104	1,015	182	121	688	92
V/C Ratio	0.64	0.93	0.43	0.64	0.43	0.57	0.53	0.69	0.28	0.46	0.47	0.14
Level-of-Service	D	E	D	D	D	D	E	C	C	C	C	C
Control Delay (Seconds)	39.2	73.8	42.0	41.2	46.4	47.9	55.6	30.4	23.8	22.4	26.2	22.0
Intersection LOS	**D - 36.9**											
Queue Storage Ratio	1.1	0.0	0.5	0.3	0.0	2.4	0.4	0.0	0.8	0.4	0.0	0.3
Length of Queue (ft)	274.4	483.6	163.4	144.6	152.2	177.3	69.3	420.4	153.0	88.5	298.6	77.8
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	29.4		0.0	0.0		102.3	0.0		0.0	0.0		0.0
PM Peak Hour												
2025_NO BUILD Volumes	196	295	140	157	245	112	175	948	147	104	974	212
V/C Ratio	0.68	0.89	0.50	0.69	0.82	0.44	0.75	0.63	0.22	0.37	0.66	0.32
Level-of-Service	D	E	D	D	E	D	E	C	C	C	C	C
Control Delay (Seconds)	41.0	65.9	44.9	41.3	56.9	45.9	56.4	28.4	22.3	21.4	30.5	24.9
Intersection LOS	**D - 36.9**											
Queue Storage Ratio	0.9	0.0	0.6	0.4	0.0	1.9	0.6	0.0	0.6	0.3	0.0	0.8
Length of Queue (ft)	222.9	396.3	175.1	183.2	315.7	140.8	118.9	385.5	120.8	75.5	440.9	196.8
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	0.0		0.0	0.0		65.8	0.0		0.0	0.0		0.0
2025_BUILD Volumes	196	295	141	160	245	112	173	962	146	104	1,022	212
V/C Ratio	0.68	0.89	0.50	0.70	0.81	0.44	0.75	0.64	0.22	0.38	0.70	0.32
Level-of-Service	D	E	D	D	E	D	E	C	C	C	C	C
Control Delay (Seconds)	40.8	66.0	45.0	41.6	56.4	45.8	56.5	28.7	22.3	21.6	31.5	25.0
Intersection LOS	**D - 37.1**											
Queue Storage Ratio	0.9	0.0	0.6	0.4	0.0	1.9	0.6	0.0	0.6	0.3	0.0	0.8
Length of Queue (ft)	222.5	396.4	176.5	187.6	314.7	140.7	117.5	392.7	120.7	75.8	468.3	197.2
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	0.0		0.0	0.0		65.7	0.0		0.0	0.0		0.0

Synchro Results Summary Sheet

2: Coors Blvd & Blake Rd.

2025_Conditions

Blake Rd.

Coors Blvd.

Signalized

Coors Blvd. / Blake Rd. 2025_Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	2	1	1	2	1
AM Peak Hour												
2025_NO BUILD Volumes	337	303	295	107	194	83	183	878	116	136	662	136
V/C Ratio	0.79	0.66	0.57	0.38	0.73	0.26	0.48	0.62	0.15	0.48	0.48	0.15
Level-of-Service	D	D	D	D	E	D	C	C	B	C	C	B
Control Delay (Seconds)	39.6	45.2	36.9	42.9	56.6	43.3	22.5	32.5	19.3	24.8	30.9	13.5
Intersection LOS	**C - 34.3**											
Queue Storage Ratio	1.9	0.0	1.4	0.6	0.0	0.5	1.0	0.0	0.5	0.7	0.0	0.6
Length of Queue (ft)	359.0	353.9	318.4	134.6	266.7	104.9	147.6	414.8	91.2	111.3	306.4	85.7
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	169.0		93.4	0.0		0.0	0.0		0.0	0.0		0.0
2025_BUILD Volumes	337	303	295	107	194	84	183	880	116	140	671	138
V/C Ratio	0.79	0.66	0.57	0.38	0.73	0.26	0.48	0.62	0.15	0.49	0.49	0.16
Level-of-Service	D	D	D	D	E	D	C	C	B	C	C	B
Control Delay (Seconds)	39.6	45.2	36.9	42.9	56.6	43.2	22.6	32.7	19.4	24.8	31.0	13.6
Intersection LOS	**C - 34.4**											
Queue Storage Ratio	1.9	0.0	1.4	0.6	0.0	0.5	1.0	0.0	0.5	0.8	0.0	0.6
Length of Queue (ft)	358.7	353.9	318.4	134.5	266.7	106.0	147.6	416.5	91.5	113.9	310.2	86.8
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	168.7		93.4	0.0		0.0	0.0		0.0	0.0		0.0
PM Peak Hour												
2025_NO BUILD Volumes	168	165	283	201	303	179	241	923	83	84	965	222
V/C Ratio	0.62	0.45	0.60	0.51	0.76	0.43	0.76	0.61	0.10	0.31	0.71	0.30
Level-of-Service	D	D	D	D	D	D	C	C	B	C	D	C
Control Delay (Seconds)	39.9	46.5	40.3	36.5	50.8	40.1	27.2	30.2	14.7	24.0	36.1	21.3
Intersection LOS	**C - 34.8**											
Queue Storage Ratio	1.1	0.0	1.4	1.1	0.0	1.1	1.3	0.0	0.3	0.5	0.0	1.3
Length of Queue (ft)	199.4	214.8	320.7	225.4	373.8	216.4	193.6	420.1	55.0	68.9	455.0	177.0
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	9.4		95.7	15.4		11.4	43.6		0.0	0.0		42.0
2025_BUILD Volumes	169	165	283	201	303	182	241	930	83	89	1,003	231
V/C Ratio	0.62	0.45	0.60	0.51	0.76	0.43	0.79	0.61	0.10	0.33	0.74	0.31
Level-of-Service	D	D	D	D	D	D	C	C	B	C	D	C
Control Delay (Seconds)	40.0	46.5	40.3	36.5	50.9	40.2	28.2	30.4	14.7	24.2	36.9	21.4
Intersection LOS	**D - 35.1**											
Queue Storage Ratio	1.1	0.0	1.4	1.1	0.0	1.1	1.3	0.0	0.3	0.5	0.0	1.3
Length of Queue (ft)	200.4	214.8	320.7	225.4	374.2	219.7	194.6	423.9	55.0	73.1	474.1	181.4
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	10.4		95.7	15.4		14.7	44.6		0.0	0.0		46.4

Synchro Results Summary Sheet

3: Coors Blvd & Jemez River Rd

2025_Conditions

Jemez River

Coors Blvd.

Unsignalized

Coors Blvd. / Jemez River 2025_Conditions	EB (Jemez River)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2>	0
AM Peak Hour									
2025_NO BUILD Volumes	46		0	8	1,261			930	12
V/C Ratio	0.21			0.01					
Level-of-Service	D			B					
Control Delay (Seconds)	25.3			10.1					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.8			0.0					
2025_BUILD Volumes	99		5	8	1,261			930	26
V/C Ratio	0.46			0.01					
Level-of-Service	D			B					
Control Delay (Seconds)	33.6			10.1					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	2.2			0.0					
PM Peak Hour									
2025_NO BUILD Volumes	17		17	12	1,202			1,205	8
V/C Ratio	0.14			0.02					
Level-of-Service	C			B					
Control Delay (Seconds)	21.9			11.5					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.5			0.1					
2025_BUILD Volumes	49		20	12	1,202			1,205	60
V/C Ratio	0.34			0.02					
Level-of-Service	D			B					
Control Delay (Seconds)	31.6			11.8					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.4			0.1					

Synchro Results Summary Sheet

4: Coors Blvd & Ervien Ln.

2025_Conditions

Ervien Ln.

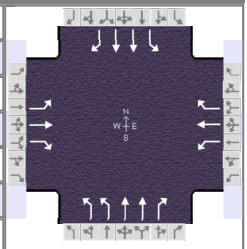
Coors Blvd.

Unsignalized

Coors Blvd. / Ervien Ln. 2025_Conditions	EB (Ervien Ln.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2	1
AM Peak Hour									
2025_NO BUILD Volumes	4		17	8	1,374			880	29
V/C Ratio	0.05			0.01					
Level-of-Service	B			A					
Control Delay (Seconds)	13.6			9.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.0					
2025_BUILD Volumes	4		23	11	1,374			880	29
V/C Ratio	0.06			0.02					
Level-of-Service	B			A					
Control Delay (Seconds)	13.3			9.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.0					
PM Peak Hour									
2025_NO BUILD Volumes	21		29	42	1,215			1,167	42
V/C Ratio	0.19			0.07					
Level-of-Service	C			B					
Control Delay (Seconds)	22.0			11.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.7			0.2					
2025_BUILD Volumes	21		33	53	1,215			1,167	42
V/C Ratio	0.20			0.09					
Level-of-Service	C			B					
Control Delay (Seconds)	21.9			12.0					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.7			0.3					

HCS Signalized Intersection Results Summary

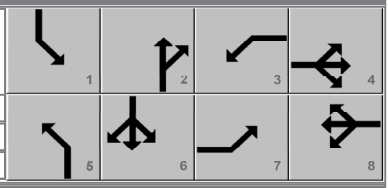
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2025 AM NO BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Arenal Rd	File Name	2025_ANX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	254	349	136	124	121	137	111	1047	194	121	675	92

Signal Information			
Cycle, s	119.7	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.9	50.0	8.9	6.1	18.2	0.0
Yellow	5.4	5.4	5.9	0.0	5.9	0.0
Red	1.5	1.5	2.0	0.0	2.0	0.0



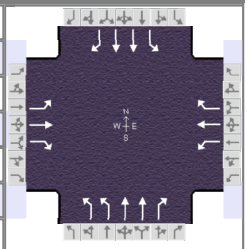
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	22.9	32.2	16.8	26.1	13.7	56.9	13.8	57.0
Change Period, (*Y+R c*), s	7.9	7.9	7.9	7.9	6.9	6.9	6.9	6.9
Max Allow Headway (*MAH*), s	2.7	3.2	2.7	3.2	2.5	4.5	2.7	4.5
Queue Clearance Time (*g s*), s	16.5	24.1	9.0	11.7	5.6	29.7	6.6	18.4
Green Extension Time (*g e*), s	0.0	0.2	0.1	1.4	0.1	11.2	0.1	13.9
Phase Call Probability	1.00	1.00	0.98	1.00	0.97	1.00	0.98	1.00
Max Out Probability	1.00	1.00	0.01	0.01	0.00	0.43	0.00	0.23

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	254	349	136	124	121	137	107	1005	186	121	675	92
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1716	1766	1572	1767	1766	1572
Queue Service Time (*g s*), s	14.5	22.1	9.0	7.0	7.1	9.7	3.6	27.7	9.4	4.6	16.4	4.3
Cycle Queue Clearance Time (*g c*), s	14.5	22.1	9.0	7.0	7.1	9.7	3.6	27.7	9.4	4.6	16.4	4.3
Green Ratio (*g/C*)	0.28	0.20	0.20	0.23	0.15	0.15	0.06	0.42	0.42	0.48	0.42	0.42
Capacity (*c*), veh/h	399	377	320	194	283	239	195	1476	657	265	1478	658
Volume-to-Capacity Ratio (*X*)	0.636	0.926	0.426	0.641	0.428	0.572	0.547	0.681	0.284	0.456	0.457	0.140
Back of Queue (*Q*), ft/ln (95 th percentile)	274.4	482.9	163.2	143.1	152.2	177.2	71.3	415.3	155.9	88.4	293	77.7
Back of Queue (*Q*), veh/ln (95 th percentile)	10.7	18.9	6.4	5.6	5.9	6.9	2.8	16.2	6.1	3.5	11.4	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.12	0.00	0.54	0.29	0.00	2.36	0.39	0.00	0.78	0.39	0.00	0.30
Uniform Delay (*d 1*), s/veh	36.6	46.8	41.6	39.9	46.0	47.1	55.0	28.4	23.0	21.8	25.0	21.5
Incremental Delay (*d 2*), s/veh	2.6	26.9	0.3	1.3	0.4	0.8	0.6	1.9	0.8	0.5	1.0	0.4
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.2	73.7	41.9	41.2	46.4	47.9	55.6	30.2	23.8	22.3	26.1	22.0
Level of Service (LOS)	D	E	D	D	D	D	E	C	C	C	C	C
Approach Delay, s/veh / LOS	56.0	E		45.3	D		31.4	C		25.1	C	
Intersection Delay, s/veh / LOS	36.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.46	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.71	B	1.12	A	1.60	B	1.22	A

HCS Signalized Intersection Results Summary

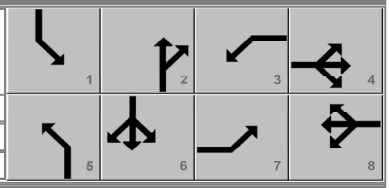
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2025 AM BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Arenal Rd	File Name	2025_ABX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	254	349	136	125	121	137	112	1096	197	121	688	92

Signal Information			
Cycle, s	119.8	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.9	50.0	9.0	6.0	18.3	0.0						
Yellow	5.4	5.4	5.9	0.0	5.9	0.0						
Red	1.5	1.5	2.0	0.0	2.0	0.0						



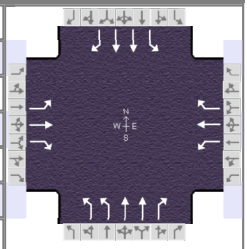
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	22.9	32.2	16.9	26.2	13.7	56.9	13.8	57.0
Change Period, ($Y+R_c$), s	7.9	7.9	7.9	7.9	6.9	6.9	6.9	6.9
Max Allow Headway (*MAH*), s	2.7	3.2	2.7	3.2	2.5	4.5	2.7	4.5
Queue Clearance Time (g_s), s	16.5	24.1	9.0	11.7	5.5	30.1	6.6	18.9
Green Extension Time (g_e), s	0.0	0.2	0.1	1.4	0.1	11.2	0.1	14.1
Phase Call Probability	1.00	1.00	0.98	1.00	0.97	1.00	0.98	1.00
Max Out Probability	1.00	1.00	0.01	0.01	0.00	0.44	0.00	0.24

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	254	349	136	125	121	137	104	1015	182	121	688	92
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1716	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	14.5	22.1	9.0	7.0	7.1	9.7	3.5	28.1	9.2	4.6	16.9	4.3
Cycle Queue Clearance Time (g_c), s	14.5	22.1	9.0	7.0	7.1	9.7	3.5	28.1	9.2	4.6	16.9	4.3
Green Ratio (*g/C*)	0.28	0.20	0.20	0.23	0.15	0.15	0.06	0.42	0.42	0.47	0.42	0.42
Capacity (*c*), veh/h	400	377	319	194	283	240	194	1475	656	262	1478	658
Volume-to-Capacity Ratio (*X*)	0.636	0.926	0.426	0.643	0.427	0.570	0.534	0.688	0.278	0.462	0.466	0.140
Back of Queue (*Q*), ft/ln (95 th percentile)	274.4	483.6	163.4	144.6	152.2	177.3	69.3	420.4	153	88.5	298.6	77.8
Back of Queue (*Q*), veh/ln (95 th percentile)	10.7	18.9	6.4	5.6	5.9	6.9	2.7	16.4	6.0	3.5	11.7	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.12	0.00	0.54	0.29	0.00	2.36	0.37	0.00	0.77	0.39	0.00	0.30
Uniform Delay (d_1), s/veh	36.6	46.8	41.6	39.8	46.0	47.1	55.0	28.5	23.0	22.0	25.2	21.5
Incremental Delay (d_2), s/veh	2.6	27.0	0.3	1.3	0.4	0.8	0.6	1.9	0.8	0.5	1.1	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.2	73.8	42.0	41.2	46.4	47.9	55.6	30.4	23.8	22.4	26.2	22.0
Level of Service (LOS)	D	E	D	D	D	D	E	C	C	C	C	C
Approach Delay, s/veh / LOS	56.0	E		45.2	D		31.5	C		25.3	C	
Intersection Delay, s/veh / LOS	36.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.46	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.71	B	1.12	A	1.65	B	1.23	A

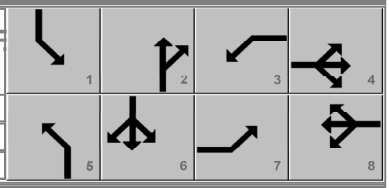
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2025 PM NO BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Arenal Rd	File Name	2025_PNX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	196	295	140	157	245	112	157	851	132	104	974	212

Signal Information					EB			WB			NB		
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin	Green	6.8	1.3		50.0	10.8	2.2	19.3		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.4	0.0		5.4	5.9	0.0	5.9		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	0.0	2.0		



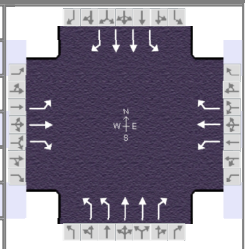
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	20.9	29.4	18.7	27.2	15.0	58.2	13.7	56.9
Change Period, ($Y+R_c$), s	7.9	7.9	7.9	7.9	6.9	6.9	6.9	6.9
Max Allow Headway (*MAH*), s	2.7	3.2	2.7	3.2	2.5	4.6	2.7	4.6
Queue Clearance Time (g_s), s	12.9	20.6	10.8	17.3	8.0	27.2	6.0	28.6
Green Extension Time (g_e), s	0.1	0.9	0.1	1.2	0.1	14.2	0.1	13.6
Phase Call Probability	1.00	1.00	0.99	1.00	1.00	1.00	0.97	1.00
Max Out Probability	1.00	0.61	0.13	0.16	0.00	0.51	0.00	0.54

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	196	295	140	157	245	112	175	948	147	104	974	212
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1716	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	10.9	18.6	9.6	8.8	15.3	7.7	6.0	25.2	7.1	4.0	26.6	10.9
Cycle Queue Clearance Time (g_c), s	10.9	18.6	9.6	8.8	15.3	7.7	6.0	25.2	7.1	4.0	26.6	10.9
Green Ratio (*g/C*)	0.27	0.18	0.18	0.25	0.16	0.16	0.07	0.43	0.43	0.47	0.42	0.42
Capacity (*c*), veh/h	289	332	282	227	298	253	232	1511	673	278	1472	655
Volume-to-Capacity Ratio (*X*)	0.679	0.887	0.497	0.693	0.821	0.443	0.753	0.627	0.219	0.374	0.662	0.324
Back of Queue (*Q*), ft/ln (95 th percentile)	222.9	396.3	175.1	183.2	315.7	140.8	118.9	385.5	120.8	75.5	440.9	196.8
Back of Queue (*Q*), veh/ln (95 th percentile)	8.7	15.5	6.8	7.2	12.3	5.5	4.6	15.1	4.7	2.9	17.2	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.57	0.37	0.00	1.88	0.64	0.00	0.60	0.34	0.00	0.76
Uniform Delay (d_1), s/veh	37.2	48.1	44.4	38.5	48.7	45.5	55.0	26.8	21.7	21.1	28.2	23.6
Incremental Delay (d_2), s/veh	3.8	17.8	0.5	2.8	8.2	0.5	1.5	1.6	0.6	0.3	2.4	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.0	65.9	44.9	41.3	56.9	45.9	56.4	28.4	22.3	21.4	30.5	24.9
Level of Service (LOS)	D	E	D	D	E	D	E	C	C	C	C	C
Approach Delay, s/veh / LOS	53.5	D		49.7	D		31.6	C		28.9	C	
Intersection Delay, s/veh / LOS	36.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.46	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.53	B	1.34	A	1.43	A	1.55	B

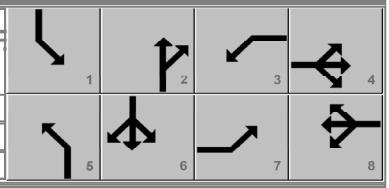
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2025 PM BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Arenal Rd	File Name	2025_PBX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	196	295	141	160	245	112	158	880	134	104	1022	212

Signal Information			
Cycle, s	120.1	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.8	1.3	50.0	10.9	2.0	19.5
Yellow	5.4	0.0	5.4	5.9	0.0	5.9
Red	1.5	0.0	1.5	2.0	0.0	2.0

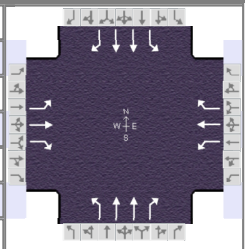
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	20.9	29.4	18.8	27.4	14.9	58.2	13.7	56.9
Change Period, ($Y+R_c$), s	7.9	7.9	7.9	7.9	6.9	6.9	6.9	6.9
Max Allow Headway (*MAH*), s	2.7	3.2	2.7	3.2	2.5	4.6	2.7	4.6
Queue Clearance Time (g_s), s	12.9	20.6	10.9	17.3	7.9	27.8	6.0	30.5
Green Extension Time (g_e), s	0.1	0.9	0.1	1.2	0.1	14.4	0.1	13.1
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00
Max Out Probability	1.00	0.62	0.16	0.16	0.00	0.55	0.00	0.60

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	196	295	141	160	245	112	173	962	146	104	1022	212
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1716	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	10.9	18.6	9.7	8.9	15.3	7.7	5.9	25.8	7.1	4.0	28.5	10.9
Cycle Queue Clearance Time (g_c), s	10.9	18.6	9.7	8.9	15.3	7.7	5.9	25.8	7.1	4.0	28.5	10.9
Green Ratio (*g/C*)	0.27	0.18	0.18	0.25	0.16	0.16	0.07	0.43	0.43	0.47	0.42	0.42
Capacity (*c*), veh/h	290	332	282	229	301	255	230	1508	671	273	1471	655
Volume-to-Capacity Ratio (*X*)	0.676	0.888	0.501	0.699	0.814	0.439	0.751	0.638	0.218	0.381	0.695	0.324
Back of Queue (*Q*), ft/ln (95 th percentile)	222.5	396.4	176.5	187.6	314.7	140.7	117.5	392.7	120.7	75.8	468.3	197.2
Back of Queue (*Q*), veh/ln (95 th percentile)	8.7	15.5	6.9	7.3	12.3	5.5	4.6	15.3	4.7	3.0	18.3	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.91	0.00	0.58	0.38	0.00	1.88	0.64	0.00	0.60	0.34	0.00	0.76
Uniform Delay (d_1), s/veh	37.2	48.1	44.5	38.4	48.6	45.4	55.0	27.1	21.8	21.3	28.8	23.7
Incremental Delay (d_2), s/veh	3.6	17.9	0.5	3.2	7.8	0.4	1.5	1.6	0.6	0.3	2.7	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.8	66.0	45.0	41.6	56.4	45.8	56.5	28.7	22.3	21.6	31.5	25.0
Level of Service (LOS)	D	E	D	D	E	D	E	C	C	C	C	C
Approach Delay, s/veh / LOS	53.5	D		49.5	D		31.7	C		29.7	C	
Intersection Delay, s/veh / LOS	37.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.46	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.53	B	1.34	A	1.45	A	1.59	B

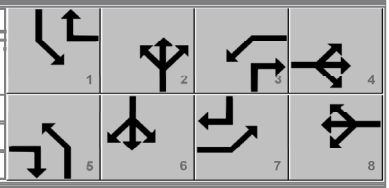
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2025 AM NO BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Blake Rd	File Name	2025_ANX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	337	303	295	107	194	83	183	878	116	137	665	137

Signal Information			
Cycle, s	129.1	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.1	2.1	50.0	9.8	6.4	18.6	
Yellow	4.9	0.0	4.9	5.6	5.6	5.6	
Red	1.5	0.0	1.5	1.5	1.5	1.5	

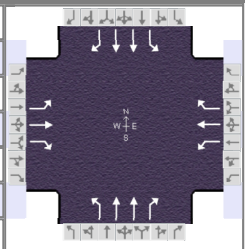
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	30.4	39.2	16.9	25.7	16.7	58.5	14.5	56.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	4.2	4.2	4.2	4.2	3.0	4.7	3.0	4.7
Queue Clearance Time (g_s), s	22.1	22.0	8.5	14.9	10.0	27.5	7.9	20.3
Green Extension Time (g_e), s	1.2	3.6	0.4	3.7	0.3	11.3	0.2	12.9
Phase Call Probability	1.00	1.00	0.98	1.00	1.00	1.00	0.99	1.00
Max Out Probability	0.00	0.01	0.00	0.00	0.00	0.34	0.00	0.22

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	337	303	295	107	194	83	183	878	116	136	662	136
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1767	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	20.1	18.9	20.0	6.5	12.9	5.7	8.0	25.5	5.4	5.9	18.3	5.3
Cycle Queue Clearance Time (g_c), s	20.1	18.9	20.0	6.5	12.9	5.7	8.0	25.5	5.4	5.9	18.3	5.3
Green Ratio (*g/C*)	0.34	0.25	0.33	0.22	0.14	0.21	0.47	0.40	0.48	0.45	0.39	0.57
Capacity (*c*), veh/h	427	461	516	282	267	325	384	1426	754	286	1368	892
Volume-to-Capacity Ratio (*X*)	0.790	0.657	0.572	0.379	0.726	0.255	0.476	0.615	0.154	0.477	0.484	0.153
Back of Queue (*Q*), ft/ln (95 th percentile)	359	353.9	318.4	134.6	266.7	104.9	147.6	414.8	91.2	111.3	306.4	85.7
Back of Queue (*Q*), veh/ln (95 th percentile)	14.0	13.8	12.4	5.3	10.4	4.1	5.8	16.2	3.6	4.3	12.0	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)	1.89	0.00	1.42	0.64	0.00	0.51	0.98	0.00	0.49	0.74	0.00	0.63
Uniform Delay (d_1), s/veh	36.0	43.6	35.9	42.1	52.8	42.9	22.2	30.5	18.9	24.4	29.9	13.2
Incremental Delay (d_2), s/veh	3.6	1.6	1.0	0.8	3.7	0.4	0.3	2.0	0.4	0.4	1.1	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.6	45.2	36.9	42.9	56.6	43.3	22.5	32.5	19.3	24.8	30.9	13.5
Level of Service (LOS)	D	D	D	D	E	D	C	C	B	C	C	B
Approach Delay, s/veh / LOS	40.6	D		49.9	D		29.7	C		27.5	C	
Intersection Delay, s/veh / LOS	34.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.46	B	2.11	B	2.12	B
Bicycle LOS Score / LOS	2.03	B	1.12	A	1.46	A	1.26	A

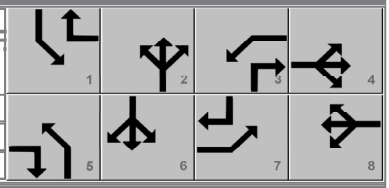
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2025 AM BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Blake Rd	File Name	2025_ABX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	337	303	295	107	194	84	183	880	116	140	672	138

Signal Information			
Cycle, s	129.1	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.3	2.0	50.0	9.8	6.4	18.6	
Yellow	4.9	0.0	4.9	5.6	5.6	5.6	
Red	1.5	0.0	1.5	1.5	1.5	1.5	

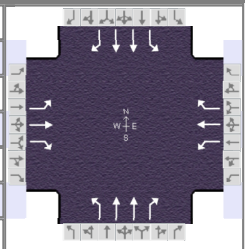
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	30.4	39.2	16.9	25.7	16.7	58.4	14.7	56.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	4.2	4.2	4.2	4.2	3.0	4.7	3.0	4.7
Queue Clearance Time (g_s), s	22.1	22.0	8.5	14.9	10.0	27.6	8.1	20.6
Green Extension Time (g_e), s	1.2	3.6	0.4	3.7	0.3	11.4	0.2	12.9
Phase Call Probability	1.00	1.00	0.98	1.00	1.00	1.00	0.99	1.00
Max Out Probability	0.00	0.01	0.00	0.00	0.00	0.35	0.00	0.23

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	337	303	295	107	194	84	183	880	116	140	671	138
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1767	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	20.1	18.9	20.0	6.5	12.9	5.8	8.0	25.6	5.4	6.1	18.6	5.4
Cycle Queue Clearance Time (g_c), s	20.1	18.9	20.0	6.5	12.9	5.8	8.0	25.6	5.4	6.1	18.6	5.4
Green Ratio (*g/C*)	0.34	0.25	0.33	0.22	0.14	0.21	0.47	0.40	0.48	0.45	0.39	0.57
Capacity (*c*), veh/h	427	461	516	282	267	327	381	1422	752	287	1368	892
Volume-to-Capacity Ratio (*X*)	0.790	0.657	0.572	0.379	0.726	0.257	0.481	0.619	0.154	0.488	0.491	0.155
Back of Queue (*Q*), ft/ln (95 th percentile)	358.7	353.9	318.4	134.5	266.7	106	147.6	416.5	91.5	113.9	310.2	86.8
Back of Queue (*Q*), veh/ln (95 th percentile)	14.0	13.8	12.4	5.3	10.4	4.1	5.8	16.3	3.6	4.5	12.1	3.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.89	0.00	1.42	0.64	0.00	0.52	0.98	0.00	0.49	0.76	0.00	0.64
Uniform Delay (d_1), s/veh	36.0	43.6	35.9	42.1	52.8	42.8	22.3	30.7	19.0	24.4	29.9	13.2
Incremental Delay (d_2), s/veh	3.6	1.6	1.0	0.8	3.7	0.4	0.4	2.0	0.4	0.4	1.1	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.6	45.2	36.9	42.9	56.6	43.2	22.6	32.7	19.4	24.8	31.0	13.6
Level of Service (LOS)	D	D	D	D	E	D	C	C	B	C	C	B
Approach Delay, s/veh / LOS	40.6	D		49.9	D		29.9	C		27.6	C	
Intersection Delay, s/veh / LOS	34.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.46	B	2.11	B	2.12	B
Bicycle LOS Score / LOS	2.03	B	1.12	A	1.46	A	1.27	A

HCS Signalized Intersection Results Summary

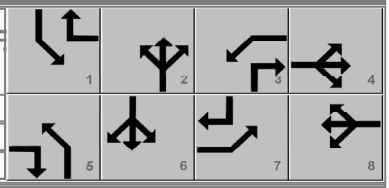
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2025 PM NO BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Blake Rd	File Name	2025_PNX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	168	165	283	201	303	179	241	923	83	84	963	222

Signal Information			
Cycle, s	129.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	6.1		50.0	12.2	2.1	25.9					
Yellow	4.9	0.0		4.9	5.6	0.0	5.6					
Red	1.5	0.0		1.5	1.5	0.0	1.5					



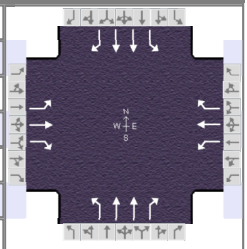
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	19.3	33.0	21.4	35.1	19.2	62.5	13.1	56.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	4.2	4.3	4.2	4.3	3.0	4.7	3.0	4.7
Queue Clearance Time (g_s), s	11.6	22.0	13.5	21.9	12.3	28.1	5.7	32.0
Green Extension Time (g_e), s	0.6	3.9	0.7	3.9	0.4	14.0	0.1	12.2
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Max Out Probability	0.00	0.01	0.00	0.01	0.00	0.55	0.00	0.63

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	168	165	283	201	303	179	241	923	83	84	965	222
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1767	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	9.6	10.2	20.0	11.5	19.9	12.2	10.3	26.1	3.3	3.7	30.0	11.2
Cycle Queue Clearance Time (g_c), s	9.6	10.2	20.0	11.5	19.9	12.2	10.3	26.1	3.3	3.7	30.0	11.2
Green Ratio (*g/C*)	0.29	0.20	0.30	0.31	0.22	0.27	0.50	0.43	0.54	0.44	0.38	0.48
Capacity (*c*), veh/h	271	370	468	397	400	419	317	1525	851	275	1359	753
Volume-to-Capacity Ratio (*X*)	0.619	0.446	0.604	0.507	0.758	0.427	0.760	0.605	0.097	0.306	0.710	0.295
Back of Queue (*Q*), ft/ln (95 th percentile)	199.4	214.8	320.7	225.4	373.8	216.4	193.6	420.1	55	68.9	455	177
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	8.4	12.5	8.8	14.6	8.5	7.6	16.4	2.1	2.7	17.8	6.9
Queue Storage Ratio (*RQ*) (95 th percentile)	1.05	0.00	1.43	1.07	0.00	1.06	1.29	0.00	0.30	0.46	0.00	1.31
Uniform Delay (d_1), s/veh	37.6	45.7	39.1	35.5	47.8	39.4	25.8	28.4	14.4	23.9	33.8	20.6
Incremental Delay (d_2), s/veh	2.3	0.8	1.3	1.0	3.0	0.7	1.4	1.8	0.2	0.2	2.3	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.9	46.5	40.3	36.5	50.8	40.1	27.2	30.2	14.7	24.0	36.1	21.3
Level of Service (LOS)	D	D	D	D	D	D	C	C	B	C	D	C
Approach Delay, s/veh / LOS	41.9	D		43.8	D		28.6	C		32.7	C	
Intersection Delay, s/veh / LOS	34.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	2.11	B	2.12	B
Bicycle LOS Score / LOS	1.50	B	1.61	B	1.52	B	1.53	B

HCS Signalized Intersection Results Summary

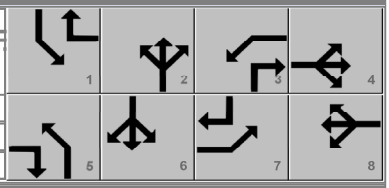
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2025 PM BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Blake Rd	File Name	2025_PBX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	165	283	201	303	182	241	930	83	86	967	223

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	6.0		50.0	12.3		2.0	25.9				
Yellow	4.9	0.0		4.9	5.6		0.0	5.6				
Red	1.5	0.0		1.5	1.5		0.0	1.5				



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	19.4	33.0	21.4	35.0	19.2	62.4	13.1	56.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	4.2	4.3	4.2	4.3	3.0	4.7	3.0	4.7
Queue Clearance Time (g_s), s	11.7	22.0	13.5	21.9	12.4	28.4	5.9	33.7
Green Extension Time (g_e), s	0.6	3.9	0.7	3.9	0.4	14.3	0.1	11.6
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Max Out Probability	0.00	0.01	0.00	0.01	0.00	0.57	0.00	0.68

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	169	165	283	201	303	182	241	930	83	89	1003	231
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1767	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	9.7	10.2	20.0	11.5	19.9	12.5	10.4	26.4	3.3	3.9	31.7	11.7
Cycle Queue Clearance Time (g_c), s	9.7	10.2	20.0	11.5	19.9	12.5	10.4	26.4	3.3	3.9	31.7	11.7
Green Ratio (*g/C*)	0.29	0.20	0.30	0.31	0.21	0.27	0.50	0.43	0.54	0.44	0.38	0.48
Capacity (*c*), veh/h	272	370	469	397	399	419	307	1523	851	274	1359	753
Volume-to-Capacity Ratio (*X*)	0.622	0.445	0.604	0.507	0.760	0.434	0.785	0.611	0.098	0.326	0.738	0.307
Back of Queue (*Q*), ft/ln (95 th percentile)	200.4	214.8	320.7	225.4	374.2	219.7	194.6	423.9	55	73.1	474.1	181.4
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	8.4	12.5	8.8	14.6	8.6	7.6	16.6	2.1	2.9	18.5	7.1
Queue Storage Ratio (*RQ*) (95 th percentile)	1.05	0.00	1.43	1.07	0.00	1.07	1.30	0.00	0.30	0.49	0.00	1.34
Uniform Delay (d_1), s/veh	37.6	45.7	39.1	35.5	47.9	39.5	26.5	28.5	14.5	24.0	34.4	20.7
Incremental Delay (d_2), s/veh	2.3	0.8	1.3	1.0	3.0	0.7	1.7	1.8	0.2	0.2	2.5	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.0	46.5	40.3	36.5	50.9	40.2	28.2	30.4	14.7	24.2	36.9	21.4
Level of Service (LOS)	D	D	D	D	D	D	C	C	B	C	D	C
Approach Delay, s/veh / LOS	41.9	D		43.8	D		28.9	C		33.3	C	
Intersection Delay, s/veh / LOS	35.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	2.11	B	2.12	B
Bicycle LOS Score / LOS	1.51	B	1.62	B	1.52	B	1.54	B

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	8	1261	930	12
Future Vol, veh/h	46	0	8	1261	930	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	-	-
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	46	0	8	1261	930	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1583	471	942	0	-	0
Stage 1	936	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	98	536	717	-	-	-
Stage 1	340	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	536	717	-	-	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.3	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	717	-	223	-	-
HCM Lane V/C Ratio	0.011	-	0.206	-	-
HCM Control Delay (s)	10.1	-	25.3	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	5	8	1261	930	26
Future Vol, veh/h	99	5	8	1261	930	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	-	-
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	99	5	8	1261	930	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1590	478	956	0	-	0
Stage 1	943	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 97	531	709	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 96	531	709	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.6	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	709	-	227	-	-
HCM Lane V/C Ratio	0.011	-	0.458	-	-
HCM Control Delay (s)	10.1	-	33.6	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	2.2	-	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	17	12	1202	1205	8
Future Vol, veh/h	17	17	12	1202	1205	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	-	-
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	17	17	12	1202	1205	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1834	607	1213	0	-	0
Stage 1	1209	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	67	437	565	-	-	-
Stage 1	243	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	437	565	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	565	-	247	-	-
HCM Lane V/C Ratio	0.021	-	0.138	-	-
HCM Control Delay (s)	11.5	-	21.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	20	12	1202	1205	60
Future Vol, veh/h	49	20	12	1202	1205	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	-	-
Veh in Median Storage, #	1	-	-	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	49	20	12	1202	1205	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1860	633	1265	0	-	0
Stage 1	1235	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	64	420	540	-	-	-
Stage 1	236	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	63	420	540	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.6	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	540	-	203	-	-
HCM Lane V/C Ratio	0.022	-	0.34	-	-
HCM Control Delay (s)	11.8	-	31.6	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	17	8	1374	880	29
Future Vol, veh/h	4	17	8	1374	880	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	130
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	4	17	8	1374	880	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1583	440	909	0	-	0
Stage 1	880	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	98	562	739	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	562	739	-	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	739	-	438	-	-
HCM Lane V/C Ratio	0.011	-	0.048	-	-
HCM Control Delay (s)	9.9	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	23	11	1374	880	29
Future Vol, veh/h	4	23	11	1374	880	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	130
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	4	23	11	1374	880	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1589	440	909	0	-	0
Stage 1	880	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	97	562	739	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	96	562	739	-	-	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	739	-	459	-	-
HCM Lane V/C Ratio	0.015	-	0.059	-	-
HCM Control Delay (s)	9.9	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	29	42	1215	1167	42
Future Vol, veh/h	21	29	42	1215	1167	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	130
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	21	29	42	1215	1167	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1859	584	1209	0	-	0
Stage 1	1167	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	64	452	567	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	452	567	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	567	-	262	-	-
HCM Lane V/C Ratio	0.074	-	0.191	-	-
HCM Control Delay (s)	11.9	-	22	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

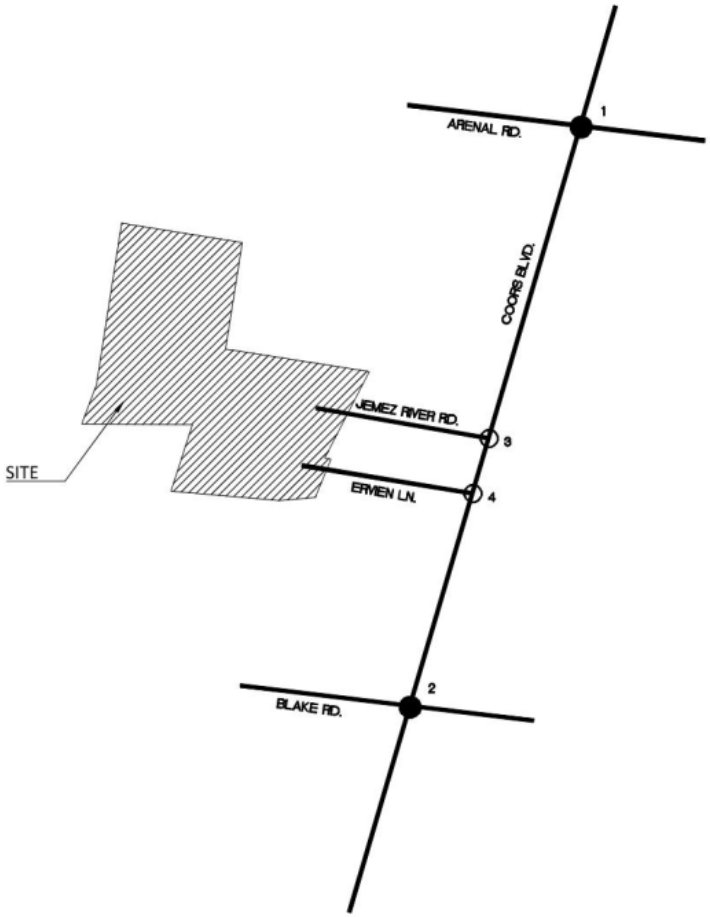
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	33	53	1215	1167	42
Future Vol, veh/h	21	33	53	1215	1167	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	130
Veh in Median Storage, #	1	-	-	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	21	33	53	1215	1167	42

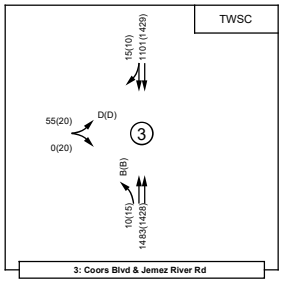
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1881	584	1209	0	-	0
Stage 1	1167	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	62	452	567	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	452	567	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	444	-	-	-	-	-

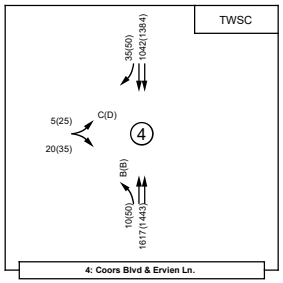
Approach	EB	NB	SB
HCM Control Delay, s	21.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	567	-	266	-	-
HCM Lane V/C Ratio	0.093	-	0.203	-	-
HCM Control Delay (s)	12	-	21.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-



2035_NO BUILD





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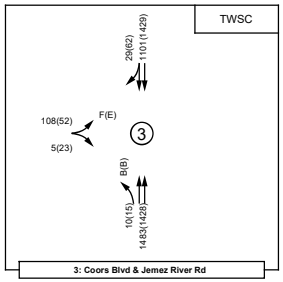
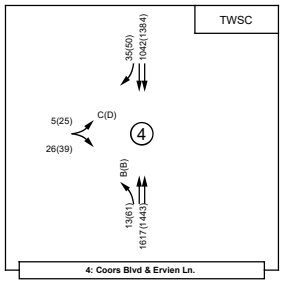




2035_MITIGATED

Riverside MHP
(2911 Ervien Ln SW)
LOS / Volume Analysis Map

AM(PM)

Synchro Results Summary Sheet

1: Coors Blvd & Arenal Rd.
2035_Conditions
Arenal Rd.
Coors Blvd.
Signalized

Coors Blvd. / Arenal Rd. 2035_Conditions	EB (Arenal Rd.)			WB (Arenal Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	2	2	1	1	2	1
AM Peak Hour												
2035_NO BUILD Volumes	254	417	162	147	144	164	127	1,180	222	144	798	109
V/C Ratio	0.65	1.10	0.51	0.71	0.47	0.63	0.66	0.82	0.35	0.65	0.55	0.17
Level-of-Service	D	F	D	D	D	D	E	D	C	C	C	C
Control Delay (Seconds)	39.6	126.1	43.9	42.3	46.7	48.9	57.5	35.4	25.9	27.6	28.6	23.2
Intersection LOS	**D - 40.6**											
Queue Storage Ratio	1.1	0.0	0.7	0.4	0.0	2.9	0.5	0.0	0.9	0.5	0.0	0.4
Length of Queue (ft)	278.5	725.7	201.8	175.0	185.4	213.6	87.6	514.7	179.3	112.5	359.5	96.7
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	33.5		0.0	0.0		138.6	0.0		0.0	0.0		0.0
2035_BUILD Volumes	254	417	162	148	144	164	124	1,189	218	144	811	109
V/C Ratio	0.65	1.10	0.51	0.71	0.47	0.63	0.64	0.83	0.34	0.65	0.55	0.17
Level-of-Service	D	F	D	D	D	D	E	D	C	C	C	C
Control Delay (Seconds)	39.6	126.3	44.0	42.4	46.7	48.8	57.5	35.7	25.8	27.9	28.8	23.2
Intersection LOS	**D - 54.3**											
Queue Storage Ratio	1.1	0.0	0.7	0.4	0.0	2.9	0.5	0.0	0.9	0.5	0.0	0.4
Length of Queue (ft)	278.5	726.6	201.8	176.8	185.6	213.6	85.6	521.5	176.2	112.7	366.4	96.6
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	33.5		0.0	0.0		138.6	0.0		0.0	0.0		0.0
Mitigation Lane Geometry	1	1	1	1	1	1	2	2	1	1	2	1
2035_MITIGATED Volumes	254	417	162	148	144	164	124	1,189	218	144	811	109
V/C Ratio	0.59	0.93	0.43	0.73	0.38	0.51	0.68	0.87	0.36	0.71	0.58	0.18
Level-of-Service	D	E	D	D	D	D	E	D	C	C	C	C
Control Delay (Seconds)	36.6	70.6	41.9	43.0	44.6	46.2	61.2	41.5	29.3	31.5	32.4	26.0
Intersection LOS	**D - 41.9**											
Queue Storage Ratio	1.1	0.0	0.7	0.4	0.0	2.8	0.5	0.0	1.0	0.6	0.0	0.4
Length of Queue (ft)	275.4	575.5	202.4	180.5	186.0	213.2	91.4	578.2	192.3	126.0	397.2	106.4
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	30.4		0.0	0.0		138.2	0.0		0.0	0.0		0.0

PM Peak Hour												
2035_NO BUILD Volumes	233	352	167	187	293	134	207	1,117	174	124	1,155	253
V/C Ratio	0.80	0.97	0.54	0.80	0.88	0.47	0.79	0.77	0.27	0.56	0.83	0.41
Level-of-Service	D	F	D	D	E	D	E	C	C	C	D	C
Control Delay (Seconds)	50.9	88.1	46.9	50.8	69.3	47.2	59.5	34.8	25.4	27.6	40.7	29.9
Intersection LOS	**D - 45.6**											
Queue Storage Ratio	1.2	0.0	0.7	0.5	0.0	2.4	0.8	0.0	0.8	0.5	0.0	1.0
Length of Queue (ft)	287.9	542.5	216.5	238.6	414.3	177.5	145.8	505.3	153.3	103.5	610.0	253.9
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	42.9		0.0	0.0		102.5	0.0		0.0	0.0		0.0
2035_BUILD Volumes	233	352	168	190	293	134	205	1,131	173	124	1,203	253
V/C Ratio	0.79	0.97	0.54	0.80	0.87	0.47	0.79	0.78	0.27	0.57	0.87	0.41
Level-of-Service	D	F	D	D	E	D	E	D	C	C	D	C
Control Delay (Seconds)	50.5	88.4	47.1	51.4	68.6	47.1	59.4	35.2	25.4	28.0	43.0	29.9
Intersection LOS	**D - 46.2**											
Queue Storage Ratio	1.2	0.0	0.7	0.5	0.0	2.4	0.8	0.0	0.8	0.5	0.0	1.0
Length of Queue (ft)	286.7	543.6	218.0	242.9	412.1	177.4	144.1	513.9	152.8	103.7	650.6	254.4
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	41.7		0.0	0.0		102.4	0.0		0.0	0.0		0.0
Mitigation Lane Geometry	1	1	1	1	1	1	2	2	1	1	2	1
2035_MITIGATED Volumes	233	352	168	190	293	134	205	1,131	173	124	1,203	253
V/C Ratio	0.76	0.90	0.51	0.78	0.80	0.43	0.79	0.79	0.27	0.59	0.89	0.42
Level-of-Service	D	E	D	D	E	D	E	D	C	C	D	C
Control Delay (Seconds)	46.5	55.9	45.7	48.9	61.3	46.2	60.4	37.4	26.8	29.5	46.1	31.5
Intersection LOS	**D - 44.4**											
Queue Storage Ratio	1.1	0.0	0.7	0.5	0.0	2.4	0.8	0.0	0.8	0.5	0.0	1.0
Length of Queue (ft)	279.0	445.3	216.7	239.0	396.8	177.7	148.0	538.6	159.8	108.4	678.4	262.7
Existing Lane Capacity (ft)	245.0		305.0	495.0		75.0	185.0		200.0	225.0		260.0
Additional Queue Length Required (ft)	34.0		0.0	0.0		102.7	0.0		0.0	0.0		2.7

Synchro Results Summary Sheet

2: Coors Blvd & Blake Rd.

2035_Conditions

Blake Rd.

Coors Blvd.

Signalized

Coors Blvd. / Blake Rd. 2035_Conditions	EB (Blake Rd.)			WB (Blake Rd.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	2	1	1	2	1
AM Peak Hour												
2035_NO BUILD Volumes	384	352	352	123	225	99	218	1,045	136	159	788	159
V/C Ratio	0.85	0.67	0.59	0.43	0.75	0.27	0.65	0.79	0.19	0.68	0.63	0.18
Level-of-Service	D	D	D	D	E	D	C	D	C	C	D	B
Control Delay (Seconds)	45.5	46.2	35.9	45.5	60.1	44.4	28.8	43.6	23.9	33.0	39.7	16.1
Intersection LOS	**D - 40.6**											
Queue Storage Ratio	2.3	0.0	1.7	0.8	0.0	0.7	1.4	0.0	0.7	1.0	0.0	0.9
Length of Queue (ft)	441.6	426.2	384.1	168.1	322.8	133.6	205.4	588.1	128.5	154.9	417.4	118.1
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	251.6		159.1	0.0		0.0	55.4		0.0	4.9		0.0
2035_BUILD Volumes	384	352	352	123	225	100	218	1,047	136	163	798	161
V/C Ratio	0.85	0.67	0.59	0.43	0.75	0.27	0.66	0.79	0.19	0.70	0.64	0.19
Level-of-Service	D	D	D	D	E	D	C	D	C	C	D	B
Control Delay (Seconds)	45.5	46.2	35.9	45.5	60.1	44.3	28.9	43.9	24.0	33.1	39.8	16.1
Intersection LOS	**D - 40.7**											
Queue Storage Ratio	2.3	0.0	1.7	0.8	0.0	0.7	1.4	0.0	0.7	1.0	0.0	0.9
Length of Queue (ft)	442.2	426.2	384.1	168.1	322.7	134.8	205.5	591.0	128.9	156.3	420.3	119.3
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	252.2		159.1	0.0		0.0	55.5		0.0	6.3		0.0
PM Peak Hour												
2035_NO BUILD Volumes	187	192	337	233	353	213	288	1,098	97	98	1,155	255
V/C Ratio	0.69	0.48	0.59	0.57	0.80	0.47	0.92	0.72	0.11	0.45	0.98	0.38
Level-of-Service	D	D	D	D	E	D	E	D	B	C	E	C
Control Delay (Seconds)	45.0	52.0	39.3	39.8	58.4	44.5	55.7	37.9	16.2	33.0	63.4	29.5
Intersection LOS	**D - 47.5**											
Queue Storage Ratio	1.3	0.0	1.8	1.3	0.0	1.4	1.9	0.0	0.4	0.7	0.0	1.7
Length of Queue (ft)	241.6	271.6	395.9	281.6	488.5	278.9	281.2	595.3	74.4	104.4	732.1	234.6
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	51.6		170.9	71.6		73.9	131.2		0.0	0.0		99.6
2035_BUILD Volumes	188	192	337	233	353	216	288	1,105	97	103	1,194	264
V/C Ratio	0.70	0.48	0.59	0.57	0.80	0.47	0.92	0.73	0.11	0.47	1.01	0.39
Level-of-Service	D	D	D	D	E	D	E	D	B	C	F	C
Control Delay (Seconds)	45.2	52.2	39.2	40.0	58.9	44.6	58.0	38.3	16.4	33.2	71.1	29.8
Intersection LOS	**D - 50.0**											
Queue Storage Ratio	1.3	0.0	1.8	1.4	0.0	1.4	1.9	0.0	0.4	0.7	0.0	1.8
Length of Queue (ft)	243.3	272.3	395.9	282.5	490.8	283.0	290.5	602.3	74.8	106.5	785.5	239.2
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	53.3		170.9	72.5		78.0	140.5		0.0	0.0		104.2
Mitigation Lane Geometry	1	1	1	1	1	1	1	2	1	1	2	1
2035_MITIGATED Volumes	188	192	337	233	353	216	288	1,105	97	103	1,194	264
V/C Ratio	0.72	0.48	0.60	0.58	0.81	0.48	0.92	0.69	0.11	0.45	0.94	0.37
Level-of-Service	50.70	58.10	44.70	44.80	66.90	50.10	64.10	38.30	16.30	33.70	58.60	29.80
Control Delay (Seconds)	D	E	D	D	E	D	E	D	B	C	E	C
Intersection LOS	**D - 49.0**											
Queue Storage Ratio	1.4	0.0	2.0	1.5	0.0	1.5	3.2	0.0	0.4	0.8	0.0	1.9
Length of Queue (ft)	267.7	298.4	441.0	311.2	545.4	311.6	482.5	634.9	79.3	112.4	772.6	251.8
Existing Lane Capacity (ft)	190.0		225.0	210.0		205.0	150.0		185.0	150.0		135.0
Additional Queue Length Required (ft)	77.7		216.0	101.2		106.6	332.5		0.0	0.0		116.8

Synchro Results Summary Sheet

3: Coors Blvd & Jemez River Rd

2035_Conditions

Jemez River

Coors Blvd.

Unsignalized

Coors Blvd. / Jemez River 2035_Conditions	EB (Jemez River)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2>	0
AM Peak Hour									
2035_NO BUILD Volumes	55		0	10	1,483			1,101	15
V/C Ratio	0.31			0.02					
Level-of-Service	D			B					
Control Delay (Seconds)	34.3			10.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.2			0.0					
2035_BUILD Volumes	108		5	10	1,483			1,101	29
V/C Ratio	0.50			0.02					
Level-of-Service	E			B					
Control Delay (Seconds)	35.9			11.0					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	2.5			0.1					
PM Peak Hour									
2035_NO BUILD Volumes	20		20	15	1,428			1,429	10
V/C Ratio	0.21			0.03					
Level-of-Service	D			B					
Control Delay (Seconds)	28.8			13.1					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.8			0.1					
2035_BUILD Volumes	52		23	15	1,428			1,429	62
V/C Ratio	0.48			0.03					
Level-of-Service	E			B					
Control Delay (Seconds)	47.8			13.4					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	2.3			0.1					

Synchro Results Summary Sheet

4: Coors Blvd & Ervien Ln.

2035_Conditions

Ervien Ln.

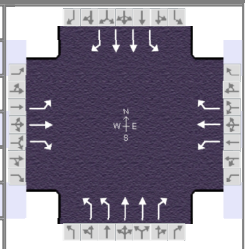
Coors Blvd.

Unsignalized

Coors Blvd. / Ervien Ln. 2035_Conditions	EB (Ervien Ln.)			NB (Coors Blvd.)			SB (Coors Blvd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	1	2			2	1
AM Peak Hour									
2035_NO BUILD Volumes	5		20	10	1,617			1,042	35
V/C Ratio	0.07			0.02					
Level-of-Service	C			B					
Control Delay (Seconds)	15.5			10.7					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.0					
2035_BUILD Volumes	5		26	13	1,617			1,042	35
V/C Ratio	0.08			0.02					
Level-of-Service	C			B					
Control Delay (Seconds)	15.1			10.8					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.3			0.1					
PM Peak Hour									
2035_NO BUILD Volumes	25		35	50	1,443			1,384	50
V/C Ratio	0.29			0.11					
Level-of-Service	D			B					
Control Delay (Seconds)	29.8			13.7					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.2			0.4					
2035_BUILD Volumes	25		39	61	1,443			1,384	50
V/C Ratio	0.31			0.13					
Level-of-Service	D			B					
Control Delay (Seconds)	30.3			13.9					
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	1.3			0.4					

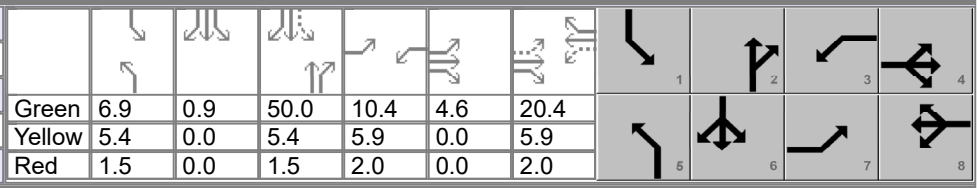
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2035 AM NO BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Arenal Rd	File Name	2035_ANX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	254	417	162	147	144	164	132	1229	231	144	798	109

Signal Information			
Cycle, s	122.7	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.9	0.9	50.0	10.4	4.6	20.4			
Yellow	5.4	0.0	5.4	5.9	0.0	5.9			
Red	1.5	0.0	1.5	2.0	0.0	2.0			

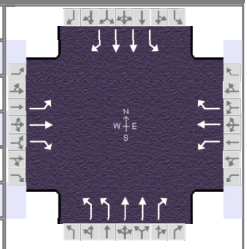
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	22.9	32.9	18.3	28.3	13.8	56.9	14.7	57.8
Change Period, ($Y+R_c$), s	7.9	7.9	7.9	7.9	6.9	6.9	6.9	6.9
Max Allow Headway (*MAH*), s	2.7	3.2	2.7	3.2	2.5	4.5	2.7	4.5
Queue Clearance Time (g_s), s	16.7	27.0	10.4	13.9	6.4	38.5	7.8	23.0
Green Extension Time (g_e), s	0.0	0.0	0.1	1.6	0.1	8.7	0.1	16.0
Phase Call Probability	1.00	1.00	0.99	1.00	0.99	1.00	0.99	1.00
Max Out Probability	1.00	1.00	0.07	0.06	0.00	0.78	0.00	0.45

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	254	417	162	147	144	164	127	1180	222	144	798	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1716	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	14.7	25.0	11.2	8.4	8.6	11.9	4.4	36.5	11.9	5.8	21.0	5.4
Cycle Queue Clearance Time (g_c), s	14.7	25.0	11.2	8.4	8.6	11.9	4.4	36.5	11.9	5.8	21.0	5.4
Green Ratio (*g/C*)	0.29	0.20	0.20	0.25	0.17	0.17	0.06	0.41	0.41	0.47	0.41	0.41
Capacity (*c*), veh/h	393	378	320	208	308	261	193	1439	641	223	1465	652
Volume-to-Capacity Ratio (*X*)	0.647	1.103	0.506	0.708	0.468	0.629	0.656	0.820	0.346	0.646	0.545	0.167
Back of Queue (*Q*), ft/ln (95 th percentile)	278.5	725.7	201.8	175	185.4	213.6	87.6	514.7	179.3	112.5	359.5	96.7
Back of Queue (*Q*), veh/ln (95 th percentile)	10.9	28.3	7.9	6.8	7.2	8.3	3.4	20.1	7.0	4.4	14.0	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)	1.14	0.00	0.66	0.35	0.00	2.85	0.47	0.00	0.90	0.50	0.00	0.37
Uniform Delay (d_1), s/veh	36.7	48.9	43.4	39.3	46.3	47.7	56.8	32.4	25.1	26.5	27.2	22.6
Incremental Delay (d_2), s/veh	2.9	77.2	0.5	3.0	0.4	1.2	0.8	3.0	0.8	1.2	1.5	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.6	126.1	43.9	42.3	46.7	48.9	57.5	35.4	25.9	27.6	28.6	23.2
Level of Service (LOS)	D	F	D	D	D	D	E	D	C	C	C	C
Approach Delay, s/veh / LOS	83.7	F		46.1	D		35.9	D		27.9	C	
Intersection Delay, s/veh / LOS	45.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.46	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.86	B	1.24	A	1.80	B	1.35	A

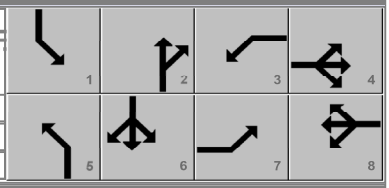
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2035 AM BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Arenal Rd	File Name	2035_ABX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	254	417	162	148	144	164	133	1278	234	144	811	109

Signal Information			
Cycle, s	122.8	Reference Phase	2
Offset, s	15	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.9	0.9		50.0	10.4	4.6		20.4				
Yellow	5.4	0.0		5.4	5.9	0.0		5.9				
Red	1.5	0.0		1.5	2.0	0.0		2.0				

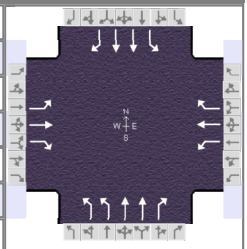
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	22.9	32.9	18.3	28.3	13.8	56.9	14.7	57.8
Change Period, ($Y+R_c$), s	7.9	7.9	7.9	7.9	6.9	6.9	6.9	6.9
Max Allow Headway (*MAH*), s	2.7	3.2	2.7	3.2	2.5	4.5	2.7	4.5
Queue Clearance Time (g_s), s	16.7	27.0	10.4	13.9	6.3	39.0	7.8	23.4
Green Extension Time (g_e), s	0.0	0.0	0.1	1.6	0.1	8.4	0.1	15.9
Phase Call Probability	1.00	1.00	0.99	1.00	0.99	1.00	0.99	1.00
Max Out Probability	1.00	1.00	0.07	0.06	0.00	0.80	0.00	0.46

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	254	417	162	148	144	164	124	1189	218	144	811	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1716	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	14.7	25.0	11.2	8.4	8.6	11.9	4.3	37.0	11.7	5.8	21.4	5.4
Cycle Queue Clearance Time (g_c), s	14.7	25.0	11.2	8.4	8.6	11.9	4.3	37.0	11.7	5.8	21.4	5.4
Green Ratio (*g/C*)	0.29	0.20	0.20	0.25	0.17	0.17	0.06	0.41	0.41	0.47	0.41	0.41
Capacity (*c*), veh/h	393	378	320	208	308	261	193	1438	640	220	1464	652
Volume-to-Capacity Ratio (*X*)	0.646	1.104	0.506	0.710	0.467	0.628	0.642	0.827	0.340	0.653	0.554	0.167
Back of Queue (*Q*), ft/ln (95 th percentile)	278.5	726.6	201.8	176.8	185.6	213.6	85.6	521.5	176.2	112.7	366.4	96.6
Back of Queue (*Q*), veh/ln (95 th percentile)	10.9	28.4	7.9	6.9	7.2	8.3	3.3	20.4	6.9	4.4	14.3	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)	1.14	0.00	0.66	0.36	0.00	2.85	0.46	0.00	0.88	0.50	0.00	0.37
Uniform Delay (d_1), s/veh	36.7	48.9	43.4	39.3	46.3	47.7	56.7	32.5	25.1	26.7	27.3	22.6
Incremental Delay (d_2), s/veh	2.9	77.4	0.5	3.1	0.4	1.2	0.7	3.1	0.8	1.2	1.5	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.6	126.3	44.0	42.4	46.7	48.8	57.5	35.7	25.8	27.9	28.8	23.2
Level of Service (LOS)	D	F	D	D	D	D	E	D	C	C	C	C
Approach Delay, s/veh / LOS	83.8	F		46.1	D		36.1	D		28.1	C	
Intersection Delay, s/veh / LOS	45.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.46	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.86	B	1.24	A	1.84	B	1.37	A

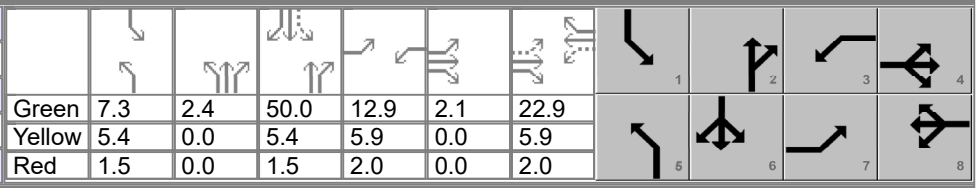
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2035 PM NO BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Arenal Rd	File Name	2035_PNX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	352	167	187	293	134	187	1010	157	124	1155	253

Signal Information			
Cycle, s	127.1	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.3	2.4	50.0	12.9	2.1	22.9	
Yellow	5.4	0.0	5.4	5.9	0.0	5.9	
Red	1.5	0.0	1.5	2.0	0.0	2.0	

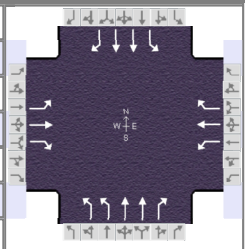
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	22.9	32.9	20.8	30.8	16.6	59.3	14.2	56.9
Change Period, (*Y+R c*), s	7.9	7.9	7.9	7.9	6.9	6.9	6.9	6.9
Max Allow Headway (*MAH*), s	2.7	3.2	2.7	3.2	2.5	4.6	2.7	4.6
Queue Clearance Time (*g s*), s	15.6	25.9	12.8	21.6	9.5	36.6	7.3	39.5
Green Extension Time (*g e*), s	0.0	0.0	0.1	0.9	0.1	10.9	0.1	8.9
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00
Max Out Probability	1.00	1.00	1.00	0.92	0.01	0.82	0.00	0.88

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	233	352	167	187	293	134	207	1117	174	124	1155	253
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1716	1766	1572	1767	1766	1572
Queue Service Time (*g s*), s	13.6	23.9	12.1	10.8	19.6	9.7	7.5	34.6	9.3	5.3	37.5	14.8
Cycle Queue Clearance Time (*g c*), s	13.6	23.9	12.1	10.8	19.6	9.7	7.5	34.6	9.3	5.3	37.5	14.8
Green Ratio (*g/C*)	0.30	0.20	0.20	0.28	0.18	0.18	0.08	0.41	0.41	0.45	0.39	0.39
Capacity (*c*), veh/h	293	365	309	235	334	283	261	1457	648	220	1390	618
Volume-to-Capacity Ratio (*X*)	0.795	0.965	0.540	0.795	0.878	0.474	0.792	0.767	0.268	0.564	0.831	0.409
Back of Queue (*Q*), ft/ln (95 th percentile)	287.9	542.5	216.5	238.6	414.3	177.5	145.8	505.3	153.3	103.5	610	253.9
Back of Queue (*Q*), veh/ln (95 th percentile)	11.2	21.2	8.5	9.3	16.2	6.9	5.7	19.7	6.0	4.0	23.8	9.9
Queue Storage Ratio (*RQ*) (95 th percentile)	1.17	0.00	0.71	0.48	0.00	2.37	0.79	0.00	0.77	0.46	0.00	0.98
Uniform Delay (*d 1*), s/veh	38.0	50.6	45.9	38.8	50.8	46.7	57.7	32.1	24.7	26.7	34.8	27.9
Incremental Delay (*d 2*), s/veh	13.0	37.5	1.0	12.0	18.6	0.5	1.7	2.7	0.7	0.8	5.9	2.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	50.9	88.1	46.9	50.8	69.3	47.2	59.5	34.8	25.4	27.6	40.7	29.9
Level of Service (LOS)	D	F	D	D	E	D	E	C	C	C	D	C
Approach Delay, s/veh / LOS	67.5	E		58.9	E		37.1	D		37.8	D	
Intersection Delay, s/veh / LOS	45.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.46	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.73	B	1.50	B	1.60	B	1.75	B

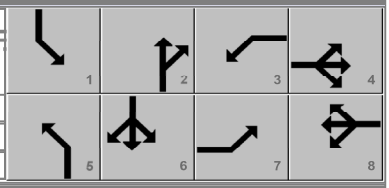
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2035 PM BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Arenal Rd	File Name	2035_PBX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	352	168	190	293	134	188	1039	159	124	1203	253

Signal Information												
Cycle, s	127.2	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.3	2.3	50.0	13.0	2.0	23.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.4	0.0	5.4	5.9	0.0	5.9		
				Red	1.5	0.0	1.5	2.0	0.0	2.0		



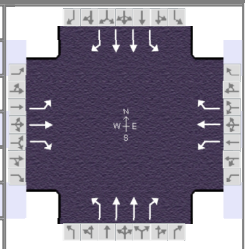
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	2.0	3.0	1.1	3.0
Phase Duration, s	22.9	32.9	20.9	30.9	16.5	59.2	14.2	56.9
Change Period, ($Y+R_c$), s	7.9	7.9	7.9	7.9	6.9	6.9	6.9	6.9
Max Allow Headway (*MAH*), s	2.7	3.2	2.7	3.2	2.5	4.6	2.7	4.6
Queue Clearance Time (g_s), s	15.5	25.9	13.0	21.5	9.5	37.3	7.3	41.9
Green Extension Time (g_e), s	0.0	0.0	0.1	0.9	0.1	10.6	0.1	7.1
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00
Max Out Probability	1.00	1.00	1.00	0.91	0.01	0.85	0.00	0.93

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	233	352	168	190	293	134	205	1131	173	124	1203	253
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1716	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	13.5	23.9	12.2	11.0	19.5	9.7	7.5	35.3	9.3	5.3	39.9	14.8
Cycle Queue Clearance Time (g_c), s	13.5	23.9	12.2	11.0	19.5	9.7	7.5	35.3	9.3	5.3	39.9	14.8
Green Ratio (*g/C*)	0.30	0.20	0.20	0.28	0.18	0.18	0.08	0.41	0.41	0.45	0.39	0.39
Capacity (*c*), veh/h	294	365	309	237	336	285	259	1453	647	216	1389	618
Volume-to-Capacity Ratio (*X*)	0.791	0.965	0.544	0.800	0.873	0.471	0.790	0.778	0.268	0.574	0.866	0.409
Back of Queue (*Q*), ft/ln (95 th percentile)	286.7	543.6	218	242.9	412.1	177.4	144.1	513.9	152.8	103.7	650.6	254.4
Back of Queue (*Q*), veh/ln (95 th percentile)	11.2	21.2	8.5	9.5	16.1	6.9	5.6	20.1	6.0	4.1	25.4	9.9
Queue Storage Ratio (*RQ*) (95 th percentile)	1.17	0.00	0.71	0.49	0.00	2.37	0.78	0.00	0.76	0.46	0.00	0.98
Uniform Delay (d_1), s/veh	37.9	50.7	46.0	38.7	50.7	46.6	57.8	32.4	24.8	27.1	35.5	27.9
Incremental Delay (d_2), s/veh	12.6	37.7	1.1	12.7	17.9	0.5	1.6	2.8	0.7	0.9	7.5	2.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	50.5	88.4	47.1	51.4	68.6	47.1	59.4	35.2	25.4	28.0	43.0	29.9
Level of Service (LOS)	D	F	D	D	E	D	E	D	C	C	D	C
Approach Delay, s/veh / LOS	67.4	E		58.6	E		37.4	D		39.7	D	
Intersection Delay, s/veh / LOS	46.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.60	C	2.46	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.73	B	1.51	B	1.63	B	1.79	B

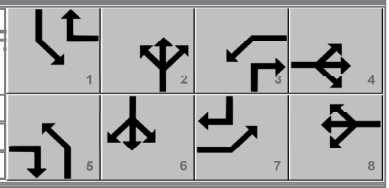
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2035 AM NO BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Blake Rd	File Name	2035_ANX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	384	352	352	123	225	99	218	1045	136	160	792	160

Signal Information			
Cycle, s	140.8	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.2	3.1	50.0	10.4	10.3	22.8			
Yellow	4.9	0.0	4.9	5.6	5.6	5.6			
Red	1.5	0.0	1.5	1.5	1.5	1.5			

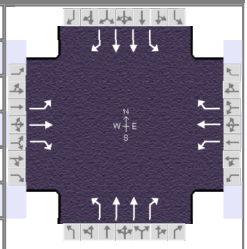
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	34.9	47.2	17.5	29.9	19.7	59.5	16.6	56.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	4.2	4.2	4.2	4.2	3.0	4.7	3.0	4.7
Queue Clearance Time (g_s), s	26.5	27.2	10.1	18.3	12.9	38.9	10.0	28.1
Green Extension Time (g_e), s	1.2	4.2	0.4	4.4	0.4	8.2	0.3	13.4
Phase Call Probability	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.01	0.03	0.00	0.01	0.00	0.78	0.00	0.51

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	384	352	352	123	225	99	218	1045	136	159	788	159
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1767	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	24.5	23.6	25.2	8.1	16.3	7.2	10.9	36.9	7.3	8.0	26.1	7.1
Cycle Queue Clearance Time (g_c), s	24.5	23.6	25.2	8.1	16.3	7.2	10.9	36.9	7.3	8.0	26.1	7.1
Green Ratio (*g/C*)	0.37	0.28	0.38	0.24	0.16	0.23	0.45	0.38	0.45	0.43	0.36	0.55
Capacity (*c*), veh/h	453	529	597	288	300	369	333	1330	708	233	1254	868
Volume-to-Capacity Ratio (*X*)	0.848	0.665	0.590	0.427	0.750	0.268	0.654	0.785	0.192	0.684	0.629	0.183
Back of Queue (*Q*), ft/ln (95 th percentile)	441.6	426.2	384.1	168.1	322.8	133.6	205.4	588.1	128.5	154.9	417.4	118.1
Back of Queue (*Q*), veh/ln (95 th percentile)	17.2	16.6	15.0	6.6	12.6	5.2	8.0	23.0	5.0	6.1	16.3	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	2.32	0.00	1.71	0.80	0.00	0.65	1.37	0.00	0.69	1.03	0.00	0.88
Uniform Delay (d_1), s/veh	37.1	44.4	34.9	44.5	56.3	44.1	28.0	38.9	23.3	31.9	37.7	15.7
Incremental Delay (d_2), s/veh	8.4	1.8	0.9	1.0	3.8	0.4	0.8	4.7	0.6	1.1	1.9	0.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.5	46.2	35.9	45.5	60.1	44.4	28.8	43.6	23.9	33.0	39.7	16.1
Level of Service (LOS)	D	D	D	D	E	D	C	D	C	C	D	B
Approach Delay, s/veh / LOS	42.6	D		52.6	D		39.4	D		35.3	D	
Intersection Delay, s/veh / LOS	40.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.47	B	2.12	B	2.12	B
Bicycle LOS Score / LOS	2.28	B	1.23	A	1.64	B	1.41	A

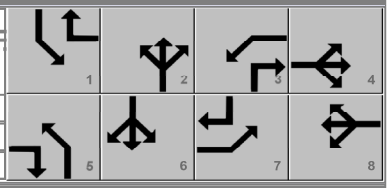
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2035 AM BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Blake Rd	File Name	2035_ABX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	384	352	352	123	225	100	218	1047	136	163	799	161

Signal Information												
Cycle, s	140.8	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	10.2	3.1	50.0	10.4	10.3	22.8		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.9	0.0	4.9	5.6	5.6	5.6		
				Red	1.5	0.0	1.5	1.5	1.5	1.5		



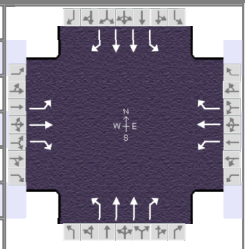
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	34.9	47.2	17.5	29.9	19.7	59.5	16.6	56.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	4.2	4.2	4.2	4.2	3.0	4.7	3.0	4.7
Queue Clearance Time (g_s), s	26.5	27.2	10.1	18.3	12.9	39.0	10.0	27.6
Green Extension Time (g_e), s	1.2	4.2	0.4	4.5	0.4	8.1	0.3	13.5
Phase Call Probability	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.01	0.04	0.00	0.01	0.00	0.77	0.00	0.49

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	384	352	352	123	225	100	218	1047	136	159	777	157
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1767	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	24.5	23.6	25.2	8.1	16.3	7.3	10.9	37.0	7.3	8.0	25.6	7.0
Cycle Queue Clearance Time (g_c), s	24.5	23.6	25.2	8.1	16.3	7.3	10.9	37.0	7.3	8.0	25.6	7.0
Green Ratio (*g/C*)	0.37	0.28	0.38	0.24	0.16	0.23	0.45	0.38	0.45	0.43	0.36	0.55
Capacity (*c*), veh/h	453	529	597	288	300	368	337	1331	709	232	1254	868
Volume-to-Capacity Ratio (*X*)	0.848	0.665	0.590	0.427	0.750	0.271	0.648	0.786	0.192	0.683	0.620	0.180
Back of Queue (*Q*), ft/ln (95 th percentile)	442.2	426.2	384.1	168.1	322.7	135.1	205.3	589.6	128.4	150.2	402.4	115.5
Back of Queue (*Q*), veh/ln (95 th percentile)	17.3	16.6	15.0	6.6	12.6	5.3	8.0	23.0	5.0	5.9	15.7	4.5
Queue Storage Ratio (*RQ*) (95 th percentile)	2.33	0.00	1.71	0.80	0.00	0.66	1.37	0.00	0.69	1.00	0.00	0.86
Uniform Delay (d_1), s/veh	37.1	44.4	34.9	44.5	56.3	44.1	27.8	38.9	23.3	31.9	37.6	15.7
Incremental Delay (d_2), s/veh	8.4	1.8	0.9	1.0	3.8	0.4	0.8	4.7	0.6	1.0	1.7	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.5	46.2	35.9	45.5	60.1	44.5	28.6	43.6	23.9	32.9	39.3	16.0
Level of Service (LOS)	D	D	D	D	E	D	C	D	C	C	D	B
Approach Delay, s/veh / LOS	42.6	D		52.6	D		39.4	D		35.0	C	
Intersection Delay, s/veh / LOS	40.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.47	B	2.12	B	2.12	B
Bicycle LOS Score / LOS	2.28	B	1.23	A	1.64	B	1.41	A

HCS Signalized Intersection Results Summary

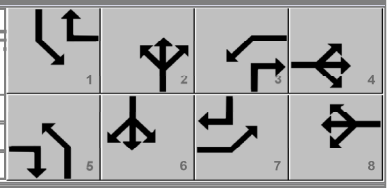
General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2035 PM NO BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Blake Rd	File Name	2035_PNX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	187	192	337	233	353	213	288	1098	97	97	1140	252

Signal Information			
Cycle, s	149.4	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.5	8.2	50.0	14.7	3.2	32.5	
Yellow	4.9	4.9	4.9	5.6	0.0	5.6	
Red	1.5	1.5	1.5	1.5	0.0	1.5	



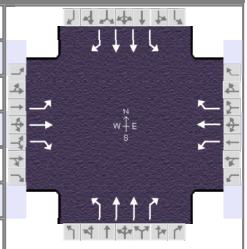
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	21.8	39.6	25.0	42.8	28.4	71.0	13.9	56.4
Change Period, ($Y+R_c$), s	7.1	7.1	7.1	7.1	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	4.2	4.3	4.2	4.3	3.0	4.7	3.0	4.7
Queue Clearance Time (g_s), s	14.1	27.9	17.0	28.7	21.5	40.3	7.4	50.4
Green Extension Time (g_e), s	0.6	4.6	0.9	4.5	0.5	8.3	0.1	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00
Max Out Probability	0.00	0.05	0.00	0.06	0.00	0.90	0.00	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	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	187	192	337	233	353	213	288	1098	97	98	1155	255
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1767	1766	1572	1767	1766	1572
Queue Service Time (g_s), s	12.1	13.5	25.9	15.0	26.7	16.7	19.5	38.3	4.4	5.4	48.4	16.4
Cycle Queue Clearance Time (g_c), s	12.1	13.5	25.9	15.0	26.7	16.7	19.5	38.3	4.4	5.4	48.4	16.4
Green Ratio (*g/C*)	0.32	0.22	0.37	0.34	0.24	0.29	0.50	0.43	0.55	0.38	0.33	0.43
Capacity (*c*), veh/h	270	403	574	410	443	454	314	1527	868	219	1181	681
Volume-to-Capacity Ratio (*X*)	0.693	0.476	0.587	0.568	0.797	0.469	0.918	0.719	0.112	0.448	0.978	0.375
Back of Queue (*Q*), ft/ln (95 th percentile)	241.6	271.6	395.9	281.6	488.5	278.9	281.2	595.3	74.4	104.4	732.1	234.6
Back of Queue (*Q*), veh/ln (95 th percentile)	9.4	10.6	15.5	11.0	19.1	10.9	11.0	23.3	2.9	4.1	28.6	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	1.27	0.00	1.76	1.34	0.00	1.36	1.87	0.00	0.40	0.70	0.00	1.74
Uniform Delay (d_1), s/veh	41.8	51.1	38.4	38.6	53.5	43.8	47.0	35.0	16.0	32.7	49.2	28.7
Incremental Delay (d_2), s/veh	3.2	0.9	1.0	1.2	4.9	0.8	8.7	3.0	0.3	0.3	14.2	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.0	52.0	39.3	39.8	58.4	44.5	55.7	37.9	16.2	33.0	63.4	29.5
Level of Service (LOS)	D	D	D	D	E	D	E	D	B	C	E	C
Approach Delay, s/veh / LOS	44.2	D		49.3	D		40.0	D		55.7	E	
Intersection Delay, s/veh / LOS	47.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	2.12	B	2.13	B
Bicycle LOS Score / LOS	1.67	B	1.81	B	1.71	B	1.72	B

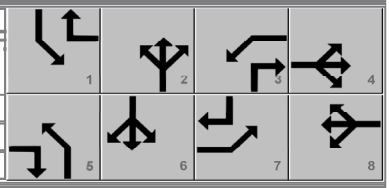
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Tierra West LLC			Duration, h	0.250
Analyst	2035 PM BUILD	Analysis Date		Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Coors Blvd	Analysis Year		Analysis Period	1> 7:00
Intersection	Blake Rd	File Name	2035_PBX_Exp.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	188	192	337	233	353	216	288	1105	97	99	1144	253

Signal Information			
Cycle, s	149.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	8.3	50.0	14.9	3.1	32.5	
Yellow	4.9	4.9	4.9	5.6	0.0	5.6	
Red	1.5	1.5	1.5	1.5	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	22.0	39.6	25.1	42.7	28.8	71.1	14.2	56.4
Change Period, (*Y+R c*), s	7.1	7.1	7.1	7.1	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	4.2	4.3	4.2	4.3	3.0	4.7	3.0	4.7
Queue Clearance Time (*g s*), s	14.2	27.9	17.1	28.9	22.0	40.8	7.7	52.0
Green Extension Time (*g e*), s	0.6	4.6	0.9	4.5	0.5	8.0	0.2	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00
Max Out Probability	0.00	0.05	0.00	0.06	0.00	0.92	0.00	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	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	188	192	337	233	353	216	288	1105	97	103	1194	264
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1572	1767	1856	1572	1767	1766	1572	1767	1766	1572
Queue Service Time (*g s*), s	12.2	13.6	25.9	15.1	26.9	17.0	20.0	38.8	4.4	5.7	50.0	17.2
Cycle Queue Clearance Time (*g c*), s	12.2	13.6	25.9	15.1	26.9	17.0	20.0	38.8	4.4	5.7	50.0	17.2
Green Ratio (*g/C*)	0.32	0.22	0.37	0.34	0.24	0.29	0.50	0.43	0.55	0.39	0.33	0.43
Capacity (*c*), veh/h	269	402	576	410	441	455	313	1524	867	220	1178	680
Volume-to-Capacity Ratio (*X*)	0.698	0.477	0.585	0.569	0.801	0.474	0.921	0.725	0.112	0.469	1.013	0.388
Back of Queue (*Q*), ft/ln (95 th percentile)	243.3	272.3	395.9	282.5	490.8	283	290.5	602.3	74.8	106.5	785.5	239.2
Back of Queue (*Q*), veh/ln (95 th percentile)	9.5	10.6	15.5	11.0	19.2	11.1	11.3	23.5	2.9	4.2	30.7	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)	1.28	0.00	1.76	1.35	0.00	1.38	1.94	0.00	0.40	0.71	0.00	1.77
Uniform Delay (*d 1*), s/veh	42.0	51.3	38.3	38.7	53.8	43.9	48.4	35.3	16.1	33.0	50.0	29.0
Incremental Delay (*d 2*), s/veh	3.3	0.9	0.9	1.2	5.1	0.8	9.6	3.0	0.3	0.3	21.1	0.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.2	52.2	39.2	40.0	58.9	44.6	58.0	38.3	16.4	33.2	71.1	29.8
Level of Service (LOS)	D	D	D	D	E	D	E	D	B	C	F	C
Approach Delay, s/veh / LOS	44.3	D		49.6	D		40.7	D		61.6	E	
Intersection Delay, s/veh / LOS	50.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	2.12	B	2.13	B
Bicycle LOS Score / LOS	1.67	B	1.81	B	1.72	B	1.72	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	0	10	1483	1101	15
Future Vol, veh/h	55	0	10	1483	1101	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	-	-
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	55	0	10	1483	1101	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1871	558	1116	0	-	0
Stage 1	1109	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	63	471	616	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	471	616	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	271	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.3	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	616	-	177	-	-
HCM Lane V/C Ratio	0.016	-	0.311	-	-
HCM Control Delay (s)	10.9	-	34.3	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	1.2	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	108	5	10	1483	1101	29
Future Vol, veh/h	108	5	10	1483	1101	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	-	-
Veh in Median Storage, #	2	-	-	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	108	5	10	1483	1101	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1878	565	1130	0	-	0
Stage 1	1116	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 62	466	608	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 61	466	608	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	269	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.9	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	608	-	226	-	-
HCM Lane V/C Ratio	0.016	-	0.5	-	-
HCM Control Delay (s)	11	-	35.9	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.5	-	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	20	15	1428	1429	10
Future Vol, veh/h	20	20	15	1428	1429	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	-	-
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	20	20	15	1428	1429	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2178	720	1439	0	-	0
Stage 1	1434	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	39	368	462	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	368	462	-	-	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	462	-	191	-	-
HCM Lane V/C Ratio	0.032	-	0.209	-	-
HCM Control Delay (s)	13.1	-	28.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	23	15	1428	1429	62
Future Vol, veh/h	52	23	15	1428	1429	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	-	-
Veh in Median Storage, #	1	-	-	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	52	23	15	1428	1429	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2204	746	1491	0	-	0
Stage 1	1460	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	~ 37	354	442	-	-	-
Stage 1	178	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 36	354	442	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	172	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.8	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	442	-	156	-	-
HCM Lane V/C Ratio	0.034	-	0.481	-	-
HCM Control Delay (s)	13.4	-	47.8	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.3	-	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	20	10	1617	1042	35
Future Vol, veh/h	5	20	10	1617	1042	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	130
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	5	20	10	1617	1042	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1871	521	1077	0	-	0
Stage 1	1042	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	63	498	637	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	498	637	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	637	-	368	-	-
HCM Lane V/C Ratio	0.016	-	0.068	-	-
HCM Control Delay (s)	10.7	-	15.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	26	13	1617	1042	35
Future Vol, veh/h	5	26	13	1617	1042	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	130
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	5	26	13	1617	1042	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1877	521	1077	0	-	0
Stage 1	1042	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	62	498	637	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	498	637	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	637	-	387	-	-
HCM Lane V/C Ratio	0.02	-	0.08	-	-
HCM Control Delay (s)	10.8	-	15.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	35	50	1443	1384	50
Future Vol, veh/h	25	35	50	1443	1384	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	130
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	25	35	50	1443	1384	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2206	692	1434	0	-	0
Stage 1	1384	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	37	384	465	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	33	384	465	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	175	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.8	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	204	-	-
HCM Lane V/C Ratio	0.108	-	0.294	-	-
HCM Control Delay (s)	13.7	-	29.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	39	61	1443	1384	50
Future Vol, veh/h	25	39	61	1443	1384	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	130
Veh in Median Storage, #	1	-	-	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	25	39	61	1443	1384	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2228	692	1434	0	-	0
Stage 1	1384	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	36	384	465	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	384	465	-	-	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.3	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	205	-	-
HCM Lane V/C Ratio	0.131	-	0.312	-	-
HCM Control Delay (s)	13.9	-	30.3	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.4	-	1.3	-	-

Riverside Mobile Home Park - ABQ., NM

Projected Turning Movements Worksheet

Coors Boulevard / Jemez River Rd SW

INTERSECTION: E-W Street: **Jemez River Rd.** (13)

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

Year of Existing Counts 2023

Implementation Year 2025

	Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
		Eastbound (Jemez River)			**Westbound (Jemez River)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		44	0	0	0	0	0	8	1,108	0	0	856	12
Background Traffic Growth		2	0	0	0	0	0	0	44	0	0	34	0
Subtotal		46	0	0	0	0	0	8	1,152	0	0	890	12
Coors & Blake Commercial Site		0	0	0	0	0	0	0	13	0	0	16	0
Blake Mobile Home Park		0	0	0	0	0	0	0	96	0	0	24	0
Subtotal (NO BUILD - A.M.)		***46***	***0***	***0***	***0***	***0***	***0***	***8***	***1,261***	***0***	***0***	***930***	***12***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*82.16%*
Percent Residential Trips Generated(Exiting)		*82.16%*	*0.00%*	*8.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		53	0	5	0	0	0	0	0	0	0	0	14
Subtotal AM Pk Hr. BUILD Volumes		99	0	5	0	0	0	8	1,261	0	0	930	26
Total AM Peak Hour BUILD Volumes		**99**	**0**	**5**	**0**	**0**	**0**	**8**	**1,261**	**0**	**0**	**930**	**26**

		2.00%			**2.00%**			**2.00%**			**2.00%**		
		Eastbound (Jemez River)			**Westbound (Jemez River)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		16	0	16	0	0	0	12	1,128	0	0	1,120	8
Background Traffic Growth		1	0	1	0	0	0	0	45	0	0	45	0
Subtotal		17	0	17	0	0	0	12	1,173	0	0	1,165	8
Coors & Blake Commercial Site		0	0	0	0	0	0	0	12	0	0	13	0
Blake Mobile Home Park		0	0	0	0	0	0	0	17	0	0	27	0
Subtotal (NO BUILD - P.M.)		***17***	***0***	***17***	***0***	***0***	***0***	***12***	***1,202***	***0***	***0***	***1,205***	***8***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*82.16%*
Percent Residential Trips Generated(Exiting)		*82.16%*	*0.00%*	*8.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		32	0	3	0	0	0	0	0	0	0	0	52
Subtotal PM Pk Hr. BUILD Volumes		49	0	20	0	0	0	12	1,202	0	0	1,205	60
Total PM Peak Hour BUILD Volumes		**49**	**0**	**20**	**0**	**0**	**0**	**12**	**1,202**	**0**	**0**	**1,205**	**60**

Data Entry Sheet

Determination of Warrants for Deceleration Lanes

NM DOT State Access Management Manual Criteria

Jemez River Rd. / Coors Blvd.

Project Information:

Project Name:	Riverside Mobile Home Park	
Project Location:	Coors Boulevard / Jemez River Rd SW	
Implemenation Year:	2025	
Project Environment:	Urban	Multi-Lane

Street Information:

Major Street Name:	Coors Blvd.
Minor Street Name:	Jemez River Rd.

Intersection Information:

	Orientation	Prevailing Speed	No. Lanes Each Direction
Jemez River Rd.	Eastbound	25	N/A
Coors Blvd.	North-South	45	2

Determine Case:

Case
1 Urban Two-Lane Highway - Use Table 17.B.1
2 Urban Multi-Lane Highway - Use Table 17.B-2
3 Rural Two Lane Highway - Use Table 17.B-3 and 17.B-5
4 Rural Multi-Lane Highway - Use Table 17.B-4 and 17.B-6

Coors Blvd. is Case	2
Speed Category	45 to 55

SB Right Turn Volumes		**SB Thru Volumes**
2025 AM Pk. Hr. NO BUILD	12	930
2025 AM Pk. Hr. BUILD	26	930
2025 PM Pk. Hr. NO BUILD	8	1205
2025 PM Pk. Hr. BUILD	60	1205

NB Left Turn Volumes		**NB Thru Volumes**
2025 AM Pk. Hr. NO BUILD	8	1261
2025 AM Pk. Hr. BUILD	8	1261
2025 PM Pk. Hr. NO BUILD	12	1202
2025 PM Pk. Hr. BUILD	12	1202

Worksheet Developed by Terry O. Brown, P.E.

Determination of Warrants for Auxiliary Lanes

Project Name: **Riverside Mobile Home Park**
Name of Highway: **Coors Blvd.**
Name of Cross Street: **Jemez River Rd.**

Determination of Warrants for: **Eastbound Driveway**

Implementation Year Volumes - **2025** **Posted Speed Limit:** **45**

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2025**	12	288	465	✓	370	1.00	-	**370**	**12.5:1**
AM Peak Hour BUILD	**2025**	26	146	465	✓	370	1.00	-	**370**	**12.5:1**
PM Peak Hour NO BUILD	**2025**	8	372	603	✓	370	1.00	-	**370**	**12.5:1**
PM Peak Hour BUILD	**2025**	60	1	603	✓	370	1.00	-	**370**	**12.5:1**

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2025**	8	348	631	✓	400	1.00	-	**400**	**12.5:1**
AM Peak Hour BUILD	**2025**	8	348	631	✓	400	1.00	-	**400**	**12.5:1**
PM Peak Hour NO BUILD	**2025**	12	268	601	✓	400	1.00	-	**400**	**12.5:1**
PM Peak Hour BUILD	**2025**	12	268	601	✓	400	1.00	-	**400**	**12.5:1**

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

* **Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleraion Lengths)**

** **Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.**

*** **Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.**

= Volume/Hr. divided by 60 times three (rounded) times 25 feet per vehicle.

Lane Storage Length for right turn decel lanes is zero unless there is a stop condition.

Notes and Comments:

Note or Comment: There is an existing northbound-left turning lane at the intersection of Coors and Jemez River Rd.
Due to the constraints of major powerlines within the ROW, the reccomendation is a 50-ft right-turn deceleration lane with taper.

Table 17.B-2
Criteria For Deceleration Lanes On
URBAN MULTI-LANE HIGHWAYS

Turning Volume[1] (vph)	LEFT-TURN DECELERATION LANE Minimum Volume in Adjacent Through Lane (vphpl)[2]			RIGHT-TURN DECELERATION LANE Minimum Volume in Adjacent Through Lane (vphpl)[2]		
	≤30 mph	35 to 40 mph	45 to 55 mph	≤30 mph	35 to 40 mph	45 to 55 mph
<5	**Not Required**	**Not Required**	**Not Required**	**Not Required**	**Not Required**	**Not Required**
5	**Not Required**	**490**	**420**	**1,200**	**730**	**450**
10	**420**	**370**	**300**	**820**	**490**	**320**
15	**360**	**290**	**220**	**600**	**350**	**240**
20	**310**	**230**	**160**	**460**	**260**	**180**
25	**270**	**190**	**130**	**360**	**230**	**150**
30	**240**	**160**	**110**	**290**	**200**	**130**
35	**210**	**130**	**100**	**260**	**180**	**120**
40	**180**	**120**	**Required**	**240**	**170**	**110**
45	**160**	**110**	**Required**	**220**	**160**	**Required**
50	**140**	**Required**	**Required**	**200**	**Required**	**Required**
55	**120**	**Required**	**Required**	**190**	**Required**	**Required**
≥56	**Required**	**Required**	**Required**	**Required**	**Required**	**Required**
	Left-turn Deceleratаion Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			***Right-turn Deceleratаion Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:*** • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

Riverside Mobile Home Park - ABQ., NM

Projected Turning Movements Worksheet

Coors Boulevard / Ervien Rd SW

INTERSECTION: E-W Street: **Ervien Rd.** (13)

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

Year of Existing Counts 2023

Implementation Year 2025

	Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
		Eastbound (Jemez River)			**Westbound (Jemez River)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		4	0	16	0	0	0	8	1,216	0	0	808	28
Background Traffic Growth		0	0	1	0	0	0	0	49	0	0	32	1
Subtotal		4	0	17	0	0	0	8	1,265	0	0	840	29
Coors & Blake Commercial Site		0	0	0	0	0	0	0	13	0	0	16	0
Blake Mobile Home Park		0	0	0	0	0	0	0	96	0	0	24	0
Subtotal (NO BUILD - A.M.)		***4***	***0***	***17***	***0***	***0***	***0***	***8***	***1,374***	***0***	***0***	***880***	***29***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*17.84%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*9.84%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	6	0	0	0	3	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes		4	0	23	0	0	0	11	1,374	0	0	880	29
Total AM Peak Hour BUILD Volumes		**4**	**0**	**23**	**0**	**0**	**0**	**11**	**1,374**	**0**	**0**	**880**	**29**

		2.00%			**2.00%**			**2.00%**			**2.00%**		
		Eastbound (Jemez River)			**Westbound (Jemez River)**			**Northbound (Coors Blvd.)**			**Southbound (Coors Blvd.)**		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		20	0	28	0	0	0	40	1,140	0	0	1,084	40
Background Traffic Growth		1	0	1	0	0	0	2	46	0	0	43	2
Subtotal		21	0	29	0	0	0	42	1,186	0	0	1,127	42
Coors & Blake Commercial Site		0	0	0	0	0	0	0	12	0	0	13	0
Blake Mobile Home Park		0	0	0	0	0	0	0	17	0	0	27	0
Subtotal (NO BUILD - P.M.)		***21***	***0***	***29***	***0***	***0***	***0***	***42***	***1,215***	***0***	***0***	***1,167***	***42***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*17.84%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*9.84%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	4	0	0	0	11	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes		21	0	33	0	0	0	53	1,215	0	0	1,167	42
Total PM Peak Hour BUILD Volumes		**21**	**0**	**33**	**0**	**0**	**0**	**53**	**1,215**	**0**	**0**	**1,167**	**42**

Data Entry Sheet

Determination of Warrants for Deceleration Lanes

NM DOT State Access Management Manual Criteria

Ervien Rd. / Coors Blvd.

Project Information:

Project Name:	Riverside Mobile Home Park	
Project Location:	Coors Boulevard / Ervien Rd SW	
Implemenation Year:	2025	
Project Environment:	Urban	Multi-Lane

Street Information:

Major Street Name:	Coors Blvd.
Minor Street Name:	Ervien Rd.

Intersection Information:

	Orientation	Prevailing Speed	No. Lanes Each Direction
Ervien Rd.	Eastbound	25	N/A
Coors Blvd.	North-South	45	2

Determine Case:

Case
1 Urban Two-Lane Highway - Use Table 17.B.1
2 Urban Multi-Lane Highway - Use Table 17.B-2
3 Rural Two Lane Highway - Use Table 17.B-3 and 17.B-5
4 Rural Multi-Lane Highway - Use Table 17.B-4 and 17.B-6

Coors Blvd. is Case	2
Speed Category	45 to 55

SB Right Turn Volumes		SB Thru Volumes
2025 AM Pk. Hr. NO BUILD	29	880
2025 AM Pk. Hr. BUILD	29	880
2025 PM Pk. Hr. NO BUILD	42	1167
2025 PM Pk. Hr. BUILD	42	1167

NB Left Turn Volumes		NB Thru Volumes
2025 AM Pk. Hr. NO BUILD	8	1374
2025 AM Pk. Hr. BUILD	11	1374
2025 PM Pk. Hr. NO BUILD	42	1215
2025 PM Pk. Hr. BUILD	53	1215

Worksheet Developed by Terry O. Brown, P.E.

Determination of Warrants for Auxiliary Lanes

Project Name: **Riverside Mobile Home Park**
Name of Highway: **Coors Blvd.**
Name of Cross Street: **Ervien Rd.**

Determination of Warrants for: **Eastbound Driveway**

Implementation Year Volumes - **2025** **Posted Speed Limit:** **45**

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2025**	29	134	440	✓	370	1.00	-	**370**	**12.5:1**
AM Peak Hour BUILD	**2025**	29	134	440	✓	370	1.00	-	**370**	**12.5:1**
PM Peak Hour NO BUILD	**2025**	42	66	584	✓	370	1.00	-	**370**	**12.5:1**
PM Peak Hour BUILD	**2025**	42	66	584	✓	370	1.00	-	**370**	**12.5:1**

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2025**	8	348	687	✓	400	1.00	-	**400**	**12.5:1**
AM Peak Hour BUILD	**2025**	11	284	687	✓	400	1.00	-	**400**	**12.5:1**
PM Peak Hour NO BUILD	**2025**	42	1	608	✓	400	1.00	-	**400**	**12.5:1**
PM Peak Hour BUILD	**2025**	53	1	608	✓	400	1.00	-	**400**	**12.5:1**

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

* **Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleraion Lengths)**

** **Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.**

*** **Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.**

= Volume/Hr. divided by 60 times three (rounded) times 25 feet per vehicle.

Lane Storage Length for right turn decel lanes is zero unless there is a stop condition.

Notes and Comments:

Note or Comment: There is an existing southbound-right and northbound-left turning lane at the intersection of Coors and Ervien Rd. Due to the intersection nearest intersection of Coors Blvd. and Jemez River the southbound-right cannot be extended to the required length. The northbound-left meets the SAMM deceleration length requirements with the two-way left-turn lane.

Table 17.B-2
Criteria For Deceleration Lanes On
URBAN MULTI-LANE HIGHWAYS

Turning Volume[1] (vph)	LEFT-TURN DECELERATION LANE Minimum Volume in Adjacent Through Lane (vphpl)[2]			RIGHT-TURN DECELERATION LANE Minimum Volume in Adjacent Through Lane (vphpl)[2]		
	≤30 mph	35 to 40 mph	45 to 55 mph	≤30 mph	35 to 40 mph	45 to 55 mph
<5	**Not Required**	**Not Required**	**Not Required**	**Not Required**	**Not Required**	**Not Required**
5	**Not Required**	**490**	**420**	**1,200**	**730**	**450**
10	**420**	**370**	**300**	**820**	**490**	**320**
15	**360**	**290**	**220**	**600**	**350**	**240**
20	**310**	**230**	**160**	**460**	**260**	**180**
25	**270**	**190**	**130**	**360**	**230**	**150**
30	**240**	**160**	**110**	**290**	**200**	**130**
35	**210**	**130**	**100**	**260**	**180**	**120**
40	**180**	**120**	**Required**	**240**	**170**	**110**
45	**160**	**110**	**Required**	**220**	**160**	**Required**
50	**140**	**Required**	**Required**	**200**	**Required**	**Required**
55	**120**	**Required**	**Required**	**190**	**Required**	**Required**
≥56	**Required**	**Required**	**Required**	**Required**	**Required**	**Required**
	Left-turn Deceleratаion Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			***Right-turn Deceleratаion Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:*** • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 55 vph.*
2. *The volume in the adjacent through lane includes through vehicles and turning vehicles.*

CRASH ANALYSIS
Summary Table

Tierra West LLC

HCS7 - Highway Safety Software Facility Report

Project Information
Analyst: Amanda Herrera, P.E.
Date: 7/19/2023
Jurisdiction: City of Albuquerque, Bernalillo County, NMDOT District 3
Analysis Year: 2023

Urban Facility: Coors Blvd from Arenal Rd to Blake Rd

SECT. No.	FACILITY TYPE	MODEL TYPE	NAME	AADT MAJOR STREET		AADT MINOR STREET		LENGTH	Total Observed Crashes	AVERAGE OBSERVED CRASHES per year	PREDICTED CRASHES			EXPECTED CRASHES		
				NO BUILD	BUILD	NO BUILD	BUILD	(MI)	5 Yr.		NO BUILD	BUILD	INCREASE	NO BUILD	BUILD	INCREASE
1	Intersection	4SG	Coors & Arenal	25,061	27,411	12,037	12,557		186	37.20	3.79	4.20	0.41	22.11	23.12	1.01
2	Segment	5T	Coors Blvd	25,061	26,073			0.59	35	7.00	8.88	9.27	0.39	8.61	8.75	0.14
3	Intersection	3ST	Coors & Jemez River Rd	25,061	27,021	640	1,160		3	0.60	1.31	1.81	0.51	0.90	1.07	0.18
4	Segment	5T	Coors Blvd	25,061	26,073			0.06	2	0.40	0.85	0.89	0.04	0.81	0.83	0.03
5	Intersection	3ST	Coors & Ervien	25,061	26,701	560	1,430		4	0.80	1.24	1.95	0.72	1.08	1.38	0.29
6	Segment	5T	Coors Blvd	25,061	26,073			0.42	19	3.80	6.44	6.93	0.49	5.87	6.07	0.20
7	Intersection	3SG	Coors & Blake	26,820	27,904	8,668	9,018		193	38.60	3.96	4.30	0.34	23.67	24.49	0.82
				177,186	187,256	21,905	24,165	TOTAL		88.40	26.47	29.36	2.89	63.04	65.71	2.67
				199091	211,421						0.013%	0.014%	10.911%	0.032%	0.031%	4.229%
										3.3				Increase		Increase


ARENAL
INTERSECTION #4
COORS BLVD
SEGMENT 3
JEMEZ RIVER
INTERSECTION #3
ERVIEN
SEGMENT 2
INTERSECTION #2
SEGMENT 1
COORS BLVD
BLAKE
INTERSECTION #1

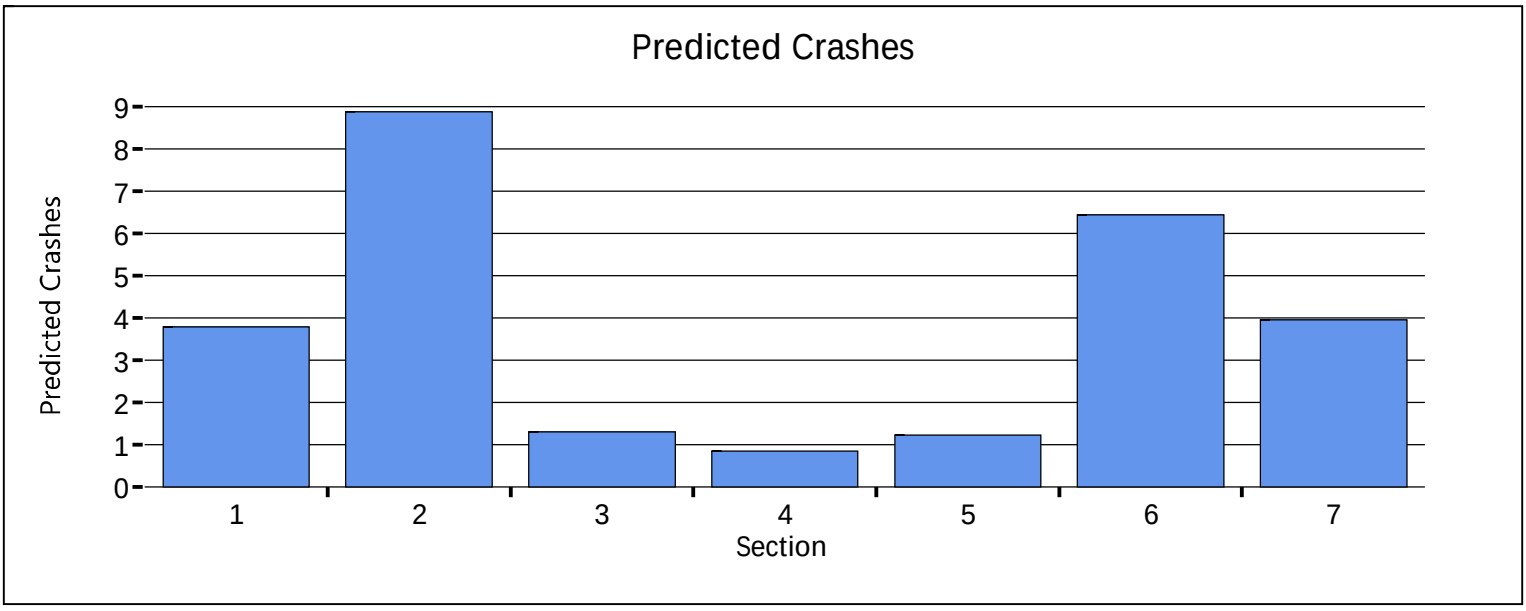
Highway Safety Software Facility Report

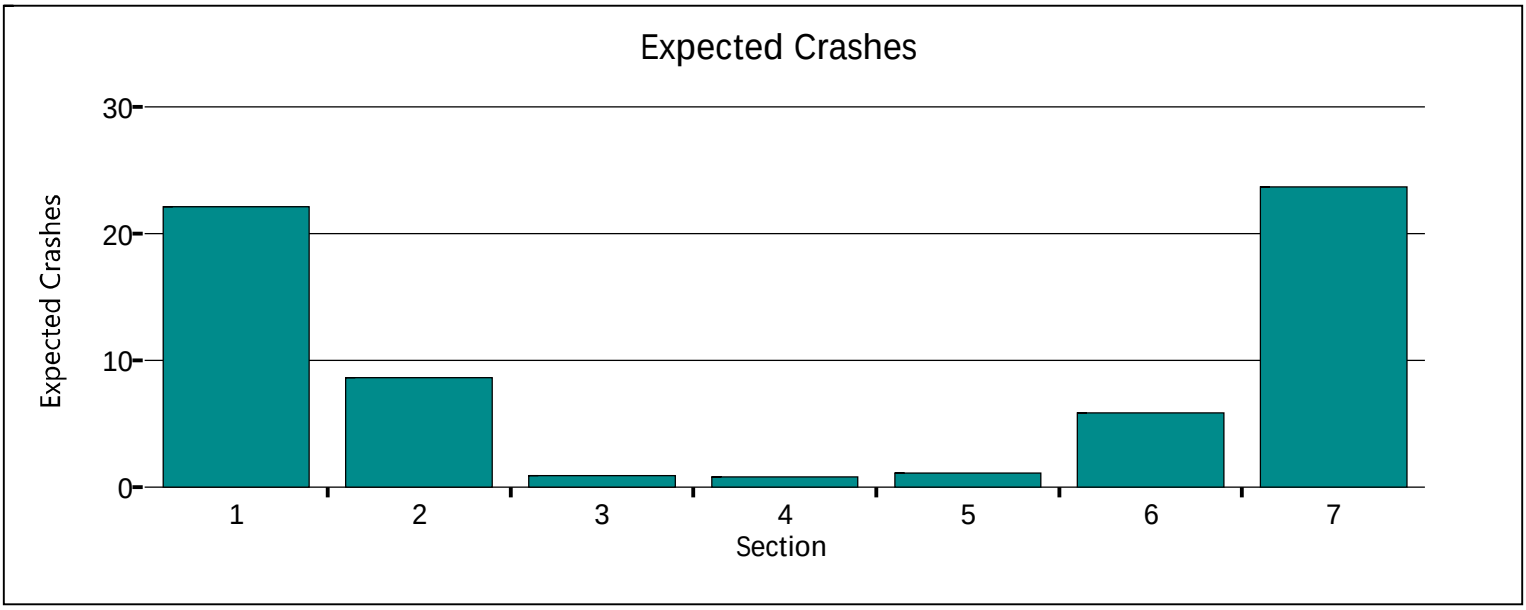
Project Information

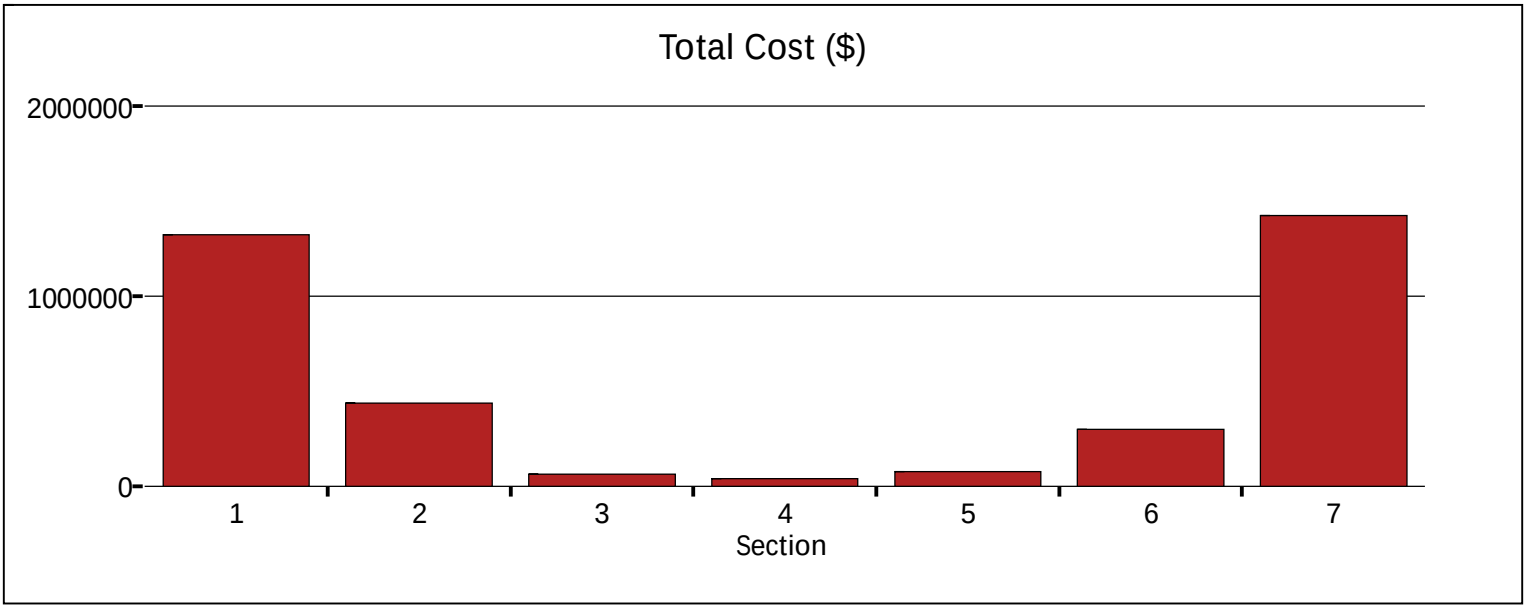
Analyst	Tierra West LLC	Date	7/18/2023
Jurisdiction	COA, BernCo, NMDOT	Analysis Year	2023
Project Description			

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Intersection	Four Approach Signal (4SG)	-	-	7.913	0.466	3.789	22.109	$1324043
2	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.590	25061	8.582	1.000	8.882	8.611	$436970
3	Urban	Intersection	Three Approach Stop (3ST)	-	-	1.854	0.670	1.306	0.895	$64054
4	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.060	25061	0.824	1.000	0.853	0.806	$40856
5	Urban	Intersection	Three Approach Stop (3ST)	-	-	1.753	0.670	1.236	1.082	$78417
6	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.420	25061	6.224	1.000	6.442	5.872	$298081
7	Urban	Intersection	Four Approach Signal (4SG)	-	-	7.872	0.491	3.961	23.668	$1424041







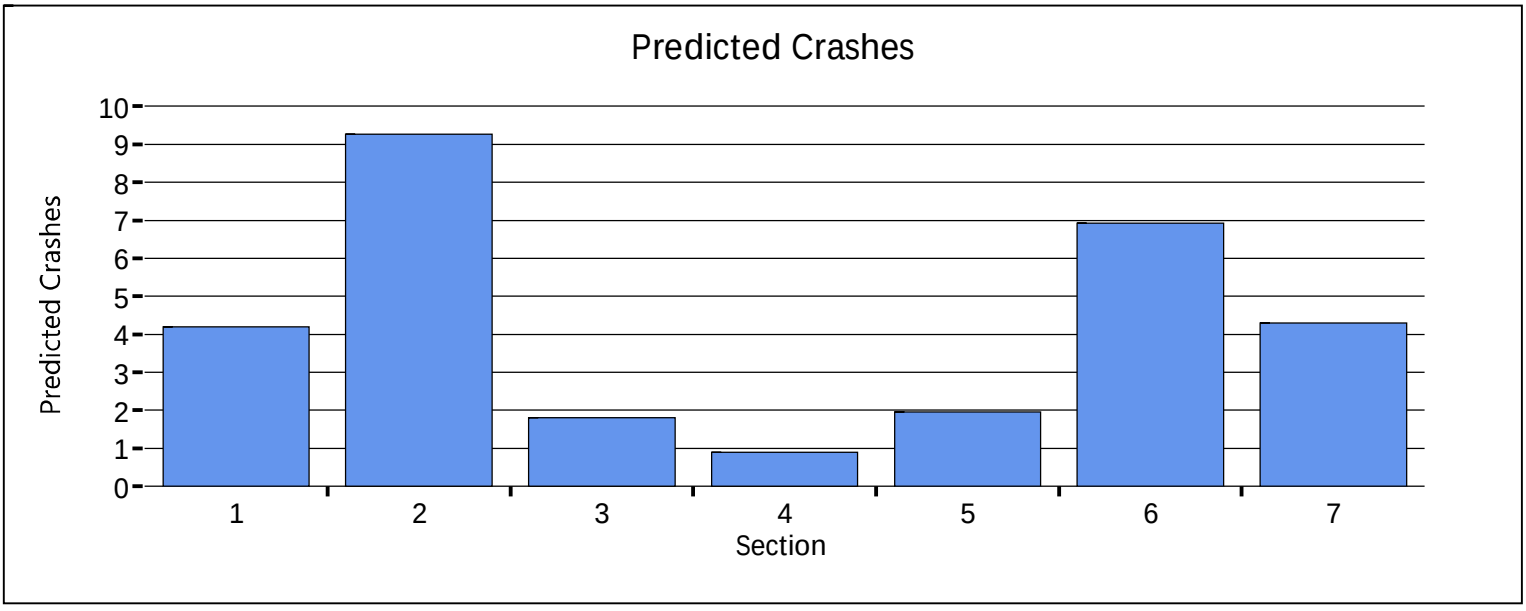
Highway Safety Software Facility Report

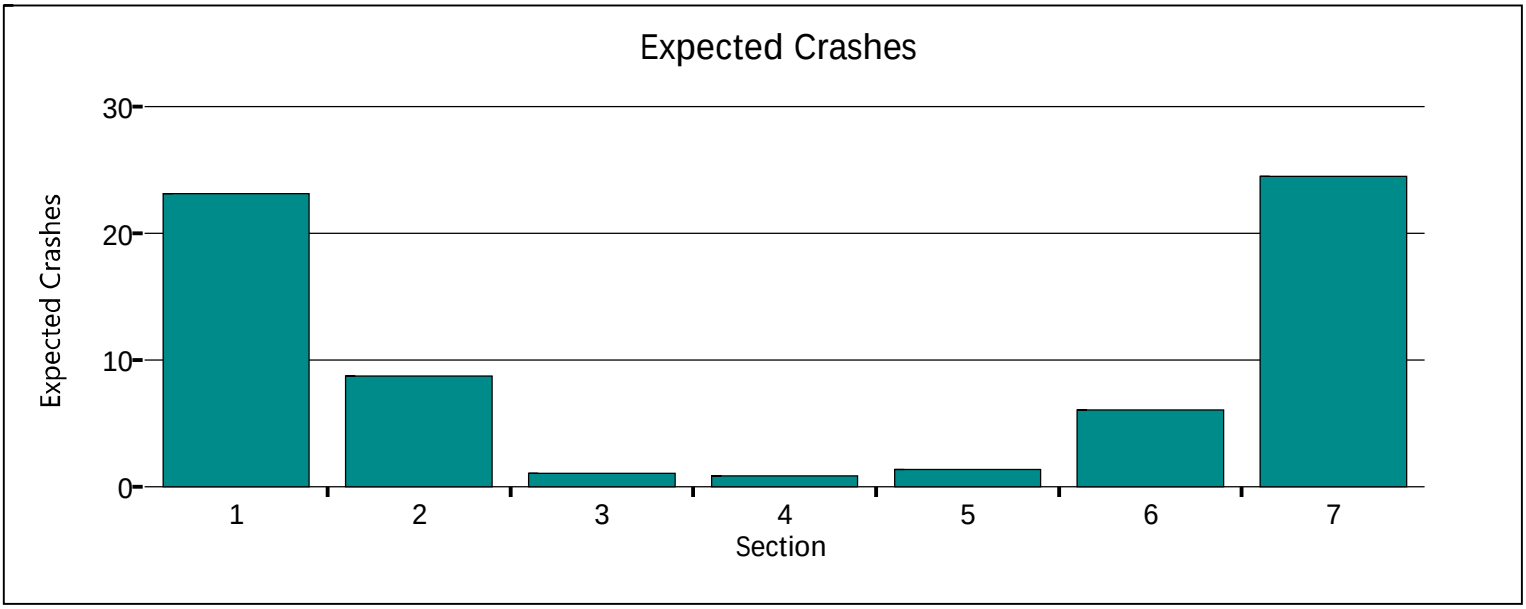
Project Information

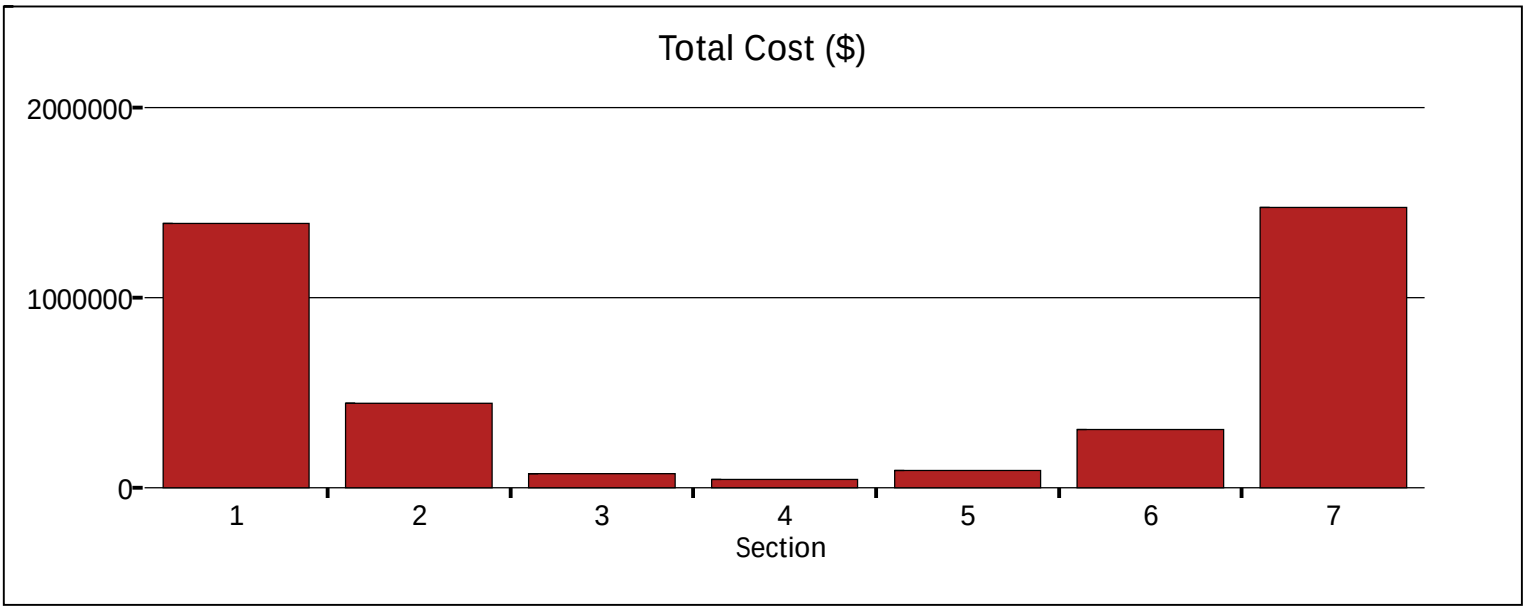
Analyst	Tierra West LLC	Date	7/18/2023
Jurisdiction	COA, BernCo, NMDOT	Analysis Year	2023
Project Description			

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Intersection	Four Approach Signal (4SG)	-	-	8.778	0.466	4.199	23.115	$1391046
2	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.590	26073	8.959	1.000	9.273	8.753	$443741
3	Urban	Intersection	Three Approach Stop (3ST)	-	-	2.569	0.670	1.811	1.073	$72512
4	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.060	26073	0.860	1.000	0.890	0.833	$42180
5	Urban	Intersection	Three Approach Stop (3ST)	-	-	2.770	0.670	1.952	1.376	$91129
6	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.420	26791	6.694	1.000	6.928	6.068	$307536
7	Urban	Intersection	Four Approach Signal (4SG)	-	-	8.553	0.491	4.304	24.491	$1474333







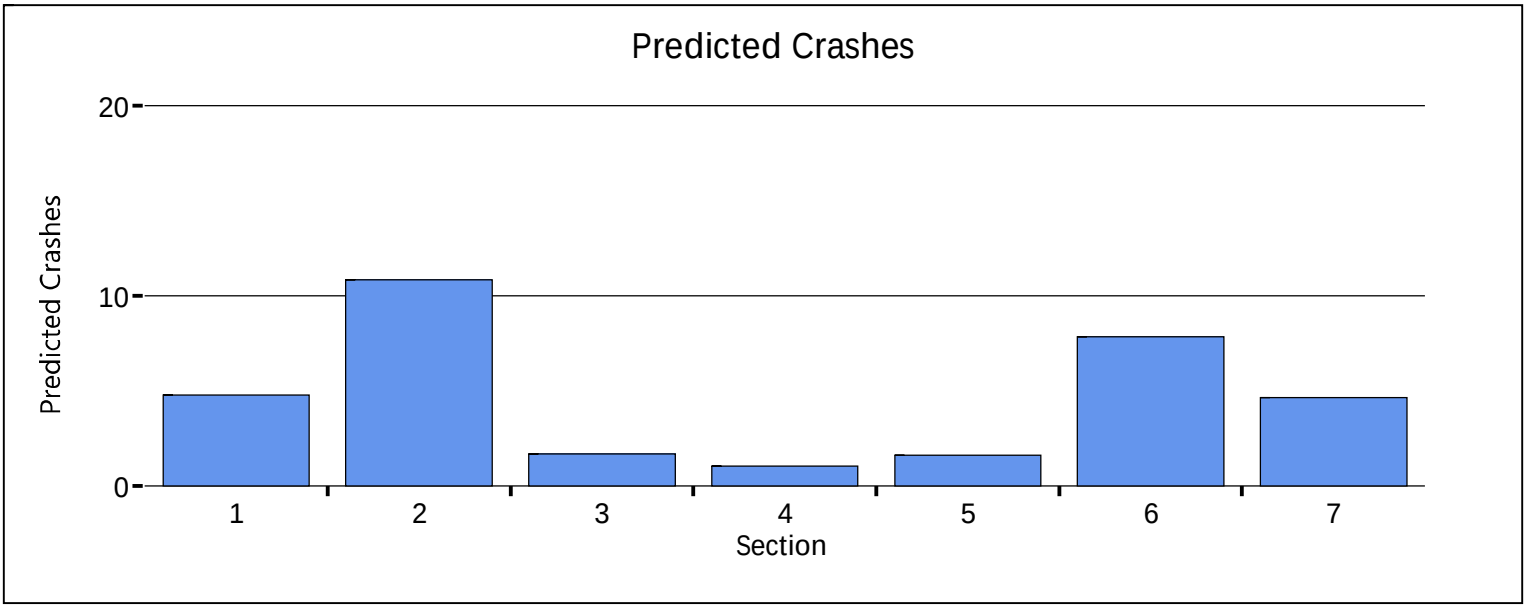
Highway Safety Software Facility Report

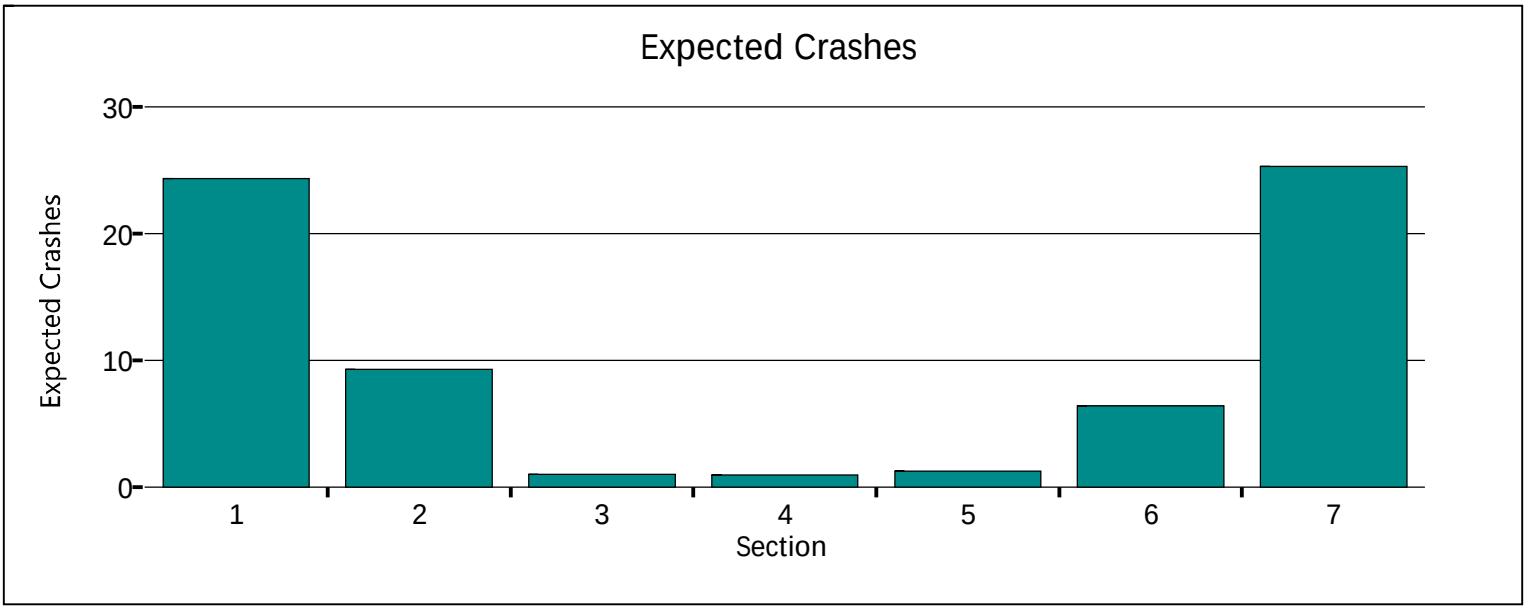
Project Information

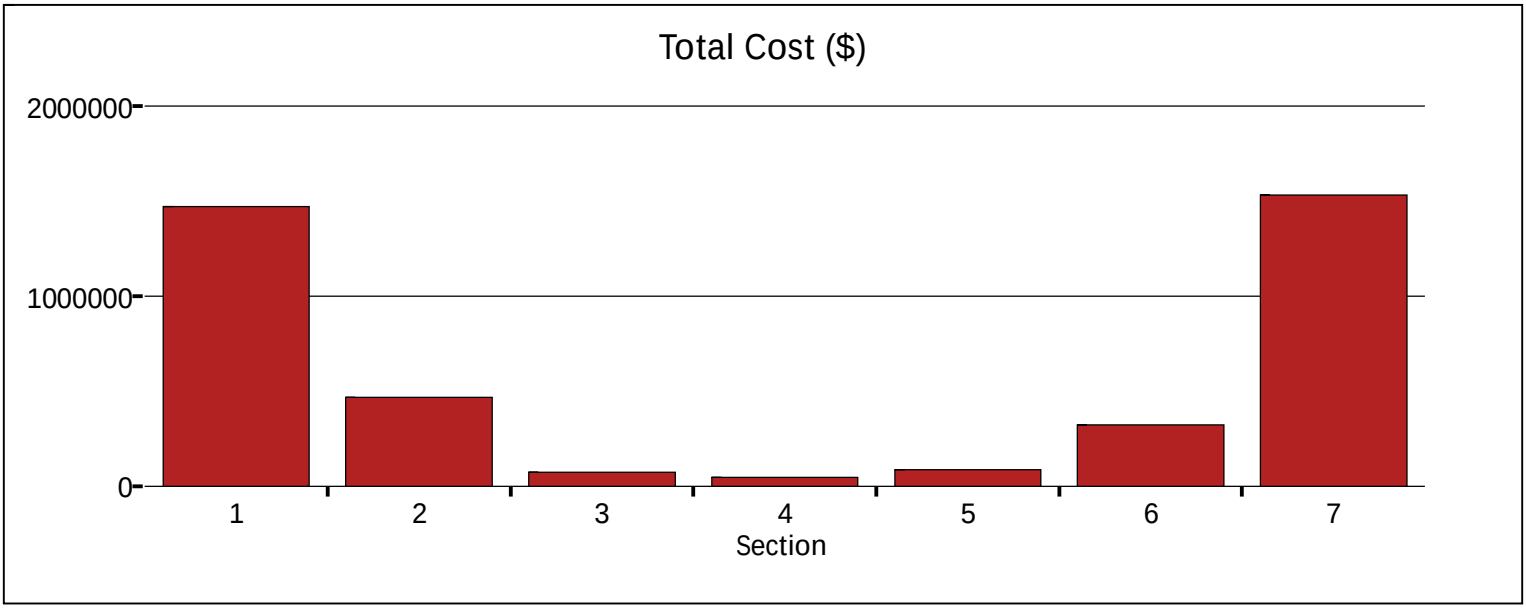
Analyst	Tierra West LLC	Date	7/18/2023
Jurisdiction	COA, BernCo, NMDOT	Analysis Year	2023
Project Description			

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Intersection	Four Approach Signal (4SG)	-	-	9.993	0.466	4.777	24.330	$1470881
2	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.590	30073	10.471	1.000	10.838	9.276	$468681
3	Urban	Intersection	Three Approach Stop (3ST)	-	-	2.417	0.670	1.704	1.028	$72226
4	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.060	30073	1.005	1.000	1.040	0.940	$47429
5	Urban	Intersection	Three Approach Stop (3ST)	-	-	2.286	0.670	1.611	1.246	$88670
6	Urban	Segment	Five-Lane Segment Including a center TWLTL (5T)	0.420	30073	7.597	1.000	7.862	6.415	$324266
7	Urban	Intersection	Four Approach Signal (4SG)	-	-	9.260	0.491	4.656	25.298	$1530965







Traffic Count Data Sheet

Year Counts Taken: **2023**

E-W Street **Arenal Rd.**
N-S Street: **Coors Blvd.**

Signalized

Speed Limit (Arenal Rd.)= **30**
Speed Limit (Coors Blvd.)= **45**
4/19/23

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*65*	*94*	*30*	*31*	*35*	*39*	*23*	*167*	*64*	*41*	*104*	*12*
7:15 AM	7:30 AM	*78*	*82*	*40*	*36*	*42*	*24*	*11*	*204*	*81*	*22*	*117*	*18*
7:30 AM	7:45 AM	*73*	*75*	*32*	*49*	*36*	*34*	*20*	*211*	*53*	*18*	*153*	*17*
7:45 AM	8:00 AM	**61**	**84**	**32**	**29**	**29**	**33**	**26**	**227**	**46**	**29**	**154**	**22**
8:00 AM	8:15 AM	*50*	*83*	*24*	*23*	*39*	*35*	*23*	*206*	*42*	*24*	*174*	*16*
8:15 AM	8:30 AM	*42*	*70*	*34*	*38*	*44*	*29*	*14*	*180*	*37*	*19*	*166*	*26*
8:30 AM	8:45 AM	*43*	*52*	*31*	*25*	*21*	*16*	*11*	*166*	*37*	*11*	*140*	*22*
8:45 AM	9:00 AM	*40*	*52*	*31*	*27*	*19*	*16*	*35*	*190*	*30*	*20*	*128*	*18*
4X Peak 15-Min. Vol. (AM)		**244**	**336**	**128**	**116**	**116**	**132**	**104**	**908**	**184**	**116**	**616**	**88**
% of Total Traffic		7.9%	10.9%	4.1%	3.8%	3.8%	4.3%	3.4%	29.4%	6.0%	3.8%	19.9%	2.8%
% Directional			22.9%			11.8%	**Intersection**		38.7%			26.6%	

Begin Time	End Time	Eastbound (Arenal Rd.)			Westbound (Arenal Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	*40*	*43*	*28*	*41*	*49*	*21*	*43*	*187*	*30*	*23*	*216*	*49*
4:15 PM	4:30 PM	**47**	**71**	**33**	**37**	**59**	**27**	**37**	**199**	**31**	**25**	**226**	**51**
4:30 PM	4:45 PM	*29*	*60*	*15*	*30*	*61*	*17*	*57*	*197*	*27*	*24*	*227*	*60*
4:45 PM	5:00 PM	*32*	*55*	*34*	*35*	*60*	*19*	*46*	*179*	*22*	*21*	*203*	*56*
5:00 PM	5:15 PM	*33*	*49*	*22*	*16*	*55*	*23*	*57*	*220*	*33*	*32*	*210*	*56*
5:15 PM	5:30 PM	*28*	*41*	*27*	*32*	*78*	*16*	*62*	*182*	*34*	*16*	*216*	*66*
5:30 PM	5:45 PM	*27*	*55*	*17*	*34*	*65*	*20*	*49*	*187*	*28*	*30*	*224*	*64*
5:45 PM	6:00 PM	*28*	*39*	*24*	*46*	*64*	*29*	*52*	*181*	*26*	*27*	*217*	*69*
4X Peak 15-Min. Vol. (PM)		**188**	**284**	**132**	**148**	**236**	**108**	**148**	**796**	**124**	**100**	**904**	**204**
% of Total Traffic		5.6%	8.4%	3.9%	4.4%	7.0%	3.2%	4.4%	23.6%	3.7%	3.0%	26.8%	6.0%
% Directional			17.9%			14.6%	**Intersection**		31.7%			35.8%	

Traffic Count Data Sheet

Year Counts Taken: **2023**

E-W Street **Blake Rd.**
N-S Street: **Coors Blvd.**

Signalized

Speed Limit (Blake Rd.)= **30**
Speed Limit (Coors Blvd.)= **45**
4/19/23

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	52	47	52	6	13	20	22	161	10	14	103	12
7:15 AM	7:30 AM	69	53	75	10	13	15	24	216	22	16	153	17
7:30 AM	7:45 AM	38	51	84	14	14	23	17	228	27	13	185	21
7:45 AM	8:00 AM	**58**	**61**	**71**	**20**	**39**	**20**	**44**	**208**	**25**	**29**	**158**	**29**
8:00 AM	8:15 AM	57	40	67	10	24	21	30	186	22	21	156	17
8:15 AM	8:30 AM	38	52	46	22	28	30	14	154	37	28	139	42
8:30 AM	8:45 AM	33	48	53	36	24	27	25	171	51	37	160	21
8:45 AM	9:00 AM	36	46	47	40	33	38	37	186	39	30	135	21
4X Peak 15-Min. Vol. (AM)		**232**	**244**	**284**	**80**	**156**	**80**	**176**	**832**	**100**	**116**	**632**	**116**
% of Total Traffic		7.6%	8.0%	9.3%	2.6%	5.1%	2.6%	5.8%	27.3%	3.3%	3.8%	20.7%	3.8%
% Directional			24.9%			10.4%	**Intersection**		36.4%			28.3%	

Begin Time	End Time	Eastbound (Blake Rd.)			Westbound (Blake Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	32	32	53	43	61	44	60	206	27	15	178	39
4:15 PM	4:30 PM	**24**	**33**	**68**	**41**	**62**	**43**	**58**	**219**	**18**	**17**	**221**	**38**
4:30 PM	4:45 PM	18	16	45	15	41	18	81	243	11	17	202	48
4:45 PM	5:00 PM	24	19	50	16	48	19	71	216	11	15	192	40
5:00 PM	5:15 PM	24	22	49	21	52	19	55	211	15	16	203	32
5:15 PM	5:30 PM	28	19	45	20	45	31	59	231	28	33	205	41
5:30 PM	5:45 PM	34	39	57	25	47	30	58	211	27	13	191	35
5:45 PM	6:00 PM	23	31	57	13	48	26	60	227	13	14	208	51
4X Peak 15-Min. Vol. (PM)		**96**	**132**	**272**	**164**	**248**	**172**	**232**	**876**	**72**	**68**	**884**	**152**
% of Total Traffic		2.9%	3.9%	8.1%	4.9%	7.4%	5.1%	6.9%	26.0%	2.1%	2.0%	26.2%	4.5%
% Directional			14.8%			17.3%	**Intersection**		35.0%			32.8%	

Traffic Count Data Sheet

Year Counts Taken: **2023**

E-W Street **Jemez River Rd.**
N-S Street: **Coors Blvd.**

Unsignalized

Speed Limit (Jemez River Rd.)= **25**
Speed Limit (Coors Blvd.)= **45**
4/19/23

Begin Time	End Time	Eastbound (Jemez River Rd.)			Westbound (Jemez River Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	4	0	0	0	0	0	0	242	0	0	136	2
7:15 AM	7:30 AM	3	0	3	0	0	0	1	292	0	0	176	2
7:30 AM	7:45 AM	**11**	**0**	**0**	**0**	**0**	**0**	**2**	**277**	**0**	**0**	**214**	**3**
7:45 AM	8:00 AM	3	0	1	0	0	0	0	293	0	0	209	0
8:00 AM	8:15 AM	7	0	2	0	0	0	3	248	0	0	196	1
8:15 AM	8:30 AM	8	0	2	0	0	0	1	224	0	0	205	3
8:30 AM	8:45 AM	1	0	2	0	0	0	2	197	0	0	212	2
8:45 AM	9:00 AM	7	0	1	0	0	0	3	265	0	0	185	2
4X Peak 15-Min. Vol. (AM)		**44**	**0**	**0**	**0**	**0**	**0**	**8**	**1108**	**0**	**0**	**856**	**12**
% of Total Traffic		2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	54.6%	0.0%	0.0%	42.2%	0.6%
% Directional			2.2%			0.0%	**Intersection**		55.0%			42.8%	

Begin Time	End Time	Eastbound (Jemez River Rd.)			Westbound (Jemez River Rd.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	0	1	0	0	0	2	268	0	0	250	12
4:15 PM	4:30 PM	**4**	**0**	**4**	**0**	**0**	**0**	**3**	**282**	**0**	**0**	**280**	**2**
4:30 PM	4:45 PM	3	0	0	0	0	0	2	262	0	0	263	2
4:45 PM	5:00 PM	3	0	1	0	0	0	0	240	0	0	259	5
5:00 PM	5:15 PM	1	0	1	0	0	0	0	274	0	0	253	6
5:15 PM	5:30 PM	2	0	0	0	0	0	0	263	0	0	267	5
5:30 PM	5:45 PM	4	0	2	0	0	0	4	286	0	0	266	4
5:45 PM	6:00 PM	4	0	3	0	0	0	2	227	0	0	264	7
4X Peak 15-Min. Vol. (PM)		**16**	**0**	**16**	**0**	**0**	**0**	**12**	**1128**	**0**	**0**	**1120**	**8**
% of Total Traffic		0.7%	0.0%	0.7%	0.0%	0.0%	0.0%	0.5%	49.0%	0.0%	0.0%	48.7%	0.3%
% Directional			1.4%			0.0%	**Intersection**		49.6%			49.0%	

Traffic Count Data Sheet

Year Counts Taken: **2023**

E-W Street **Ervien Ln.**
N-S Street: **Coors Blvd.**

Unsignalized

Speed Limit (Ervien Ln.)= **15**
Speed Limit (Coors Blvd.)= **45**
4/19/23

Begin Time	End Time	Eastbound (Ervien Ln.)			Westbound (Ervien Ln.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	1	0	2	0	0	0	1	236	0	0	131	2
7:15 AM	7:30 AM	4	0	9	0	0	0	3	292	0	0	184	0
7:30 AM	7:45 AM	0	0	7	0	0	0	1	279	0	0	215	1
7:45 AM	8:00 AM	**1**	**0**	**4**	**0**	**0**	**0**	**2**	**304**	**0**	**0**	**202**	**7**
8:00 AM	8:15 AM	2	0	0	0	0	0	4	254	0	0	195	4
8:15 AM	8:30 AM	4	0	2	0	0	0	2	225	0	0	205	3
8:30 AM	8:45 AM	2	0	3	0	0	0	5	187	0	0	211	2
8:45 AM	9:00 AM	3	0	3	0	0	0	2	269	0	0	185	7
4X Peak 15-Min. Vol. (AM)		**4**	**0**	**16**	**0**	**0**	**0**	**8**	**1216**	**0**	**0**	**808**	**28**
% of Total Traffic		0.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.4%	58.5%	0.0%	0.0%	38.8%	1.3%
% Directional			1.0%			0.0%	**Intersection**		58.8%			40.2%	

Begin Time	End Time	Eastbound (Ervien Ln.)			Westbound (Ervien Ln.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	6	0	5	0	0	0	6	265	0	0	241	9
4:15 PM	4:30 PM	**5**	**0**	**7**	**0**	**0**	**0**	**10**	**285**	**0**	**0**	**271**	**10**
4:30 PM	4:45 PM	5	0	4	0	0	0	2	260	0	0	258	7
4:45 PM	5:00 PM	4	0	1	0	0	0	3	240	0	0	252	9
5:00 PM	5:15 PM	5	0	3	0	0	0	1	269	0	0	254	3
5:15 PM	5:30 PM	2	0	4	0	0	0	5	261	0	0	266	6
5:30 PM	5:45 PM	3	0	2	0	0	0	6	285	0	0	266	4
5:45 PM	6:00 PM	1	0	3	0	0	0	10	228	0	0	263	3
4X Peak 15-Min. Vol. (PM)		**20**	**0**	**28**	**0**	**0**	**0**	**40**	**1140**	**0**	**0**	**1084**	**40**
% of Total Traffic		0.9%	0.0%	1.2%	0.0%	0.0%	0.0%	1.7%	48.5%	0.0%	0.0%	46.1%	1.7%
% Directional			2.0%			0.0%	**Intersection**		50.2%			47.8%	

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown
Terry O. Brown, P.E.
Tierra West, LLC
5571 Midway Park Pl NE
Albuquerque, NM 87109

MEETING DATE: Monday, March 27, 2023 (11:00 AM)

ATTENDEES: Matthew Grush (City of Albuquerque); Margaret Haynes (NM DOT); Ronald R. Bohannan, Jon Niski, Amanda Herrera, and Terry Brown (Tierra West LLC).

PROJECT: **Riverside Mobile Home Park (Arenal Rd. / Coors Blvd.)**

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

___ Subdivision ___ 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 180 unit mobile home park.

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

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

2. Appropriate study area:
   Signalized Intersections;
   a. Blake / Coors
   b. Arenal / Coors

   Unsignalized Intersections;
   a. Access points (2)

   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.

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; (consultant to proposed preliminary trip distribution criteria for approval by City of Albuquerque.
Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

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

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

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

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

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

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

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

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. 2 Unknowns (call Tim Simmons) – SE corner of Blake / Coors

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: 2025

10. Traffic conditions for analysis:
    a. Existing analysis __ yes _X_ no - year (xxxx);
    b. Phase implementation year(s) without proposed development – 2025
    c. Phase implementation year(s) with proposed development – 2025
    d. Project horizon year without proposed development – 2035

e. Project horizon year with proposed development – 2035
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. Yes
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:
    c. Arterial LOS analysis; No
    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. Yes
    g. Other mitigating measures.
    h. Accident analyses _X_ yes __ no; Location(s): 5 year history (2015-2019)
    i. Weaving analyses __ yes _X_ 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 924-3362.

4/12/2023

Matt Grush, P.E. Date
Senior Engineer
City of Albuquerque, Planning
Transportation Development Section

via: email
C: TIS Task Force Attendees, file