

Bernalillo County Regional Recreation Complex

Mesa del Sol
Bobby Foster Rd. & University Blvd. - Albuquerque, NM

DRAFT
Traffic Impact Study

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**Bernalillo County Regional Recreation Complex
Bobby Foster Blvd. & University Blvd. - Albuquerque, NM
Traffic Impact Study**

Executive Summary

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Bernalillo County Regional Recreation Complex (BCRRC) to determine the impact of the development on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Albuquerque and Bernalillo County. The scoping summary for this TIS is in Appendix page A-233.

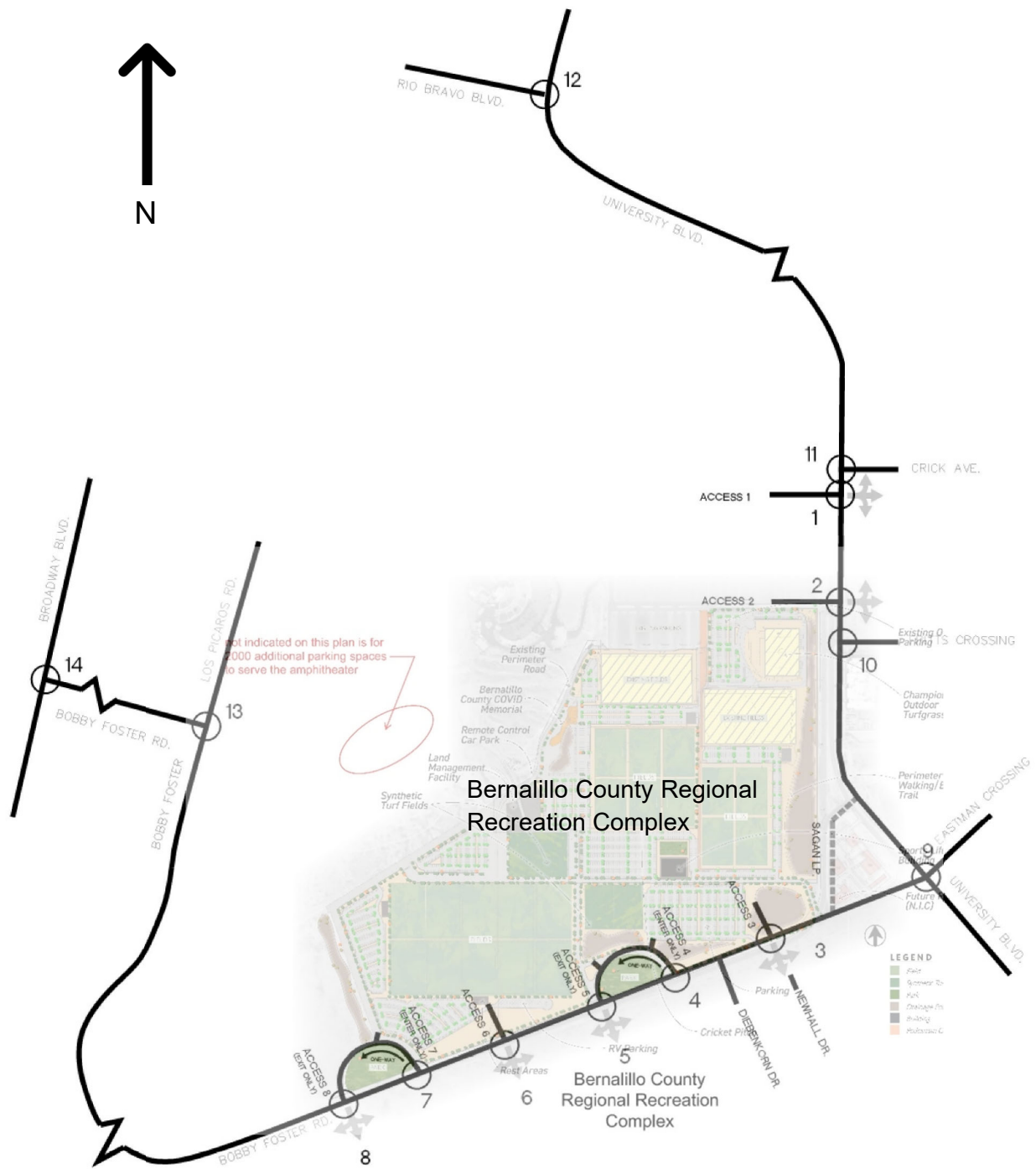
Site Location and Study Area

The proposed BCRRC is to be located at the northwest corner of Bobby Foster Rd. and University Blvd. within the Mesa del Sol Development in Albuquerque, NM. See Vicinity Map below.



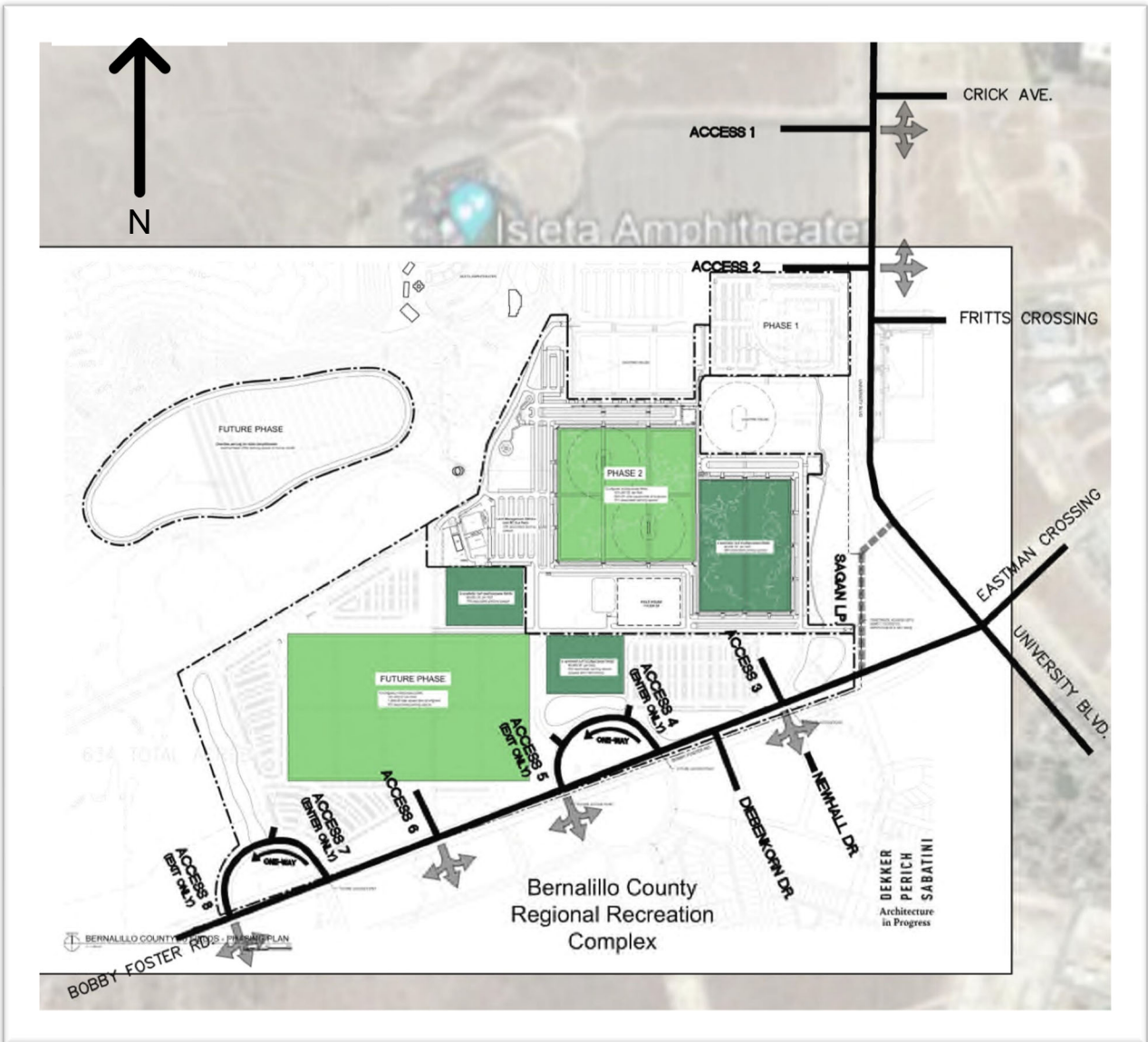
The study area includes the fourteen intersections listed below and shown on the following map:

Intersection	Control Type	Proposed or Existing
1. Access 1 & University Blvd.	Unsignalized, Two-way Stop Control (TWSC)	Existing
2. Access 2 & University Blvd.	Unsignalized, TWSC	Existing
3. Bobby Foster Rd. & Access 3	Unsignalized, TWSC	Proposed
4. Bobby Foster Rd. & Access 4	Unsignalized, TWSC	Proposed
5. Bobby Foster Rd. & Access 5	Unsignalized, TWSC	Proposed
6. Bobby Foster Rd. & Access 6	Unsignalized, TWSC	Proposed
7. Bobby Foster Rd. & Access 7	Unsignalized, TWSC	Proposed
8. Bobby Foster Rd. & Access 8	Unsignalized, TWSC	Proposed
9. Bobby Foster Rd./Eastman & University Blvd.	Unsignalized, All-way Stop Control (AWSC)	Partially Existing
10. Crick Ave. & University Blvd.	Unsignalized, TWSC	Existing
11. Fritts Crossing & University Blvd.	Unsignalized, TWSC	Existing
12. Rio Bravo & University Blvd.	Signalized	Existing
13. Bobby Foster Rd. & Los Picaros Rd.	Unsignalized, AWSC	Existing
14. Bobby Foster Rd. & Broadway	Unsignalized, TWSC	Existing



Development Description

The proposed BCRRRC will expand the existing soccer facility from six outdoor soccer fields to a total of 30 outdoor soccer fields and a fieldhouse with one indoor soccer field and 5000 square feet (sf) of office space. The total land usage for the BCRRRC is 250 acres, 70-acres of which are currently developed. The site is part of the Mesa del Sol Community, a 12,900-acre mixed-use development south of the Albuquerque International Sunport. To date, less than 10% of the Mesa del Sol Community has been developed. See Vicinity Map below.



The anticipated implementation year for this project is 2026 and the horizon year is 2036. According to the Institute of Traffic Engineers' (ITE) trip generation rates, the project is anticipated to generate 102 new entering trips and 62 new exiting trips during the weekday AM Peak Hour.

period and 267 new entering trips and 288 new exiting trips during the PM Peak Hour period. No pass-by trips are included in the trips generated.

Other Planned or Approved Development and Transportation Improvements

There are two major developments and two planned roadway improvement projects in the influence area that were not completed when the traffic counts were collected for this report. The developments include the Albuquerque Studios Expansion located 1/2 mile southeast of the site and the Montage Units Development adjacent to the BCRRC development on the south side of Bobby Foster Rd. Traffic Impact Studies for these projects have been approved by CABQ and the traffic counts and trip generation data presented in their respective TIS reports have been used as the basis for this TIS. The Bobby Foster Rd. widening project will be conducted in phases and will start at Los Picaros Rd. and continue east to Eastman Crossing. According to the Master Plan for Mesa del Sol, by 2036, University Blvd. from Crick Rd. to Bobby Foster Rd. will become a 4-lane roadway with a 50-ft wide raised landscaped median, dedicated left-turn lanes, pedestrian facilities, bike lanes, and parallel parking along the outside lanes.

Existing Traffic Volumes

Existing traffic volumes for this study were counted in the field at Intersections 9 thru 14 during April of 2021 as part of the Montage Units TIS. The counts were adjusted to pre-Covid conditions by Huitt-Zollars and are provided in Appendix pages A-112 thru A-113. The adjusted volumes are used in this TIS. Existing traffic volumes at the remaining intersections (1 thru 8) were extrapolated from the traffic counts.

A capacity analysis of the study area intersections was conducted in accordance with the Highway Capacity Manual (HCM6) V.6, using Synchro 11 (Build 11.1.1.6). A summary of the analysis results is included in the following table:

HCM Results Summary Table
Bernalillo County Regional Recreation Center

Apr-22			2026		2036		Mitigation
Intersection Name	Signalization	Case	LOS, Delay (s/veh) ¹		LOS, Delay (s/veh) ¹		
			AM Peak	PM Peak	AM Peak	PM Peak	
1: University Blvd. & Access 1	Unsignalized TWSC - FULL ACCESS	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	Mitigated Condition- ADD 2ND NBT
		BUILD	C 18.7	E - 36.3	D - 25.5	F - 62.6	
		BUILD Mitigated	-	-	C - 20.5	D - 27.7	
2: Access 2 & University Blvd.	Unsignalized TWSC - FULL ACCESS	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	Mitigated Condition - ADD 2ND NBT LANE & 2ND SBT LANE
		BUILD	C - 17.6	E - 42.3	C - 23.4	F - 93.4	
		BUILD Mitigated	-	-	C - 17.6	D - 32.4	
3: Newhall Dr./Access 3 & Bobby Foster Rd.	Unsignalized TWSC - FULL ACCESS	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	None
		BUILD	B - 10.0	B - 14.5	B - 10.7	C - 17.7	
4: Bobby Foster Rd. & Access 4	Unsignalized TWSC - ENTER ONLY	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	None
		BUILD	A -0.0	A - 8.2	A -0.0	A - 8.5	
5: Bobby Foster Rd. & Access 5	Unsignalized TWSC - EXIT ONLY	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	None
		BUILD	A - 9.5	B - 11.7	A - 10.0	B - 13.2	
6: Bobby Foster Rd. & Access 6	Unsignalized TWSC - FULL ACCESS	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	None
		BUILD	A - 9.0	A - 8.1	A - 9.2	B - 12.8	
7: Bobby Foster Rd. & Access 7	Unsignalized TWSC - ENTER ONLY	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	None
		BUILD	A - 7.3	A - 8.0	A - 7.3	A - 8.3	
8: Bobby Foster Rd. & Access 8	Unsignalized TWSC - EXIT ONLY	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	None
		BUILD	A - 9.5	B - 11.2	A - 9.9	B - 12.7	
9: Bobby Foster Rd. & University Blvd.	Unsignalized - AWSC	NO BUILD	F - 55.6	F -102.2	F - 161.6	F -248.4	Mitigated Condition - SIGNALIZE AND ADD 2ND NBT LANE & 2ND SBT LANE
		BUILD	F - 58.2	F - 149.9	F - 165.9	F - 306.8	
		BUILD Mitigated ²	B - 19.1	D -37.3	C - 24.7	C - 32.6	
10: University Blvd. & Fritts Crossing	Unsignalized TWSC	NO BUILD	A - 8.6	C - 24.4	A - 9.3	E - 46.4	Mitigated Condition - ADD 2ND NBT LANE & 2ND SBT LANE
		BUILD	A - 8.6	D - 28.5	A - 9.3	F - 57.6	
		BUILD Mitigated	-	-	-	E - 40.3	
11: Crick Ave. & University Blvd.	Unsignalized TWSC	NO BUILD	B -14.2	C -19.4	C - 17.6	D - 29.2	None
		BUILD	B -14.4	C - 23.3	C -17.9	E - 35.8	
12: University Blvd. & Rio Bravo Blvd.	Signalized	NO BUILD	D - 47.6	D - 47.6	F - 88.3	F - 176.0	Mitigaged - Optimize Signal Timing Only
		BUILD	D - 48.6	D - 48.6	F - 90.7	F - 134.1	
		BUILD Mitigated ³	B - 18.9	C - 28.8	C - 31.2	F - 209.6	Mitigated - Opt. Signal Timing & Add 2nd SBR lane
		BUILD Mitigated ⁴	B - 17.6	C - 25.3	C - 25.1	E - 58.8	
13: Bobby Foster Rd. & Los Picaros	Unsignalized - AWSC	NO BUILD	A - 9.1	B -12.5	B -10.5	C - 18.0	None
		BUILD	A - 9.2	A	A - 9.2	D - 19.5	
14: Broadway Blvd. & Bobby Foster Rd.	Unsignalized TWSC	NO BUILD	C - 23.4	C -22.8	E - 44.4	F - 52.9	Mitigated - Signalize Intersection
		BUILD	C - 23.6	C -24.8	E - 45.3	F - 62.4	
		BUILD Mitigated	-	-	A - 7.0	A - 8.1	

1 - LOS = Level of Service as defined in the STATE ACCESS MANAGEMENT MANUAL, New Mexico State Highway and Transportation Department

2 - Mitigation for 2026 includes converting intersection from unsignalized to signalized only (no geometry modifications until 2036)

3 - Mitigation for 2026 includes retiming signal only

4 - Mitigation for 2026 includes retiming signal and add 2nd SBR lane

Summary of Impacts

In summary, the proposed BCRRC will have moderate adverse impact to the adjacent transportation system. A summary of the impacts and recommendations based on the results of the analysis, are as follows.

1. Access 1 & University Blvd. and Access 2 & University Blvd. (Unsignalized, Existing)

- **2026 and 2036 HCM LOS Analysis** demonstrates that these intersections have unacceptable Level of Service (LOS) with high delays for the 2026 and 2036 BUILD condition during the PM peak period because of the traffic generated by the development. The poor level of service (LOS=E and F) for traffic exiting these access driveways is caused by the high traffic volumes in the NB and SB thru lanes during the peak hours leading to insufficient gaps in the traffic flow for vehicles making turning movements from the driveways. Adding a second northbound lane improves the LOS to D or better. However, since it has been assumed in this report that the planned improvements (including adding a second NB lane) to University Blvd. will be implemented by others as part of the Mesa del Sol Master Plan prior to 2036, no mitigative measures are recommended on the part of Bernalillo County.
- **2026 and 2036 Queueing Analysis** demonstrates that onsite QSR's and V/C's at Accesses 1 & 2 are less than 1. Therefore, existing onsite queue capacity is adequate, and congestion is minimal. There are no off-site queueing problems at Accesses 1 & 2.
- **Right-turn Deceleration Lanes**, 240-ft long, including transition are warranted at Accesses 1 & 2.

2. Access 3 thru Access 8 on Bobby Foster Rd. (Unsignalized, Proposed)

- **2026 and 2036 HCM LOS ANALYSIS** of these access intersections on Bobby Foster Rd. demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 and 2036 conditions. Therefore, no mitigative measures are recommended for 2036.
- **2026 and 2036 Queueing Analysis** demonstrates that 95th percentile Queue lengths at Access 3 thru Access 8 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 3 thru Access 8.
- **A Right-turn Deceleration Lane** 240-ft long, including transition is warranted at Access 4.

3. Bobby Foster Rd./Eastman Crossing & University Blvd. (Unsignalized, Partially Existing)

- **2026 and 2036 HCM LOS Analysis** of Bobby Foster & University Blvd. demonstrates that the LOS for the BUILD condition is unacceptable (LOS = E or F) for the AM and PM peak hours due to the high delays for the NBR and SBL movements. This is an existing problem, as indicated by the NO BUILD data, and since the proposed development does not contribute additional vehicles to this movement, no mitigative measures are recommended on the part of the development. However, a mitigated case, which changes the intersection from an all-way stop controlled intersection to a signalized intersection, was analyzed as a

courtesy for the City of Albuquerque. The analysis (BUILD Mitigated) demonstrates that signalizing the intersection would improve the LOS for all approaches to LOS D or better.

- **2026 and 2036 Queuing Analysis** of Bobby Foster & University Blvd. demonstrates that the existing storage capacity of the NB thru/right lane is exceeded during the PM peak hour. There is also a significant level of congestion for the NB and SB traffic as indicated by the high V/C ratios. Signalizing the intersection (BUILD Mitigated case) demonstrates that QSR's and V/C's are acceptable except for the WB right-turning traffic during the PM peak hour where the traffic may periodically block Newhall Dr. by three vehicle lengths (75-ft) by 2036.

4. **Fritts Crossing and Crick Ave. on University Blvd. (Unsignalized, Existing)**

- **2026 HCM LOS Analysis** demonstrates that the LOS for these intersections is acceptable (LOS=D or better) and remains the same from the NO BUILD to the BUILD conditions. Therefore, no mitigative measures are recommended.
- **2036 HCM LOS Analysis** demonstrates that the LOS for traffic turning left from the side streets during the PM peak hour becomes worse with the additional traffic from the development. The poor level of service is caused by the high traffic volumes in the thru lanes during the PM peak hour leading to insufficient gaps in the traffic flow for vehicles making turning movements from Fritts Crossing. Adding second NB and SB lanes (as shown in the master plan for Mesa del Sol) improves the performance of the WBL turn movement to LOS=E, slightly better than NO BUILD conditions.
- **2026 and 2036 Queuing Analysis** demonstrates that onsite QSR's and V/C's at University Blvd. & Fritts Crossing are 1 or less, therefore, existing queue capacity is adequate, and congestion is minimal.

5. **Rio Bravo & University Blvd. (Signalized, Existing)**

- **2026 HCM LOS ANALYSIS** of the intersection of Rio Bravo Blvd. & University Blvd. demonstrates that the proposed BCRRC will have an adverse impact on the traffic movements at this intersection for the 2026 conditions but retiming the signal improves the LOS to better than the NO BUILD LOS. During the PM peak hour, the intersection delay becomes worse and the LOS of the EBR and NBL becomes unacceptable (LOS E or F) because of the additional traffic from the development. Retiming the signal improves the intersection LOS to C and the EBR and NBL to NO BUILD conditions.
- **2036 HCM LOS ANALYSIS** yields comparable results as the 2026 analysis except for the PM peak hour, signal retiming and adding a second SBR turn lane only improves the LOS to E and the LOS of the EBR and NBL remain at LOS F even though delays are reduced to below NO BUILD levels. Since these issues are existing and not caused by the development, no mitigative measures are recommended.
- **2026 and 2036 Queueing Analysis** demonstrates that queues will spill over from the turn lanes into the thru lanes and congestion levels will be high for all approaches. With mitigative measures such as signal retiming and adding a second SBR turn lane, queueing capacity of the lanes for the BUILD condition improves to better than NO BUILD condition, but queues will continue to exceed capacity of the turn lanes during the PM peak hour.

6. **Bobby Foster Rd. & Los Picaros Rd. (Unsignalized, Existing)**

- **2026 and 2036 HCM LOS ANALYSIS** of the intersection of Bobby Foster Rd. & Los Picaros demonstrates that the LOS for the intersection performance remains the same from the NO BUILD to the BUILD conditions and delays become worse by less than 2 seconds per vehicle with the additional traffic from the development. Therefore, no mitigative measures are recommended.
- **2026 and 2036 Queueing Analysis** demonstrates that QSR's and V/C's at Bobby Foster Rd. & Los Picaros are 1 or less, therefore, existing queue capacity is adequate, and congestion is minimal.

7. **Bobby Foster Rd. & Broadway Blvd. (Unsignalized, Existing)**

- **2026 HCM LOS ANALYSIS** of the intersection of Bobby Foster Rd. & Broadway Blvd. demonstrates that the LOS for the intersection performance remains the same from the NO BUILD to the BUILD condition, LOS=C for the AM and PM peak hours. And delays become worse by 2 seconds per vehicle or less with the additional traffic from the development. Therefore, no mitigative measures are recommended.
- **2036 HCM LOS ANALYSIS** of the intersection of Bobby Foster Rd. & Broadway Blvd. demonstrates that the LOS for the intersection remains the same from the NO BUILD to the BUILD condition. However, AM and PM LOS are unacceptable (E and F), and delays become worse by 10 seconds during the PM peak hour due to additional traffic from the development. Because NO BUILD delays exceed acceptable levels, even minor increases in traffic volumes (only 8 additional vehicles per hour from the development) cause major increases in delays. Therefore, no mitigative measures are recommended.
- **2026 and 2036 Queueing Analysis** demonstrates that 95th percentile Queue lengths at Bobby Foster Rd. & Broadway Blvd. are less than 5 vehicles (125-ft.), therefore, existing queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

In summary, the proposed BCRRC will have a minimal adverse impact to the adjacent transportation system with the mitigative measures proposed in this report and listed below. Most of the performance issues at the intersections in the study area are caused by the additional traffic from the Montage Units Development and Albuquerque Studios Expansion (included in the NO BUILD analysis). Most of 2036 Horizon Year LOS and Queueing issues identified in this study are resolved by the improvements planned for Bobby Foster Rd. and University Blvd. as part of the Mesa del Sol Community Master Plan.

Recommendations

Based on the results of the analysis, the following mitigative measures are recommended. Each of the recommendations are designated by “Others” if it is assumed to be the responsibility of the Mesa del Sol Development or another project in the study area, or by “Developer” if it is assumed to be the responsibility of the BCRRC development.

Developer

1. INTERSECTION 1 – ACCESS 1 & UNIVERSITY BLVD.

2026 - Construct a southbound right-turn deceleration lane, at least 240-ft long including transition. Coordinate design and construction of the lane with the University Blvd. Improvements project.

2. INTERSECTION 2 – Access 2 & UNIVERSITY BLVD.

2026 – Construct a southbound right-turn deceleration lane, at least 240-ft long including transition. Coordinate design and construction of the lane with the University Blvd. Improvements project.

3. INTERSECTION 4 – BOBBY FOSTER RD. & ACCESS 4

2026 – Construct a westbound right-turn deceleration lane, at least 240-ft long including transition. Coordinate design and construction of the lane with the planned Bobby Foster Expansion project.

Others

4. **2036 – University Blvd.** - Implement the planned improvements to University Blvd. including, but not limited to, adding a second NB and SB lane and dedicated left-turn lanes from Crick Ave. to Arbus Drive (South of Eastman Crossing).

5. **2036 – Bobby Foster Blvd.** - Implement planned improvements to Bobby Foster Blvd. and University Blvd., including, but not limited to, constructing a second EB lane.

6. INTERSECTION 9 – BOBBY FOSTER RD./Eastman Crossing & UNIVERSITY BLVD.

2026 – Implement planned improvements to Bobby Foster Blvd. and University Blvd., including, but not limited to, converting the intersection control from an all way stop control to a signalized control, constructing the west leg of Bobby Foster Rd. with two EB and two WB lanes, and constructing a dedicated NB left turn lane (140-ft long including transition) and a dedicated WB left turn lane (250-ft long including transition).

7. INTERSECTION 10 – FRITTS CROSSING & UNIVERSITY BLVD.

2036 –Consider, as part of the University Improvements project, converting the intersection to a signalized intersection or a roundabout to avoid excessive delays on the minor approaches.

8. INTERSECTION 11 – CRICK AVE. & UNIVERSITY BLVD.



2036 – Consider, as part of the University Improvements project, converting the intersection to a signalized intersection or a roundabout to avoid excessive delays on the minor approaches.

9. INTERSECTION 12 – RIO BRAVO BLVD. & UNIVERSITY BLVD.



2026 – Retime signal and increase queueing capacity of the SBR lane by 690-ft. either by extending the existing lane or creating a second SBR lane.

2036 –Consider, major reconstruction of the Rio Bravo Blvd. & University Blvd. intersection or construction of a second 1-25 interchange at Bobby Foster Rd.

10. INTERSECTION 14 – BOBBY FOSTER RD. & BROADWAY BLVD.

2036 – Consider signalizing the intersection to avoid excessive delays for westbound left-turning traffic.

**Bernalillo County Regional Recreation Complex
Traffic Impact Study**

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Bernalillo County Regional Recreation Complex BOBBY FOSTER RD. & University Blvd. - Albuquerque, NM Traffic Impact Study

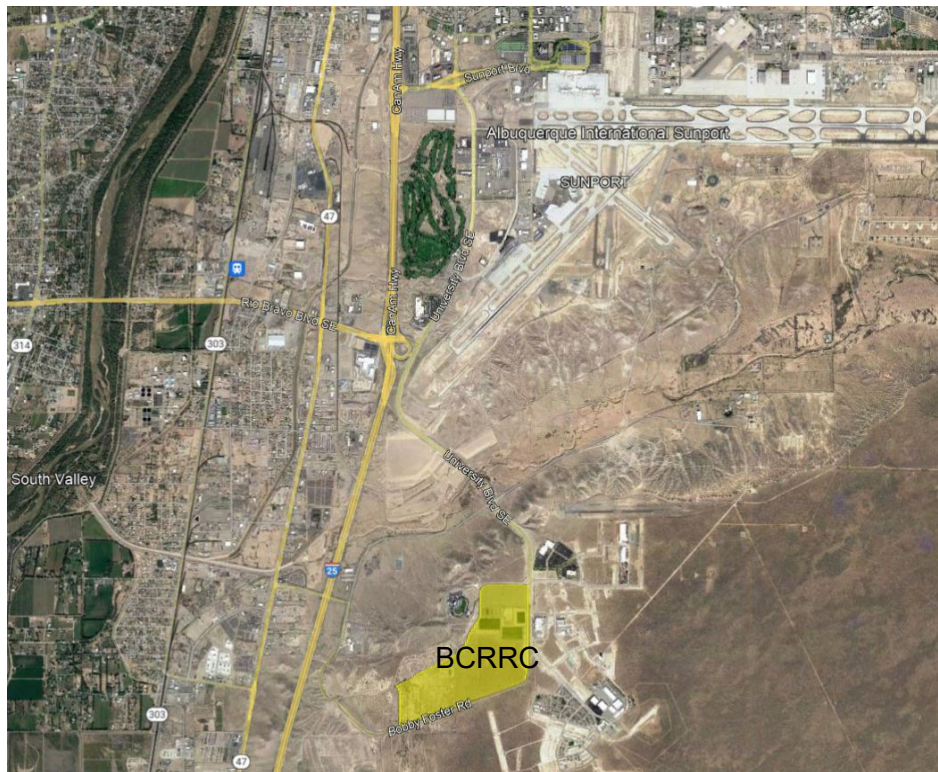
Introduction

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Bernalillo County Regional Recreation Complex (BCRRC) to determine the impact of the development on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Albuquerque (CABQ) and Bernalillo County (BERNCO).

Description of Proposed Development

Land Use and Intensity

The proposed BCRRC is to be located at the northwest corner of Bobby Foster Rd. and University Blvd. within the Mesa del Sol Community in Albuquerque, NM. The project will expand the existing facility from six outdoor soccer fields to a total of 30 outdoor soccer fields and a fieldhouse with one indoor soccer field and 5000 square feet (sf) of office space. The total land usage for the BCRRC is 250 acres, 70-acres of which are currently developed. The site is part of the Mesa del Sol Community, a 12,900-acre mixed-use development south of the Albuquerque International Sunport. To date, less than 10% of the Mesa del Sol Community has been developed. See Vicinity Map below.



Development Phasing and Timing

The development will be built in three phases; Phase 1 is to be complete by 2036 and Phases 2 and 3 are to be complete by 2026. The traffic analysis is based on all phases being completed by 2026, therefore, the anticipated implementation year for this project is 2026 and the horizon year is 2036. A separate analysis for Phase 1 was not performed for the following reasons:

1. Trips generated from the Bernalillo County Recreational Complex for the Full Build-out (Phases 1 thru 3) are almost 2.5 times greater than trips generated by only by Phases 1 & 2.
2. Even though there are only four access points for Phase I and 8 access points for the full build-out, the number of trips for the full-build-out at the four existing access points is still greater than for Phases I.
3. The Full Build-out condition (Implementation Year 2026) includes 100% of trips generated from the Montage Units and Albuquerque Studios; the Phase I condition (Implementation Year 2036) would include 100% of the Montage Units trips but only 30% of the Albuquerque Studio trips since implementation of the Periphery Development at the Studios (70% of the trips) is not expected until 2026.

Existing and Planned Zoning

The site and the adjacent lands are classified under the CABQ's Integrated Development Ordinance (IDO) as IDO Zone District NR-PO-CF (Non-City Parks and Open Space). The northern half of the site is also designated as (Airport) Air Space Protection Sub-area.

Site Access

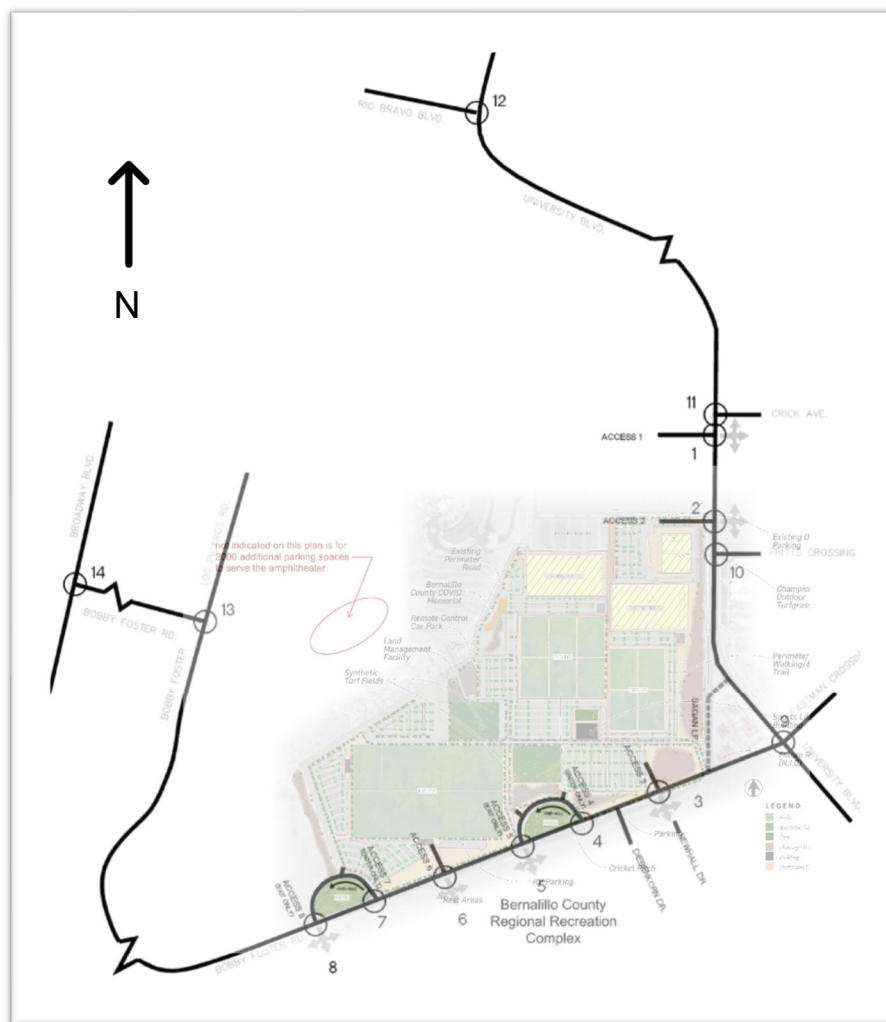
The site is to be accesses through two existing driveways on University Blvd. (Access 1 and Access 2) and six proposed driveways on Bobby Foster Rd. (Access 3 thru Access 8). Access' 1, 2, 3, and 6 will be full-access driveways. Access 4 and Access 7 will be enter-only driveways. And Access 5 and Access 8 will be exit-only driveways. The six driveways along Bobby Foster will be spaced between 600 to 800 feet apart starting ¼ mile west of the intersection of Bobby Foster Rd. & University Blvd. The proposed site plan, with the access points indicated, is shown below.



Study Area

The initial Traffic Impact Study Scope of Work (SOW) was received from Julie Luna, BERNCO, on February 18, 2022 (Appendix pages A-223 thru A-225). The SOW included 12 intersections including a proposed driveway on Sagon Loop. Later the SOW was revised to include the 14 intersections listed below and shown on the following map (Appendix pages A-226 thru A-237). The driveway on Sagon Loop was eliminated from the site plan.

Intersection	Control Type	Proposed/ Existing
1. Access 1 & University Blvd.	Unsignalized, Two-way Stop Control (TWSC)	Existing
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14. Bobby Foster Rd. & Broadway	Unsignalized, TWSC	Existing



Assumptions

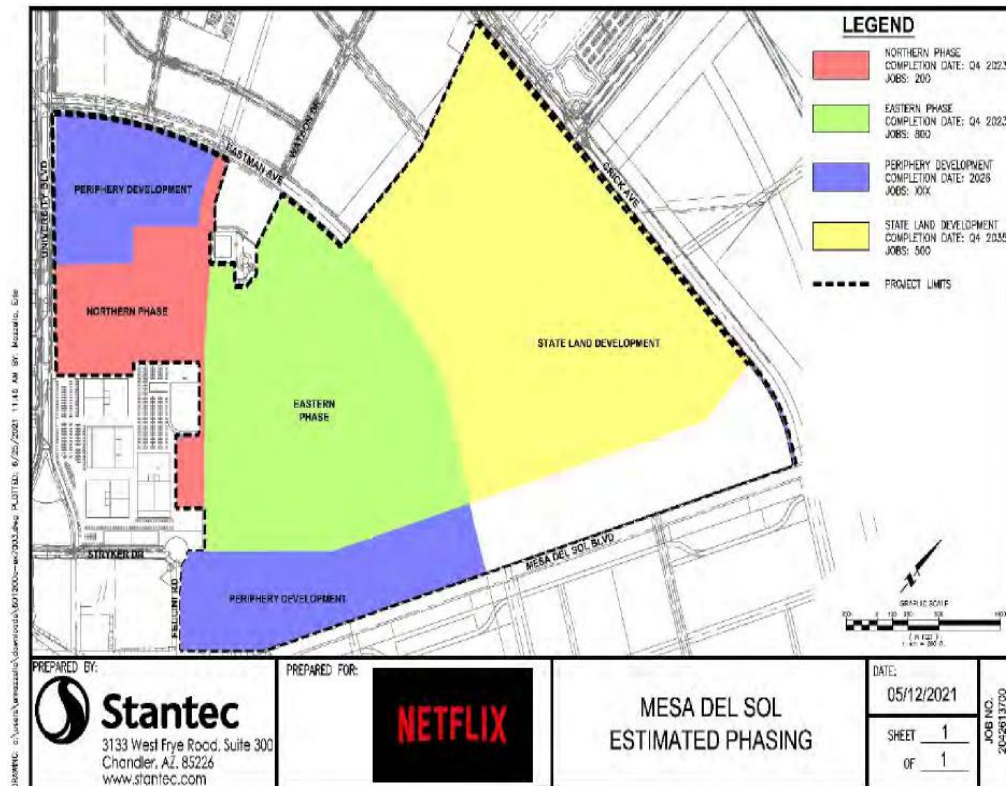
The following assumptions as agreed upon in the project scoping meeting and included in the scope of work were made in preparation of this study.

1. There are two major developments in the influence area that were not completed when the traffic counts were collected for this report, the Albuquerque Studios Expansion, and the Montage Units Development. Trips generated from these developments are included in the NO BUILD traffic volumes for the analysis (see Turning Movement Data Sheets in Appendix A-14 thru A-77)
2. No credit for existing trips to and from the existing soccer fields or pass-by trips are included in the trip generation calculations.
3. Trip Generation volumes are based on the “Phasing Plan” dated 02/28/2022 provided by the developer or developer’s representative (square footage of building proposed and other land uses on site as defined on site plan.)
4. Traffic count data (i.e., AM and PM Peak Hour turning movements demand volumes) from the April 2021 as presented in the Montage Units TIS prepared by Huitt-Zollars establish base traffic volumes for the intersections in the study area.
5. Roadway geometries for the NO BUILD and BUILD conditions on **BOBBY FOSTER RD.** match the roadway geometries of the full-build condition (all phases complete) of the Bobby Foster Road Improvement project.
6. Roadway geometries for the NO BUILD and BUILD condition of **UNIVERSITY BLVD.** match the existing roadway geometries. Planned future roadway improvements to **UNIVERSITY BLVD.** are included in 2036 BUILD Mitigated scenarios and assume that these improvements will be implemented by others prior to 2036.
7. Sagan Loop Rd. will be eliminated as a connection between University Blvd. and Bobby Foster Rd.
8. Trip Distribution and Trip Assignments of the newly generated traffic are based on trip distribution percentages presented in the Montage Units TIS with minor adjustments to the trips originating from Bobby Foster Rd./Broadway Blvd. and from the Montage Units Development.

Other Planned or Approved Development and Transportation Projects

There are two major developments and two planned roadway improvement projects in the influence area that were not completed when the traffic counts were collected for this report. The developments include the Albuquerque Studios Expansion located 1/2 mile southeast of the site and the Montage Units Development adjacent to the BCRRC development on the south side of Bobby Foster Rd. Traffic Impact Studies for these projects have been approved by CABQ and the traffic counts and trip generation data presented in their respective TIS reports have been used as the basis for this TIS. The Bobby Foster Rd. widening project will be conducted in phases and will start at Los Picaros Rd. and continue east to Eastman Crossing. According to the Master Plan for Mesa del Sol, by 2036, University Blvd. from Crick Rd. to Bobby Foster Rd. will become a 4-lane roadway with a 50-ft wide raised landscaped median, dedicated left-turn lanes, pedestrian facilities, bike lanes, and parallel parking along the outside lanes.

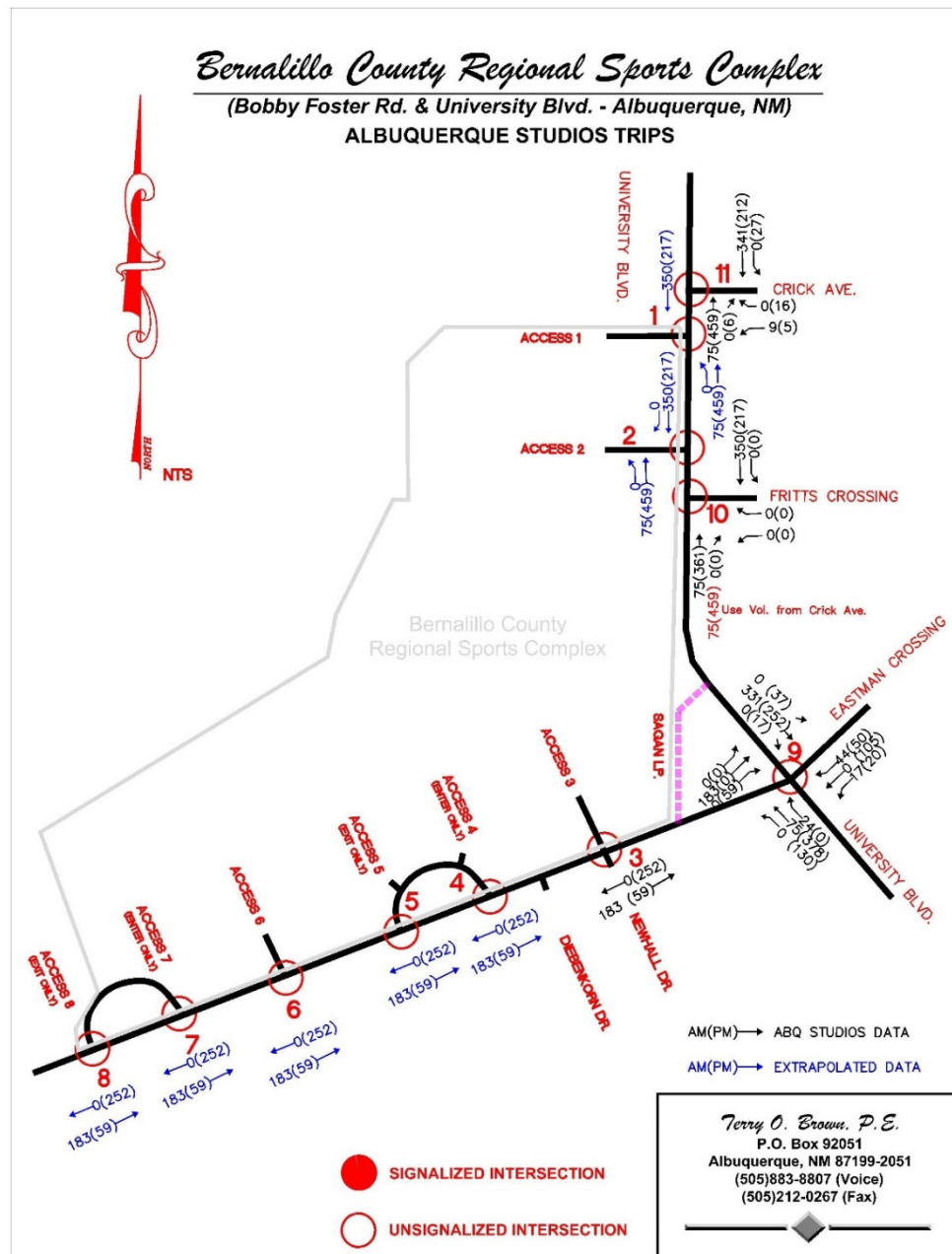
1. **ALBUQUERQUE STUDIOS Expansion (Final TIS October 2021)** Albuquerque (ABQ)
Studios is a film studio located in the Mesa del Sol development in Albuquerque, New Mexico at 5650 University Blvd SE. The project involves a 190-acre expansion of the existing film studio production operation including over 2 million sf of additional office space, a daycare facility, retail space, stages, and other supporting infrastructure. Full build-out, excluding development of the State Land portion of the site, is expected by 2026. The project will be completed in four phases, however, only the first three phases have been fully planned and analyzed in Albuquerque Studios TIS. A site plan showing the project phases is provided below.



Existing traffic volumes in the ABQ Studios TIS are based on traffic counts collected during the week of April 19, 2021 and calibrated for the COVID pandemic. Trip Generation calculations are based on ITE trip generation data and includes internal capture rates of 5% between residential and office and 10% between office and retail. Total AM and PM peak hour traffic volumes generated by the development are 1,380 vehicles per hour and 2,025 vehicles per hour, respectively. Based on Middle Rio Grande Council of Governments ADT data from 2010 to 2019, a growth rate of 0.5% was used to determine background traffic volumes.

Four intersections in the ABQ Studios TIS are common to the Intersections in the BCRRC TIS (Intersections 3, 9, 10 and 11). 2026 traffic volumes generated by the ABQ Studios Expansion at these intersections are shown on the maps below in black. Volumes for the ten other intersections in the BCRRC TIS have been extrapolated from these four sets of volumes and are shown in blue.

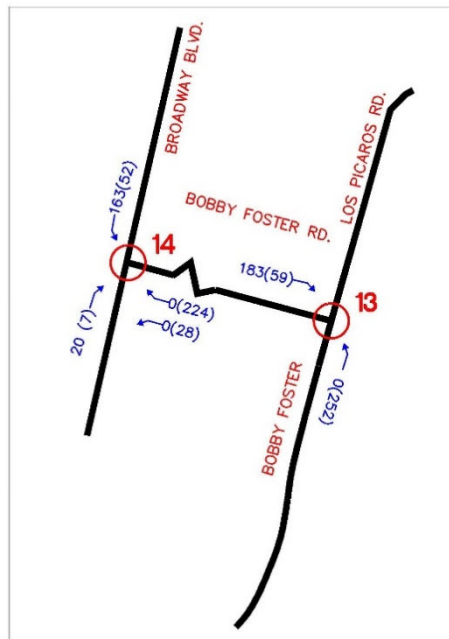
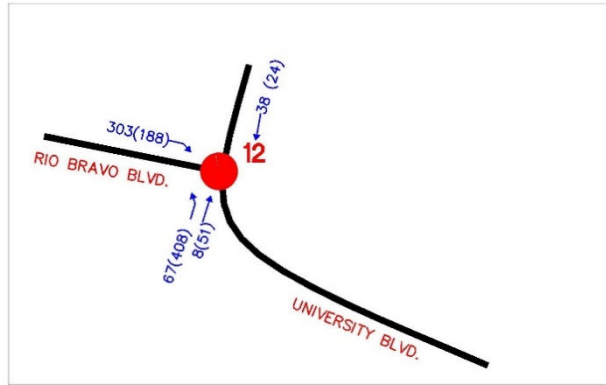
The ABQ Studios volumes were calculated by subtracting the “2026 No-Project” volumes (Figures 9 and 10 in the ABQ Studios TIS) from the “2026 With Project” volumes (Figures 11 and 12 in the ABQ Studios TIS). See Appendix pages A-106 thru A-109 for a copy of the figures.



Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

ALBUQUERQUE STUDIOS TRIPS



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION
- AM(PM) → ABQ STUDIOS DATA
- AM(PM) → EXTRAPOLATED DATA

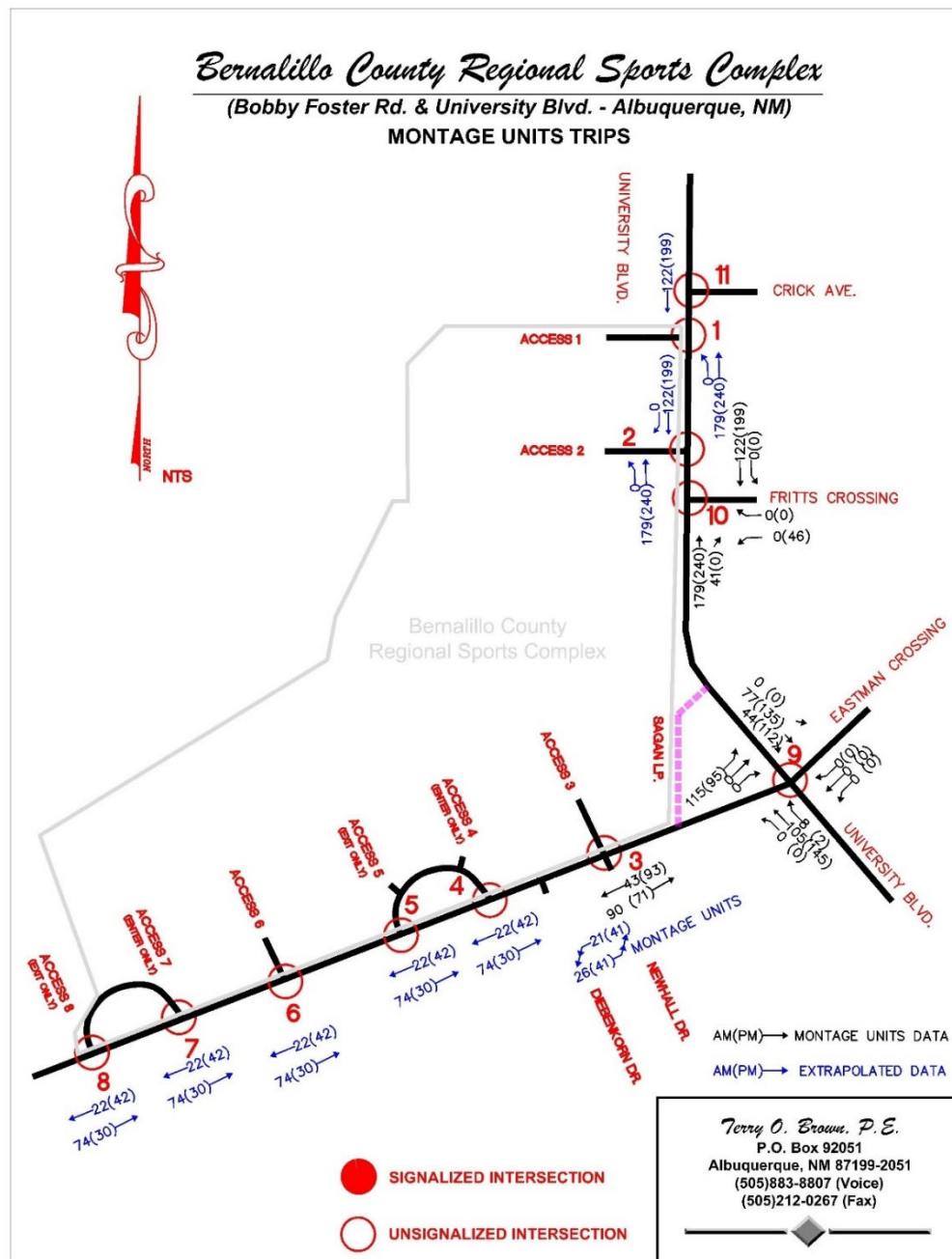
Terry O. Brown, P.E.
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2. MONTAGE UNITS (Final TIS October 2021)

The Montage Units consist of five single-family residential housing subdivisions (Montage Unit 1, 3-6), a multi-family residential housing subdivision, a commercial development, and a K-12 charter school. The developments include approximately 810 single family detached units, 288 multi-family units, 200 student charter school, and 14,000 sf of commercial development.

Existing traffic volumes in the Montage Units TIS are based on traffic counts collected during the week of April 19, 2021 and calibrated for the COVID pandemic. Total AM and PM peak hour traffic volumes generated by the development are 707 vehicles per hour and 761 vehicles per hour, respectively. The effect of internal capture is included in the generated volumes. A four percent (4.0%) growth rate was used to forecast future background traffic to the Build-Out year 2036 and 2028. This growth rate was developed from historical, existing, and projected traffic volumes collected from the Mid-Region Council of Governments' (MRCOG) Traffic Flows.

Three intersections in the Montage Units TIS are common to the Intersections in the BCRRC TIS (Intersections 3, 9, and 10). 2036 traffic volumes generated by the Montage Units at these intersections are shown on the maps below in black. 2036 traffic volumes generated by the Montage Units at the eleven other intersections in the BCRRC TIS have been extrapolated from these three sets of volumes and are show in blue. The Montage Units volumes were calculated by subtracting the "No Build 2036" volumes (Figure 6, Appendix A, Montage Units TIS) from the "2036 Build" volumes (Figure 23, Appendix A, Montage Units TIS). See Appendix pages A-212 thru A-214).



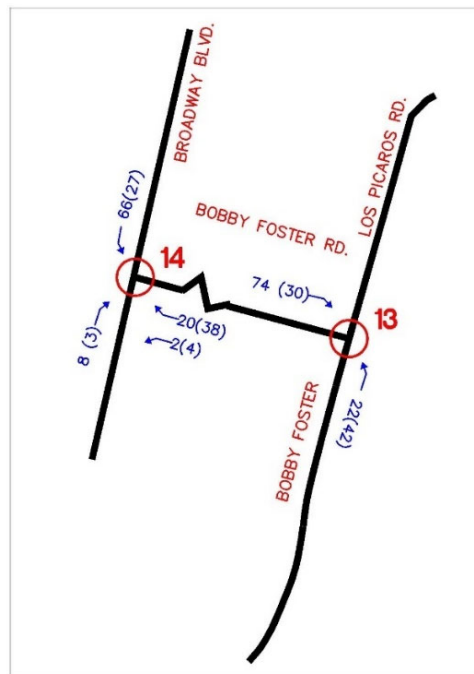
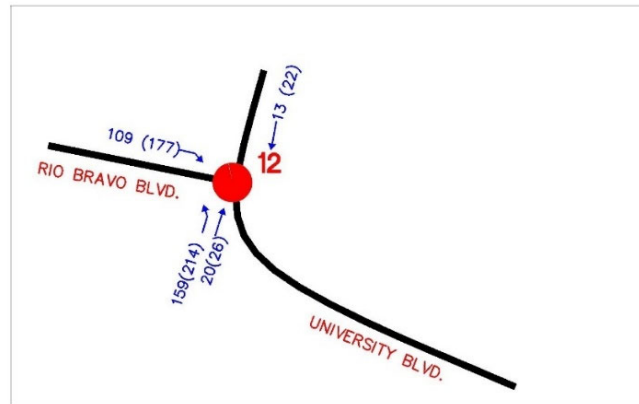
Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

MONTAGE UNITS TRIPS



NTS



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

AM(PM) → MONTAGE UNITS DATA

AM(PM) → EXTRAPOLATED DATA

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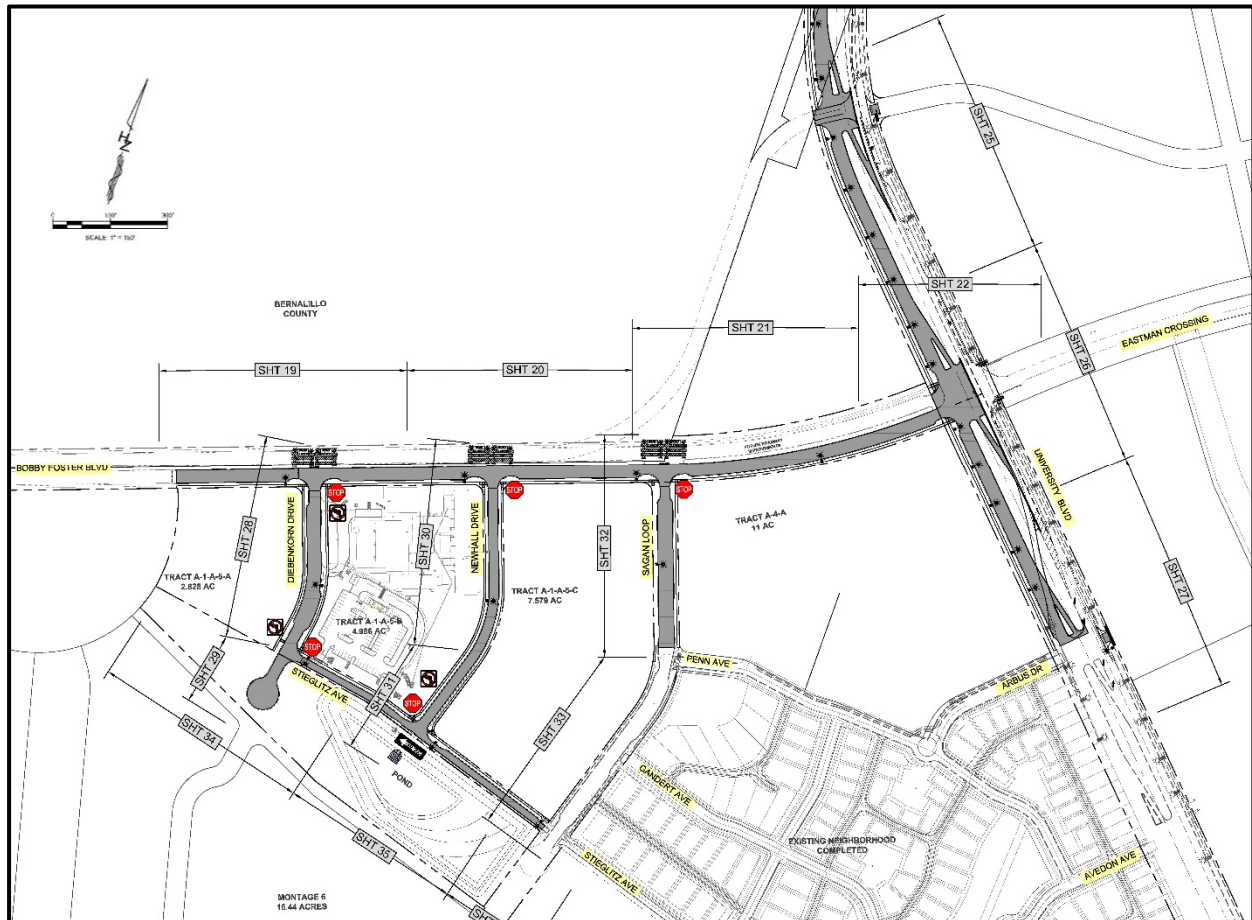
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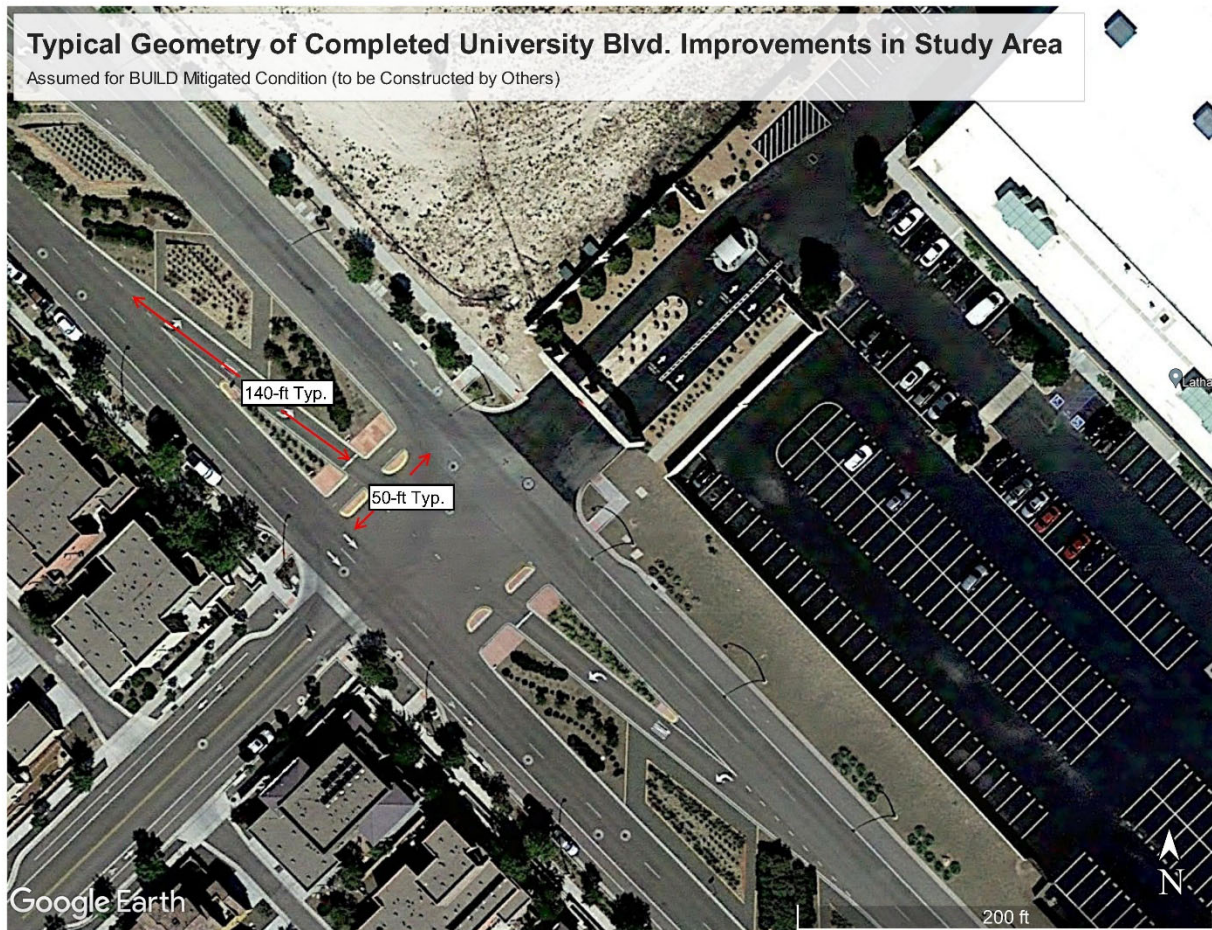
3. Bobby Foster Rd. Roadway Improvements

By 2036, Bobby Foster Road in the vicinity of the BCRRC will be expanded from a three-lane roadway with no median, curbs, gutters, or sidewalks to a four-lane roadway with raised medians, curbs, gutters, sidewalks, intermittent areas of parallel parking, and bike lanes. Improvements to the eastbound lanes will be implemented as part of the Montage Units development in 2026. Below is a plan view of the improvements.



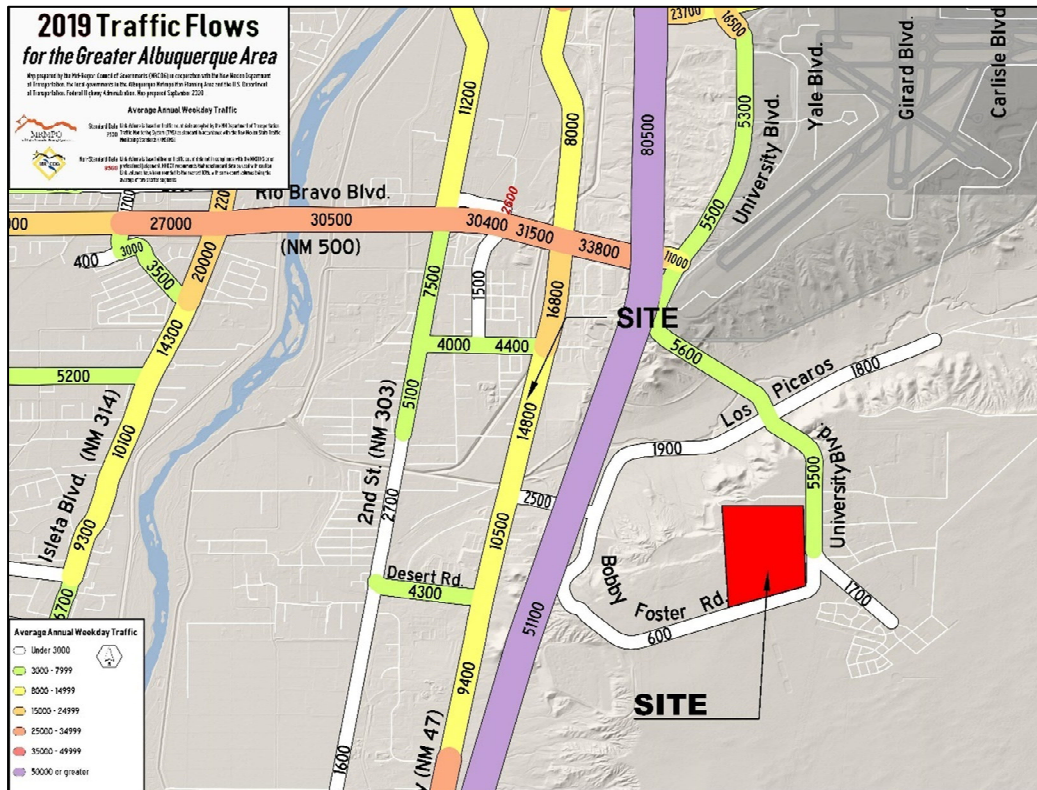
4. University Blvd. Roadway Improvements

According to the Master Plan for Mesa del Sol, by 2036, University Blvd. from Crick Rd. to Bobby Foster Rd. will become a 4-lane roadway with a 50-ft wide raised landscaped median, dedicated left-turn lanes, pedestrian facilities, bike lanes, and parallel parking along the outside lanes, like the image below. The portion of Bobby Foster Rd. that currently runs parallel to University Blvd., next to the soccer fields, will be incorporated into University Blvd.

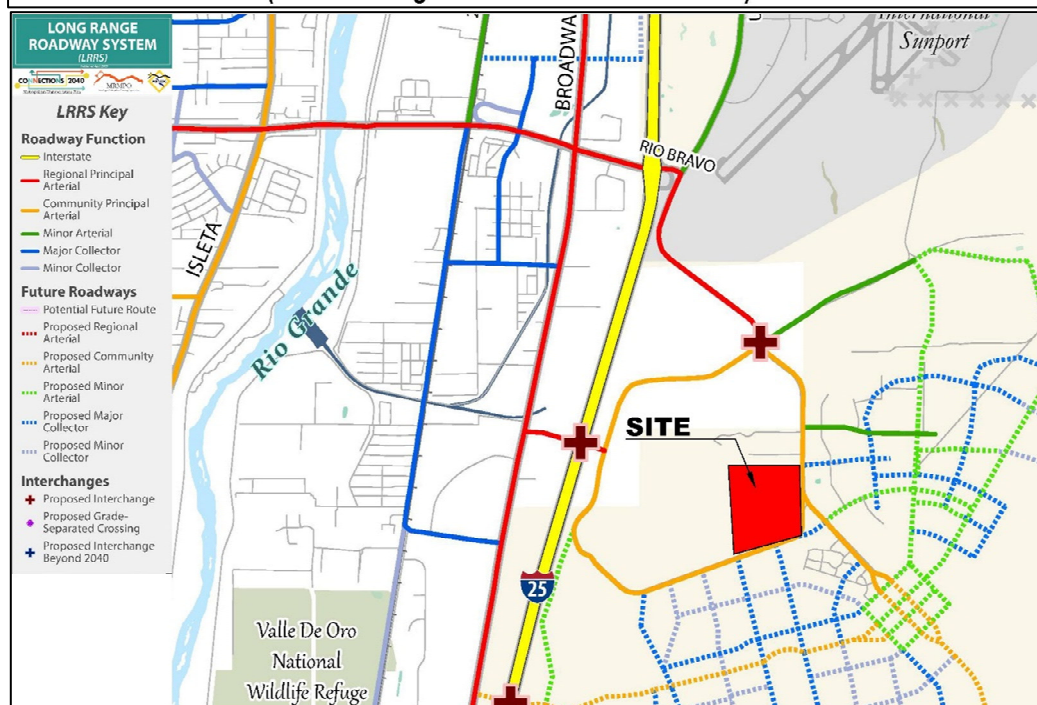


Regional Transportation Maps

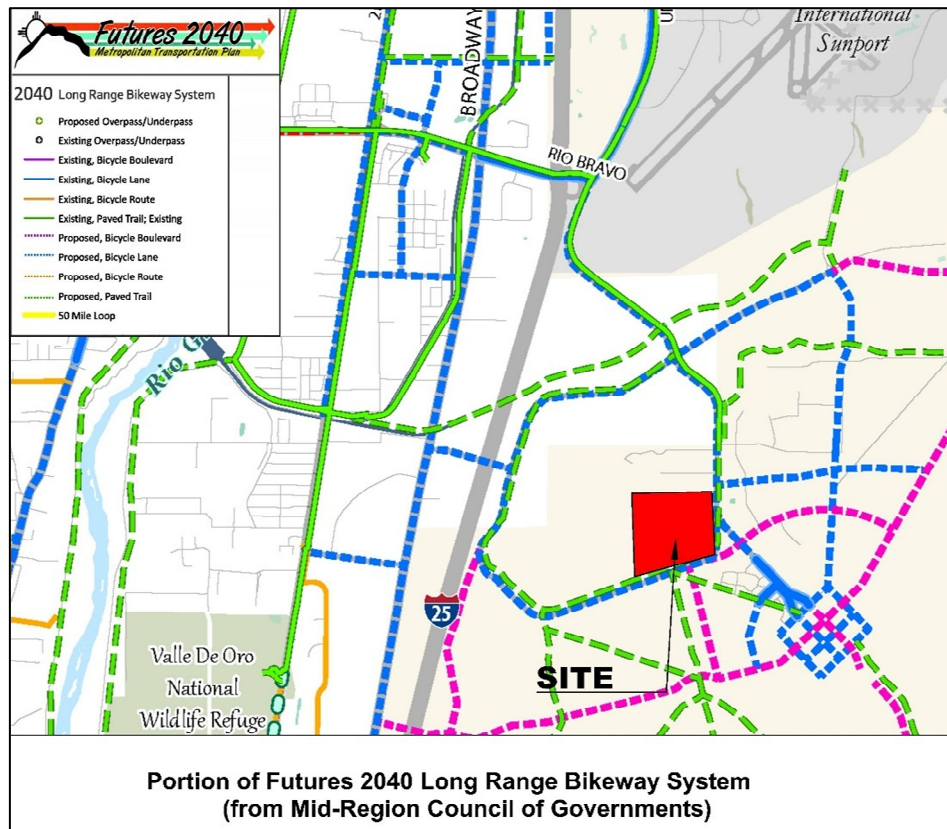
Following are portions of the regional transportation maps for more information. These include the 2019 Traffic Flow Map, Futures 2040 Long Range Bikeway System Map, and Futures 2040 Long Range Roadway System. Comparing the 2019 traffic flow data presented on the first map to the 2026 volumes presented in the Projected Turning Movements Tables in Appendix pages A-14 thru A-17, the Average Annual Weekday Traffic (AAWT) on University Blvd. is expected to increase from 5,500 AAWT to 15,500 AAWT for the NO BUILD condition and to 16,500 AAWT for the 2026 BUILD condition. As shown on the Futures 2040 Long Range Bikeway System Map, bike lanes and bike paths are proposed for Bobby Foster Rd. and University Blvd.



Portion of 2019 Traffic Flow Map
(from Mid-Region Council of Governments)



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



Analysis of Existing Conditions

Existing Roadways

UNIVERSITY BLVD. is classified as a Regional Principal Arterial North of Los Picaros Rd. and as a Community Principal Arterial South of Los Picaros Rd. (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). In the study area, UNIVERSITY BLVD. is a three-lane roadway (2 SB and 1 NB) from Rio Bravo Blvd. south to Crick Ave. with a raised divided median and curbs and gutters. A paved bike/pedestrian trail runs along the southbound side. South of Crick Ave it becomes a 2-lane roadway with a two-way left-turn median with curbs and gutters. Sidewalks exist intermittently along the northbound side in this section. The posted speed limit is 35-mph.

BOBBY FOSTER RD. is classified as a Community Principal Arterial (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). In the study area, BOBBY FOSTER RD. is a three-lane roadway (1 EB and 2 WB) with no median, curbs, or gutters. There are also no pedestrian facilities or bike lanes. The posted speed limit is 40-mph. Planned improvements will widen BOBBY FOSTER RD. to include 2-lanes in each direction, a raised median, and pedestrian facilities.

CRICK AVE. is classified as a Minor Arterial (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). CRICK AVE. is a four-lane roadway with

raised medians, curbs, gutters, parallel parking spaces, sidewalks, and bike lanes. The posted speed limit is 30-mph.

FRITTS CROSSING is classified as a Proposed Major Collector (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). FRITTS CROSSING is a two-lane roadway with raised medians, curbs, gutters, parallel parking spaces, sidewalks, and bike lanes. The posted speed limit is 30-mph.

EASTMAN AVE. (Eastern Extension of Bobby Foster Rd.) is classified as a Proposed Minor Collector (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). EASTMAN AVE. is a two-lane roadway with no median, gutters, or pedestrian facilities. An asphalt curb runs along the southern side of the eastbound lane. The posted speed limit is 30-mph.

is classified as a Regional Principal Arterial North of Los Picaros Rd. and as a Community Principal Arterial South of Los Picaros Rd. (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). In the study area, UNIVERSITY BLVD. is a three-lane roadway (2 SB and 1 NB) from Rio Bravo Blvd. south to Crick Ave. with a raised divided median and curbs and gutters. A paved bike/pedestrian trail runs along the southbound side. South of Crick Ave it becomes a 2-lane roadway with a two-way left-turn median with curbs and gutters. Sidewalks exist intermittently along the northbound side in this section. The posted speed limit is 35-mph.

All existing intersections in the study area have **lighting**.

Existing Traffic Volumes

Existing traffic volumes for this study were counted in the field at Intersections 9 thru 14 during April of 2021 as part of the Montage Units TIS. The counts were adjusted to pre-Covid conditions by Huitt-Zollars and are provided in Appendix pages A-112 thru A-113. The adjusted volumes are used in this TIS. Existing traffic volumes at the remaining intersections (1 thru 8) were extrapolated from the traffic counts.

Analysis of Implementation Year and Horizon Year Conditions

Level of Service Criteria (LOS)

According to the City of Albuquerque, Design Process Manual (DPM), LOS standards are defined by Access Category. Table 7.5.88 of the DPM identifies the minimum acceptable LOS standards according to Functional Classification & Roadway Type and City of Albuquerque's ABC Comp Plan Type (see below). University Blvd. and Bobby Foster Rd pass through several ABC Centers in Mesa del Sol. As indicated in the table, Level of Service (LOS) should be D or better or mitigated to maintain the LOS at existing (NO BUILD) condition levels, at all intersections along the University Blvd. and Bobby Foster Rd. corridors.

TABLE 7.5.88 Desired LOS by Location and Corridor Type							
Functional Classification & Roadway Type	ABC Comp Plan Center Type						
	Transit Station Area	Downtown	Urban Center	Activity Center	Village Center	Employment Center	Outside Center
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Multi-modal	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D

Traffic Projections

The anticipated implementation year for this project is 2026 and the Horizon Year is 2036. The study area is partially developed. Background traffic volumes were calculated by applying a growth rate of 4% the existing turning movement counts, and trips generated by the other projects in the study area. This growth rate was determined by Huitt-Zollars for the Montage Units TIS and was developed from historical, existing, and projected traffic volumes collected from the Mid-Region Council of Governments' (MRCOG) Traffic Flows Background Traffic.

Trip Generation

According to the Institute of Traffic Engineers' (ITE) trip generation rates, the project is anticipated to generate 25 new entering trips and 14 new exiting trips during the weekday AM Peak Hour period and 313 new entering trips and 178 new exiting trips during the PM Peak Hour period. Trips generated by the existing development are included in the trips generated. No pass-by trips are included. See the Trip Generation Data Table below.

Bernalillo County Regional Outdoor Sports Complex

Peak Hour Generated Trips, Land Use

ITE Trip Generation Data 11th Edition

Development		Fields/Sq. Ft.	Total Generated Trips	Trips Entering	Exiting Trips
Outdoor Soccer Fields ITE Land Use: Soccer Complex (ITE Code 488)	AM Peak	30 Fields (6 Existing, 26 Proposed)	30	18	12
	PM Peak		453	299	154
Indoor Field House					
Office Space (ITE Code 712 - Small Office)	AM Peak	5000 s.f.	8	6	2
	PM Peak		11	4	7
1 - Indoor Soccer Field (ITE Code 488 - Soccer Complex)	AM Peak	1 Field	1	1	0
	PM Peak		16	10	17
TOTAL		AM Peak	39	25	14
		PM Peak	480	313	178

Based on ITE TripGen Web-based App 11th Edition

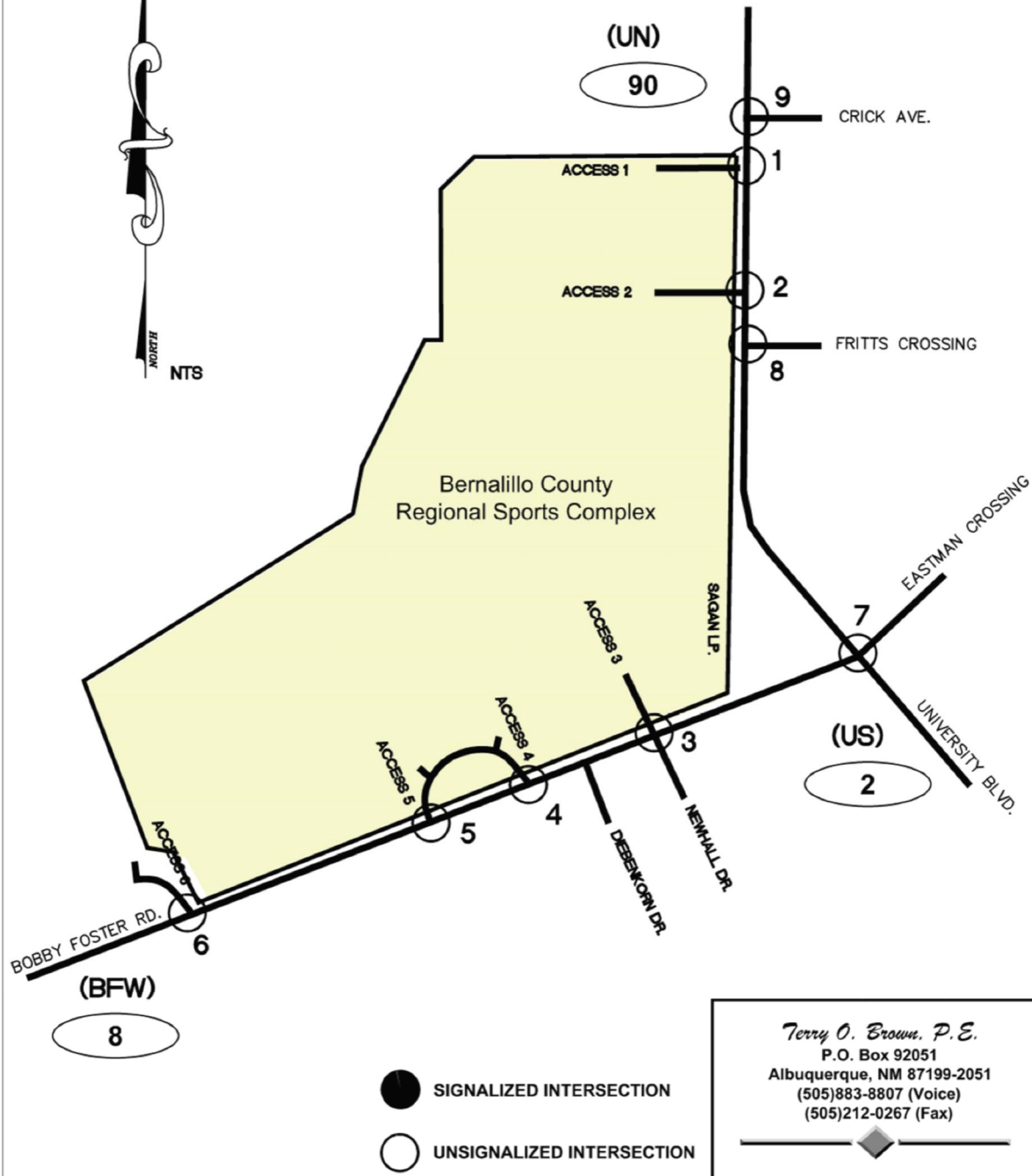
Trip Distribution and Trip Assignments

Trip Distribution and Trip Assignments of the newly generated traffic are based on trip distribution percentages presented in the Montage Units TIS with some minor adjustments to the trips originating from Bobby Foster Rd./Broadway Blvd. and from the Montage Units Development. Distribution of the generated traffic was determined by considering factors such as existing traffic distribution, connectivity, capacity, and congestion of the surrounding roadway network.

Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Distribution Map (%)



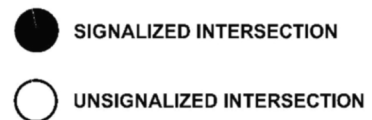
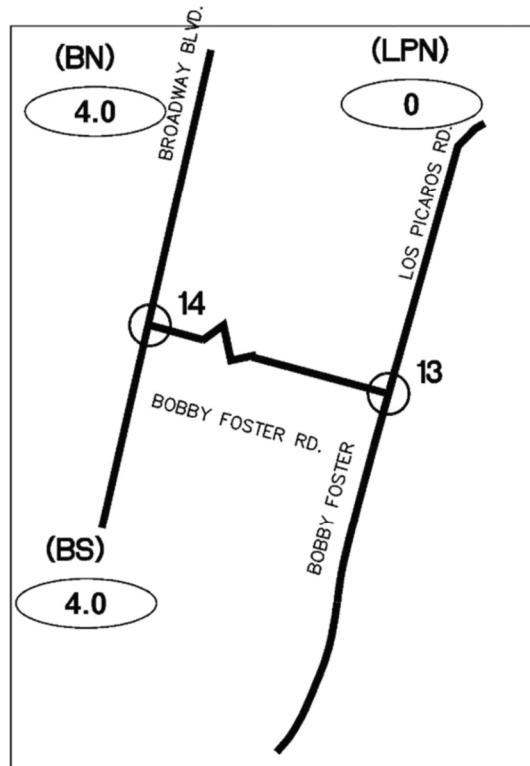
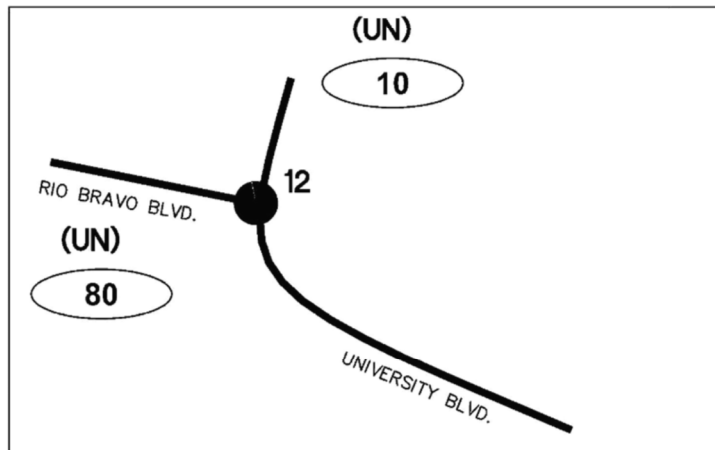
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Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Assignments (% Entering)

INTERSECTIONS 12 THRU 14



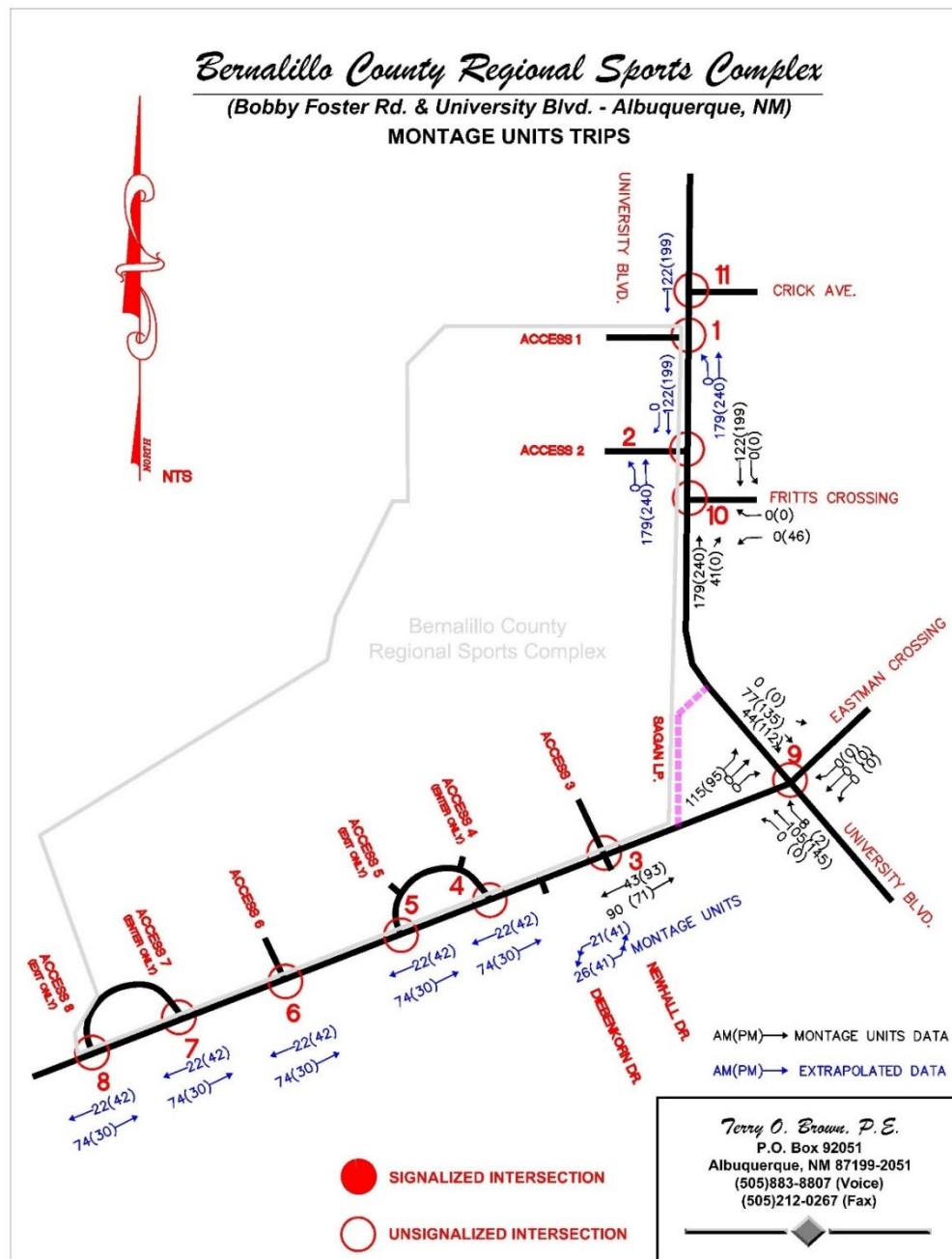
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2. MONTAGE UNITS (Final TIS October 2021)

The Montage Units consist of five single-family residential housing subdivisions (Montage Unit 1, 3-6), a multi-family residential housing subdivision, a commercial development, and a K-12 charter school. The developments include approximately 810 single family detached units, 288 multi-family units, 200 student charter school, and 14,000 sf of commercial development.

Existing traffic volumes in the Montage Units TIS are based on traffic counts collected during the week of April 19, 2021 and calibrated for the COVID pandemic. Total AM and PM peak hour traffic volumes generated by the development are 707 vehicles per hour and 761 vehicles per hour, respectively. The effect of internal capture is included in the generated volumes. A four percent (4.0%) growth rate was used to forecast future background traffic to the Build-Out year 2036 and 2028. This growth rate was developed from historical, existing, and projected traffic volumes collected from the Mid-Region Council of Governments' (MRCOG) Traffic Flows.

Three intersections in the Montage Units TIS are common to the Intersections in the BCRRC TIS (Intersections 3, 9, and 10). 2036 traffic volumes generated by the Montage Units at these intersections are shown on the maps below in black. 2036 traffic volumes generated by the Montage Units at the eleven other intersections in the BCRRC TIS have been extrapolated from these three sets of volumes and are show in blue. The Montage Units volumes were calculated by subtracting the "No Build 2036" volumes (Figure 6, Appendix A, Montage Units TIS) from the "2036 Build" volumes (Figure 23, Appendix A, Montage Units TIS). See Appendix pages A-212 thru A-214).



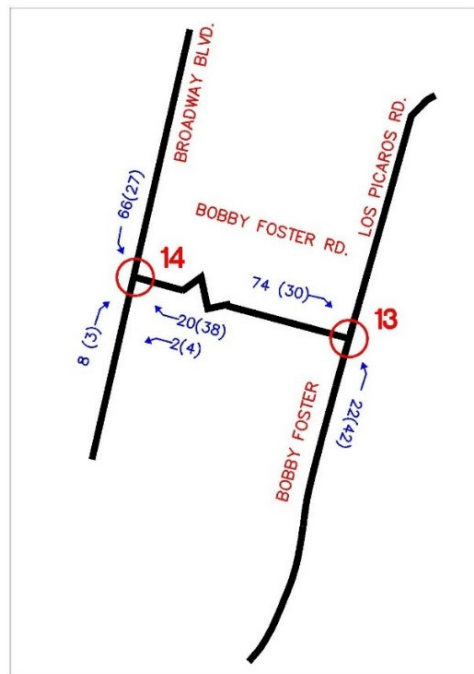
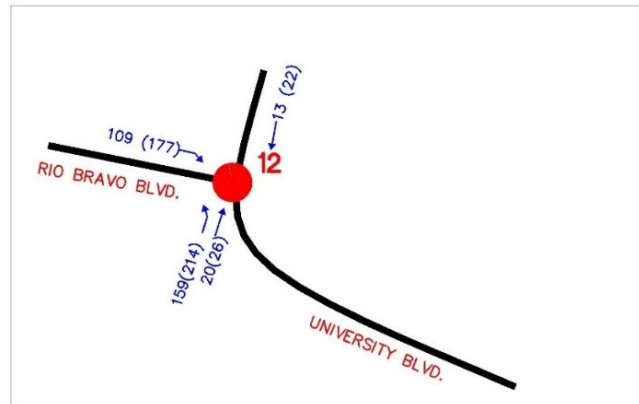
Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

MONTAGE UNITS TRIPS



NTS



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

AM(PM) → MONTAGE UNITS DATA

AM(PM) → EXTRAPOLATED DATA

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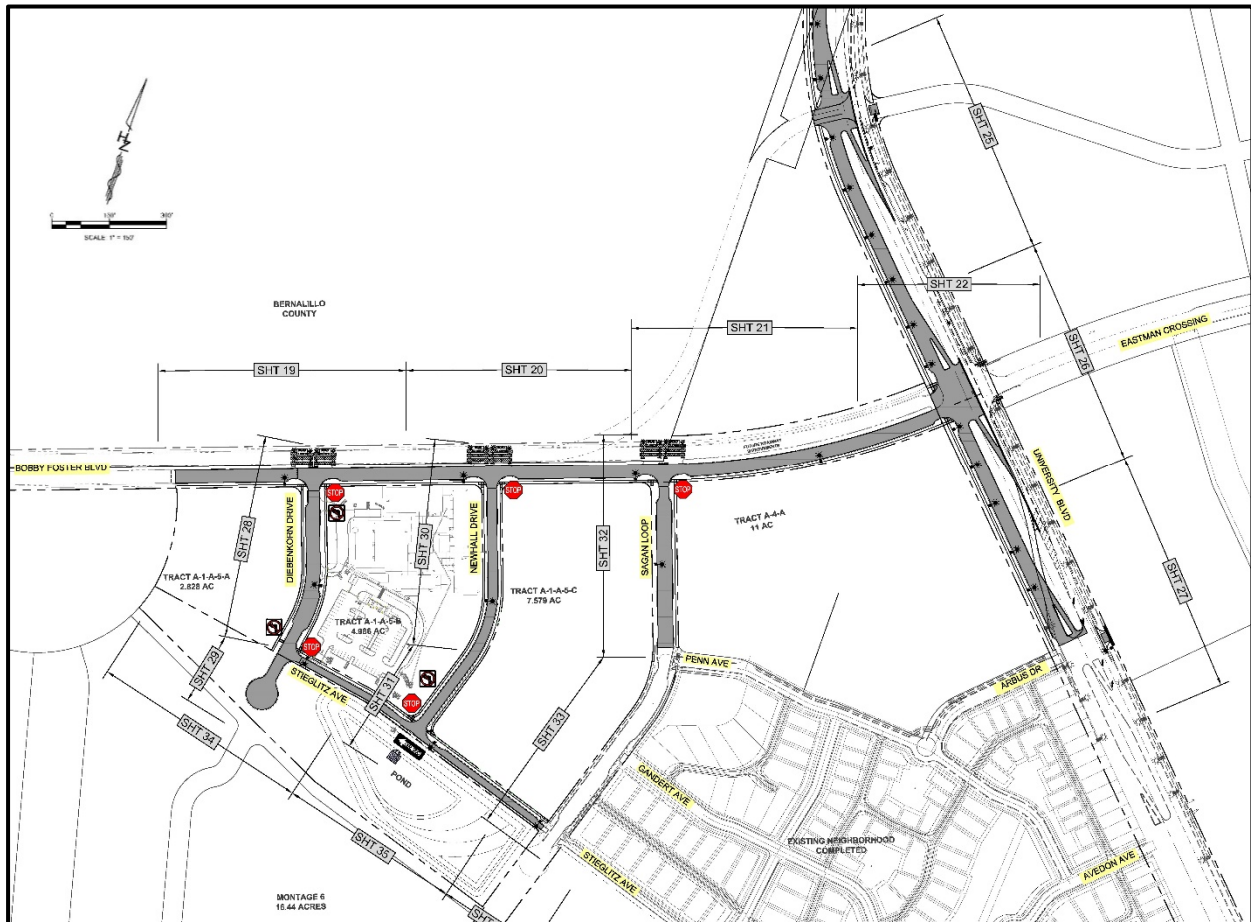
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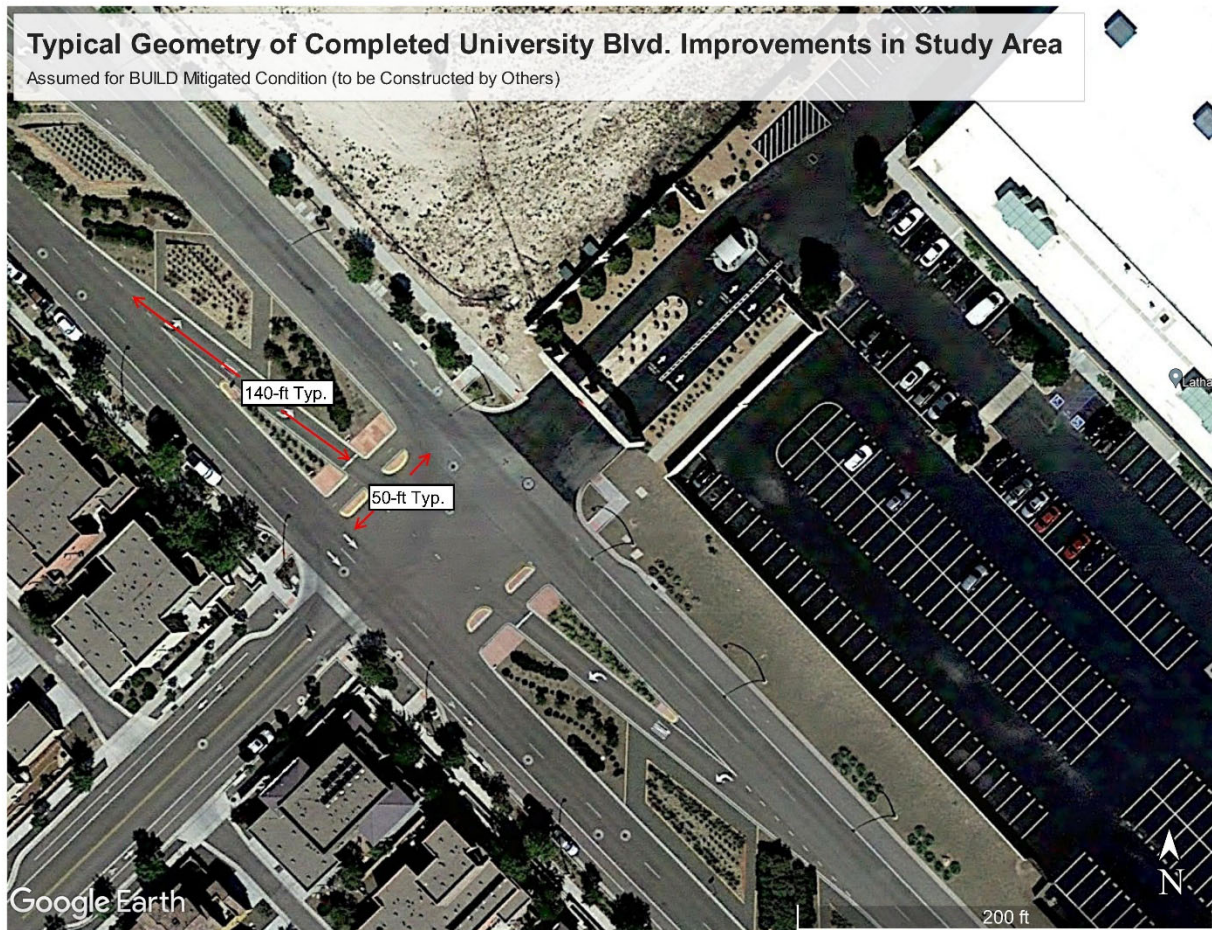
3. Bobby Foster Rd. Roadway Improvements

By 2036, Bobby Foster Road in the vicinity of the BCRRC will be expanded from a three-lane roadway with no median, curbs, gutters, or sidewalks to a four-lane roadway with raised medians, curbs, gutters, sidewalks, intermittent areas of parallel parking, and bike lanes. Improvements to the eastbound lanes will be implemented as part of the Montage Units development in 2026. Below is a plan view of the improvements.



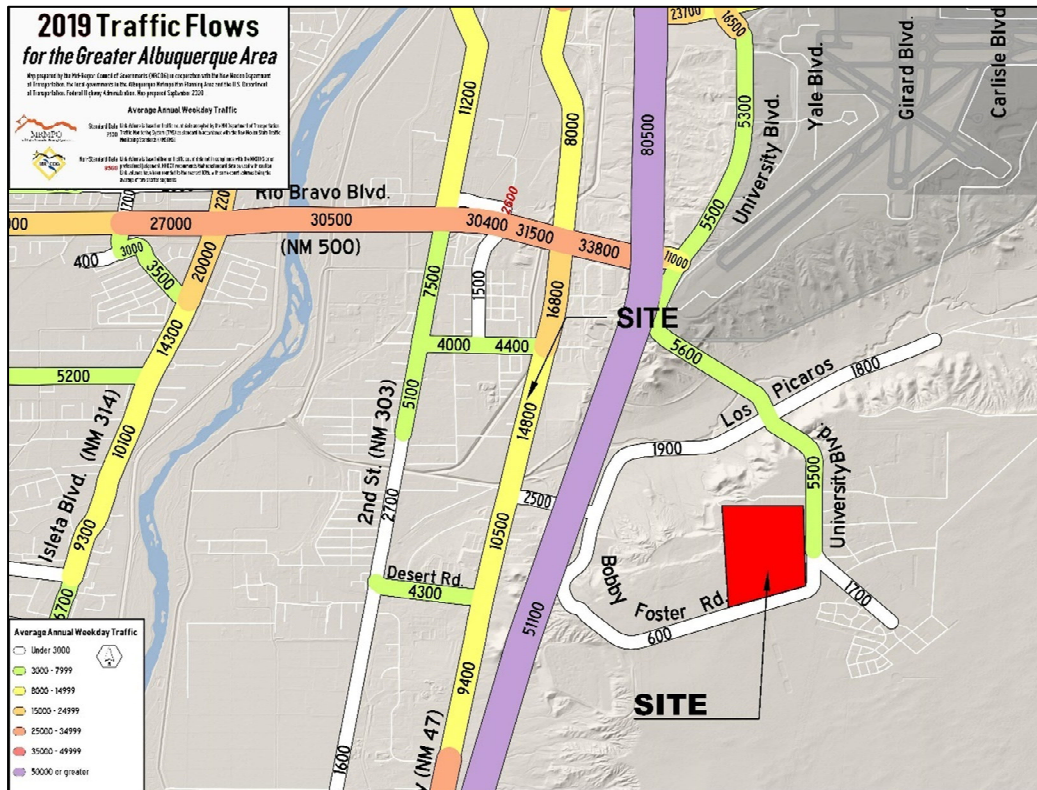
4. University Blvd. Roadway Improvements

According to the Master Plan for Mesa del Sol, by 2036, University Blvd. from Crick Rd. to Bobby Foster Rd. will become a 4-lane roadway with a 50-ft wide raised landscaped median, dedicated left-turn lanes, pedestrian facilities, bike lanes, and parallel parking along the outside lanes, like the image below. The portion of Bobby Foster Rd. that currently runs parallel to University Blvd., next to the soccer fields, will be incorporated into University Blvd.

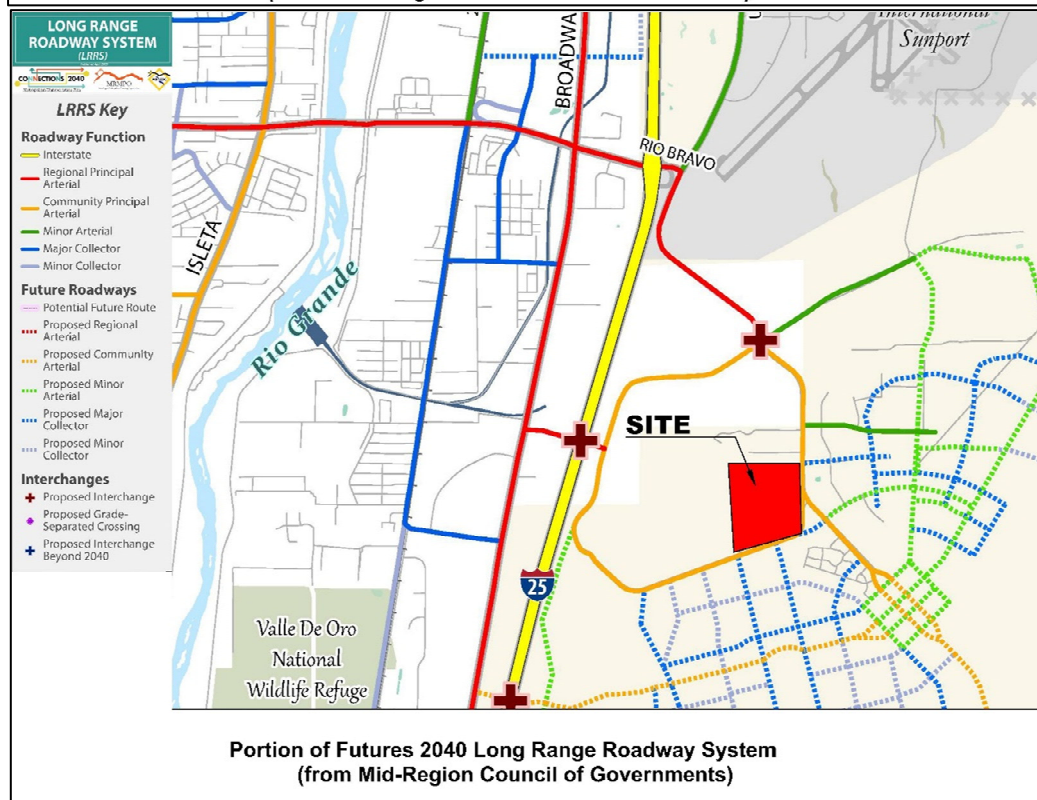


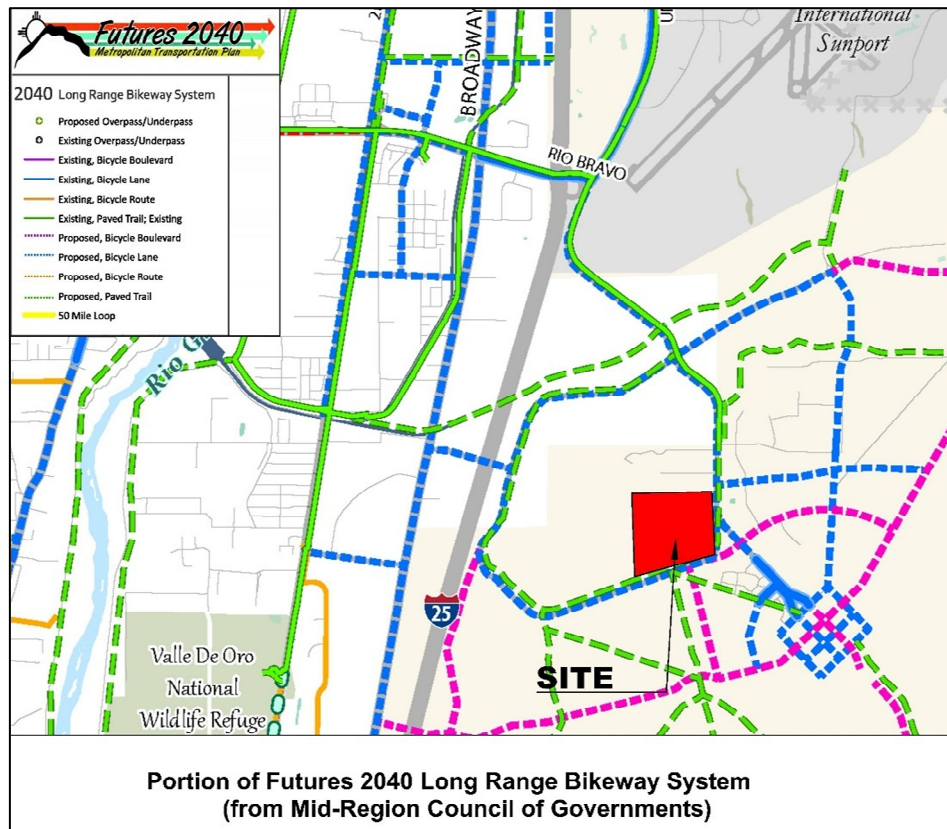
Regional Transportation Maps

Following are portions of the regional transportation maps for more information. These include the 2019 Traffic Flow Map, Futures 2040 Long Range Bikeway System Map, and Futures 2040 Long Range Roadway System. Comparing the 2019 traffic flow data presented on the first map to the 2026 volumes presented in the Projected Turning Movements Tables in Appendix pages A-14 thru A-17, the Average Annual Weekday Traffic (AAWT) on University Blvd. is expected to increase from 5,500 AAWT to 15,500 AAWT for the NO BUILD condition and to 16,500 AAWT for the 2026 BUILD condition. As shown on the Futures 2040 Long Range Bikeway System Map, bike lanes and bike paths are proposed for Bobby Foster Rd. and University Blvd.



**Portion of 2019 Traffic Flow Map
(from Mid-Region Council of Governments)**





Analysis of Existing Conditions

Existing Roadways

UNIVERSITY BLVD. is classified as a Regional Principal Arterial North of Los Picaros Rd. and as a Community Principal Arterial South of Los Picaros Rd. (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). In the study area, UNIVERSITY BLVD. is a three-lane roadway (2 SB and 1 NB) from Rio Bravo Blvd. south to Crick Ave. with a raised divided median and curbs and gutters. A paved bike/pedestrian trail runs along the southbound side. South of Crick Ave it becomes a 2-lane roadway with a two-way left-turn median with curbs and gutters. Sidewalks exist intermittently along the northbound side in this section. The posted speed limit is 35-mph.

BOBBY FOSTER RD. is classified as a Community Principal Arterial (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). In the study area, BOBBY FOSTER RD. is a three-lane roadway (1 EB and 2 WB) with no median, curbs, or gutters. There are also no pedestrian facilities or bike lanes. The posted speed limit is 40-mph. Planned improvements will widen BOBBY FOSTER RD. to include 2-lanes in each direction, a raised median, and pedestrian facilities.

CRICK AVE. is classified as a Minor Arterial (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). CRICK AVE. is a four-lane roadway with

raised medians, curbs, gutters, parallel parking spaces, sidewalks, and bike lanes. The posted speed limit is 30-mph.

FRITTS CROSSING is classified as a Proposed Major Collector (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). FRITTS CROSSING is a two-lane roadway with raised medians, curbs, gutters, parallel parking spaces, sidewalks, and bike lanes. The posted speed limit is 30-mph.

EASTMAN AVE. (Eastern Extension of Bobby Foster Rd.) is classified as a Proposed Minor Collector (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). EASTMAN AVE. is a two-lane roadway with no median, gutters, or pedestrian facilities. An asphalt curb runs along the southern side of the eastbound lane. The posted speed limit is 30-mph.

is classified as a Regional Principal Arterial North of Los Picaros Rd. and as a Community Principal Arterial South of Los Picaros Rd. (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). In the study area, UNIVERSITY BLVD. is a three-lane roadway (2 SB and 1 NB) from Rio Bravo Blvd. south to Crick Ave. with a raised divided median and curbs and gutters. A paved bike/pedestrian trail runs along the southbound side. South of Crick Ave it becomes a 2-lane roadway with a two-way left-turn median with curbs and gutters. Sidewalks exist intermittently along the northbound side in this section. The posted speed limit is 35-mph.

All existing intersections in the study area have **lighting**.

Existing Traffic Volumes

Existing traffic volumes for this study were counted in the field at Intersections 9 thru 14 during April of 2021 as part of the Montage Units TIS. The counts were adjusted to pre-Covid conditions by Huitt-Zollars and are provided in Appendix pages A-112 thru A-113. The adjusted volumes are used in this TIS. Existing traffic volumes at the remaining intersections (1 thru 8) were extrapolated from the traffic counts.

Analysis of Implementation Year and Horizon Year Conditions

Level of Service Criteria (LOS)

According to the City of Albuquerque, Design Process Manual (DPM), LOS standards are defined by Access Category. Table 7.5.88 of the DPM identifies the minimum acceptable LOS standards according to Functional Classification & Roadway Type and City of Albuquerque's ABC Comp Plan Type (see below). University Blvd. and Bobby Foster Rd pass through several ABC Centers in Mesa del Sol. As indicated in the table, Level of Service (LOS) should be D or better or mitigated to maintain the LOS at existing (NO BUILD) condition levels, at all intersections along the University Blvd. and Bobby Foster Rd. corridors.

TABLE 7.5.88 Desired LOS by Location and Corridor Type							
Functional Classification & Roadway Type	ABC Comp Plan Center Type						
	Transit Station Area	Downtown	Urban Center	Activity Center	Village Center	Employment Center	Outside Center
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Multi-modal	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D

Traffic Projections

The anticipated implementation year for this project is 2026 and the Horizon Year is 2036. The study area is partially developed. Background traffic volumes were calculated by applying a growth rate of 4% the existing turning movement counts, and trips generated by the other projects in the study area. This growth rate was determined by Huitt-Zollars for the Montage Units TIS and was developed from historical, existing, and projected traffic volumes collected from the Mid-Region Council of Governments' (MRCOG) Traffic Flows Background Traffic.

Trip Generation

According to the Institute of Traffic Engineers' (ITE) trip generation rates, the project is anticipated to generate 25 new entering trips and 14 new exiting trips during the weekday AM Peak Hour period and 313 new entering trips and 178 new exiting trips during the PM Peak Hour period. Trips generated by the existing development are included in the trips generated. No pass-by trips are included. See the Trip Generation Data Table below.

Bernalillo County Regional Outdoor Sports Complex

Peak Hour Generated Trips, Land Use

ITE Trip Generation Data 11th Edition

Development		Fields/Sq. Ft.	Total Generated Trips	Trips Entering	Exiting Trips
Outdoor Soccer Fields ITE Land Use: Soccer Complex (ITE Code 488)	AM Peak	30 Fields (6 Existing, 26 Proposed)	30	18	12
	PM Peak		453	299	154
Indoor Field House					
Office Space (ITE Code 712 - Small Office)	AM Peak	5000 s.f.	8	6	2
	PM Peak		11	4	7
1 - Indoor Soccer Field (ITE Code 488 - Soccer Complex)	AM Peak	1 Field	1	1	0
	PM Peak		16	10	17
TOTAL		AM Peak	39	25	14
		PM Peak	480	313	178

Based on ITE TripGen Web-based App 11th Edition

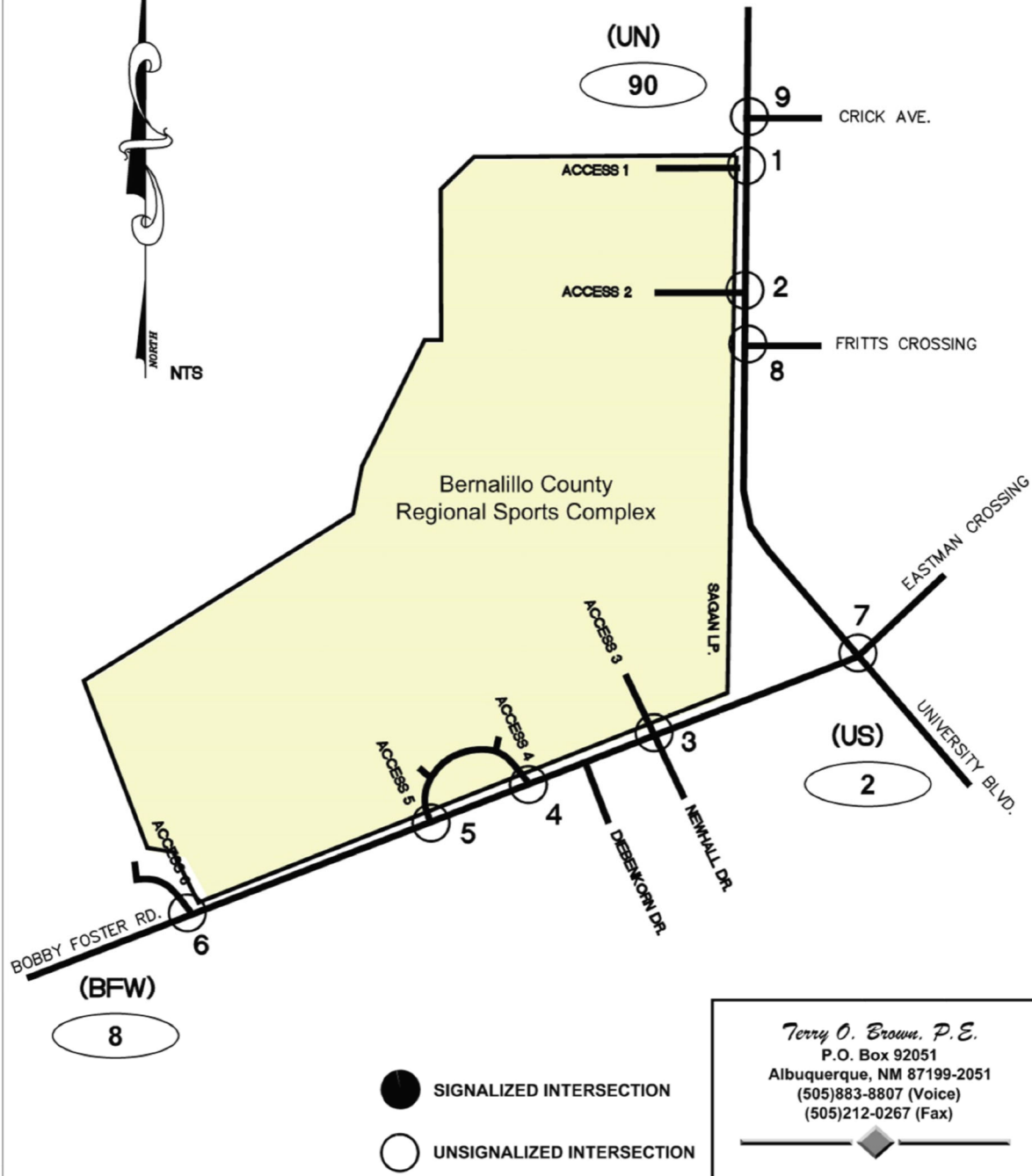
Trip Distribution and Trip Assignments

Trip Distribution and Trip Assignments of the newly generated traffic are based on trip distribution percentages presented in the Montage Units TIS with some minor adjustments to the trips originating from Bobby Foster Rd./Broadway Blvd. and from the Montage Units Development. Distribution of the generated traffic was determined by considering factors such as existing traffic distribution, connectivity, capacity, and congestion of the surrounding roadway network.

Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Distribution Map (%)



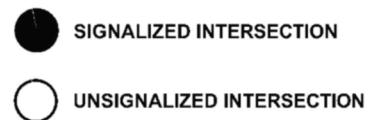
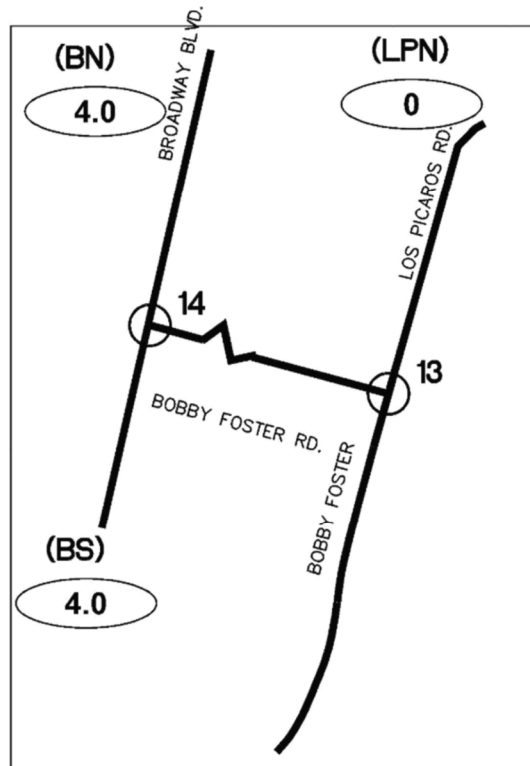
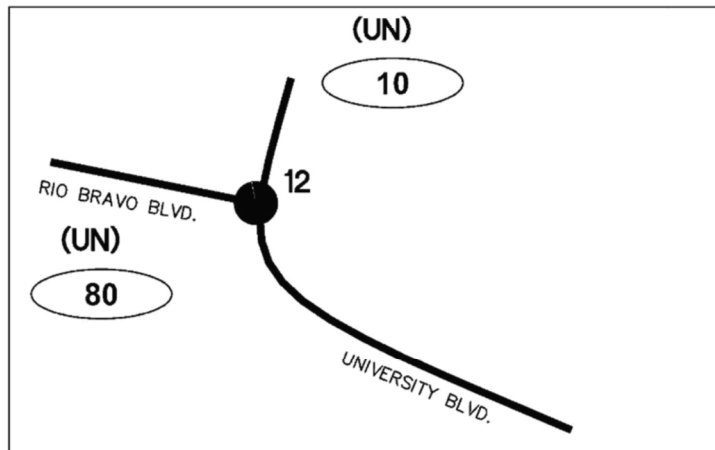
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

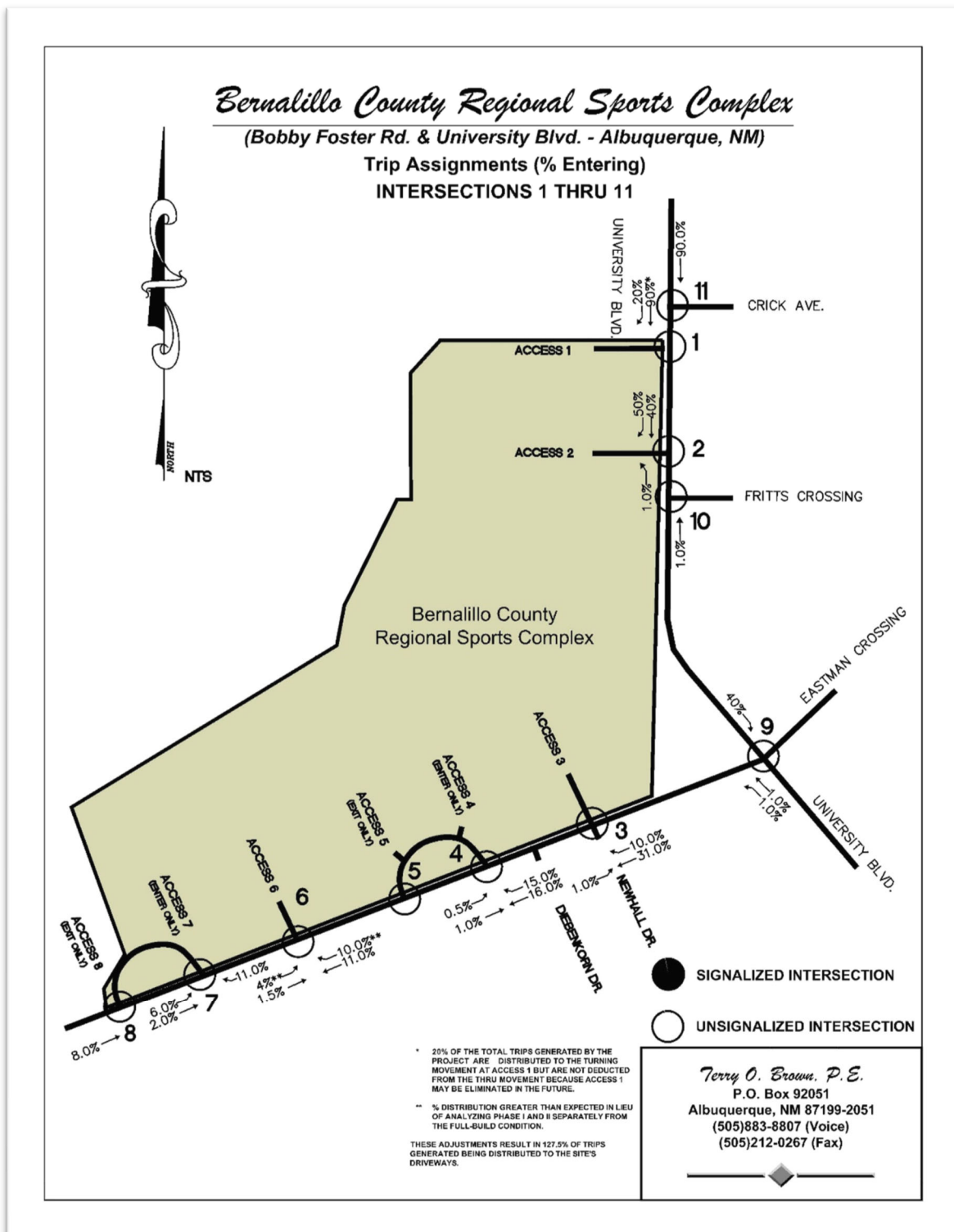
Trip Assignments (% Entering)

INTERSECTIONS 12 THRU 14



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Trip assignments percentages for vehicles entering and exiting are derived from data established in the trip distribution determination process and logical routing. See the turning movement maps below for the distribution of entering and exiting traffic volumes.

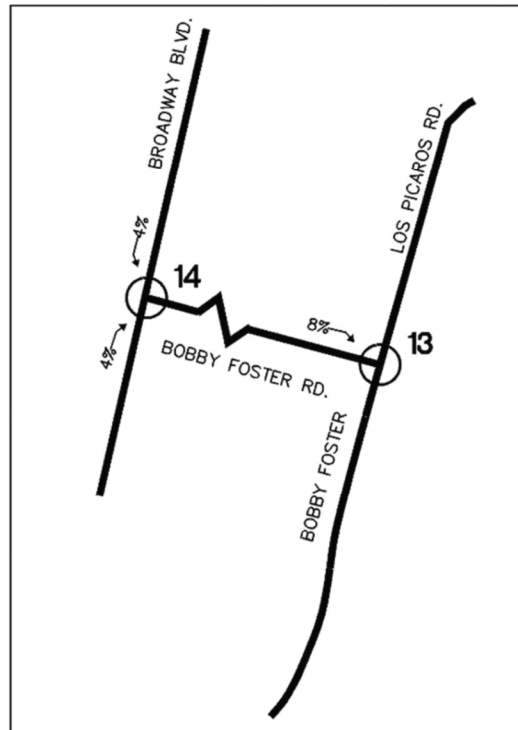
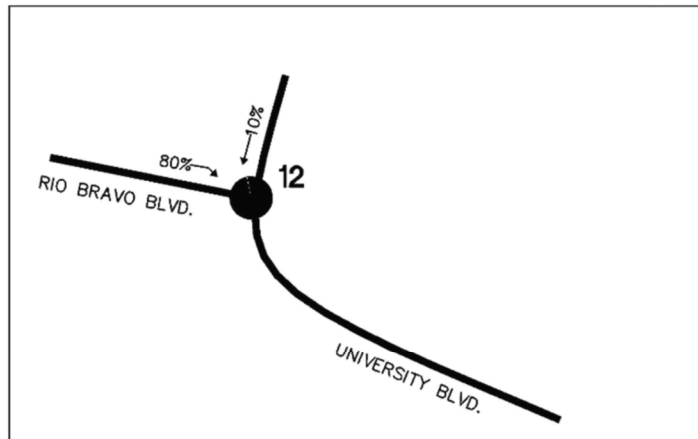


Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Assignments (% Entering)

INTERSECTIONS 12 THRU 14



-  SIGNALIZED INTERSECTION
-  UNSIGNALIZED INTERSECTION

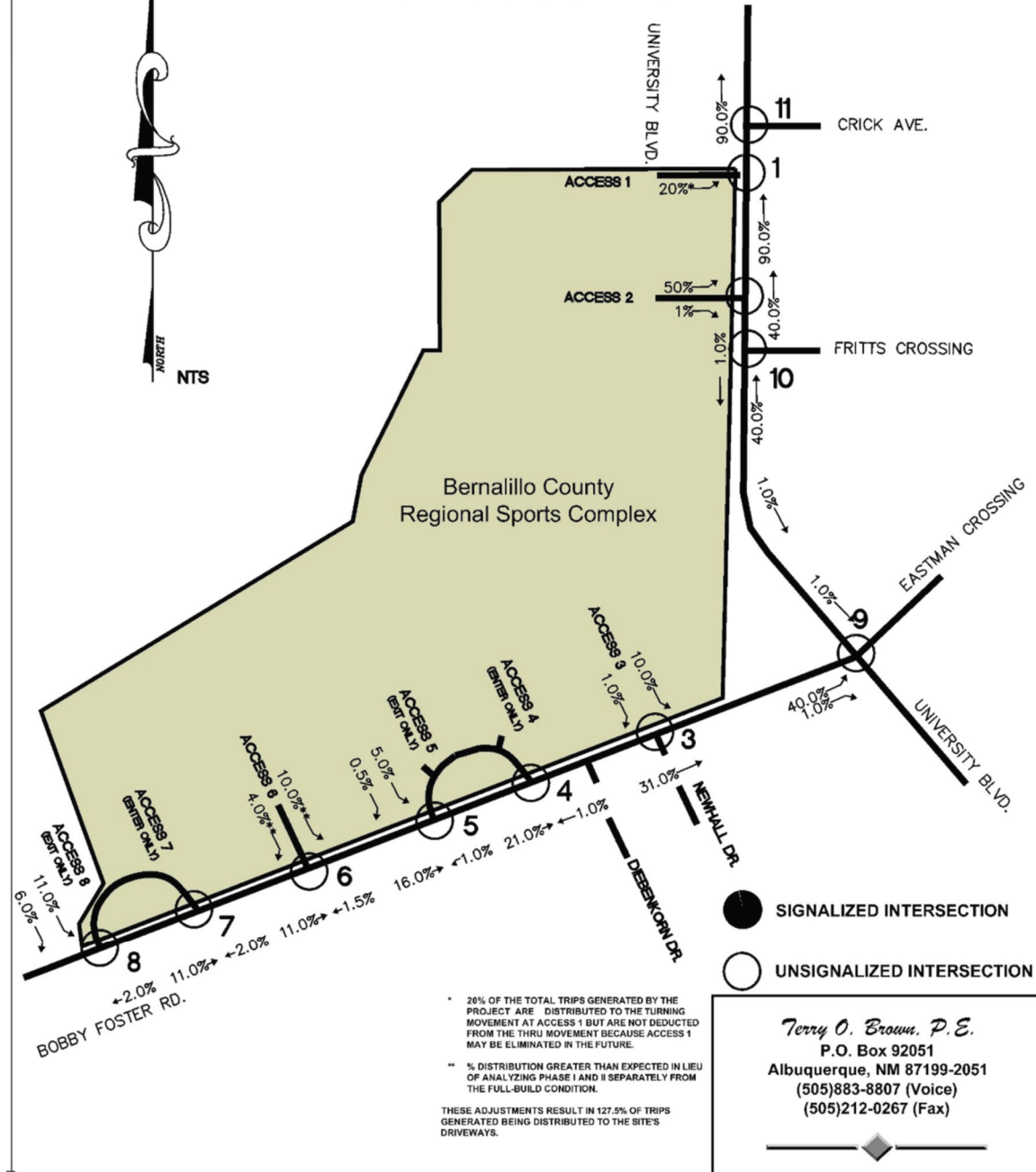
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Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Assignments (% Exiting)

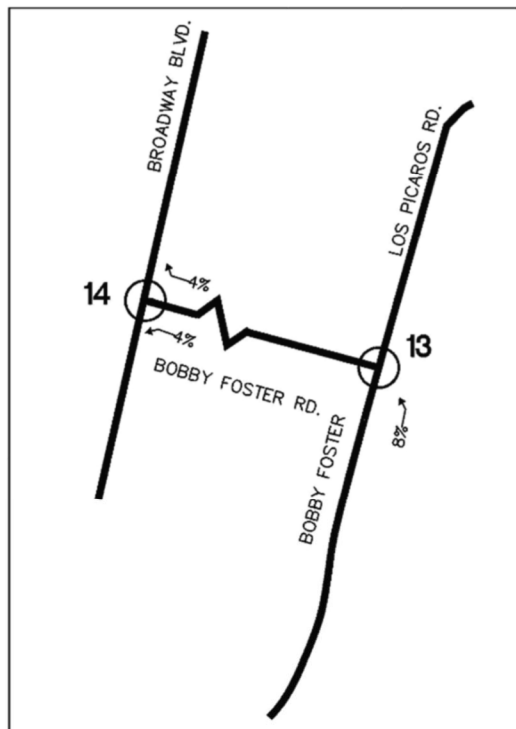
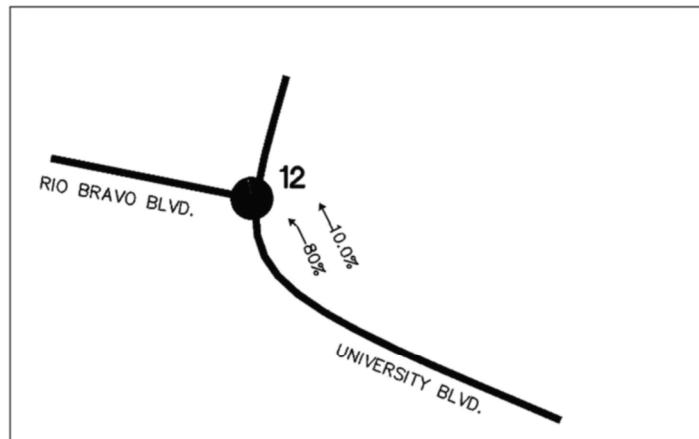
INTERSECTIONS 1 THRU 11



Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Assignments (% Exiting)
INTERSECTIONS 12 THRU 14



-  SIGNALIZED INTERSECTION
-  UNSIGNALIZED INTERSECTION

P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)



Traffic Volumes

NO BUILD volumes are generated by adding the background traffic volumes and trips generated by the ABQ Studios and Montage Units projects. BUILD volumes are calculated by adding the NO BUILD volumes to the trips generated by the project. The trip assignment percentages are used to distribute the trips generated to the individual traffic movements at each intersection. The turning movement counts for the **2026 and 2036 AM and PM Peak Hour Demand, NO BUILD, and BUILD** conditions for each movement in each intersection the study area are summarized in Appendix pages A-14 thru A-21. Detailed data sheets including trip distribution percentages, background growth, and distributed trips from the Montage Units and Albuquerque Studios projects are provided in the Appendix on Pages A-22 thru A-77.

Traffic Analysis

HCM Level of Service (LOS) capacity analysis of the study area intersections was conducted in accordance with the Highway Capacity Manual (HCM6), using Synchro 11 (Build 11.1.1.6) modeling software. The thresholds for various LOS are summarized in the following tables:

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

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

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

Summaries of the analysis results for the 2026 Implementation Year and 2036 Horizon Year are presented in the tables below.

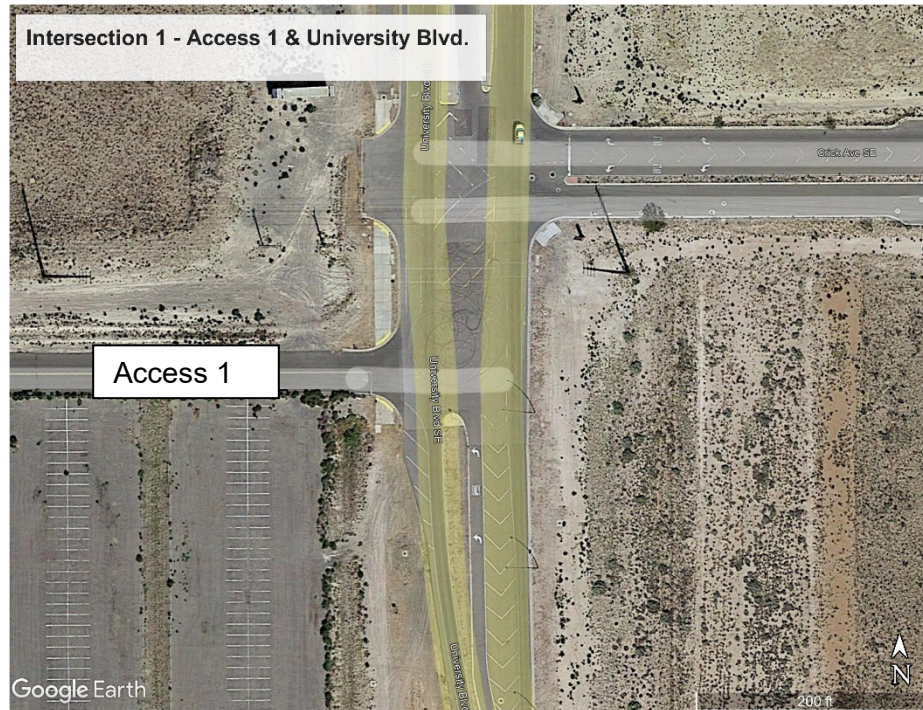
HCM Queueing analysis was conducted on all intersections in the study area. The 95th percentile queue, Queue Storage Ratio (QSR), and Volume to Capacity (V/C) ratio were computed for all movements in the intersections. The Queue Storage Ratio (QSR) is calculated by dividing the

95th percentile queue by the existing lane length. A QSR>1 indicates that the available lane length is insufficient for the queue being generated. The Volume to Capacity Ratio (V/C) is a measure of the capacity of the approach to the volume of traffic. A V/C>1 indicates an area of congestion.

INTERSECTION 1 – ACCESS 1 & UNIVERSITY BLVD.

Unsignalized, Full-access, Existing

Appendix pages A-78 & A-79



Access 1 is a two-lane roadway 160-ft south of Crick Ave., centerline to centerline. It provides access to the existing soccer fields and the Isleta Amphitheater. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the signalized intersection of BOBBY FOSTER RD. & Access 1.

2026 Implementation Year

Synchro Results Summary Sheet

1: University Blvd. & Access 1

2026

Unsignalized TWSC - FULL ACCESS

Access 1 University Blvd.	EB (Access 1)			WB (Access 1)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0				1	1			2>	0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0		0				0	544			839	0
V/C Ratio												
Level-of-Service	A						A					
Control Delay (Seconds)	0.0						0.0					
Intersection LOS	A -0.0											
95th Percentile Queue (veh)							0.0					
AM BUILD Volumes (veh/hr)	3		0				0	557			862	5
V/C Ratio	0.01											
Level-of-Service	C						A					
Control Delay (Seconds)	18.7						0.0					
Intersection LOS	C 18.7											
95th Percentile Queue (veh)	0.0						0.0					
Length of Existing Storage Lane	50.0						375.0					
QSR (Queue Storage Ratio)	0.0						0.0					

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0		0				0	1,068			642	0
V/C Ratio												
Level-of-Service	A						A					
Control Delay (Seconds)	0.0						0.0					
Intersection LOS	A -0.0											
95th Percentile Queue (veh)							0.0					
PM BUILD Volumes (veh/hr)	38		0				0	1,241			967	72
V/C Ratio	0.25											
Level-of-Service	E						A					
Control Delay (Seconds)	36.3						0.0					
Intersection LOS	E - 36.3											
95th Percentile Queue (veh)	0.9						0.0					
Length of Existing Storage Lane	50.0						375.0					
QSR (Queue Storage Ratio)	0.1						0.0					

2026 HCM LOS ANALYSIS of the intersection of Access 1 & University Blvd. demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The NB and SB LOS on University Blvd. is LOS=A for the BUILD condition. The poor level of service (LOS=E) for traffic exiting Access 1 is caused the high traffic volumes in the NB and SB thru lanes during the peak hours leading to insufficient gaps in the traffic flow for vehicles making turning movements from the driveway. Since this is an access, not a roadway, and the delays are less than 2 seconds per vehicle greater than LOS D, no mitigative measures are recommended.

2026 Queueing Analysis demonstrates that onsite QSR's and V/C's at Access 1 are less than 1. Therefore, existing onsite queue capacity is adequate, and congestion is minimal. There are no off-site queueing problems at Access 1.

2036 Horizon Year

Synchro Results Summary Sheet

1: University Blvd. & Access 1

2036

Unsignalized TWSC - FULL ACCESS

Access 1 University Blvd.	EB (Access 1)			WB (Access 1)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0				1	1			2>	0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0		0				0	735			1,144	0
V/C Ratio												
Level-of-Service	A						A					
Control Delay (Seconds)	0.0						0.0					
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)							0.0					
AM BUILD Volumes (veh/hr)	3		0				0	748			1,167	5
V/C Ratio	0.02											
Level-of-Service	D						A					
Control Delay (Seconds)	25.5						0.0					
Intersection LOS	D - 25.5											
95th Percentile Queue (veh)	0.1						0.0					
Length of Existing Storage Lane	50.0						375.0					
QSR (Queue Storage Ratio)	0.0						0.0					
Mitigated Condition- ADD 2ND NBT	1>		0				1	2			2>	0
PM BUILD Mitigated Volumes (veh/hr)	3		0				0	748			1,167	5
V/C Ratio	0.01											
Level-of-Service	D						A					
Control Delay (Seconds)	20.5						0.0					
Intersection LOS	C - 20.5											
95th Percentile Queue (veh)	0.1						0.0					

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0		0				0	1,461			875	0
V/C Ratio												
Level-of-Service	A						A					
Control Delay (Seconds)	0.0						0.0					
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)							0.0					
PM BUILD Volumes (veh/hr)	38		0				0	1,634			1,200	72
V/C Ratio	0.39											
Level-of-Service	F						A					
Control Delay (Seconds)	62.6						0.0					
Intersection LOS	F - 62.6											
95th Percentile Queue (veh)	1.5						0.0					
Length of Existing Storage Lane	50.0						375.0					
QSR (Queue Storage Ratio)	0.1						0.0					
Mitigated Condition- ADD 2ND NBT	1>		0				1	2			2>	0
PM BUILD Mitigated Volumes (veh/hr)	38		0				0	1,634			1,200	72
V/C Ratio	0.19											
Level-of-Service	D						A					
Control Delay (Seconds)	27.7						0.0					
Intersection LOS	D - 27.7											
95th Percentile Queue (veh)	0.7						0.0					
Length of Existing Storage Lane	50.0						375.0					
QSR (Queue Storage Ratio)	0.0						0.0					

2036 HCM LOS ANALYSIS of the intersection of Access 1 & University Blvd. demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2036 conditions. The NB and SB LOS on University Blvd. is LOS=A for the BUILD condition. The poor level of service (LOS=F, Delay=62.6 s/veh) for traffic exiting Access 1 is caused by the high traffic volumes in the NB and SB thru lanes during the peak hours leading to insufficient gaps in the traffic flow for vehicles making turning movements from the driveway. However, adding a second northbound lane reduces improves the LOS to D and delays to 27.7 s/veh. Since, it has been assumed in this report that the planned improvements (including adding a second NB lane) to University Blvd. will be implemented by others prior to 2036, no mitigative measures are recommended on the part of Bernalillo County.

2036 Queueing Analysis demonstrates that onsite QSR's and V/C's at Access 1 are less than 1. Therefore, existing onsite queue capacity is adequate, and congestion is minimal. There are no off-site queueing problems at Access 1.

INTERSECTION 2 – ACCESS 2 & UNIVERSITY BLVD.

Unsignalized, Full-access, Existing

Appendix pages A-51 thru A-83



ACCESS 2 is located 290-ft north of Fritts Crossing. It has 2 entering lanes and three exiting lanes, however, the middle lane does not qualify as an exit lane since the intersection is unsignalized and the HCM does not allow for dual turn lanes for unsignalized intersections. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the signalized intersection of Access 2 & UNIVERSITY BLVD.

2026 Implementation Year

Synchro Results Summary Sheet

2: Access 2 & University Blvd.

2026

Unsignalized TWSC - FULL ACCESS

Access 2 University Blvd.	EB (Access 2)			WB (Access 2)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1		1				1	1			1>	0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0		0				0	513			839	0
V/C Ratio												
Level-of-Service	A		A				A					
Control Delay (Seconds)	0.0		0.0				0.0					
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)							0.0					
AM BUILD Volumes (veh/hr)	7		0				0	519			849	13
V/C Ratio	0.02											
Level-of-Service	C		A				A					
Control Delay (Seconds)	17.6		0.0				0.0					
Intersection LOS	C - 17.6											
95th Percentile Queue (veh)	0.1						0.0					
Length of Existing Storage Lane	270.0						10.0					
QSR (Queue Storage Ratio)	0.0						0.0					

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0		0				0	1,058			642	0
V/C Ratio												
Level-of-Service	A		A				A					
Control Delay (Seconds)	0.0		0.0				0.0					
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)							0.0					
PM BUILD Volumes (veh/hr)	96		2				4	1,135			786	181
V/C Ratio	0.51		0.01				0.01					
Level-of-Service	E		C				B					
Control Delay (Seconds)	42.3		15.4				10.1					
Intersection LOS	E - 42.3											
95th Percentile Queue (veh)	2.4		0.0				0.0					
Length of Existing Storage Lane	270.0						10.0					
QSR (Queue Storage Ratio)	0.2						0.0					

2026 HCM LOS ANALYSIS of the intersection of Access 2 & University Blvd. demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The NB and SB LOS on University Blvd. is LOS=A for the BUILD condition. The poor level of service (LOS=E) for traffic exiting Access 2 is caused the high traffic volumes in the NB and SB thru lanes during the peak hours leading to insufficient gaps in the traffic flow for vehicles making turning movements from the driveway. Since this is an access, not a public roadway, no mitigative measures are recommended.

2026 Queueing Analysis demonstrates that onsite QSR's and V/C's at Access 2 are less than 1. Therefore, existing onsite queue capacity is adequate, and congestion is minimal. There are no off-site queueing problems at Access 2.

2036 Horizon Year

Synchro Results Summary Sheet

2: Access 2 & University Blvd.

2036

Unsignalized TWSC - FULL ACCESS

Access 2 University Blvd.	EB (Access 2)			WB (Access 2)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1		1				1	1			1>	0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0		0				0	694			1,144	0
V/C Ratio												
Level-of-Service	A		A				A					
Control Delay (Seconds)	0.0		0.0				0.0					
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)							0.0					
AM BUILD Volumes (veh/hr)	7		0				0	700			1,154	13
V/C Ratio	0.03											
Level-of-Service	C		A				A					
Control Delay (Seconds)	23.4		0.0				0.0					
Intersection LOS	C - 23.4											
95th Percentile Queue (veh)	0.1						0.0					
Length of Existing Storage Lane	270.0						10.0					
QSR (Queue Storage Ratio)	0.0						0.0					
Mitigated Condition - ADD 2ND NBT LANE & 2ND SBT LANE	1>		0				1	2			2>	0
AM BUILD Mitigated Volumes (veh/hr)	7		0				0	519			849	13
V/C Ratio	0.02											
Level-of-Service	C		A				A					
Control Delay (Seconds)	17.6		0.0				0.0					
Intersection LOS	C - 17.6											
95th Percentile Queue (veh)	0.1						0.0					

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0		0				0	1,058			642	0
V/C Ratio												
Level-of-Service	A		A				A					
Control Delay (Seconds)	0.0		0.0				0.0					
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)							0.0					
PM BUILD Volumes (veh/hr)	96		2				4	1,525			1,019	181
V/C Ratio	0.79		0.01				0.01					
Level-of-Service	F		C				B					
Control Delay (Seconds)	93.4		19.2				11.2					
Intersection LOS	F - 93.4											
95th Percentile Queue (veh)	4.0		0.0				0.0					
Length of Existing Storage Lane	270.0						10.0					
QSR (Queue Storage Ratio)	0.3						0.0					
Mitigated Condition - ADD 2ND NBT LANE & 2ND SBT LANE	1>		0				1	2			2>	0
PM BUILD Mitigated Volumes (veh/hr)	96		2				4	1,525			1,019	181
V/C Ratio	0.43		0.01				0.01					
Level-of-Service	D		B				B					
Control Delay (Seconds)	32.4		13.1				11.3					
Intersection LOS	D - 32.4											
95th Percentile Queue (veh)	1.9						0.0					

2036 HCM LOS ANALYSIS of the intersection of Access 2 & University Blvd. demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this

intersection for the 2036 conditions. The NB and SB LOS on University Blvd. is LOS=A for the BUILD condition. The poor level of service (LOS=F, Delay=62.6 s/veh) for traffic exiting Access 2 is caused the high traffic volumes in the NB and SB thru lanes during the peak hours leading to insufficient gaps in the traffic flow for vehicles making turning movements from the driveway. However, adding a second northbound lane reduces improves the LOS to D and delays to 32.4 s/veh. Since it has been assumed in this report that the planned improvements (including adding a second NB lane) to University Blvd. will be implemented by others prior to 2036, no mitigative measures are recommended on the part of Bernalillo County.

2036 Queueing Analysis demonstrates that onsite QSR's and V/C's at Access 2 are less than 1. Therefore, existing onsite queue capacity is adequate, and congestion is minimal. There are no off-site queueing problems at Access 2.

INTERSECTION 3 – BOBBY FOSTER RD. & ACCESS 3/Newhall Dr.

Unsignalized, Full-Access, Proposed

Appendix pages A-84 thru A-91



Access 3 is to be located 1250-ft west of the intersection of Bobby Foster Rd. & University Blvd., in alignment with Newhall Dr. The following table summarizes the 2026 Implementation Year and 2036 Horizon Year analysis results for the unsignalized intersection of BOBBY FOSTER RD. & Access 3/Newhall Dr.

2026 Implementation Year

Synchro Results Summary Sheet

3: Newhall Dr./Access 3 & Bobby Foster Rd.

2026

Unsignalized TWSC - FULL ACCESS

Bobby Foster Rd. Access 3/Newhall Dr.	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 3/Newhall Dr.)			SB (Access 3/Newhall Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2	0	0	2>	0	0	<1>	0	1	0>	0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	308	0	0	49	0	0	0	0	0	0	0
V/C Ratio												
Level-of-Service	A							A		A		
Control Delay (Seconds)	0.0							0.0		0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	1	312	0	0	57	3	0	0	0	1	0	0
V/C Ratio	0.00									0.00		
Level-of-Service	A	A						A		B		
Control Delay (Seconds)	7.3	0.0						0.0		10.0		
Intersection LOS	B - 10.0											
95th Percentile Queue (veh)	0.0									0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	149	0	0	363	0	0	0	0	0	0	0
V/C Ratio												
Level-of-Service	A							A		A		
Control Delay (Seconds)	0.0							0.0		0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
PM BUILD Volumes (veh/hr)	4	209	0	0	475	36	0	0	0	19	0	2
V/C Ratio	0.00									0.05		
Level-of-Service	A	A						A		B		
Control Delay (Seconds)	8.4	0.0						0.0		14.5		
Intersection LOS	B - 14.5											
95th Percentile Queue (veh)	0.0									0.2		

2026 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 3 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is B or better for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2026.

2026 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 3 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 3.

2036 Horizon Year Synchro Results Summary Sheet

3: Newhall Dr./Access 3 & Bobby Foster Rd.

2036

Unsignalized TWSC - FULL ACCESS

Bobby Foster Rd. Access 3/Newhall Dr.	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 3/Newhall Dr.)			SB (Access 3/Newhall Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2	0	0	2>	0	0	<1>	0	1	0>	0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	425	0	0	67	0	0	0	0	0	0	0
V/C Ratio												
Level-of-Service	A							A		A		
Control Delay (Seconds)	0.0							0.0		0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	1	429	0	0	75	3	0	0	0	1	0	0
V/C Ratio	0.00									0.00		
Level-of-Service	A	A						A		B		
Control Delay (Seconds)	7.4	0.0						0.0		10.7		
Intersection LOS	B - 10.7											
95th Percentile Queue (veh)	0.0									0.0		
PM Peak Hour												
PM NO BUILD Volumes (veh/hr)	0	204	0	0	504	0	0	0	0	0	0	0
V/C Ratio												
Level-of-Service	A							A		A		
Control Delay (Seconds)	0.0							0.0		0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
PM BUILD Volumes (veh/hr)	4	264	0	0	616	36	0	0	0	19	0	2
V/C Ratio	0.00									0.07		
Level-of-Service	A	A						A		C		
Control Delay (Seconds)	8.9	0.0						0.0		17.7		
Intersection LOS	C - 17.7											
95th Percentile Queue (veh)	0.0									0.2		

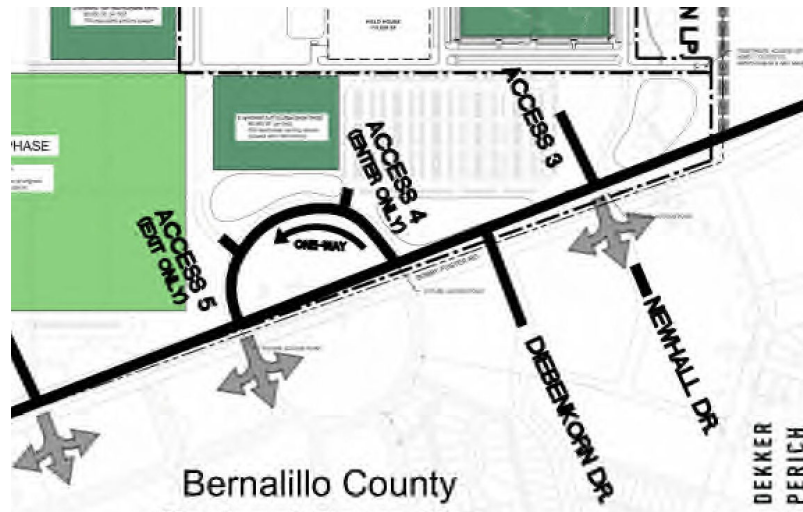
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 3 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2036 conditions. The LOS for all approaches is C or better for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2036.

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 3 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 3.

INTERSECTION 4 – BOBBY FOSTER RD. & ACCESS 4

Unsignalized, Enter-only, Proposed

Appendix pages A-27 thru A-28



Access 4 is to be an enter-only driveway 2000-ft west of the intersection of Bobby Foster Rd. & University Blvd. and 340-ft west of Diebenkorn Dr. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the unsignalized intersection of BOBBY FOSTER RD. & Access 4.

2026 Implementation Year Synchro Results Summary Sheet

4: Bobby Foster Rd. & Access 4

2026

Unsignalized TWSC -ENTER ONLY

Bobby Foster Rd. Access 4	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 4)			SB (Access 4)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2			2>	0				0		0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	290			26	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A -0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	0	293			30	4				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A -0.0											
95th Percentile Queue (veh)	0.0											

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	103			306	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A -0.0											
95th Percentile Queue (veh)	0.0											
PM BUILD Volumes (veh/hr)	2	147			366	54				0		0
V/C Ratio	0.00											
Level-of-Service	A	A								A		
Control Delay (Seconds)	8.2	0.0								0.0		
Intersection LOS	A - 8.2											
95th Percentile Queue (veh)	0.0											

2026 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 4 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2026.

2026 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 4 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 4.

2036 Horizon Year

Synchro Results Summary Sheet

4: Bobby Foster Rd. & Access 4

2036

Unsignalized TWSC -ENTER ONLY

Bobby Foster Rd. Access 4	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 4)			SB (Access 4)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2			2>	0				0		0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	400			35	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A -0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	0	403			39	4				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A -0.0											
95th Percentile Queue (veh)	0.0											

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	142			427	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A -0.0											
95th Percentile Queue (veh)	0.0											
PM BUILD Volumes (veh/hr)	2	186			487	54				0		0
V/C Ratio	0.00											
Level-of-Service	A	A								A		
Control Delay (Seconds)	8.5	0.0								0.0		
Intersection LOS	A - 8.5											
95th Percentile Queue (veh)	0.0											

2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 4 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2036.

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 6 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 6.

INTERSECTION 5 – BOBBY FOSTER RD. & ACCESS 5

Unsignalized, Exit-only, Proposed

Appendix pages A-127 thru A-143



Access 5 is to be an exit-only driveway 2600-ft west of the intersection of Bobby Foster Rd. & University Blvd. and 600-ft west of Access 4. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the unsignalized intersection of BOBBY FOSTER RD. & Access 4.

2026 Implementation Year Synchro Results Summary Sheet

5: Bobby Foster Rd. & Access 5

2026

Unsignalized TWSC - EXIT ONLY

Bobby Foster Rd. Access 5	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 5)			SB (Access 5)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	2			2	0				1		1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	290			26	0				0		0
V/C Ratio												
Level-of-Service										A		A
Control Delay (Seconds)										0.0		0.0
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)												
AM BUILD Volumes (veh/hr)	0	292			30	0				1		0
V/C Ratio										0.00		
Level-of-Service										A		A
Control Delay (Seconds)										9.5		0.0
Intersection LOS	A - 9.5											
95th Percentile Queue (veh)										0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	103			306	0				0		0
V/C Ratio												
Level-of-Service										A		A
Control Delay (Seconds)										0.0		0.0
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)												
PM BUILD Volumes (veh/hr)	0	138			366	0				10		1
V/C Ratio										0.02		0.00
Level-of-Service										B		A
Control Delay (Seconds)										11.7		9.4
Intersection LOS	B - 11.7											
95th Percentile Queue (veh)										0.1		0.0

2026 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 5 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is B or better for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2026.

2026 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 5 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 5.

2036 Horizon Year Synchro Results Summary Sheet

5: Bobby Foster Rd. & Access 5

2036

Unsignalized TWSC - EXIT ONLY

Bobby Foster Rd. Access 5	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 5)			SB (Access 5)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	2			2	0				1		1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	400			35	0				0		0
V/C Ratio												
Level-of-Service										A		A
Control Delay (Seconds)										0.0		0.0
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)												
AM BUILD Volumes (veh/hr)	0	402			39	0				1		0
V/C Ratio										0.00		
Level-of-Service										B		A
Control Delay (Seconds)										10.0		0.0
Intersection LOS	A - 10.0											
95th Percentile Queue (veh)										0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	142			427	0				0		0
V/C Ratio												
Level-of-Service										A		A
Control Delay (Seconds)										0.0		0.0
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)												
PM BUILD Volumes (veh/hr)	0	177			487	0				10		1
V/C Ratio										0.02		0.00
Level-of-Service										B		A
Control Delay (Seconds)										13.2		9.8
Intersection LOS	B - 13.2											
95th Percentile Queue (veh)										0.1		0.0

2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 5 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is B or better for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2036.

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 5 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 5.

INTERSECTION 6 – BOBBY FOSTER RD. & ACCESS 6

Unsignalized, Full-Access, Proposed

Appendix pages A-144 thru A-169



Access 6 is an existing driveway 3600-ft west of the intersection of Bobby Foster Rd. & University Blvd. The following table summarizes the 2026 Implementation Year and 2036 Horizon Year analysis results for the unsignalized intersection of BOBBY FOSTER RD. & Access 6

2026 Implementation Year Synchro Results Summary Sheet

6: Bobby Foster Rd. & Access 6

2026

Unsignalized TWSC - FULL ACCESS

Bobby Foster Rd. Access 6	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 6)			SB (Access 6)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2			2>	0				1>		0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	290			26	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	1	292			29	3				1		1
V/C Ratio	0.00									0.00		
Level-of-Service	A	A								A		
Control Delay (Seconds)	7.3	0.0								9.0		
Intersection LOS	A - 9.0											
95th Percentile Queue (veh)	0.0									0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	103			306	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
PM BUILD Volumes (veh/hr)	14	129			349	36				19		8
V/C Ratio	0.01									0.05		
Level-of-Service	A	A								B		
Control Delay (Seconds)	8.1	0.0								11.5		
Intersection LOS	A - 8.1											
95th Percentile Queue (veh)	0.0									0.1		

2026 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 6 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2026.

2026 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 6 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 6.

2036 Horizon Year

Synchro Results Summary Sheet

6: Bobby Foster Rd. & Access 6

2036

Unsignalized TWSC - FULL ACCESS

Bobby Foster Rd. Access 6	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 6)			SB (Access 6)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2			2>	0				1>		0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	400			35	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	1	402			38	3				1		1
V/C Ratio	0.00									0.00		
Level-of-Service	A	A								A		
Control Delay (Seconds)	7.3	0.0								9.2		
Intersection LOS	A - 9.2											
95th Percentile Queue (veh)	0.0									0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	103			427	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
PM BUILD Volumes (veh/hr)	14	168			470	36				19		8
V/C Ratio	0.01									0.06		
Level-of-Service	A	A								B		
Control Delay (Seconds)	8.5	0.1								12.8		
Intersection LOS	B - 12.8											
95th Percentile Queue (veh)	0.0									0.2		

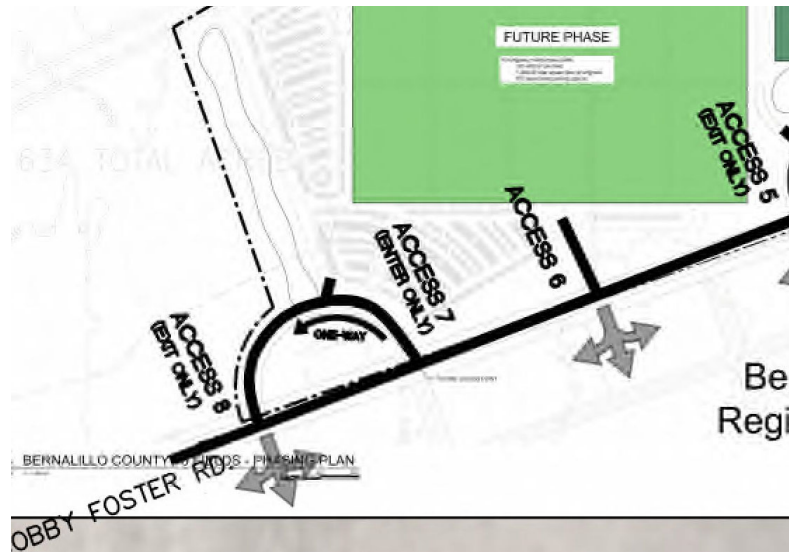
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 6 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is B or better for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2036.

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 6 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 6.

INTERSECTION 7 – BOBBY FOSTER RD. & ACCESS 7

Unsignalized, Enter-only, Proposed

See Appendix pages A-170 thru A-177



Access 7 is to be an enter-only driveway 4400-ft west of the intersection of Bobby Foster Rd. & University Blvd. and 800-ft west of Access 6. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the unsignalized intersection of BOBBY FOSTER RD. & Access 7.

2026 Implementation Year Synchro Results Summary Sheet

7: Bobby Foster Rd. & Access 7

2026

Unsignalized TWSC - ENTER ONLY

Bobby Foster Rd. Access 7	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 7)			SB (Access 7)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2			2>	0				0		0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	290			26	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	2	293			26	3				0		0
V/C Ratio	0.00											
Level-of-Service	A	A								A		
Control Delay (Seconds)	7.3	0.0								0.0		
Intersection LOS	A - 7.3											
95th Percentile Queue (veh)	0.0											

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	103			306	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
PM BUILD Volumes (veh/hr)	22	131			310	18				0		0
V/C Ratio	0.02											
Level-of-Service	A	A								A		
Control Delay (Seconds)	8.0	0.1								0.0		
Intersection LOS	A - 8.0											
95th Percentile Queue (veh)	0.1											

2026 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 7 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2026.

2026 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 7 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal. There are no off-site queueing problems at Access 7.

2036 Horizon Year

Synchro Results Summary Sheet

7: Bobby Foster Rd. & Access 7

2036

Unsignalized TWSC - ENTER ONLY

Bobby Foster Rd. Access 7	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 7)			SB (Access 7)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2			2>	0				0		0
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	400			35	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	2	403			35	3				0		0
V/C Ratio	0.00											
Level-of-Service	A	A								A		
Control Delay (Seconds)	7.3	0.0								0.0		
Intersection LOS	A - 7.3											
95th Percentile Queue (veh)	0.0											

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	142			427	0				0		0
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)	0.0											
PM BUILD Volumes (veh/hr)	22	170			431	18				0		0
V/C Ratio	0.02											
Level-of-Service	A	A								A		
Control Delay (Seconds)	8.3	0.1								0.0		
Intersection LOS	A - 8.3											
95th Percentile Queue (veh)	0.1											

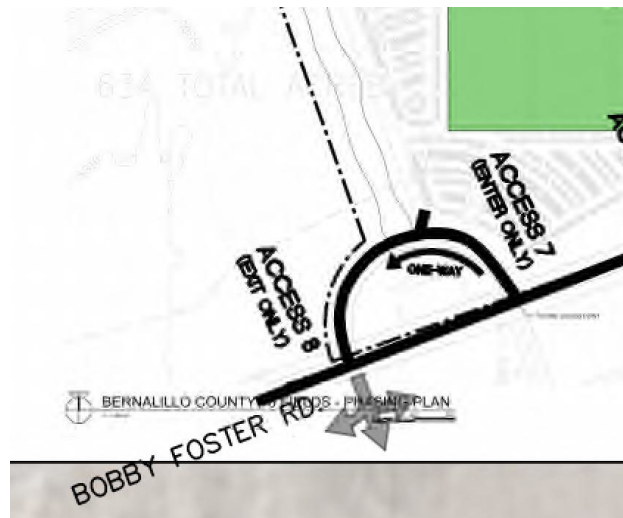
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 7 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2036 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2036.

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 7 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 7.

INTERSECTION 8 – BOBBY FOSTER RD. & ACCESS 8

Unsignalized, Exit-only, Proposed

Appendix pages A-178 thru A-189



Access 8 is to be an exit-only driveway 600-ft west of Access 7. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the unsignalized intersection of BOBBY FOSTER RD. & Access 7.

2026 Implementation Year Synchro Results Summary Sheet

8: Bobby Foster Rd. & Access 8

2026

Unsignalized TWSC - EXIT ONLY

Bobby Foster Rd. Access 8	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 8)			SB (Access 8)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	2			2	0				1		1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	290			26	0				0		0
V/C Ratio												
Level-of-Service										A		A
Control Delay (Seconds)										0.0		0.0
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)												
AM BUILD Volumes (veh/hr)	0	290			26	0				2		1
V/C Ratio										0.00		0.00
Level-of-Service										A		A
Control Delay (Seconds)										9.5		8.4
Intersection LOS	A - 9.5											
95th Percentile Queue (veh)										0.0		0.0

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	103			306	0				0		0
V/C Ratio												
Level-of-Service										A		A
Control Delay (Seconds)										0.0		0.0
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)												
PM BUILD Volumes (veh/hr)	0	132			310	0				21		12
V/C Ratio										0.04		0.01
Level-of-Service										B		A
Control Delay (Seconds)										11.2		9.2
Intersection LOS	B - 11.2											
95th Percentile Queue (veh)										0.1		0.0

2026 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 8 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2026.

2026 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 8 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 8.

2036 Horizon Year

Synchro Results Summary Sheet

8: Bobby Foster Rd. & Access 8

2036

Unsignalized TWSC - EXIT ONLY

Bobby Foster Rd. Access 8	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Access 8)			SB (Access 8)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	2			2	0				1		1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	0	400			35	0				0		0
V/C Ratio												
Level-of-Service										A		A
Control Delay (Seconds)										0.0		0.0
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)												
AM BUILD Volumes (veh/hr)	0	402			35	0				2		1
V/C Ratio										0.00		0.00
Level-of-Service										A		A
Control Delay (Seconds)										9.9		8.4
Intersection LOS	A - 9.9											
95th Percentile Queue (veh)										0.0		0.0

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	142			427	0				0		0
V/C Ratio												
Level-of-Service										A		A
Control Delay (Seconds)										0.0		0.0
Intersection LOS	A - 0.0											
95th Percentile Queue (veh)												
PM BUILD Volumes (veh/hr)	0	171			431	0				21		12
V/C Ratio										0.04		0.02
Level-of-Service										B		A
Control Delay (Seconds)										12.7		9.6
Intersection LOS	B - 12.7											
95th Percentile Queue (veh)										0.1		0.0

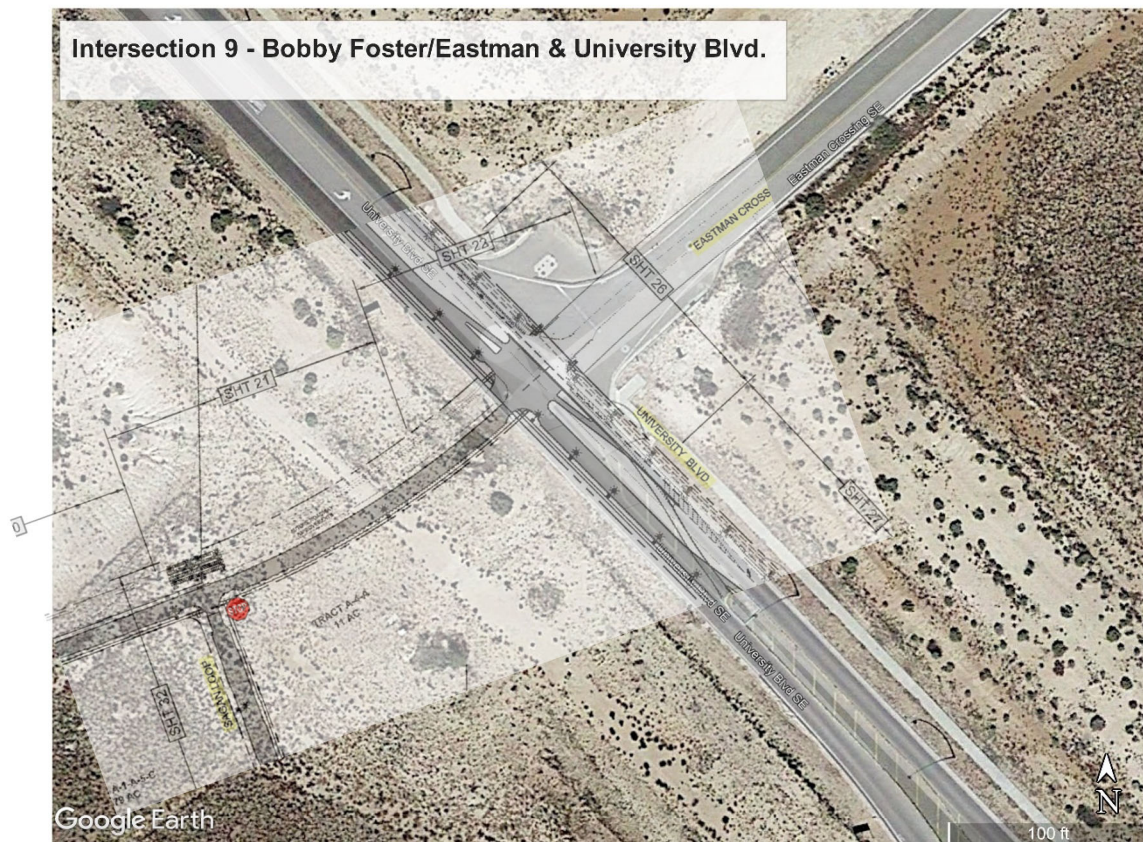
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 8 demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2036 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore, no mitigative measures are recommended for 2036.

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 8 are less than 1 vehicle, therefore, existing onsite queue capacity is adequate, and congestion is minimal (V/C<1 for all movements). There are no off-site queueing problems at Access 8.

INTERSECTION 9 – BOBBY FOSTER RD./Eastman Crossing & UNIVERSITY BLVD.

Unsignalized, Partially Existing

Appendix pages A-178 thru A-189



Intersection 9, Bobby Foster Rd./Eastman Crossing & University Blvd., is an unsignalized T-intersection 2.5 miles south of the Rio Bravo Blvd. & University Ave. intersection. The western leg (Bobby Foster Rd.) has not been constructed. Construction of the western leg of Bobby Foster Rd. will coincide with construction of the Montage Units (2026). Full build-out of these improvements will include 2 lanes in each direction on Bobby Foster Rd. and dedicated NB and SB left turns lanes. Analysis of the intersection assumes full build-out conditions. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the intersection of Bobby Foster Rd./Eastman Crossing & UNIVERSITY BLVD.

2026 Implementation Year Synchro Results Summary Sheet

9: Bobby Foster Rd. & University Blvd.

2026

Unsignalized - AWSC

Bobby Foster Rd./Eastman University Blvd.	EB (Bobby Foster Rd./Eastman)			WB (Bobby Foster Rd./Eastman)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1>	0	1	1>	0
AM Peak Hour - Unsignalized Intersection												
AM NO BUILD Volumes (veh/hr)	129	183	0	18	0	93	0	275	43	119	622	49
V/C Ratio	0.33	0.41		0.05		0.21		0.00	0.65	0.24	1.22	
Level-of-Service	C	C		B		B		B	C	B	F	
Control Delay (Seconds)	15.1	15.9		12.5		12.8		10.3	21.5	12.2	105.4	
Intersection LOS	F - 105.4											
95th Percentile Queue (veh)	1.2	1.8		0.1		0.7		0.0	3.9	0.9	19.2	
Length of Existing Storage Lane	485.0	400.0		250.0		250.0			500.0	140.0	760.0	
QSR (Queue Storage Ratio)	0.1	0.1		0.0		0.1			0.2	0.2	0.6	
AM BUILD Volumes (veh/hr)	135	183	0	18	0	93	0	275	43	119	622	59
V/C Ratio	0.33	0.41		0.05		0.21		0.00	0.65	0.24	1.25	
Level-of-Service	C	C		B		B		B	C	B	F	
Control Delay (Seconds)	15.1	15.9		12.5		12.8		10.3	21.5	12.2	110.8	
Intersection LOS	F - 110.8											
95th Percentile Queue (veh)	1.2	1.8		0.1		0.7	0.0	0.0	3.9	0.9	19.9	
Length of Existing Storage Lane	485.0	400.0		250.0		250.0	140.0		500.0	140.0	760.0	
QSR (Queue Storage Ratio)	0.1	0.1		0.0		0.1	0.0		0.2	0.2	0.7	
Mitigated - Signalized Intersection	1	1>	0	1	1>	0	1	1>	0	1	1>	0
AM BUILD Mitigated Volumes (veh/hr)	135	183	0	18	0	93	0	275	43	119	622	59
V/C Ratio	0.36	0.40		0.06		0.29		0.00	0.36	0.22	0.63	
Level-of-Service	C	C	A	C	A	C	A	A	B	B	A	B
Control Delay (Seconds)	28.4	29.1	0.0	28.5	0.0	32.9	0.0	0.0	15.8	11.3	0.0	15.2
Intersection LOS	B - 19.1											
95th Percentile Queue (veh)	4.3	5.9	0.0	0.6	0.0	3.4	0.0	0.0	7.2	1.9	0.0	13.3
Length of Existing Storage Lane	485.0	400.0	400.0	250.0		250.0	140.0		500.0	140.0		760.0
QSR (Queue Storage Ratio)	0.2	0.4	0.0	0.1		0.3	0.0		0.4	0.3		0.4

PM Peak Hour - Unsignalized Intersection	1	1>	0	1	1>	0	1	1>	0	1	1>	0
PM NO BUILD Volumes (veh/hr)	106	0	59	26	105	109	130	677	4	80	525	142
V/C Ratio	0.31		0.15	0.07		0.54	0.30		1.50	0.19	1.40	
Level-of-Service	C		B	B	C			B	F	B	F	
Control Delay (Seconds)	16.9		13.2	13.4	19.9			14.2	147.5	12.9	135.1	
Intersection LOS	F - 102.2											
95th Percentile Queue (veh)	1.1	0.4	0.0	0.2	2.4			1.1	21.8	0.6	20.5	
Length of Existing Storage Lane	485.0	400.0		250.0		250.0			500.0	140.0	760.0	
QSR (Queue Storage Ratio)	0.1	0.0		0.0		0.0			1.1	0.1	0.7	
PM BUILD Volumes (veh/hr)	183	0	61	26	105	109	134	681	4	80	527	286
V/C Ratio	0.56		0.16	0.08		0.59	0.34		1.61	0.20	1.82	
Level-of-Service	C		B	B	C		C		F	B	F	
Control Delay (Seconds)	23.0		14.0	14.5	22.5		16.0		176.2	13.7	239.9	
Intersection LOS	F - 149.9											
95th Percentile Queue (veh)	2.3		0.5	0.2	2.6		1.3		22.8		31.5	
Length of Existing Storage Lane	485.0	400.0		250.0		250.0	140.0		500.0	140.0	760.0	
QSR (Queue Storage Ratio)	0.1	0.0		0.0		0.0	0.2		1.1	0.0	1.0	
Mitigated - Signalized Intersection	1	1>	0	1	1>	0	1	1>	0	1	1>	0
PM BUILD Mitigated Volumes (veh/hr)	183	0	61	26	105	109	134	681	4	80	527	286
V/C Ratio	0.66	0.00	0.16	0.07	0.00	0.62	0.72	0.00	0.76	0.28	0.00	1.00
Level-of-Service	D	A	C	C	A	D	D	A	C	B	A	D
Control Delay (Seconds)	39.1	0.0	27.3	28.2	0.0	41.1	35.5	0.0	24.8	16.7	0.0	49.7
Intersection LOS	D - 37.3											
95th Percentile Queue (veh)	3.5	0.0	1.9	0.8	0.0	8.6	3.7	0.0	18.1	1.6	0.0	29.3
Length of Existing Storage Lane	485.0	400.0	400.0	250.0		250.0	140.0		500.0	140.0		760.0
QSR (Queue Storage Ratio)	0.2	0.0	0.1	0.1		0.9	0.7		0.9	0.3		1.0

2026 HCM LOS Analysis of Bobby Foster & University Blvd. demonstrates that the LOS for the BUILD condition is unacceptable (LOS=E or F) for the AM and PM peak hours due to the high delays for the NB and SB traffic heading west. This is an existing problem, as indicated by the NO BUILD data, and since the proposed development does not contribute additional vehicles to this movement, no mitigative measures are recommended on the part of the development. However, a mitigated case, which changes the intersection from an all-way stop controlled intersection to a signalized intersection, was analyzed as a courtesy for the City of Albuquerque. The analysis (BUILD Mitigated) demonstrates that signalizing the intersection would improve the LOS for all approaches to LOS D or better.

2026 Queuing Analysis of Bobby Foster & University Blvd. demonstrates that the existing storage capacity of the NBR lane is exceeded by 50-ft during the PM peak hour as indicated by the QSR=1.1. The $V/C > 1$ for the NBR also indicates an elevated level of congestion. Analysis of the BUILD Mitigated case demonstrates that QSR's and V/C's are acceptable for all movements.

2036 Horizon Year

Synchro Results Summary Sheet

9: Bobby Foster Rd. & University Blvd.
2036

Unsignalized - AWSC

Bobby Foster Rd./Eastman University Blvd.	EB (Bobby Foster Rd./Eastman)			WB (Bobby Foster Rd./Eastman)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1>	0	1	1>	0
AM Peak Hour - Unsignalized Intersection												
AM NO BUILD Volumes (veh/hr)	175	256	0	26	0	128	1	374	59	158	854	67
V/C Ratio	0.49	0.68	0.00	0.08	0.35	0.00	0.00	1.07	0.00	0.37	1.96	0.00
Level-of-Service	C	C	C	B	C	C	B	F	F	C	F	F
Control Delay (Seconds)	20.0	24.6	24.6	14.8	16.8	16.8	12.4	55.8	55.8	15.9	325.8	325.8
Intersection LOS	F - 161.6											
95th Percentile Queue (veh)	2.0	3.3	0.0	0.2	0.0	1.2	0.0	0.0	8.9	1.6	0.0	43.5
Length of Existing Storage Lane	485.0	400.0	400.0	250.0		250.0	140.0		500.0	140.0		760.0
QSR (Queue Storage Ratio)	0.1	0.2	0.0	0.0		0.1	0.0		0.4	0.3		0.0
AM BUILD Volumes (veh/hr)	181	256	0	26	0	128	0	374	59	158	854	77
V/C Ratio	0.51	0.68	0.00	0.08	0.00	0.36	0.00	0.00	1.07	0.37	0.00	1.96
Level-of-Service	C	C	A	B	C	C	A	A	F	C	A	F
Control Delay (Seconds)	20.6	24.8	0.0	14.9	17.0	17.0	11.9	0.0	56.4	16.0	0.0	334.1
Intersection LOS	F - 165.9											
95th Percentile Queue (veh)	2.1	3.4	0.0	0.0	0.0	1.2	0.0	0.0	9.0	2.8	0.0	23.5
Length of Existing Storage Lane	485.0	400.0	400.0	250.0		250.0	140.0		500.0	140.0		760.0
QSR (Queue Storage Ratio)	0.1	0.2	0.0	0.0		0.1	0.0		0.5	0.5		0.8
Mitigated Condition - SIGNALIZE AND ADD 2ND NBT LANE & 2ND SBT LANE	1	1>	0	1	1>	0	1	2>	0	1	2>	0
AM BUILD Mitigated Volumes (veh/hr)	181	256	0	26	0	128	0	374	59	158	854	77
V/C Ratio	0.53	0.57	0.00	0.11	0.00	0.40	0.00	0.00	0.49	0.34	0.00	0.87
Level-of-Service	C	C	A	C	A	D	A	A	B	B	A	C
Control Delay (Seconds)	32.9	31.9	0.0	28.8	0.0	35.1	0.0	0.0	17.9	13.7	0.0	24.7
Intersection LOS	C - 24.7											
95th Percentile Queue (veh)	2.5	8.7	0.0	0.8	0.0	4.9	0.0	0.0	10.3	2.8	0.0	23.5
Length of Existing Storage Lane	485.0	400.0	400.0	250.0		250.0	140.0		500.0	140.0		760.0
QSR (Queue Storage Ratio)	0.1	0.5	0.0	0.1		0.5	0.0		0.5	0.5		0.8
PM Peak Hour - Unsignalized Intersection	1	1>	0	1	1>	0	1	1>	0	1	1>	0
PM NO BUILD Volumes (veh/hr)	144	0	83	36	147	148	182	931	6	110	721	194
V/C Ratio	0.49		0.26	0.12		0.87	0.50		2.38	0.30	2.27	
Level-of-Service	C		C	C	D			C	F	C	F	
Control Delay (Seconds)	22.7		16.5	15.6	33.5			20.2	361.9	16.2	340.4	
Intersection LOS	F - 248.4											
95th Percentile Queue (veh)	1.7	0.7	0.0	0.3	4.5			2.1	39.9	1.0	38.5	
Length of Existing Storage Lane	485.0	400.0		250.0		250.0			500.0	140.0	760.0	
QSR (Queue Storage Ratio)	0.1	0.0		0.0		0.0			2.0	0.2	1.3	
PM BUILD Volumes (veh/hr)	221	0	85	36	147	148	186	935	6	110	723	338
V/C Ratio	0.79		0.28	0.13		0.95	0.57		2.63	0.32	2.78	
Level-of-Service	D		C	C	E		C		F	C	F	
Control Delay (Seconds)	32.8		17.3	16.8	38.4		23.1		400.6	17.3	468.0	
Intersection LOS	F - 306.8											
95th Percentile Queue (veh)	2.3		0.5	0.2	2.6		1.3		22.8		31.5	
Length of Existing Storage Lane	485.0	400.0		250.0		250.0	140.0		500.0	140.0	760.0	
QSR (Queue Storage Ratio)	0.1	0.0		0.0		0.0	0.2		1.1	0.0	1.0	
Mitigated Condition - SIGNALIZE AND ADD 2ND NBT LANE & 2ND SBT LANE	1	1>	0	1	1>	0	1	2>	0	1	2>	0
PM BUILD Mitigated Volumes (veh/hr)	221	0	85	36	147	148	186	935	6	110	723	338
V/C Ratio	0.68	0.00	0.18	0.08	0.00	0.76	0.67	0.69	0.69	0.38	0.82	0.82
Level-of-Service	C	A	C	C	A	E	C	C	C	B	D	D
Control Delay (Seconds)	31.5	0.0	23.9	27.9	0.0	55.6	25.8	25.8	25.6	18.9	35.9	36.5
Intersection LOS	C - 32.6											
95th Percentile Queue (veh)	7.3	0.0	2.4	1.1	0.0	12.7	4.8	13.0	13.5	2.6	18.9	17.0
Length of Existing Storage Lane	485.0	400.0	400.0	250.0		250.0	140.0		500.0	140.0		760.0
QSR (Queue Storage Ratio)	0.4	0.0	0.2	0.1		1.3	0.9		0.7	0.5		0.6

2036 HCM LOS Analysis of Bobby Foster & University Blvd. demonstrates that the LOS for the BUILD condition is unacceptable (LOS=E or F) for the AM and PM peak hours due to the high delays for the NB and SB traffic heading west. This is an existing problem as indicated by the NO BUILD data and since the proposed development does not contribute additional vehicles to this movement, no mitigative measures are recommended on the part of the development. However, a mitigated case, which changes the intersection from an all-way stop controlled intersection to a signalized intersection, was analyzed as a courtesy for the City of Albuquerque. The analysis (BUILD Mitigated) demonstrates that signalizing the intersection would improve the LOS for all approaches to LOS D or better.

2036 Queuing Analysis of Bobby Foster & University Blvd. demonstrates that the existing storage capacity of the NB thru/right lane is exceeded during the PM peak hour by as much as 500-ft. There is also a significant level of congestion for the NB and SB traffic as indicated by the high V/C ratios. Signalizing the intersection (BUILD Mitigated case) demonstrates that QSR's and V/C's are acceptable except for the WB right-turning traffic during the PM peak hour where the traffic may periodically block Newhall Dr. by three vehicles length (75-ft).

INTERSECTION 10 – FRITTS CROSSING & UNIVERSITY BLVD.

Unsignalized, Existing

Appendix pages A-178 thru A-189



Intersection 10, Fritts Crossing & University Blvd., is an unsignalized T-intersection 2.2 miles south of the Rio Bravo Blvd. & University Ave. intersection. Fritts Crossing operates as a two-lane approach but is wide enough to expand to four lanes. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the intersection of Fritts Crossing & UNIVERSITY BLVD.

2026 Implementation Year Synchro Results Summary Sheet

10: University Blvd. & Fritts Crossing

2026

Unsignalized TWSC

Fritts Crossing University Blvd.	EB (Fritts Crossing)			WB (Fritts Crossing)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				1>		0		1>	0	1	1	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)				0		0		483	47	29	824	
V/C Ratio										0.03		
Level-of-Service				A						A		
Control Delay (Seconds)				0.0						8.6		
Intersection LOS	A - 8.6											
95th Percentile Queue (veh)										0.1		
AM BUILD Volumes (veh/hr)				0		0		489	47	29	834	
V/C Ratio										0.03		
Level-of-Service				A						A		
Control Delay (Seconds)				0.0						8.6		
Intersection LOS	A - 8.6											
95th Percentile Queue (veh)										0.1		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				52		0		984	2	10	660	
V/C Ratio				0.22						0.01		
Level-of-Service				C						B		
Control Delay (Seconds)				24.4						10.2		
Intersection LOS	C - 24.4											
95th Percentile Queue (veh)				0.8						0.0		
PM BUILD Volumes (veh/hr)				52		0		1,065	2	10	806	
V/C Ratio				0.26						0.02		
Level-of-Service				D						B		
Control Delay (Seconds)				28.5						10.6		
Intersection LOS	D - 28.5											
95th Percentile Queue (veh)				1.0						0.0		

2026 HCM LOS ANALYSIS of the intersection of University Blvd. & Fritts Crossing demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. Intersection delays remain the same from the BUILD to NO BUILD condition during the AM peak hour. During the PM peak hour delays for the WB left lane become worse by only 4 seconds per vehicle while the LOS remains acceptable (LOS=D). The LOS for NB and SB approaches remain the same from the NO BUILD to BUILD condition. Therefore, no mitigative measures are recommended for 2026.

2026 Queueing Analysis demonstrates that onsite QSR's and V/C's at University Blvd. & Fritts Crossing are 1 or less, therefore, existing queue capacity is adequate, and congestion is minimal.

2036 Horizon Year

Synchro Results Summary Sheet

10: University Blvd. & Fritts Crossing
2036

Unsignalized TWSC

Fritts Crossing University Blvd.	EB (Fritts Crossing)			WB (Fritts Crossing)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				1>		0		1>	0	1	1	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)				0		0		654	64	38	1,125	
V/C Ratio										0.04		
Level-of-Service				A						A		
Control Delay (Seconds)				0.0						9.3		
Intersection LOS	A - 9.3											
95th Percentile Queue (veh)										0.1		
AM BUILD Volumes (veh/hr)				0		0		660	64	38	1,135	
V/C Ratio										0.04		
Level-of-Service				A						A		
Control Delay (Seconds)				0.0						9.3		
Intersection LOS	A - 9.3											
95th Percentile Queue (veh)										0.1		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				70		0		1,349	3	13	899	
V/C Ratio				0.46						0.03		
Level-of-Service				E						B		
Control Delay (Seconds)				46.4						12.3		
Intersection LOS	E - 46.4											
95th Percentile Queue (veh)				2.0						0.1		
PM BUILD Volumes (veh/hr)				70		0		1,430	3	13	1,045	
V/C Ratio				0.53						0.03		
Level-of-Service				F						B		
Control Delay (Seconds)				57.6						12.8		
Intersection LOS	F - 57.6											
95th Percentile Queue (veh)				2.3						0.0		
Length of Existing Storage Lane				250.0						140.0		
QSR (Queue Storage Ratio)				0.2						0.0		
Mitigated Condition - ADD 2ND NBT LANE & 2ND SBT LANE				1>		0		2>	0	1	2	
PM BUILD Mitigated Volumes (veh/hr)				70		0		1,430	3	13	1,045	
V/C Ratio				0.41						0.03		
Level-of-Service				E						B		
Control Delay (Seconds)				40.3						12.9		
Intersection LOS	E - 40.3											
95th Percentile Queue (veh)				1.8						0.1		
Length of Existing Storage Lane				250.0						140.0		
QSR (Queue Storage Ratio)				0.2						0.0		

2036 HCM LOS ANALYSIS of the intersection of University Blvd. & Fritts Crossing demonstrates that the proposed BCRRC will have moderate adverse impact on the traffic movements at this intersection for the 2036 conditions. Intersection delays remain the same from the BUILD to NO BUILD condition during the AM peak hour. However, during the PM peak hour delays for the WB left lane become worse by 11.2 seconds per vehicle while the LOS goes from E to F. The poor

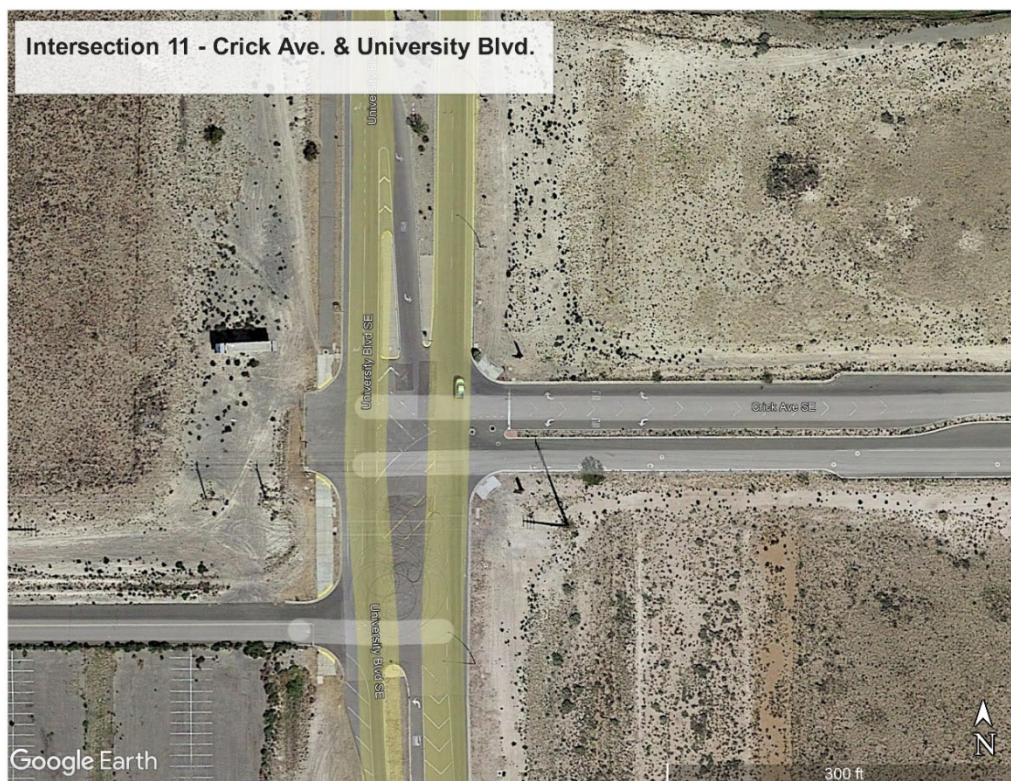
level of service for WBL turn movement is caused the high traffic volumes in the thru lanes during the PM peak hour leading to insufficient gaps in the traffic flow for vehicles making turning movements from Fritts Crossing. Adding second NB and SB lanes (as shown in the master plan for Mesa del Sol) improves the performance of the WBL turn movement to LOS=E with 40.3 seconds/vehicle of delay, slightly better than NO BUILD conditions. Converting the intersection from a two-way stop control intersection to a roundabout or signalized intersection would significantly improve the LOS for all approaches. However, since these are existing problems and solutions are already planned as part of the Mesa del Sol Master Plan, no recommendations are recommended on the part of the development.

2036 Queueing Analysis demonstrates that onsite QSR's and V/C's at University Blvd. & Fritts Crossing are 1 or less, therefore, existing queue capacity is adequate, and congestion is minimal.

INTERSECTION 11 – CRICK AVE. & UNIVERSITY BLVD.

Unsignalized, Existing

Appendix pages A-178 thru A-18



Intersection 11, Crick & University Blvd. is an unsignalized T-intersection 2.0 miles south of the Rio Bravo Blvd. & University Ave. intersection. Crick Ave. operates as a two-lane approach but is wide enough to expand to three lanes. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the intersection of Crick Ave. & UNIVERSITY BLVD.

2026 Implementation Year

Synchro Results Summary Sheet

11: Crick Ave. & University Blvd.

2026

Unsignalized TWSC

Crick Ave. University Blvd.	EB (Crick Ave.)			WB (Crick Ave.)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				1		1		2>	0	1	2	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)				9		0		538	6	60	830	
V/C Ratio				0.02						0.06		
Level-of-Service				B		A				A		
Control Delay (Seconds)				14.2		0.0				8.7		
Intersection LOS	B -14.2											
95th Percentile Queue (veh)				0.1						0.2		
AM BUILD Volumes (veh/hr)				9		0		551	6	60	853	
V/C Ratio				0.02						0.06		
Level-of-Service				B		A				A		
Control Delay (Seconds)				14.4		0.0				8.8		
Intersection LOS	B -14.4											
95th Percentile Queue (veh)				0.1						0.2		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				5		16		1,064	10	68	637	
V/C Ratio				0.02		0.03				0.11		
Level-of-Service				C		B				B		
Control Delay (Seconds)				19.4		12.6				11.2		
Intersection LOS	C -19.4											
95th Percentile Queue (veh)				0.1		0.1				0.4		
PM BUILD Volumes (veh/hr)				5		16		1,237	10	68	962	
V/C Ratio				0.03		0.04				0.12		
Level-of-Service				C		B				B		
Control Delay (Seconds)				23.3		13.7				12.4		
Intersection LOS	C - 23.3											
95th Percentile Queue (veh)				0.1		0.1				0.4		

2026 HCM LOS ANALYSIS of the intersection of Crick Ave. & University Blvd. demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for the intersection performance remains the same from the NO BUILD to the BUILD condition, LOS=B for the AM peak hour and LOS=C for the PM peak hour. And delays become worse by less than 4 seconds per vehicle with the additional traffic from the development. Therefore, no mitigative measures are recommended.

2026 Queueing Analysis demonstrates that 95th percentile Queue lengths at Crick Ave. & University Blvd. are less than 1 vehicle, therefore, existing queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

2036 Horizon Year

Synchro Results Summary Sheet

11: Crick Ave. & University Blvd.

2036

Unsignalized TWSC

Crick Ave. University Blvd.	EB (Crick Ave.)			WB (Crick Ave.)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				1		1	2>	0		1	2	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)				13		0	727	8		80	1,131	
V/C Ratio				0.04						0.09		
Level-of-Service				C		A				A		
Control Delay (Seconds)				17.6		0.0				9.6		
Intersection LOS	C - 17.6											
95th Percentile Queue (veh)				0.1						0.3		
AM BUILD Volumes (veh/hr)				13		0	740	8		80	1,154	
V/C Ratio				0.04						0.09		
Level-of-Service				C		A				A		
Control Delay (Seconds)				17.9		0.0				9.6		
Intersection LOS	C - 17.9											
95th Percentile Queue (veh)				0.1						0.3		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				7		22		1,456	13	92	868	
V/C Ratio				0.05		0.06				0.20		
Level-of-Service				D		C				B		
Control Delay (Seconds)				29.2		15.6				14.9		
Intersection LOS	D - 29.2											
95th Percentile Queue (veh)				0.2		0.2				0.9		
PM BUILD Volumes (veh/hr)				7		22		1,629	13	92	1,193	
V/C Ratio				0.06		0.07				0.24		
Level-of-Service				E		C				C		
Control Delay (Seconds)				35.8		17.2				17.0		
Intersection LOS	E - 35.8											
95th Percentile Queue (veh)				0.2		0.2				0.9		

2036 HCM LOS ANALYSIS of the intersection of Crick Ave. & University Blvd. demonstrates that the proposed BCRRRC will have moderate adverse impact on the traffic movements at this intersection for the 2036 conditions. The LOS for the intersection remains the same, LOS=C, and delays become worse by less than 1 second per vehicle during the AM peak hour for the NO BUILD to the BUILD conditions. For the PM peak hour BUILD condition, LOS for the WBL degrades from LOS=D to LOS=E and delays become worse by 6.6 seconds per vehicle. The poor level of service for the WBL movement is caused the high traffic volumes in the NB and SB thru lanes during the peak hours leading to insufficient gaps in the traffic flow for vehicles making turning movements from the Crick Ave. This problem, as indicated by the BUILD Mitigated analysis of ACCESS 1 and ACCESS 2, would be solved by adding a second NB and second SB lane as planned for University Blvd. as part of the Mesa del Sol Masterplan. And since this issue does not arise until 14 years from now, no mitigative measures are recommended on the part of the development

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Crick Ave. & University Blvd. are less than 1 vehicle, therefore, existing queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

INTERSECTION 12 – RIO BRAVO BLVD. & UNIVERSITY BLVD.

Signalized, Existing

Appendix pages A-178 thru A-189



Intersection 12, Rio Bravo Blvd. & University Blvd. is a signalized T-intersection 1000-ft east of the I-25 & Rio Bravo Blvd. interchange. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the intersection.

2026 Implementation Year – AM Peak Hour

12: University Blvd. & Rio Bravo Blvd.

2026

Signalized

Rio Bravo Blvd. University Blvd.	EB (Rio Bravo Blvd.)			WB (Rio Bravo Blvd.)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2		2				2	2			2	1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	406		777				315	282			100	298
V/C Ratio	0.39		0.93				0.44	0.21			0.23	1.53
Level-of-Service	B		D				C	B			C	F
Control Delay (Seconds)	18.6		37.3				26.9	13.5			26.3	176.0
Intersection LOS	D - 47.6											
95th Percentile Queue (veh)	3.9		19.7				4.0	2.2			1.2	23.0
Length of Existing Storage Lane	350.0		650.0				350.0					150.0
QSR (Queue Storage Ratio)	0.3		0.8				0.3					3.8
AM BUILD Volumes (veh/hr)	406		797				326	283			103	298
V/C Ratio	0.39		0.95				0.45	0.21			0.24	1.53
Level-of-Service	B		D				C	B			C	F
Control Delay (Seconds)	18.6		40.5				27.1	13.5			26.3	176.0
Intersection LOS	D - 48.6											
95th Percentile Queue (veh)	3.9		20.5				4.1	2.2			1.3	23.0
Length of Existing Storage Lane	350.0		650.0				350.0					150.0
QSR (Queue Storage Ratio)	0.3		0.8				0.3					3.8
Mitigated - Optimize Signal Timing Only	2		2				2	2			2	1
AM BUILD Mitigated Volumes (veh/hr)	406		797				326	283			103	298
V/C Ratio	0.46		0.72				0.32	0.17			0.15	0.42
Level-of-Service	C		C				B	B			C	B
Control Delay (Seconds)	23.2		21.1				17.1	11.5			24.2	14.4
Intersection LOS	B - 18.9											
95th Percentile Queue (veh)	4.8		18.9				3.2	2.1			1.2	14.3
Length of Existing Storage Lane	350.0		650.0				350.0					150.0
QSR (Queue Storage Ratio)	0.3		0.7				0.2					2.4
Mitigated - Opt. Signal Timing & Add 2nd SBR	2		2				2	2			2	2
AM BUILD Mitigated Volumes (veh/hr)	406		797				326	283			103	298
V/C Ratio	0.44		0.69				0.34	0.19			0.20	0.26
Level-of-Service	C		B				B	B			C	B
Control Delay (Seconds)	21.1		18.2				18.1	12.1			25.7	13.3
Intersection LOS	B - 17.6											
95th Percentile Queue (veh)	4.3		17.8				3.2	2.1			1.3	7.9
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	250.0
QSR (Queue Storage Ratio)	0.3		0.7				0.2				0.1	0.8

2026 Implementation Year – PM Peak Hour

Synchro Results Summary Sheet

12: University Blvd. & Rio Bravo Blvd.

2026

Signalized

Rio Bravo Blvd. University Blvd.	EB (Rio Bravo Blvd.)			WB (Rio Bravo Blvd.)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak Hour	2		2				2	2			2	1
PM NO BUILD Volumes (veh/hr)	258		543				708	397			123	696
V/C Ratio	0.30		0.78				0.94	0.25			0.17	2.17
Level-of-Service	C		C				D	B			C	F
Control Delay (Seconds)	21.2		29.6				46.1	11.8			22.8	371.0
Intersection LOS	F - 117.3											
95th Percentile Queue (veh)	2.8		14.6				11.5	2.9			1.4	65.4
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.2		0.6				0.8				0.1	10.9
PM BUILD Volumes (veh/hr)	258		832				862	416			159	696
V/C Ratio	0.27		1.09				1.22	0.27			0.23	2.21
Level-of-Service	C		F				F	B			C	F
Control Delay (Seconds)	20.6		70.3				107.0	12.9			24.3	383.0
Intersection LOS	F - 134.1											
95th Percentile Queue (veh)	2.8		8.5				20.6	3.4			1.9	54.8
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.2		0.3				1.5				0.1	9.1
Mitigated - Optimize Signal Timing Only	2		2				2	2			2	1
PM BUILD Mitigated Volumes (veh/hr)	258		832				862	416			159	696
V/C Ratio	0.33		0.84				0.94	0.23			0.17	0.88
Level-of-Service	C		C				D	B			C	C
Control Delay (Seconds)	25.7		29.9				38.3	10.8			22.2	29.2
Intersection LOS	C - 28.8											
95th Percentile Queue (veh)	3.4		22.3				8.9	3.2			1.9	33.6
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.2		0.9				0.6				0.1	5.6
Mitigated - Opt. Signal Timing & Add 2nd SBR	2		2				2	2			2	2
PM BUILD Mitigated Volumes (veh/hr)	258		832				862	416			159	696
V/C Ratio	0.31		0.81				0.95	0.24			0.18	0.52
Level-of-Service	C		C				D	B			C	B
Control Delay (Seconds)	24.4		27.0				40.1	11.2			23.0	14.4
Intersection LOS	C - 25.3											
95th Percentile Queue (veh)	3.2		1.4				8.8	3.2			1.9	0.2
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	250.0
QSR (Queue Storage Ratio)	0.2		0.1				0.6				0.1	0.0

2026 HCM LOS ANALYSIS of the intersection of Rio Bravo Blvd. & University Blvd. demonstrates that the proposed BCRRC will have an adverse impact on the traffic movements at this intersection for the 2026 conditions but retiming the signal improves the LOS to better than the NO BUILD LOS. The LOS for the intersection remains the same from the NO BUILD to the BUILD condition, LOS=D. for the AM peak hour and LOS=F for the PM peak hour. Delays become worse by only 1 second per vehicle for the AM peak hour with the additional traffic from the development. The worst performing movement during the AM peak hour, the SBR, has LOS=F but does not

receive additional traffic from the development. However, during the PM peak hour, the intersection delay becomes worse by 17 seconds per vehicle, the EBR degrades from LOS=C to LOS=F, and the NBL degrades from LOS D to LOS F because of the additional traffic from the development. Retiming the signal improves the intersection LOS to C and the EBR and NBL to NO BUILD conditions. The existing timing plan and mitigated plan are provided in Appendix pages A-.

2026 Queueing Analysis demonstrates that QSR's and V/C's at Rio Bravo Blvd. & University Blvd. are less than 1 for all turning movements except the SBR and NBL. The length of SBR turn lane is 150-ft and NO BUILD queue lengths, even with signal retiming, exceed capacity of the lane by almost 1500-ft. (PM NO BUILD Condition). With signal retiming, queueing capacity improves to better than NO BUILD conditions but the capacity of the SBR is still exceeds the capacity of the lane by 690-ft. As an alternative (see the second mitigation scenario) to constructing one 840-ft SBR lane, queue capacity is achieved with the two SBR turn lanes, 250-ft long each.

2036 Horizon Year – AM Peak Hour

12: University Blvd. & Rio Bravo Blvd.

2036

Signalized

Rio Bravo Blvd. University Blvd.	EB (Rio Bravo Blvd.)			WB (Rio Bravo Blvd.)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2		2				2	2		2		1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	541		1,059				429	377			135	397
V/C Ratio	0.53		1.29				0.60	0.27			0.27	1.76
Level-of-Service	C		F				C	B			C	F
Control Delay (Seconds)	20.7		122.0				29.5	13.7			26.0	246.0
Intersection LOS	F - 88.3											
95th Percentile Queue (veh)	5.7		37.0				5.7	3.0			1.6	33.6
Length of Existing Storage Lane	350.0		650.0				350.0					150.0
QSR (Queue Storage Ratio)	0.4		1.4				0.4					5.6
AM BUILD Volumes (veh/hr)	541		1,079				440	378			138	397
V/C Ratio	0.53		1.32				0.62	0.27			0.27	1.75
Level-of-Service	C		F				C	B			C	F
Control Delay (Seconds)	20.7		130.0				29.8	13.7			26.0	244.0
Intersection LOS	F - 90.7											
95th Percentile Queue (veh)	5.7		20.3				5.9	3.0			1.7	25.8
Length of Existing Storage Lane	350.0		650.0				350.0					150.0
QSR (Queue Storage Ratio)	0.4		0.8				0.4					4.3
Mitigated - Optimize Signal Timing Only	2		2				2	2			2	1
AM BUILD Mitigated Volumes (veh/hr)	541		1,079				440	378			138	397
V/C Ratio	0.65		1.03				0.44	0.22			0.17	0.53
Level-of-Service	C		F				B	B			C	B
Control Delay (Seconds)	28.0		52.4				17.5	11.2			23.2	15.2
Intersection LOS	C - 31.2											
95th Percentile Queue (veh)	7.6		7.6				4.6	2.8			1.7	0.5
Length of Existing Storage Lane	350.0		650.0				350.0					150.0
QSR (Queue Storage Ratio)	0.5		0.3				0.3					0.1
Mitigated - Opt. Signal Timing & Add 2nd SBR lane	2		2				2	2			2	2
AM BUILD Mitigated Volumes (veh/hr)	541		1,079				440	378			138	397
V/C Ratio	0.61		0.96				0.47	0.24			0.22	0.33
Level-of-Service	C		D				B	B			C	B
Control Delay (Seconds)	24.5		36.8				18.9	12.1			25.0	13.4
Intersection LOS	C - 25.1											
95th Percentile Queue (veh)	6.6		4.6				4.6	2.9			1.7	0.1
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	250.0
QSR (Queue Storage Ratio)	0.5		0.2				0.3				0.1	0.0

2036 Horizon Year – PM Peak Hour

12: University Blvd. & Rio Bravo Blvd.

2036

Signalized

Rio Bravo Blvd. University Blvd.	EB (Rio Bravo Blvd.)			WB (Rio Bravo Blvd.)			NB (University Blvd.)			SB (University Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak Hour	2		2				2	2			2	1
PM NO BUILD Volumes (veh/hr)	344		742				976	533			166	928
V/C Ratio	0.38		1.02				1.42	0.32			0.20	2.46
Level-of-Service	C		F				F	B			C	F
Control Delay (Seconds)	23.3		58.6				166.0	12.8			23.0	458.0
Intersection LOS	F - 176.0											
95th Percentile Queue (veh)	4.2		23.2				29.0	4.5			2.0	92.5
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.3		0.9				2.1				0.1	15.4
PM BUILD Volumes (veh/hr)	258		832				862	416			159	696
V/C Ratio	0.27		1.09				1.22	0.27			0.23	2.21
Level-of-Service	C		F				F	B			C	F
Control Delay (Seconds)	20.6		70.3				107.0	12.9			24.3	383.0
Intersection LOS	F - 134.1											
95th Percentile Queue (veh)	2.8		8.5				20.6	3.4			1.9	54.8
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.2		0.3				1.5				0.1	9.1
Mitigated - Optimize Signal Timing Only	2		2				2	2			2	1
PM BUILD Mitigated Volumes (veh/hr)	344		1,031				1,130	552			202	928
V/C Ratio	0.38		1.42				1.67	0.33			0.24	2.42
Level-of-Service	C		F				F	B			C	F
Control Delay (Seconds)	23.5		166.0				242.0	12.9			23.2	446.0
Intersection LOS	F - 209.6											
95th Percentile Queue (veh)	4.2		42.2				39.6	4.7			2.5	92.0
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.3		1.6				2.8				0.1	15.3
Mitigated - Opt Signal Timing & Add 2nd SBR lane	2		2				2	2			2	2
PM BUILD Mitigated Volumes (veh/hr)	344		1,031				1,130	552			202	928
V/C Ratio	0.43		1.04				1.35	0.30			0.21	0.67
Level-of-Service	C		F				F	B			C	B
Control Delay (Seconds)	26.7		55.4				136.0	11.4			22.6	16.6
Intersection LOS	E - 58.8											
95th Percentile Queue (veh)	4.7		30.3				25.6	4.4			2.5	22.0
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	250.0
QSR (Queue Storage Ratio)	0.3		1.2				1.8				0.1	2.2

2036 HCM LOS ANALYSIS of the intersection of Rio Bravo Blvd. & University Blvd. demonstrates that the proposed BCRRC will have a minimal adverse impact on the traffic movements at this intersection for the 2036 conditions. However, the NO BUILD and BUILD LOS of the intersection is LOS=F. Retiming the signal restores the LOS to better than the NO BUILD LOS, however, the LOS for the intersection remains unacceptable for the PM peak hour due to the poor performance of the EBR, NBL, and SBR turn movements. Delays become worse with the addition of traffic from the development, however, because initial NO BUILD delays exceed acceptable levels, even minor increases in traffic volumes cause major increases in delays. For the AM peak hour, retiming the signal and adding a second SBR lane improves the intersection LOS to C and the

LOS of the individual turning movements to D or better. For the PM peak hour, signal retiming and adding a second SBR turn lane improves the LOS to E, however, the LOS of the EBR and NBL remain at LOS F even though delays are reduced to below NO BUILD levels. Since these issues are not caused by the development, no mitigative measures are recommended. The existing timing plan and mitigated plan are provided in Appendix pages A-

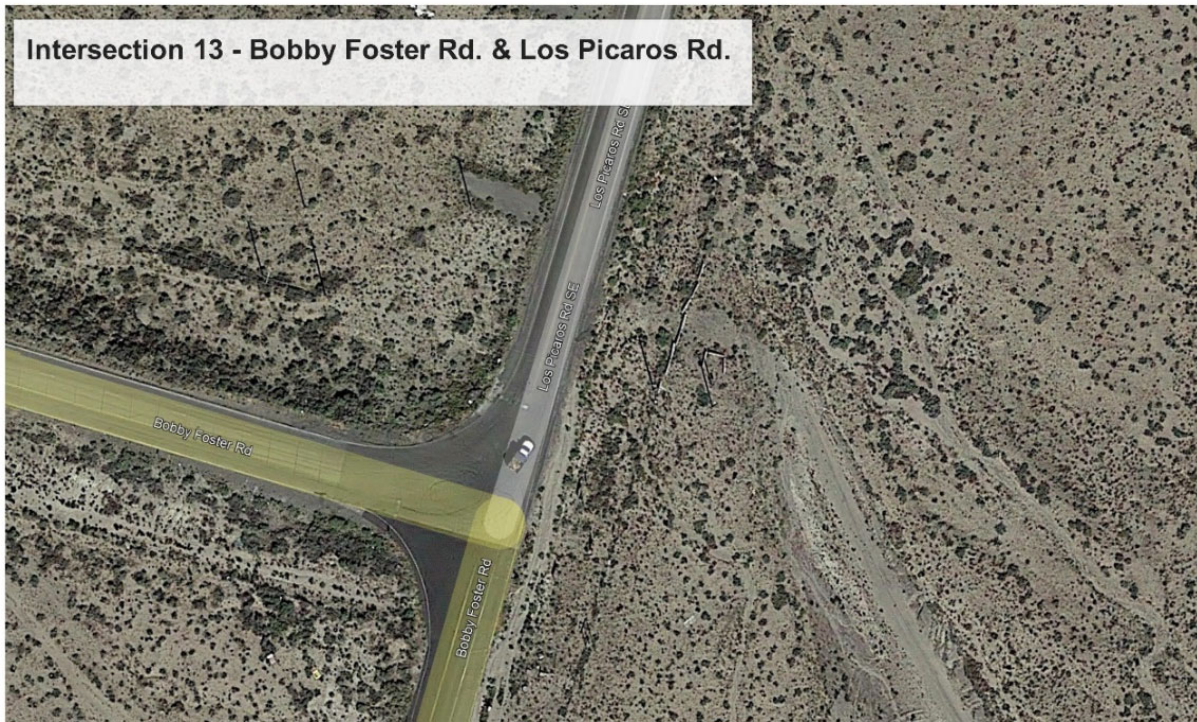
The poor performance of this intersection for the NO BUILD condition is caused by the additional traffic to be generated by the Montage Units Development and Albuquerque Studios Expansion starting in 2026. Given that the intersection already has dual turning lanes for all but one turning movement, major reconstruction of the Rio Bravo Blvd. & University Blvd. intersection or construction of a second 1-25 interchange at Bobby Foster Rd., should be considered as Mesa del Sol continues to grow.

2036 Queueing Analysis demonstrates that QSR's and V/C's at Rio Bravo Blvd. & University Blvd. are greater than 1 for the EBR, NBL, and SBR turning movements for the NO BUILD and BUILD conditions. Therefore, queues will spill over from the turn lanes into the thru lanes and congestion levels will be high for all approaches. With mitigative measures such as signal retiming and adding a second SBR turn lane, queueing capacity of the lanes for the BUILD condition improves to better than NO BUILD condition, but queues will continue to exceed capacity of the turn lanes during the PM peak hour.

INTERSECTION 13 – BOBBY FOSTER RD. & LOS PICAROS RD.

Unsignalized, Existing

Appendix pages A-178 thru A-189



Intersection 13, Bobby Foster Rd. & Los Picaros Rd. is a unsignalized T-intersection ½ mile east of Broadway Blvd. and east of the I-25 overpass. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the intersection.

2026 Implementation Year Synchro Results Summary Sheet

13: Bobby Foster Rd. & Los Pícaros

2026

Unsignalized - AWSC

Bobby Foster Rd. Los Pícaros Rd.	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Los Pícaros Rd.)			SB (Los Pícaros Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2		2				2	2			2	1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	40		328				66	1			1	8
V/C Ratio	0.37		0.00				0.10	0.00				0.10
Level-of-Service	A		A				A	A			A	A
Control Delay (Seconds)	8.7						9.1	8.0			7.4	0.0
Intersection LOS	A - 9.1											
95th Percentile Queue (veh)	1.7		0.0				0.4	0.0			1.7	0.0
AM BUILD Volumes (veh/hr)	40		330				67	1			1	8
V/C Ratio	0.37		0.00				0.10	0.00				0.10
Level-of-Service	A		A				A	A			A	A
Control Delay (Seconds)	8.7						9.2	8.0			7.4	0.0
Intersection LOS	A - 9.2											
95th Percentile Queue (veh)	0.0		0.0				0.4	0.0			1.7	0.0

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	25		97				354	1			4	65
V/C Ratio	0.16						0.52	0.00			0.80	0.10
Level-of-Service	A						B	A			A	A
Control Delay (Seconds)	0.0						14.9	7.7			7.8	0.0
Intersection LOS	B -12.5											
95th Percentile Queue (veh)	0.6						3.1	0.0			0.3	
Length of Existing Storage Lane	1,000.0						500.0					
QSR (Queue Storage Ratio)	0.0						0.2					
PM BUILD Volumes (veh/hr)	25		126				369	1			4	65
V/C Ratio	0.20						0.56	0.00			0.80	0.10
Level-of-Service	A						B	A			A	A
Control Delay (Seconds)	0.0						14.9	7.7			7.8	0.0
Intersection LOS	B -12.5											
95th Percentile Queue (veh)	0.7						3.4	0.0			0.3	
Length of Existing Storage Lane	1,000.0						500.0					
QSR (Queue Storage Ratio)	0.0						0.2					

2026 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Los Pícaros demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for the intersection performance remains the same from the NO BUILD to the BUILD condition, LOS=A for the AM peak hour and LOS=B for the PM peak hour. And delays become worse by less than 1 second per vehicle with the additional traffic from the development. Therefore, no mitigative measures are recommended.

2026 Queueing Analysis demonstrates that QSR's and V/C's at Bobby Foster Rd. & Los Pícaros are 1 or less, therefore, existing queue capacity is adequate, and congestion is minimal.

2036 Horizon Year Synchro Results Summary Sheet

13: Bobby Foster Rd. & Los Picaros

2036

Unsignalized - AWSC

Bobby Foster Rd. Los Picaros Rd.	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Los Picaros Rd.)			SB (Los Picaros Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2		2				2	2			2	1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	53		451				87	2			2	11
V/C Ratio	0.52		0.00				0.15	0.00				0.12
Level-of-Service	B		A				A	A			A	A
Control Delay (Seconds)	10.7						9.8	8.3			7.8	0.0
Intersection LOS	B - 10.5											
95th Percentile Queue (veh)	3.0		0.0				0.5	0.0			0.1	0.0
Length of Existing Storage Lane	1,000.0						500.0					
QSR (Queue Storage Ratio)	0.1						0.0					
AM BUILD Volumes (veh/hr)	53		453				88	2			2	11
V/C Ratio	0.52		0.00				0.17	0.00				0.02
Level-of-Service	B		A				A	A			A	A
Control Delay (Seconds)	10.7						9.9	8.3			7.8	0.0
Intersection LOS	A - 9.2											
95th Percentile Queue (veh)	3.1		0.0				0.5	0.0			0.1	0.0
Length of Existing Storage Lane	1,000						500					
QSR (Queue Storage Ratio)	0.1						0.0					

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	34		134				491	2			5	86
V/C Ratio	0.24						0.75	0.00			0.12	0.12
Level-of-Service	B						C	A			A	A
Control Delay (Seconds)	9.7						22.6	7.8			8.2	8.2
Intersection LOS	C - 18.0											
95th Percentile Queue (veh)	0.9						6.2	0.0			0.4	
Length of Existing Storage Lane	1,000						500					
QSR (Queue Storage Ratio)	0.0						0.3					
PM BUILD Volumes (veh/hr)	34		163				506	2			5	86
V/C Ratio	0.28						0.79	0.00			0.12	0.12
Level-of-Service	B						D	A			A	A
Control Delay (Seconds)	10.1						25.1	7.9			8.4	8.4
Intersection LOS	D - 19.5											
95th Percentile Queue (veh)	1.1						6.9	0.0			0.4	
Length of Existing Storage Lane	1,000						500					
QSR (Queue Storage Ratio)	0.0						0.3					

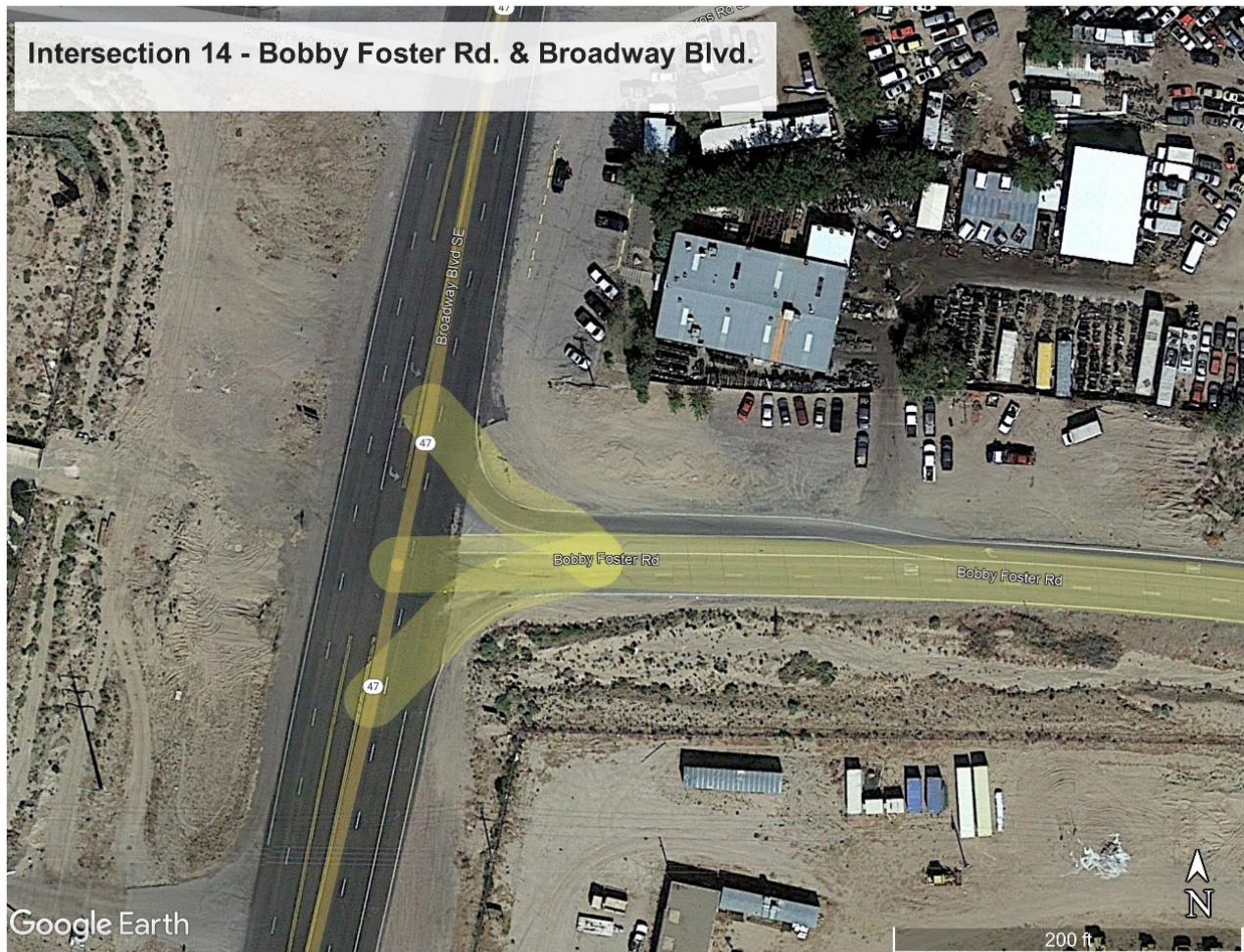
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Los Picaros demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2036 conditions. Delays become worse by less than 2 seconds per vehicle with the additional traffic from the development. Therefore, no mitigative measures are recommended.

2036 Queueing Analysis demonstrates that QSR's and V/C's at Bobby Foster Rd. & Los Picaros are 1 or less, therefore, existing queue capacity is adequate, and congestion is minimal.

INTERSECTION 14 – BOBBY FOSTER RD. & BROADWAY BLVD.

Unsignalized, Existing

Appendix pages A-178 thru A-189



Intersection 14, Bobby Foster Rd. & Broadway Blvd. is a unsignalized T-intersection 1-1/4 mile south of Rio Bravo Blvd. The following tables summarize the 2026 Implementation Year and 2036 Horizon Year analysis results for the intersection.

2026 Implementation Year

Synchro Results Summary Sheet

14: Broadway Blvd. & Bobby Foster Rd.

2026

Unsignalized TWSC

Bobby Foster Rd. Broadway Blvd.	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				1		1		2	1	1	2	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)				13		30		654	58	284	298	
V/C Ratio				0.06						0.32		
Level-of-Service				C		A				B		
Control Delay (Seconds)				23.4		0.0				11.0		
Intersection LOS	C - 23.4											
95th Percentile Queue (veh)				0.2						1.4		
AM BUILD Volumes (veh/hr)				14		31		654	59	285	298	
V/C Ratio				0.07						0.32		
Level-of-Service				C		A				B		
Control Delay (Seconds)				23.6		0.0				11.0		
Intersection LOS	C - 23.6											
95th Percentile Queue (veh)				0.2						1.4		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				112		351		383	30	156	696	
V/C Ratio				0.36						0.14		
Level-of-Service				C		A				A		
Control Delay (Seconds)				22.8		0.0				8.7		
Intersection LOS	C -22.8											
95th Percentile Queue (veh)				1.5						0.5		
PM BUILD Volumes (veh/hr)				120		359		383	44	170	696	
V/C Ratio				0.40						0.15		
Level-of-Service				C		A				A		
Control Delay (Seconds)				24.8		0.0				8.8		
Intersection LOS	C -24.8											
95th Percentile Queue (veh)				1.8						0.5		

2026 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Broadway Blvd. demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for the intersection performance remains the same from the NO BUILD to the BUILD condition, LOS=C for the AM and PM peak hours. And delays become worse by 2 seconds per vehicle or less with the additional traffic from the development. Therefore, no mitigative measures are recommended.

2026 Queueing Analysis demonstrates that 95th percentile Queue lengths at Bobby Foster Rd. & Broadway Blvd. are less than 2 vehicles (50-ft.), therefore, existing queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

2036 Horizon Year Synchro Results Summary Sheet

14: Broadway Blvd. & Bobby Foster Rd.

2036

Unsignalized TWSC

Bobby Foster Rd. Broadway Blvd.	EB (Bobby Foster Rd.)			WB (Bobby Foster Rd.)			NB (Broadway Blvd.)			SB (Broadway Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry				1		1		2	1	1	2	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)				17		41		872	78	390	397	
V/C Ratio				0.16						0.54		
Level-of-Service				E		A				C		
Control Delay (Seconds)				44.4		0.0				15.7		
Intersection LOS	E - 44.4											
95th Percentile Queue (veh)				0.5						3.2		
AM BUILD Volumes (veh/hr)				18		42		872	79	391	397	
V/C Ratio				0.17						0.55		
Level-of-Service				E		A				C		
Control Delay (Seconds)				45.3		0.0				15.8		
Intersection LOS	E - 45.3											
95th Percentile Queue (veh)				0.6						3.2		
Mitigated - Signalize Intersection				1		1		2	1	1	2	
BUILD MITIGATED Volumes				18		42		872	79	391	397	
V/C Ratio				0.33				0.47	0.09	0.66	0.15	
Level-of-Service				C				A	A	A	A	
Control Delay (Seconds)				28.9		0.0		8.8	6.6	7.3	1.8	
Intersection LOS	A - 7.0											
95th Percentile Queue (veh)				0.5		0.0		4.8	0.7	1.8	0.3	

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				152		484		510	42	213	928	
V/C Ratio				0.71						0.21		
Level-of-Service				F		A				A		
Control Delay (Seconds)				52.9		0.0				9.5		
Intersection LOS	F - 52.9											
95th Percentile Queue (veh)				4.1						0.8		
PM BUILD Volumes (veh/hr)				160		492		510	56	227	928	
V/C Ratio				0.78						0.23		
Level-of-Service				F		A				A		
Control Delay (Seconds)				62.4		0.0				9.6		
Intersection LOS	F - 62.4											
95th Percentile Queue (veh)				4.8						0.9		
Mitigated - Signalize Intersection				1		1		2	1	1	2	
BUILD MITIGATED Volumes				160		492		510	56	227	928	
V/C Ratio				0.77				0.29	0.07	0.34	0.38	
Level-of-Service				C				A	A	A	A	
Control Delay (Seconds)				31.0		0.0		9.5	8.2	5.3	4.1	
Intersection LOS	A - 8.1											
95th Percentile Queue (veh)				4.3		0.0		3.1	0.6	1.5	2.6	

2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Broadway Blvd. demonstrates that the proposed BCRRC will have minimal adverse impact on the traffic movements at this intersection for the 2036 conditions. The LOS for the intersection remains the same from the NO BUILD to the BUILD condition, LOS=E for the AM and LOS=F for the PM peak hour. Delays become worse by less than 1 second per vehicle during the AM peak hour but increase to 10 seconds additional delay during the PM peak hour due to additional traffic from the development. Because NO BUILD delays exceed acceptable levels, even minor increases in traffic volumes (only 8 additional vehicles per hour) cause major increases in delays. Therefore, since 2036 NO BUILD PM conditions are unacceptable and the development contributes insignificant volumes to this intersection, no mitigative measures are recommended. However, as a courtesy to the City of Albuquerque, a mitigative case of signalizing the intersection was analyzed. Signalizing the intersection would improve the LOS to A for the AM and PM peak hours.

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Bobby Foster Rd. & Broadway Blvd. are less than 5 vehicles (125-ft.), therefore, existing queue capacity is adequate, and congestion is minimal ($V/C < 1$ for all movements).

Determination of Warrants for Deceleration Lanes

Determination of Warrants for Deceleration Lanes for the eight access driveways was conducted in accordance with the City of Albuquerque Development Process Manual. Right-turn deceleration lanes are warranted for three of the driveways, Access 1, Access 2, and Access 4. The lanes are to be a minimum of 240-ft long including transition. A table summarizing the results is provided below.

Turn Lane Warrant
Bernalillo County Regional Recreation Complex

Access	Major Street	Speed Limit (Mph)	Left Turn Warrant Volume (veh/hr) ¹	Maximum Left Turn Volume (Veh/hr)	Left Turn Lane Warranted?	Right Turn Warrant Volume (Veh/hr) ¹	Maximum Right Turn Volume (Veh/hr)	Right Turn Lane Warranted?	Minimum Length of RT Turn Lane Criteria (feet, including transition) ²
Access 1	University Blvd.	35	40	0	NO	50	72	YES	240
Access 2	University Blvd.	35	40	4	NO	50	181	YES	240
Access 3	Bobby Foster Rd.	40	40	4	NO	50	36	NO	
Access 4	Bobby Foster Rd.	40	40	2	NO	50	54	YES	240
Access 5	Bobby Foster Rd.	40	40	0	NO	50	0	NO	
Access 6	Bobby Foster Rd.	40	40	14	NO	50	36	NO	
Access 7	Bobby Foster Rd.	40	40	22	NO	50	18	NO	
Access 8	Bobby Foster Rd.	40	40	0	NO	50	0	NO	

1. City of Albuquerque DPM, Table 7.5.62

2. City of Albuquerque DPM, Table 7.5.63

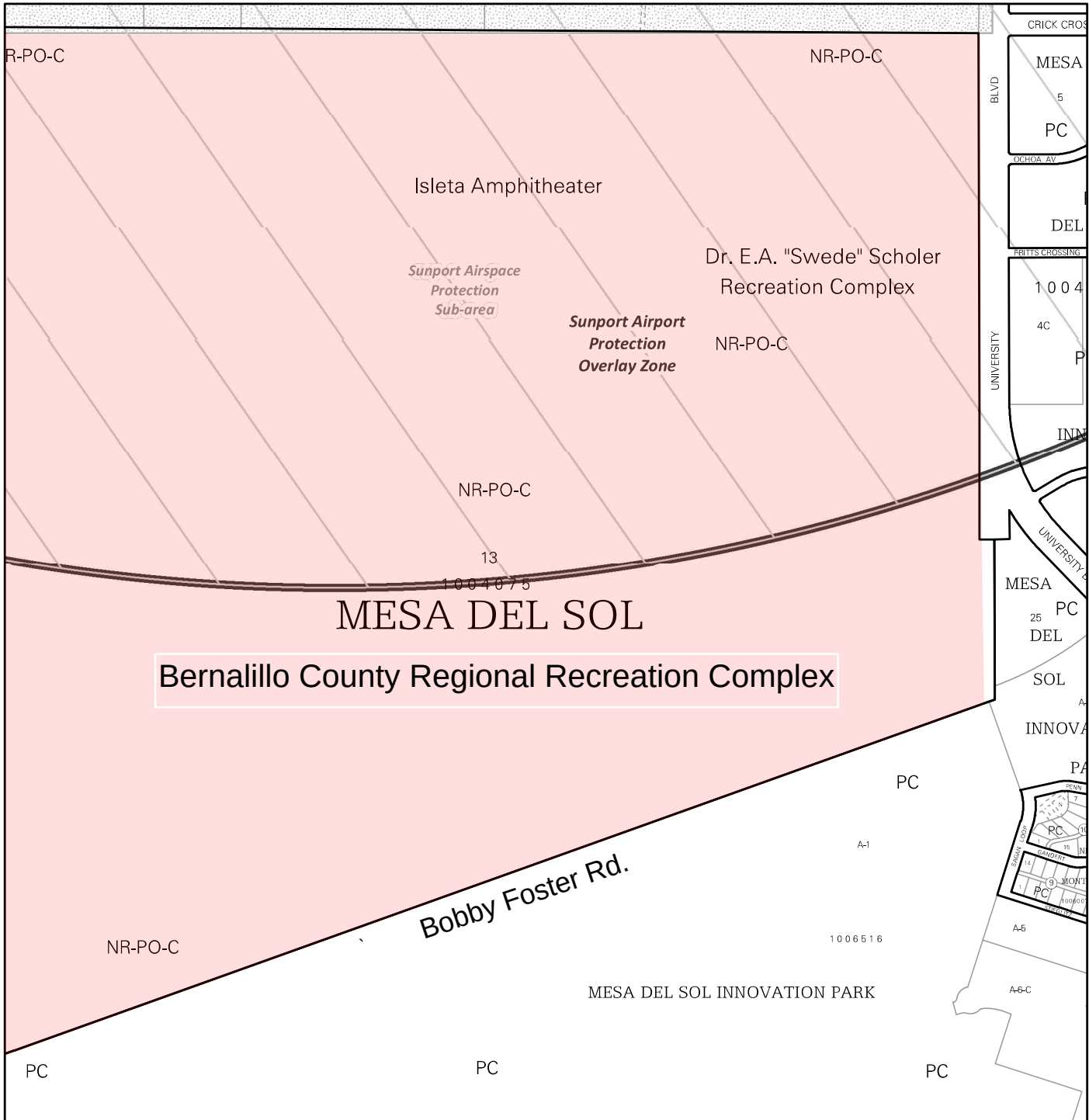
Summary of Impacts and Recommendations

In summary, the proposed BCRRC will have minimal significant adverse impact to the adjacent transportation system. A summary of the impacts and recommendations based on the results of the analysis, are stated in the Executive Summary of this report.

Appendix

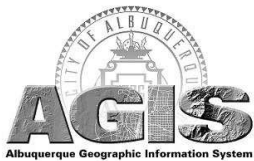
<u>SITE INFORMATION</u>	
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Trip Assignments Map (% Entering)	A-10 t& A-11
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2026 TURNING MOVEMENT COUNTS SUMMARY	A-18 thru A-21
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<u>SCOPING MEETING SUMMARY</u>	A-223 thru A-231

APPENDIX

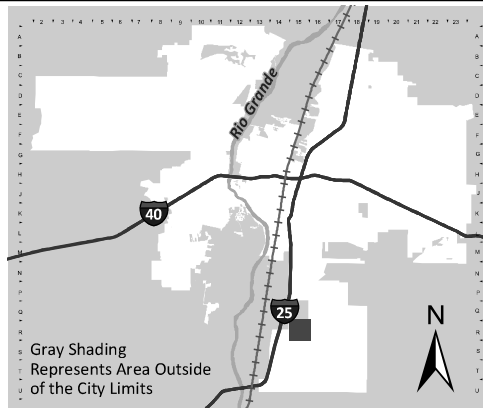


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018



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



Zone Atlas Page:

R-15-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

0 250 500 1,000 Feet



Bernalillo County Regional Outdoor Sports Complex

Peak Hour Generated Trips, Land Use

ITE Trip Generation Data 11th Edition

Development		Fields/Sq. Ft.	Total Generated Trips	Trips Entering	Exiting Trips
Outdoor Soccer Fields ITE Land Use: Soccer Complex (ITE Code 488)	AM Peak	30 Fields (6 Existing, 26 Proposed)	30	18	12
	PM Peak		453	299	154
Indoor Field House					
Office Space (ITE Code 712 - Small Office)	AM Peak	5000 s.f.	8	6	2
	PM Peak		11	4	7
1 - Indoor Soccer Field (ITE Code 488 - Soccer Complex)	AM Peak	1 Field	1	1	0
	PM Peak		16	10	17
TOTAL		AM Peak	39	25	14
		PM Peak	480	313	178

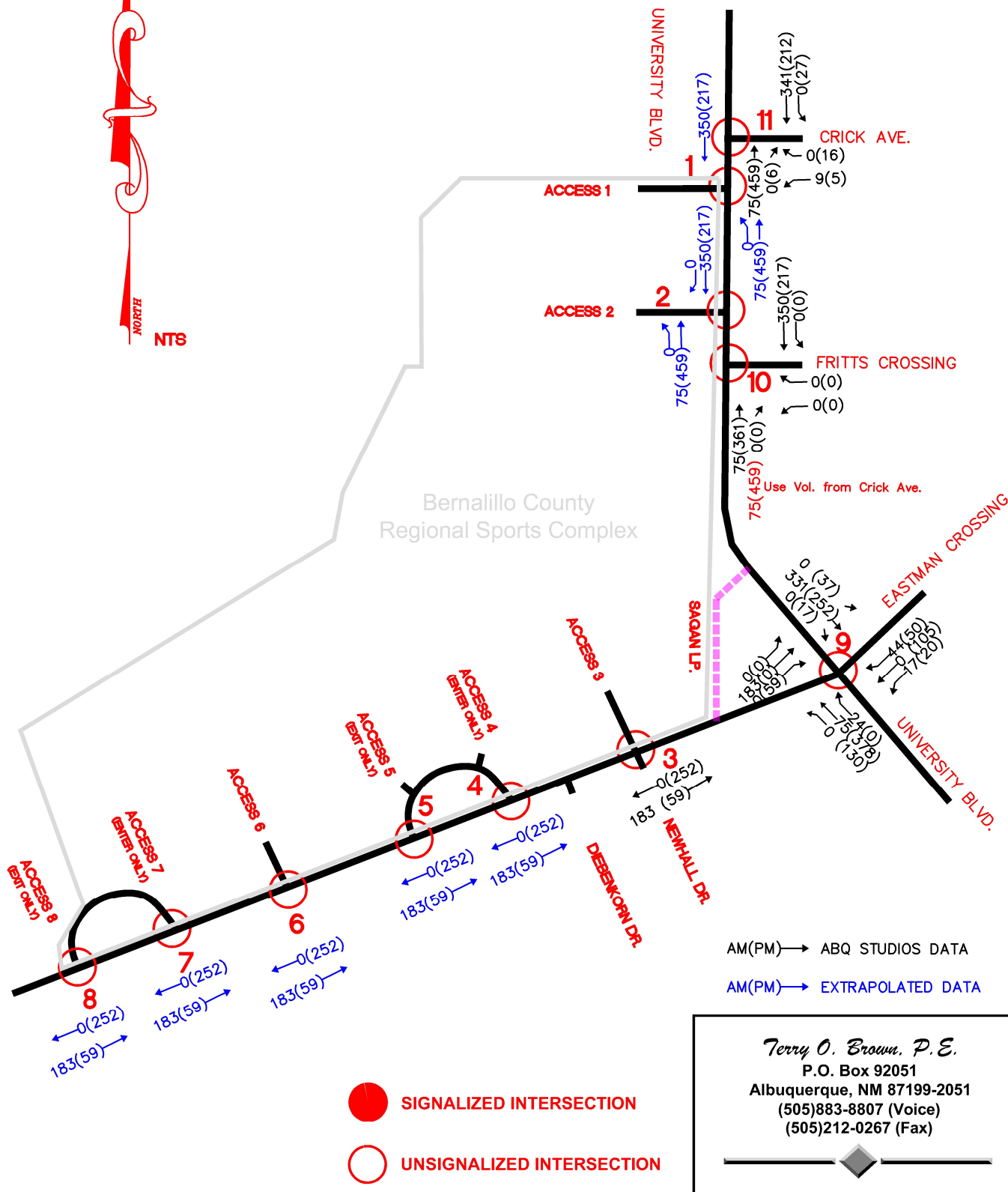
Based on ITE TripGen Web-based App 11th Edition

** Assumed directional distribution similar to Land Use Code 488.

Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

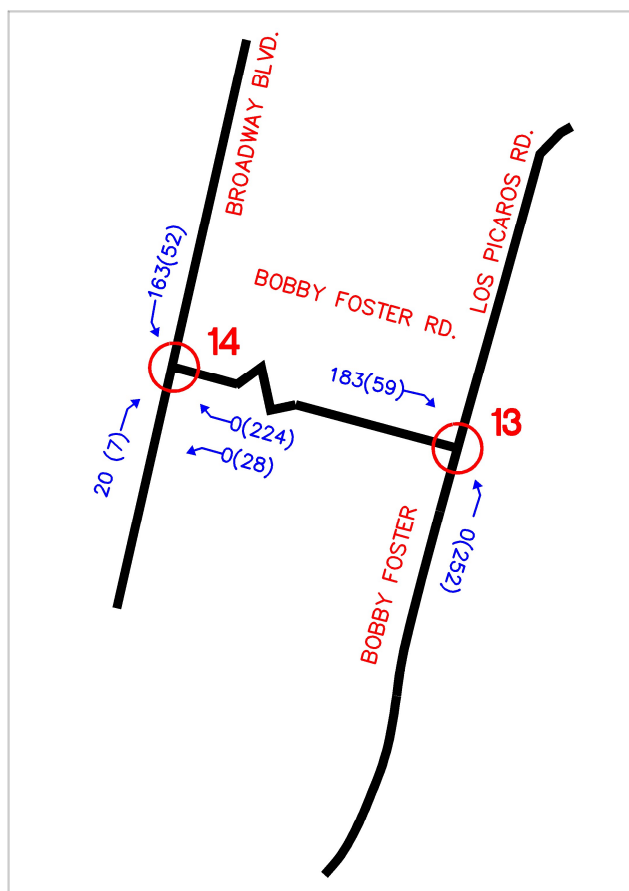
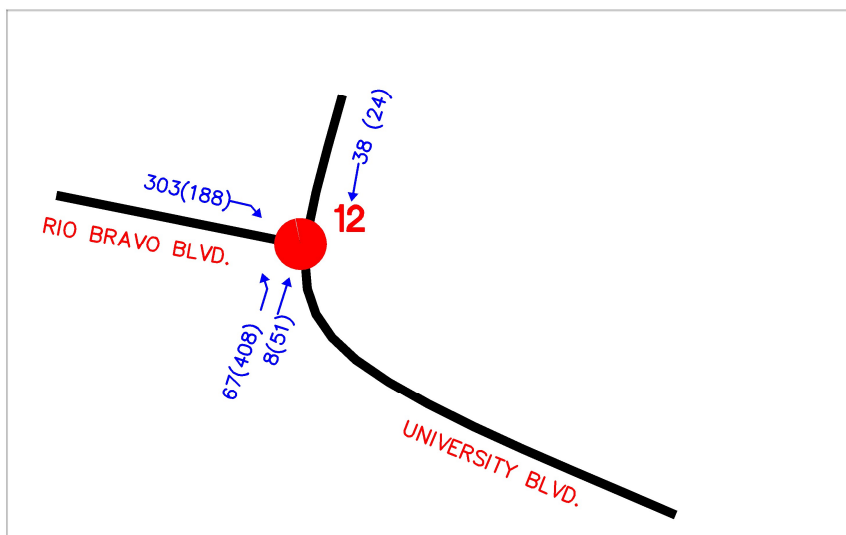
ALBUQUERQUE STUDIOS TRIPS



Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

ALBUQUERQUE STUDIOS TRIPS



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

AM(PM) → ABQ STUDIOS DATA

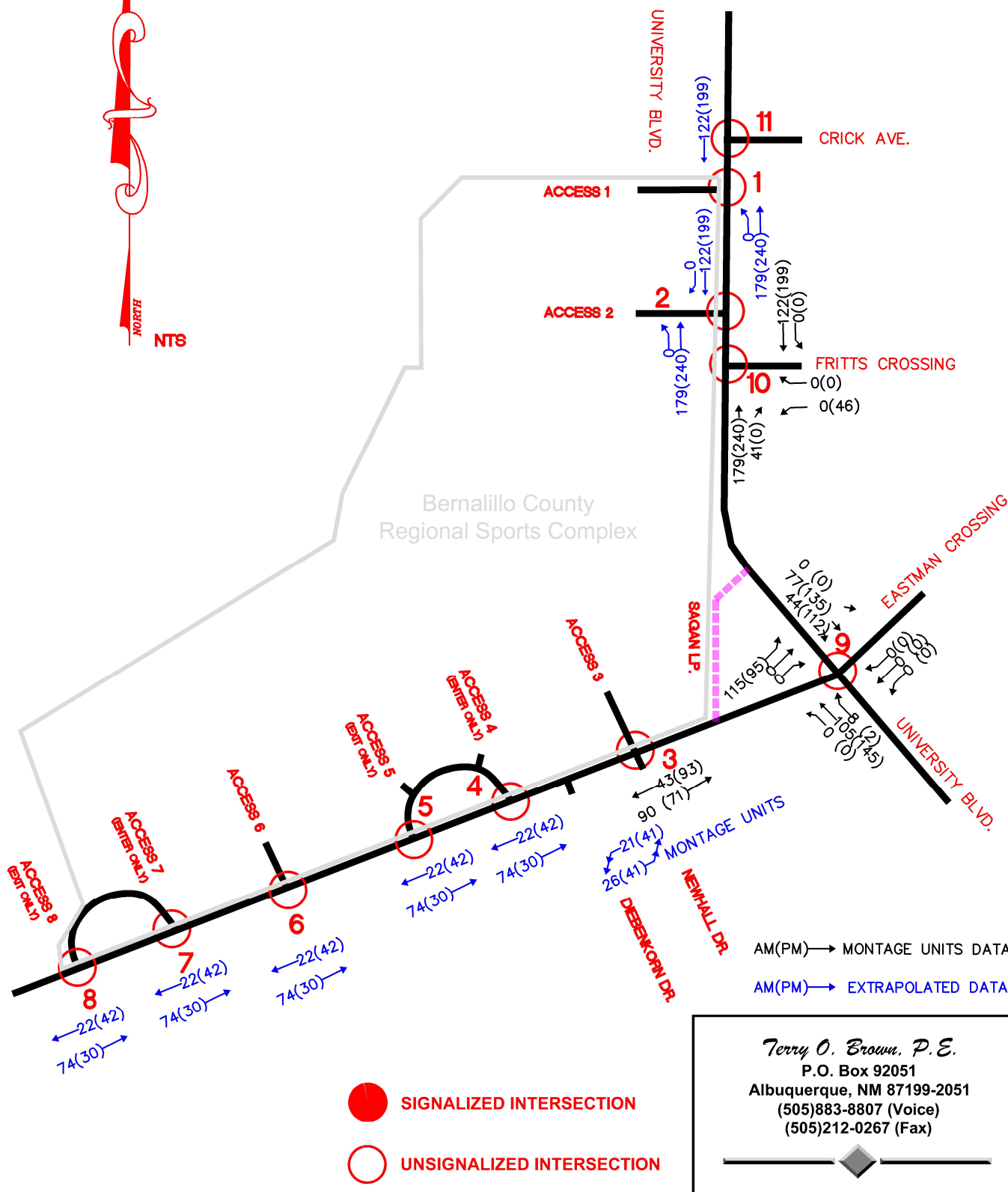
AM(PM) → EXTRAPOLATED DATA

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Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

MONTAGE UNITS TRIPS

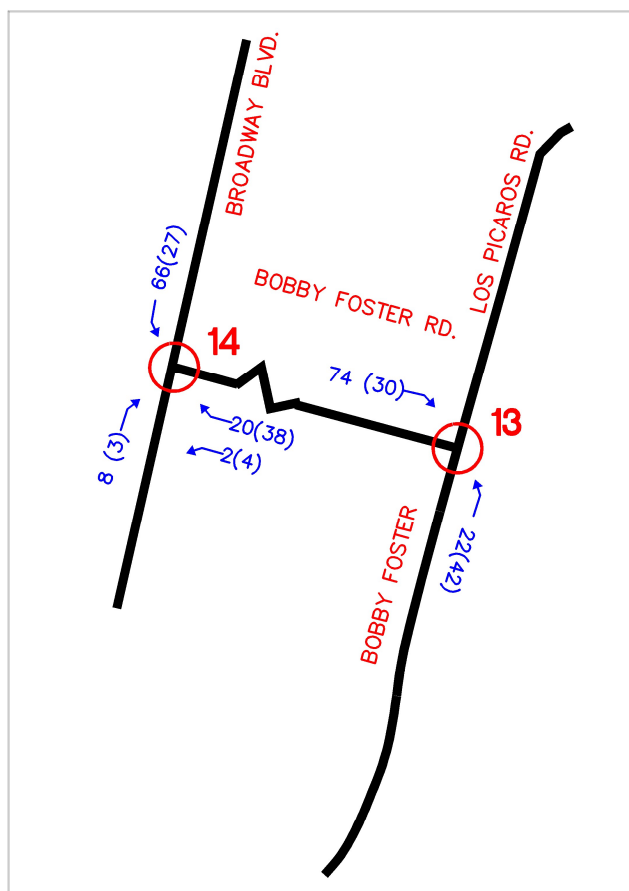
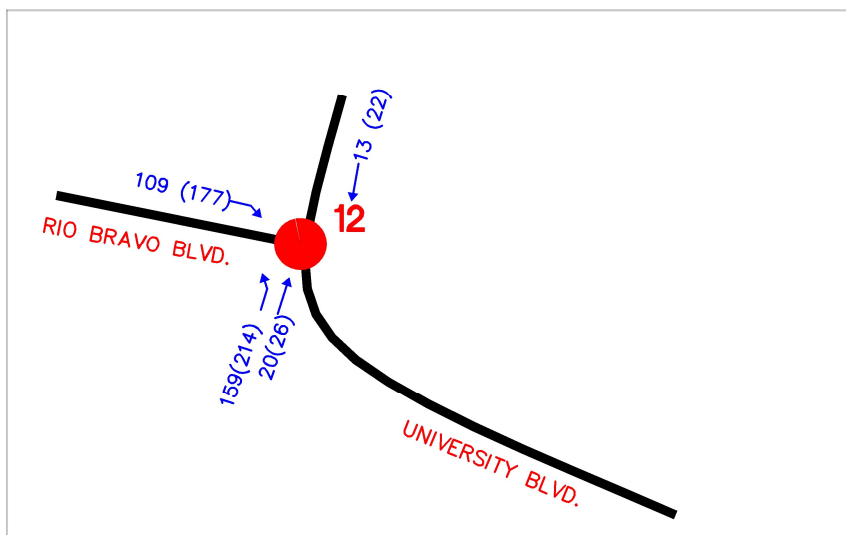


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(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

MONTAGE UNITS TRIPS



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

AM(PM) → MONTAGE UNITS DATA

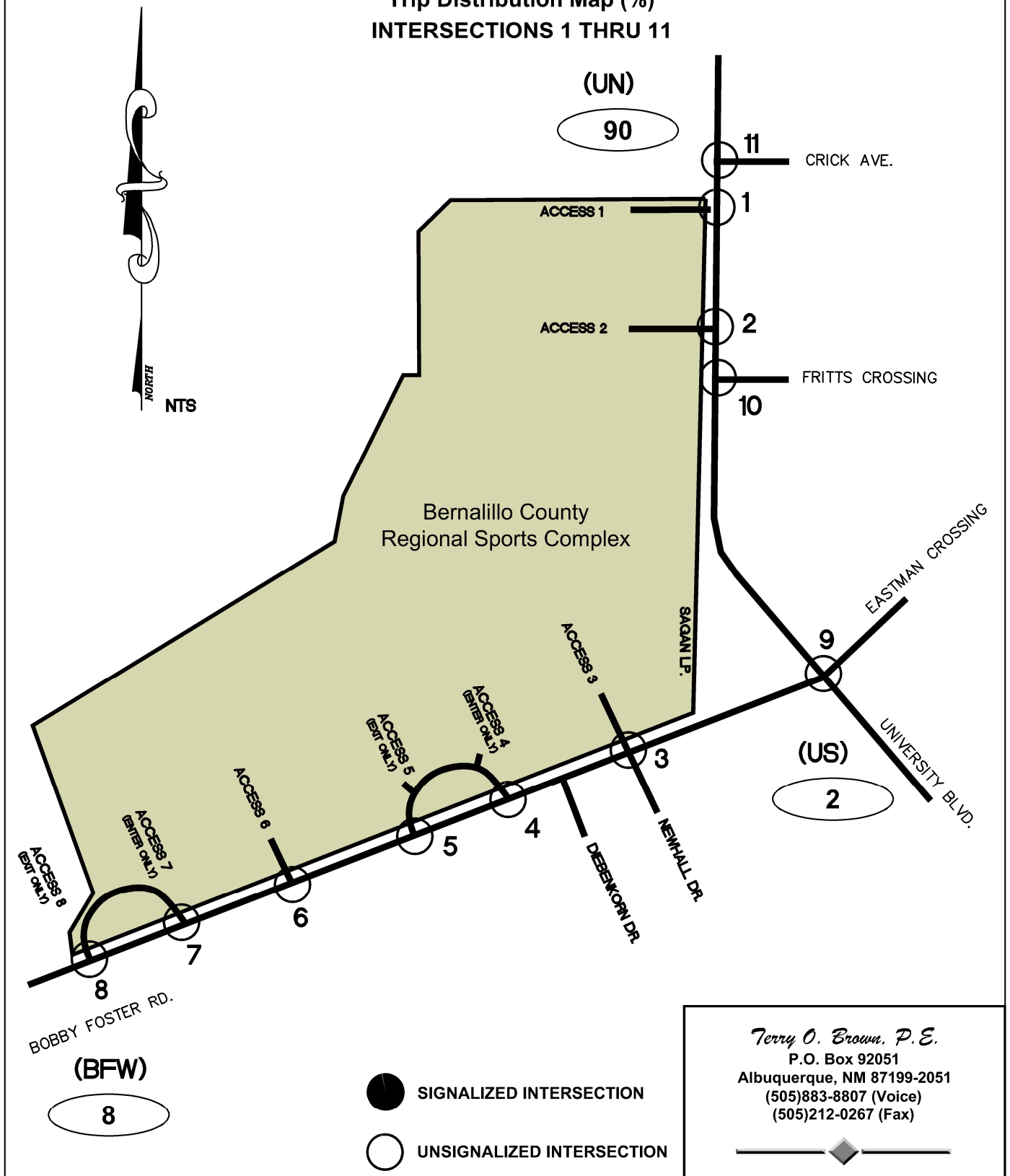
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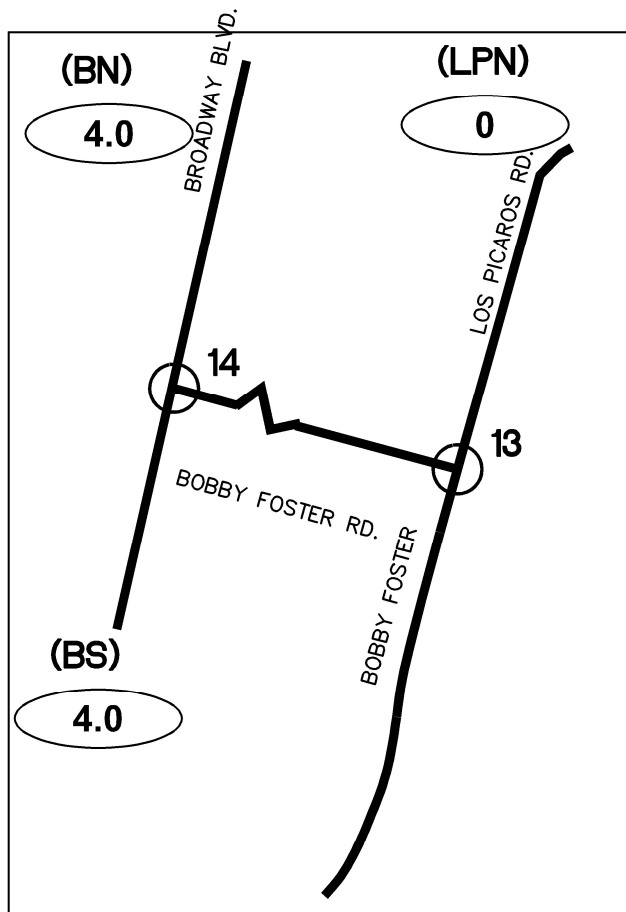
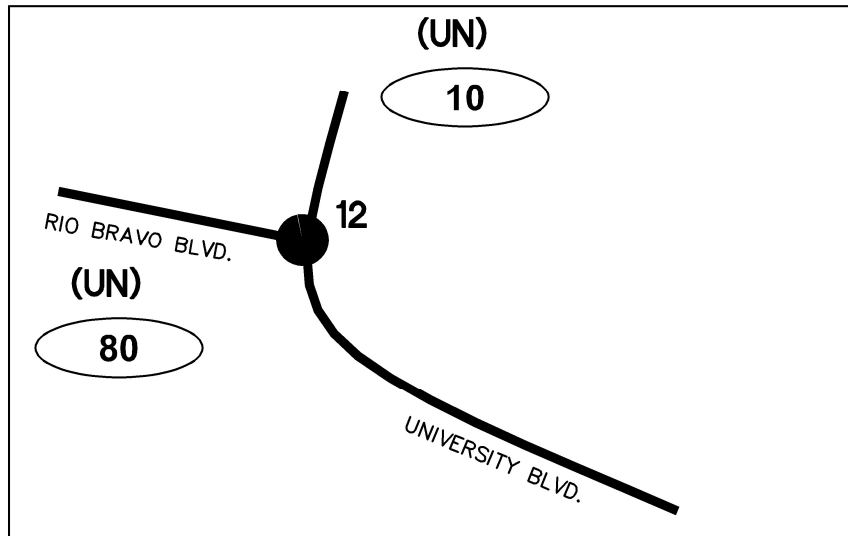
Trip Distribution Map (%) INTERSECTIONS 1 THRU 11



Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Distribution Map (%)
INTERSECTIONS 12 THRU 14



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

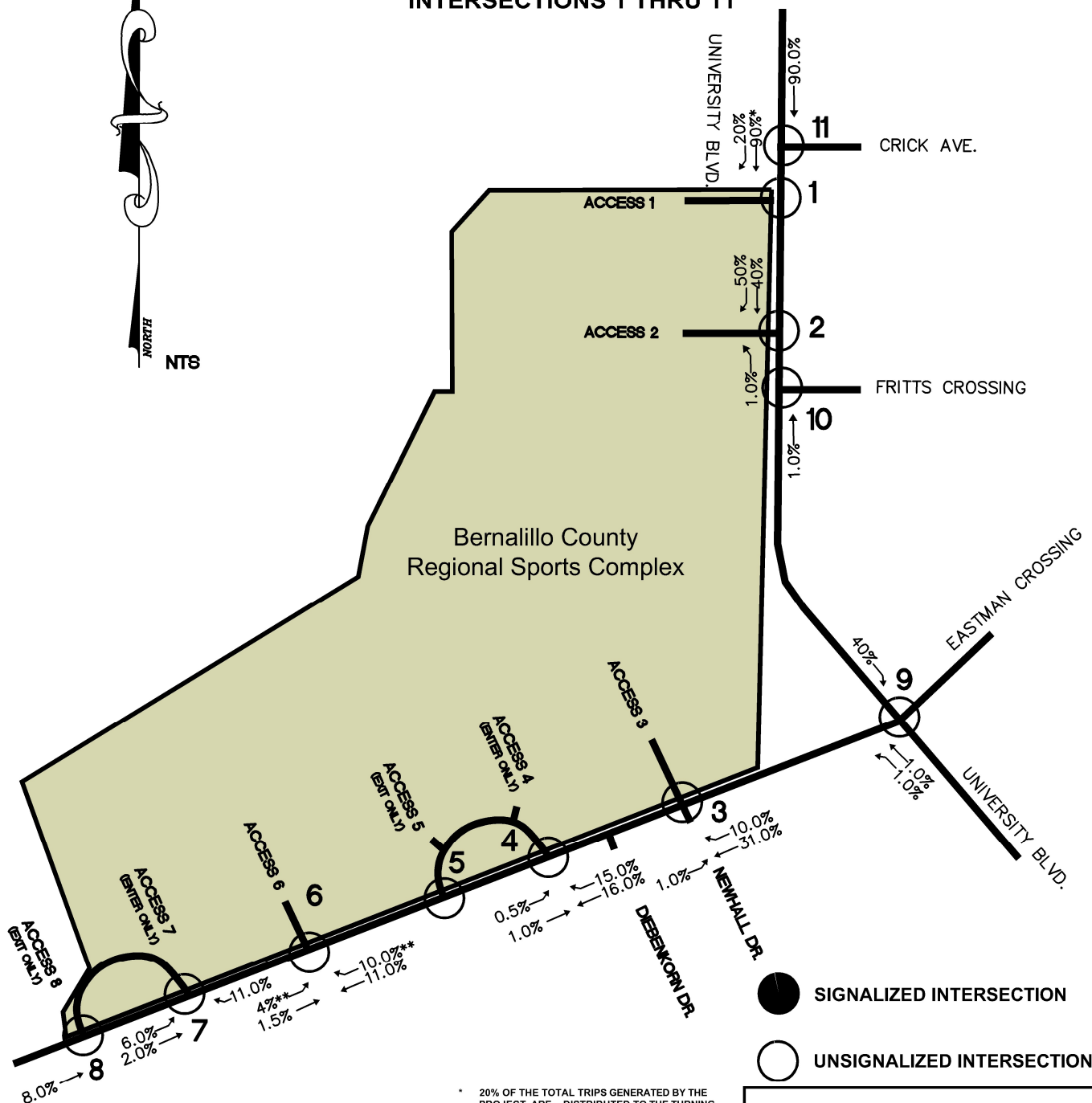
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Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Assignments (% Entering)

INTERSECTIONS 1 THRU 11



* 20% OF THE TOTAL TRIPS GENERATED BY THE PROJECT ARE DISTRIBUTED TO THE TURNING MOVEMENT AT ACCESS 1 BUT ARE NOT DEDUCTED FROM THE THRU MOVEMENT BECAUSE ACCESS 1 MAY BE ELIMINATED IN THE FUTURE.

** % DISTRIBUTION GREATER THAN EXPECTED IN LIEU OF ANALYZING PHASE I AND II SEPARATELY FROM THE FULL-BUILD CONDITION.

THESE ADJUSTMENTS RESULT IN 127.5% OF TRIPS GENERATED BEING DISTRIBUTED TO THE SITE'S DRIVEWAYS.

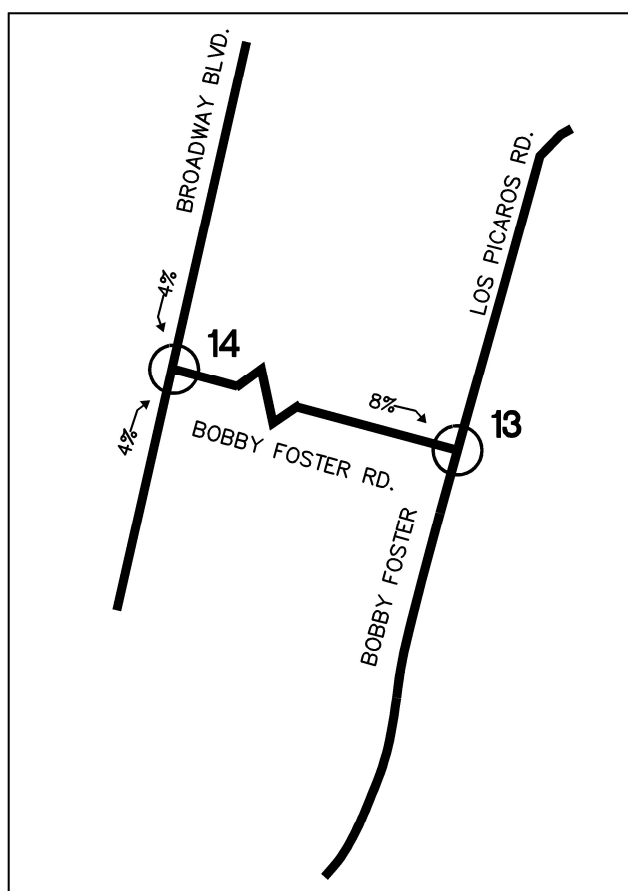
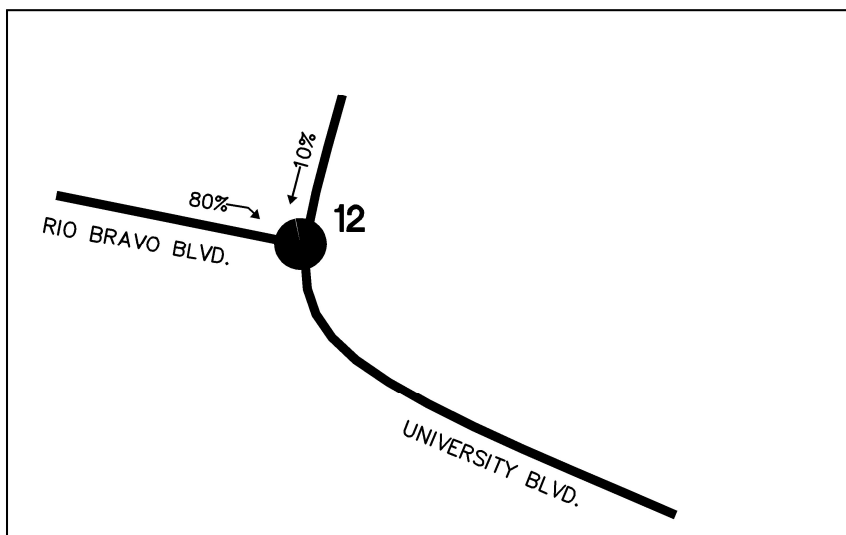
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Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Assignments (% Entering)

INTERSECTIONS 12 THRU 14



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

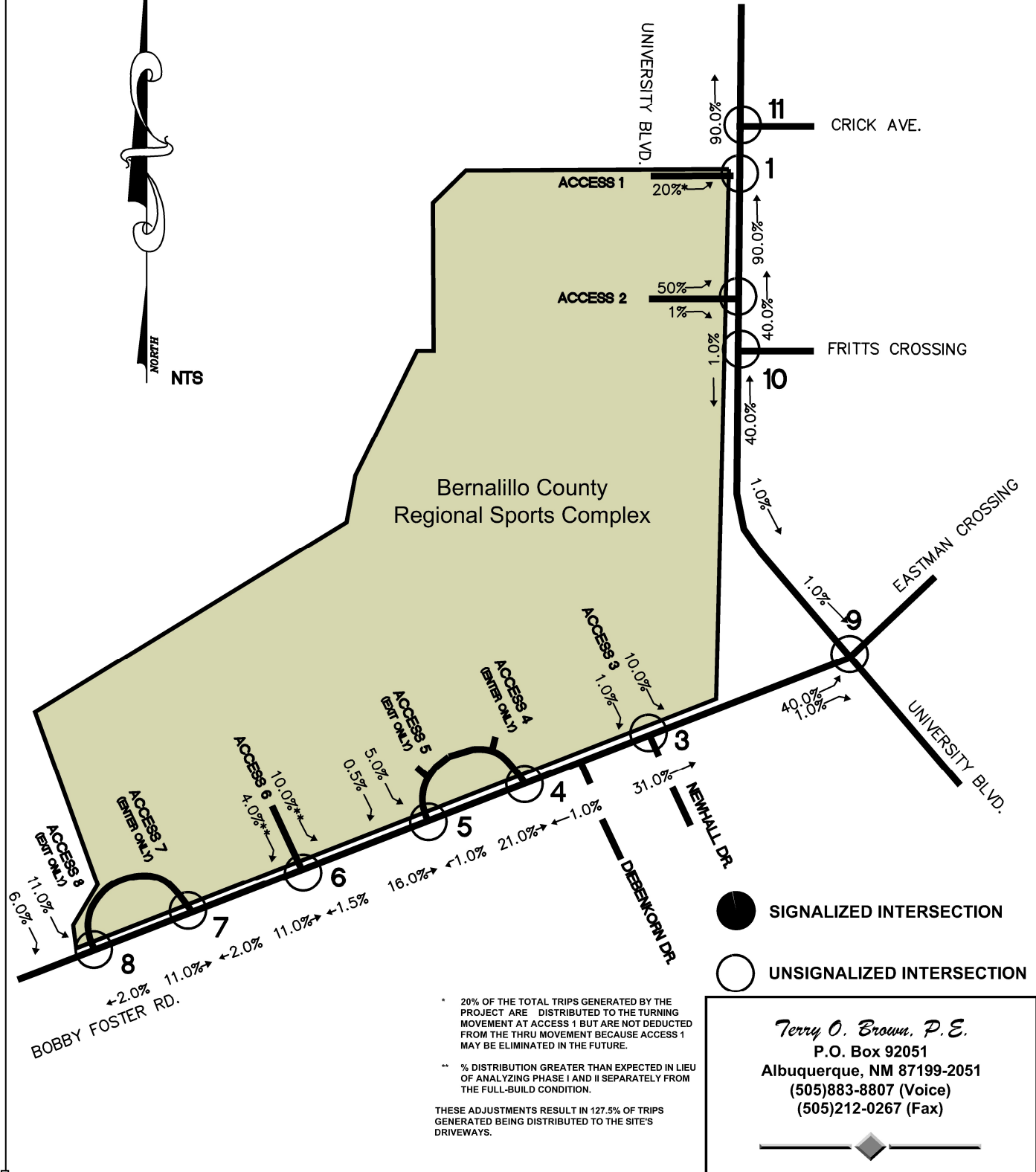
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Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Assignments (% Exiting)

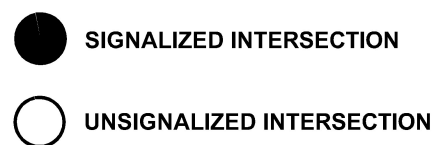
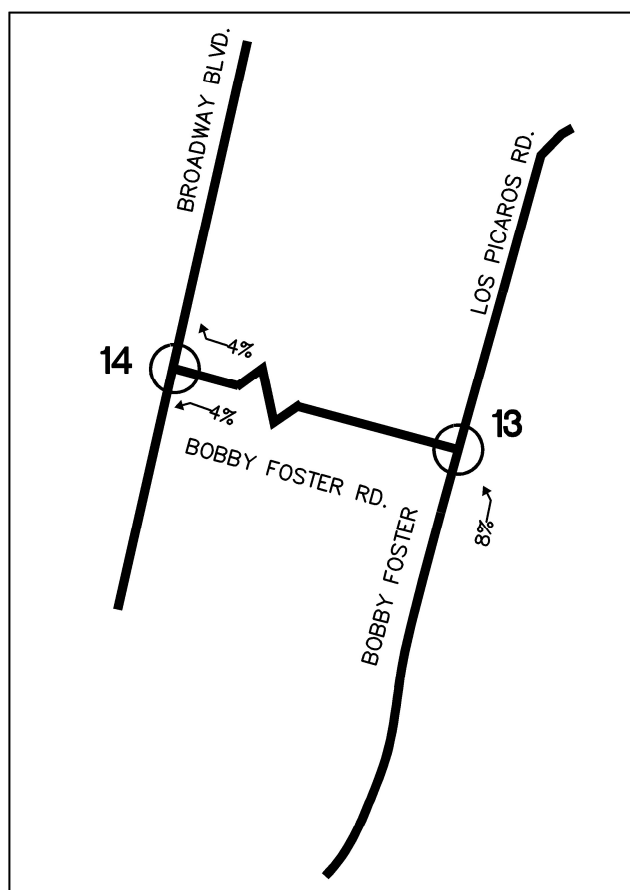
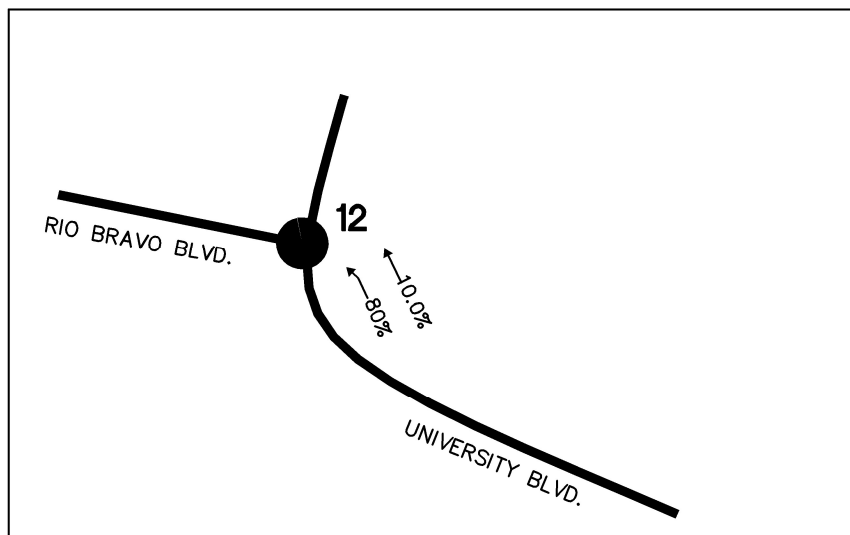
INTERSECTIONS 1 THRU 11



Bernalillo County Regional Sports Complex

(Bobby Foster Rd. & University Blvd. - Albuquerque, NM)

Trip Assignments (% Exiting)
INTERSECTIONS 12 THRU 14



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Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2026) - 100% Development

Implementation Year **2026**
INTERSECTION: **Summary**

Access 1 / University Blvd.

(1)	1.00			1.00			1.00			1.00			PHF
2.0% Truck	Eastbound (Access 1)			Westbound (Access 1)			Northbound (University Blvd.)			Southbound (University Blvd.)			
Existing (2022)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2026 (NO BUILD - A.M.)	0	0	0	0	0	0	0	233	0	0	305	0	
2026 (BUILD - A.M.)	0	0	0	0	0	0	0	544	0	0	839	0	
	3	0	0	0	0	0	0	557	0	0	862	5	

	1.00			1.00			1.00			1.00			PHF
Existing (2022)	Eastbound (Access 1)			Westbound (Access 1)			Northbound (University Blvd.)			Southbound (University Blvd.)			
2026 (NO BUILD - P.M.)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2026 (BUILD - P.M.)	0	0	0	0	0	0	0	294	0	0	175	0	
	0	0	0	0	0	0	0	1,068	0	0	642	0	
	38	0	0	0	0	0	0	1,241	0	0	967	72	

Access 2 / University Blvd.

(2)	1.00			1.00			1.00			1.00			PHF
1.0% Truck	Eastbound (Access 2)			Westbound (Access 2)			Northbound (University Blvd.)			Southbound (University Blvd.)			
Existing (2022)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2026 (NO BUILD - A.M.)	0	0	0	0	0	0	0	206	0	0	305	0	
2026 (BUILD - A.M.)	0	0	0	0	0	0	0	513	0	0	839	0	
	7	0	0	0	0	0	0	519	0	0	849	13	

	1.00			1.00			1.00			1.00			PHF
Existing (2022)	Eastbound (Access 2)			Westbound (Access 2)			Northbound (University Blvd.)			Southbound (University Blvd.)			
2026 (NO BUILD - P.M.)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2026 (BUILD - P.M.)	0	0	0	0	0	0	0	286	0	0	175	0	
	0	0	0	0	0	0	0	1,058	0	0	642	0	
	96	0	2	0	0	0	4	1,135	0	0	786	181	

Bobby Foster Rd. / Access 3

(3)	1.00			1.00			1.00			1.00			PHF
1.0% Truck	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)			
Existing (2022)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2026 (NO BUILD - A.M.)	0	21	0	0	1	0	0	0	0	0	0	0	
2026 (BUILD - A.M.)	0	308	0	0	49	0	0	0	0	0	0	0	
	0	312	0	0	57	3	0	0	0	1	0	0	

	1.00			1.00			1.00			1.00			PHF
Existing (2022)	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)			
2026 (NO BUILD - P.M.)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2026 (BUILD - P.M.)	0	8	0	0	6	0	0	0	0	0	0	0	
	0	149	0	0	363	0	0	0	0	0	0	0	
	4	209	0	0	475	36	0	0	0	19	0	2	

Bobby Foster Rd. / Access 4

(4)	1.00			1.00			1.00			1.00			PHF
1.0% Truck	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 4)			Southbound (Access 4)			
Existing (2022)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2026 (NO BUILD - A.M.)	0	21	0	0	1	0	0	0	0	0	0	0	
2026 (BUILD - A.M.)	0	290	0	0	26	0	0	0	0	0	0	0	
	0	293	0	0	30	4	0	0	0	0	0	0	

	1.00			1.00			1.00			1.00			PHF
Existing (2022)	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 4)			Southbound (Access 4)			
2026 (NO BUILD - P.M.)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2026 (BUILD - P.M.)	0	8	0	0	6	0	0	0	0	0	0	0	
	0	103	0	0	306	0	0	0	0	0	0	0	
	2	147	0	0	366	54	0	0	0	0	0	0	

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2026) - 100% Development

Implementation Year **2026**
INTERSECTION: **Summary**

1.00				1.00				1.00				1.00				PHF
Eastbound (Bobby Foster Rd.)				Westbound (Bobby Foster Rd.)				Northbound (Access 5)				Southbound (Access 5)				
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
Existing (2022)	0	21	0	0	1	0		0	0	0		0	0	0		
2026 (NO BUILD - A.M.)	0	290	0	0	26	0		0	0	0		0	0	0		
2026 (BUILD - A.M.)	0	292	0	0	30	0		0	0	0		1	0	0		

1.00				1.00				1.00				1.00				PHF
Eastbound (Bobby Foster Rd.)				Westbound (Bobby Foster Rd.)				Northbound (Access 5)				Southbound (Access 5)				
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
Existing (2022)	0	8	0	0	6	0		0	0	0		0	0	0		
2026 (NO BUILD - P.M.)	0	103	0	0	306	0		0	0	0		0	0	0		
2026 (BUILD - P.M.)	0	138	0	0	366	0		0	0	0		10	0	1		

1.00				1.00				1.00				1.00				PHF
Eastbound (Bobby Foster Rd.)				Westbound (Bobby Foster Rd.)				Northbound (Access 6)				Southbound (Access 6)				
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
Existing (2022)	0	20	0	0	1	0		0	0	0		0	0	0		
2026 (NO BUILD - A.M.)	0	290	0	0	26	0		0	0	0		0	0	0		
2026 (BUILD - A.M.)	1	292	0	0	29	3		0	0	0		1	0	1		

1.00				1.00				1.00				1.00				PHF
Eastbound (Bobby Foster Rd.)				Westbound (Bobby Foster Rd.)				Northbound (Access 6)				Southbound (Access 6)				
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
Existing (2022)	0	8	0	0	6	0		0	0	0		0	0	0		
2026 (NO BUILD - P.M.)	0	103	0	0	306	0		0	0	0		0	0	0		
2026 (BUILD - P.M.)	14	129	0	0	349	36		0	0	0		19	0	8		

1.00				1.00				1.00				1.00				PHF
Eastbound (Bobby Foster Rd.)				Westbound (Bobby Foster Rd.)				Northbound (Access 7)				Southbound (Access 7)				
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
Existing (2022)	0	20	0	0	1	0		0	0	0		0	0	0		
2026 (NO BUILD - A.M.)	0	290	0	0	26	0		0	0	0		0	0	0		
2026 (BUILD - A.M.)	2	293	0	0	26	3		0	0	0		0	0	0		

1.00				1.00				1.00				1.00				PHF
Eastbound (Bobby Foster Rd.)				Westbound (Bobby Foster Rd.)				Northbound (Access 7)				Southbound (Access 7)				
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
Existing (2022)	0	8	0	0	6	0		0	0	0		0	0	0		
2026 (NO BUILD - P.M.)	0	103	0	0	306	0		0	0	0		0	0	0		
2026 (BUILD - P.M.)	22	131	0	0	310	18		0	0	0		0	0	0		

1.00				1.00				1.00				1.00				PHF
Eastbound (Bobby Foster Rd.)				Westbound (Bobby Foster Rd.)				Northbound (Access 8)				Southbound (Access 8)				
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
Existing (2022)	0	21	0	0	1	0		0	0	0		0	0	0		
2026 (NO BUILD - A.M.)	0	290	0	0	26	0		0	0	0		0	0	0		
2026 (BUILD - A.M.)	0	292	0	0	26	0		0	0	0		2	0	1		

1.00				1.00				1.00				1.00				PHF
Eastbound (Bobby Foster Rd.)				Westbound (Bobby Foster Rd.)				Northbound (Access 8)				Southbound (Access 8)				
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
Existing (2022)	0	8	0	0	6	0		0	0	0		0	0	0		
2026 (NO BUILD - P.M.)	0	103	0	0	306	0		0	0	0		0	0	0		
2026 (BUILD - P.M.)	0	132	0	0	310	0		0	0	0		21	0	12		

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2026) - 100% Development

Implementation Year
INTERSECTION:

**2026
Summary**

Bobby Foster Rd. / University Blvd.		1.00			1.00			1.00			1.00			PHF
(9)		Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)			
	1.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		0	0	0	1	0	43	0	71	8	103	178	0	
2026 (NO BUILD - A.M.)		129	183	0	18	0	93	0	275	43	119	622	49	
2026 (BUILD - A.M.)		135	183	0	18	0	93	0	275	43	119	622	59	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		0	0	0	5	0	51	0	119	2	37	106	0	
2026 (NO BUILD - P.M.)		106	0	59	26	105	109	130	677	4	80	525	142	
2026 (BUILD - P.M.)		183	0	61	26	105	109	134	681	4	80	527	286	

Fritts Crossing / University Blvd.		1.00			1.00			1.00			1.00			PHF
(10)		Eastbound (Fritts Crossing)			Westbound (Fritts Crossing)			Northbound (University Blvd.)			Southbound (University Blvd.)			
	1.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		0	0	0	0	0	0	0	180	1	25	292	0	
2026 (NO BUILD - A.M.)		0	0	0	0	0	0	0	483	47	29	824	0	
2026 (BUILD - A.M.)		0	0	0	0	0	0	0	489	47	29	834	0	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Fritts Crossing)			Westbound (Fritts Crossing)			Northbound (University Blvd.)			Southbound (University Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		0	0	0	0	0	0	0	222	2	8	190	0	
2026 (NO BUILD - P.M.)		0	0	0	52	0	0	0	984	2	10	660	0	
2026 (BUILD - P.M.)		0	0	0	52	0	0	0	1,065	2	10	806	0	

Crick Ave. / University Blvd.		1.00			1.00			1.00			1.00			PHF
(11)		Eastbound (Crick Ave.)			Westbound (Crick Ave.)			Northbound (University Blvd.)			Southbound (University Blvd.)			
	1.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		0	0	0	0	0	0	0	219	5	50	293	0	
2026 (NO BUILD - A.M.)		0	0	0	9	0	0	0	538	6	60	830	0	
2026 (BUILD - A.M.)		0	0	0	9	0	0	0	551	6	60	853	0	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Crick Ave.)			Westbound (Crick Ave.)			Northbound (University Blvd.)			Southbound (University Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		0	0	0	0	0	0	0	280	3	34	168	0	
2026 (NO BUILD - P.M.)		0	0	0	5	0	16	0	1,064	10	68	637	0	
2026 (BUILD - P.M.)		0	0	0	5	0	16	0	1,237	10	68	962	0	

Rio Bravo Blvd. / University Blvd.		1.00			1.00			1.00			1.00			PHF
(12)		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)			
	1.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		338	0	293	0	0	0	58	210	0	0	39	248	
2026 (NO BUILD - A.M.)		406	0	777	0	0	0	315	282	0	0	100	298	
2026 (BUILD - A.M.)		406	0	797	0	0	0	326	283	0	0	103	298	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		215	0	131	0	0	0	50	264	0	0	62	580	
2026 (NO BUILD - P.M.)		258	0	543	0	0	0	708	397	0	0	123	696	
2026 (BUILD - P.M.)		258	0	832	0	0	0	862	416	0	0	159	696	

Bobby Foster Rd. / Los Picaros Rd.		1.00			1.00			1.00			1.00			PHF
(13)		Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Los Picaros Rd.)			Southbound (Los Picaros Rd.)			
	1.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)		33	0	52	0	0	0	34	1	0	0	1	7	
2026 (NO BUILD - A.M.)		40	0	328	0	0	0	66	1	0	0	1	8	
2026 (BUILD - A.M.)		40	0	330	0	0	0	67	1	0	0	1	8	

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2026) - 100% Development

Implementation Year **2026**
INTERSECTION: Summary

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Los Picaros Rd.)			Southbound (Los Picaros Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)	21	0	3	0	0	0	46	1	0	0	3	54	
2026 (NO BUILD - P.M.)	25	0	97	0	0	0	354	1	0	0	4	65	
2026 (BUILD - P.M.)	25	0	126	0	0	0	369	1	0	0	4	65	

	1.00			1.00			1.00			1.00			PHF
Bobby Foster Rd. / Broadway Blvd.	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
(14)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1.0% Truck	0	0	0	9	0	7	0	545	24	39	248	0	
Existing (2022)	0	0	0	13	0	30	0	654	58	284	298	0	
2026 (NO BUILD - A.M.)	0	0	0	14	0	31	0	654	59	285	298	0	
2026 (BUILD - A.M.)	0	0	0	14	0	31	0	654	59	285	298	0	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)	0	0	0	67	0	70	0	319	17	62	580	0	
2026 (NO BUILD - P.M.)	0	0	0	112	0	351	0	383	30	156	696	0	
2026 (BUILD - P.M.)	0	0	0	120	0	359	0	383	44	170	696	0	

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2036) - 100% Development

Horizon Year

2036**INTERSECTION :****Summary****Access 1 / University Blvd.**

(1)

2.0% Truck

Existing (2022)**2036 (NO BUILD - A.M.)****2036 (BUILD - A.M.)**

1.00			1.00			1.00			1.00			PHF
Eastbound (Access 1)			Westbound (Access 1)			Northbound (University Blvd.)			Southbound (University Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	233	0	0	305	0	
0	0	0	0	0	0	0	735	0	0	1,144	0	
3	0	0	0	0	0	0	748	0	0	1,167	5	

Existing (2022)**2036 (NO BUILD - P.M.)****2036 (BUILD - P.M.)**

1.00			1.00			1.00			1.00			PHF
Eastbound (Access 1)			Westbound (Access 1)			Northbound (University Blvd.)			Southbound (University Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	294	0	0	175	0	
0	0	0	0	0	0	0	1,461	0	0	875	0	
38	0	0	0	0	0	0	1,634	0	0	1,200	72	

Access 2 / University Blvd.

(2)

1.0% Truck

Existing (2022)**2036 (NO BUILD - A.M.)****2036 (BUILD - A.M.)**

1.00			1.00			1.00			1.00			PHF
Eastbound (Access 2)			Westbound (Access 2)			Northbound (University Blvd.)			Southbound (University Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	206	0	0	305	0	
0	0	0	0	0	0	0	694	0	0	1,144	0	
7	0	0	0	0	0	0	700	0	0	1,154	13	

Existing (2022)**2036 (NO BUILD - P.M.)****2036 (BUILD - P.M.)**

1.00			1.00			1.00			1.00			PHF
Eastbound (Access 2)			Westbound (Access 2)			Northbound (University Blvd.)			Southbound (University Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	286	0	0	175	0	
0	0	0	0	0	0	0	1,448	0	0	875	0	
96	0	2	0	0	0	4	1,525	0	0	1,019	181	

Bobby Foster Rd. / Access 3

(3)

1.0% Truck

Existing (2022)**2036 (NO BUILD - A.M.)****2036 (BUILD - A.M.)**

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	21	0	0	1	0	0	0	0	0	0	0	
0	425	0	0	67	0	0	0	0	0	0	0	
0	429	0	0	75	3	0	0	0	1	0	0	

Existing (2022)**2036 (NO BUILD - P.M.)****2036 (BUILD - P.M.)**

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	8	0	0	6	0	0	0	0	0	0	0	
0	204	0	0	504	0	0	0	0	0	0	0	
4	264	0	0	616	36	0	0	0	19	0	2	

Bobby Foster Rd. / Access 4

(4)

1.0% Truck

Existing (2022)**2036 (NO BUILD - A.M.)****2036 (BUILD - A.M.)**

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 4)			Southbound (Access 4)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	21	0	0	1	0	0	0	0	0	0	0	
0	400	0	0	35	0	0	0	0	0	0	0	
0	403	0	0	39	4	0	0	0	0	0	0	

Existing (2022)**2036 (NO BUILD - P.M.)****2036 (BUILD - P.M.)**

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 4)			Southbound (Access 4)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	8	0	0	6	0	0	0	0	0	0	0	
0	142	0	0	427	0	0	0	0	0	0	0	
2	186	0	0	487	54	0	0	0	0	0	0	

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2036) - 100% Development

Horizon Year

2036

INTERSECTION:

Summary

Bobby Foster Rd. / Access 5

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 5)			Southbound (Access 5)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	21	0	0	1	0	0	0	0	0	0	0	0
0	400	0	0	35	0	0	0	0	0	0	0	0
0	402	0	0	39	0	0	0	0	1	0	0	0

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 5)			Southbound (Access 5)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	8	0	0	6	0	0	0	0	0	0	0	0
0	142	0	0	427	0	0	0	0	0	0	0	0
0	177	0	0	487	0	0	0	0	10	0	1	

Bobby Foster Rd. / Access 6

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 6)			Southbound (Access 6)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	21	0	0	1	0	0	0	0	0	0	0	0
0	400	0	0	35	0	0	0	0	0	0	0	0
1	402	0	0	38	3	0	0	0	1	0	1	

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 6)			Southbound (Access 6)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	8	0	0	6	0	0	0	0	0	0	0	0
0	142	0	0	427	0	0	0	0	0	0	0	0
14	168	0	0	470	36	0	0	0	19	0	8	

Bobby Foster Rd. / Access 7

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 7)			Southbound (Access 7)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	20	0	0	1	0	0	0	0	0	0	0	0
0	400	0	0	35	0	0	0	0	0	0	0	0
2	403	0	0	35	3	0	0	0	0	0	0	0

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 7)			Southbound (Access 7)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	8	0	0	6	0	0	0	0	0	0	0	0
0	142	0	0	427	0	0	0	0	0	0	0	0
22	170	0	0	431	18	0	0	0	0	0	0	0

Bobby Foster Rd. / Access 8

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 8)			Southbound (Access 8)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	21	0	0	1	0	0	0	0	0	0	0	0
0	400	0	0	35	0	0	0	0	0	0	0	0
0	402	0	0	35	0	0	0	0	2	0	1	

1.00			1.00			1.00			1.00			PHF
Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 8)			Southbound (Access 8)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	8	0	0	6	0	0	0	0	0	0	0	0
0	142	0	0	427	0	0	0	0	0	0	0	0
0	171	0	0	431	0	0	0	0	21	0	12	

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2036) - 100% Development

Horizon Year

2036**INTERSECTION :****Summary**

Bobby Foster Rd. / University Blvd. 1.00 1.00 1.00 1.00 PHF
(9)

1.0% Truck	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	0	0	0	1	0	43	0	71	8	103	178	0
2036 (NO BUILD - A.M.)	175	256	0	26	0	128	0	374	59	158	854	67
2036 (BUILD - A.M.)	181	256	0	26	0	128	0	374	59	158	854	77

1.0% Truck	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	0	0	0	5	0	51	0	119	2	37	106	0
2036 (NO BUILD - P.M.)	144	0	83	36	147	148	182	931	6	110	721	194
2036 (BUILD - P.M.)	221	0	85	36	147	148	186	935	6	110	723	338

Fritts Crossing / University Blvd. 1.00 1.00 1.00 1.00 PHF
(10)

1.0% Truck	Eastbound (Fritts Crossing)			Westbound (Fritts Crossing)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	0	0	0	0	0	0	0	180	1	25	292	0
2036 (NO BUILD - A.M.)	0	0	0	0	0	0	0	654	64	38	1,125	0
2036 (BUILD - A.M.)	0	0	0	0	0	0	0	660	64	38	1,135	0

1.0% Truck	Eastbound (Fritts Crossing)			Westbound (Fritts Crossing)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	0	0	0	0	0	0	0	222	2	8	190	0
2036 (NO BUILD - P.M.)	0	0	0	70	0	0	0	1,349	3	13	899	0
2036 (BUILD - P.M.)	0	0	0	70	0	0	0	1,430	3	13	1,045	0

Crick Ave. / University Blvd. 1.00 1.00 1.00 1.00 PHF
(11)

1.0% Truck	Eastbound (Crick Ave.)			Westbound (Crick Ave.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	0	0	0	0	0	0	0	219	5	50	293	0
2026 (NO BUILD - A.M.)	0	0	0	13	0	0	0	727	8	80	1,131	0
2026 (BUILD - A.M.)	0	0	0	13	0	0	0	740	8	80	1,154	0

1.0% Truck	Eastbound (Crick Ave.)			Westbound (Crick Ave.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	0	0	0	0	0	0	0	280	3	34	168	0
2026 (NO BUILD - P.M.)	0	0	0	7	0	22	0	1,456	13	92	868	0
2026 (BUILD - P.M.)	0	0	0	7	0	22	0	1,629	13	92	1,193	0

Rio Bravo Blvd. / University Blvd. 1.00 1.00 1.00 1.00 PHF
(12)

1.0% Truck	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	338	0	293	0	0	0	58	210	0	0	39	248
2026 (NO BUILD - A.M.)	541	0	1,059	0	0	0	429	377	0	0	135	397
2026 (BUILD - A.M.)	541	0	1,079	0	0	0	440	378	0	0	138	397

1.0% Truck	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	215	0	131	0	0	0	50	264	0	0	62	580
2026 (NO BUILD - P.M.)	344	0	742	0	0	0	976	533	0	0	166	928
2026 (BUILD - P.M.)	344	0	1,031	0	0	0	1,130	552	0	0	202	928

Bobby Foster Rd. / Los Picaros Rd. 1.00 1.00 1.00 1.00 PHF
(13)

1.0% Truck	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Los Picaros Rd.)			Southbound (Los Picaros Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2022)	33	0	52	0	0	0	34	1	0	0	1	7
2026 (NO BUILD - A.M.)	53	0	451	0	0	0	87	2	0	0	2	11
2026 (BUILD - A.M.)	53	0	453	0	0	0	88	2	0	0	2	11

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2036) - 100% Development

Horizon Year

2036

INTERSECTION:

Summary

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Los Picaros Rd.)			Southbound (Los Picaros Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)	21	0	3	0	0	0	46	1	0	0	3	54	
2026 (NO BUILD - P.M.)	34	0	134	0	0	0	491	2	0	0	5	86	
2026 (BUILD - P.M.)	34	0	163	0	0	0	506	2	0	0	5	86	

Bobby Foster Rd. / Broadway Blvd.

(14)

1.0% Truck

Existing (2022)

2026 (NO BUILD - A.M.)

2026 (BUILD - A.M.)

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)	0	0	0	9	0	7	0	545	24	39	248	0	
2026 (NO BUILD - A.M.)	0	0	0	17	0	41	0	872	78	390	397	0	
2026 (BUILD - A.M.)	0	0	0	18	0	42	0	872	79	391	397	0	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2022)	0	0	0	67	0	70	0	319	17	62	580	0	
2026 (NO BUILD - P.M.)	0	0	0	152	0	484	0	510	42	213	928	0	
2026 (BUILD - P.M.)	0	0	0	160	0	492	0	510	56	227	928	0	

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Access 1 / University Blvd.

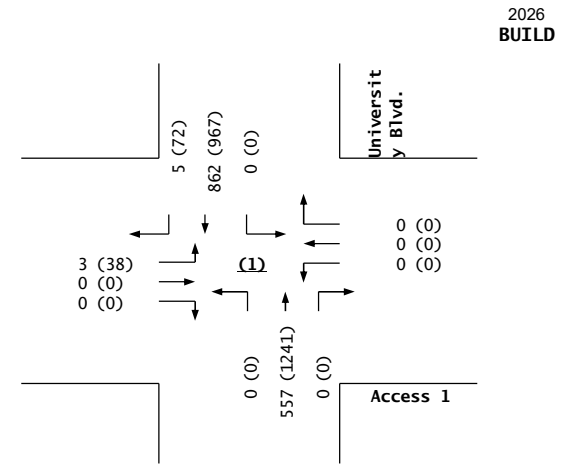
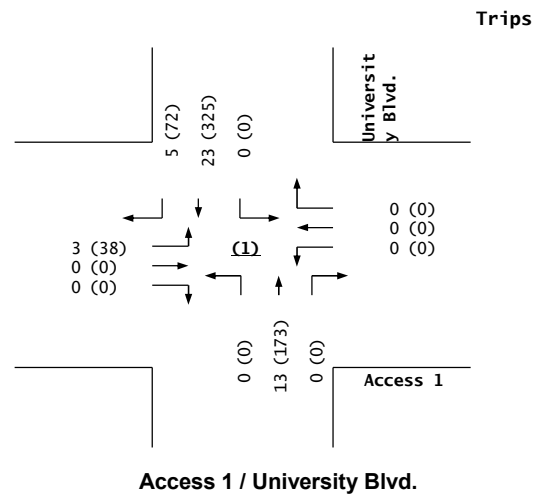
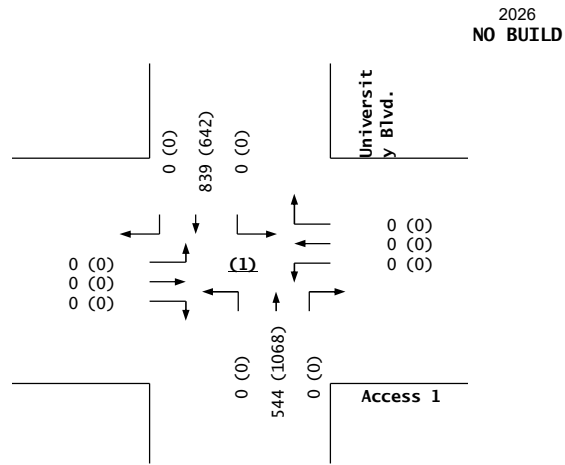
INTERSECTION: E-W Street: **Access 1** (1)
 N-S Street: **University Blvd.**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Access 1)			Westbound (Access 1)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	224	0	0	293	0
Background Traffic Growth	0	0	0	0	0	0	0	45	0	0	59	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	179	0	0	122	0
Background Traffic Growth	0	0	0	0	0	0	0	21	0	0	15	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	544	0	0	839	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	20.00%
Percent Commercial Trips Generated(Exiting)	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	3	0	0	0	0	0	0	13	0	0	23	5
Subtotal AM Pk Hr. BUILD Volumes	3	0	0	0	0	0	0	557	0	0	862	5
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	3	0	0	0	0	0	0	557	0	0	862	5

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Access 1)			Westbound (Access 1)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	283	0	0	168	0
Background Traffic Growth	0	0	0	0	0	0	0	57	0	0	34	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	240	0	0	199	0
Background Traffic Growth	0	0	0	0	0	0	0	29	0	0	24	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,068	0	0	642	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	20.00%
Percent Commercial Trips Generated(Exiting)	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	38	0	0	0	0	0	0	173	0	0	325	72
Subtotal PM Pk Hr. BUILD Volumes	38	0	0	0	0	0	0	1,241	0	0	967	72
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	38	0	0	0	0	0	0	1,241	0	0	967	72

Highlighted Cells indicate full-build condition where 20% of the trips enter and exit the site through Access 1 but are not deducted from the through traffic volumes. This was requested by J. Luna (BERNCO) because Access 1 may be eliminated in the future.

	Entering	Exiting	
Number of Commercial Trips Generated	25	14	A.M. 100% Commercial Development
	361	192	P.M.



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Access 1 / University Blvd.

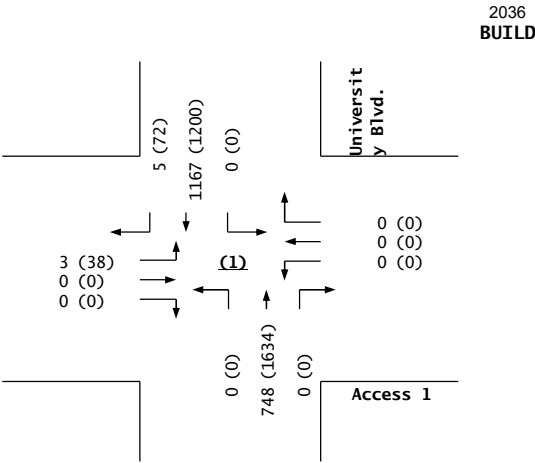
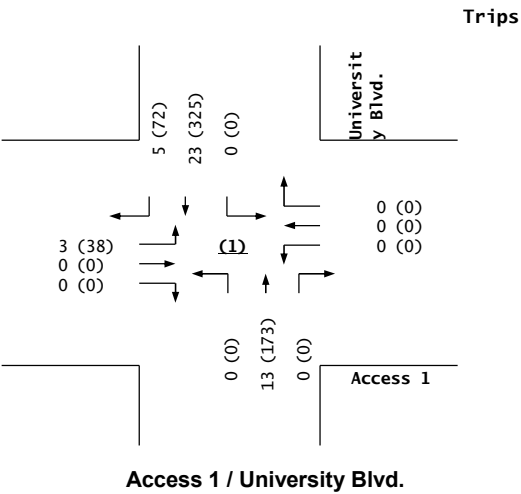
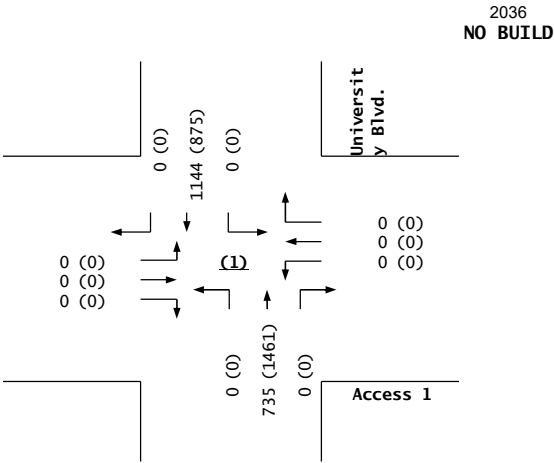
INTERSECTION: E-W Street: **Access 1** (1)
 N-S Street: **University Blvd.**
 Year of Existing Counts: 2021
 Horizon Year: **2036**
 Growth Rates:

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Access 1)			Westbound (Access 1)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	224	0	0	293	0
Background Traffic Growth	0	0	0	0	0	0	0	134	0	0	176	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	179	0	0	122	0
Background Traffic Growth	0	0	0	0	0	0	0	93	0	0	63	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Background Traffic Growth	0	0	0	0	0	0	0	30	0	0	140	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	735	0	0	1,144	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	20.00%
Percent Commercial Trips Generated(Exiting)	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	3	0	0	0	0	0	0	13	0	0	23	5
Subtotal AM Pk Hr. BUILD Volumes	3	0	0	0	0	0	0	748	0	0	1,167	5
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	3	0	0	0	0	0	0	748	0	0	1,167	5

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Access 1)			Westbound (Access 1)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	283	0	0	168	0
Background Traffic Growth	0	0	0	0	0	0	0	170	0	0	101	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	240	0	0	199	0
Background Traffic Growth	0	0	0	0	0	0	0	125	0	0	103	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Background Traffic Growth	0	0	0	0	0	0	0	184	0	0	87	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,461	0	0	875	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	20.00%
Percent Commercial Trips Generated(Exiting)	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	38	0	0	0	0	0	0	173	0	0	325	72
Subtotal PM Pk Hr. BUILD Volumes	38	0	0	0	0	0	0	1,634	0	0	1,200	72
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	38	0	0	0	0	0	0	1,634	0	0	1,200	72

Highlighted Cells indicate full-build condition where 20% of the trips enter and exit the site through Access 1 but are not deducted from the through traffic volumes. This was requested by J. Luna (BERNCO) because Access 1 may be eliminated in the future.

	Entering	Exiting	
Number of Commercial Trips Generated	25	14	A.M. 100% Commercial Development
	361	192	P.M.



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Access 2 / University Blvd.

INTERSECTION: E-W Street: **Access 2** (2)
 N-S Street: **University Blvd.**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

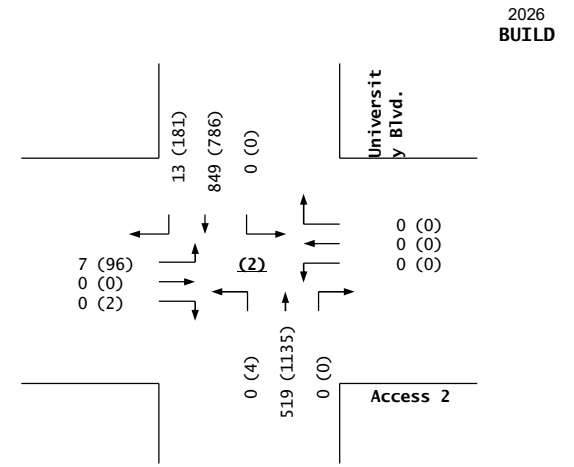
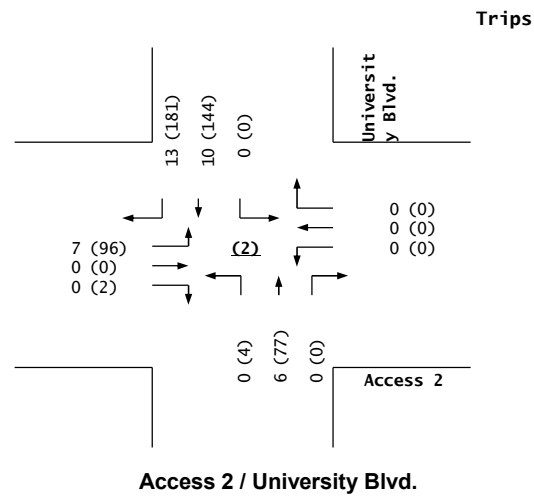
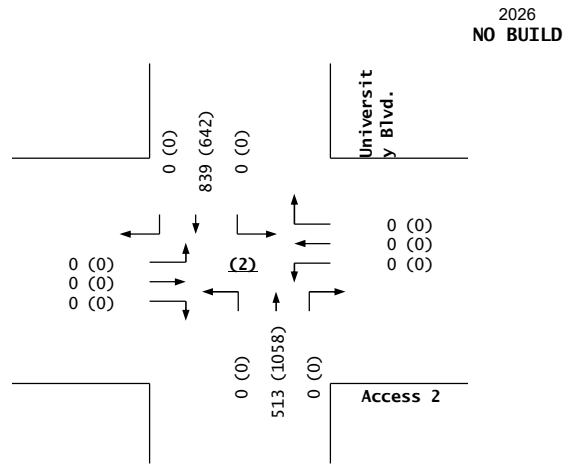
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Access 2)			Westbound (Access 2)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	198	0	0	293	0
Background Traffic Growth	0	0	0	0	0	0	0	40	0	0	59	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	179	0	0	122	0
Background Traffic Growth	0	0	0	0	0	0	0	21	0	0	15	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	513	0	0	839	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	40.00%	50.00%
Percent Commercial Trips Generated(Exiting)	50.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	7	0	0	0	0	0	0	6	0	0	10	13
Subtotal AM Pk Hr. BUILD Volumes	7	0	0	0	0	0	0	519	0	0	849	13
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	7	0	0	0	0	0	0	519	0	0	849	13

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Access 2)			Westbound (Access 2)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	275	0	0	168	0
Background Traffic Growth	0	0	0	0	0	0	0	55	0	0	34	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	240	0	0	199	0
Background Traffic Growth	0	0	0	0	0	0	0	29	0	0	24	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,058	0	0	642	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	40.00%	50.00%
Percent Commercial Trips Generated(Exiting)	50.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	96	0	2	0	0	0	4	77	0	0	144	181
Subtotal PM Pk Hr. BUILD Volumes	96	0	2	0	0	0	4	1,135	0	0	786	181
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	96	0	2	0	0	0	4	1,135	0	0	786	181

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Access 2 / University Blvd.

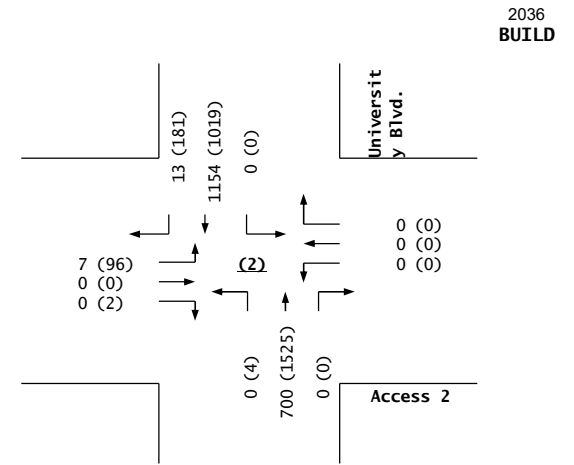
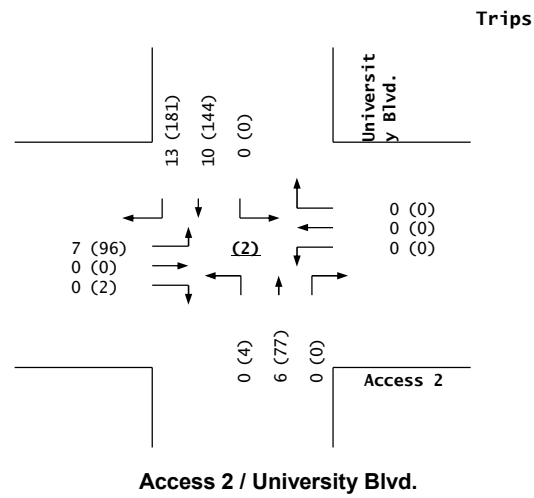
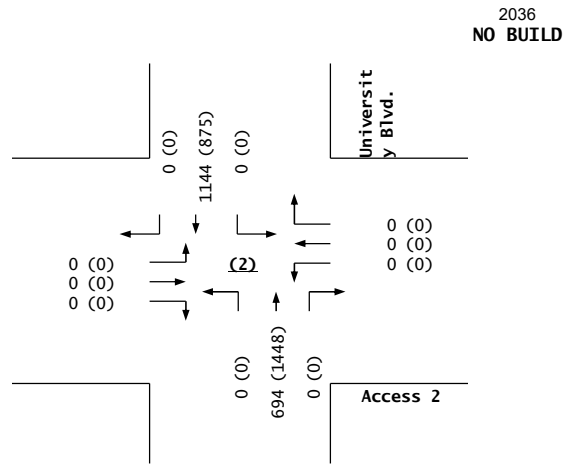
INTERSECTION: E-W Street: **Access 2** (2)
 N-S Street: **University Blvd.**
 Year of Existing Counts: 2021
 Horizon Year: **2036**
 Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Access 2)			Westbound (Access 2)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	198	0	0	293	0
Background Traffic Growth	0	0	0	0	0	0	0	119	0	0	176	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	179	0	0	122	0
Background Traffic Growth	0	0	0	0	0	0	0	93	0	0	63	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Background Traffic Growth	0	0	0	0	0	0	0	30	0	0	140	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	694	0	0	1,144	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	40.00%	50.00%
Percent Commercial Trips Generated(Exiting)	50.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	7	0	0	0	0	0	0	6	0	0	10	13
Subtotal AM Pk Hr. BUILD Volumes	7	0	0	0	0	0	0	700	0	0	1,154	13
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	7	0	0	0	0	0	0	700	0	0	1,154	13

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Access 2)			Westbound (Access 2)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	275	0	0	168	0
Background Traffic Growth	0	0	0	0	0	0	0	165	0	0	101	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	240	0	0	199	0
Background Traffic Growth	0	0	0	0	0	0	0	125	0	0	103	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Background Traffic Growth	0	0	0	0	0	0	0	184	0	0	87	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,448	0	0	875	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	40.00%	50.00%
Percent Commercial Trips Generated(Exiting)	50.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	96	0	2	0	0	0	4	77	0	0	144	181
Subtotal PM Pk Hr. BUILD Volumes	96	0	2	0	0	0	4	1,525	0	0	1,019	181
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	96	0	2	0	0	0	4	1,525	0	0	1,019	181

Number of Commercial Trips Generated

Entering	Exiting		
25	14	A.M.	100% Commercial Development
361	192	P.M.	



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 3

INTERSECTION: E-W Street: **Bobby Foster Rd.** (3)
 N-S Street: **Access 3**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

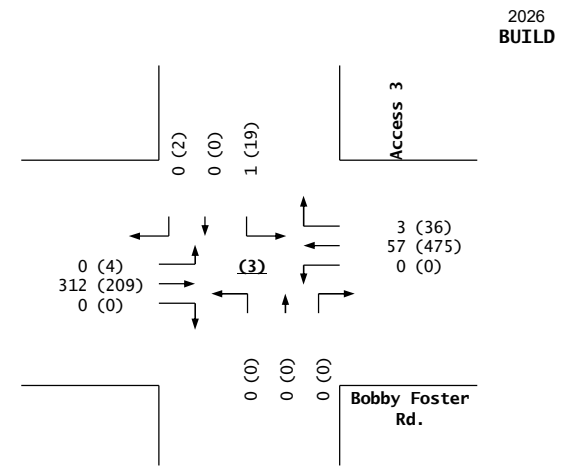
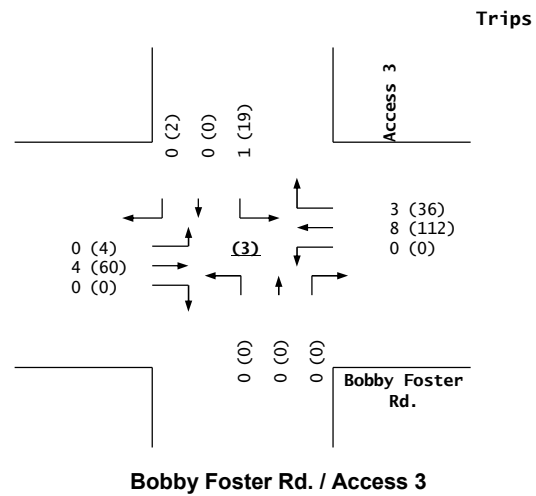
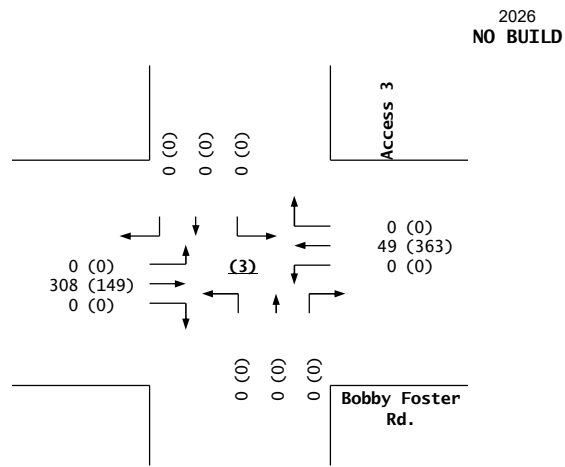
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	0	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	90	0	0	43	0	0	0	0	0	0	0
Background Traffic Growth	0	11	0	0	5	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	308	0	0	49	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	1.00%	0.00%	0.00%	0.00%	31.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	31.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	1.00%
Total Trips Generated	0	4	0	0	8	3	0	0	0	1	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	312	0	0	57	3	0	0	0	1	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	312	0	0	57	3	0	0	0	1	0	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	2	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	71	0	0	93	0	0	0	0	0	0	0
Background Traffic Growth	0	9	0	0	11	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	149	0	0	363	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	1.00%	0.00%	0.00%	0.00%	31.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	31.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	1.00%
Total Trips Generated	4	60	0	0	112	36	0	0	0	19	0	2
Subtotal PM Pk Hr. BUILD Volumes	4	209	0	0	475	36	0	0	0	19	0	2
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	4	209	0	0	475	36	0	0	0	19	0	2

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 3

INTERSECTION: E-W Street: **Bobby Foster Rd.** (3)
 N-S Street: **Access 3**
 Year of Existing Counts: 2021
 Horizon Year: 2036
 Growth Rates

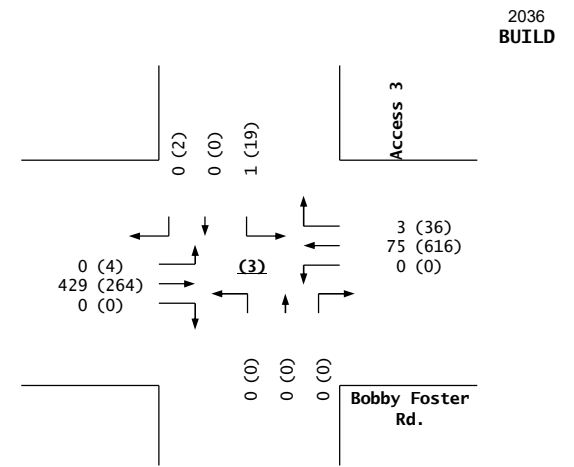
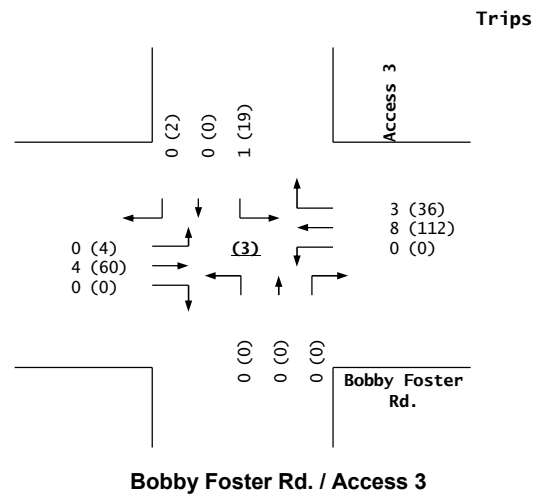
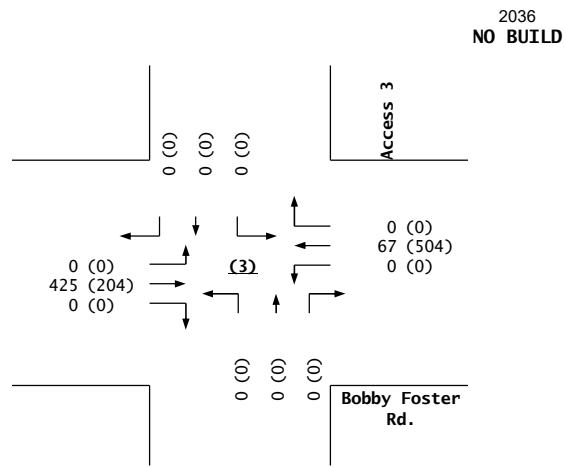
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	12	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	90	0	0	43	0	0	0	0	0	0	0
Background Traffic Growth	0	47	0	0	22	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	73	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	425	0	0	67	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	1.00%	0.00%	0.00%	0.00%	31.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	31.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	1.00%
Total Trips Generated	0	4	0	0	8	3	0	0	0	1	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	429	0	0	75	3	0	0	0	1	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	429	0	0	75	3	0	0	0	1	0	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	5	0	0	4	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	71	0	0	93	0	0	0	0	0	0	0
Background Traffic Growth	0	37	0	0	48	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	24	0	0	101	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	204	0	0	504	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	1.00%	0.00%	0.00%	0.00%	31.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	31.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	1.00%
Total Trips Generated	4	60	0	0	112	36	0	0	0	19	0	2
Subtotal PM Pk Hr. BUILD Volumes	4	264	0	0	616	36	0	0	0	19	0	2
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	4	264	0	0	616	36	0	0	0	19	0	2

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 4

INTERSECTION: E-W Street: **Bobby Foster Rd.** (4)
 N-S Street: **Access 4**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

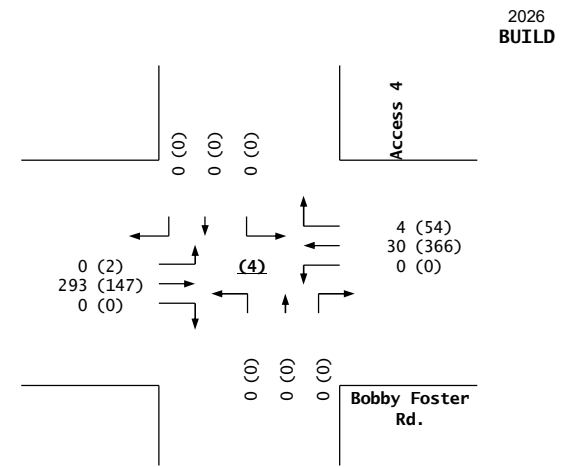
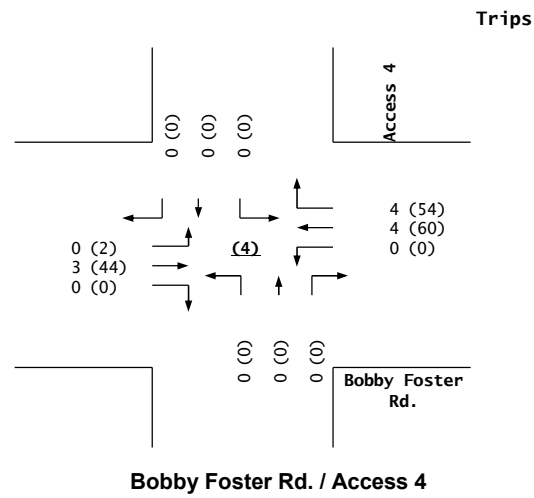
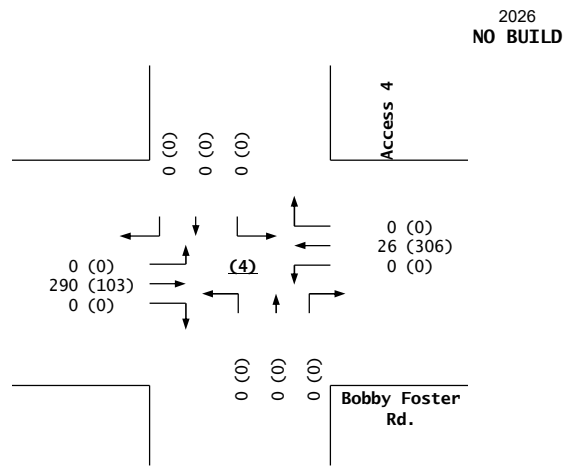
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 4)			Southbound (Access 4)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	0	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	9	0	0	3	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	290	0	0	26	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.50%	1.00%	0.00%	0.00%	16.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	21.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	3	0	0	4	4	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	293	0	0	30	4	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	293	0	0	30	4	0	0	0	0	0	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 4)			Southbound (Access 4)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	2	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	5	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	103	0	0	306	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.50%	1.00%	0.00%	0.00%	16.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	21.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	44	0	0	60	54	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	2	147	0	0	366	54	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	2	147	0	0	366	54	0	0	0	0	0	0

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 4

INTERSECTION: E-W Street: **Bobby Foster Rd.** (4)

N-S Street: **Access 4**

Year of Existing Counts 2021

Horizon Year 2036

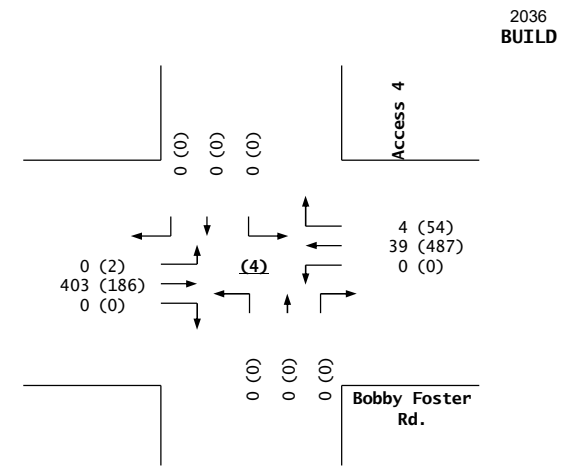
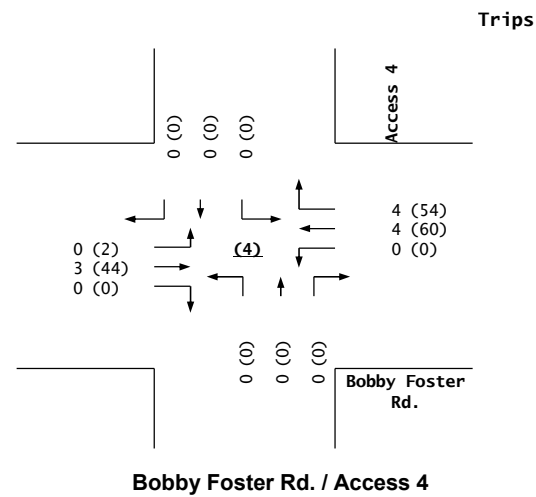
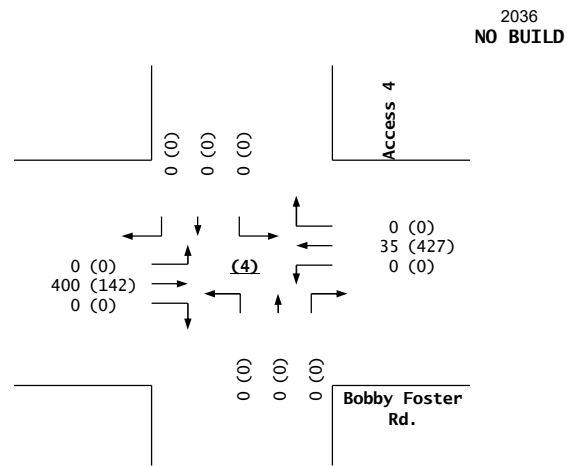
Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 4)			Southbound (Access 4)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	12	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	38	0	0	11	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	73	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	400	0	0	35	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.50%	1.00%	0.00%	0.00%	16.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	21.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	3	0	0	4	4	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	403	0	0	39	4	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	403	0	0	39	4	0	0	0	0	0	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 4)			Southbound (Access 4)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	5	0	0	4	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	16	0	0	22	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	24	0	0	101	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	142	0	0	427	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.50%	1.00%	0.00%	0.00%	16.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	21.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	44	0	0	60	54	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	2	186	0	0	487	54	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	2	186	0	0	487	54	0	0	0	0	0	0

	Entering	Exiting	
Number of Commercial Trips Generated	25	14	A.M.
	361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 5

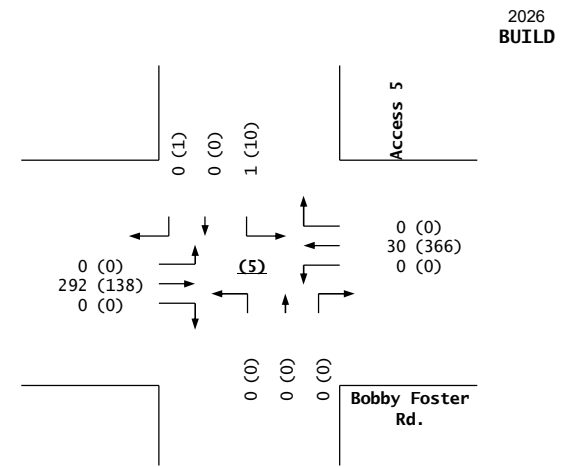
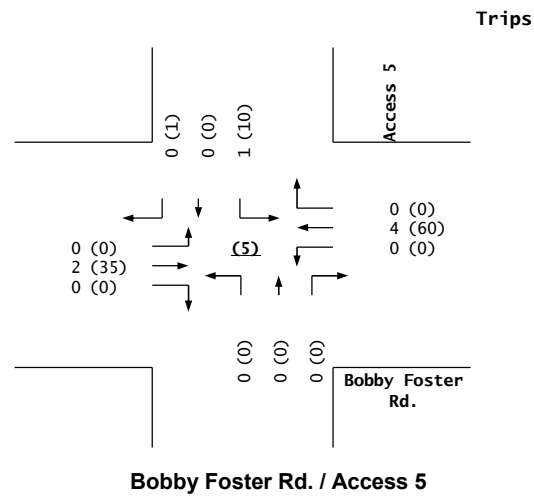
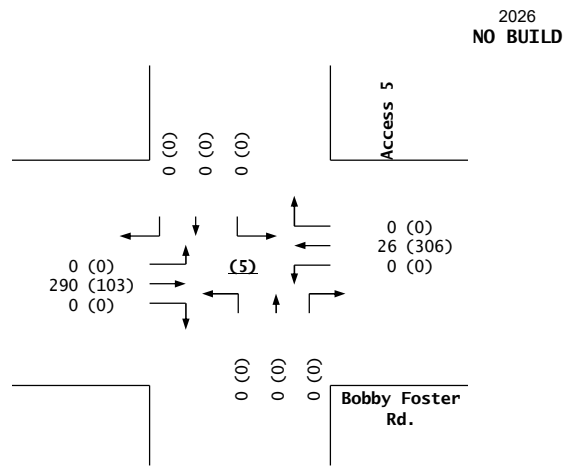
INTERSECTION: E-W Street: **Bobby Foster Rd.** (5)
 N-S Street: **Access 5**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 5)			Southbound (Access 5)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	0	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	9	0	0	3	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	290	0	0	26	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	1.00%	0.00%	0.00%	16.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	16.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.50%
Total Trips Generated	0	2	0	0	4	0	0	0	0	1	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	292	0	0	30	0	0	0	0	1	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	292	0	0	30	0	0	0	0	1	0	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 5)			Southbound (Access 5)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	2	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	5	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	103	0	0	306	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	1.00%	0.00%	0.00%	16.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	16.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.50%
Total Trips Generated	0	35	0	0	60	0	0	0	0	10	0	1
Subtotal PM Pk Hr. BUILD Volumes	0	138	0	0	366	0	0	0	0	10	0	1
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	138	0	0	366	0	0	0	0	10	0	1

Number of Commercial Trips Generated

Entering	Exiting		
25	14	A.M.	100% Commercial Development
361	192	P.M.	



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 5

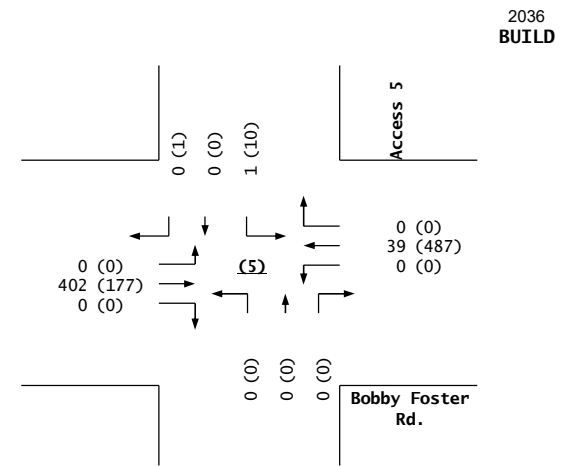
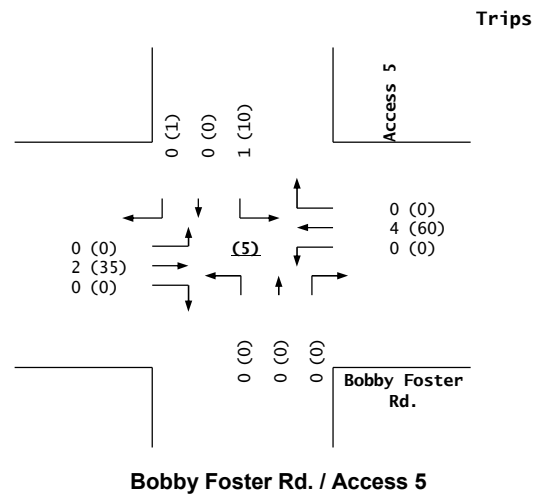
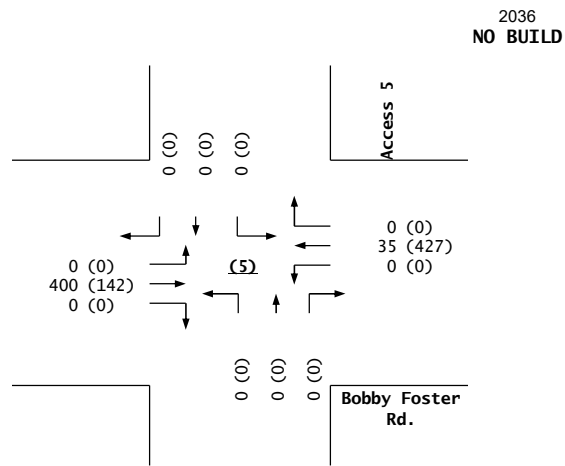
INTERSECTION: E-W Street: **Bobby Foster Rd.** (5)
 N-S Street: **Access 5**
 Year of Existing Counts: 2021
 Horizon Year: 2036
 Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 5)			Southbound (Access 5)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	12	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	38	0	0	11	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	73	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	400	0	0	35	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	1.00%	0.00%	0.00%	16.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	16.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.50%
Total Trips Generated	0	2	0	0	4	0	0	0	0	1	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	402	0	0	39	0	0	0	0	1	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	402	0	0	39	0	0	0	0	1	0	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 5)			Southbound (Access 5)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	5	0	0	4	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	16	0	0	22	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	24	0	0	101	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	142	0	0	427	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	1.00%	0.00%	0.00%	16.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	16.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.50%
Total Trips Generated	0	35	0	0	60	0	0	0	0	10	0	1
Subtotal PM Pk Hr. BUILD Volumes	0	177	0	0	487	0	0	0	0	10	0	1
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	177	0	0	487	0	0	0	0	10	0	1

Number of Commercial Trips Generated

Entering	Exiting		
25	14	A.M.	100% Commercial Development
361	192	P.M.	



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 6

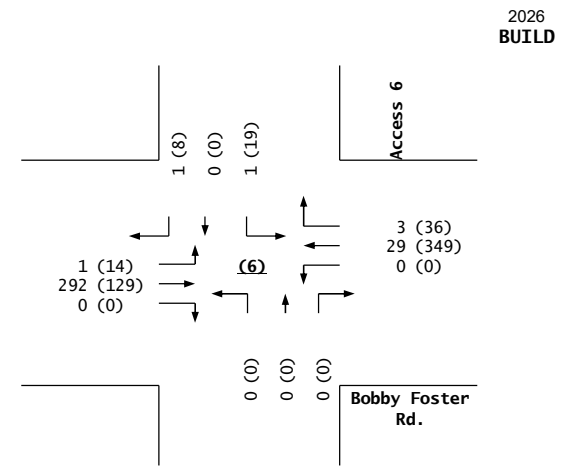
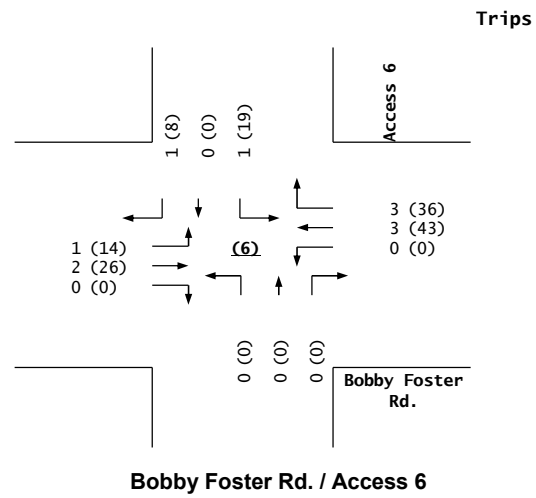
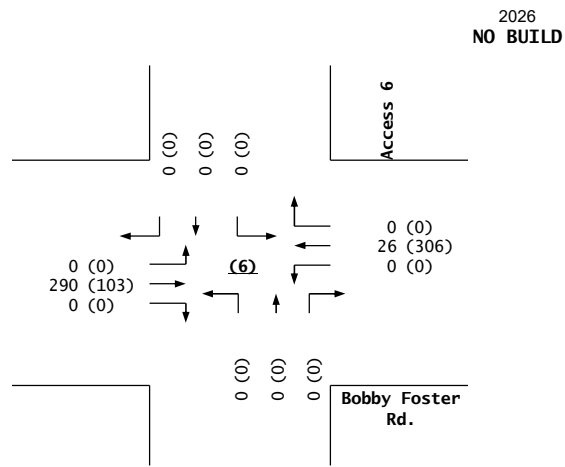
INTERSECTION: E-W Street: **Bobby Foster Rd.** (6)
 N-S Street: **Access 6**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 6)			Southbound (Access 6)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	0	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	9	0	0	3	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	290	0	0	26	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	4.00%	1.50%	0.00%	0.00%	11.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	11.00%	0.00%	0.00%	1.50%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	4.00%
Total Trips Generated	1	2	0	0	3	3	0	0	0	1	0	1
Subtotal AM Pk Hr. BUILD Volumes	1	292	0	0	29	3	0	0	0	1	0	1
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	1	292	0	0	29	3	0	0	0	1	0	1

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 6)			Southbound (Access 6)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	2	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	5	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	103	0	0	306	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	4.00%	1.50%	0.00%	0.00%	11.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	11.00%	0.00%	0.00%	1.50%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	4.00%
Total Trips Generated	14	26	0	0	43	36	0	0	0	19	0	8
Subtotal PM Pk Hr. BUILD Volumes	14	129	0	0	349	36	0	0	0	19	0	8
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	14	129	0	0	349	36	0	0	0	19	0	8

Highlighted Cells indicate full-build condition where a greater % than expected are distributed through Access 6. This was requested by J. Luna (BERNCO) in lieu of analyzing Phase I and II separately from the full-build condition.

	Entering	Exiting		
Number of Commercial Trips Generated	25	14	A.M.	100% Commercial Development
	361	192	P.M.	



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 6

INTERSECTION: E-W Street: **Bobby Foster Rd.** (6)
 N-S Street: **Access 6**
 Year of Existing Counts: 2021
 Horizon Year: **2036**
 Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 6)			Southbound (Access 6)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	12	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	38	0	0	11	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	73	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	400	0	0	35	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	4.00%	1.50%	0.00%	0.00%	11.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	11.00%	0.00%	0.00%	1.50%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	4.00%
Total Trips Generated	1	2	0	0	3	3	0	0	0	1	0	1
Subtotal AM Pk Hr. BUILD Volumes	1	402	0	0	38	3	0	0	0	1	0	1
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	1	402	0	0	38	3	0	0	0	1	0	1

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 6)			Southbound (Access 6)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	5	0	0	4	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	16	0	0	22	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	24	0	0	101	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	142	0	0	427	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	4.00%	1.50%	0.00%	0.00%	11.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	11.00%	0.00%	0.00%	1.50%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	4.00%
Total Trips Generated	14	26	0	0	43	36	0	0	0	19	0	8
Subtotal PM Pk Hr. BUILD Volumes	14	168	0	0	470	36	0	0	0	19	0	8
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	14	168	0	0	470	36	0	0	0	19	0	8

Highlighted Cells indicate full-build condition where a greater % than expected are distributed through Access 6. This was requested by J. Luna (BERNCO) in lieu of analyzing Phase I and II separately from the full-build condition.

	Entering	Exiting		
Number of Commercial Trips Generated	25	14	A.M.	100% Commercial Development
	361	192	P.M.	

Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 7

INTERSECTION: E-W Street: **Bobby Foster Rd.** (6)
 N-S Street: **Access 7**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

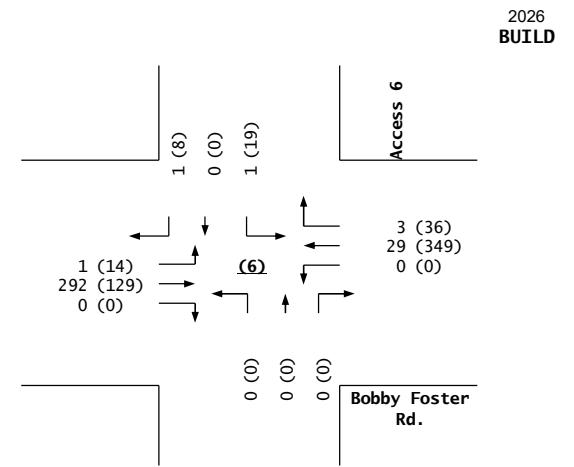
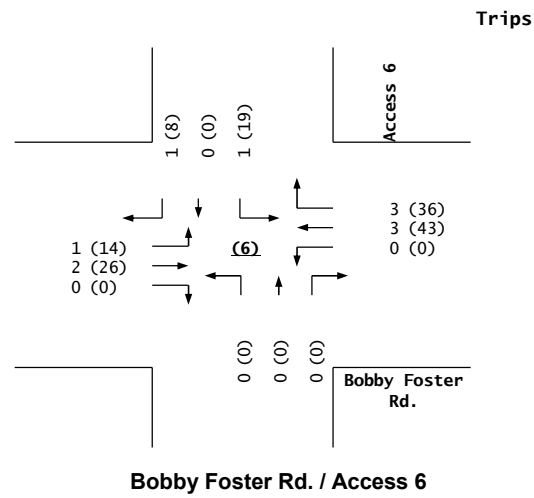
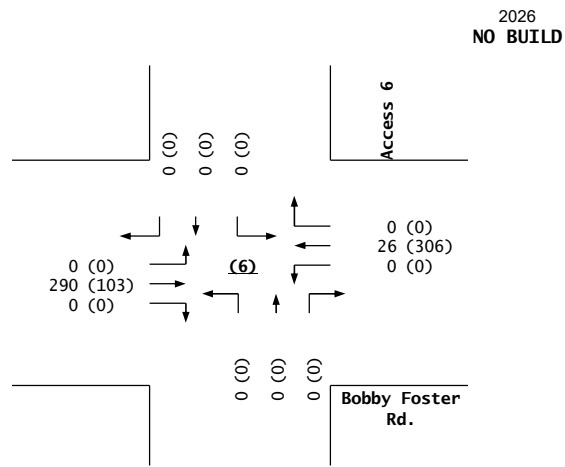
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 7)			Southbound (Access 7)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	0	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	9	0	0	3	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	290	0	0	26	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	6.00%	2.00%	0.00%	0.00%	0.00%	11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	11.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	3	0	0	0	3	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	2	293	0	0	26	3	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	2	293	0	0	26	3	0	0	0	0	0	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 7)			Southbound (Access 7)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	2	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	5	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	103	0	0	306	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	6.00%	2.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	11.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	22	28	0	0	4	18	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	22	131	0	0	310	18	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	22	131	0	0	310	18	0	0	0	0	0	0

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 7

INTERSECTION: E-W Street: **Bobby Foster Rd.** (6)
 N-S Street: **Access 7**
 Year of Existing Counts: 2021
 Horizon Year: **2036**
 Growth Rates

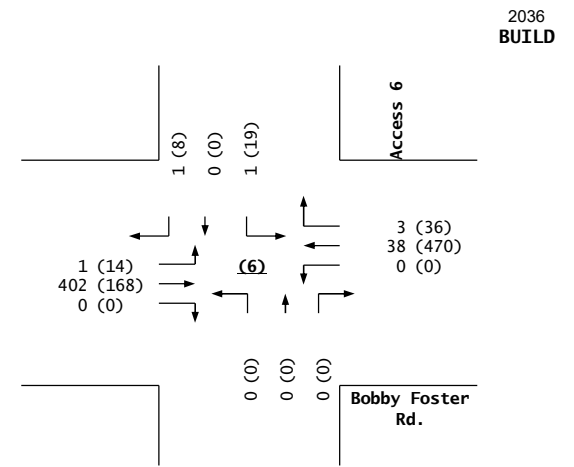
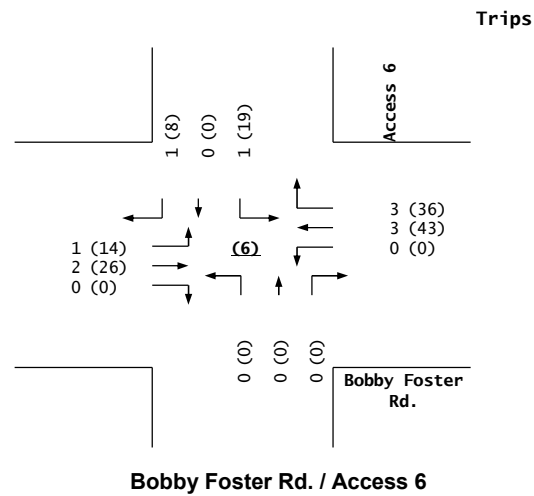
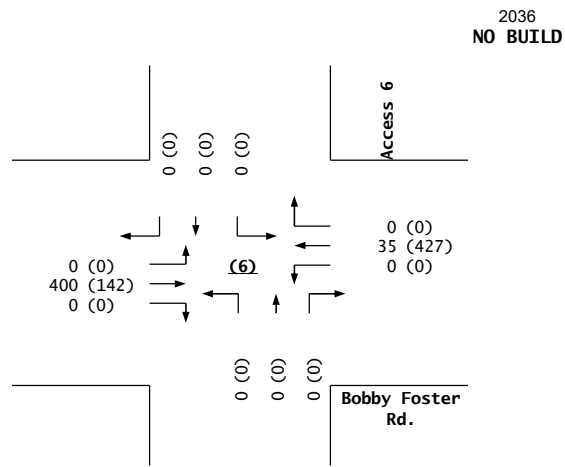
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 7)			Southbound (Access 7)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	12	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	38	0	0	11	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	73	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	400	0	0	35	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	6.00%	2.00%	0.00%	0.00%	0.00%	11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	11.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	3	0	0	0	3	0	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	2	403	0	0	35	3	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	2	403	0	0	35	3	0	0	0	0	0	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 7)			Southbound (Access 7)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	5	0	0	4	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	16	0	0	22	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	24	0	0	101	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	142	0	0	427	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	6.00%	2.00%	0.00%	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	11.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	22	28	0	0	4	18	0	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	22	170	0	0	431	18	0	0	0	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	22	170	0	0	431	18	0	0	0	0	0	0

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 8

INTERSECTION: E-W Street: **Bobby Foster Rd.** (8)
 N-S Street: **Access 8**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

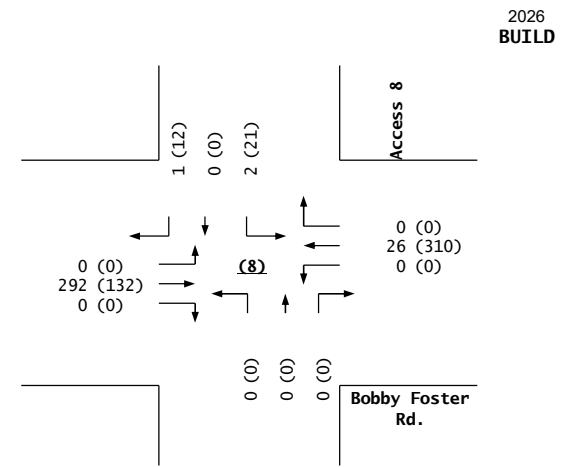
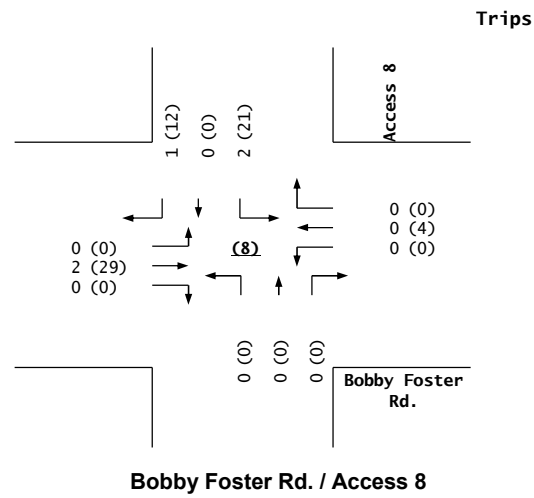
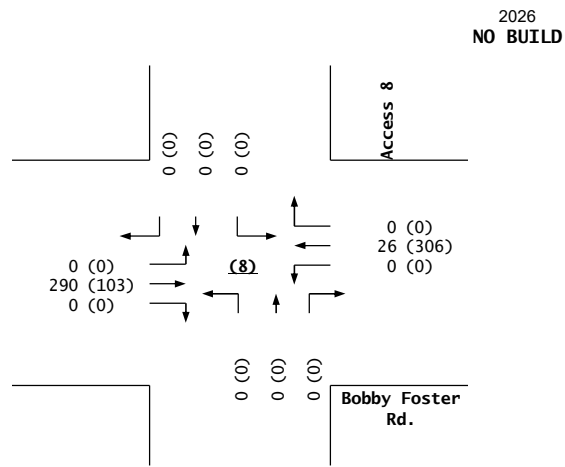
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 8)			Southbound (Access 8)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	0	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	9	0	0	3	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	290	0	0	26	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	11.00%	0.00%	6.00%
Total Trips Generated	0	2	0	0	0	0	0	0	0	2	0	1
Subtotal AM Pk Hr. BUILD Volumes	0	292	0	0	26	0	0	0	0	2	0	1
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	292	0	0	26	0	0	0	0	2	0	1

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 8)			Southbound (Access 8)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	2	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	5	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	103	0	0	306	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	11.00%	0.00%	6.00%
Total Trips Generated	0	29	0	0	4	0	0	0	0	21	0	12
Subtotal PM Pk Hr. BUILD Volumes	0	132	0	0	310	0	0	0	0	21	0	12
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	132	0	0	310	0	0	0	0	21	0	12

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 8

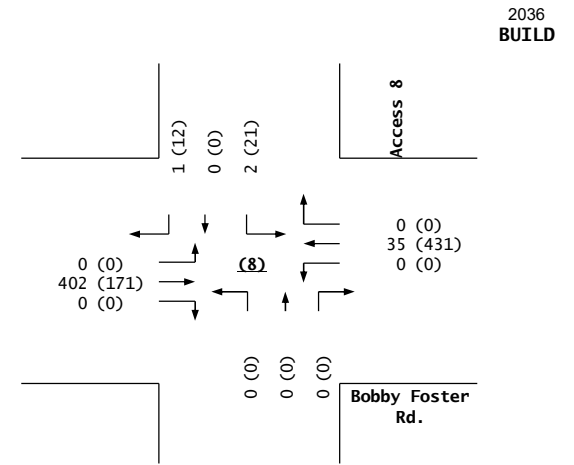
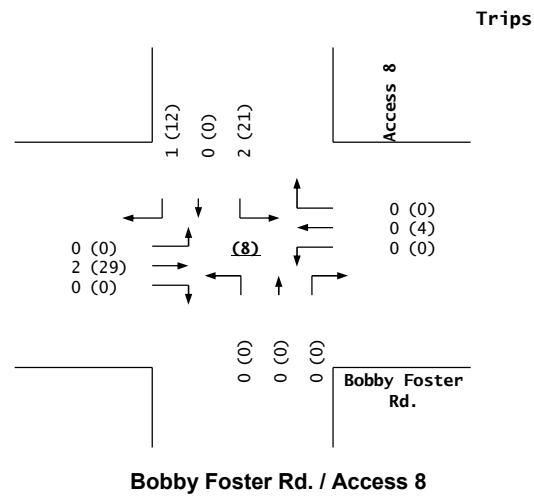
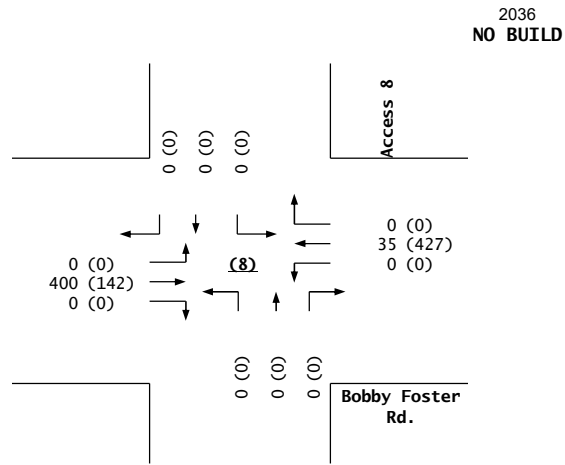
INTERSECTION: E-W Street: **Bobby Foster Rd.** (8)
 N-S Street: **Access 8**
 Year of Existing Counts: 2021
 Horizon Year: 2036
 Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 8)			Southbound (Access 8)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	12	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Background Traffic Growth	0	38	0	0	11	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	73	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	400	0	0	35	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	11.00%	0.00%	6.00%
Total Trips Generated	0	2	0	0	0	0	0	0	0	2	0	1
Subtotal AM Pk Hr. BUILD Volumes	0	402	0	0	35	0	0	0	0	2	0	1
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	402	0	0	35	0	0	0	0	2	0	1

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 8)			Southbound (Access 8)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	6	0	0	0	0	0	0	0
Background Traffic Growth	0	5	0	0	4	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	30	0	0	42	0	0	0	0	0	0	0
Background Traffic Growth	0	16	0	0	22	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Background Traffic Growth	0	24	0	0	101	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	142	0	0	427	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	11.00%	0.00%	6.00%
Total Trips Generated	0	29	0	0	4	0	0	0	0	21	0	12
Subtotal PM Pk Hr. BUILD Volumes	0	171	0	0	431	0	0	0	0	21	0	12
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	171	0	0	431	0	0	0	0	21	0	12

Number of Commercial Trips Generated

Entering	Exiting		
25	14	A.M.	100% Commercial Development
361	192	P.M.	



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / University Blvd.

INTERSECTION: E-W Street: **Bobby Foster Rd.** (9)
 N-S Street: **University Blvd.**
 Year of Existing Counts: 2021
 Implementation Year: **2026**
 Growth Rates

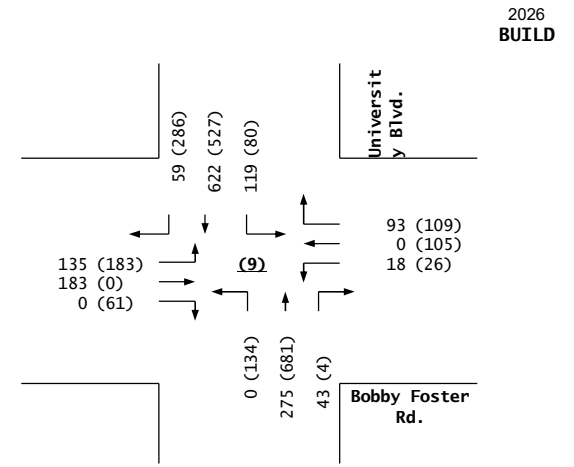
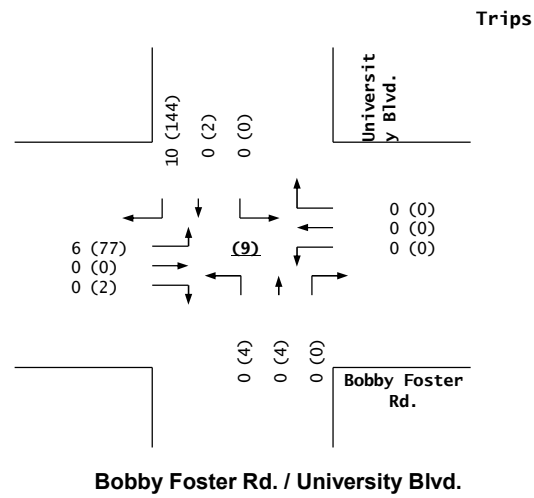
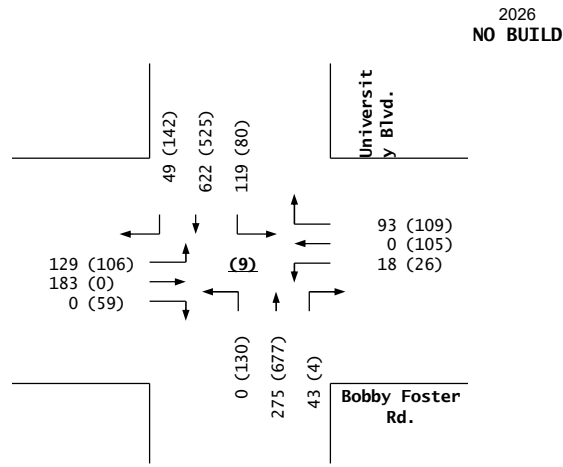
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	1	0	41	0	68	8	99	171	0
Background Traffic Growth	0	0	0	0	0	8	0	14	2	20	34	0
Montage Units DATA YR. 2023	115	0	0	0	0	0	0	105	8	0	77	44
Background Traffic Growth	14	0	0	0	0	0	0	13	1	0	9	5
Albuquerque Studios DATA YR. 2026	0	183	0	17	0	44	0	75	24	0	331	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	129	183	0	18	0	93	0	275	43	119	622	49
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	40.00%
Percent Commercial Trips Generated(Exiting)	40.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	6	0	0	0	0	0	0	0	0	0	0	10
Subtotal AM Pk Hr. BUILD Volumes	135	183	0	18	0	93	0	275	43	119	622	59
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	135	183	0	18	0	93	0	275	43	119	622	59

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	5	0	49	0	114	2	36	102	0
Background Traffic Growth	0	0	0	1	0	10	0	23	0	7	20	0
Montage Units DATA YR. 2023	95	0	0	0	0	0	0	145	2	0	135	112
Background Traffic Growth	11	0	0	0	0	0	0	17	0	0	16	13
Albuquerque Studios DATA YR. 2026	0	0	59	20	105	50	130	378	0	37	252	17
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	106	0	59	26	105	109	130	677	4	80	525	142
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	40.00%
Percent Commercial Trips Generated(Exiting)	40.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	77	0	2	0	0	0	4	4	0	0	2	144
Subtotal PM Pk Hr. BUILD Volumes	183	0	61	26	105	109	134	681	4	80	527	286
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	183	0	61	26	105	109	134	681	4	80	527	286

Number of Commercial Trips Generated

Entering	25	14	A.M.
Exiting	361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / University Blvd.

INTERSECTION: E-W Street: **Bobby Foster Rd.** (9)
 N-S Street: **University Blvd.**
 Year of Existing Counts: 2021
 Horizon Year: **2036**
 Growth Rates

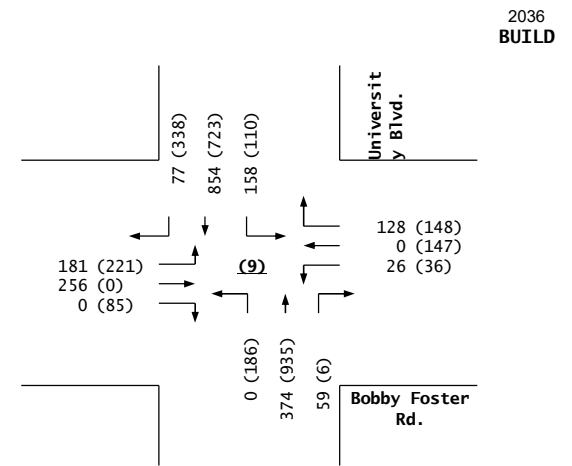
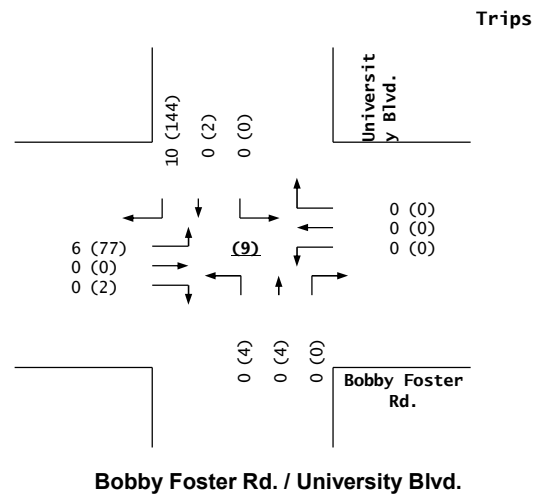
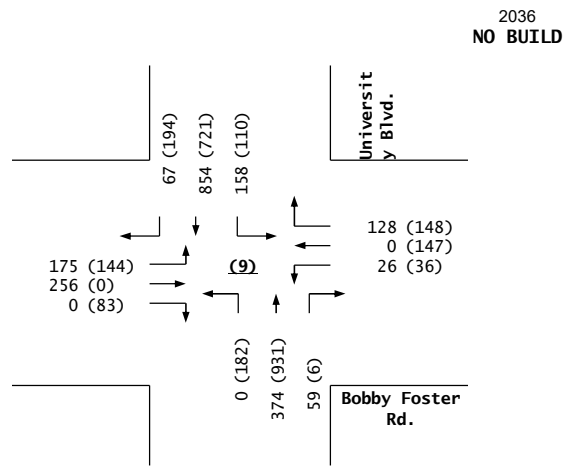
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	1	0	41	0	68	8	99	171	0
Background Traffic Growth	0	0	0	1	0	25	0	41	5	59	103	0
Montage Units DATA YR. 2023	115	0	0	0	0	0	0	105	8	0	77	44
Background Traffic Growth	60	0	0	0	0	0	0	55	4	0	40	23
Albuquerque Studios DATA YR. 2026	0	183	0	17	0	44	0	75	24	0	331	0
Background Traffic Growth	0	73	0	7	0	18	0	30	10	0	132	0
Subtotal (NO BUILD - A.M.)	175	256	0	26	0	128	0	374	59	158	854	67
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	40.00%
Percent Commercial Trips Generated(Exiting)	40.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	6	0	0	0	0	0	0	0	0	0	0	10
Subtotal AM Pk Hr. BUILD Volumes	181	256	0	26	0	128	0	374	59	158	854	77
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	181	256	0	26	0	128	0	374	59	158	854	77

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	5	0	49	0	114	2	36	102	0
Background Traffic Growth	0	0	0	3	0	29	0	68	1	22	61	0
Montage Units DATA YR. 2023	95	0	0	0	0	0	0	145	2	0	135	112
Background Traffic Growth	49	0	0	0	0	0	0	75	1	0	70	58
Albuquerque Studios DATA YR. 2026	0	0	59	20	105	50	130	378	0	37	252	17
Background Traffic Growth	0	0	24	8	42	20	52	151	0	15	101	7
Subtotal (NO BUILD - P.M.)	144	0	83	36	147	148	182	931	6	110	721	194
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	40.00%
Percent Commercial Trips Generated(Exiting)	40.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	77	0	2	0	0	0	4	4	0	0	2	144
Subtotal PM Pk Hr. BUILD Volumes	221	0	85	36	147	148	186	935	6	110	723	338
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	221	0	85	36	147	148	186	935	6	110	723	338

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Fritts Crossing / University Blvd.

INTERSECTION: E-W Street: **Fritts Crossing** (10)

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

Year of Existing Counts 2021

Implementation Year 2026

Growth Rates

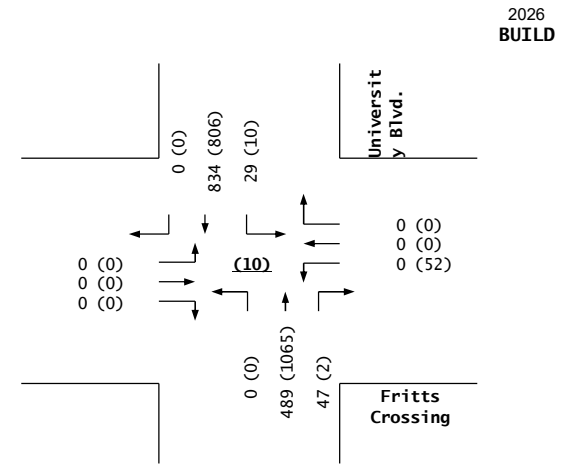
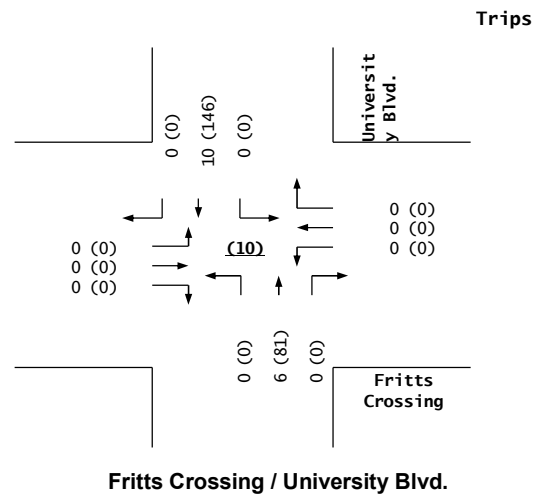
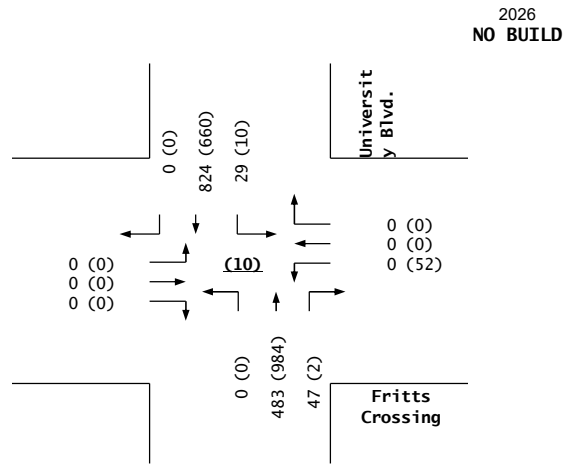
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Fritts Crossing)			Westbound (Fritts Crossing)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	173	1	24	281	0
Background Traffic Growth	0	0	0	0	0	0	0	35	0	5	56	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	179	41	0	122	0
Background Traffic Growth	0	0	0	0	0	0	0	21	5	0	15	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	483	47	29	824	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	40.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	6	0	0	10	0
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	0	0	0	0	489	47	29	834	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	489	47	29	834	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Fritts Crossing)			Westbound (Fritts Crossing)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	213	2	8	183	0
Background Traffic Growth	0	0	0	0	0	0	0	43	0	2	37	0
Montage Units DATA YR. 2023	0	0	0	46	0	0	0	240	0	0	199	0
Background Traffic Growth	0	0	0	6	0	0	0	29	0	0	24	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	52	0	0	0	984	2	10	660	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	40.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	81	0	0	146	0
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	52	0	0	0	1,065	2	10	806	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	52	0	0	0	1,065	2	10	806	0

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Fritts Crossing / University Blvd.

INTERSECTION: E-W Street: **Fritts Crossing** (10)

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

Year of Existing Counts 2021

Horizon Year 2036

Growth Rates

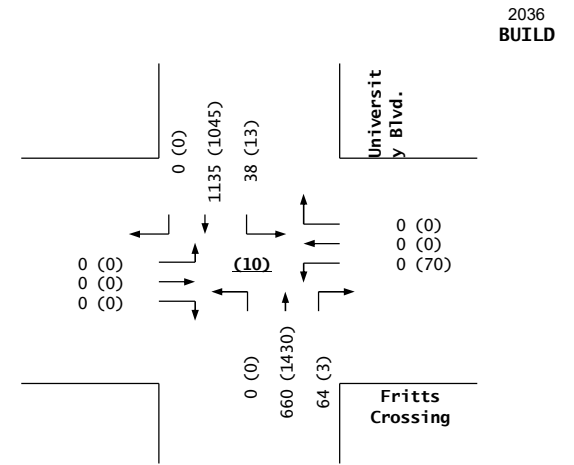
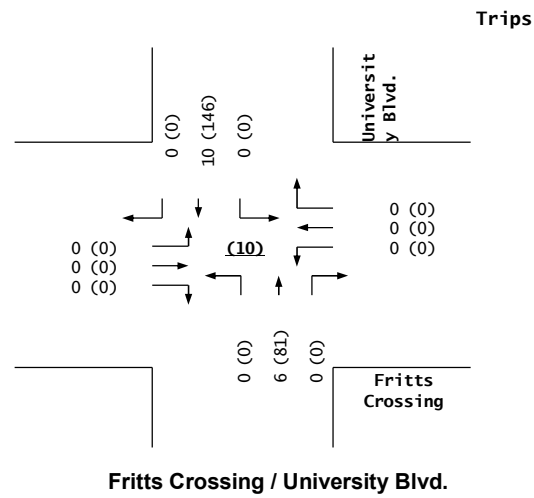
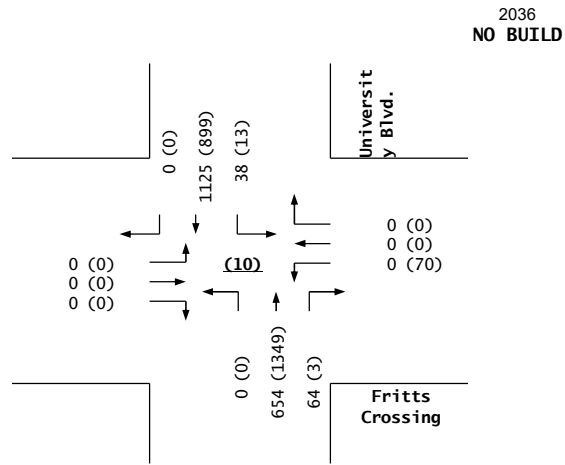
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Fritts Crossing)			Westbound (Fritts Crossing)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	173	1	24	281	0
Background Traffic Growth	0	0	0	0	0	0	0	104	1	14	169	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	179	41	0	122	0
Background Traffic Growth	0	0	0	0	0	0	0	93	21	0	63	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Background Traffic Growth	0	0	0	0	0	0	0	30	0	0	140	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	654	64	38	1,125	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	40.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	6	0	0	10	0
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	0	0	0	0	660	64	38	1,135	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	0	0	0	0	660	64	38	1,135	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Fritts Crossing)			Westbound (Fritts Crossing)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	213	2	8	183	0
Background Traffic Growth	0	0	0	0	0	0	0	128	1	5	110	0
Montage Units DATA YR. 2023	0	0	0	46	0	0	0	240	0	0	199	0
Background Traffic Growth	0	0	0	24	0	0	0	125	0	0	103	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Background Traffic Growth	0	0	0	0	0	0	0	184	0	0	87	0
Subtotal (NO BUILD - P.M.)	0	0	0	70	0	0	0	1,349	3	13	899	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	40.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%	1.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	81	0	0	146	0
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	70	0	0	0	1,430	3	13	1,045	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	70	0	0	0	1,430	3	13	1,045	0

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Crick Ave. / University Blvd.

INTERSECTION :

E-W Street: **Crick Ave.**

(11)

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

Year of Existing Counts

2021

Implementation Year

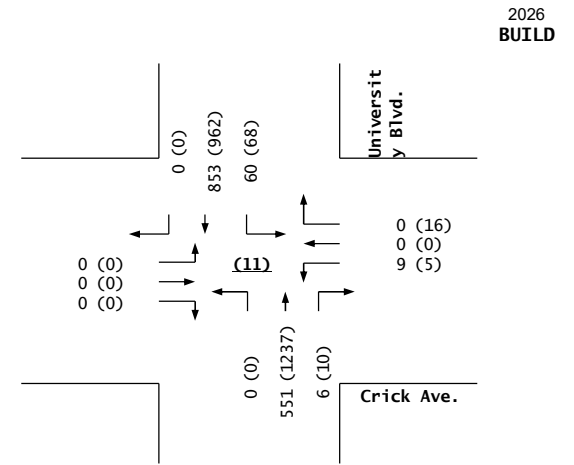
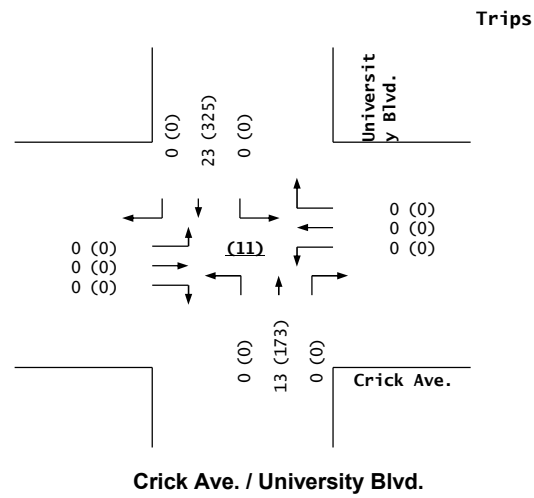
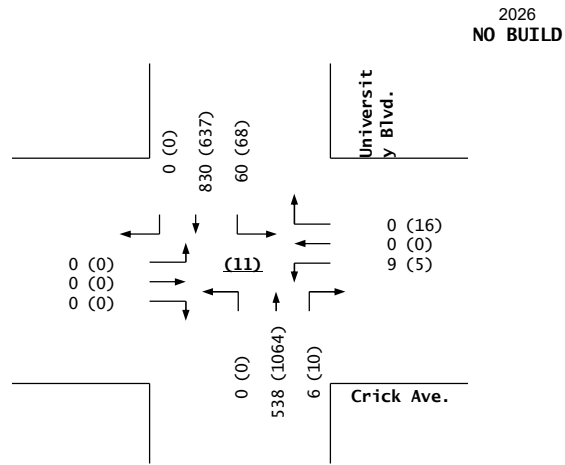
2026

Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Crick Ave.)			Westbound (Crick Ave.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	219	5	50	293	0
Background Traffic Growth	0	0	0	0	0	0	0	44	1	10	59	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	179	0	0	122	0
Background Traffic Growth	0	0	0	0	0	0	0	21	0	0	15	0
Albuquerque Studios DATA YR. 2026	0	0	0	9	0	0	0	75	0	0	341	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	9	0	0	0	538	6	60	830	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	13	0	0	23	0
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	9	0	0	0	551	6	60	853	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	9	0	0	0	551	6	60	853	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Crick Ave.)			Westbound (Crick Ave.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	280	3	34	168	0
Background Traffic Growth	0	0	0	0	0	0	0	56	1	7	34	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	240	0	0	199	0
Background Traffic Growth	0	0	0	0	0	0	0	29	0	0	24	0
Albuquerque Studios DATA YR. 2026	0	0	0	5	0	16	0	459	6	27	212	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	5	0	16	0	1,064	10	68	637	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	173	0	0	325	0
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	5	0	16	0	1,237	10	68	962	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	5	0	16	0	1,237	10	68	962	0

	Entering	Exiting	
Number of Commercial Trips Generated	25	14	A.M.
	361	192	P.M.
			100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Crick Ave. / University Blvd.

INTERSECTION: E-W Street: **Crick Ave.** (10)
 N-S Street: **University Blvd.**
 Year of Existing Counts: 2021
 Horizon Year: 2036
 Growth Rates

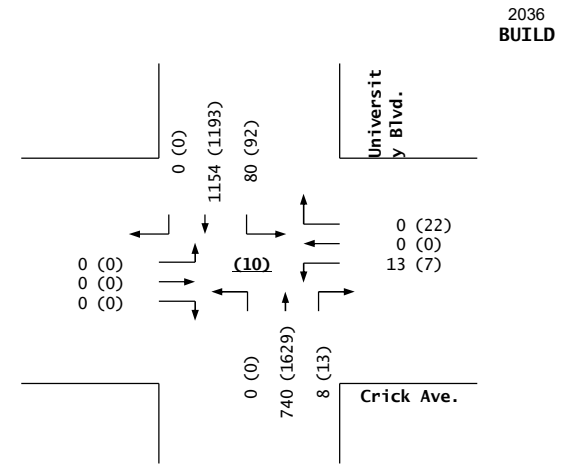
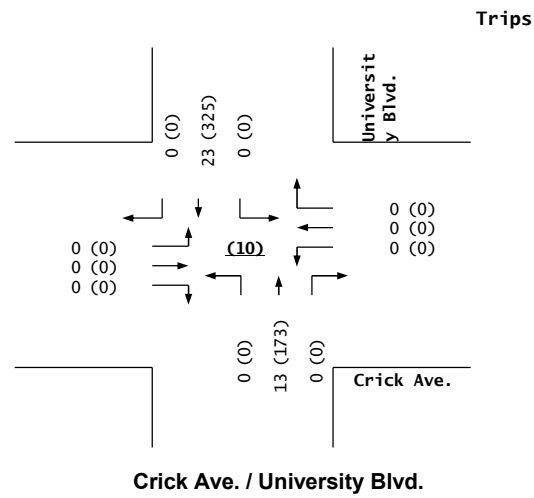
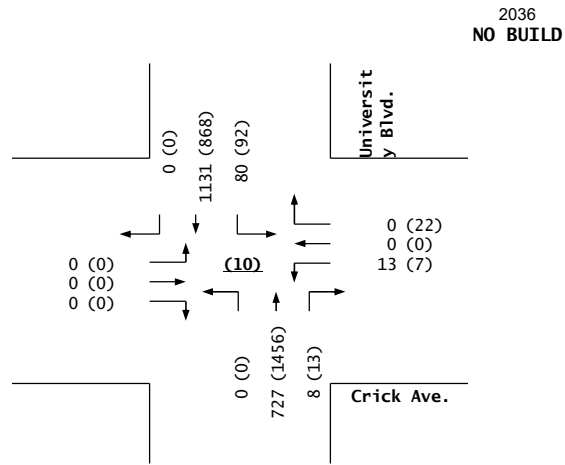
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Crick Ave.)			Westbound (Crick Ave.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	219	5	50	293	0
Background Traffic Growth	0	0	0	0	0	0	0	131	3	30	176	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	179	0	0	122	0
Background Traffic Growth	0	0	0	0	0	0	0	93	0	0	63	0
Albuquerque Studios DATA YR. 2026	0	0	0	9	0	0	0	75	0	0	341	0
Background Traffic Growth	0	0	0	4	0	0	0	30	0	0	136	0
Subtotal (NO BUILD - A.M.)	0	0	0	13	0	0	0	727	8	80	1,131	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	13	0	0	23	0
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	13	0	0	0	740	8	80	1,154	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	13	0	0	0	740	8	80	1,154	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Crick Ave.)			Westbound (Crick Ave.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	280	3	34	168	0
Background Traffic Growth	0	0	0	0	0	0	0	168	2	20	101	0
Montage Units DATA YR. 2023	0	0	0	0	0	0	0	240	0	0	199	0
Background Traffic Growth	0	0	0	0	0	0	0	125	0	0	103	0
Albuquerque Studios DATA YR. 2026	0	0	0	5	0	16	0	459	6	27	212	0
Background Traffic Growth	0	0	0	2	0	6	0	184	2	11	85	0
Subtotal (NO BUILD - P.M.)	0	0	0	7	0	22	0	1,456	13	92	868	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	173	0	0	325	0
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	7	0	22	0	1,629	13	92	1,193	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	7	0	22	0	1,629	13	92	1,193	0

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Rio Bravo Blvd. / University Blvd.

INTERSECTION: E-W Street: **Rio Bravo Blvd.** (12)

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

Year of Existing Counts 2021

Implementation Year 2026

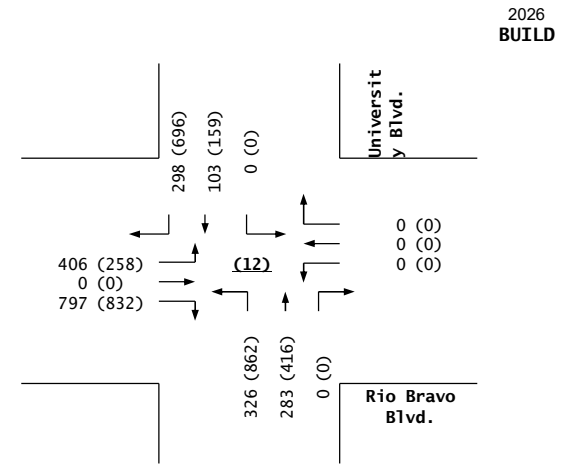
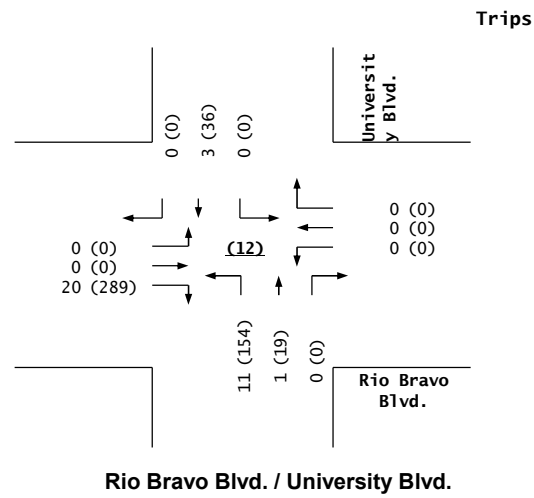
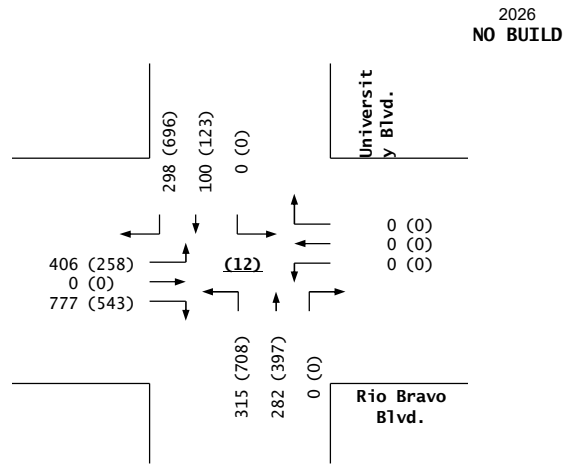
Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	338	0	293	0	0	0	58	210	0	0	39	248
Background Traffic Growth	68	0	59	0	0	0	12	42	0	0	8	50
Montage Units DATA YR. 2023	0	0	109	0	0	0	159	20	0	0	13	0
Background Traffic Growth	0	0	13	0	0	0	19	2	0	0	2	0
Albuquerque Studios DATA YR. 2026	0	0	303	0	0	0	67	8	0	0	38	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	406	0	777	0	0	0	315	282	0	0	100	298
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	80.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	20	0	0	0	11	1	0	0	3	0
Subtotal AM Pk Hr. BUILD Volumes	406	0	797	0	0	0	326	283	0	0	103	298
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	406	0	797	0	0	0	326	283	0	0	103	298

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	215	0	131	0	0	0	50	264	0	0	62	580
Background Traffic Growth	43	0	26	0	0	0	10	53	0	0	12	116
Montage Units DATA YR. 2023	0	0	177	0	0	0	214	26	0	0	22	0
Background Traffic Growth	0	0	21	0	0	0	26	3	0	0	3	0
Albuquerque Studios DATA YR. 2026	0	0	188	0	0	0	408	51	0	0	24	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	258	0	543	0	0	0	708	397	0	0	123	696
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	80.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	289	0	0	0	154	19	0	0	36	0
Subtotal PM Pk Hr. BUILD Volumes	258	0	832	0	0	0	862	416	0	0	159	696
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	258	0	832	0	0	0	862	416	0	0	159	696

Number of Commercial Trips Generated

Entering	Exiting		
25	14	A.M.	100% Commercial Development
361	192	P.M.	



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Rio Bravo Blvd. / University Blvd.

INTERSECTION: E-W Street: **Rio Bravo Blvd.** (10)

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

Year of Existing Counts 2021

Horizon Year 2036

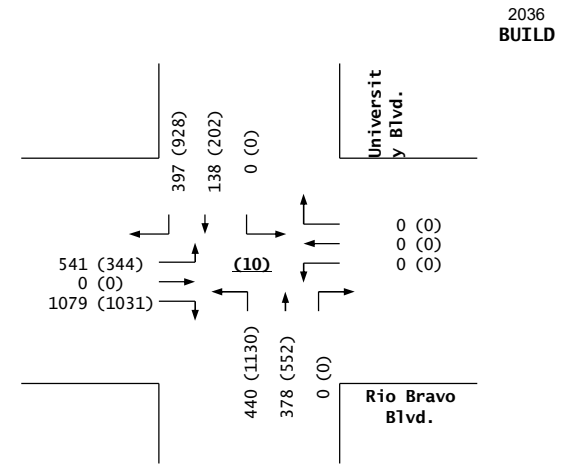
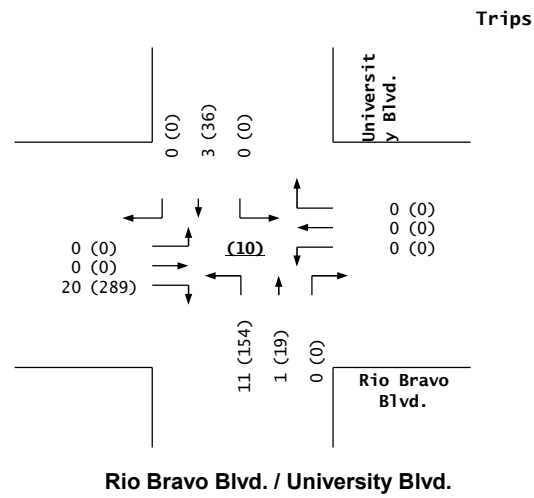
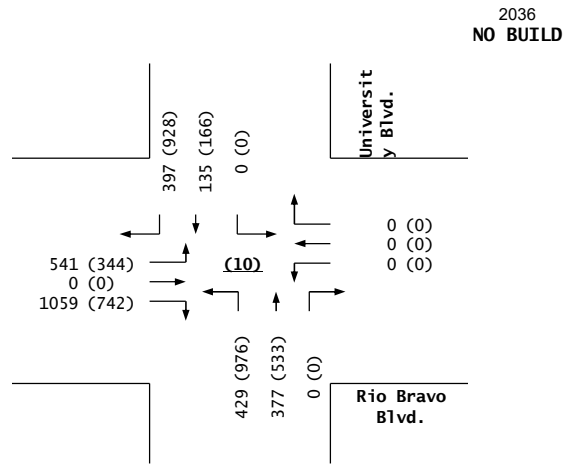
Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	338	0	293	0	0	0	58	210	0	0	39	248
Background Traffic Growth	203	0	176	0	0	0	35	126	0	0	23	149
Montage Units DATA YR. 2023	0	0	109	0	0	0	159	20	0	0	13	0
Background Traffic Growth	0	0	57	0	0	0	83	10	0	0	7	0
Albuquerque Studios DATA YR. 2026	0	0	303	0	0	0	67	8	0	0	38	0
Background Traffic Growth	0	0	121	0	0	0	27	3	0	0	15	0
Subtotal (NO BUILD - A.M.)	541	0	1,059	0	0	0	429	377	0	0	135	397
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	80.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	20	0	0	0	11	1	0	0	3	0
Subtotal AM Pk Hr. BUILD Volumes	541	0	1,079	0	0	0	440	378	0	0	138	397
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	541	0	1,079	0	0	0	440	378	0	0	138	397

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	215	0	131	0	0	0	50	264	0	0	62	580
Background Traffic Growth	129	0	79	0	0	0	30	158	0	0	37	348
Montage Units DATA YR. 2023	0	0	177	0	0	0	214	26	0	0	22	0
Background Traffic Growth	0	0	92	0	0	0	111	14	0	0	11	0
Albuquerque Studios DATA YR. 2026	0	0	188	0	0	0	408	51	0	0	24	0
Background Traffic Growth	0	0	75	0	0	0	163	20	0	0	10	0
Subtotal (NO BUILD - P.M.)	344	0	742	0	0	0	976	533	0	0	166	928
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	80.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	289	0	0	0	154	19	0	0	36	0
Subtotal PM Pk Hr. BUILD Volumes	344	0	1,031	0	0	0	1,130	552	0	0	202	928
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	344	0	1,031	0	0	0	1,130	552	0	0	202	928

Number of Commercial Trips Generated

Entering	Exiting		
25	14	A.M.	100% Commercial Development
361	192	P.M.	



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Los Picaros Rd.

INTERSECTION: E-W Street: Bobby Foster Rd. (13)

N-S Street: Los Picaros Rd.

Year of Existing Counts 2021

Implementation Year 2026

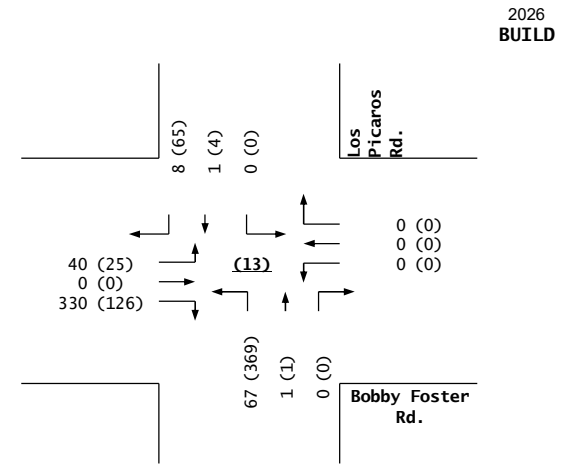
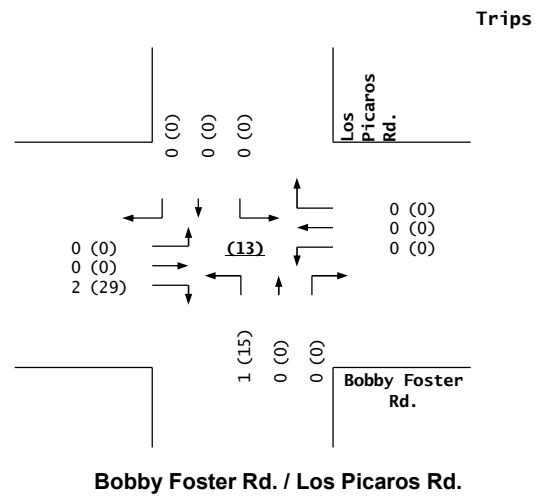
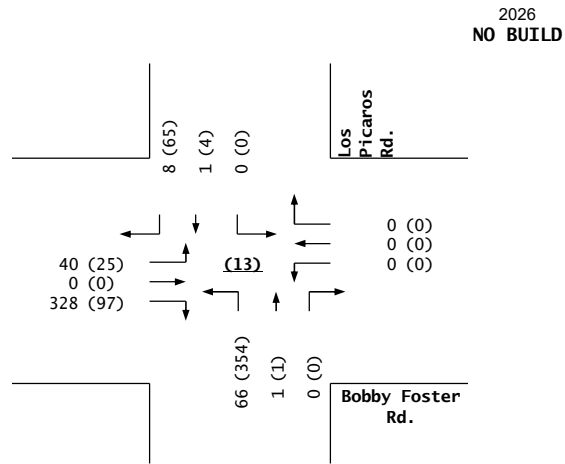
Growth Rates

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Los Picaros Rd.)			Southbound (Los Picaros Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	33	0	52	0	0	0	34	1	0	0	1	7
Background Traffic Growth	7	0	10	0	0	0	7	0	0	0	0	1
Montage Units DATA YR. 2023	0	0	74	0	0	0	22	0	0	0	0	0
Background Traffic Growth	0	0	9	0	0	0	3	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	0	183	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	40	0	328	0	0	0	66	1	0	0	1	8
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	2	0	0	0	1	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	40	0	330	0	0	0	67	1	0	0	1	8
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	40	0	330	0	0	0	67	1	0	0	1	8

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Los Picaros Rd.)			Southbound (Los Picaros Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	21	0	3	0	0	0	46	1	0	0	3	54
Background Traffic Growth	4	0	1	0	0	0	9	0	0	0	1	11
Montage Units DATA YR. 2023	0	0	30	0	0	0	42	0	0	0	0	0
Background Traffic Growth	0	0	4	0	0	0	5	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	0	59	0	0	0	252	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	25	0	97	0	0	0	354	1	0	0	4	65
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	29	0	0	0	15	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	25	0	126	0	0	0	369	1	0	0	4	65
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	25	0	126	0	0	0	369	1	0	0	4	65

Number of Commercial Trips Generated

Entering	Exiting		
25	14	A.M.	100% Commercial Development
361	192	P.M.	



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Los Picaros Rd.

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

N-S Street: **Los Picaros Rd.**

Year of Existing Counts 2021

Horizon Year 2036

Growth Rates

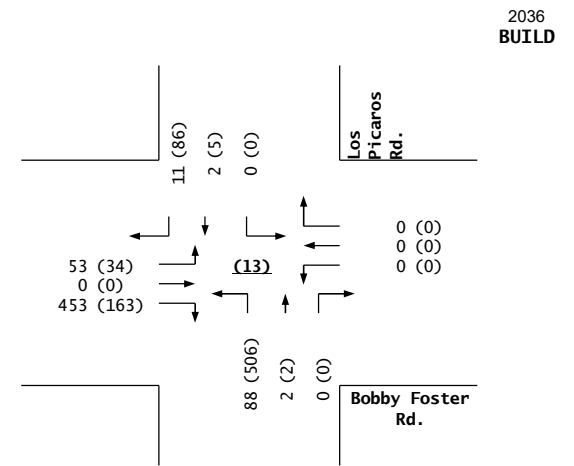
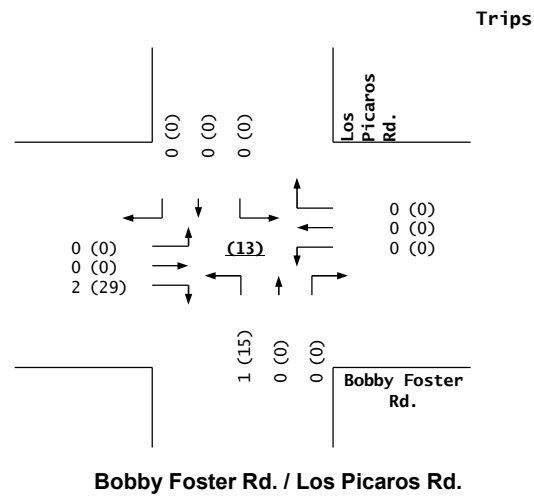
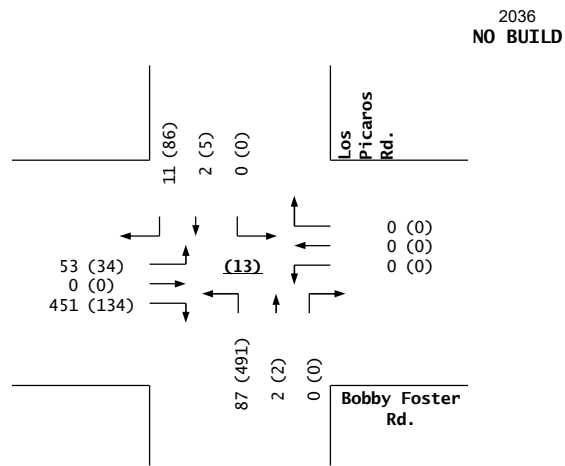
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Los Picaros Rd.)			Southbound (Los Picaros Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	33	0	52	0	0	0	34	1	0	0	1	7
Background Traffic Growth	20	0	31	0	0	0	20	1	0	0	1	4
Montage Units DATA YR. 2023	0	0	74	0	0	0	22	0	0	0	0	0
Background Traffic Growth	0	0	38	0	0	0	11	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	0	183	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	73	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	53	0	451	0	0	0	87	2	0	0	2	11
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	2	0	0	0	1	0	0	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	53	0	453	0	0	0	88	2	0	0	2	11
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	53	0	453	0	0	0	88	2	0	0	2	11

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Los Picaros Rd.)			Southbound (Los Picaros Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	21	0	3	0	0	0	46	1	0	0	3	54
Background Traffic Growth	13	0	2	0	0	0	28	1	0	0	2	32
Montage Units DATA YR. 2023	0	0	30	0	0	0	42	0	0	0	0	0
Background Traffic Growth	0	0	16	0	0	0	22	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	0	59	0	0	0	252	0	0	0	0	0
Background Traffic Growth	0	0	24	0	0	0	101	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	34	0	134	0	0	0	491	2	0	0	5	86
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	29	0	0	0	15	0	0	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	34	0	163	0	0	0	506	2	0	0	5	86
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	34	0	163	0	0	0	506	2	0	0	5	86

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

Bobby Foster Rd. / Broadway Blvd.

INTERSECTION: E-W Street: **Bobby Foster Rd.** (14)

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

Year of Existing Counts 2021

Implementation Year 2026

Growth Rates

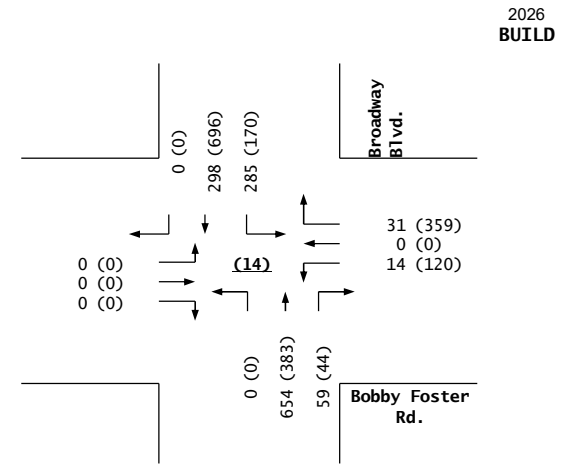
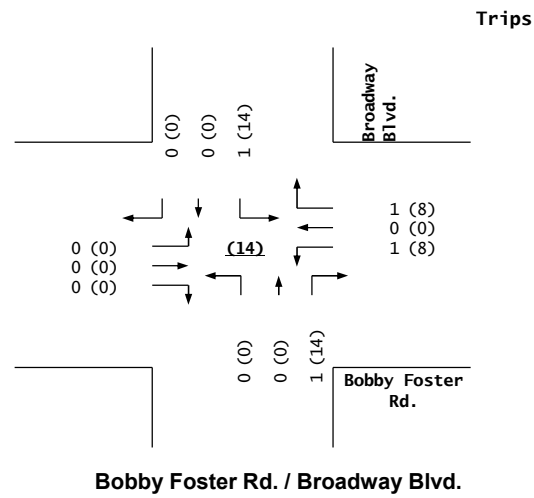
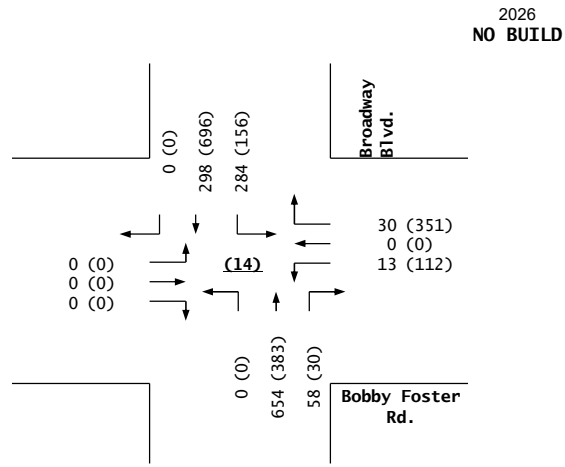
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	9	0	7	0	545	24	39	248	0
Background Traffic Growth	0	0	0	2	0	1	0	109	5	8	50	0
Montage Units DATA YR. 2023	0	0	0	2	0	20	0	0	8	66	0	0
Background Traffic Growth	0	0	0	0	0	2	0	0	1	8	0	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	0	20	163	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	13	0	30	0	654	58	284	298	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	4.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	4.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	1	0	1	0	0	1	1	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	14	0	31	0	654	59	285	298	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	14	0	31	0	654	59	285	298	0

	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	67	0	70	0	319	17	62	580	0
Background Traffic Growth	0	0	0	13	0	14	0	64	3	12	116	0
Montage Units DATA YR. 2023	0	0	0	4	0	38	0	0	3	27	0	0
Background Traffic Growth	0	0	0	0	0	5	0	0	0	3	0	0
Albuquerque Studios DATA YR. 2026	0	0	0	28	0	224	0	0	7	52	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	112	0	351	0	383	30	156	696	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	4.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	4.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	8	0	8	0	0	14	14	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	120	0	359	0	383	44	170	696	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	120	0	359	0	383	44	170	696	0

Number of Commercial Trips Generated

Entering	Exiting	
25	14	A.M.
361	192	P.M.

100% Commercial Development



Bernalillo County Regional Recreation Complex - Mesa del Sol, Albuquerque, NM

Projected Turning Movements Worksheet

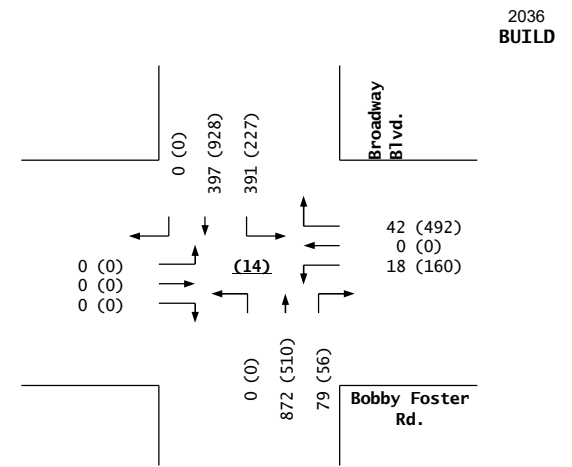
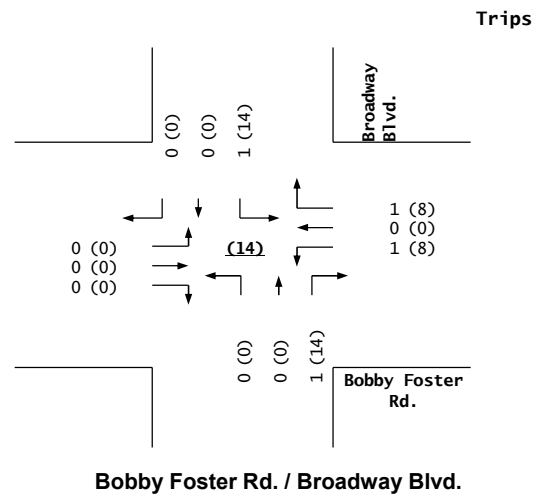
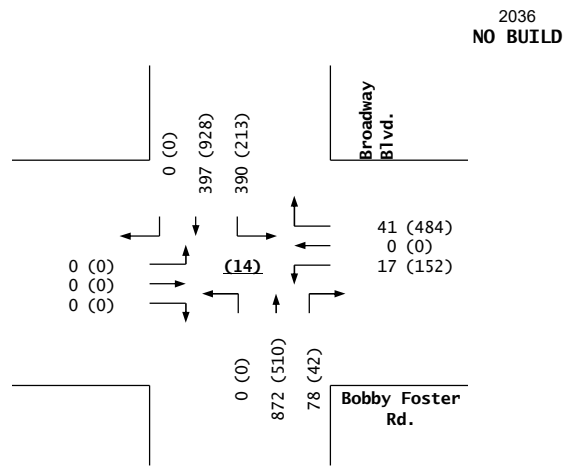
Bobby Foster Rd. / Broadway Blvd.

INTERSECTION: E-W Street: **Bobby Foster Rd.** (14)
N-S Street: **Broadway Blvd.**
Year of Existing Counts: 2021
Horizon Year: **2036**
Growth Rates: 4.00% 4.00% 4.00% 4.00%

	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	9	0	7	0	545	24	39	248	0
Background Traffic Growth	0	0	0	5	0	4	0	327	14	23	149	0
Montage Units DATA YR. 2023	0	0	0	2	0	20	0	0	8	66	0	0
Background Traffic Growth	0	0	0	1	0	10	0	0	4	34	0	0
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	0	20	163	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	8	65	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	17	0	41	0	872	78	390	397	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	4.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	4.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	1	0	1	0	0	1	1	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	18	0	42	0	872	79	391	397	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	18	0	42	0	872	79	391	397	0

	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Broadway Blvd.)			Southbound (Broadway Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	67	0	70	0	319	17	62	580	0
Background Traffic Growth	0	0	0	40	0	42	0	191	10	37	348	0
Montage Units DATA YR. 2023	0	0	0	4	0	38	0	0	3	27	0	0
Background Traffic Growth	0	0	0	2	0	20	0	0	2	14	0	0
Albuquerque Studios DATA YR. 2026	0	0	0	28	0	224	0	0	7	52	0	0
Background Traffic Growth	0	0	0	11	0	90	0	0	3	21	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	152	0	484	0	510	42	213	928	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	4.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	4.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	8	0	8	0	0	14	14	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	160	0	492	0	510	56	227	928	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	160	0	492	0	510	56	227	928	0

Number of Commercial Trips Generated
 Entering: 25
 Exiting: 14
 A.M. 361
 P.M. 192
 100% Commercial Development



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	544	839	0
Future Vol, veh/h	0	0	0	544	839	0
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	-	375	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	544	839	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1383	420	839
Stage 1	839	-	-
Stage 2	544	-	-
Critical Hdwy	6.63	6.93	4.13
Critical Hdwy Stg 1	5.83	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.519	3.319	2.219
Pot Cap-1 Maneuver	146	583	794
Stage 1	385	-	-
Stage 2	581	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	146	583	794
Mov Cap-2 Maneuver	274	-	-
Stage 1	385	-	-
Stage 2	581	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	794	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	557	862	5
Future Vol, veh/h	3	0	0	557	862	5
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	-	375	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	557	862	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1422	434	867	0	-	0
Stage 1	865	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	138	571	775	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	571	775	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.7	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	775	-	265	-	-	
HCM Lane V/C Ratio	-	-	0.011	-	-	
HCM Control Delay (s)	0	-	18.7	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1068	642	0
Future Vol, veh/h	0	0	0	1068	642	0
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	-	375	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1068	642	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1710	321	642	0	-	0
Stage 1	642	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	90	675	941	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	90	675	941	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	941	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	0	0	1241	967	72
Future Vol, veh/h	38	0	0	1241	967	72
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	-	375	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	0	1241	967	72

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2244	520	1039
Stage 1	1003	-	-
Stage 2	1241	-	-
Critical Hdwy	6.63	6.93	4.13
Critical Hdwy Stg 1	5.83	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.519	3.319	2.219
Pot Cap-1 Maneuver	41	502	667
Stage 1	316	-	-
Stage 2	272	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	41	502	667
Mov Cap-2 Maneuver	152	-	-
Stage 1	316	-	-
Stage 2	272	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	667	-	152	-	-
HCM Lane V/C Ratio	-	-	0.25	-	-
HCM Control Delay (s)	0	-	36.3	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	735	1144	0
Future Vol, veh/h	0	0	0	735	1144	0
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	-	375	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	735	1144	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1879	572	1144	0	-	0
Stage 1	1144	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	70	464	609	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	464	609	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	609	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	748	1167	5
Future Vol, veh/h	3	0	0	748	1167	5
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	-	375	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	748	1167	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1918	586	1172
Stage 1	1170	-	-
Stage 2	748	-	-
Critical Hdwy	6.63	6.93	4.13
Critical Hdwy Stg 1	5.83	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.519	3.319	2.219
Pot Cap-1 Maneuver	66	454	594
Stage 1	258	-	-
Stage 2	467	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	66	454	594
Mov Cap-2 Maneuver	179	-	-
Stage 1	258	-	-
Stage 2	467	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	594	-	179	-	-
HCM Lane V/C Ratio	-	-	0.017	-	-
HCM Control Delay (s)	0	-	25.5	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	748	1167	5
Future Vol, veh/h	3	0	0	748	1167	5
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	-	140	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	0	748	1167	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1544	586	1172	0	-	0
Stage 1	1170	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	105	454	592	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	454	592	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	592	-	236	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	20.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1461	875	0
Future Vol, veh/h	0	0	0	1461	875	0
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	-	375	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1461	875	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2336	438	875	0	-	0
Stage 1	875	-	-	-	-	-
Stage 2	1461	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	35	567	769	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	567	769	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	212	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	769	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	0	0	1634	1200	72
Future Vol, veh/h	38	0	0	1634	1200	72
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	-	375	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	0	1634	1200	72
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2870	636	1272	0	-	0
Stage 1	1236	-	-	-	-	-
Stage 2	1634	-	-	-	-	-
Critical Hdwy	6.63	6.93	4.13	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	~ 15	421	544	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 15	421	544	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	62.6	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	544	-	98	-	-	
HCM Lane V/C Ratio	-	-	0.388	-	-	
HCM Control Delay (s)	0	-	62.6	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0	-	1.5	-	-	
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	38	0	0	1634	1200	72
Future Vol, veh/h	38	0	0	1634	1200	72
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	-	140	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	0	1634	1200	72

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2053	636	1272
Stage 1	1236	-	-
Stage 2	817	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	48	421	542
Stage 1	237	-	-
Stage 2	395	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	48	421	542
Mov Cap-2 Maneuver	196	-	-
Stage 1	237	-	-
Stage 2	395	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	542	-	196	-	-
HCM Lane V/C Ratio	-	-	0.194	-	-
HCM Control Delay (s)	0	-	27.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	513	839	0
Future Vol, veh/h	0	0	0	513	839	0
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	513	839	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1352	839	839	0	-	0
Stage 1	839	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	165	366	796	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	165	366	796	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	796	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	519	849	13
Future Vol, veh/h	7	0	0	519	849	13
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	0	519	849	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1375	856	862	0	-	0
Stage 1	856	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	160	357	780	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	160	357	780	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	780	-	293	-	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-	-
HCM Control Delay (s)	0	-	17.6	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1058	642	0
Future Vol, veh/h	0	0	0	1058	642	0
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1058	642	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1700	642	642	0	-	0
Stage 1	642	-	-	-	-	-
Stage 2	1058	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	101	474	943	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	474	943	-	-	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	943	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	2	4	1135	786	181
Future Vol, veh/h	96	2	4	1135	786	181
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	2	4	1135	786	181
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2020	877	967	0	-	0
Stage 1	877	-	-	-	-	-
Stage 2	1143	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 64	348	712	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 64	348	712	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	41.8	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	712	-	187	348	-	-
HCM Lane V/C Ratio	0.006	-	0.513	0.006	-	-
HCM Control Delay (s)	10.1	-	42.3	15.4	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0	-	2.4	0	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	694	1144	0
Future Vol, veh/h	0	0	0	694	1144	0
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	694	1144	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1838	1144	1144
Stage 1	1144	-	-
Stage 2	694	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	83	243	611
Stage 1	304	-	-
Stage 2	496	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	83	243	611
Mov Cap-2 Maneuver	207	-	-
Stage 1	304	-	-
Stage 2	496	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	611	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	700	1154	13
Future Vol, veh/h	7	0	0	700	1154	13
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	0	700	1154	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1861	1161	1167	0	-	0
Stage 1	1161	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	80	238	599	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	238	599	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	599	-	203	-	-	-
HCM Lane V/C Ratio	-	-	0.034	-	-	-
HCM Control Delay (s)	0	-	23.4	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	0	700	1154	13
Future Vol, veh/h	7	0	0	700	1154	13
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	0	700	1154	13
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1861	1161	1167	0	-	0
Stage 1	1161	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	80	238	599	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	238	599	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	23.4	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	599	-	203	-	-	-
HCM Lane V/C Ratio	-	-	0.034	-	-	-
HCM Control Delay (s)	0	-	23.4	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1148	875	0
Future Vol, veh/h	0	0	0	1148	875	0
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1148	875	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2023	875	875	0	-	0
Stage 1	875	-	-	-	-	-
Stage 2	1148	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	64	349	771	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	349	771	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	771	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection

Int Delay, s/veh 3.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	96	2	4	1525	1019	181
Future Vol, veh/h	96	2	4	1525	1019	181
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	0	10	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	2	4	1525	1019	181

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	2643	1110	1200	0	-	0
Stage 1	1110	-	-	-	-	-
Stage 2	1533	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 26	255	582	-	-	-
Stage 1	315	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 26	255	582	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	196	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	91.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

Capacity (veh/h)	582	-	121	255	-	-
HCM Lane V/C Ratio	0.007	-	0.793	0.008	-	-
HCM Control Delay (s)	11.2	-	93.4	19.2	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0	-	4	0	-	-

Notes

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

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	2	4	1525	1019	181
Future Vol, veh/h	96	2	4	1525	1019	181
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	0	140	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	2	4	1525	1019	181
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1881	600	1200	0	-	0
Stage 1	1110	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 63	444	577	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 63	444	577	-	-	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	32	0	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	577	-	224	444	-	-
HCM Lane V/C Ratio	0.007	-	0.429	0.005	-	-
HCM Control Delay (s)	11.3	-	32.4	13.1	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	1.9	0	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔		↔		
Traffic Vol, veh/h	0	308	0	0	49	0	0	0	0	0	0	0
Future Vol, veh/h	0	308	0	0	49	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	308	0	0	49	0	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	49	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	1556	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1556	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1556	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	-	0
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔		↔		
Traffic Vol, veh/h	1	312	0	0	57	3	0	0	0	1	0	0
Future Vol, veh/h	1	312	0	0	57	3	0	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	312	0	0	57	3	0	0	0	1	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	60	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	1542	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1542	-	-	-	720
HCM Lane V/C Ratio	-	0.001	-	-	-	0.001
HCM Control Delay (s)	0	7.3	0	-	-	10
HCM Lane LOS	A	A	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	-	0

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕		↕		
Traffic Vol, veh/h	0	149	0	0	363	0	0	0	0	0	0	0
Future Vol, veh/h	0	149	0	0	363	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	149	0	0	363	0	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	363	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	1192	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1192	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1192	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	-	0
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔		↔		
Traffic Vol, veh/h	4	209	0	0	475	36	0	0	0	19	0	2
Future Vol, veh/h	4	209	0	0	475	36	0	0	0	19	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	209	0	0	475	36	0	0	0	19	0	2

Major/Minor	Major1			Major2			Minor1		Minor2				
Conflicting Flow All	511	0	-	-	-	-	0	455	728	105	606	-	256
Stage 1	-	-	-	-	-	-	-	217	217	-	493	-	-
Stage 2	-	-	-	-	-	-	-	238	511	-	113	-	-
Critical Hdwy	4.14	-	-	-	-	-	-	7.54	6.54	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	3.52	4.02	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	1050	-	0	0	-	-	-	489	349	929	381	0	743
Stage 1	-	-	0	0	-	-	-	765	722	-	526	0	-
Stage 2	-	-	0	0	-	-	-	744	535	-	880	0	-
Platoon blocked, %		-			-	-							
Mov Cap-1 Maneuver	1050	-	-	-	-	-	-	486	348	929	380	-	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	486	348	-	380	-	-
Stage 1	-	-	-	-	-	-	-	762	719	-	524	-	-
Stage 2	-	-	-	-	-	-	-	742	535	-	876	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	14.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1050	-	-	-	399
HCM Lane V/C Ratio	-	0.004	-	-	-	0.053
HCM Control Delay (s)	0	8.4	0	-	-	14.5
HCM Lane LOS	A	A	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔		↔		
Traffic Vol, veh/h	0	425	0	0	67	0	0	0	0	0	0	0
Future Vol, veh/h	0	425	0	0	67	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	425	0	0	67	0	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	67	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	1533	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1533	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1533	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	-	0
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔↔		↔		
Traffic Vol, veh/h	1	429	0	0	75	3	0	0	0	1	0	0
Future Vol, veh/h	1	429	0	0	75	3	0	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	429	0	0	75	3	0	0	0	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	-	-	-	-	0	469	509	215	294	-
Stage 1	-	-	-	-	-	-	-	431	431	-	77	-
Stage 2	-	-	-	-	-	-	-	38	78	-	217	-
Critical Hdwy	4.14	-	-	-	-	-	-	7.54	6.54	6.94	7.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	6.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	6.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	3.52	4.02	3.32	3.52	-
Pot Cap-1 Maneuver	1518	-	0	0	-	-	-	477	466	790	636	0
Stage 1	-	-	0	0	-	-	-	573	581	-	923	0
Stage 2	-	-	0	0	-	-	-	972	829	-	765	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1518	-	-	-	-	-	-	477	466	790	635	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	477	466	-	635	-
Stage 1	-	-	-	-	-	-	-	572	580	-	922	-
Stage 2	-	-	-	-	-	-	-	972	829	-	764	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			10.7		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	-	1518	-	-	-	-	635					
HCM Lane V/C Ratio	-	0.001	-	-	-	-	0.002					
HCM Control Delay (s)	0	7.4	0	-	-	-	10.7					
HCM Lane LOS	A	A	A	-	-	-	B					
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0					

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔		↔		
Traffic Vol, veh/h	0	204	0	0	504	0	0	0	0	0	0	0
Future Vol, veh/h	0	204	0	0	504	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	204	0	0	504	0	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	504	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	-
Pot Cap-1 Maneuver	1057	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1057	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1057	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	-	0
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔		↔		
Traffic Vol, veh/h	4	264	0	0	616	36	0	0	0	19	0	2
Future Vol, veh/h	4	264	0	0	616	36	0	0	0	19	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	264	0	0	616	36	0	0	0	19	0	2

Major/Minor	Major1			Major2			Minor1		Minor2				
Conflicting Flow All	652	0	-	-	-	-	0	580	924	132	774	-	326
Stage 1	-	-	-	-	-	-	-	272	272	-	634	-	-
Stage 2	-	-	-	-	-	-	-	308	652	-	140	-	-
Critical Hdwy	4.14	-	-	-	-	-	-	7.54	6.54	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	3.52	4.02	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	930	-	0	0	-	-	-	398	268	893	288	0	670
Stage 1	-	-	0	0	-	-	-	711	683	-	434	0	-
Stage 2	-	-	0	0	-	-	-	677	462	-	849	0	-
Platoon blocked, %		-			-	-							
Mov Cap-1 Maneuver	930	-	-	-	-	-	-	395	267	893	287	-	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	395	267	-	287	-	-
Stage 1	-	-	-	-	-	-	-	707	680	-	432	-	-
Stage 2	-	-	-	-	-	-	-	675	462	-	845	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	17.7
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	930	-	-	-	304
HCM Lane V/C Ratio	-	0.004	-	-	-	0.069
HCM Control Delay (s)	0	8.9	0	-	-	17.7
HCM Lane LOS	A	A	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Vol, veh/h	0	290	26	0	0	0
Future Vol, veh/h	0	290	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	290	26	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	26	0	-	0	171	13
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1587	-	-	-	803	1064
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	803	1064
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	867	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1587	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	0	293	30	4	0	0
Future Vol, veh/h	0	293	30	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	293	30	4	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	34	0	-	0	179	17
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1576	-	-	-	793	1058
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1576	-	-	-	793	1058
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	865	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1576	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	0	103	306	0	0	0
Future Vol, veh/h	0	103	306	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	306	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	306	0	-	0	358
Stage 1	-	-	-	-	306
Stage 2	-	-	-	-	52
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1252	-	-	-	614
Stage 1	-	-	-	-	720
Stage 2	-	-	-	-	964
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1252	-	-	-	614
Mov Cap-2 Maneuver	-	-	-	-	614
Stage 1	-	-	-	-	720
Stage 2	-	-	-	-	964

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1252	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	2	147	366	54	0	0
Future Vol, veh/h	2	147	366	54	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	147	366	54	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	420	0	0 471 210
Stage 1	-	-	- 393 -
Stage 2	-	-	- 78 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1136	-	- 522 796
Stage 1	-	-	- 651 -
Stage 2	-	-	- 936 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1136	-	- 521 796
Mov Cap-2 Maneuver	-	-	- 521 -
Stage 1	-	-	- 650 -
Stage 2	-	-	- 936 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1136	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	400	35	0	0	0
Future Vol, veh/h	0	400	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	400	35	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	35	0	0 235 18
Stage 1	-	-	- 35 -
Stage 2	-	-	- 200 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1575	-	- 732 1056
Stage 1	-	-	- 983 -
Stage 2	-	-	- 814 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1575	-	- 732 1056
Mov Cap-2 Maneuver	-	-	- 732 -
Stage 1	-	-	- 983 -
Stage 2	-	-	- 814 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	403	39	4	0	0
Future Vol, veh/h	0	403	39	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	403	39	4	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	43	0	-	0	243
Stage 1	-	-	-	-	41
Stage 2	-	-	-	-	202
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1564	-	-	-	724
Stage 1	-	-	-	-	976
Stage 2	-	-	-	-	812
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1564	-	-	-	724
Mov Cap-2 Maneuver	-	-	-	-	724
Stage 1	-	-	-	-	976
Stage 2	-	-	-	-	812

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1564	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	142	427	0	0	0
Future Vol, veh/h	0	142	427	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	142	427	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	427	0	-	0	498
Stage 1	-	-	-	-	427
Stage 2	-	-	-	-	71
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1129	-	-	-	502
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	943
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1129	-	-	-	502
Mov Cap-2 Maneuver	-	-	-	-	502
Stage 1	-	-	-	-	626
Stage 2	-	-	-	-	943

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1129	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	2	186	487	54	0	0
Future Vol, veh/h	2	186	487	54	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	186	487	54	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	541	0	0 611 271
Stage 1	-	-	- 514 -
Stage 2	-	-	- 97 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1024	-	- 425 727
Stage 1	-	-	- 565 -
Stage 2	-	-	- 916 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1024	-	- 424 727
Mov Cap-2 Maneuver	-	-	- 424 -
Stage 1	-	-	- 564 -
Stage 2	-	-	- 916 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1024	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↗
Traffic Vol, veh/h	0	290	26	0	0	0
Future Vol, veh/h	0	290	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	290	26	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	171	13
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	803	1064
Stage 1	0	-	-	0	993	-
Stage 2	0	-	-	0	867	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	803	1064
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	867	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS					A	
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	0	292	30	0	1	0
Future Vol, veh/h	0	292	30	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	292	30	0	1	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	176
Stage 1	-	-	30
Stage 2	-	-	146
Critical Hdwy	-	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	3.52
Pot Cap-1 Maneuver	0	-	797
Stage 1	0	-	989
Stage 2	0	-	866
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	797
Mov Cap-2 Maneuver	-	-	797
Stage 1	-	-	989
Stage 2	-	-	866

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	797	-
HCM Lane V/C Ratio	-	-	0.001	-
HCM Control Delay (s)	-	-	9.5	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↗
Traffic Vol, veh/h	0	103	306	0	0	0
Future Vol, veh/h	0	103	306	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	306	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	358	153
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	614	866
Stage 1	0	-	-	0	720	-
Stage 2	0	-	-	0	964	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	614	866
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	964	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	0	138	366	0	10	1
Future Vol, veh/h	0	138	366	0	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	138	366	0	10	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 435 183
Stage 1	-	-	- 366 -
Stage 2	-	-	- 69 -
Critical Hdwy	-	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	-	-	- 3.52 3.32
Pot Cap-1 Maneuver	0	-	0 549 828
Stage 1	0	-	0 672 -
Stage 2	0	-	0 946 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 549 828
Mov Cap-2 Maneuver	-	-	- 549 -
Stage 1	-	-	- 672 -
Stage 2	-	-	- 946 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	549	828
HCM Lane V/C Ratio	-	-	0.018	0.001
HCM Control Delay (s)	-	-	11.7	9.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↗
Traffic Vol, veh/h	0	400	35	0	0	0
Future Vol, veh/h	0	400	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	400	35	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	235	18
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	732	1056
Stage 1	0	-	-	0	983	-
Stage 2	0	-	-	0	814	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	732	1056
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	814	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↖	↗
Traffic Vol, veh/h	0	402	39	0	1	0
Future Vol, veh/h	0	402	39	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	402	39	0	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	240	20
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	727	1053
Stage 1	0	-	-	0	978	-
Stage 2	0	-	-	0	813	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	727	1053
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	813	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	727	-		
HCM Lane V/C Ratio	-	-	0.001	-		
HCM Control Delay (s)	-	-	10	0		
HCM Lane LOS	-	-	B	A		
HCM 95th %tile Q(veh)	-	-	0	-		

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↖	↗
Traffic Vol, veh/h	0	142	427	0	0	0
Future Vol, veh/h	0	142	427	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	142	427	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	498	214
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	71	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	502	791
Stage 1	0	-	-	0	626	-
Stage 2	0	-	-	0	943	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	502	791
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	943	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	0	177	487	0	10	1
Future Vol, veh/h	0	177	487	0	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	177	487	0	10	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	576
Stage 1	-	-	487
Stage 2	-	-	89
Critical Hdwy	-	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	3.52
Pot Cap-1 Maneuver	0	-	448
Stage 1	0	-	583
Stage 2	0	-	924
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	448
Mov Cap-2 Maneuver	-	-	448
Stage 1	-	-	583
Stage 2	-	-	924

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	448	757
HCM Lane V/C Ratio	-	-	0.022	0.001
HCM Control Delay (s)	-	-	13.2	9.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	290	26	0	0	0
Future Vol, veh/h	0	290	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	290	26	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	26	0	171
Stage 1	-	-	26
Stage 2	-	-	145
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	1587	-	803
Stage 1	-	-	993
Stage 2	-	-	867
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1587	-	803
Mov Cap-2 Maneuver	-	-	803
Stage 1	-	-	993
Stage 2	-	-	867

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	1	292	29	3	1	1
Future Vol, veh/h	1	292	29	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	292	29	3	1	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	32	0	0 179 16
Stage 1	-	-	- 31 -
Stage 2	-	-	- 148 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1579	-	- 793 1059
Stage 1	-	-	- 987 -
Stage 2	-	-	- 864 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1579	-	- 792 1059
Mov Cap-2 Maneuver	-	-	- 792 -
Stage 1	-	-	- 986 -
Stage 2	-	-	- 864 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1579	-	-	-	906
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	0	103	306	0	0	0
Future Vol, veh/h	0	103	306	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	306	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	306	0	0 358 153
Stage 1	-	-	- 306 -
Stage 2	-	-	- 52 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1252	-	- 614 866
Stage 1	-	-	- 720 -
Stage 2	-	-	- 964 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1252	-	- 614 866
Mov Cap-2 Maneuver	-	-	- 614 -
Stage 1	-	-	- 720 -
Stage 2	-	-	- 964 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1252	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	14	129	349	36	19	8
Future Vol, veh/h	14	129	349	36	19	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	129	349	36	19	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	385	0	0 460 193
Stage 1	-	-	- 367 -
Stage 2	-	-	- 93 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1170	-	- 530 816
Stage 1	-	-	- 671 -
Stage 2	-	-	- 920 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1170	-	- 523 816
Mov Cap-2 Maneuver	-	-	- 523 -
Stage 1	-	-	- 662 -
Stage 2	-	-	- 920 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1170	-	-	-	585
HCM Lane V/C Ratio	0.012	-	-	-	0.046
HCM Control Delay (s)	8.1	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	400	35	0	0	0
Future Vol, veh/h	0	400	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	400	35	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	35	0	-	0	235	18
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1575	-	-	-	732	1056
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	732	1056
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	814	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1575	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	1	402	38	3	1	1
Future Vol, veh/h	1	402	38	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	402	38	3	1	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	41	0	0 243 21
Stage 1	-	-	- 40 -
Stage 2	-	-	- 203 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1567	-	- 724 1051
Stage 1	-	-	- 977 -
Stage 2	-	-	- 811 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1567	-	- 723 1051
Mov Cap-2 Maneuver	-	-	- 723 -
Stage 1	-	-	- 976 -
Stage 2	-	-	- 811 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	857
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	103	427	0	0	0
Future Vol, veh/h	0	103	427	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	427	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	427	0	0 479 214
Stage 1	-	-	- 427 -
Stage 2	-	-	- 52 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1129	-	- 516 791
Stage 1	-	-	- 626 -
Stage 2	-	-	- 964 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1129	-	- 516 791
Mov Cap-2 Maneuver	-	-	- 516 -
Stage 1	-	-	- 626 -
Stage 2	-	-	- 964 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1129	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	14	168	470	36	19	8
Future Vol, veh/h	14	168	470	36	19	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	168	470	36	19	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	506	0	0 600 253
Stage 1	-	-	- 488 -
Stage 2	-	-	- 112 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1055	-	- 432 746
Stage 1	-	-	- 583 -
Stage 2	-	-	- 900 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1055	-	- 426 746
Mov Cap-2 Maneuver	-	-	- 426 -
Stage 1	-	-	- 574 -
Stage 2	-	-	- 900 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1055	-	-	-	488
HCM Lane V/C Ratio	0.013	-	-	-	0.055
HCM Control Delay (s)	8.5	0.1	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	290	26	0	0	0
Future Vol, veh/h	0	290	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	290	26	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	26	0	0 171 13
Stage 1	-	-	- 26 -
Stage 2	-	-	- 145 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1587	-	- 803 1064
Stage 1	-	-	- 993 -
Stage 2	-	-	- 867 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1587	-	- 803 1064
Mov Cap-2 Maneuver	-	-	- 803 -
Stage 1	-	-	- 993 -
Stage 2	-	-	- 867 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	2	293	26	3	0	0
Future Vol, veh/h	2	293	26	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	293	26	3	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	29	0	-	0	179	15
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1582	-	-	-	793	1061
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	861	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1582	-	-	-	791	1061
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	861	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1582	-	-	-	-	
HCM Lane V/C Ratio	0.001	-	-	-	-	
HCM Control Delay (s)	7.3	0	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	0	103	306	0	0	0
Future Vol, veh/h	0	103	306	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	306	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	306	0	-	0	358
Stage 1	-	-	-	-	306
Stage 2	-	-	-	-	52
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1252	-	-	-	614
Stage 1	-	-	-	-	720
Stage 2	-	-	-	-	964
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1252	-	-	-	614
Mov Cap-2 Maneuver	-	-	-	-	614
Stage 1	-	-	-	-	720
Stage 2	-	-	-	-	964

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1252	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	22	131	310	18	0	0
Future Vol, veh/h	22	131	310	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	131	310	18	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	328	0	0 429 164
Stage 1	-	-	- 319 -
Stage 2	-	-	- 110 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1228	-	- 554 852
Stage 1	-	-	- 710 -
Stage 2	-	-	- 902 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1228	-	- 543 852
Mov Cap-2 Maneuver	-	-	- 543 -
Stage 1	-	-	- 697 -
Stage 2	-	-	- 902 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1228	-	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-	-
HCM Control Delay (s)	8	0.1	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	400	35	0	0	0
Future Vol, veh/h	0	400	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	400	35	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	35	0	-	0	235
Stage 1	-	-	-	-	35
Stage 2	-	-	-	-	200
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1575	-	-	-	732
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	814
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1575	-	-	-	732
Mov Cap-2 Maneuver	-	-	-	-	732
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	814

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	2	403	35	3	0	0
Future Vol, veh/h	2	403	35	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	403	35	3	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	38	0	-	0	243
Stage 1	-	-	-	-	37
Stage 2	-	-	-	-	206
Critical Hdwy	4.14	-	-	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	2.22	-	-	-	3.52
Pot Cap-1 Maneuver	1571	-	-	-	724
Stage 1	-	-	-	-	981
Stage 2	-	-	-	-	808
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1571	-	-	-	723
Mov Cap-2 Maneuver	-	-	-	-	723
Stage 1	-	-	-	-	979
Stage 2	-	-	-	-	808

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Vol, veh/h	0	142	427	0	0	0
Future Vol, veh/h	0	142	427	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	142	427	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	427	0	-	0	498	214
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	71	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1129	-	-	-	502	791
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1129	-	-	-	502	791
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	943	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1129	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	22	170	431	18	0	0
Future Vol, veh/h	22	170	431	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	170	431	18	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	449	0	-	0	569	225
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1108	-	-	-	452	778
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1108	-	-	-	442	778
Mov Cap-2 Maneuver	-	-	-	-	442	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	883	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1108	-	-	-	-	
HCM Lane V/C Ratio	0.02	-	-	-	-	
HCM Control Delay (s)	8.3	0.1	-	-	0	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↗
Traffic Vol, veh/h	0	290	26	0	0	0
Future Vol, veh/h	0	290	26	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	290	26	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	171	13
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	803	1064
Stage 1	0	-	-	0	993	-
Stage 2	0	-	-	0	867	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	803	1064
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	867	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	0	290	26	0	2	1
Future Vol, veh/h	0	290	26	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	290	26	0	2	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 171 13
Stage 1	-	-	- 26 -
Stage 2	-	-	- 145 -
Critical Hdwy	-	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	-	-	- 3.52 3.32
Pot Cap-1 Maneuver	0	-	0 803 1064
Stage 1	0	-	0 993 -
Stage 2	0	-	0 867 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 803 1064
Mov Cap-2 Maneuver	-	-	- 803 -
Stage 1	-	-	- 993 -
Stage 2	-	-	- 867 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	803	1064
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	9.5	8.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↖	↗
Traffic Vol, veh/h	0	103	306	0	0	0
Future Vol, veh/h	0	103	306	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	306	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	358	153
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	614	866
Stage 1	0	-	-	0	720	-
Stage 2	0	-	-	0	964	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	614	866
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	964	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	0	132	310	0	21	12
Future Vol, veh/h	0	132	310	0	21	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	132	310	0	21	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 376 155
Stage 1	-	-	- 310 -
Stage 2	-	-	- 66 -
Critical Hdwy	-	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	-	-	- 3.52 3.32
Pot Cap-1 Maneuver	0	-	0 598 863
Stage 1	0	-	0 717 -
Stage 2	0	-	0 949 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 598 863
Mov Cap-2 Maneuver	-	-	- 598 -
Stage 1	-	-	- 717 -
Stage 2	-	-	- 949 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	598	863
HCM Lane V/C Ratio	-	-	0.035	0.014
HCM Control Delay (s)	-	-	11.2	9.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↗
Traffic Vol, veh/h	0	400	35	0	0	0
Future Vol, veh/h	0	400	35	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	400	35	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	235	18
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	732	1056
Stage 1	0	-	-	0	983	-
Stage 2	0	-	-	0	814	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	732	1056
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	814	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	0	402	35	0	2	1
Future Vol, veh/h	0	402	35	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	402	35	0	2	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 236 18
Stage 1	-	-	- 35 -
Stage 2	-	-	- 201 -
Critical Hdwy	-	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	-	-	- 3.52 3.32
Pot Cap-1 Maneuver	0	-	0 731 1056
Stage 1	0	-	0 983 -
Stage 2	0	-	0 813 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 731 1056
Mov Cap-2 Maneuver	-	-	- 731 -
Stage 1	-	-	- 983 -
Stage 2	-	-	- 813 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	731	1056
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Control Delay (s)	-	-	9.9	8.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	↗
Traffic Vol, veh/h	0	142	427	0	0	0
Future Vol, veh/h	0	142	427	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	142	427	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	498	214
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	71	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	502	791
Stage 1	0	-	-	0	626	-
Stage 2	0	-	-	0	943	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	502	791
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	943	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	0	171	431	0	21	12
Future Vol, veh/h	0	171	431	0	21	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	171	431	0	21	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 517 216
Stage 1	-	-	- 431 -
Stage 2	-	-	- 86 -
Critical Hdwy	-	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	-	-	- 3.52 3.32
Pot Cap-1 Maneuver	0	-	0 488 789
Stage 1	0	-	0 623 -
Stage 2	0	-	0 927 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 488 789
Mov Cap-2 Maneuver	-	-	- 488 -
Stage 1	-	-	- 623 -
Stage 2	-	-	- 927 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	488	789
HCM Lane V/C Ratio	-	-	0.043	0.015
HCM Control Delay (s)	-	-	12.7	9.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Intersection Delay, s/veh 55.6

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	183	0	18	0	93	1	275	43	119	622	49
Future Vol, veh/h	129	183	0	18	0	93	1	275	43	119	622	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	129	183	0	18	0	93	1	275	43	119	622	49
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.4	12.7	21.3	91.4
HCM LOS	C	B	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	86%	0%	100%	0%	0%	0%	93%
Vol Right, %	0%	14%	0%	0%	0%	100%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	318	129	183	18	93	119	671
LT Vol	1	0	129	0	18	0	119	0
Through Vol	0	275	0	183	0	0	0	622
RT Vol	0	43	0	0	0	93	0	49
Lane Flow Rate	1	318	129	183	18	93	119	671
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.622	0.29	0.386	0.043	0.193	0.237	1.234
Departure Headway (Hd)	8.041	7.429	8.624	8.108	9.291	8.042	7.18	6.618
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	490	419	447	388	449	499	550
Service Time	5.741	5.129	6.324	5.808	6.991	5.742	4.95	4.388
HCM Lane V/C Ratio	0.002	0.649	0.308	0.409	0.046	0.207	0.238	1.22
HCM Control Delay	10.8	21.3	14.8	15.8	12.4	12.7	12.2	105.4
HCM Lane LOS	B	C	B	C	B	B	B	F
HCM 95th-tile Q	0	3.9	1.2	1.8	0.1	0.7	0.9	19.2

Intersection	
Intersection Delay, s/veh	58.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	135	183	0	18	0	93	0	275	43	119	622	59
Future Vol, veh/h	135	183	0	18	0	93	0	275	43	119	622	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	183	0	18	0	93	0	275	43	119	622	59
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.6	12.8	21.5	96.1
HCM LOS	C	B	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	100%	86%	0%	100%	0%	0%	0%	91%
Vol Right, %	0%	14%	0%	0%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	318	135	183	18	93	119	681
LT Vol	0	0	135	0	18	0	119	0
Through Vol	0	275	0	183	0	0	0	622
RT Vol	0	43	0	0	0	93	0	59
Lane Flow Rate	0	318	135	183	18	93	119	681
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.624	0.304	0.387	0.043	0.194	0.238	1.255
Departure Headway (Hd)	7.575	7.477	8.689	8.171	9.376	8.123	7.206	6.635
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	487	416	443	384	445	496	545
Service Time	5.275	5.177	6.389	5.871	7.076	5.823	4.978	4.407
HCM Lane V/C Ratio	0	0.653	0.325	0.413	0.047	0.209	0.24	1.25
HCM Control Delay	10.3	21.5	15.1	15.9	12.5	12.8	12.2	110.8
HCM Lane LOS	N	C	C	C	B	B	B	F
HCM 95th-tile Q	0	3.9	1.2	1.8	0.1	0.7	0.9	19.9

HCM 6th Signalized Intersection Summary

9: University Blvd. & Bobby Foster Rd./Eastman Crossing

2026 AM MITIGATED

03/24/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	183	0	18	0	93	0	275	43	119	622	59
Future Volume (veh/h)	135	183	0	18	0	93	0	275	43	119	622	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	183	0	18	0	93	0	275	43	119	622	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	455	0	295	0	317	339	760	119	548	981	93
Arrive On Green	0.06	0.24	0.00	0.01	0.00	0.20	0.00	0.48	0.48	0.04	0.58	0.58
Sat Flow, veh/h	1781	1870	0	1781	0	1585	1781	1579	247	1781	1682	160
Grp Volume(v), veh/h	135	183	0	18	0	93	0	0	318	119	0	681
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1585	1781	0	1826	1781	0	1842
Q Serve(g_s), s	5.0	7.4	0.0	0.7	0.0	4.5	0.0	0.0	9.8	2.9	0.0	22.0
Cycle Q Clear(g_c), s	5.0	7.4	0.0	0.7	0.0	4.5	0.0	0.0	9.8	2.9	0.0	22.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.14	1.00		0.09
Lane Grp Cap(c), veh/h	375	455	0	295	0	317	339	0	878	548	0	1074
V/C Ratio(X)	0.36	0.40	0.00	0.06	0.00	0.29	0.00	0.00	0.36	0.22	0.00	0.63
Avail Cap(c_a), veh/h	375	455	0	335	0	317	442	0	878	548	0	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	28.5	0.0	28.3	0.0	30.6	0.0	0.0	14.7	10.9	0.0	12.4
Incr Delay (d2), s/veh	1.2	0.6	0.0	0.2	0.0	2.3	0.0	0.0	1.2	0.4	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	6.0	0.0	0.6	0.0	3.4	0.0	0.0	7.5	2.0	0.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	29.1	0.0	28.5	0.0	32.9	0.0	0.0	15.8	11.3	0.0	15.2
LnGrp LOS	C	C	A	C	A	C	A	A	B	B	A	B
Approach Vol, veh/h	318			111			318			800		
Approach Delay, s/veh	28.8			32.2			15.8			14.6		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	47.8	6.6	26.4	0.0	57.0	10.5	22.5				
Change Period (Y+Rc), s	5.5	4.5	5.5	4.5	5.5	4.5	5.5	4.5				
Max Green Setting (Gmax), s	3.7	43.3	3.1	19.9	5.3	41.7	5.0	18.0				
Max Q Clear Time (g_c+l1), s	4.9	11.8	2.7	9.4	0.0	24.0	7.0	6.5				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.7	0.0	4.6	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			19.1									
HCM 6th LOS			B									
Notes												

Intersection												
Intersection Delay, s/veh	102.2											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	0	59	26	105	109	130	677	4	80	525	142
Future Vol, veh/h	106	0	59	26	105	109	130	677	4	80	525	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	106	0	59	26	105	109	130	677	4	80	525	142
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.6	19.2	126.1	122
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	99%	0%	0%	0%	49%	0%	79%
Vol Right, %	0%	1%	0%	100%	0%	51%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	681	106	59	26	214	80	667
LT Vol	130	0	106	0	26	0	80	0
Through Vol	0	677	0	0	0	105	0	525
RT Vol	0	4	0	59	0	109	0	142
Lane Flow Rate	130	681	106	59	26	214	80	667
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.281	1.378	0.272	0.132	0.065	0.482	0.174	1.333
Departure Headway (Hd)	8.328	7.808	10.414	9.146	10.026	9.124	8.404	7.734
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	434	470	348	395	360	398	430	474
Service Time	6.028	5.508	8.114	6.846	7.726	6.824	6.104	5.434
HCM Lane V/C Ratio	0.3	1.449	0.305	0.149	0.072	0.538	0.186	1.407
HCM Control Delay	14.2	147.5	16.9	13.2	13.4	19.9	12.9	135.1
HCM Lane LOS	B	F	C	B	B	C	B	F
HCM 95th-tile Q	1.1	21.8	1.1	0.4	0.2	2.4	0.6	20.5

Intersection

Intersection Delay, s/veh 149.9

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	183	0	61	26	105	109	134	681	4	80	527	286
Future Vol, veh/h	183	0	61	26	105	109	134	681	4	80	527	286
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	183	0	61	26	105	109	134	681	4	80	527	286
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	20.8	21.6	150	219.6
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	99%	0%	0%	0%	49%	0%	65%
Vol Right, %	0%	1%	0%	100%	0%	51%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	685	183	61	26	214	80	813
LT Vol	134	0	183	0	26	0	80	0
Through Vol	0	681	0	0	0	105	0	527
RT Vol	0	4	0	61	0	109	0	286
Lane Flow Rate	134	685	183	61	26	214	80	813
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.306	1.471	0.473	0.137	0.067	0.503	0.184	1.702
Departure Headway (Hd)	9.281	8.755	11.014	9.736	11.043	10.131	9	8.225
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	390	425	329	371	326	360	401	447
Service Time	6.981	6.455	8.714	7.436	8.743	7.831	6.7	5.925
HCM Lane V/C Ratio	0.344	1.612	0.556	0.164	0.08	0.594	0.2	1.819
HCM Control Delay	16	176.2	23	14	14.5	22.5	13.7	239.9
HCM Lane LOS	C	F	C	B	B	C	B	F
HCM 95th-tile Q	1.3	22.8	2.3	0.5	0.2	2.6	0.7	31.5

HCM 6th Signalized Intersection Summary

9: University Blvd. & Bobby Foster Rd./Eastman Crossing

2026 PM MITIGATED

04/13/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	0	61	26	105	109	134	681	4	80	527	286
Future Volume (veh/h)	183	0	61	26	105	109	134	681	4	80	527	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	0	61	26	105	109	134	681	4	80	527	286
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	0	379	377	168	175	186	897	5	289	528	287
Arrive On Green	0.06	0.00	0.24	0.02	0.20	0.20	0.06	0.48	0.48	0.04	0.46	0.46
Sat Flow, veh/h	1781	0	1585	1781	841	873	1781	1857	11	1781	1140	619
Grp Volume(v), veh/h	183	0	61	26	0	214	134	0	685	80	0	813
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1713	1781	0	1868	1781	0	1759
Q Serve(g_s), s	5.0	0.0	2.7	1.0	0.0	10.3	3.5	0.0	26.9	2.1	0.0	41.5
Cycle Q Clear(g_c), s	5.0	0.0	2.7	1.0	0.0	10.3	3.5	0.0	26.9	2.1	0.0	41.5
Prop In Lane	1.00		1.00	1.00		0.51	1.00		0.01	1.00		0.35
Lane Grp Cap(c), veh/h	279	0	379	377	0	343	186	0	902	289	0	815
V/C Ratio(X)	0.66	0.00	0.16	0.07	0.00	0.62	0.72	0.00	0.76	0.28	0.00	1.00
Avail Cap(c_a), veh/h	279	0	379	410	0	343	186	0	902	292	0	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	27.1	28.1	0.0	32.9	20.8	0.0	19.0	15.6	0.0	24.1
Incr Delay (d2), s/veh	7.2	0.0	0.2	0.2	0.0	8.2	14.7	0.0	5.8	1.1	0.0	25.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	1.9	0.8	0.0	8.6	3.7	0.0	18.1	1.6	0.0	29.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	27.3	28.2	0.0	41.1	35.5	0.0	24.8	16.7	0.0	49.7
LnGrp LOS	D	A	C	C	A	D	D	A	C	B	A	D
Approach Vol, veh/h	244					240		819		893		
Approach Delay, s/veh	36.1					39.7		26.6		46.7		
Approach LOS	D					D		C		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	48.0	7.0	26.0	10.8	46.2	10.5	22.5				
Change Period (Y+Rc), s	5.5	4.5	5.5	4.5	5.5	4.5	5.5	4.5				
Max Green Setting (Gmax), s	3.7	43.3	3.1	19.9	5.3	41.7	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.1	28.9	3.0	4.7	5.5	43.5	7.0	12.3				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.2	0.0	0.0	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			37.3									
HCM 6th LOS			D									
Notes												

2026PBX MIT 9:46 am 03/09/2022 2026 PM BUILD MITIGATED

Signalize & Add 2nd NBT & SBT lanes

Synchro 11 Report
Page 9

Intersection

Intersection Delay, s/veh 161.6

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	256	0	26	0	128	1	374	59	158	854	67
Future Vol, veh/h	175	256	0	26	0	128	1	374	59	158	854	67
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	175	256	0	26	0	128	1	374	59	158	854	67
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	22.7	16.5	55.7	280.4
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	86%	0%	100%	0%	0%	0%	93%
Vol Right, %	0%	14%	0%	0%	0%	100%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	433	175	256	26	128	158	921
LT Vol	1	0	175	0	26	0	158	0
Through Vol	0	374	0	256	0	0	0	854
RT Vol	0	59	0	0	0	128	0	67
Lane Flow Rate	1	433	175	256	26	128	158	921
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.002	0.951	0.424	0.584	0.07	0.3	0.368	2.001
Departure Headway (Hd)	9.676	9.054	10.138	9.612	11.234	9.959	8.392	7.823
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	372	403	357	379	321	364	430	470
Service Time	7.376	6.754	7.838	7.312	8.934	7.659	6.115	5.546
HCM Lane V/C Ratio	0.003	1.074	0.49	0.675	0.081	0.352	0.367	1.96
HCM Control Delay	12.4	55.8	20	24.6	14.8	16.8	15.9	325.8
HCM Lane LOS	B	F	C	C	B	C	C	F
HCM 95th-tile Q	0	8.9	2	3.3	0.2	1.2	1.6	43.5

Intersection

Intersection Delay, s/veh 165.9

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	181	256	0	26	0	128	0	374	59	158	854	77
Future Vol, veh/h	181	256	0	26	0	128	0	374	59	158	854	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	181	256	0	26	0	128	0	374	59	158	854	77
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	23.1	16.6	56.4	287.9
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	100%	86%	0%	100%	0%	0%	0%	92%
Vol Right, %	0%	14%	0%	0%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	433	181	256	26	128	158	931
LT Vol	0	0	181	0	26	0	158	0
Through Vol	0	374	0	256	0	0	0	854
RT Vol	0	59	0	0	0	128	0	77
Lane Flow Rate	0	433	181	256	26	128	158	931
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.954	0.44	0.586	0.07	0.302	0.37	2.029
Departure Headway (Hd)	9.209	9.11	10.203	9.675	11.319	10.041	8.421	7.845
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	403	355	376	318	361	428	475
Service Time	6.909	6.81	7.903	7.375	9.019	7.741	6.148	5.572
HCM Lane V/C Ratio	0	1.074	0.51	0.681	0.082	0.355	0.369	1.96
HCM Control Delay	11.9	56.4	20.6	24.8	14.9	17	16	334.1
HCM Lane LOS	N	F	C	C	B	C	C	F
HCM 95th-tile Q	0	9	2.1	3.4	0.2	1.2	1.6	44.4

Intersection

Intersection Delay, s/veh 248.4

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	144	0	83	36	147	148	182	931	6	110	721	194
Future Vol, veh/h	144	0	83	36	147	148	182	931	6	110	721	194
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	144	0	83	36	147	148	182	931	6	110	721	194
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	20.4	31.6	306.3	305.6
HCM LOS	C	D	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	99%	0%	0%	0%	50%	0%	79%
Vol Right, %	0%	1%	0%	100%	0%	50%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	937	144	83	36	295	110	915
LT Vol	182	0	144	0	36	0	110	0
Through Vol	0	931	0	0	0	147	0	721
RT Vol	0	6	0	83	0	148	0	194
Lane Flow Rate	182	937	144	83	36	295	110	915
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.435	2.108	0.388	0.196	0.093	0.694	0.265	2.037
Departure Headway (Hd)	10.056	9.525	12.401	11.104	11.682	10.767	9.984	9.304
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	360	394	292	325	309	339	362	403
Service Time	7.756	7.225	10.101	8.804	9.382	8.467	7.684	7.004
HCM Lane V/C Ratio	0.506	2.378	0.493	0.255	0.117	0.87	0.304	2.27
HCM Control Delay	20.2	361.9	22.7	16.5	15.6	33.5	16.2	340.4
HCM Lane LOS	C	F	C	C	C	D	C	F
HCM 95th-tile Q	2.1	39.9	1.7	0.7	0.3	4.5	1	38.5

Intersection

Intersection Delay, s/veh 306.8

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	221	0	85	36	147	148	186	935	6	110	723	338
Future Vol, veh/h	221	0	85	36	147	148	186	935	6	110	723	338
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	221	0	85	36	147	148	186	935	6	110	723	338
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	28.5	36.1	338.3	425.7
HCM LOS	D	E	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	99%	0%	0%	0%	50%	0%	68%
Vol Right, %	0%	1%	0%	100%	0%	50%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	941	221	85	36	295	110	1061
LT Vol	186	0	221	0	36	0	110	0
Through Vol	0	935	0	0	0	147	0	723
RT Vol	0	6	0	85	0	148	0	338
Lane Flow Rate	186	941	221	85	36	295	110	1061
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.467	2.23	0.6	0.202	0.097	0.722	0.278	2.465
Departure Headway (Hd)	11.147	10.61	12.994	11.688	12.757	11.832	10.582	9.819
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	326	358	281	309	283	310	342	382
Service Time	8.847	8.31	10.694	9.388	10.457	9.532	8.282	7.519
HCM Lane V/C Ratio	0.571	2.628	0.786	0.275	0.127	0.952	0.322	2.777
HCM Control Delay	23.1	400.6	32.8	17.3	16.8	38.4	17.3	468
HCM Lane LOS	C	F	D	C	C	E	C	F
HCM 95th-tile Q	2.3	39.6	3.3	0.7	0.3	4.7	1.1	49.3

HCM 6th Signalized Intersection Summary

9: University Blvd. & Bobby Foster Rd./Eastman Crossing

2036 PM MITIGATED

04/14/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	0	85	36	147	148	186	935	6	110	723	338
Future Volume (veh/h)	221	0	85	36	147	148	186	935	6	110	723	338
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	0	85	36	147	148	186	935	6	110	723	338
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	0	466	384	172	173	285	1464	9	298	880	411
Arrive On Green	0.12	0.00	0.29	0.02	0.20	0.20	0.09	0.40	0.40	0.06	0.37	0.37
Sat Flow, veh/h	1781	0	1585	1781	855	861	1781	3620	23	1781	2351	1098
Grp Volume(v), veh/h	221	0	85	36	0	295	186	459	482	110	546	515
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1715	1781	1777	1866	1781	1777	1673
Q Serve(g_s), s	8.4	0.0	3.6	1.4	0.0	14.9	5.7	18.7	18.7	3.4	25.0	25.0
Cycle Q Clear(g_c), s	8.4	0.0	3.6	1.4	0.0	14.9	5.7	18.7	18.7	3.4	25.0	25.0
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.01	1.00		0.66
Lane Grp Cap(c), veh/h	324	0	466	384	0	345	285	719	755	298	665	626
V/C Ratio(X)	0.68	0.00	0.18	0.09	0.00	0.86	0.65	0.64	0.64	0.37	0.82	0.82
Avail Cap(c_a), veh/h	330	0	466	405	0	345	321	719	755	328	665	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	23.7	27.7	0.0	34.7	19.7	21.5	21.5	17.3	25.4	25.4
Incr Delay (d2), s/veh	7.1	0.0	0.2	0.2	0.0	20.9	6.1	4.3	4.1	1.6	10.4	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	2.4	1.1	0.0	12.7	4.8	13.0	13.5	2.6	17.7	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	23.9	27.9	0.0	55.6	25.8	25.8	25.6	18.9	35.9	36.5
LnGrp LOS	C	A	C	C	A	E	C	C	C	B	D	D
Approach Vol, veh/h		306			331			1127			1171	
Approach Delay, s/veh		29.4			52.6			25.7			34.5	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	40.9	7.5	31.0	13.3	38.2	15.9	22.6				
Change Period (Y+Rc), s	5.5	4.5	5.5	4.5	5.5	4.5	5.5	4.5				
Max Green Setting (Gmax), s	6.6	34.6	3.1	25.7	9.6	31.6	10.7	18.1				
Max Q Clear Time (g_c+I1), s	5.4	20.7	3.4	5.6	7.7	27.0	10.4	16.9				
Green Ext Time (p_c), s	0.1	5.2	0.0	0.4	0.2	2.7	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			32.6									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	483	47	29	824
Future Vol, veh/h	0	0	483	47	29	824
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	-	-	-	155	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	483	47	29	824

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1389	507	0
Stage 1	507	-	-
Stage 2	882	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	157	566	-
Stage 1	605	-	-
Stage 2	405	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	153	566	-
Mov Cap-2 Maneuver	283	-	-
Stage 1	605	-	-
Stage 2	394	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1037
HCM Lane V/C Ratio	-	-	-	0.028
HCM Control Delay (s)	-	-	0	8.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	489	47	29	834
Future Vol, veh/h	0	0	489	47	29	834
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	-	-	-	155	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	489	47	29	834
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1405	513	0	0	536	0
Stage 1	513	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	154	561	-	-	1032	-
Stage 1	601	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	561	-	-	1032	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	0	0	0.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1032	-	
HCM Lane V/C Ratio	-	-	-	0.028	-	
HCM Control Delay (s)	-	-	0	8.6	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	0	984	2	10	660
Future Vol, veh/h	52	0	984	2	10	660
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	-	-	-	155	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	0	984	2	10	660
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1665	985	0	0	986	0
Stage 1	985	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	106	301	-	-	701	-
Stage 1	362	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	301	-	-	701	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.4	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	237	701	-	
HCM Lane V/C Ratio	-	-	0.219	0.014	-	
HCM Control Delay (s)	-	-	24.4	10.2	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.8	0	-	

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	0	1065	2	10	806
Future Vol, veh/h	52	0	1065	2	10	806
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	-	-	-	155	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	0	1065	2	10	806

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1892	1066	0
Stage 1	1066	-	-
Stage 2	826	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	77	270	-
Stage 1	331	-	-
Stage 2	430	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	76	270	-
Mov Cap-2 Maneuver	204	-	-
Stage 1	331	-	-
Stage 2	424	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.5	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	204	653
HCM Lane V/C Ratio	-	-	0.255	0.015
HCM Control Delay (s)	-	-	28.5	10.6
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1	0

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	654	64	38	1125
Future Vol, veh/h	0	0	654	64	38	1125
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	-	-	-	155	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	654	64	38	1125

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1887	686	0
Stage 1	686	-	-
Stage 2	1201	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	77	447	-
Stage 1	500	-	-
Stage 2	285	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	74	447	-
Mov Cap-2 Maneuver	191	-	-
Stage 1	500	-	-
Stage 2	273	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	883	-
HCM Lane V/C Ratio	-	-	0.043	-
HCM Control Delay (s)	-	-	0	9.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	660	64	38	1135
Future Vol, veh/h	0	0	660	64	38	1135
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	-	-	-	155	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	660	64	38	1135

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1903	692	0
Stage 1	692	-	-
Stage 2	1211	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	76	444	-
Stage 1	497	-	-
Stage 2	282	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	73	444	-
Mov Cap-2 Maneuver	189	-	-
Stage 1	497	-	-
Stage 2	270	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	879
HCM Lane V/C Ratio	-	-	-	0.043
HCM Control Delay (s)	-	-	0	9.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	0	1349	3	13	899
Future Vol, veh/h	70	0	1349	3	13	899
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	-	-	-	155	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	0	1349	3	13	899
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2276	1351	0	0	1352	0
Stage 1	1351	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 44	184	-	-	509	-
Stage 1	241	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 43	184	-	-	509	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	46.4	0		0.2		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	153	509	-	
HCM Lane V/C Ratio	-	-	0.458	0.026	-	
HCM Control Delay (s)	-	-	46.4	12.3	-	
HCM Lane LOS	-	-	E	B	-	
HCM 95th %tile Q(veh)	-	-	2	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	0	1430	3	13	1045
Future Vol, veh/h	70	0	1430	3	13	1045
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	-	-	-	155	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	0	1430	3	13	1045

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2503	1432	0
Stage 1	1432	-	-
Stage 2	1071	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	~ 32	165	474
Stage 1	220	-	-
Stage 2	329	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 31	165	474
Mov Cap-2 Maneuver	133	-	-
Stage 1	220	-	-
Stage 2	320	-	-

Approach	WB	NB	SB
HCM Control Delay, s	57.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	133	474
HCM Lane V/C Ratio	-	-	0.526	0.027
HCM Control Delay (s)	-	-	57.6	12.8
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	2.3	0.1

Notes

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

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	538	6	60	830
Future Vol, veh/h	9	0	538	6	60	830
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	0	-	-	0	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	538	6	60	830

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1076	272	0
Stage 1	541	-	-
Stage 2	535	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	214	726	-
Stage 1	548	-	-
Stage 2	551	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	201	726	-
Mov Cap-2 Maneuver	400	-	-
Stage 1	548	-	-
Stage 2	518	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 400	- 1021	-
HCM Lane V/C Ratio	-	- 0.023	- 0.059	-
HCM Control Delay (s)	-	- 14.2	0 8.7	-
HCM Lane LOS	-	- B	A A	-
HCM 95th %tile Q(veh)	-	- 0.1	- 0.2	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	551	6	60	853
Future Vol, veh/h	9	0	551	6	60	853
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	0	-	-	0	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	551	6	60	853

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1101	279	0	0	557
Stage 1	554	-	-	-	-
Stage 2	547	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	206	718	-	-	1010
Stage 1	539	-	-	-	-
Stage 2	544	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	194	718	-	-	1010
Mov Cap-2 Maneuver	393	-	-	-	-
Stage 1	539	-	-	-	-
Stage 2	512	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 393	- 1010	-
HCM Lane V/C Ratio	-	- 0.023	- 0.059	-
HCM Control Delay (s)	-	- 14.4	0 8.8	-
HCM Lane LOS	-	- B	A A	-
HCM 95th %tile Q(veh)	-	- 0.1	- 0.2	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	16	1064	10	68	637
Future Vol, veh/h	5	16	1064	10	68	637
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	0	-	-	0	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	1064	10	68	637
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1524	537	0	0	1074	0
Stage 1	1069	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	109	488	-	-	645	-
Stage 1	291	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	488	-	-	645	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.2	0	1.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 255 488	645	-		
HCM Lane V/C Ratio	-	- 0.02 0.033 0.105		-		
HCM Control Delay (s)	-	- 19.4 12.6 11.2		-		
HCM Lane LOS	-	- C B B		-		
HCM 95th %tile Q(veh)	-	- 0.1 0.1 0.4		-		

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	16	1237	10	68	962
Future Vol, veh/h	5	16	1237	10	68	962
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	0	-	-	0	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	16	1237	10	68	962

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1859	624	0
Stage 1	1242	-	-
Stage 2	617	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	65	428	-
Stage 1	236	-	-
Stage 2	501	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	57	428	-
Mov Cap-2 Maneuver	202	-	-
Stage 1	236	-	-
Stage 2	439	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 202 428	554	-
HCM Lane V/C Ratio	-	- 0.025 0.037	0.123	-
HCM Control Delay (s)	-	- 23.3 13.7	12.4	-
HCM Lane LOS	-	- C B	B	-
HCM 95th %tile Q(veh)	-	- 0.1 0.1	0.4	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	727	8	80	1131
Future Vol, veh/h	13	0	727	8	80	1131
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	0	-	-	0	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	727	8	80	1131

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1457	368	0	0	735
Stage 1	731	-	-	-	-
Stage 2	726	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	120	629	-	-	866
Stage 1	437	-	-	-	-
Stage 2	440	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	109	629	-	-	866
Mov Cap-2 Maneuver	298	-	-	-	-
Stage 1	437	-	-	-	-
Stage 2	400	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 298	- 866	-
HCM Lane V/C Ratio	-	- 0.044	- 0.092	-
HCM Control Delay (s)	-	- 17.6	0 9.6	-
HCM Lane LOS	-	- C	A A	-
HCM 95th %tile Q(veh)	-	- 0.1	- 0.3	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	740	8	80	1154
Future Vol, veh/h	13	0	740	8	80	1154
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	0	-	-	0	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	740	8	80	1154
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1481	374	0	0	748	0
Stage 1	744	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	116	623	-	-	856	-
Stage 1	431	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	623	-	-	856	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	17.9	0	0.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 293	-	856		
HCM Lane V/C Ratio	-	- 0.044	-	0.093		
HCM Control Delay (s)	-	- 17.9	0	9.6		
HCM Lane LOS	-	- C	A	A		
HCM 95th %tile Q(veh)	-	- 0.1	-	0.3		

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	22	1456	13	92	868
Future Vol, veh/h	7	22	1456	13	92	868
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	0	-	-	0	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	1456	13	92	868
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2081	735	0	0	1469	0
Stage 1	1463	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	46	362	-	-	455	-
Stage 1	179	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	37	362	-	-	455	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	18.9	0	1.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 156 362	455	-		
HCM Lane V/C Ratio	-	- 0.045 0.061	0.202	-		
HCM Control Delay (s)	-	- 29.2 15.6	14.9	-		
HCM Lane LOS	-	- D C	B	-		
HCM 95th %tile Q(veh)	-	- 0.1 0.2	0.7	-		

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	22	1629	13	92	1193
Future Vol, veh/h	7	22	1629	13	92	1193
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	0	-	-	0	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	22	1629	13	92	1193
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2417	821	0	0	1642	0
Stage 1	1636	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	27	318	-	-	390	-
Stage 1	144	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	21	318	-	-	390	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	144	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21.7	0	1.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 124 318	390	-		
HCM Lane V/C Ratio	-	- 0.056 0.069	0.236	-		
HCM Control Delay (s)	-	- 35.8 17.2	17	-		
HCM Lane LOS	-	- E C	C	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.2	0.9	-		

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2026 AM NO BUILD

03/24/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	←←	←←	↑↑	↑↑	←
Traffic Volume (veh/h)	406	777	315	282	100	298
Future Volume (veh/h)	406	777	315	282	100	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	406	777	315	282	100	298
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1037	837	722	1367	437	195
Arrive On Green	0.30	0.30	0.11	0.38	0.12	0.12
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	406	777	315	282	100	298
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	6.1	17.6	0.0	3.4	1.7	2.4
Cycle Q Clear(g_c), s	6.1	17.6	0.0	3.4	1.7	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1037	837	722	1367	437	195
V/C Ratio(X)	0.39	0.93	0.44	0.21	0.23	1.53
Avail Cap(c_a), veh/h	1037	837	722	2296	1421	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	22.1	25.0	13.4	25.7	2.5
Incr Delay (d2), s/veh	0.5	15.2	1.9	0.2	0.6	173.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	19.7	4.0	2.2	1.2	23.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	37.3	26.9	13.5	26.3	175.5
LnGrp LOS	B	D	C	B	C	F
Approach Vol, veh/h	1183			597	398	
Approach Delay, s/veh	30.9			20.6	138.0	
Approach LOS	C			C	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	35.0			30.0	17.0	18.0
Change Period (Y+Rc), s	10.0			10.5	10.0	* 10
Max Green Setting (Gmax), s	42.0			19.5	7.0	* 26
Max Q Clear Time (g_c+I1), s	5.4			19.6	2.0	4.4
Green Ext Time (p_c), s	3.5			0.0	1.0	3.3
Intersection Summary						
HCM 6th Ctrl Delay			47.6			
HCM 6th LOS			D			

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 12: University Blvd. & Rio Bravo Blvd.

2026 AM BUILD

03/24/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (veh/h)	406	797	326	283	103	298
Future Volume (veh/h)	406	797	326	283	103	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	406	797	326	283	103	298
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1037	837	720	1367	437	195
Arrive On Green	0.30	0.30	0.11	0.38	0.12	0.12
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	406	797	326	283	103	298
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	6.1	18.2	0.0	3.5	1.7	2.4
Cycle Q Clear(g_c), s	6.1	18.2	0.0	3.5	1.7	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1037	837	720	1367	437	195
V/C Ratio(X)	0.39	0.95	0.45	0.21	0.24	1.53
Avail Cap(c_a), veh/h	1037	837	720	2296	1421	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	22.3	25.0	13.4	25.7	2.5
Incr Delay (d2), s/veh	0.5	18.2	2.0	0.2	0.6	173.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	20.5	4.1	2.2	1.3	23.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	40.5	27.1	13.5	26.3	175.5
LnGrp LOS	B	D	C	B	C	F
Approach Vol, veh/h	1203			609	401	
Approach Delay, s/veh	33.1			20.8	137.2	
Approach LOS	C			C	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	35.0			30.0	17.0	18.0
Change Period (Y+Rc), s	10.0			10.5	10.0	* 10
Max Green Setting (Gmax), s	42.0			19.5	7.0	* 26
Max Q Clear Time (g_c+I1), s	5.5			20.2	2.0	4.4
Green Ext Time (p_c), s	3.5			0.0	1.0	3.4
Intersection Summary						
HCM 6th Ctrl Delay			48.6			
HCM 6th LOS			D			
Notes						

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2026 AM MITIGATED

03/24/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	🚗🚗	🚗🚗	🚗🚗	🚗🚗	🚗🚗	🚗
Traffic Volume (veh/h)	406	797	326	283	103	298
Future Volume (veh/h)	406	797	326	283	103	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	406	797	326	283	103	298
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	878	1102	1005	1624	671	702
Arrive On Green	0.25	0.25	0.14	0.46	0.19	0.19
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	406	797	326	283	103	298
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	7.0	17.2	4.7	3.3	1.7	9.1
Cycle Q Clear(g_c), s	7.0	17.2	4.7	3.3	1.7	9.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	878	1102	1005	1624	671	702
V/C Ratio(X)	0.46	0.72	0.32	0.17	0.15	0.42
Avail Cap(c_a), veh/h	878	1102	1005	2005	1053	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	18.2	16.2	11.4	24.0	13.6
Incr Delay (d2), s/veh	0.8	2.9	0.9	0.1	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	18.9	3.2	2.1	1.2	14.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.2	21.1	17.1	11.5	24.2	14.4
LnGrp LOS	C	C	B	B	C	B
Approach Vol, veh/h	1203			609	401	
Approach Delay, s/veh	21.8			14.5	16.9	
Approach LOS	C			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		42.4		28.5	19.0	23.4
Change Period (Y+Rc), s		10.0		10.5	9.0	10.0
Max Green Setting (Gmax), s		40.0		18.0	10.0	21.0
Max Q Clear Time (g_c+l1), s		5.3		19.2	6.7	11.1
Green Ext Time (p_c), s		3.5		0.0	0.7	2.2
Intersection Summary						
HCM 6th Ctrl Delay			18.9			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
12: University Blvd. & Rio Bravo Blvd.

2026 AM MITIGATED

03/24/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	406	797	326	283	103	298
Future Volume (veh/h)	406	797	326	283	103	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	406	797	326	283	103	298
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	924	1162	955	1517	510	1146
Arrive On Green	0.27	0.27	0.15	0.43	0.14	0.14
Sat Flow, veh/h	3456	2790	3456	3647	3647	2790
Grp Volume(v), veh/h	406	797	326	283	103	298
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1395
Q Serve(g_s), s	6.5	15.6	4.7	3.3	1.7	4.7
Cycle Q Clear(g_c), s	6.5	15.6	4.7	3.3	1.7	4.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	924	1162	955	1517	510	1146
V/C Ratio(X)	0.44	0.69	0.34	0.19	0.20	0.26
Avail Cap(c_a), veh/h	928	1165	955	2120	1113	1620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	16.0	17.1	12.0	25.3	13.0
Incr Delay (d2), s/veh	0.7	2.2	1.0	0.1	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	17.8	3.2	2.1	1.3	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	18.2	18.1	12.1	25.7	13.3
LnGrp LOS	C	B	B	B	C	B
Approach Vol, veh/h	1203			609	401	
Approach Delay, s/veh	19.2			15.3	16.5	
Approach LOS	B			B	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	38.6		28.4		19.0	19.6
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	40.0		18.0		10.0	21.0
Max Q Clear Time (g_c+I1), s	5.3		17.6		6.7	6.7
Green Ext Time (p_c), s	3.5		0.3		0.7	2.9
Intersection Summary						
HCM 6th Ctrl Delay			17.6			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2026 PM NO BUILD

03/24/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	258	543	708	397	123	696
Future Volume (veh/h)	258	543	708	397	123	696
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	543	708	397	123	696
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	861	695	752	1603	719	321
Arrive On Green	0.25	0.25	0.10	0.45	0.20	0.20
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	258	543	708	397	123	696
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	4.1	12.4	5.9	4.7	2.0	4.3
Cycle Q Clear(g_c), s	4.1	12.4	5.9	4.7	2.0	4.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	861	695	752	1603	719	321
V/C Ratio(X)	0.30	0.78	0.94	0.25	0.17	2.17
Avail Cap(c_a), veh/h	986	796	752	2183	1352	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	23.9	27.2	11.6	22.5	2.6
Incr Delay (d2), s/veh	0.4	5.6	18.9	0.2	0.2	368.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	14.6	11.5	2.9	1.4	65.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.2	29.6	46.1	11.8	22.8	370.9
LnGrp LOS	C	C	D	B	C	F
Approach Vol, veh/h	801			1105	819	
Approach Delay, s/veh	26.9			33.8	318.6	
Approach LOS	C			C	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	40.8			27.5	17.0	23.8
Change Period (Y+Rc), s	10.0			10.5	10.0	* 10
Max Green Setting (Gmax), s	42.0			19.5	7.0	* 26
Max Q Clear Time (g_c+I1), s	6.7			14.4	7.9	6.3
Green Ext Time (p_c), s	5.1			2.6	0.0	7.5
Intersection Summary						
HCM 6th Ctrl Delay			117.3			
HCM 6th LOS			F			

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2026 PM BUILD

03/24/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	←←	←←	↑↑	↑↑	←
Traffic Volume (veh/h)	258	832	862	416	159	696
Future Volume (veh/h)	258	832	862	416	159	696
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	832	862	416	159	696
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	947	765	709	1555	706	315
Arrive On Green	0.27	0.27	0.10	0.44	0.20	0.20
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	258	832	862	416	159	696
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	4.2	19.5	7.0	5.3	2.7	4.2
Cycle Q Clear(g_c), s	4.2	19.5	7.0	5.3	2.7	4.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	947	765	709	1555	706	315
V/C Ratio(X)	0.27	1.09	1.22	0.27	0.23	2.21
Avail Cap(c_a), veh/h	947	765	709	2098	1299	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	25.8	29.1	12.7	23.9	2.5
Incr Delay (d2), s/veh	0.3	44.5	78.1	0.2	0.3	380.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	8.5	20.6	3.4	1.9	54.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	70.3	107.2	12.9	24.3	383.1
LnGrp LOS	C	F	F	B	C	F
Approach Vol, veh/h	1090			1278	855	
Approach Delay, s/veh	58.5			76.5	316.4	
Approach LOS	E			E	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	41.1			30.0	17.0	24.1
Change Period (Y+Rc), s	10.0			10.5	10.0	* 10
Max Green Setting (Gmax), s	42.0			19.5	7.0	* 26
Max Q Clear Time (g_c+I1), s	7.3			21.5	9.0	6.2
Green Ext Time (p_c), s	5.4			0.0	0.0	7.9

Intersection Summary

HCM 6th Ctrl Delay	134.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
12: University Blvd. & Rio Bravo Blvd.

2026 PM MITIGATED

04/13/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (veh/h)	258	832	862	416	159	696
Future Volume (veh/h)	258	832	862	416	159	696
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	832	862	416	159	696
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	792	995	916	1811	951	787
Arrive On Green	0.23	0.23	0.13	0.51	0.27	0.27
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	258	832	862	416	159	696
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	4.9	18.0	10.0	5.1	2.7	21.0
Cycle Q Clear(g_c), s	4.9	18.0	10.0	5.1	2.7	21.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	792	995	916	1811	951	787
V/C Ratio(X)	0.33	0.84	0.94	0.23	0.17	0.88
Avail Cap(c_a), veh/h	792	995	916	1811	951	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	23.1	21.8	10.7	22.0	17.7
Incr Delay (d2), s/veh	0.5	6.7	16.5	0.1	0.2	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	22.3	8.9	3.2	1.9	33.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.7	29.9	38.3	10.8	22.2	29.2
LnGrp LOS	C	C	D	B	C	C
Approach Vol, veh/h	1090			1278	855	
Approach Delay, s/veh	28.9			29.4	27.9	
Approach LOS	C			C	C	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	50.0		28.5		19.0	31.0
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	40.0		18.0		10.0	21.0
Max Q Clear Time (g_c+I1), s	7.1		20.0		12.0	23.0
Green Ext Time (p_c), s	5.3		0.0		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			28.8			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2026 PM MITIGATED

04/13/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	258	832	862	416	159	696
Future Volume (veh/h)	258	832	862	416	159	696
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	832	862	416	159	696
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	819	1029	904	1752	863	1339
Arrive On Green	0.24	0.24	0.13	0.49	0.24	0.24
Sat Flow, veh/h	3456	2790	3456	3647	3647	2790
Grp Volume(v), veh/h	258	832	862	416	159	696
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1395
Q Serve(g_s), s	4.7	18.0	10.0	5.1	2.7	13.1
Cycle Q Clear(g_c), s	4.7	18.0	10.0	5.1	2.7	13.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	819	1029	904	1752	863	1339
V/C Ratio(X)	0.31	0.81	0.95	0.24	0.18	0.52
Avail Cap(c_a), veh/h	819	1029	904	1872	983	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	21.6	22.2	11.1	22.8	13.7
Incr Delay (d2), s/veh	0.5	5.4	18.0	0.1	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	1.4	8.8	3.2	1.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.4	27.0	40.1	11.2	23.0	14.4
LnGrp LOS	C	C	D	B	C	B
Approach Vol, veh/h	1090			1278	855	
Approach Delay, s/veh	26.3			30.7	16.0	
Approach LOS	C			C	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	47.4		28.5		19.0	28.4
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	40.0		18.0		10.0	21.0
Max Q Clear Time (g_c+I1), s	7.1		20.0		12.0	15.1
Green Ext Time (p_c), s	5.3		0.0		0.0	3.3
Intersection Summary						
HCM 6th Ctrl Delay			25.3			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2036 AM NO BUILD

03/24/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	←←	←←	↑↑	↑↑	←
Traffic Volume (veh/h)	541	1059	429	377	135	397
Future Volume (veh/h)	541	1059	429	377	135	397
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	541	1059	429	377	135	397
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1014	819	713	1415	506	226
Arrive On Green	0.29	0.29	0.11	0.40	0.14	0.14
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	541	1059	429	377	135	397
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	8.7	19.5	0.8	4.7	2.3	2.8
Cycle Q Clear(g_c), s	8.7	19.5	0.8	4.7	2.3	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1014	819	713	1415	506	226
V/C Ratio(X)	0.53	1.29	0.60	0.27	0.27	1.76
Avail Cap(c_a), veh/h	1014	819	713	2246	1390	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	23.5	25.8	13.5	25.4	2.5
Incr Delay (d2), s/veh	1.0	98.7	3.7	0.2	0.6	243.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	37.0	5.7	3.0	1.6	33.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	122.2	29.5	13.7	26.0	246.0
LnGrp LOS	C	F	C	B	C	F
Approach Vol, veh/h	1600			806	532	
Approach Delay, s/veh	87.9			22.1	190.1	
Approach LOS	F			C	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.5		30.0	17.0	19.5
Change Period (Y+Rc), s		10.0		10.5	10.0	* 10
Max Green Setting (Gmax), s		42.0		19.5	7.0	* 26
Max Q Clear Time (g_c+I1), s		6.7		21.5	2.8	4.8
Green Ext Time (p_c), s		4.8		0.0	1.2	4.6
Intersection Summary						
HCM 6th Ctrl Delay			88.3			
HCM 6th LOS			F			

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2036 AM BUILD

03/24/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	 
Traffic Volume (veh/h)	541	1079	440	378	138	397
Future Volume (veh/h)	541	1079	440	378	138	397
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	541	1079	440	378	138	397
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1013	818	712	1416	508	227
Arrive On Green	0.29	0.29	0.11	0.40	0.14	0.14
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	541	1079	440	378	138	397
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	8.7	19.5	1.0	4.8	2.3	2.8
Cycle Q Clear(g_c), s	8.7	19.5	1.0	4.8	2.3	2.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1013	818	712	1416	508	227
V/C Ratio(X)	0.53	1.32	0.62	0.27	0.27	1.75
Avail Cap(c_a), veh/h	1013	818	712	2244	1389	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	23.5	25.9	13.5	25.4	2.5
Incr Delay (d2), s/veh	1.0	106.0	4.0	0.2	0.6	241.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	20.3	5.9	3.0	1.7	25.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	129.5	29.8	13.7	26.0	243.7
LnGrp LOS	C	F	C	B	C	F
Approach Vol, veh/h	1620			818	535	
Approach Delay, s/veh	93.2			22.4	187.6	
Approach LOS	F			C	F	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	36.5		30.0		17.0	19.5
Change Period (Y+Rc), s	10.0		10.5		10.0	* 10
Max Green Setting (Gmax), s	42.0		19.5		7.0	* 26
Max Q Clear Time (g_c+I1), s	6.8		21.5		3.0	4.8
Green Ext Time (p_c), s	4.8		0.0		1.2	4.7
Intersection Summary						
HCM 6th Ctrl Delay			90.7			
HCM 6th LOS			F			

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 12: University Blvd. & Rio Bravo Blvd.

2036 AM MITIGATED

03/24/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↰↱	↰↱	↰↱	↰↱	↰↱
Traffic Volume (veh/h)	541	1079	440	378	138	397
Future Volume (veh/h)	541	1079	440	378	138	397
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	541	1079	440	378	138	397
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	832	1044	992	1725	822	748
Arrive On Green	0.24	0.24	0.13	0.49	0.23	0.23
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	541	1079	440	378	138	397
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	10.5	18.0	6.6	4.6	2.3	13.2
Cycle Q Clear(g_c), s	10.5	18.0	6.6	4.6	2.3	13.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	832	1044	992	1725	822	748
V/C Ratio(X)	0.65	1.03	0.44	0.22	0.17	0.53
Avail Cap(c_a), veh/h	832	1044	992	1900	998	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	23.4	16.0	11.1	23.0	13.9
Incr Delay (d2), s/veh	2.5	29.0	1.4	0.1	0.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	7.6	4.6	2.8	1.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.0	52.4	17.5	11.2	23.2	15.2
LnGrp LOS	C	F	B	B	C	B
Approach Vol, veh/h	1620			818	535	
Approach Delay, s/veh	44.3			14.6	17.2	
Approach LOS	D			B	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	46.3		28.5		19.0	27.3
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	40.0		18.0		10.0	21.0
Max Q Clear Time (g_c+I1), s	6.6		20.0		8.6	15.2
Green Ext Time (p_c), s	4.8		0.0		0.4	2.1
Intersection Summary						
HCM 6th Ctrl Delay	31.2					
HCM 6th LOS	C					

HCM 6th Signalized Intersection Summary 12: University Blvd. & Rio Bravo Blvd.

2026 AM MITIGATED

03/24/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	541	1079	440	378	138	397
Future Volume (veh/h)	541	1079	440	378	138	397
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	541	1079	440	378	138	397
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	892	1120	942	1591	623	1209
Arrive On Green	0.26	0.26	0.14	0.45	0.18	0.18
Sat Flow, veh/h	3456	2790	3456	3647	3647	2790
Grp Volume(v), veh/h	541	1079	440	378	138	397
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1395
Q Serve(g_s), s	9.6	18.0	6.6	4.6	2.3	6.6
Cycle Q Clear(g_c), s	9.6	18.0	6.6	4.6	2.3	6.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	892	1120	942	1591	623	1209
V/C Ratio(X)	0.61	0.96	0.47	0.24	0.22	0.33
Avail Cap(c_a), veh/h	892	1120	942	2039	1070	1560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	20.4	17.2	11.9	24.7	13.0
Incr Delay (d2), s/veh	1.8	16.4	1.7	0.2	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	4.6	4.6	2.9	1.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.5	36.8	18.9	12.1	25.0	13.4
LnGrp LOS	C	D	B	B	C	B
Approach Vol, veh/h	1620			818	535	
Approach Delay, s/veh	32.7			15.7	16.4	
Approach LOS	C			B	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	41.2		28.5		19.0	22.2
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	40.0		18.0		10.0	21.0
Max Q Clear Time (g_c+I1), s	6.6		20.0		8.6	8.6
Green Ext Time (p_c), s	4.8		0.0		0.4	3.7
Intersection Summary						
HCM 6th Ctrl Delay			25.1			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2036 PM NO BUILD

03/24/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↔↔	↔↔	↑↑	↑↑	↔↔
Traffic Volume (veh/h)	344	742	976	533	166	928
Future Volume (veh/h)	344	742	976	533	166	928
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	742	976	533	166	928
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	901	728	690	1653	845	377
Arrive On Green	0.26	0.26	0.09	0.47	0.24	0.24
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	344	742	976	533	166	928
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	6.1	19.5	7.0	7.1	2.8	5.3
Cycle Q Clear(g_c), s	6.1	19.5	7.0	7.1	2.8	5.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	901	728	690	1653	845	377
V/C Ratio(X)	0.38	1.02	1.42	0.32	0.20	2.46
Avail Cap(c_a), veh/h	901	728	690	1996	1236	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	27.6	30.4	12.6	22.8	2.5
Incr Delay (d2), s/veh	0.6	31.0	135.4	0.2	0.2	455.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	23.2	29.0	4.5	2.0	92.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	58.6	165.8	12.8	23.0	458.1
LnGrp LOS	C	F	F	B	C	F
Approach Vol, veh/h	1086			1509	1094	
Approach Delay, s/veh	47.4			111.7	392.1	
Approach LOS	D			F	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.8		30.0	17.0	27.8
Change Period (Y+Rc), s		10.0		10.5	10.0	* 10
Max Green Setting (Gmax), s		42.0		19.5	7.0	* 26
Max Q Clear Time (g_c+I1), s		9.1		21.5	9.0	7.3
Green Ext Time (p_c), s		7.0		0.0	0.0	10.5
Intersection Summary						
HCM 6th Ctrl Delay			176.0			
HCM 6th LOS			F			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

2036 PM BUILD

03/24/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	←←	←←	↑↑	↑↑	←
Traffic Volume (veh/h)	344	1031	1130	552	202	928
Future Volume (veh/h)	344	1031	1130	552	202	928
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	1031	1130	552	202	928
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	897	724	677	1662	858	383
Arrive On Green	0.26	0.26	0.09	0.47	0.24	0.24
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	344	1031	1130	552	202	928
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	6.2	19.5	7.0	7.4	3.4	5.4
Cycle Q Clear(g_c), s	6.2	19.5	7.0	7.4	3.4	5.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	897	724	677	1662	858	383
V/C Ratio(X)	0.38	1.42	1.67	0.33	0.24	2.42
Avail Cap(c_a), veh/h	897	724	677	1986	1229	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	27.8	30.7	12.6	22.9	2.5
Incr Delay (d2), s/veh	0.6	137.7	211.2	0.2	0.3	443.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	42.2	39.6	4.7	2.5	92.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.5	165.5	241.9	12.9	23.2	446.1
LnGrp LOS	C	F	F	B	C	F
Approach Vol, veh/h	1375			1682	1130	
Approach Delay, s/veh	130.0			166.7	370.5	
Approach LOS	F			F	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	45.2			30.0	17.0	28.2
Change Period (Y+Rc), s	10.0			10.5	10.0	* 10
Max Green Setting (Gmax), s	42.0			19.5	7.0	* 26
Max Q Clear Time (g_c+I1), s	9.4			21.5	9.0	7.4
Green Ext Time (p_c), s	7.3			0.0	0.0	10.7
Intersection Summary						
HCM 6th Ctrl Delay			209.6			
HCM 6th LOS			F			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary 12: University Blvd. & Rio Bravo Blvd.

2036 PM MITIGATED

04/13/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	 
Traffic Volume (veh/h)	344	1031	1130	552	202	928
Future Volume (veh/h)	344	1031	1130	552	202	928
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	1031	1130	552	202	928
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	792	995	840	1811	951	787
Arrive On Green	0.23	0.23	0.13	0.51	0.27	0.27
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	344	1031	1130	552	202	928
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	6.7	18.0	10.0	7.1	3.5	21.0
Cycle Q Clear(g_c), s	6.7	18.0	10.0	7.1	3.5	21.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	792	995	840	1811	951	787
V/C Ratio(X)	0.43	1.04	1.35	0.30	0.21	1.18
Avail Cap(c_a), veh/h	792	995	840	1811	951	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	25.3	22.3	11.2	22.3	19.7
Incr Delay (d2), s/veh	0.8	30.1	113.6	0.2	0.2	66.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	30.3	25.6	4.4	2.5	56.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	55.4	135.9	11.4	22.6	86.7
LnGrp LOS	C	F	F	B	C	F
Approach Vol, veh/h	1375			1682	1130	
Approach Delay, s/veh	48.2			95.1	75.2	
Approach LOS	D			F	E	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	50.0		28.5		19.0	31.0
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	40.0		18.0		10.0	21.0
Max Q Clear Time (g_c+I1), s	9.1		20.0		12.0	23.0
Green Ext Time (p_c), s	7.2		0.0		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			74.3			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary
12: University Blvd. & Rio Bravo Blvd.

2036 PM MITIGATED

04/13/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	541	1079	440	378	138	397
Future Volume (veh/h)	541	1079	440	378	138	397
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	541	1079	440	378	138	397
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	892	1120	942	1591	623	1209
Arrive On Green	0.26	0.26	0.14	0.45	0.18	0.18
Sat Flow, veh/h	3456	2790	3456	3647	3647	2790
Grp Volume(v), veh/h	541	1079	440	378	138	397
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1395
Q Serve(g_s), s	9.6	18.0	6.6	4.6	2.3	6.6
Cycle Q Clear(g_c), s	9.6	18.0	6.6	4.6	2.3	6.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	892	1120	942	1591	623	1209
V/C Ratio(X)	0.61	0.96	0.47	0.24	0.22	0.33
Avail Cap(c_a), veh/h	892	1120	942	2039	1070	1560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	20.4	17.2	11.9	24.7	13.0
Incr Delay (d2), s/veh	1.8	16.4	1.7	0.2	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	4.6	4.6	2.9	1.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.5	36.8	18.9	12.1	25.0	13.4
LnGrp LOS	C	D	B	B	C	B
Approach Vol, veh/h	1620			818	535	
Approach Delay, s/veh	32.7			15.7	16.4	
Approach LOS	C			B	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	41.2		28.5		19.0	22.2
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	40.0		18.0		10.0	21.0
Max Q Clear Time (g_c+l1), s	6.6		20.0		8.6	8.6
Green Ext Time (p_c), s	4.8		0.0		0.4	3.7
Intersection Summary						
HCM 6th Ctrl Delay			25.1			
HCM 6th LOS			C			

Intersection

Intersection Delay, s/veh 8.7

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	328	66	1	1	8
Future Vol, veh/h	40	328	66	1	1	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	328	66	1	1	8
Number of Lanes	1	0	0	2	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	8.7	9.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	99%	0%	11%	0%
Vol Thru, %	1%	100%	0%	11%
Vol Right, %	0%	0%	89%	89%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	1	368	9
LT Vol	66	0	40	0
Through Vol	0	1	0	1
RT Vol	0	0	328	8
Lane Flow Rate	66	1	368	9
Geometry Grp	7	7	2	5
Degree of Util (X)	0.105	0.001	0.363	0.011
Departure Headway (Hd)	5.69	5.189	3.551	4.322
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	684	994	833
Service Time	3.464	2.963	1.645	2.322
HCM Lane V/C Ratio	0.105	0.001	0.37	0.011
HCM Control Delay	9.1	8	8.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	1.7	0

Intersection

Intersection Delay, s/veh 8.7

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	330	67	1	1	8
Future Vol, veh/h	40	330	67	1	1	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	330	67	1	1	8
Number of Lanes	1	0	0	2	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	8.7	9.2	7.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	11%	0%
Vol Thru, %	0%	100%	0%	11%
Vol Right, %	0%	0%	89%	89%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	1	370	9
LT Vol	67	0	40	0
Through Vol	0	1	0	1
RT Vol	0	0	330	8
Lane Flow Rate	67	1	370	9
Geometry Grp	7	7	2	5
Degree of Util (X)	0.106	0.001	0.365	0.011
Departure Headway (Hd)	5.694	5.193	3.553	4.327
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	625	684	992	832
Service Time	3.468	2.967	1.646	2.327
HCM Lane V/C Ratio	0.107	0.001	0.373	0.011
HCM Control Delay	9.2	8	8.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	1.7	0

Intersection

Intersection Delay, s/veh 12

Intersection LOS B

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 25 97 354 1 4 65

Future Vol, veh/h 25 97 354 1 4 65

Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 25 97 354 1 4 65

Number of Lanes 1 0 0 2 1 0

Approach EB NB SB

Opposing Approach SB NB

Opposing Lanes 0 1 2

Conflicting Approach Left SB EB

Conflicting Lanes Left 1 1 0

Conflicting Approach Right NB EB

Conflicting Lanes Right 2 0 1

HCM Control Delay 8.5 14 7.6

HCM LOS A B A

Lane NBLn1 NBLn2 EBLn1 SBLn1

Vol Left, % 100% 0% 20% 0%

Vol Thru, % 0% 100% 0% 6%

Vol Right, % 0% 0% 80% 94%

Sign Control Stop Stop Stop Stop

Traffic Vol by Lane 354 1 122 69

LT Vol 354 0 25 0

Through Vol 0 1 0 4

RT Vol 0 0 97 65

Lane Flow Rate 354 1 122 69

Geometry Grp 7 7 2 5

Degree of Util (X) 0.532 0.001 0.157 0.081

Departure Headway (Hd) 5.4 4.898 4.62 4.209

Convergence, Y/N Yes Yes Yes Yes

Cap 673 735 776 848

Service Time 3.1 2.598 2.651 2.251

HCM Lane V/C Ratio 0.526 0.001 0.157 0.081

HCM Control Delay 14 7.6 8.5 7.6

HCM Lane LOS B A A A

HCM 95th-tile Q 3.1 0 0.6 0.3

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	126	369	1	4	65
Future Vol, veh/h	25	126	369	1	4	65
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	126	369	1	4	65
Number of Lanes	1	0	0	2	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	8.8	14.9	7.8
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	17%	0%
Vol Thru, %	0%	100%	0%	6%
Vol Right, %	0%	0%	83%	94%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	369	1	151	69
LT Vol	369	0	25	0
Through Vol	0	1	0	4
RT Vol	0	0	126	65
Lane Flow Rate	369	1	151	69
Geometry Grp	7	7	2	5
Degree of Util (X)	0.562	0.001	0.195	0.083
Departure Headway (Hd)	5.479	4.977	4.643	4.307
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	661	723	772	827
Service Time	3.179	2.677	2.678	2.362
HCM Lane V/C Ratio	0.558	0.001	0.196	0.083
HCM Control Delay	14.9	7.7	8.8	7.8
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.4	0	0.7	0.3

Intersection

Intersection Delay, s/veh 10.5

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	451	87	2	2	11
Future Vol, veh/h	53	451	87	2	2	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	451	87	2	2	11
Number of Lanes	1	0	0	2	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	10.7	9.8	7.8
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	99%	0%	11%	0%
Vol Thru, %	1%	100%	0%	15%
Vol Right, %	0%	0%	89%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	1	504	13
LT Vol	87	0	53	0
Through Vol	1	1	0	2
RT Vol	0	0	451	11
Lane Flow Rate	88	1	504	13
Geometry Grp	7	7	2	5
Degree of Util (X)	0.147	0.002	0.522	0.017
Departure Headway (Hd)	6.048	5.546	3.729	4.674
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	593	645	973	764
Service Time	3.787	3.285	1.735	2.714
HCM Lane V/C Ratio	0.148	0.002	0.518	0.017
HCM Control Delay	9.8	8.3	10.7	7.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.5	0	3	0.1

Intersection

Intersection Delay, s/veh 10.5

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	453	88	2	2	11
Future Vol, veh/h	53	453	88	2	2	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	453	88	2	2	11
Number of Lanes	1	0	0	2	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	10.7	9.9	7.8
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	99%	0%	10%	0%
Vol Thru, %	1%	100%	0%	15%
Vol Right, %	0%	0%	90%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	1	506	13
LT Vol	88	0	53	0
Through Vol	1	1	0	2
RT Vol	0	0	453	11
Lane Flow Rate	89	1	506	13
Geometry Grp	7	7	2	5
Degree of Util (X)	0.149	0.002	0.524	0.017
Departure Headway (Hd)	6.052	5.55	3.731	4.679
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	592	644	972	763
Service Time	3.791	3.289	1.739	2.721
HCM Lane V/C Ratio	0.15	0.002	0.521	0.017
HCM Control Delay	9.9	8.3	10.7	7.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.5	0	3.1	0.1

Intersection

Intersection Delay, s/veh 10.5

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	453	88	2	2	11
Future Vol, veh/h	53	453	88	2	2	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	453	88	2	2	11
Number of Lanes	1	0	0	2	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	10.7	9.9	7.8
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	99%	0%	10%	0%
Vol Thru, %	1%	100%	0%	15%
Vol Right, %	0%	0%	90%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	1	506	13
LT Vol	88	0	53	0
Through Vol	1	1	0	2
RT Vol	0	0	453	11
Lane Flow Rate	89	1	506	13
Geometry Grp	7	7	2	5
Degree of Util (X)	0.149	0.002	0.524	0.017
Departure Headway (Hd)	6.052	5.55	3.731	4.679
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	592	644	972	763
Service Time	3.791	3.289	1.739	2.721
HCM Lane V/C Ratio	0.15	0.002	0.521	0.017
HCM Control Delay	9.9	8.3	10.7	7.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.5	0	3.1	0.1

Intersection

Intersection Delay, s/veh 18

Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	134	491	2	5	86
Future Vol, veh/h	34	134	491	2	5	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	134	491	2	5	86
Number of Lanes	1	0	0	2	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	9.7	22.6	8.2
HCM LOS	A	C	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	20%	0%
Vol Thru, %	0%	100%	0%	5%
Vol Right, %	0%	0%	80%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	492	1	168	91
LT Vol	491	0	34	0
Through Vol	1	1	0	5
RT Vol	0	0	134	86
Lane Flow Rate	492	1	168	91
Geometry Grp	7	7	2	5
Degree of Util (X)	0.754	0.002	0.236	0.115
Departure Headway (Hd)	5.523	5.021	5.064	4.549
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	708	707	779
Service Time	3.286	2.784	3.113	2.628
HCM Lane V/C Ratio	0.752	0.001	0.238	0.117
HCM Control Delay	22.6	7.8	9.7	8.2
HCM Lane LOS	C	A	A	A
HCM 95th-tile Q	6.2	0	0.9	0.4

Intersection

Intersection Delay, s/veh 19.5

Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	163	506	2	5	86
Future Vol, veh/h	34	163	506	2	5	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	163	506	2	5	86
Number of Lanes	1	0	0	2	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	10.1	25.1	8.4
HCM LOS	B	D	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	17%	0%
Vol Thru, %	0%	100%	0%	5%
Vol Right, %	0%	0%	83%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	507	1	197	91
LT Vol	506	0	34	0
Through Vol	1	1	0	5
RT Vol	0	0	163	86
Lane Flow Rate	507	1	197	91
Geometry Grp	7	7	2	5
Degree of Util (X)	0.788	0.002	0.279	0.12
Departure Headway (Hd)	5.599	5.097	5.098	4.76
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	643	695	701	758
Service Time	3.379	2.877	3.159	2.76
HCM Lane V/C Ratio	0.788	0.001	0.281	0.12
HCM Control Delay	25.1	7.9	10.1	8.4
HCM Lane LOS	D	A	B	A
HCM 95th-tile Q	6.9	0	1.1	0.4

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	30	654	58	284	298
Future Vol, veh/h	13	30	654	58	284	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	30	654	58	284	298

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1371	-	0
Stage 1	654	-	-
Stage 2	717	-	-
Critical Hdwy	6.84	-	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	2.22
Pot Cap-1 Maneuver	137	0	884
Stage 1	479	0	-
Stage 2	445	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	93	-	884
Mov Cap-2 Maneuver	209	-	-
Stage 1	479	-	-
Stage 2	302	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.4	0	5.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	209	-	884
HCM Lane V/C Ratio	-	0.062	-	0.321
HCM Control Delay (s)	-	23.4	0	11
HCM Lane LOS	-	C	A	B
HCM 95th %tile Q(veh)	-	0.2	-	1.4

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	31	654	59	285	298
Future Vol, veh/h	14	31	654	59	285	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	31	654	59	285	298
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1373	-	0	0	713	0
Stage 1	654	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	137	0	-	-	883	-
Stage 1	479	0	-	-	-	-
Stage 2	444	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	93	-	-	-	883	-
Mov Cap-2 Maneuver	208	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.6	0	5.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 208	-	883	-	
HCM Lane V/C Ratio	-	- 0.067	-	0.323	-	
HCM Control Delay (s)	-	- 23.6	0	11	-	
HCM Lane LOS	-	- C	A	B	-	
HCM 95th %tile Q(veh)	-	- 0.2	-	1.4	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	351	383	30	156	696
Future Vol, veh/h	112	351	383	30	156	696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	351	383	30	156	696
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1043	-	0	0	413	0
Stage 1	383	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	225	0	-	-	1142	-
Stage 1	659	0	-	-	-	-
Stage 2	476	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	194	-	-	-	1142	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.8	0	1.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 312	- 1142	-		
HCM Lane V/C Ratio	-	- 0.359	- 0.137	-		
HCM Control Delay (s)	-	- 22.8	0 8.7	-		
HCM Lane LOS	-	- C	A A	-		
HCM 95th %tile Q(veh)	-	- 1.5	- 0.5	-		

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	120	359	383	44	170	696
Future Vol, veh/h	120	359	383	44	170	696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	359	383	44	170	696
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1071	-	0	0	427	0
Stage 1	383	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	216	0	-	-	1129	-
Stage 1	659	0	-	-	-	-
Stage 2	460	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	183	-	-	-	1129	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.8	0	1.7			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 299	- 1129	-		
HCM Lane V/C Ratio	-	- 0.401	- 0.151	-		
HCM Control Delay (s)	-	- 24.8	0 8.8	-		
HCM Lane LOS	-	- C	A A	-		
HCM 95th %tile Q(veh)	-	- 1.8	- 0.5	-		

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	41	872	78	390	397
Future Vol, veh/h	17	41	872	78	390	397
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	41	872	78	390	397

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1851	-	0 950 0
Stage 1	872	-	- - -
Stage 2	979	-	- - -
Critical Hdwy	6.84	-	- 4.14 -
Critical Hdwy Stg 1	5.84	-	- - -
Critical Hdwy Stg 2	5.84	-	- - -
Follow-up Hdwy	3.52	-	- 2.22 -
Pot Cap-1 Maneuver	66	0	- - 719 -
Stage 1	369	0	- - -
Stage 2	325	0	- - -
Platoon blocked, %		-	- - -
Mov Cap-1 Maneuver	30	-	- 719 -
Mov Cap-2 Maneuver	108	-	- - -
Stage 1	369	-	- - -
Stage 2	149	-	- - -

Approach	WB	NB	SB
HCM Control Delay, s	44.4	0	7.8
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 108	- 719	-
HCM Lane V/C Ratio	-	- 0.157	- 0.542	-
HCM Control Delay (s)	-	- 44.4	0 15.7	-
HCM Lane LOS	-	- E	A C	-
HCM 95th %tile Q(veh)	-	- 0.5	- 3.2	-

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	42	872	79	391	397
Future Vol, veh/h	18	42	872	79	391	397
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	42	872	79	391	397

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1853	-	0
Stage 1	872	-	-
Stage 2	981	-	-
Critical Hdwy	6.84	-	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	-	2.22
Pot Cap-1 Maneuver	66	0	718
Stage 1	369	0	-
Stage 2	324	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	30	-	718
Mov Cap-2 Maneuver	107	-	-
Stage 1	369	-	-
Stage 2	147	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45.3	0	7.8
HCM LOS	E		

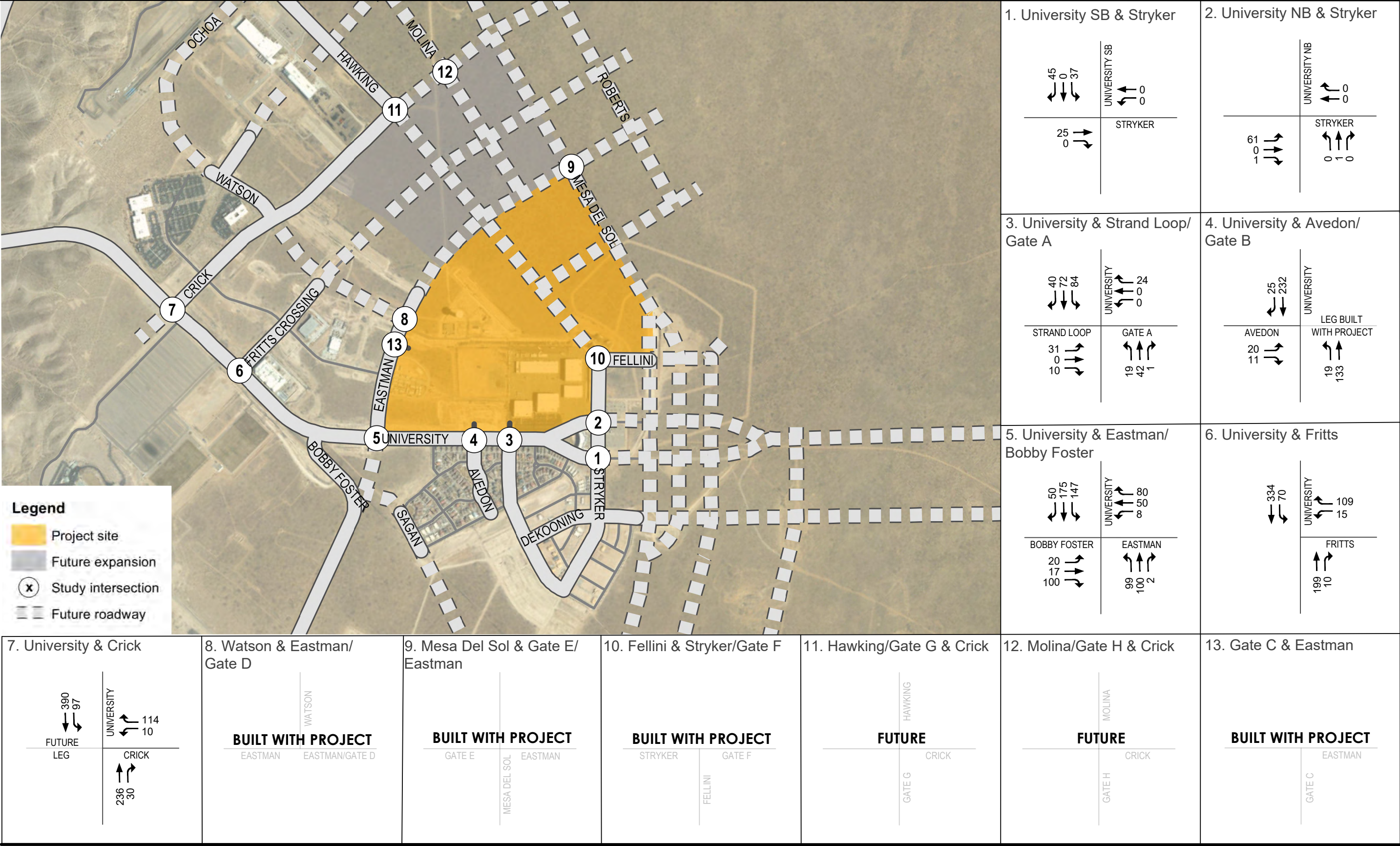
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	107	-	718
HCM Lane V/C Ratio	-	0.168	-	0.545
HCM Control Delay (s)	-	45.3	0	15.8
HCM Lane LOS	-	E	A	C
HCM 95th %tile Q(veh)	-	0.6	-	3.2

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	42	872	79	391	397
Future Vol, veh/h	18	42	872	79	391	397
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	42	872	79	391	397
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1853	-	0	0	951	0
Stage 1	872	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	66	0	-	-	718	-
Stage 1	369	0	-	-	-	-
Stage 2	324	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	30	-	-	-	718	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	45.3	0	7.8			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 107	-	718	-	
HCM Lane V/C Ratio	-	- 0.168	-	0.545	-	
HCM Control Delay (s)	-	- 45.3	0	15.8	-	
HCM Lane LOS	-	- E	A	C	-	
HCM 95th %tile Q(veh)	-	- 0.6	-	3.2	-	

Intersection						
Int Delay, s/veh	5.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	152	484	510	42	213	928
Future Vol, veh/h	152	484	510	42	213	928
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	152	484	510	42	213	928
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1400	-	0	0	552	0
Stage 1	510	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	~ 131	0	-	-	1014	-
Stage 1	568	0	-	-	-	-
Stage 2	361	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 103	-	-	-	1014	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	52.9	0		1.8		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	213	-	1014	-
HCM Lane V/C Ratio	-	-	0.714	-	0.21	-
HCM Control Delay (s)	-	-	52.9	0	9.5	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	4.1	-	0.8	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	160	492	510	56	227	928
Future Vol, veh/h	160	492	510	56	227	928
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	492	510	56	227	928
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1428	-	0	0	566	0
Stage 1	510	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	~ 126	0	-	-	1002	-
Stage 1	568	0	-	-	-	-
Stage 2	349	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 97	-	-	-	1002	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	62.4	0		1.9		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	204	-	1002	-
HCM Lane V/C Ratio	-	-	0.784	-	0.227	-
HCM Control Delay (s)	-	-	62.4	0	9.6	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	4.8	-	0.9	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

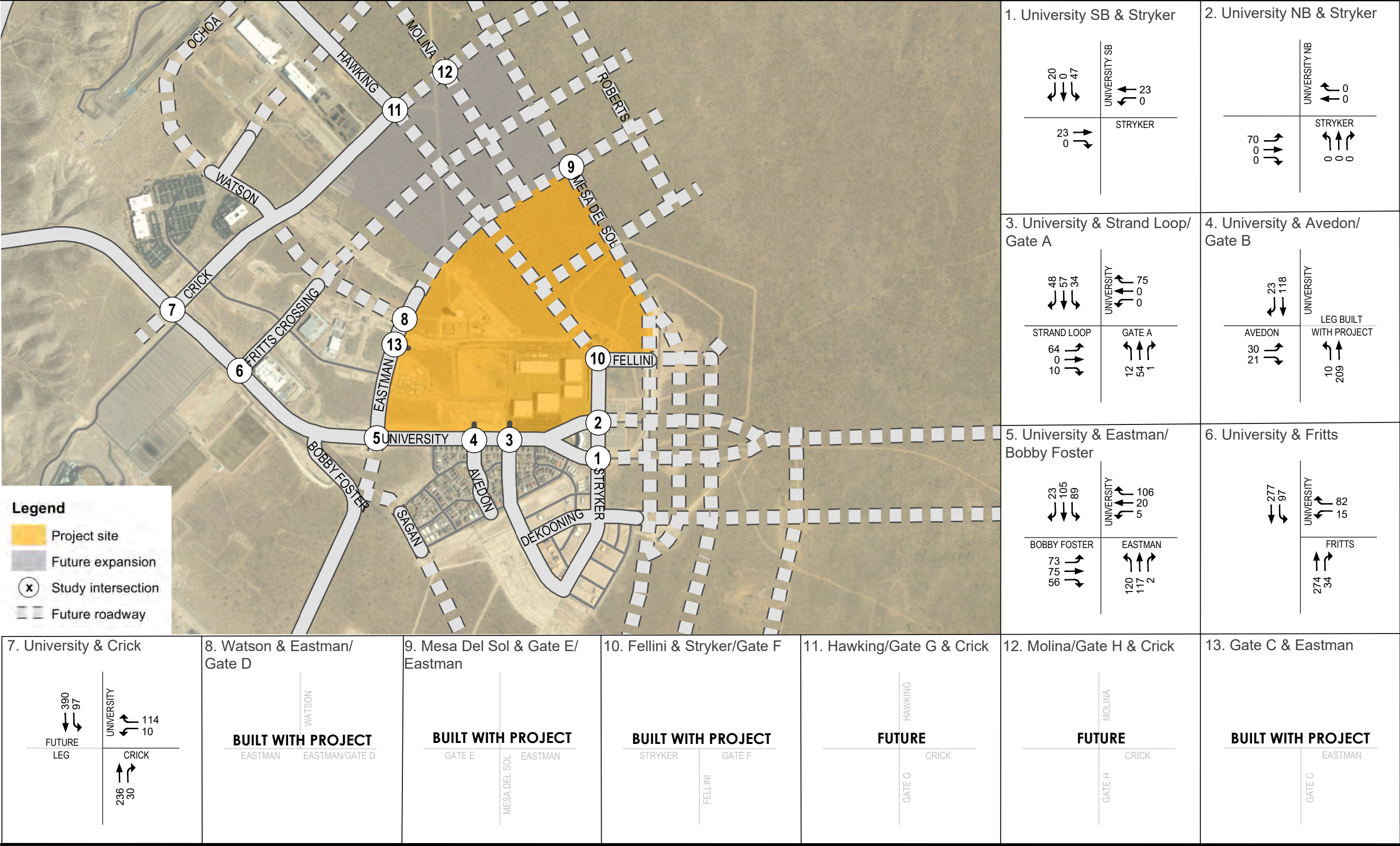
Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	160	492	510	56	227	928
Future Vol, veh/h	160	492	510	56	227	928
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	-	-	250	130	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	492	510	56	227	928
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1428	-	0	0	566	0
Stage 1	510	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	~ 126	0	-	-	1002	-
Stage 1	568	0	-	-	-	-
Stage 2	349	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 97	-	-	-	1002	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	62.4	0		1.9		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	204	-	1002	-
HCM Lane V/C Ratio	-	-	0.784	-	0.227	-
HCM Control Delay (s)	-	-	62.4	0	9.6	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	4.8	-	0.9	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon



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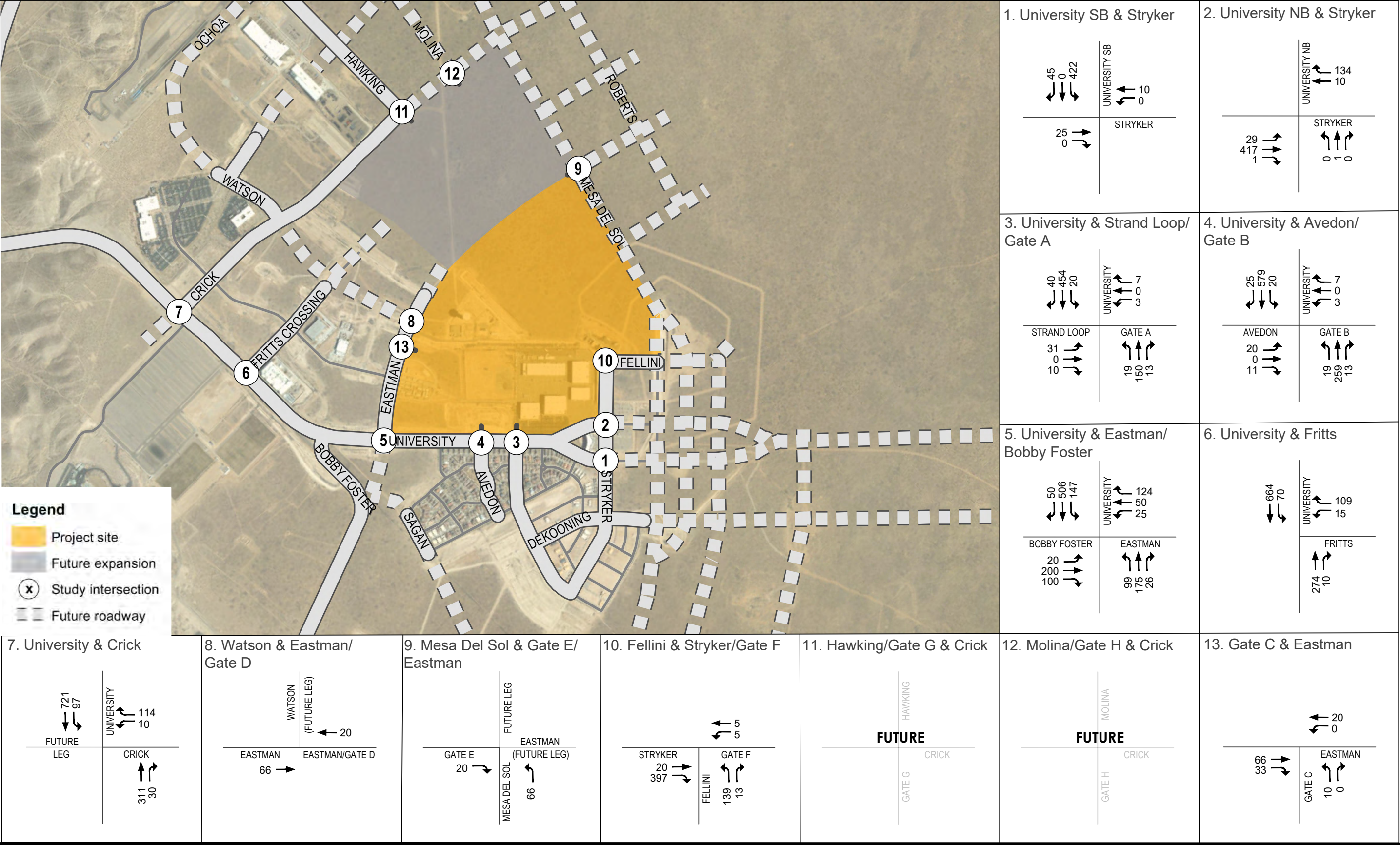
Figure 9
2026 No-Project AM Peak Hour Volumes
15



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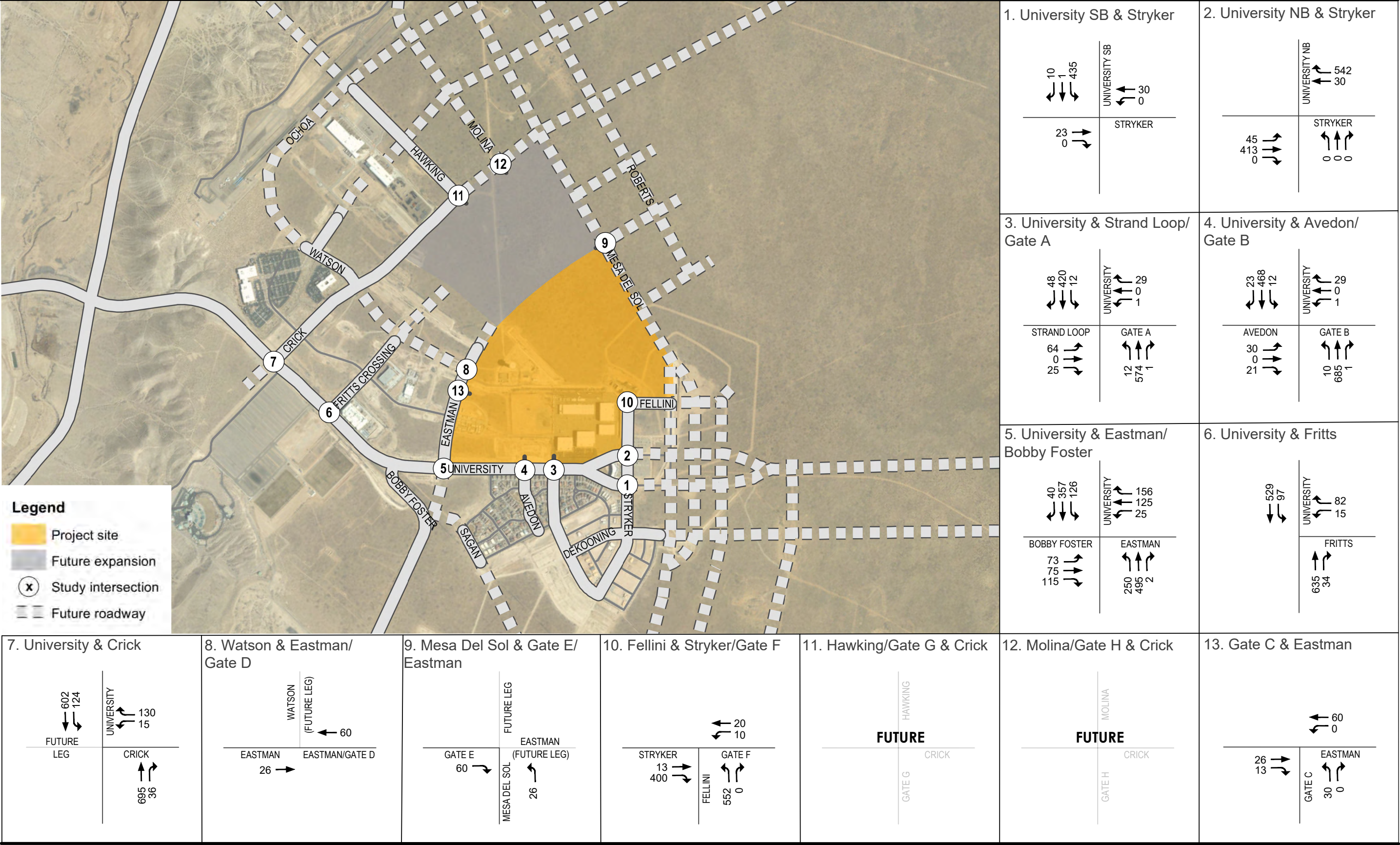
Figure 10
2026 No-Project PM Peak Hour Volumes
16



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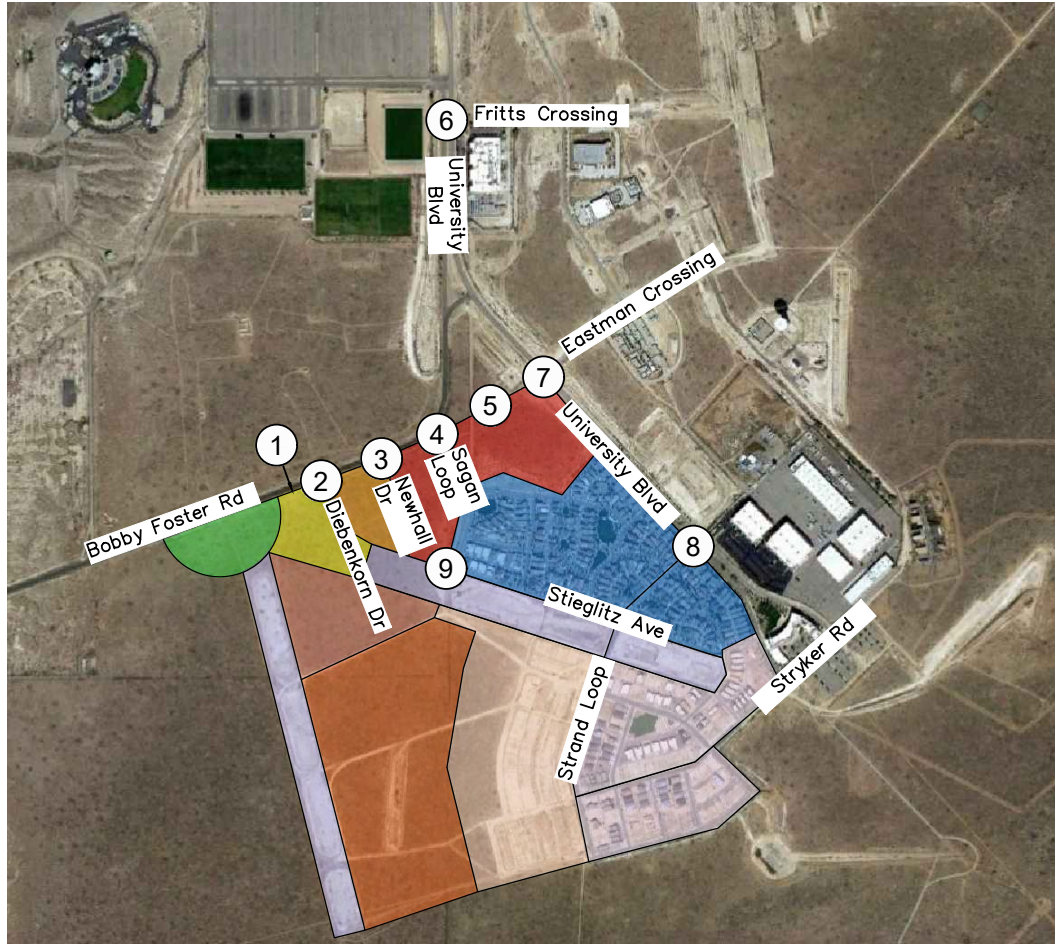
Figure 11
2026 With Project AM Peak Hour Volumes
21



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Figure 12
2026 With Project PM Peak Hour Volumes
22



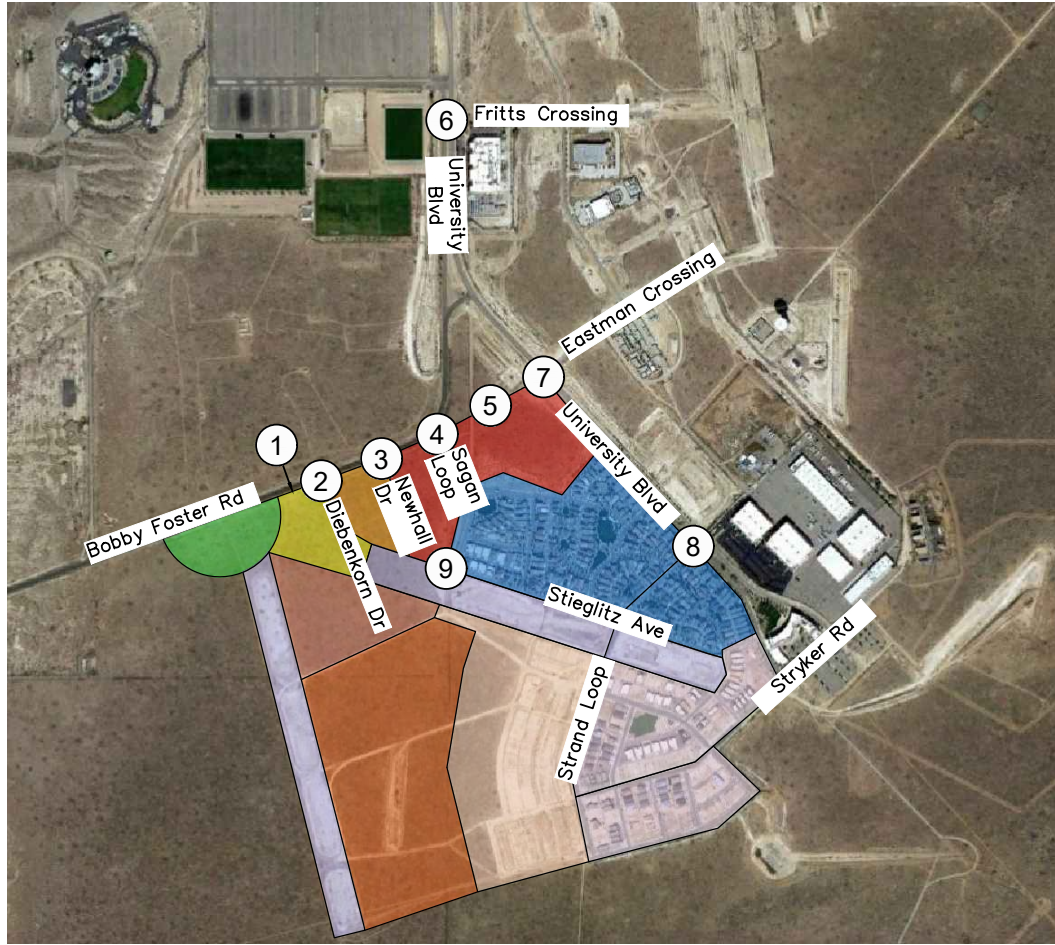
Legend

Intersection number
(#) AM (PM)

HUITT-ZOLLARS
5822 Cromo Drive
Suite 210
El Paso, Texas 79912
915.587.4339
Firm No. F-761
www.huitt-zollars.com

Montage Units Traffic Impact Analysis No Build 2023

Figure
Number
6



74 (30) 0 (0) 1 22 (42) 13 (8) 0 (0) 8 (9)	82 (25) 0 (0) 2 35 (50) 8 (43) 0 (0) 8 (33)	90 (71) 0 (0) 3 43 (93) 0 (0) 0 (0) 0 (0)	90 (71) 0 (0) 4 43 (93) 22 (16) 0 (0) 21 (17)	95 (60) 16 (11) 5 40 (99) 4 (14) 26 (10) 20 (18)
425 (397) 26 (9) 6 27 (27) 0 (48) 366 (470) 41 (2)	115 (95) 0 (0) 0 (0) 7 44 (44) 0 (0) 0 (53) 0 (0) 178 (268) 9 (2)	127 (147) 82 (0) 0 (5) 8 26 (88) 0 (92) 0 (66) 0 (9) 17 (95) 60 (1)	13 (2) 0 (0) 9 0 (0) 29 (11) 0 (0) 40 (6) 0 (0)	

Legend

Intersection number
(#) AM (PM)

HUITT-ZOLLARS
5822 Cromo Drive
Suite 210
El Paso, Texas 79912
915.587.4339
Firm No. F-761
www.huitt-zollars.com

Montage Units Traffic Impact Analysis Build 2023

Figure
Number
23

Albuquerque Studios Expansion Traffic Data Calibration Summary															
			AM Peak Hour						Noon Peak Hour						
	2019	2020	Adjust	2021	2021	2019	2020	Adjust	2021	2021	2019	2020	Adjust	2021	2021
	Pre-COVID	COVID	Factor	Actual	Calibrated	Pre-COVID	COVID	Factor	Actual	Calibrated	Pre-COVID	COVID	Factor	Actual	Calibrated
Intersection	April	April		April	April	April	April		April	April	April	April		April	April
12 Hour TMC															
Univ & Ex Gate/Strand Loop				7:45 AM					11:45 AM					4:15 PM	
NB Left	0	0		0	0	0	0		5	5	0	0		2	2
NB Thru	13	19	0.68	24	16	38	19	1.42	39	55	33	10	1.42	37	53
NB Right	0	0		1	1	26	0		7	7	0	39	0.00	1	1
SB Left	256	129	1.42	59	84	90	73	1.23	81	100	65	19	1.42	24	34
SB Thru	46	81	0.57	59	34	72	50	1.42	55	78	32	25	1.28	33	42
SB Right	0	8	0.00	21	21	9	19	0.58	12	7	87	53	1.42	23	33
WB Left	0	0		1	0	0	0		3	3	0	0		1	1
WB Thru	0	0		0	0	17	0		0	0	0	0		0	0
WB Right	16	23	0.70	34	24	94	24	1.42	37	53	109	41	1.42	53	75
EB Left	16	46	0.58	36	21	7	6	1.17	21	25	28	15	1.42	30	43
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	0	0		0	0	0	0		1	0	0	0		5	5
				235	200				261	327				209	286
12 Hour TMC															
Univ & Eastman Crossing				7:45 AM					11:30 AM					3:00 PM	
NB Left	0	0		0	0	0	*		0	0	0	0		0	0
NB Thru	74	131	0.56	120	68	134	63	1.42	114	162	63	0		114	114
NB Right	30	26	1.15	7	8	18	0		2	2	55	71	0.77	7	2
SB Left	222	37	1.42	70	99	23	0		5	5	118	0		36	36
SB Thru	144	117	1.23	139	171	98	70	1.40	171	239	85	78	1.09	94	102
SB Right	0	0		0	0	0	0		0	0	0	0		0	0
WB Left	70	0		5	0	33	0		3	3	66	0		5	5
WB Thru	0	0		0	0	0	0		0	0	0	0		0	0
WB Right	35	0		41	41	0	0		2	2	127	0		49	49
EB Left	0	0		0	0	0	0		0	0	0	0		0	0
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	0	0		0	0	0	0		0	0	0	0		0	0
				382	387				297	413				305	308
12 Hour TMC															
Univ and Bobby Foster			3.5% HC	7:45 AM					11:30 AM					3:00 PM	
EB Left	34	6	1.42	14	20	10	8	1.25	5	6	0	7	0.00	8	8
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	0	23	0.00	21	21	0	13	0.00	3	3	0	0		10	10
WB Left	0	0		0	0	0	0		0	0	0	0		0	0
WB Thru	0	0		0	0	0	0		0	0	0	0		0	0
WB Right	0	0		0	0	0	0		0	0	0	0		0	0
NB Left	27	21	1.29	19	24	24	58	0.58	5	3	76	10	1.42	27	38
NB Thru	107	119	0.90	138	124	108	0		113	113	116	61	1.42	134	190
NB Right	0	0		0	0	0	0		0	0	0	0		0	0
SB Left	0	0		0	0	0	0		0	0	0	0		0	0
SB Thru	32	125	0.58	182	106	9	71	0.58	174	101	49	87	0.58	119	69
SB Right	0	47	0.00	2	0	0	14	0.00	6	0	0	4	0.00	6	6
				376	295				306	226				304	322
Nine Hour TMC															
Univ & Crick Ave				7:45 AM					11:30 AM					3:00 PM	
NB Left	0	0	--	0	0	0	0		1	1	0	0		0	0
NB Thru	193	148	1.30	168	219	165	95	1.42	136	193	196	92	1.42	197	280
NB Right	47	0		5	5	19	0		6	0	0	0		3	3
EB Left	0	0		0	0	0	0		0	0	0	0		0	0
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	37	0		0	0	0	0	--	0	0	0	0		0	0
SB Left	222	61	1.42	35	50	44	0		29	29	15	8	1.42	24	34
SB Thru	340	114	1.42	206	293	146	88	1.42	180	256	196	89	1.42	118	168
SB Right	0	0		0	0	0	0		0	0	0	0		0	0
WB Left	0	38	0.00	1	1	0	5	0.00	6	6	0	0		3	3
WB Thru	0	0		0	0	0	0		0	0	0	0		0	0
WB Right	37	0		30	30	36	54	0.67	17	11	461	51	1.42	51	72
				445	597				375	496				396	560
Nine Hour TMC															
Univ and Fritts Crossing				7:45 AM					11:15 AM					3:00 PM	
NB Left	0	0	--	0	0	0	0		0	0	0	0		0	0
NB Thru	146	123	1.19	146	173	92	77	1.19	115	137	132	60	1.42	150	213
NB Right	21	0		2	0	0	0	--	0	0	0	0		2	2
EB Left	0	0		0	0	0	0		0	0	0	0		0	0
EB Thru	0	0	--	0	0	0	0		0	0	0	0		0	0
EB Right	0	0		0	0	0	0		0	0	0	0		0	0
SB Left	103	10	1.42	17	24	17	28	0.61	7	4	44	0		8	8
SB Thru	278	146	1.42	198	281	98	73	1.34	177	238	145	84	1.42	129	183
SB Right	0	0		0	0	0	0		0	0	0	0		0	0
WB Left	61	0	--	0	0	0	0		2	2	50	0		2	2
WB Thru	0	0	--	0	0	0	0		0	0	0	0		0	0
WB Right	41	0	--	25	25	22	16	1.38	19	25	55	9	1.42	44	25
				388	504				320	406				335	433
Nine Hour TMC															
Draft TIS															
Univ & Arroyo				7:45 AM					11:30 AM					4:20 PM	
NB Left	0	0		0	0	33	0		1	1	36	0		2	0
NB Thru	49	42	1.17	97	112	125	50	1.42	98	125	145	55	1.42	120	170

Albuquerque Studios Expansion Traffic Data Calibration Summary												
	AM Peak Hour							PM Peak Hour				
	2019	2020	Adjust	2021	2021			2019	2020	Adjust	2021	2021
	Pre-COVID	COVID	Factor	Actual	Calibrated			Pre-COVID	COVID	Factor	Actual	Calibrated
Intersection	April	April		April	April			April	April		April	April
9 Hour TMC												
Bobby Foster & Los Picaros				7:45 AM							3:30 PM	
NB Left	33	23	1.43	24	34			171	53	1.52	30	46
NB Thru	0	0		3	3			0	0		1	1
NB Right	0	0		0	0			0	0		0	0
SB Left	0	0		0	0			0	0		0	0
SB Thru	0	0		1	1			0	23	0.00	3	3
SB Right	6	15	0.48	18	9			61	45	1.36	40	54
WB Left	0	0		0	0			0	0		0	0
WB Thru	0	0		0	0			0	0		0	0
WB Right	0	0		0	0			0	0		0	0
EB Left	60	0		33	33			48	0		21	21
EB Thru	0	0		0	0			0	0		0	0
EB Right	183	36	1.52	34	52			35	0		3	3
				113	97						98	82
9 Hour TMC												
Bobby Foster & Broadway				6:30 AM							3:30 PM	
NB Left	0	0		2	2			0	0		0	0
NB Thru	757	515	1.47	371	545			330	345	0.96	334	319
NB Right	158	39	1.52	16	24			27	27	1.00	17	17
SB Left	94	87	1.08	36	39			45	29	1.52	41	62
SB Thru	331	333	0.99	249	248			732	589	1.24	467	580
SB Right	0	0		5	5			0	0		1	1
WB Left	0	4	0.00	9	9			86	20	1.52	44	67
WB Thru	0	0		0	0			0	0		0	0
WB Right	0	8	0.00	7	7			127	73	1.52	46	70
EB Left	0	0		3	3			0	0		1	1
EB Thru	0	0		0	0			0	0		0	0
EB Right	0	0		0	0			0	0		0	0
				698	882						951	1118
9 Hour TMC												
University and Rio Bravo				7:45 AM							3:00 PM	
EB Left	444	100	1.42	238	338			129	108	1.19	180	215
EB Thru	0	0		0	0			0	0		0	0
EB Right	337	141	1.42	206	293			110	72	1.42	92	131
WB Left	0	0		0	0			0	0		0	0
WB Thru	0	0		0	0			0	0		0	0
WB Right	0	0		0	0			0	0		0	0
NB Left	188	80	1.42	148	210			585	66	1.42	186	264
NB Thru	105	63	1.67	35	58			91	51	1.42	35	50
NB Right	0	0		0	0			0	0		0	0
SB Left	0	0		0	0			0	0		0	0
SB Thru	278	40	1.42	38	54			104	51	1.42	35	50
SB Right	55	9	1.42	84	119			337	93	1.42	188	267
				749	1072						716	976
9 Hour TMC												
Draft TIS												
Rio Bravo and Broadway				Bernalillo County Regional Recreation Complex							3:00 PM	
4/18				6:45 AM							Page A-215	
NB Left	54	45	1.20	91	109			108	96	1.13	197	222

Intersection No.: 1302

System: None
Address:

Intersection Name: RIO BRAVO & UNIVERSITY

Revision Date 7/19/2019

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		EB		NB			N-W	SB
Min Grn		12		8			3	8
Walk:		7		0			0	7
Ped Clr:		28		0			0	26
Veh Ext:		2.0		2.0			1.5	2.0
Veh Ext2:								
Max 1:		24		36			16	36
Max 2:								
Max 3:								
Yellow:		4.5		4.0			3.0	4.0
Red Clr		1.5		2.0			0.5	2.0

Recall Data

Locking Memory:							
Vehicle Recall:		X					
Ped Recall:							
Recall To Max:							

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 4 & 8

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. Signal started, 8/22/06.
	2. N-W turn movement MAX 3 time put in for 48 seconds, 6/5/07.
	3. Revised timing sheet for ext. times from 4.0 to 2.0 seconds, 6/6/07.
	4. Phase 4 put to min recall and phases 2 & 6 taken off of min recall, 6/2/08.
	5. Max ext. 5 seconds, 6/2/08.
	6. Clearance intervals updated to NMDOT standard by BB, 12/31/13.
	7. University project replaced controller to ASC III, 7/22/15.
	8. Rephased to city standard due to rio bravo project. Created time sheet 7/19/19

Timing Report, Sorted By Phase

9: University Blvd. & Bobby Foster Rd./Eastman Crossing

04/07/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	Max	None	Max
Maximum Split (s)	9.2	47.8	8.6	24.4	10.8	46.2	10.5	22.5
Maximum Split (%)	10.2%	53.1%	9.6%	27.1%	12.0%	51.3%	11.7%	25.0%
Minimum Split (s)	8.5	22.5	8.5	22.5	8.5	22.5	8.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2	1	2	1	2	1	2	1
Minimum Initial (s)	3	5	3	5	3	5	3	5
Vehicle Extension (s)	5	3	5	3	5	3	5	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.8	0	47.8	56.4	80.8	1.6	47.8	58.3
End Time (s)	0	47.8	56.4	80.8	1.6	47.8	58.3	80.8
Yield/Force Off (s)	84.5	43.3	50.9	76.3	86.1	43.3	52.8	76.3
Yield/Force Off 170(s)	84.5	32.3	50.9	65.3	86.1	32.3	52.8	65.3
Local Start Time (s)	80.8	0	47.8	56.4	80.8	1.6	47.8	58.3
Local Yield (s)	84.5	43.3	50.9	76.3	86.1	43.3	52.8	76.3
Local Yield 170(s)	84.5	32.3	50.9	65.3	86.1	32.3	52.8	65.3

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 75
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Splits and Phases: 9: University Blvd. & Bobby Foster Rd./Eastman Crossing



Timing Report, Sorted By Phase

9: University Blvd. & Bobby Foster Rd./Eastman Crossing

04/07/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	Max	None	Max
Maximum Split (s)	9.2	47.8	8.6	24.4	10.8	46.2	10.5	22.5
Maximum Split (%)	10.2%	53.1%	9.6%	27.1%	12.0%	51.3%	11.7%	25.0%
Minimum Split (s)	8.5	22.5	8.5	22.5	8.5	22.5	8.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2	1	2	1	2	1	2	1
Minimum Initial (s)	3	5	3	5	3	5	3	5
Vehicle Extension (s)	5	3	5	3	5	3	5	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		11		11		11		11
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.8	0	47.8	56.4	80.8	1.6	47.8	58.3
End Time (s)	0	47.8	56.4	80.8	1.6	47.8	58.3	80.8
Yield/Force Off (s)	84.5	43.3	50.9	76.3	86.1	43.3	52.8	76.3
Yield/Force Off 170(s)	84.5	32.3	50.9	65.3	86.1	32.3	52.8	65.3
Local Start Time (s)	80.8	0	47.8	56.4	80.8	1.6	47.8	58.3
Local Yield (s)	84.5	43.3	50.9	76.3	86.1	43.3	52.8	76.3
Local Yield 170(s)	84.5	32.3	50.9	65.3	86.1	32.3	52.8	65.3

Intersection Summary

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 90
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Splits and Phases: 9: University Blvd. & Bobby Foster Rd./Eastman Crossing



Timing Report, Sorted By Phase

12: University Blvd. & Rio Bravo Blvd.

04/07/2022

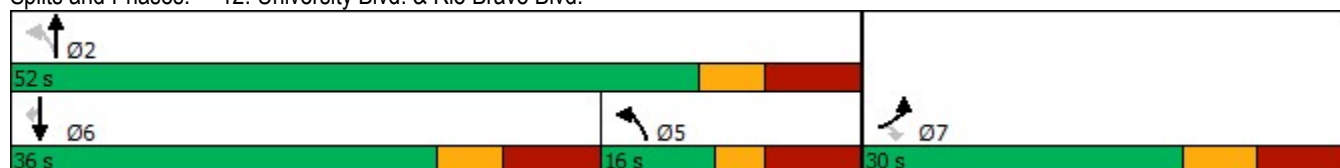


Phase Number	2	5	6	7
Movement	NBTL	NBL	SBT	EBL
Lead/Lag		Lag	Lead	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	None	Max	None	None
Maximum Split (s)	52	16	36	30
Maximum Split (%)	63.4%	19.5%	43.9%	36.6%
Minimum Split (s)	30	15	30	30
Yellow Time (s)	4	3	4	4.5
All-Red Time (s)	6	6	6	6
Minimum Initial (s)	8	3	8	12
Vehicle Extension (s)	5	5	5	5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	7
Flash Dont Walk (s)			11	11
Dual Entry	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	36	0	52
End Time (s)	52	52	36	0
Yield/Force Off (s)	42	43	26	71.5
Yield/Force Off 170(s)	42	43	15	60.5
Local Start Time (s)	0	36	0	52
Local Yield (s)	42	43	26	71.5
Local Yield 170(s)	42	43	15	60.5

Intersection Summary

Cycle Length	82
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 12: University Blvd. & Rio Bravo Blvd.



Timing Report, Sorted By Phase
12: University Blvd. & Rio Bravo Blvd.

04/07/2022

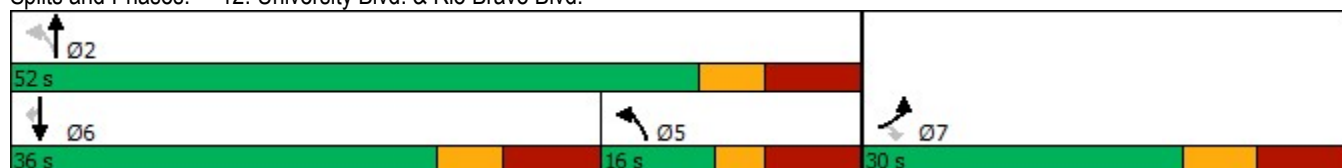


Phase Number	2	5	6	7
Movement	NBTL	NBL	SBT	EBL
Lead/Lag		Lag	Lead	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	None	Max	None	None
Maximum Split (s)	52	16	36	30
Maximum Split (%)	63.4%	19.5%	43.9%	36.6%
Minimum Split (s)	30	15	30	30
Yellow Time (s)	4	3	4	4.5
All-Red Time (s)	6	6	6	6
Minimum Initial (s)	8	3	8	12
Vehicle Extension (s)	5	5	5	5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	7
Flash Dont Walk (s)			11	11
Dual Entry	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	36	0	52
End Time (s)	52	52	36	0
Yield/Force Off (s)	42	43	26	71.5
Yield/Force Off 170(s)	42	43	15	60.5
Local Start Time (s)	0	36	0	52
Local Yield (s)	42	43	26	71.5
Local Yield 170(s)	42	43	15	60.5

Intersection Summary

Cycle Length	82
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 12: University Blvd. & Rio Bravo Blvd.



Timing Report, Sorted By Phase
12: University Blvd. & Rio Bravo Blvd.

04/07/2022

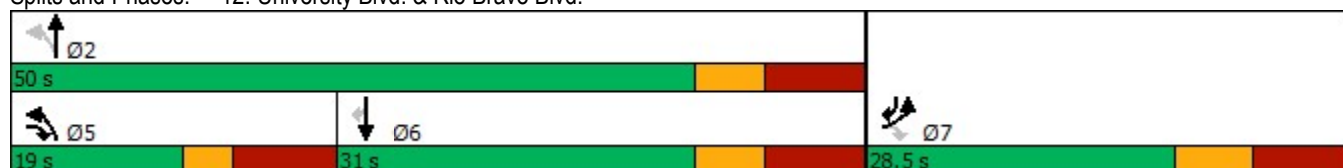


Phase Number	2	5	6	7
Movement	NBTL	NBL	SBT	EBL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	None	Max	None	None
Maximum Split (s)	50	19	31	28.5
Maximum Split (%)	63.7%	24.2%	39.5%	36.3%
Minimum Split (s)	30	15	28	28.5
Yellow Time (s)	4	3	4	4.5
All-Red Time (s)	6	6	6	6
Minimum Initial (s)	8	3	8	12
Vehicle Extension (s)	5	5	5	5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	7
Flash Dont Walk (s)			11	11
Dual Entry	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	19	50
End Time (s)	50	19	50	0
Yield/Force Off (s)	40	10	40	68
Yield/Force Off 170(s)	40	10	29	57
Local Start Time (s)	59.5	59.5	0	31
Local Yield (s)	21	69.5	21	49
Local Yield 170(s)	21	69.5	10	38

Intersection Summary

Cycle Length	78.5
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 12: University Blvd. & Rio Bravo Blvd.



Timing Report, Sorted By Phase
12: University Blvd. & Rio Bravo Blvd.

04/07/2022

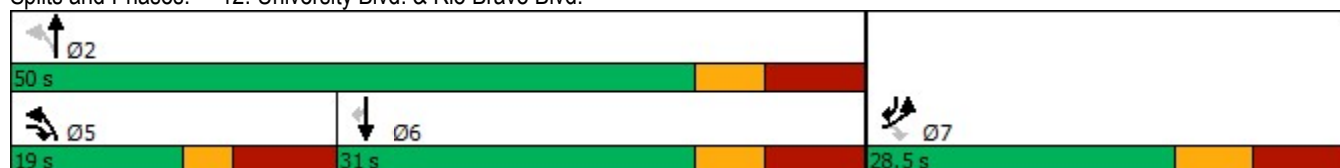


Phase Number	2	5	6	7
Movement	NBTL	NBL	SBT	EBL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	None	Max	None	None
Maximum Split (s)	50	19	31	28.5
Maximum Split (%)	63.7%	24.2%	39.5%	36.3%
Minimum Split (s)	30	15	28	28.5
Yellow Time (s)	4	3	4	4.5
All-Red Time (s)	6	6	6	6
Minimum Initial (s)	8	3	8	12
Vehicle Extension (s)	5	5	5	5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	7
Flash Dont Walk (s)			11	11
Dual Entry	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	19	50
End Time (s)	50	19	50	0
Yield/Force Off (s)	40	10	40	68
Yield/Force Off 170(s)	40	10	29	57
Local Start Time (s)	59.5	59.5	0	31
Local Yield (s)	21	69.5	21	49
Local Yield 170(s)	21	69.5	10	38

Intersection Summary

Cycle Length	78.5
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 12: University Blvd. & Rio Bravo Blvd.



Bernalillo County Regional Recreation Complex TIA Scope

2/18/2022

Site Trip Generation

John Barney confirmed that ITE Soccer Complex is the most appropriate ITE land use.

ITE 11th Generation

	LU Code	Units	Unit Val	Weekday	AM Enter	AM Exit	AM Total	PM Enter	PM Exit	PM Total
Recreational										
Soccer Complex Phase 1 (2023)	488	Fields	10	713	6	4	10	115	59	174
Soccer Complex Full Build (2026)	488	Fields	24	1,712	14	10	24	243	126	369

Trip Distribution Methodology

Provide the standard gravity model trip generation for the site.

Other Mesa del Sol developments assume all trips arrive and leave through University Blvd. Montage Units TIS assumed 10% of trip will be generated within Mesa del Sol and 90% will be from University Blvd north, with 60% of trips allocated to the University Blvd main entrance north of Fritts Crossing. The trip distribution for Montage Units mostly reflects this with 30% of trips University north, 5% University south, but 17% of trips were allocated to Bobby Foster SW.

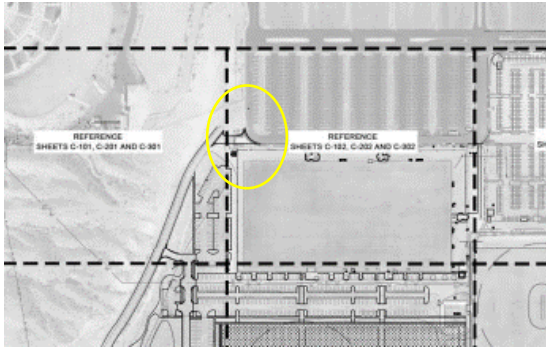
Study Intersections for Regional Sports Complex

- University & Crick (goal to move Access 1 so that it aligns with Crick)
- University Blvd Access (Access 2)
- University & Fritts (future roundabout)
- Sagan Loop & Access 3 (not needed if removed when Access 4 at Newhall Drive is constructed)
- Bobby Foster & Access 4 (Newhall Drive)
- Bobby Foster & Access 5
- Bobby Foster & Access 6
- Bobby Foster & Access 7
- Bobby Foster & Access 8
- Bobby Foster & Broadway
- Bobby Foster & Los Picaros
- ~~See if City of Albuquerque requires other intersections~~ University Blvd and Rio Bravo Blvd intersection

It is acceptable to use March 2021 counts with COVID adjustments.

Main Circulation

1. This project needs to strive to not use public roads for site circulation. If someone is traveling south on University Blvd and wants to get to the southernmost field, the site circulation needs to be robust enough to encourage trips through the site over trips on the surrounding roads. This is an odd pinch point that needs to be improved in order to provide connectivity between the existing and future parking.



2. Recommended Traffic Control – Provide recommended traffic control, if any, on the site’s main circulation network. There are areas where it is very clear which motorist will need to yield to other motorists. At the pinch point above where it is not clear who will need to yield or stop.
3. The 2022 phase provides parking surrounding the fields where a motorist on the main circulation route can clearly see available spaces from the circulation route. The 2024 and 2026 phase clusters parking with the circulation route on the far periphery of the site in areas. The 2023 phase reminds me of a modern shopping mall with parking interspersed with destinations and the 2024/2026 phase reminds me of a traditional mall with large amounts of parking surrounding outside the area. If there is a method how parking will function on this large site, please provide those goals.

TIA Analysis Phases and Horizon Year

Phase I (2022): The ten fields anticipated to be constructed in the summer of 2022 are shown in yellow. On the site plan. There is a very different road network in 2022 than expected for 2026. The study intersections for this phase are University Blvd Access 2, Sagan Loop Access 3, Access 7. Provide recommended improvements to access configurations.

Full Build Out (2026): All study intersections. Assume final road network. Do not assume interchange is in place.

Horizon Year (2031): All study intersections. Assume final road network. Do not assume interchange is in place.

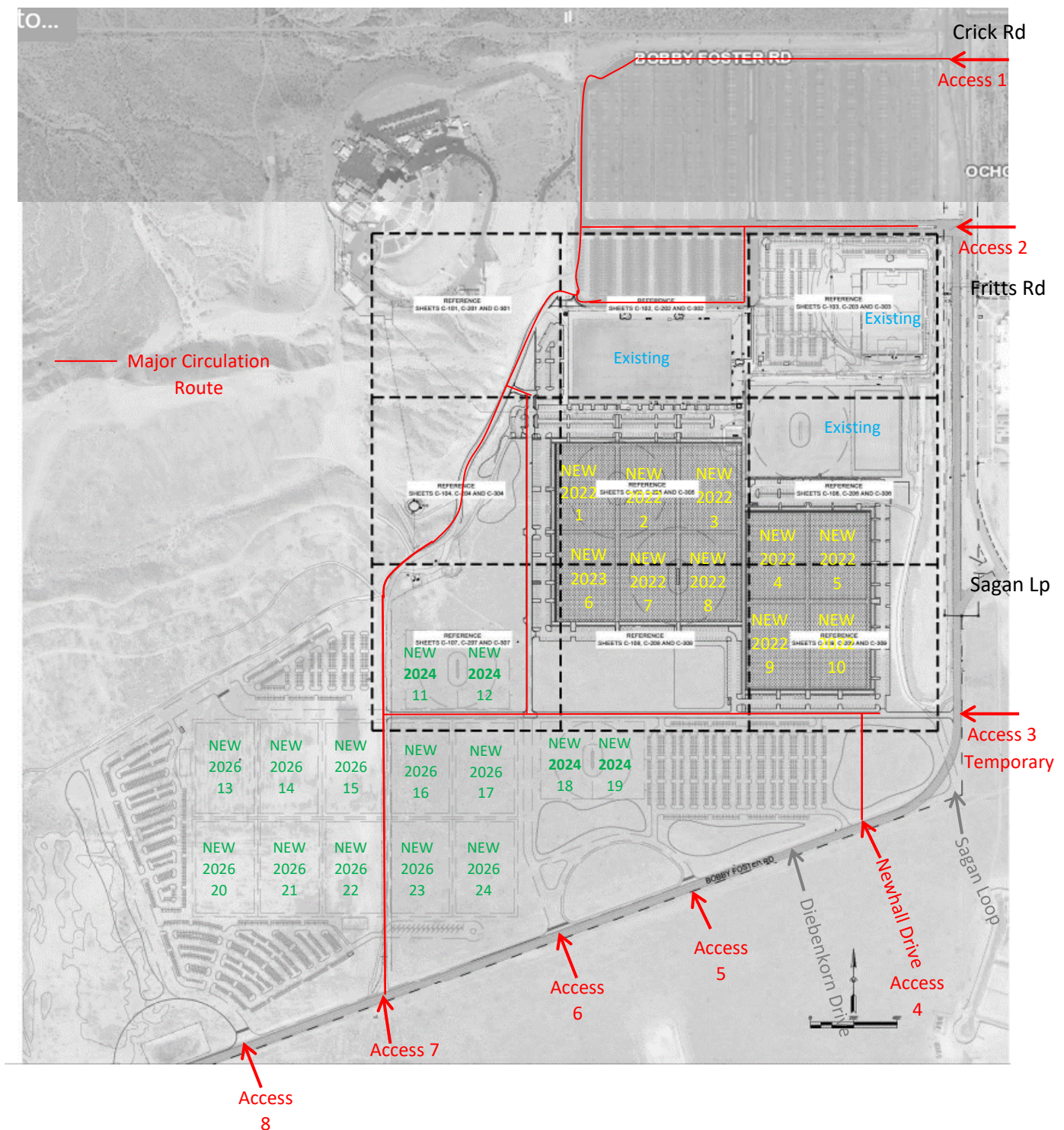
Other Developments:

- Netflix phase 1 build out is 2026
- Montage Units build out year is 2023 – The internal capture rates for Montage is overly optimistic. However, I think the trip assignments as provided need to be used.
- Montage Units provided a horizon year of 2028 that included the Regional Sports Complex. This study did not include the access points to the Regional Sport Complex.
- The following intersections are anticipated to be multi-lane roundabouts:
 - University Blvd & Fritts,
 - University Blvd & Bobby Foster.

Other Development TIS can be found at <ftp://amus.bernc.org/JLuna/>

Netflix TIS is the same as earlier and a final has not been provided. Montage Units has an updated TIS found under RMdS_TIA_MontageV2

SITE PLAN

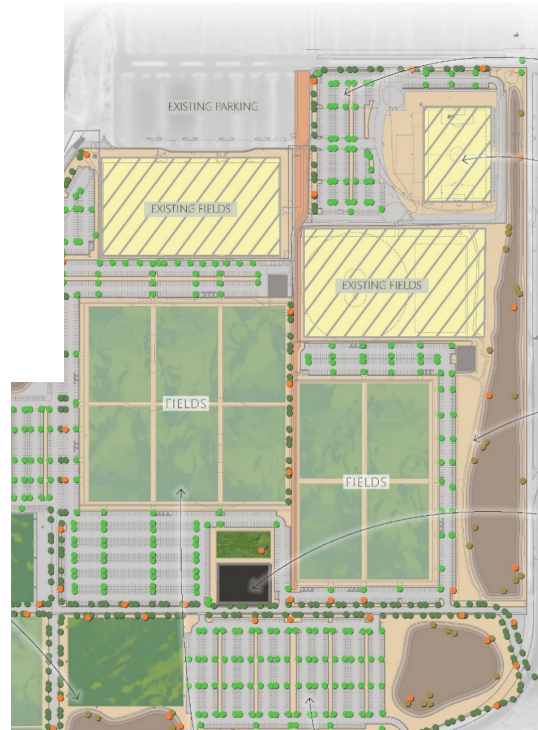


Bernalillo County Regional Sports Complex

Scope of Work for the
Traffic Impact Study

APRIL 18, 2022

Terry O. Brown, P.E.



Scope of Work

The scope of work for the Traffic Impact Study (TIS) for the Bernalillo County Regional Sports Complex (BCRSC) contained herein is based on the information provided by Bernalillo County and Dekker Perich Sabatini representatives during the virtual meeting on February 17, 2022.

Site Location

The BCRSC will be located in the Mesa Del Sol Community in the northwest quadrant of Bobby Foster Rd. and University Blvd. The project will expand the existing facility from six outdoor soccer fields to a total of 26 outdoor soccer fields and a 29,000 square foot indoor multi-use athletic facility.

Site Plan

Analysis of the traffic conditions before and after implementation of the proposed project will be based on the site plan and land uses presented on the conceptual site plan below. The site will be accessed by six driveways: two existing driveways on University Blvd. and four proposed driveways on Bobby Foster Rd. (see the location of the access driveways in the map in the Study Area Intersections section below)



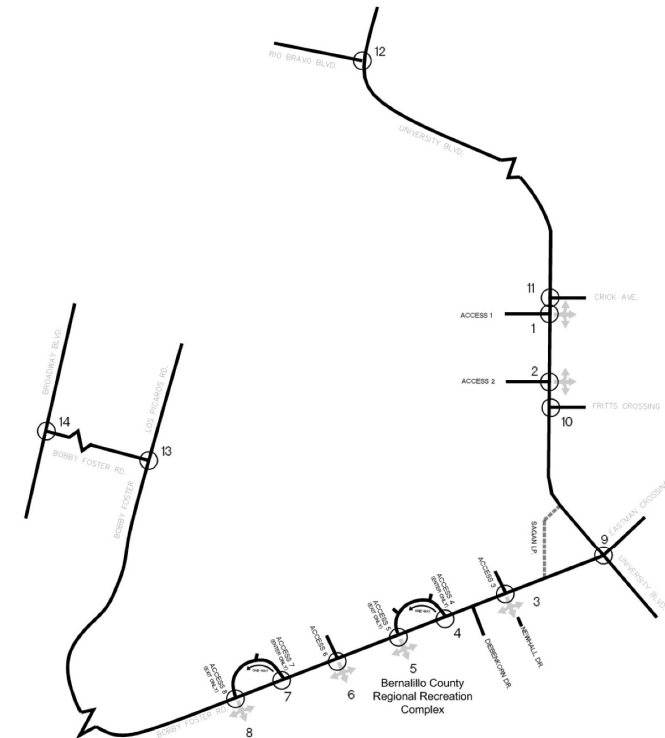
Study Area Intersections

The study area will include the following 11 Intersections, six access driveway intersections and five existing off-site intersections. All intersections are unsignalized.

1. Access 1 & University Blvd. – Existing, Full Access
2. Access 2 & University Blvd. - Existing, Full Access
3. Access 3 & Bobby Foster Rd. – Proposed, Full Access
4. Access 4/Newhall Dr. & Bobby Foster Rd. – Proposed, Full Access
5. Access 5 & Bobby Foster Rd. - Proposed, Full Access
6. Access 6 & Bobby Foster Rd. - Proposed, Full Access
7. Access 7 & Bobby Foster Rd. - Proposed, Full Access
8. Access 8 & Bobby Foster Rd. - Proposed, Full Access

3

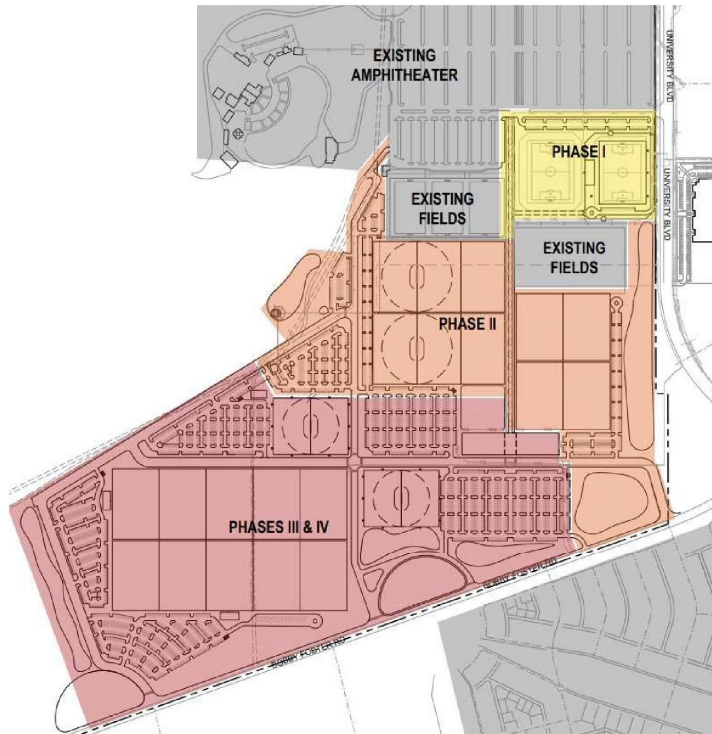
9. Bobby Foster Rd./Eastman & University Blvd. – North Leg, South Leg, & East Leg Existing.
10. Crick Ave. & University Blvd.
11. Fritts Crossing & University Blvd. – Existing, t-intersection
12. Rio Bravo Blvd. & University Blvd.
13. Bobby Foster Rd. & Los Picaros
14. Bobby Foster Rd. & Broadway Blvd.



4

BCRSC Phases

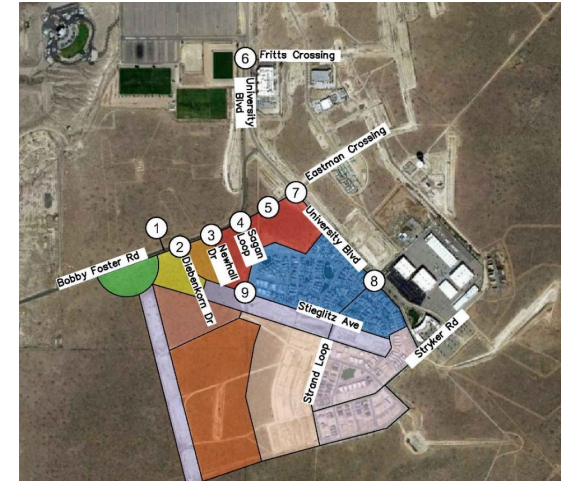
The BCRSC will be completed in four phases (I thru IV). The TIS will analyze the full-build condition (all phases) for the 2026 Implementation Year and 2036 Horizon Year.



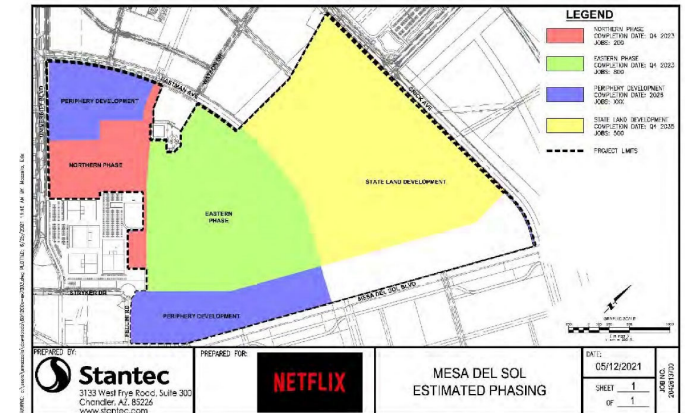
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Other Projects in the Study Area

- Montage Units (2023) – TIS August 25, 2021



- Albuquerque Studios Expansion (2026) – TIS June 18, 2021



6

Background and No BUILD Traffic Volumes

Existing Peak Hour Volumes (PHVs), as calculated as part of the Montage Units TIS, will be used in the analysis. These volumes are based on counts were taken during April and May of 2021 and adjusted for COVID-19 conditions using factors provided by the City of Albuquerque.

A growth rate of 4%, as used in the Montage Units TIS, will be applied to the traffic counts to determine the background traffic.

Trips generated from the Montage Units Development and the Albuquerque Studios Expansion will be included in the NO BUILD traffic volumes and distributed the same as shown in their corresponding TIS reports.

Trip Generation

Trips Generated by the development are based on the most recent site plan and the ITE 11th Edition Manual and are slightly greater than the trips calculated in the Montage Units TIS. See below. The new trip generation data will be used in the HC analysis.

Trip Generation from the Montage Units TIS (10th Edition)

Development		Fields/Courts	Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Public Parks/Fields (Code 488)	AM Peak	24	24	61%	15	39%	9
	PM Peak		369	66%	243	34%	126
Indoor Practice Facility (Code 488)	AM Peak	1	1	61%	1	39%	0
	PM Peak		49	66%	32	34%	17
Sports Lifestyle Center (Code 490)	AM Peak	6*	0	61%**	0	39%**	0
	PM Peak		26	66%**	17	34%**	9
TOTAL		AM Peak	25	61%	16	39%	9
		PM Peak	444	66%	292	34%	152

*Converted SF of Sports Lifestyle Center to # of Courts.

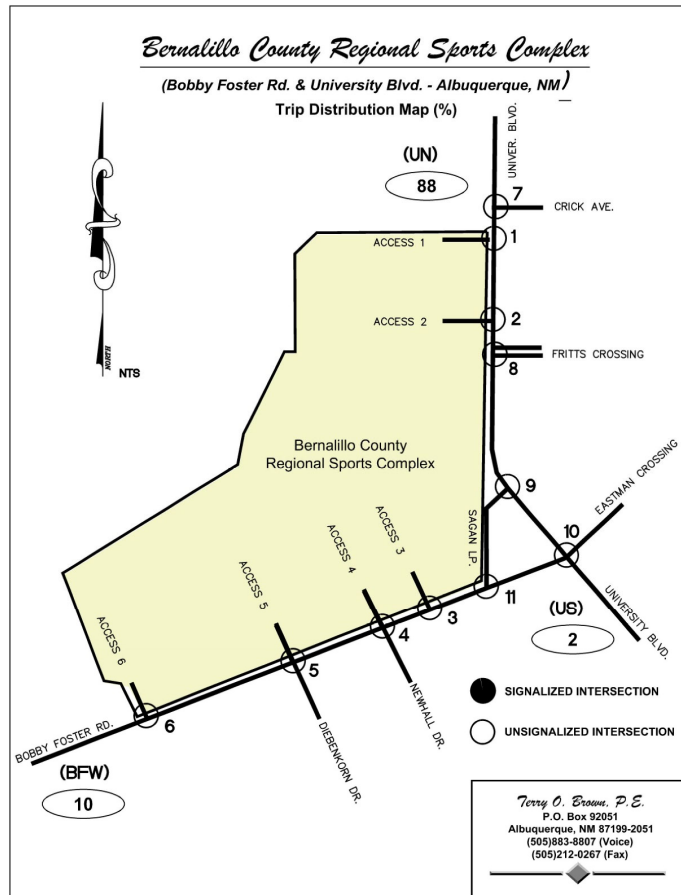
** Assumed directional distribution similar to Land Use Code 488.

New Trip Generation based on ITE 11th Edition and Current Site Plan

Development		Fields/Sq. Ft.	Total Generated Trips	Trips Entering	Exiting Trips
Public Parks/Fields ITE Land Use: Soccer Complex (ITE Code 488)	AM Peak	26	26	16	10
	PM Peak		427	282	145
Indoor Sports Lifestyle Center ITE Land Use: Multipurpose Recreational Facility (ITE Code 435)	AM Peak	29,000 sq. ft.	0	0	0
	PM Peak		104	57	47
TOTAL		AM Peak	26	16	10
		PM Peak	531	339	191

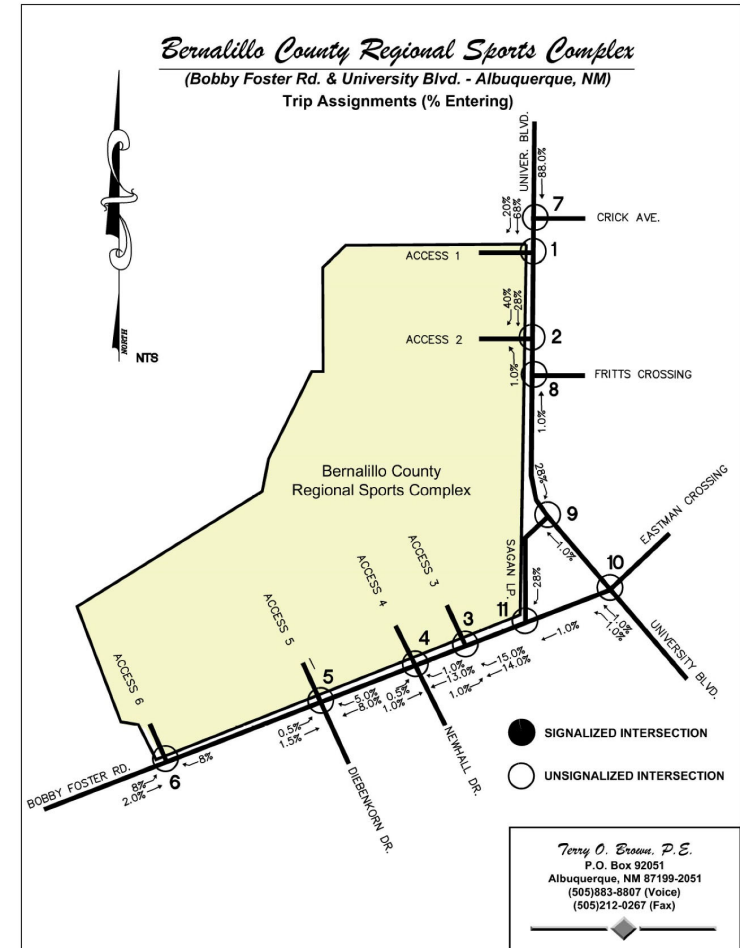
Trips for the new development will be distributed according to the maps below.

Overall



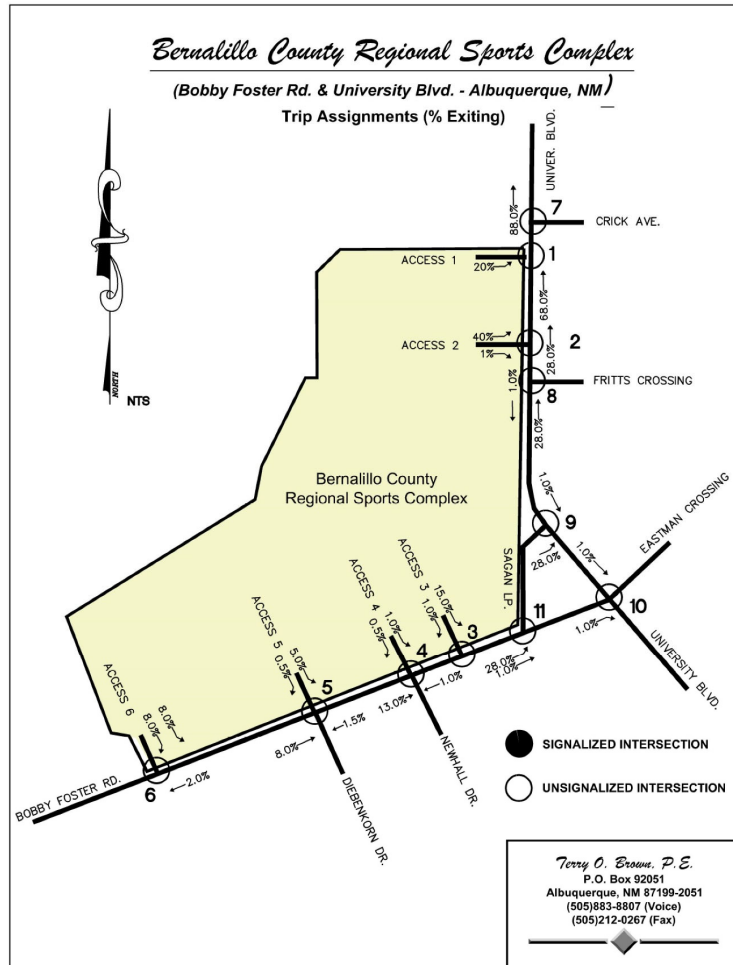
9

Trips Entering



10

Trips Exiting



11

Assumptions

1. The BCRSC project Implementation Year is 2026 and the Horizon Year is 2036.
2. Trip generation calculations for the BCRSC assume full build-out (Phases I thru IV) and use ITE 11th Edition data.
3. To be conservative, no allowance is taken for trips generated from the existing soccer fields for the BUILD condition.
4. The existing access off Sagan Loop will be eliminated upon implementation of Phases II through IV and therefore, is not part of the analysis.
5. The proposed BCSC facility will have a total of 26 soccer fields and one 29,000 square foot multi-use indoor athletic facility when all phases are complete.
6. The proposed BCSC facility will have least one main internal circulation roadway and all parking areas will be accessible from this roadway.
7. All driveways will be full access unsignalized driveways.
8. The portion of Bobby Foster Rd. from Sagan Loop to University Blvd. will be completed as part of the construction Montage Units Development south of Bobby Foster Rd. prior to completion of the BCRSC.
9. The proposed Driveways on Bobby Foster will be aligned with the proposed roadways south of Bobby Foster Rd. as shown on the Montage Units Site Plan in the 2021 TIS.
10. The BCRSC will share Access 1 with the Amphitheater.
11. Trips generated by the Montage Units Development and Albuquerque Studios Expansion will be included as presented in their respective TIS reports.
12. COVID-19 adjusted traffic counts from the Montage Units TIS will be used in the Analysis.
13. Synchro 11 traffic analysis software will be used to analyze the 11 intersections specified in this SOW.
14. I-25/Bobby Foster Interchange Project will not be considered in the analysis. And, since on 10 percent or less of the traffic generated by the development will use the existing Bobby Foster Rd. & Broadway Blvd. no analysis of this intersection is necessary.
15. Existing driveways on the west side of University Blvd. (Access 1 and Access 2) and the existing corresponding roadways on the east side of University (Crick Ave. and Fritts Crossing) are offset and will not be realigned as part of this project.

12