

Terry O. Brown P.E.

Bernalillo County Regional Recreation Complex

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

**FINAL
Traffic Impact Study**

July 14, 2022

HT#R15D002
received 7/18/2022

Presented to:

Matthew Grush, P.E.
Transportation Development Section
Plaza del Sol Building
600 Second St., NW
City of Albuquerque

Julie Luna
Bernalillo County Public Works
415 Silver SW
Albuquerque, NM 87102

Prepared for:

John Barney, Parks Planning Manager
Bernalillo County
111 Union Square St., N.E.
Albuquerque, NM 87102



A handwritten signature in blue ink that reads "Terry O. Brown".

Terry O. Brown P.E.
P.O. Box 92051
Albuquerque, NM 87199
505 · 883 · 8807

**Mesa del Sol Tournament Fields
Bobby Foster Road. & University Boulevard - 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 Mesa del Sol Tournament Fields (MDSTF) 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 pages A-227 thru A-235.

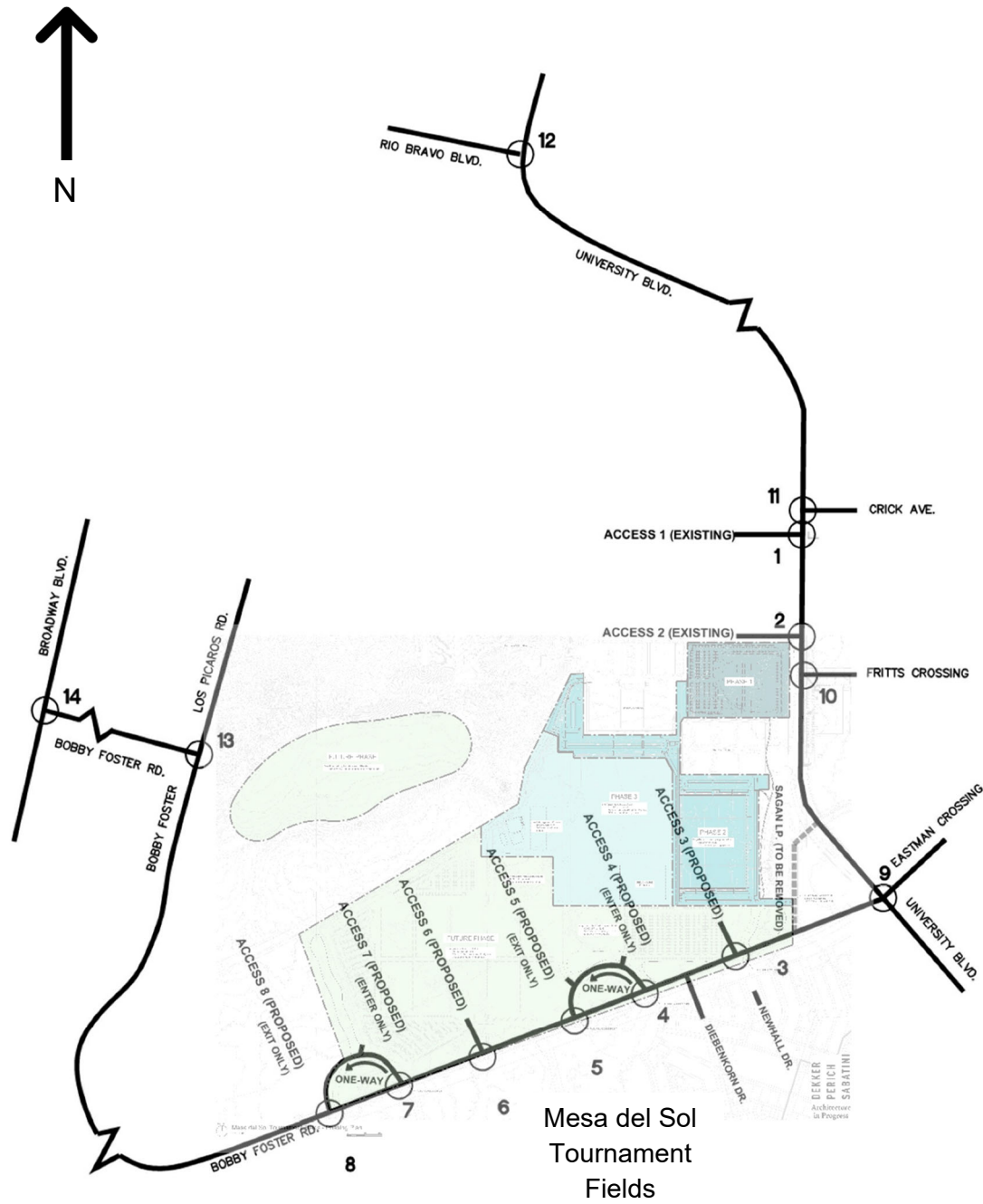
Site Location and Study Area

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



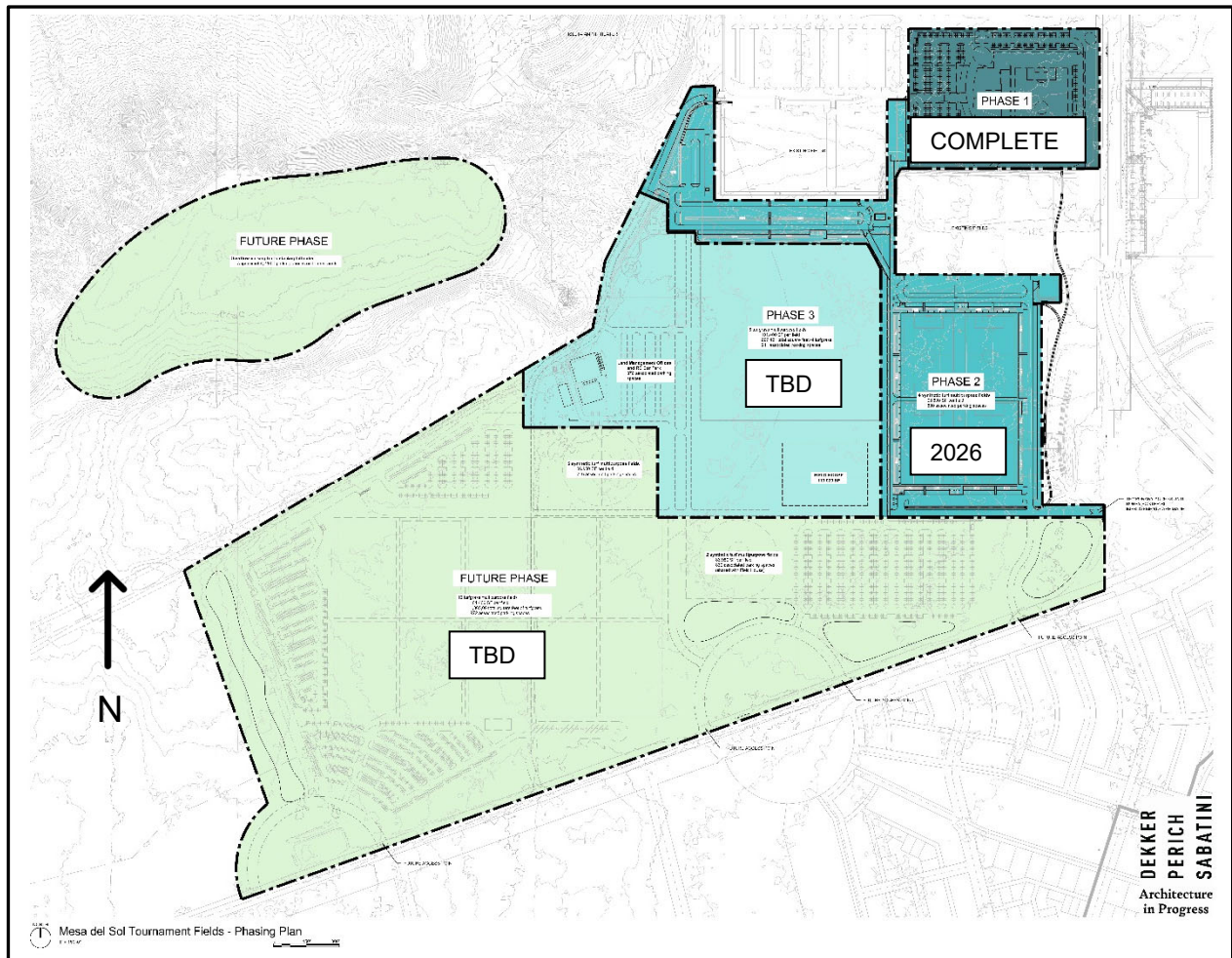
The study area includes the fourteen intersections listed below and shown on the following map:

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 MDSTF 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 MDSTF is 250 acres, 70-acres of which are currently developed. The site is part of the MDS Community, a 12,900-acre mixed-use development south of the Albuquerque International Sunport. To date, less than 10% of the MDS Community has been developed. See the Site Phasing Plan below.



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.

Other Planned or Approved Development and Transportation Improvements

There are two major developments and three roadway improvement projects at various stages of planning and construction in the influence area that were not completed when the traffic counts were collected for this report. 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 developments include:

1. Albuquerque Studios Expansion located 1/2 mile southeast of the site and
2. Montage Units Development adjacent to the MDSTF development on the south side of Bobby Foster Rd.

The roadway projects include:

1. Improvements to Bobby Foster Rd. (partially funded and partially constructed)
2. Improvements to University Blvd. (only funded and constructed in the vicinity of Bobby Foster Rd.)
3. Bernalillo County Adaptive Signal Project (funded and under construction)

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-214 thru A-221. 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
Mesa del Sol Tournament Fields

Jul-22			2026		2036		Mitigation	
Intersection Name	Existing Signalization	Case	LOS, Delay (s/veh) ¹		LOS, Delay (s/veh) ¹			
			AM Peak	PM Peak	AM Peak	PM Peak	2026	2036
1: University Blvd. & Access 1	Unsignalized TWSC - FULL ACCESS	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	None. Restrict to Right-in/Right-out if Crash Rates Become Excessive	Align with Crick Ave. when Valle del Sol is Developed, (See Roundabout Analysis for Crick Ave. w/ Access 1 Aligned)
		BUILD	C 18.4	D-34.8	C 20.7	E - 40.2		
2: Access 2 & University Blvd.	Unsignalized TWSC - FULL ACCESS	NO BUILD	A -0.0	A -0.0	A -0.0	A -0.0	None	None
		BUILD	C - 15.1	D - 27.3	C - 16.7	D - 32.0		
		BUILD Mitigated Roundabout	N/A	N/A	A - 9.4	C - 19.6		2-Lane Roundabout by 2036
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	None
		BUILD	A - 7.3	A-8.4	A - 7.3	B - 14.4		
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	None
		BUILD	A -0.0	A - 8.2	A -0.0	A - 8.2		
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	None
		BUILD	B - 10.4	B - 12.1	B - 10.4	B - 12.1		
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	None
		BUILD	A - 9.4	B - 11.7	A - 9.4	B - 11.7		
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	None
		BUILD	A - 7.3	A - 8.0	A - 7.3	A - 8.0		
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	None
		BUILD	B - 10.4	B - 11.6	B - 10.4	B - 11.6		
9: Bobby Foster Rd. & University Blvd.	Unsignalized - AWSC	NO BUILD	C - 19.7	C - 20.1	C - 19.7	C - 20.1	Signalize Intersection by 2026	None
		BUILD	C - 24.8	E - 42.2	C - 24.8	F - 50.4		
		BUILD Mitigated	B - 11.8	B - 16.2	B - 12.1	B - 16.2		
10: University Blvd. & Fritts Crossing	Unsignalized TWSC	NO BUILD	A - 8.5	C - 24.4	A - 8.7	C - 24.4	None	Roundabout Analysis for Information ONLY
		BUILD	A - 8.5	D - 26.7	A - 8.8	D - 30.2		
					A-7.2	A - 8.6		
11: Crick Ave. & University Blvd.	Unsignalized TWSC	NO BUILD	B -14.0	C -18.9	B -15.5	C -21.1	None	Roundabout Analysis with Access 1 Aligned with Crick Ave. (For Information ONLY)
		BUILD	B - 14.2	C - 22.6	B - 15.7	C - 25.6		
					A - 7.7	B -11.3		
12: University Blvd. & Rio Bravo Blvd.	Signalized	NO BUILD	D - 47.2	D - 47.2	E - 71.6	E - 71.6	Optimize Timing by 2022	Extend SBR lane from 150' to 300' by 2036
		BUILD	D - 48.0	D - 48.0	E - 73.1	E - 73.1		
		BUILD Mitigated	B - 18.7	C - 25.5	C -21.3	C - 25.5		
13: Bobby Foster Rd. & Los Picaros	Unsignalized - AWSC	NO BUILD	A - 8.6	B -11.8	A - 9.2	B -14.7	None	None
		BUILD	A - 9.2	B -12.3	A - 9.4	B -14.6		
14: Broadway Blvd. & Bobby Foster Rd.	Unsignalized TWSC	NO BUILD	C - 22.9	C -22.5	D - 30.5	E - 38.9	None	Consider Signalizing Intersection by 2036
		BUILD	C - 23.1	C -24.5	D - 30.5	E - 44.6		

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

Summary of Impacts

In summary, the proposed MDSTF will have no significant 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. Intersection 1 - Access 1 & University Blvd. (Unsignalized, Existing)

- **2026 HCM LOS Analysis** demonstrates that this intersection has an acceptable Level of Service (LOS) for the 2026 BUILD conditions.
- **2036 HCM LOS Analysis** demonstrates by 2036 the LOS will degrade to LOS=E during the PM peak because NB and SB traffic flows will have insufficient gaps for left-turning vehicles. This problem should be addressed when the intersection is aligned with Crick Ave. (see below).
- **Misalignment of Crick Ave. & Access 1:** Access 1 is misaligned with Crick Ave. by 160-ft (centerline to centerline) which presents an increased crash risk due to overlapping left turns and the spacing is 165-ft shorter than the access spacing standards for intersections and driveways specified in the State Access Management Manual (SAMM). Because maximum peak hour 2026 traffic volumes from conflicting side street movements are low [AM (EBL=7, WBL=9) and PM (EBL 96, WBL=5)] no significant performance or safety problems are anticipated at this intersection. Therefore, no improvements are recommended on the part of the development at this time. In the future when the Valle del Sol (on the north side of the site) is developed, Aligning Access 1 with Crick Ave. and converting the intersection to a roundabout will improve LOS, increases capacity of the intersection, and provide traffic calming benefits for pedestrians especially during events at the MDSTF and Mds Pavilion.
- **2026 and 2036 Queueing Analysis** demonstrates that onsite QSR's and V/C's at Accesses 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.
- **A Southbound Right-turn Deceleration Lane**, 240-ft long, including transition are warranted at Access 1, however there appears to be insufficient right-of-way to construct the lane.

2. Intersection 2 - Access 2 & University Blvd. (Unsignalized, Existing)

- **2026 HCM LOS Analysis** demonstrates that traffic conditions at this intersection are acceptable (LOS = D or better) during the AM and PM peak periods.
- **2036 HCM LOS Analysis** demonstrates that this intersection has an acceptable Level of Service (LOS=D or better) for during the AM and PM peak.
- **Misalignment of Fritts Crossing & Access 2:** Access 2 is misaligned with Fritts Crossing by 260-ft (centerline to centerline), 65-ft. shorter than the access spacing standards for intersections and driveways specified in the State Access Management Manual (SAMM). However, because maximum peak hour 2026 traffic volumes from conflicting movements are extremely low [AM (NBL=0, SBL=29) and PM (NBL= 4, SBL=10)] the crash risk due to

overlapping left turns is also low. Additionally, traffic volumes on Fritts Crossing are expected to decrease when ABQ Studios vacates streets connecting to Fritts Crossing.

- By 2036, reconfiguring Intersection 2 into a roundabout as discussed above will further improve performance and safety of the intersection.
 - **2026 and 2036 Queueing Analysis** demonstrates that QSR's and V/C's at Access 2 are less than 1. Therefore, existing queue capacity is adequate, and congestion is minimal.
 - **Southbound Right-turn Deceleration Lanes**, 240-ft long, including transition are warranted at Accesses 2.
3. **Intersections 3 thru 8 - 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 MDSTF will have no significant 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).
 - **A Right-turn Deceleration Lane** 240-ft long, including transition is warranted at Access 4 by 2026.
4. **Intersection 9 - 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 PM peak hour due to the high delays for the NBR and SBL movements. A mitigated case, which changes the intersection from all-way stop controlled to a signalized intersection, shows that the LOS improves to LOS=B, better than the NO BUILD condition.
 - **2026 and 2036 Queueing 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 also acceptable.
5. **Intersections 10 – Fritts Crossing & University Blvd. (Unsignalized, Existing)**
- **2026 and 2036 HCM LOS Analysis** demonstrates that the LOS for this intersection is acceptable (LOS=D or better) and remains the same from the NO BUILD to the BUILD conditions. Therefore, no mitigative measures are recommended.
 - **Misalignment of Fitts Crossing & Access 2:** (See Item 1 above)
 - **2026 and 2036 Queueing Analysis** demonstrates that QSR's and V/C's for vehicles exiting the MDSTF at University Blvd. & Fritts Crossing are 1 or less, therefore, existing queue capacity is adequate, and congestion is minimal.

Additionally, growth on Fritts Ave. will decrease due to ABQ studios vacating street that connect to Fritts Crossing.

6. **Intersections 11 - Crick Ave. & University Blvd. (Unsignalized, Existing)**

- **2026 and 2036 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.
 - **Misalignment of Crick Ave. & Access 1:** (See Item 2 above)
 - **2026 and 2036 Queuing Analysis** demonstrates that QSR's and V/C's for vehicles exiting the MDSTF at University Blvd. & Fritts Crossing are 1 or less, therefore, existing queue capacity is adequate, and congestion is minimal.
7. **Intersection 12 - Rio Bravo & University Blvd. (Signalized, Existing)**
- **2026 and 2036 HCM LOS ANALYSIS** of the intersection of Rio Bravo Blvd. & University Blvd. demonstrates that the proposed MDSTF will further degrade existing poor traffic conditions at this intersection. However, optimizing the signal timing improves the LOS to D or better for all movements.
 - **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 extending the SBR turn lane, queueing capacity of the lanes for the BUILD condition improves to better than NO BUILD condition.
8. **Intersection 13 - 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 virtually 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.
9. **Intersection 14 - 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 virtually 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 or F), and delays become worse by 5 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. The LOS of this intersection would improve by adding a signal, however, since this is an existing problem not made significantly worse by traffic generated by the development, 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 MDSTF will have a no significant adverse impact to the adjacent transportation system with the mitigative measures proposed in this report and listed below.

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 a shared responsibility of the MDSTF project, the MDS Development, and/or another project in the study area, or by “Developer” if it is assumed be the sole responsibility of the MDSTF development. All improvements should be designed and implemented in accordance with the MDS Development Level B Master Plan, City of Albuquerque, and Bernalillo County.

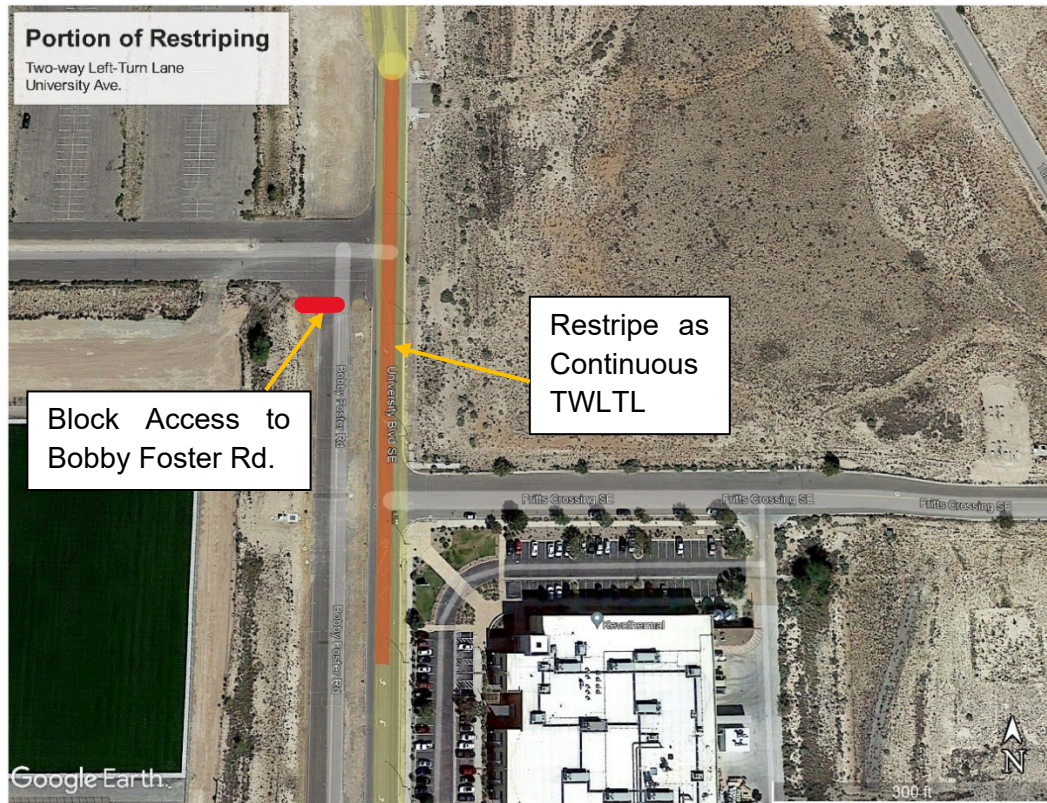
Developer

1. INTERSECTION 1 – Access 1 & UNIVERSITY BLVD.

- a. 2026 – Given the low volume of traffic from Access 1 and Crick Ave. during the AM and PM peak hours, crash rates due to conflicting movements are expected to be low, however, if crash rates become excessive as traffic volumes increase, Access 1 should be restricted to a right-in/right-out/left-in only driveway until Access 1 can be aligned with Crick Ave.
- b. 2036 – Relocate Access 1 to align with Crick Ave when Valle del Sol, the development north of the MDSTF, is developed.

2. INTERSECTION 2 – Access 2 & UNIVERSITY BLVD.

- a. Eliminate access to Bobby Foster Rd. from Access 2 since the connection of this roadway to Bobby Foster Rd. further south through Sagan Loop will be closed.
- b. 2026 – Re-stripe Median north and south of the intersection as a continuous Two-way Left-turn Center Lane (TWLTL) from end of existing TWLTL south of Fritts Crossing to the beginning of the taper for NBL turn lane at Access 1. See red highlighted area in Image below. Existing TWLTL striping in this area is faded and should be re-painted. Restriping the median to create a continuous TWLTL will provide consistent access along this section University Blvd., a refuge for vehicles turning left from the side streets and driveways, and side-street access that is independent of changes in traffic patterns.



- c. 2026 – Construct a southbound right-turn deceleration lane, at least 240-ft long including transition with substantial completion of the MDSTF or with full build-out of University Blvd. as part of the Mesa del Sol Level B Master Plan, whichever is first. Design and construction of the lane should conform to the Full-build concepts presented in MDS Level B Master Plan.
- d. 2026 - Prevent access to the center EB exit lane except when a flag-person or police officer is present to control traffic (i.e., during larger events).
- e. 2036 – If Access 1 becomes aligned with Crick Ave. and the Intersection 1 is converted to a roundabout (see Item 7 below), consider using Intersection 1 as the main entrance to the MDSTF. If not, consider relocating Access 2 100-ft north to avoid conflicting NB and SB overlapping left turns entering Fritts Ave. and Access 2.
- 3. **Sagan Loop** – Close temporary access from MDSTF to Sagan Loop and re-route traffic to Access 3 and/or Access 4.
- 4. **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.
- 5. **INTERSECTION 12 – RIO BRAVO BLVD. & UNIVERSITY BLVD.**
2026 – Retime signal and increase queueing capacity of the SBR lane by 150-ft. by extending the existing lane to 300 ft long including transition.
- 6. Construct a multi-use trail along the frontage of the MDSTF as required by

Others with (or without) Developer

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

2026 - Convert the intersection of Bobby Foster Blvd. & University Blvd from an unsignalized all way stop control to a signalized control based on the full-build concepts for the intersection specified in the MDS Master Plan, Level B. This is an existing problem not made significantly worse by the traffic generated by the development; therefore, this should be a shared cost with the other developments in the study area.

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

By 2036 or when Valle del Sol is developed, extend Crick Ave. west. Provide sufficient ROW for a connection to Access 1 (see Item 1, b above). Convert the intersection to a roundabout to avoid excessive delays on the minor approaches and increase the capacity of the intersection. Since there is no existing ROW on the Valle del Sol property to construct Crick Ave. west of University Ave., additional ROW would need to be dedicated by the owners of Valle del Sol for the new roadway and MDSTF will likely be required to share the cost of this project. Also, a second left-turn eastbound lane, traffic signal, and roundabout should be considered at that time to improve the LOS and provide additional capacity for future development.

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

2036 – Consider signalizing the intersection to avoid excessive delays for westbound left-turning traffic. The development contributes only 2% of the traffic volume to this intersection and as such, should have financial responsibility limited to only 2% of the cost for this solution.

10. Future MDS Access Intersections on Bobby Foster Rd. – Align future access points on Bobby Foster in the vicinity of the MDSTF with MDSTF driveways and ensure that the new intersections do not introduce overlapping left turns.

General Recommendations

This TIS describes the impact on the existing transportation system of the MDSTF. In the process of preparing this plan it has become apparent that a Traffic Specific Master Plan, developed with coordination between CABQ, BERNCO and MDS Community, would help provide mitigative recommendations for future developments that best fit the MDS Community lifestyle. Facilities at MDS such as bike/pedestrian trails, on-street parking, and public transportation combined with schools, housing, businesses, and retail centers, are highly compatible with a pedestrian lifestyle. As such, care should be given to creating a pedestrian friendly traffic system as well. Traffic calming features such as roundabouts, non-linear roadways, speed humps, and routing restrictions would fit well with the Mesa del Sol Community “New Urbanism” concept. A Traffic Master Plan for Mesa del Sol would help facilitate a cohesive traffic system that meets the needs of the Community and is consistent with the City of Albuquerque’s Planned Growth Strategy.

**Mesa del Sol Tournament Fields
Traffic Impact Study**

Table of Contents

Executive Summary	i
Site Location and Study Area	i
Development Description	iv
Other Planned or Approved Development and Transportation Improvements.....	v
Existing Traffic Volumes	v
Summary of Impacts	vii
Recommendations	x
Introduction	1
Description of Proposed Development	1
Land Use and Intensity.....	1
Development Phasing and Timing.....	2
Existing and Planned Zoning.....	3
Site Access.....	3
Study Area.....	4
Assumptions	6
Other Planned or Approved Development and Transportation Projects	7
Regional Transportation Maps.....	15
Analysis of Existing Conditions	17
Existing Roadways	17
Existing Traffic Volumes.....	18
Analysis of Implementation Year and Horizon Year Conditions	18
Level of Service Criteria (LOS).....	18
Traffic Projections.....	19
Trip Generation	19
Trip Distribution and Trip Assignments.....	20
Traffic Volumes	27
Traffic Analysis	27
INTERSECTION 1 – ACCESS 1 & UNIVERSITY BLVD.	28
INTERSECTION 2 – ACCESS 2 & UNIVERSITY BLVD.	31
INTERSECTION 3 – BOBBY FOSTER RD. & ACCESS 3/Newhall Dr.	34
INTERSECTION 4 – BOBBY FOSTER RD. & ACCESS 4.....	37
INTERSECTION 5 – BOBBY FOSTER RD. & ACCESS 5.....	40
INTERSECTION 6 – BOBBY FOSTER RD. & ACCESS 6.....	43
INTERSECTION 7 – BOBBY FOSTER RD. & ACCESS 7.....	46
INTERSECTION 8 – BOBBY FOSTER RD. & ACCESS 8.....	49
INTERSECTION 9 – BOBBY FOSTER RD./Eastman Crossing & UNIVERSITY BLVD.	52
INTERSECTION 10 – FRITTS CROSSING & UNIVERSITY BLVD.	57
INTERSECTION 11 – CRICK AVE. & UNIVERSITY BLVD.	60
INTERSECTION 12 – RIO BRAVO BLVD. & UNIVERSITY BLVD.	63
INTERSECTION 13 – BOBBY FOSTER RD. & LOS PICAROS RD.	68
INTERSECTION 14 – BOBBY FOSTER RD. & BROADWAY BLVD.	71
Determination of Warrants for Deceleration Lanes.....	74
Summary of Impacts and Recommendations	74
APPENDIX.....	76

Mesa del Sol Tournament Fields

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 Mesa del Sol Tournament Fields (MDSTF) 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

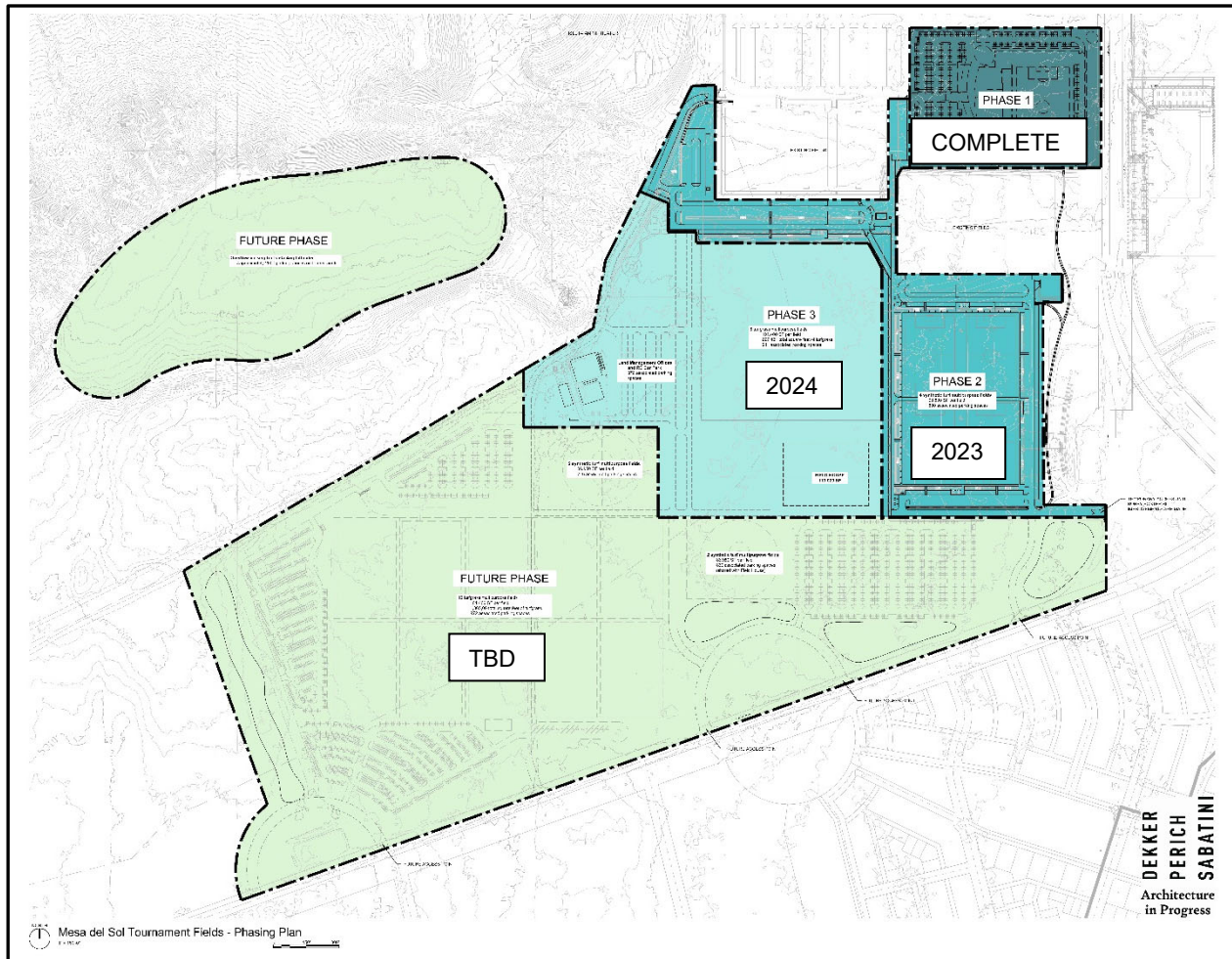
Land Use and Intensity

The proposed MDSTF is to be located at the northwest corner of Bobby Foster Rd. and University Blvd. within the MDS (MDS) 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 MDSTF is 250 acres, 70-acres of which are currently developed. The site is part of the MDS Community, a 12,900-acre mixed-use development south of the Albuquerque International Sunport. To date, less than 10% of the MDS Community has been developed. See Vicinity Map below.



Development Phasing and Timing

A map showing the project phases is presented below.



The development will be built in four phases; Phase 1 is complete. Phase 2 construction will start in September 2022. Phase 3 is estimated to be complete by 2024. The Future Phase has no specified year for implementation. To be conservative, the traffic analysis is based on all phases being completed by 2026. The implementation year for this project is 2026 and the horizon year is 2036. A separate analysis for Phases 1 and 2 was not performed for the following reasons:

1. Trips generated from the Mesa del Sol Tournament Fields 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

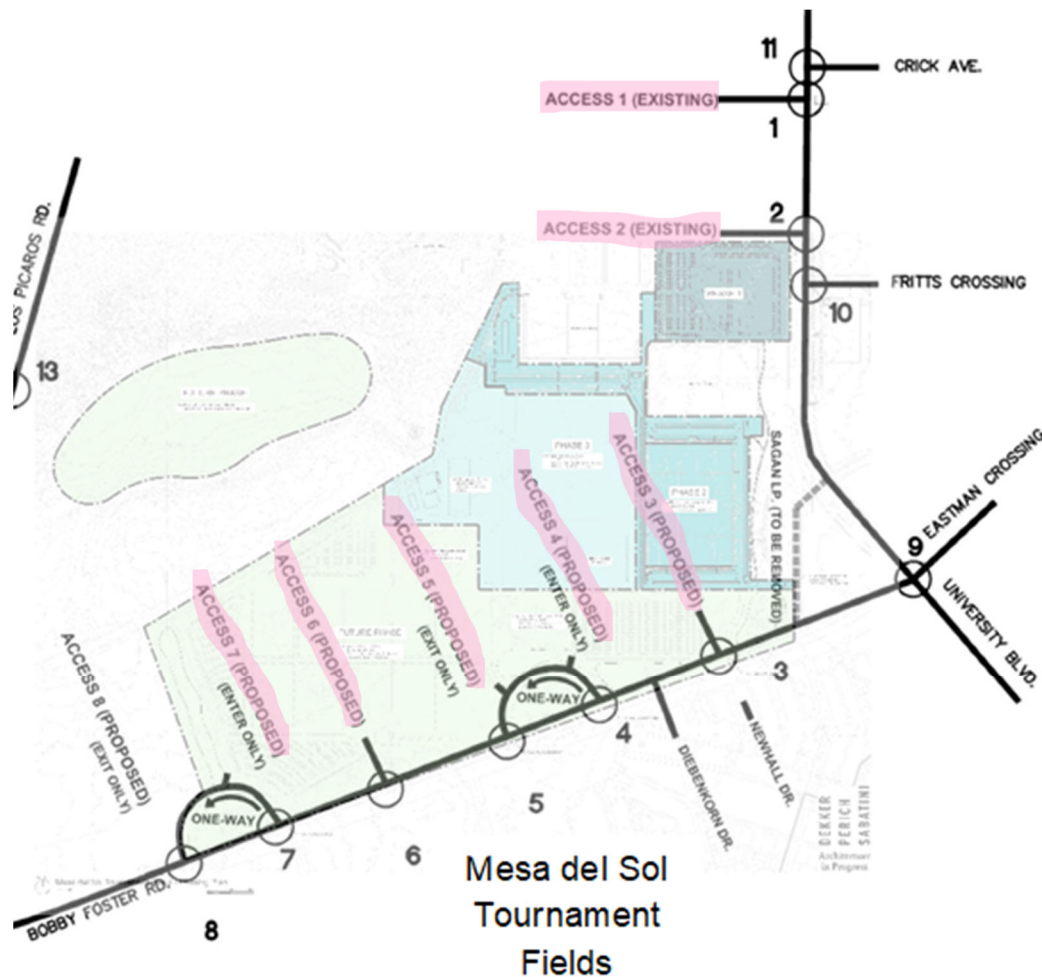
Albuquerque Studio trips since implementation of the Periphery Development at the Studios (70% of the trips) is not expected until 2026.

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

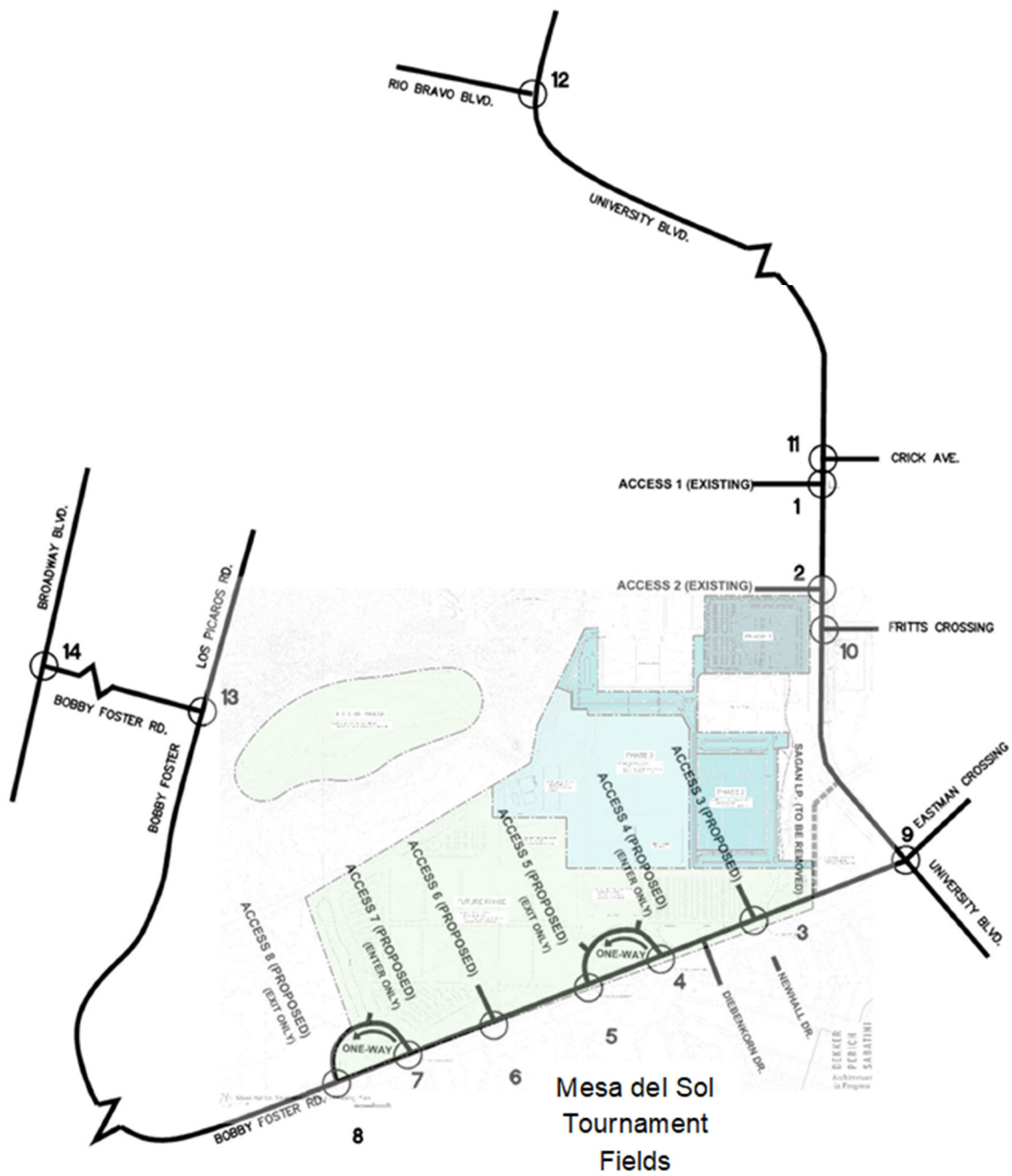
The site is to be accessed through two existing driveways on University Blvd. (Access 1 and Access 2) and six proposed driveways on Bobby Foster Rd. (Access 3 thru Access 8). Access 1, 2, 3, and 6 will be full-access driveways. Access 4 and Access 7 will be enter-only driveways. And Access 5 and Access 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-227 thru A-235). 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. The driveway on Sagon Loop was eliminated from the site plan since this access will be eliminated as the site develops.

Intersection	Control Type	Proposed/ 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



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.

-

6. Roadway geometries for the NO BUILD and BUILD condition of **UNIVERSITY BLVD.** match the existing roadway geometries including recent improvements at the Bobby Foster Rd./University Blvd. intersection. BUILD MITIGATED scenarios include only those MDS Level B Master Plan improvements necessary to comply with the Highway Capacity Manual (HCM) and other regulatory requirements. No other improvements by MDS or other developments are implied or analyzed.
7. Sagan Loop Rd. will be eliminated as a connection between University Blvd. and Bobby Foster Rd. and therefore, not included in the scope of this project.
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 three roadway improvement projects at various phasing of planning and construction in the influence area that were not completed when the traffic counts were collected for this report. See list below and detailed descriptions on the following page.

1. Albuquerque Studios Expansion (Final TIS Approved by CABQ, October 2021)
2. Montage Units Development (Final TIS Approved by CABQ, October 2021)
3. MDS Level B Master Plan improvements to Bobby Foster Blvd. (First phase under construction)
4. MDS Level B Master Plan Improvements to University Blvd. (Still in planning)
5. Bernalillo County Adaptive Signal Project (to be completed in 2022)

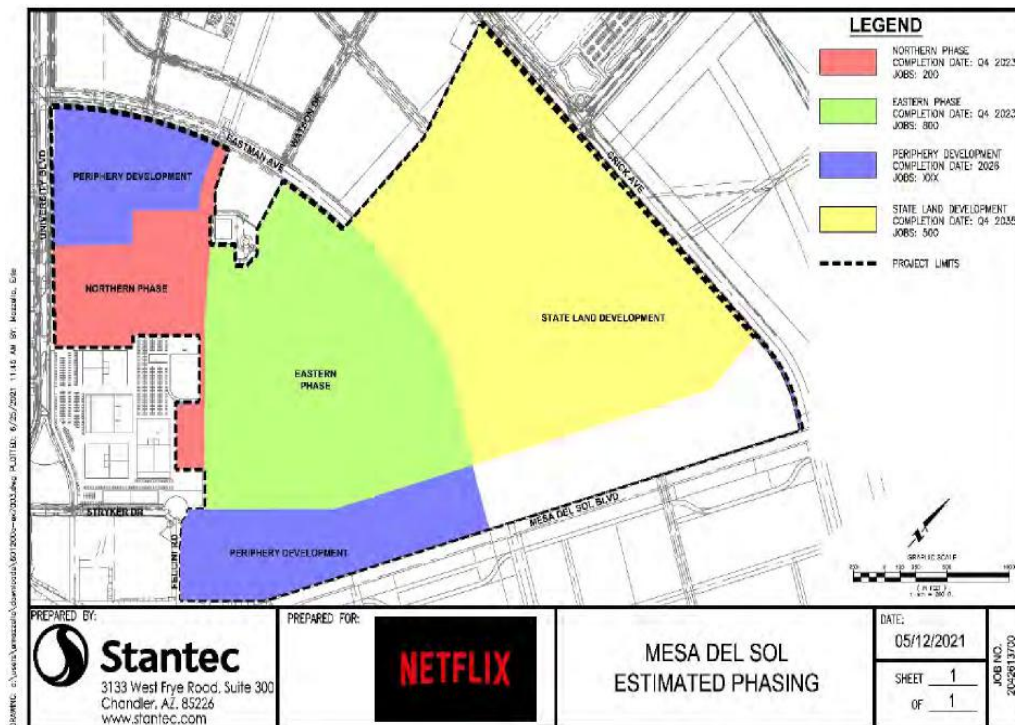
Traffic counts, trip generation data, and trip distribution data presented in the Albuquerque Studios and Montage Units Development TIS reports have been used as the basis for the NO BUILD volumes in this TIS. Improvements to Bobby Foster Rd. and University Blvd. are specified in the MDS Level B Master Plan (Adopted 2008, Amended 2021).

See <https://www.cabq.gov/planning/plans-publications/framework-plans> for the complete MDS Master Plan.

The NMDOT is in the process of evaluating future Bobby Foster and MDS interchanges on I-25. The inclusion of these interchanges is beyond the scope of this study.

1. **ALBUQUERQUE STUDIOS Expansion** Albuquerque (ABQ) Studios is a film studio is in the MDS development in Albuquerque, New Mexico at 5650 University Blvd SE, 1/2 mile southeast of the MDSTF site. The project involves a 190-acre expansion of the existing film studio production operation including over 2 million square feet of additional office space, a daycare facility, retail space, stages, and other supporting infrastructure. 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. All phases, excluding development of the State Land portion of the site, are expected to be complete by 2026.



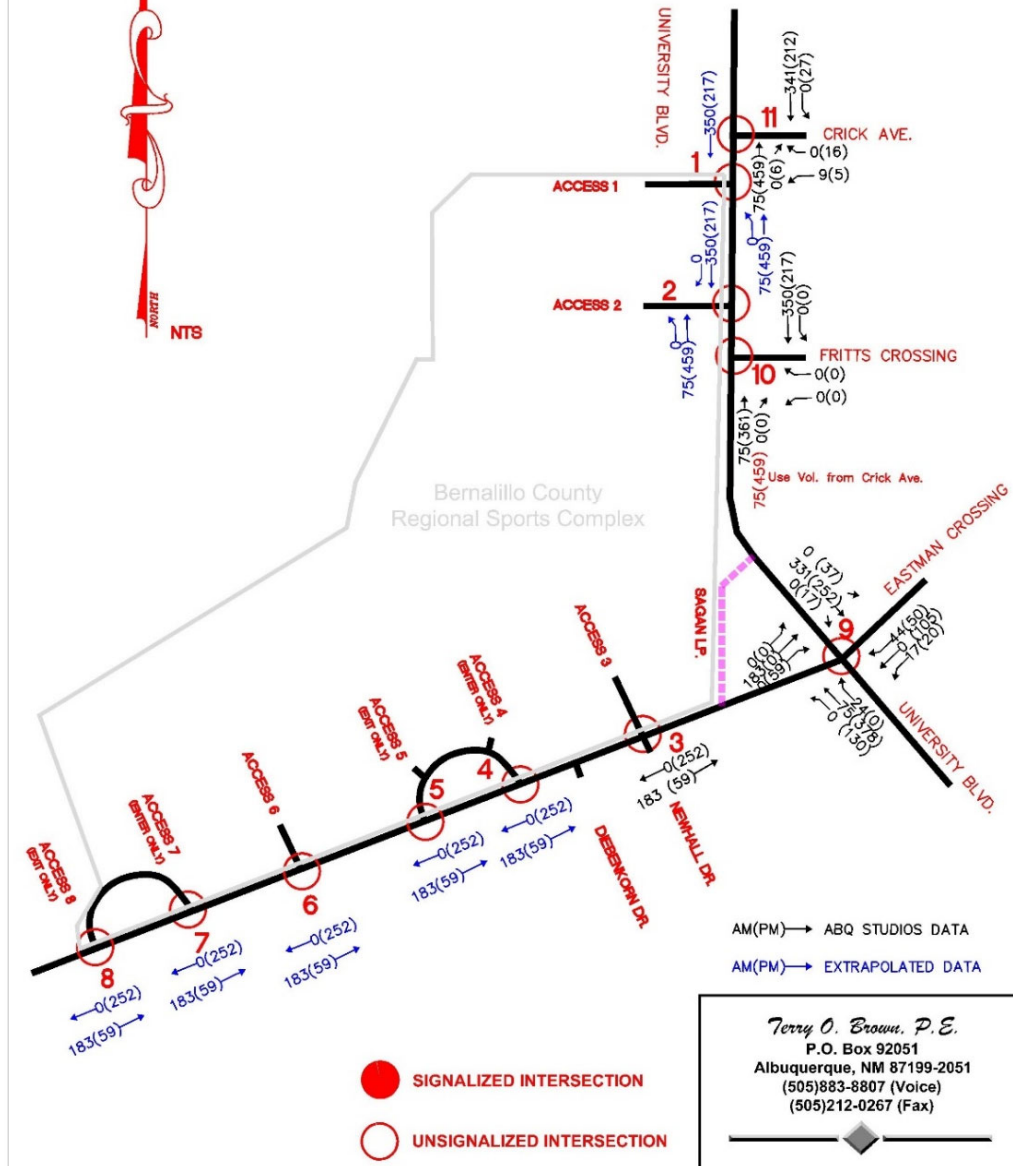
Existing traffic volumes in the ABQ Studios TIS are based on traffic counts collected during the week of April 19, 2021 and calibrated for the COVID pandemic. Trip Generation calculations are based on ITE trip generation data and includes internal capture rates of 5% between residential and office and 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 Mid-Region Council of Governments ADT data from 2010 to 2019, a growth rate of 0.5% was used in the ABQ Studios TIS to determine background traffic volumes.

Four intersections in the ABQ Studios TIS are common to the Intersections in the MDSTF 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 MDSTF 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-220 thru A-221 for a copy of the figures.

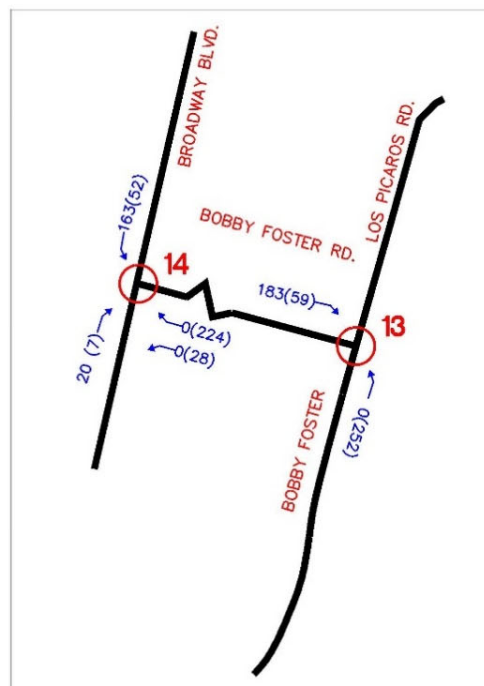
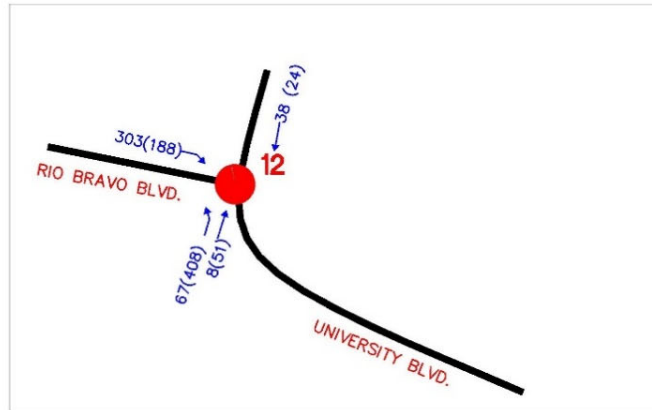
Bernalillo County Regional Sports Complex

(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

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

2. MONTAGE UNITS DEVELOPMENT

The Montage Units Development is adjacent to the MDSTF development on the south side of Bobby Foster Rd. and 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.

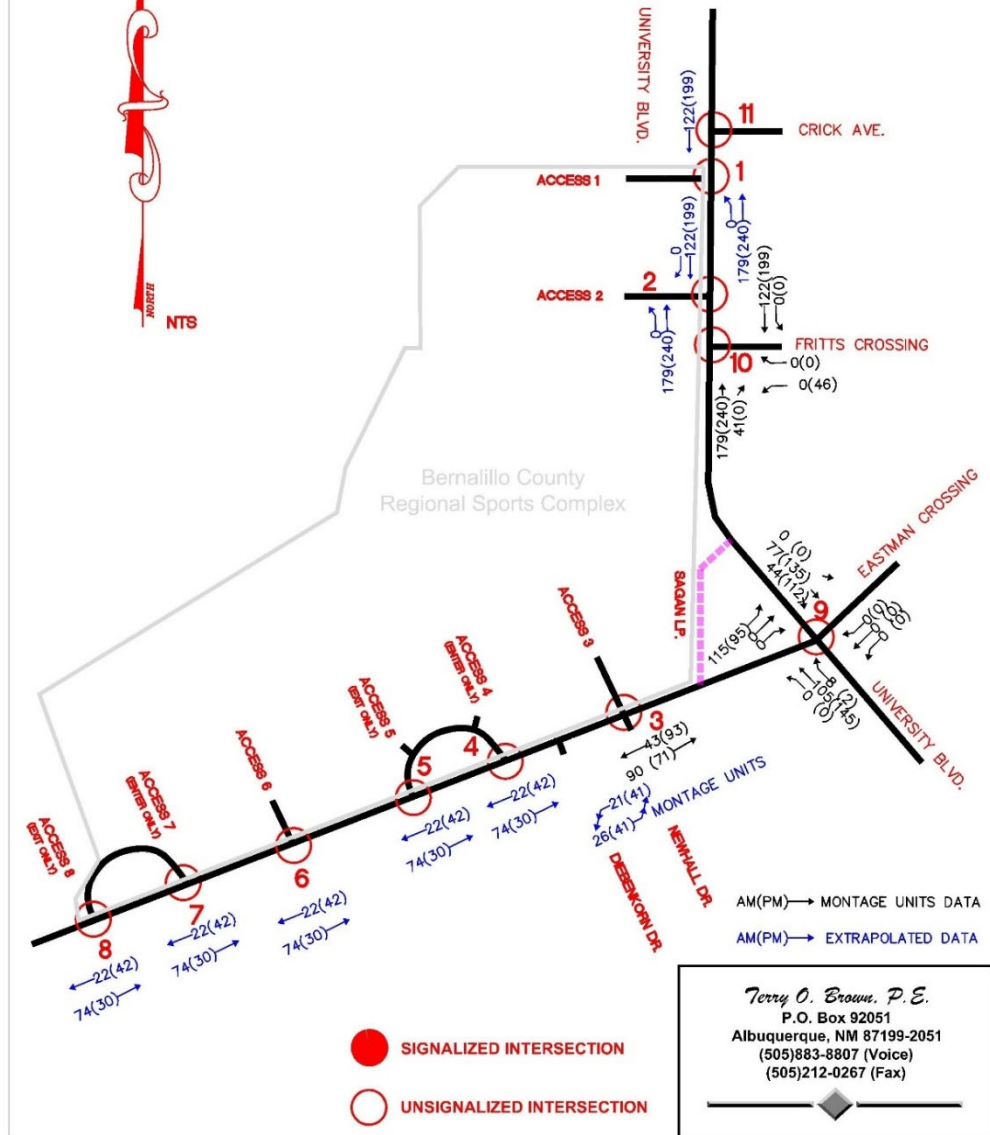
Existing traffic volumes in the Montage Units TIS are based on traffic counts collected during the week of April 19, 2021 and calibrated for the COVID pandemic. Total AM and PM peak hour traffic volumes generated by the development are 707 vehicles per hour and 761 vehicles per hour, respectively. The 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 MDSTF 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 MDSTF 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-214 thru A-219).

Bernalillo County Regional Sports Complex

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

MONTAGE UNITS TRIPS



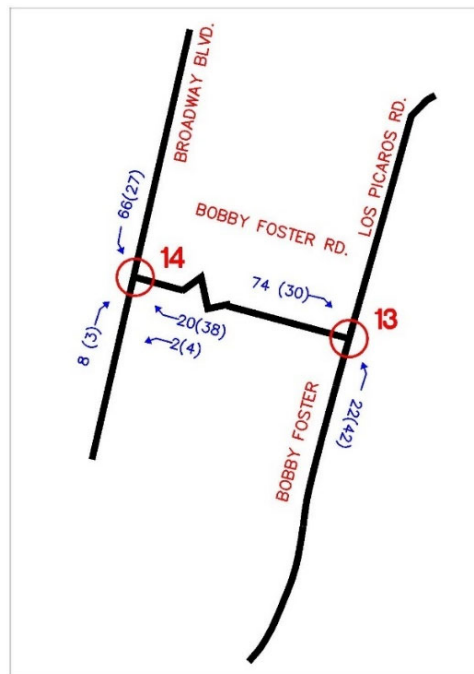
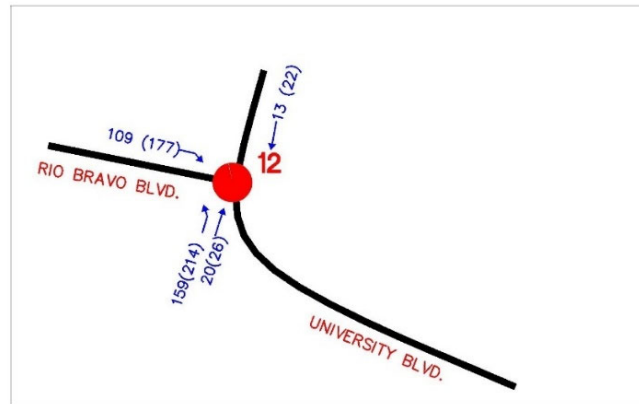
Bernalillo County Regional Sports Complex

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

MONTAGE UNITS TRIPS



NTS



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

AM (PM) → MONTAGE UNITS DATA

AM (PM) → EXTRAPOLATED DATA

Terry O. Brown, P.E.

P.O. Box 92051

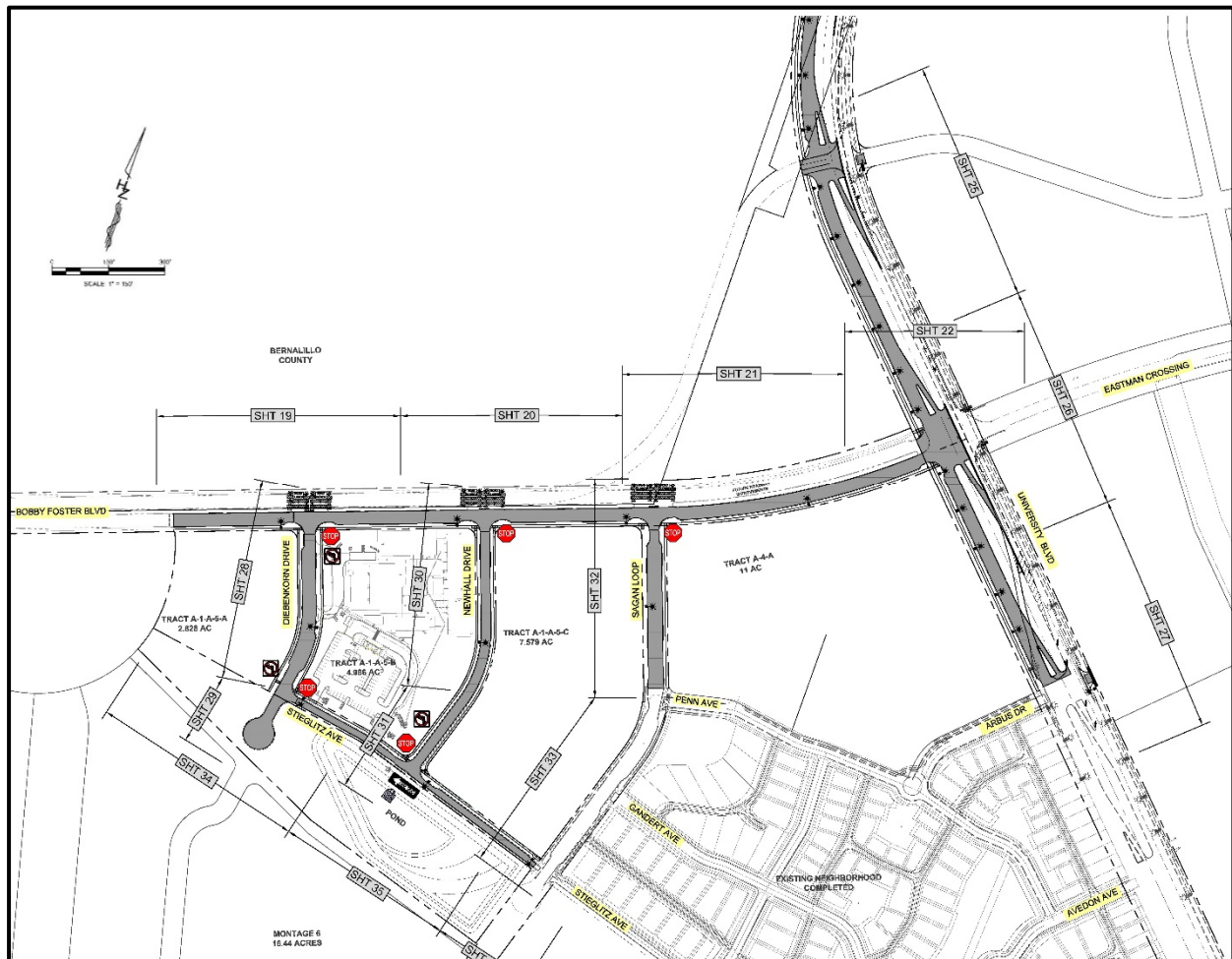
Albuquerque, NM 87199-2051

(505) 883-8807 (Voice)

(505) 212-0267 (Fax)

3. Bobby Foster Rd. Roadway Improvements

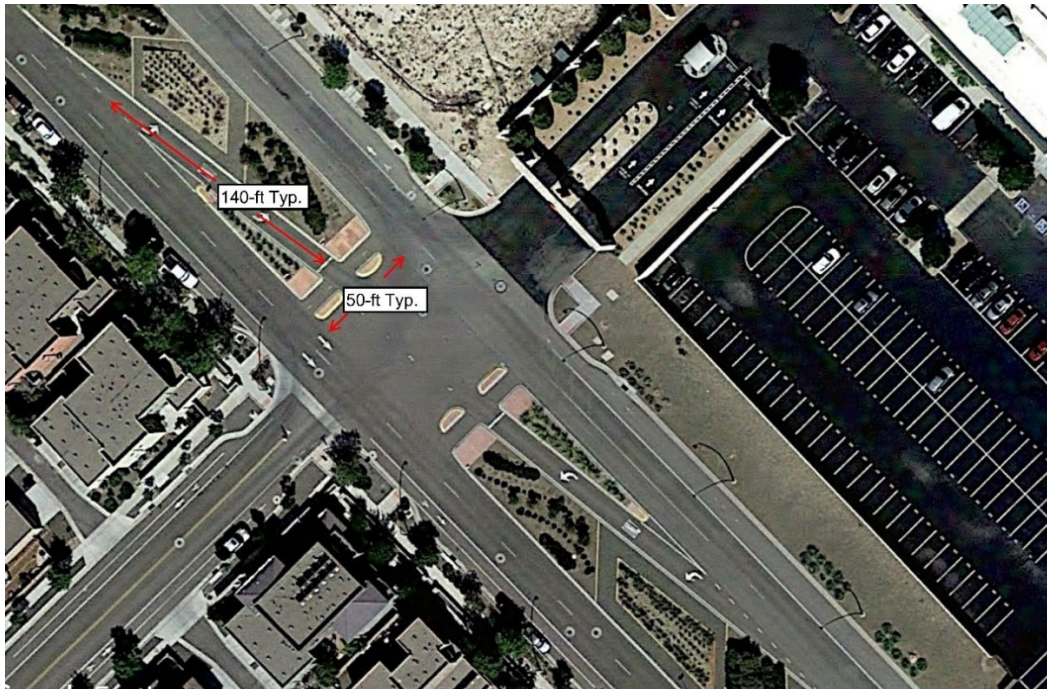
According to the MDS Level B Master Plan (Oct. 2006), Bobby Foster Road in the vicinity of the MDSTF will be expanded from a three-lane roadway with no median, curbs, gutters, or sidewalks to a six to four-lane roadway with raised medians, curbs, gutters, sidewalks, intermittent areas of parallel parking, and bike lanes. Improvements to Bobby Foster Rd. will be conducted in phases as MDS develops and will start at Los Picaros Rd. and continue east to Eastman Crossing. Only the initial phase, in the vicinity of the Montage Units Development, has been funded and approved for construction. Construction is to be complete this year (2022). The project includes a new 2-lane connection from Newhall Drive to University Blvd., adding a fourth lane to Bobby Foster Rd. between Newhall Drive and Access 4 (just west of Diebenkorn Dr.), and adding two lanes to University Blvd. north and south of Bobby Foster. Below is a plan view of the improvements.



4. University Blvd. Roadway Improvements

According to the Level B Master Plan for MDS, as development progresses and traffic volumes increase, 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. No projects on University Blvd. have been approved or funded except in the vicinity of Bobby Foster Rd. as described in Item 3 above.



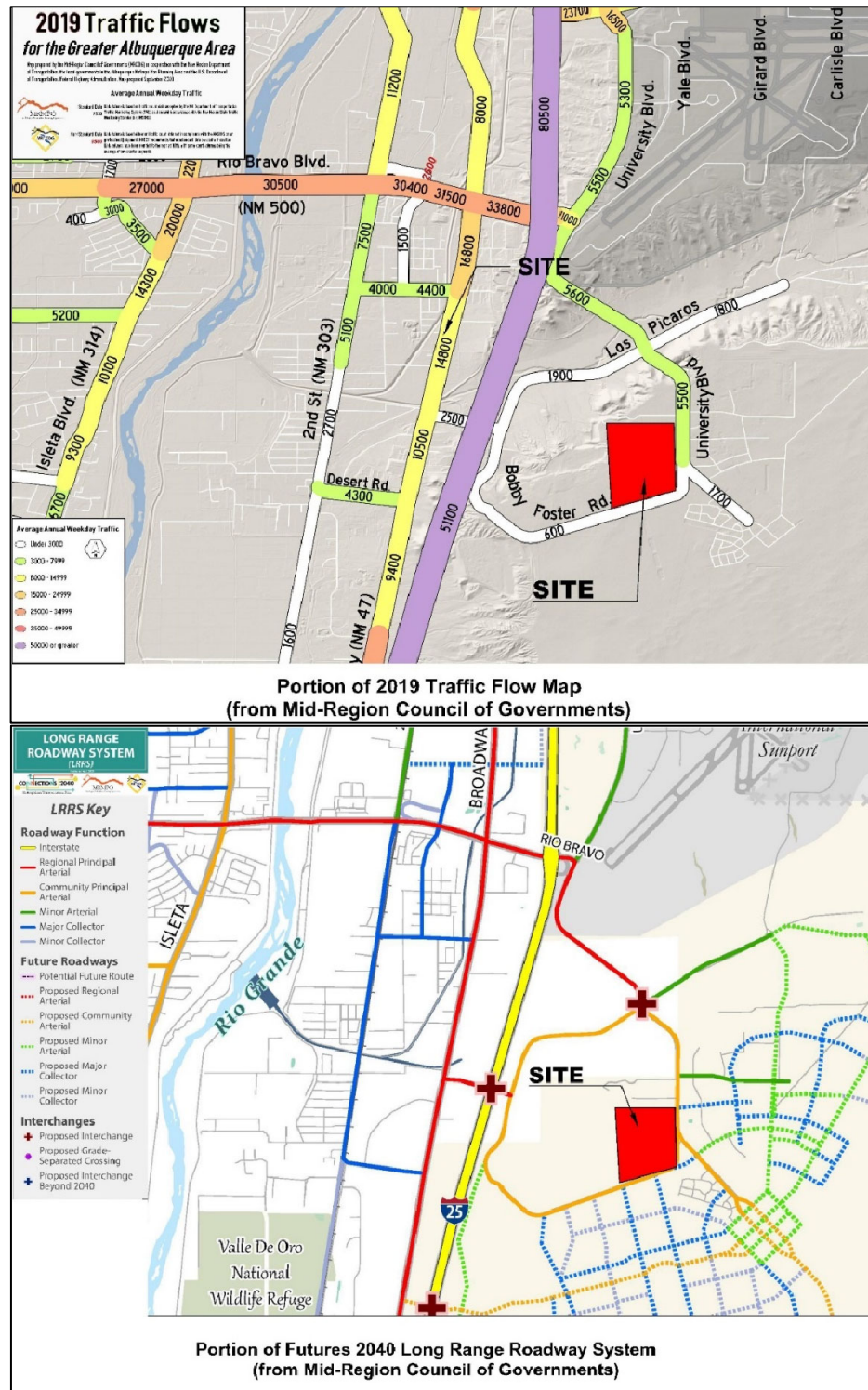
5. Bernalillo County Adaptive Signal Project

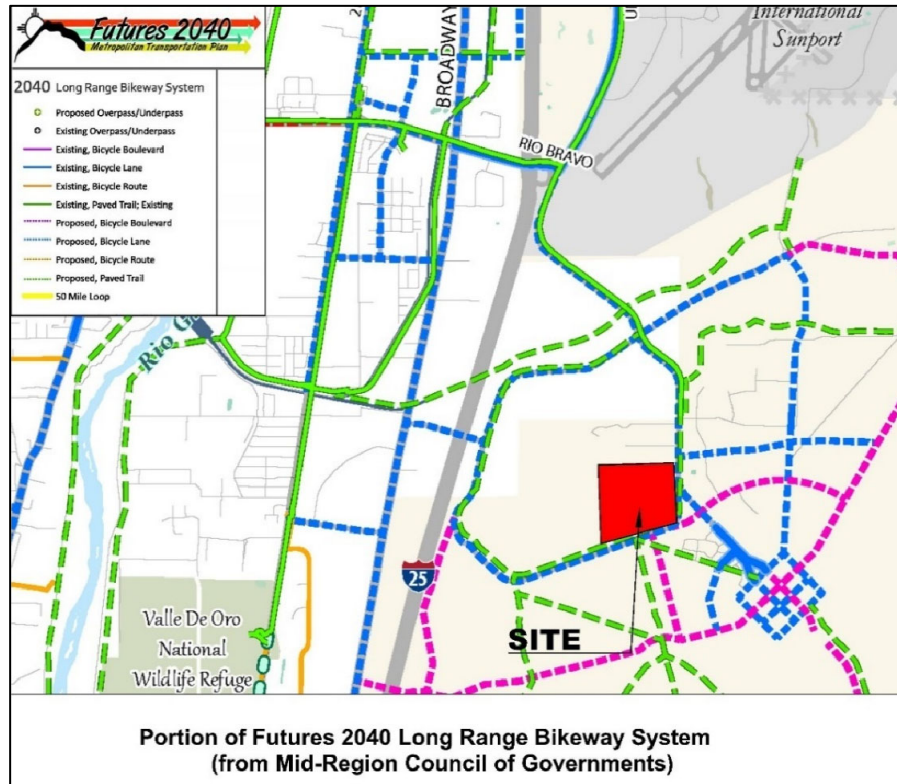
Bernalillo County is in the process of installing an adaptive signal system. This project will consist of installing equipment to complete an interconnected adaptive traffic signal system along Rio Bravo Boulevard between Coors Boulevard and I-25, and along 2nd Street from Rio Bravo Boulevard to just north of Hill Street. It is an intelligent system that adapts to the number of cars on the road. This would affect only Intersection 12, Rio Bravo Blvd. & 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 15,540 AAWT for the NO BUILD** condition and to **18,135 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.





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.

All existing intersections in the study area, except Bobby Foster Rd. & Broadway and Bobby Foster Rd. & Los Picaros, have adequate **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-214 thru A-219. 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

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

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 MDS. 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.

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. 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

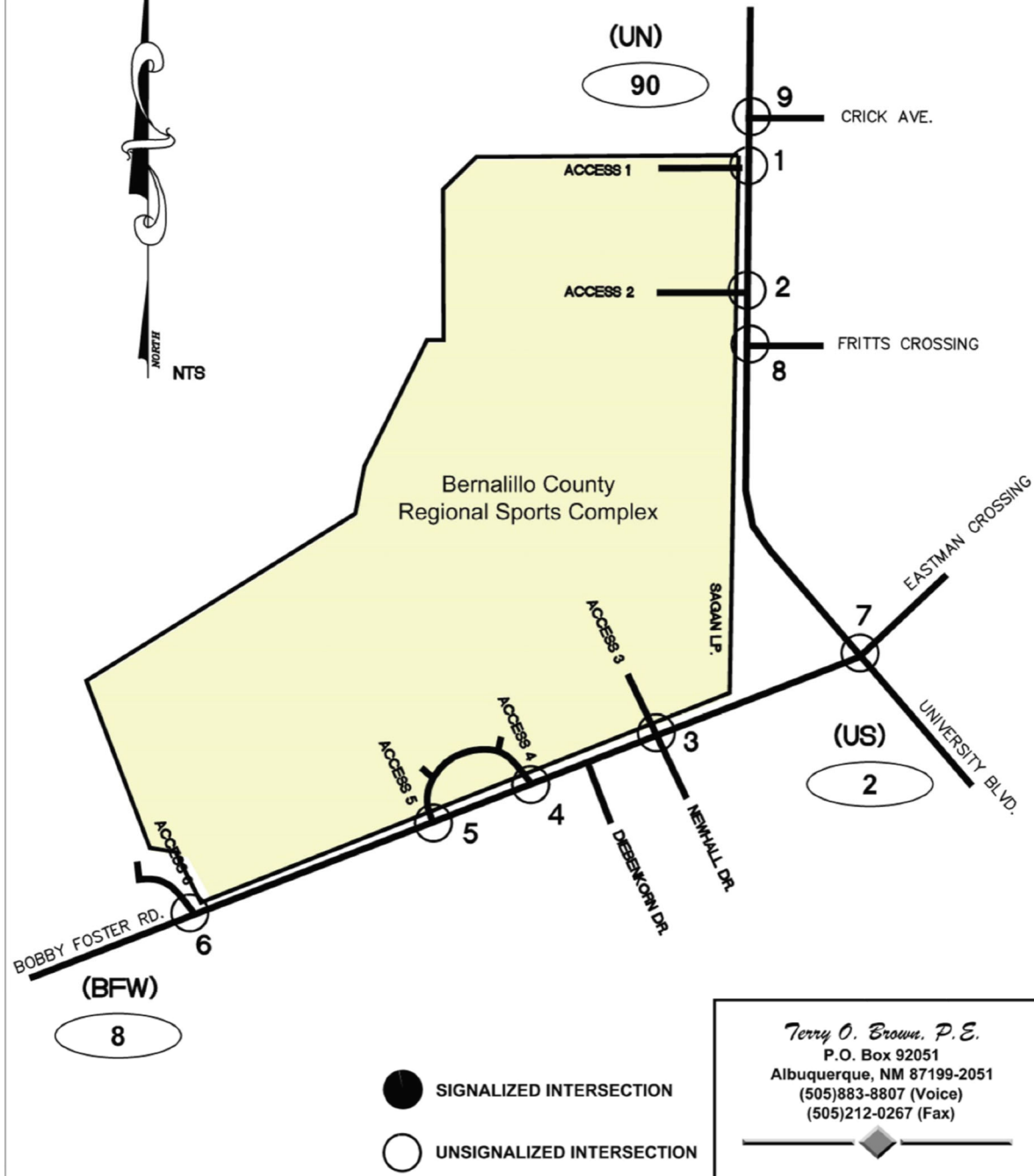
Trip Distribution and Trip Assignments of the newly generated traffic are based on trip distribution percentages presented in the Montage Units TIS with minor adjustments to the trips originating from Bobby Foster Rd./Broadway Blvd. and from the Montage Units Development.

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 (%)

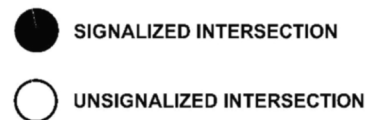
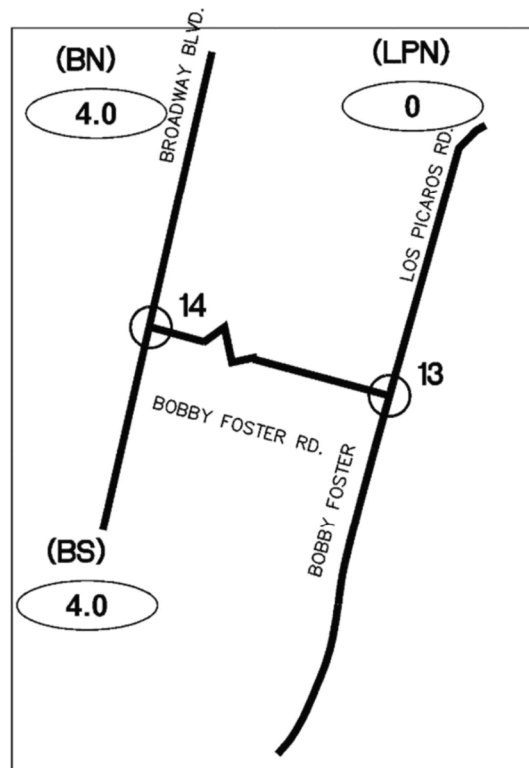
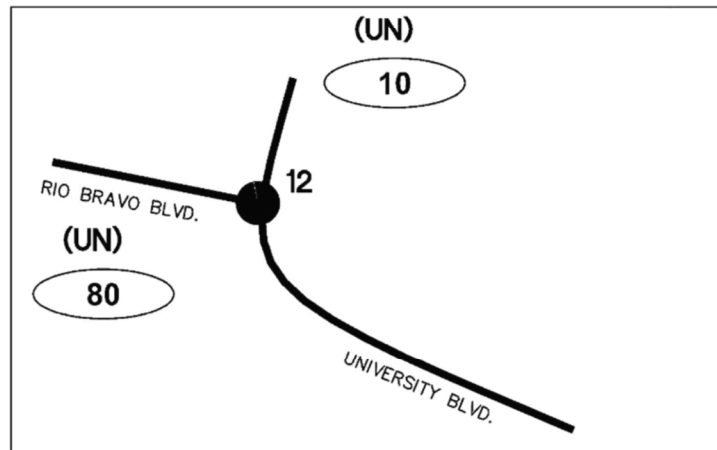


Bernalillo County Regional Sports Complex

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

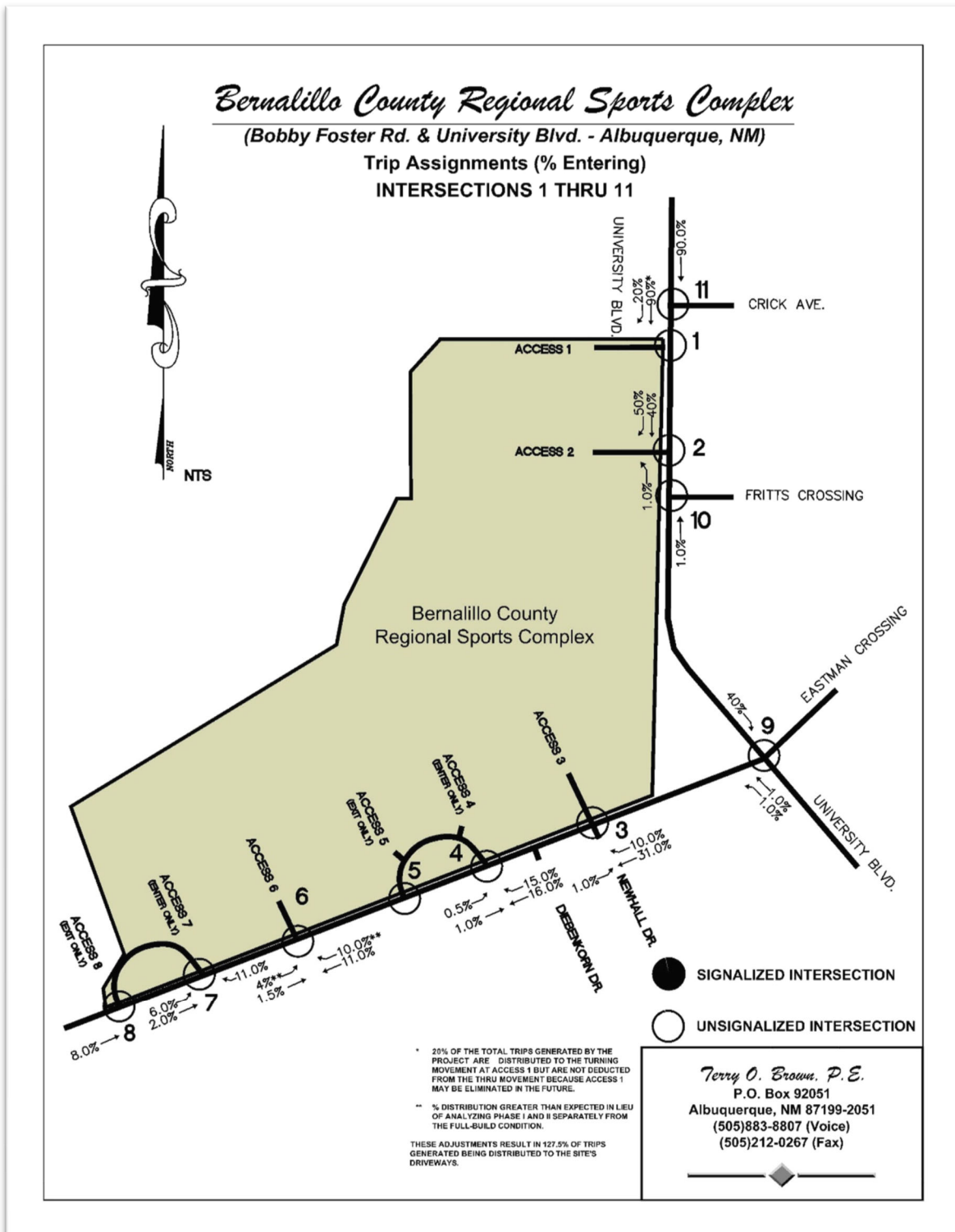
Trip Assignments (% Entering)

INTERSECTIONS 12 THRU 14



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

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.

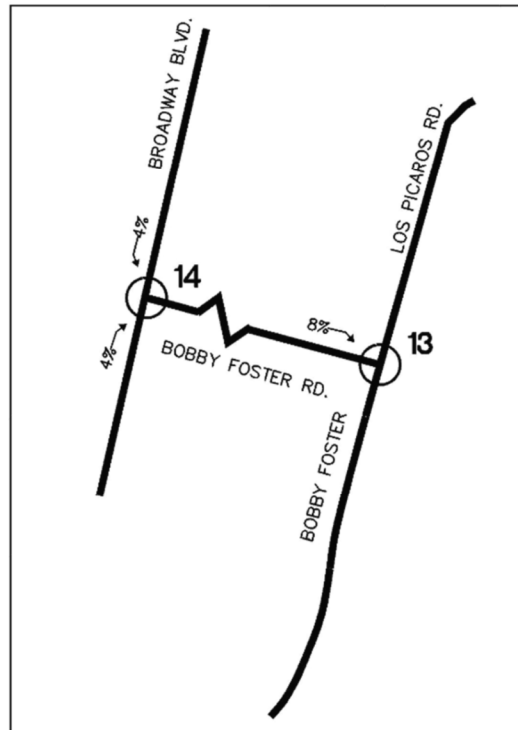
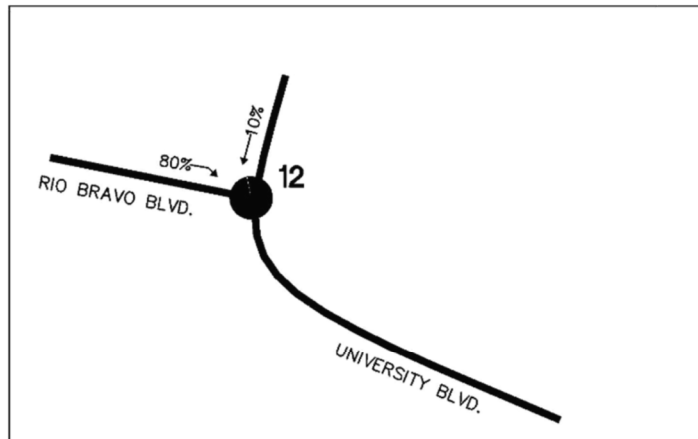


Bernalillo County Regional Sports Complex

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

Trip Assignments (% Entering)

INTERSECTIONS 12 THRU 14



-  SIGNALIZED INTERSECTION
-  UNSIGNALIZED INTERSECTION

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

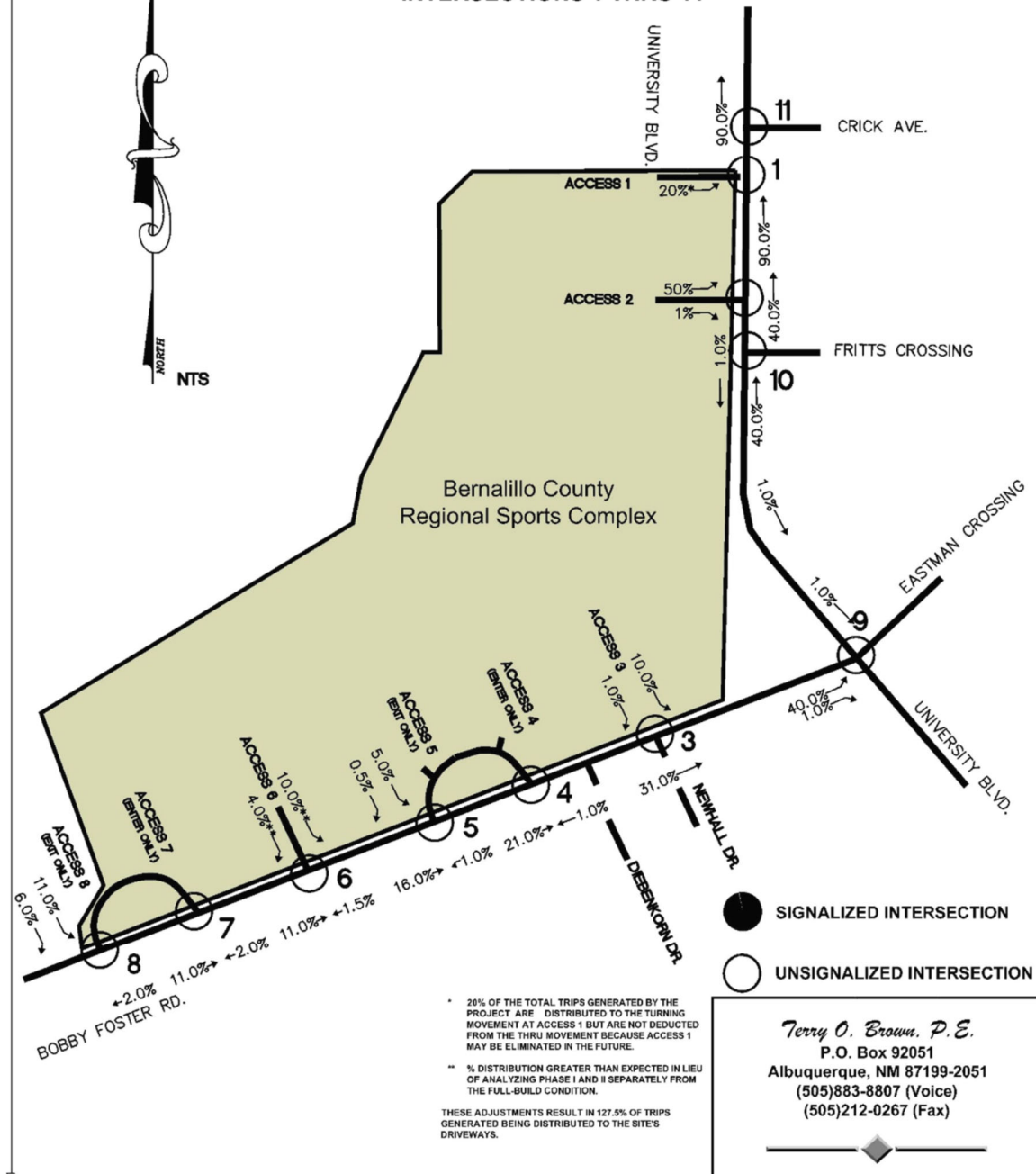


Bernalillo County Regional Sports Complex

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

Trip Assignments (% Exiting)

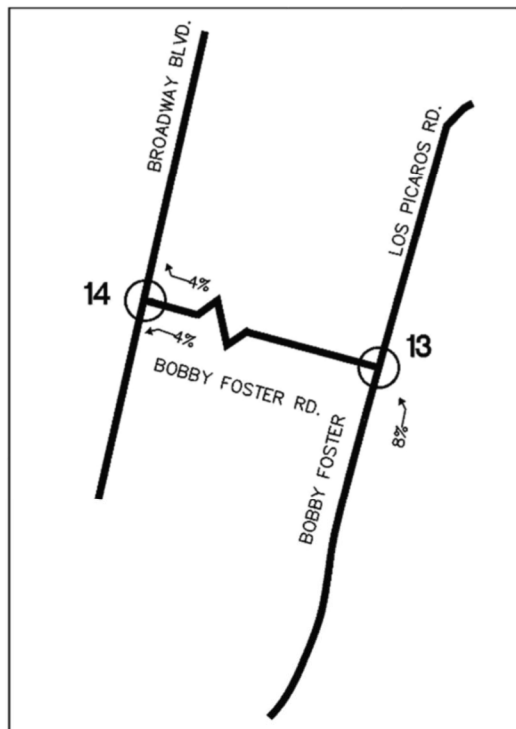
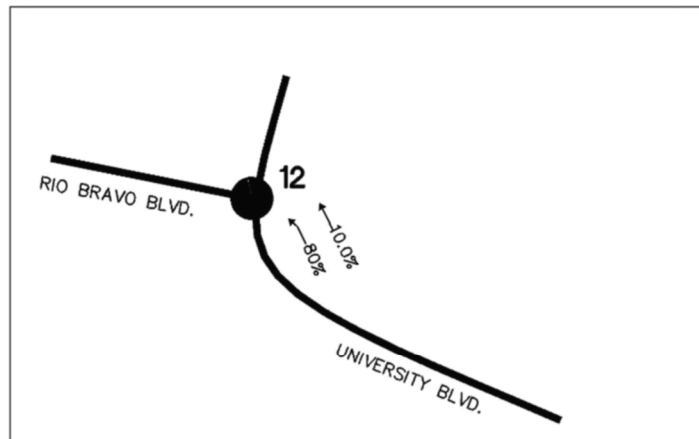
INTERSECTIONS 1 THRU 11



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.

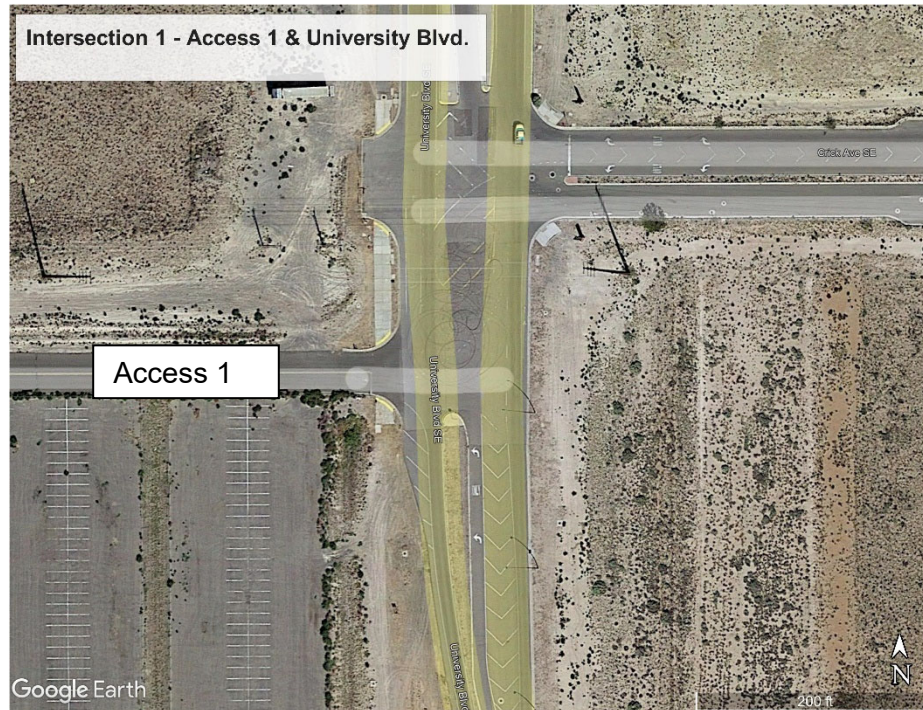
HCM Queueing analysis was conducted on all intersections in the study area. The 95th percentile queue, Queue Storage Ratio (QSR), and Volume to Capacity (V/C) ratio were computed for all movements in the intersections. The Queue Storage Ratio (QSR) is calculated by dividing the

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-86



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	523			824	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	536			847	5
V/C Ratio	0.01											
Level-of-Service	C						A					
Control Delay (Seconds)	18.4						0.0					
Intersection LOS	C 18.4											
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	1,039			618	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	1,212			943	72
V/C Ratio	0.24											
Level-of-Service	D						A					
Control Delay (Seconds)	34.8						0.0					
Intersection LOS	D-34.8											
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 MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS on University Blvd. is LOS=A for the BUILD condition and LOS=D for traffic exiting the driveway.

2026 Queueing Analysis demonstrates that QSR's and V/C's at Access 1 are less than 1. Therefore, existing queue capacity is adequate, and congestion is minimal.

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	612			941	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	625			964	5
V/C Ratio	0.01											
Level-of-Service	C						A					
Control Delay (Seconds)	20.7						0.0					
Intersection LOS	C 20.7											
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	1,152			685	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	1,325			1,010	72
V/C Ratio	0.27											
Level-of-Service	E						A					
Control Delay (Seconds)	40.2						0.0					
Intersection LOS	E - 40.2											
95th Percentile Queue (veh)	1.0						0.0					
Length of Existing Storage Lane	50.0						375.0					
QSR (Queue Storage Ratio)	0.1						0.0					

2036 HCM LOS ANALYSIS of the intersection of Access 1 & University Blvd. demonstrates that the proposed MDSTF will have no significant 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=E, Delay=40.2 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. Also, Access 1 is misaligned with Crick Ave. by 160-ft (centerline to centerline) which presents an increased crash risk due to overlapping left turns and the spacing is 165-ft shorter than the access spacing standards for intersections and driveways specified in the State Access Management Manual (SAMM). However, because maximum peak hour 2026 traffic volumes from conflicting side street movements are low [AM (EBL=7, WBL=9) and PM (EBL 96, WBL=5)] no improvements are recommended at this time, however, in the future when the Valle del Sol (on the north side of the site) is developed, Aligning Access 1 with Crick Ave., converting the intersection to a

roundabout will improve the LOS and safety of the intersection. See HCM analysis results for the intersection aligned with Crick Ave. and converted to a roundabout in the Intersection 11 section below.

2036 Queueing Analysis demonstrates that QSR's and V/C's at Access 1 are less than 1. Therefore, existing queue capacity is adequate, and congestion is minimal.

INTERSECTION 2 – ACCESS 2 & UNIVERSITY BLVD.

Unsignalized, Full-access, Existing

Appendix pages A-87 thru A-95



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	492			824	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	498			834	13
V/C Ratio	0.02											
Level-of-Service	C		A				A					
Control Delay (Seconds)	15.1		0.0				0.0					
Intersection LOS	C - 15.1											
95th Percentile Queue (veh)	0.0						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	1,029			618	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	1,106			762	181
V/C Ratio	0.40		0.01				0.01					
Level-of-Service	D		B				A					
Control Delay (Seconds)	27.3		13.9				10.0					
Intersection LOS	D - 27.3											
95th Percentile Queue (veh)	1.6		0.0				0.0					
Length of Existing Storage Lane	270.0						10.0					
QSR (Queue Storage Ratio)	0.1						0.0					

2026 HCM LOS ANALYSIS of the intersection of Access 2 & University Blvd. demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2026 conditions. The NB and SB LOS on University Blvd. is LOS=A and LOS=D for the driveway for the BUILD condition.

Misalignment of Fritts Crossing & Access 2: Access 2 is misaligned with Fritts Crossing by 260-ft (centerline to centerline) and 65-ft. shorter than the access spacing standards for intersections and driveways specified in the State Access Management Manual (SAMM) by 65-ft. However, because maximum peak hour 2026 traffic volumes from conflicting movements are extremely low [AM (NBL=0, SBL=29) and PM (NBL= 4, SBL=10)] the crash risk due to overlapping left turns is also low. See “Investigation of the Performance of Two-Way Left-Turn Lane on Roads with Staggered Intersections,” in Appendix pages A- thru A-. Additionally, traffic volumes on Fritts Crossing are expected to decrease when ABQ Studios vacates streets connecting to Fritts Crossing.

2026 Queueing Analysis demonstrates that QSR’s and V/C’s at Access 2 are less than 1. Therefore, existing queue capacity is adequate, and congestion is minimal.

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	492			824	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	577			951	13
V/C Ratio	0.02											
Level-of-Service	C		A				A					
Control Delay (Seconds)	16.7		0.0				0.0					
Intersection LOS	C - 16.7											
95th Percentile Queue (veh)	0.1		0.0				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	1,139			685	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	1,216			829	181
V/C Ratio	0.43		0.01				0.01					
Level-of-Service	D		B				B					
Control Delay (Seconds)	32.0		14.8				10.3					
Intersection LOS	D - 32.0											
95th Percentile Queue (veh)	1.9		0.0				0.0					
Length of Existing Storage Lane	270.0						10.0					
QSR (Queue Storage Ratio)	0.1						0.0					

2036 HCM LOS ANALYSIS of the intersection of Access 2 & University Blvd. demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2036 conditions. Level of Service (LOS=D or better) for during the AM and PM peak hours, therefore, no mitigative measures are recommended on the part of Bernalillo County.

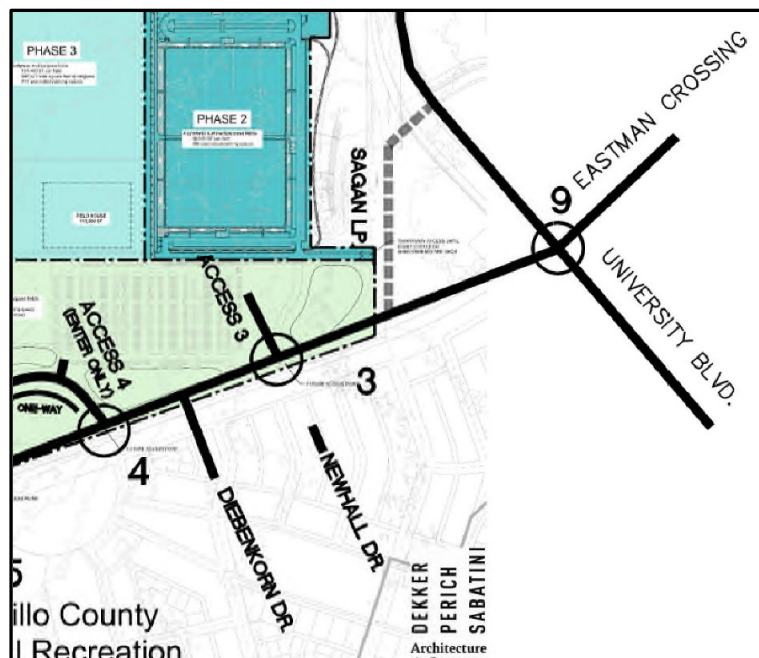
2036 Queueing Analysis demonstrates that QSR's and V/C's at Access 2 are less than 1. Therefore, existing queue capacity is adequate, and congestion is minimal.

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

Unsignalized, Full-Access, Proposed

Appendix pages A-96 thru A-104

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	297	0	0	44	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	301	0	0	52	3	0	0	0	1	0	0
V/C Ratio	0.00										0.00	
Level-of-Service	A	A						A			A	
Control Delay (Seconds)	7.3	0.0						0.0			9.9	
Intersection LOS	A - 7.3											
95th Percentile Queue (veh)	0.0									0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	140	0	0	352	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	200	0	0	464	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			14.3	
Intersection LOS	A - 8.4											
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 MDSTF will have no significant 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

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	305	0	0	45	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	309	0	0	53	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	A - 7.3											
95th Percentile Queue (veh)	0.0									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	TWSC											
95th Percentile Queue (veh)	0.0									0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	143	0	0	355	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	203	0	0	467	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		14.4		
Intersection LOS	B - 14.4											
95th Percentile Queue (veh)	0.0									0.2		

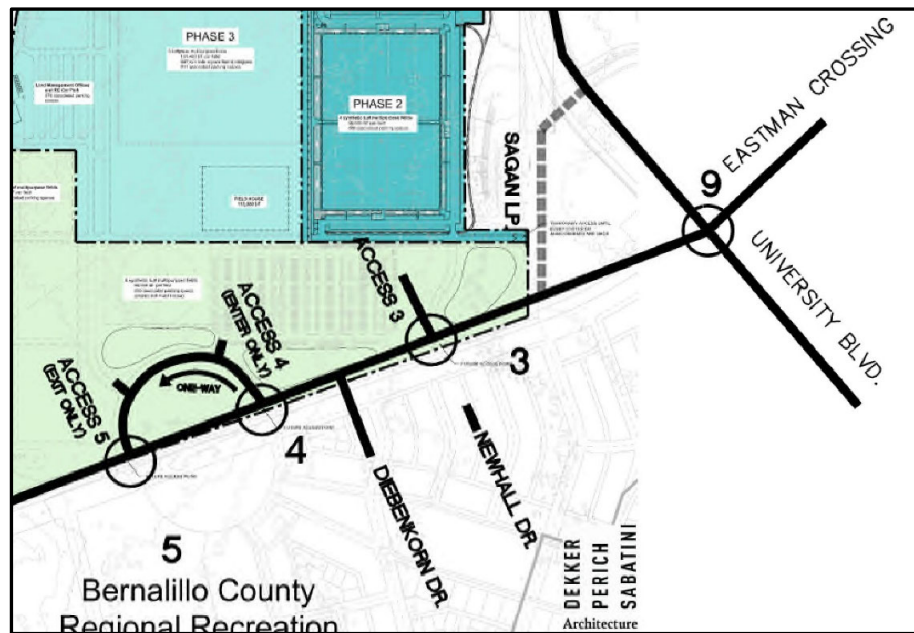
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 3 demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is C or better for the NO BUILD and BUILD condition. 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

INTERSECTION 4 – BOBBY FOSTER RD. & ACCESS 4

Unsignalized, Enter-only, Proposed

Appendix pages A-105 thru A-113



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	281			23	0				0		0
V/C Ratio												
Level-of-Service										A		
Control Delay (Seconds)										0.0		
Intersection LOS	A -0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	0	284			27	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	99			301	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	143			361	54				0		0
V/C Ratio	0.00											
Level-of-Service	A									A		
Control Delay (Seconds)	8.2									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 MDSTF will have no significant 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

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	289			24	0				0		0
V/C Ratio												
Level-of-Service										A		
Control Delay (Seconds)										0.0		
Intersection LOS	A -0.0											
95th Percentile Queue (veh)	0.0											
AM BUILD Volumes (veh/hr)	0	292			28	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											
V/C Ratio												
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									0.0		
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	143			355	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	146			364	54				0		0
V/C Ratio	0.00											
Level-of-Service	A									A		
Control Delay (Seconds)	8.2									0.0		
Intersection LOS	A - 8.2											
95th Percentile Queue (veh)	0.0											

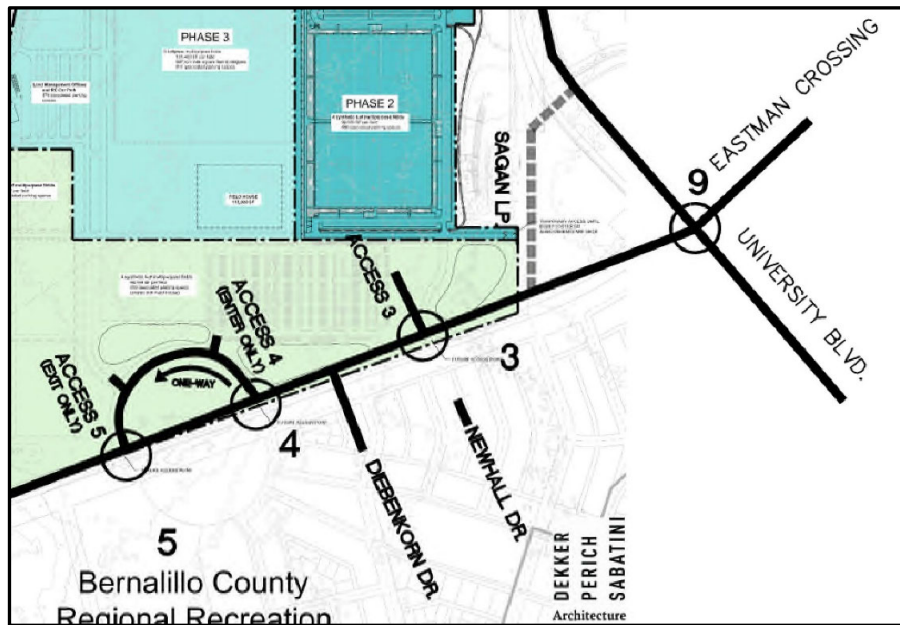
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 4 demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore,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

2036 Queueing Analysis demonstrates that 95th percentile Queue lengths at Access 4 are less than 1 vehicle, therefore, existing queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

INTERSECTION 5 – BOBBY FOSTER RD. & ACCESS 5

Unsignalized, Exit-only, Proposed

Appendix pages A-114 thru A-122



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	281			23	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	283			27	0				1		0
V/C Ratio										0.00		
Level-of-Service										B		A
Control Delay (Seconds)										10.4		0.0
Intersection LOS	B - 10.4											
95th Percentile Queue (veh)										0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	99			301	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	134			361	0				10		1
V/C Ratio										0.02		0.00
Level-of-Service										B		A
Control Delay (Seconds)										12.1		9.3
Intersection LOS	B - 12.1											
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 MDSTF will have no significant 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

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	289			24	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	291			28	0				1		0
V/C Ratio										0.00		
Level-of-Service										B		A
Control Delay (Seconds)										10.4		0.0
Intersection LOS	B - 10.4											
95th Percentile Queue (veh)										0.0		
V/C Ratio										0.00		
Level-of-Service										A		A
Control Delay (Seconds)										9.5		0.0
Intersection LOS	TWSC											
95th Percentile Queue (veh)										0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	102			304	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	134			361	0				10		1
V/C Ratio										0.02		0.00
Level-of-Service										B		A
Control Delay (Seconds)										12.1		9.3
Intersection LOS	B - 12.1											
95th Percentile Queue (veh)										0.1		0.0

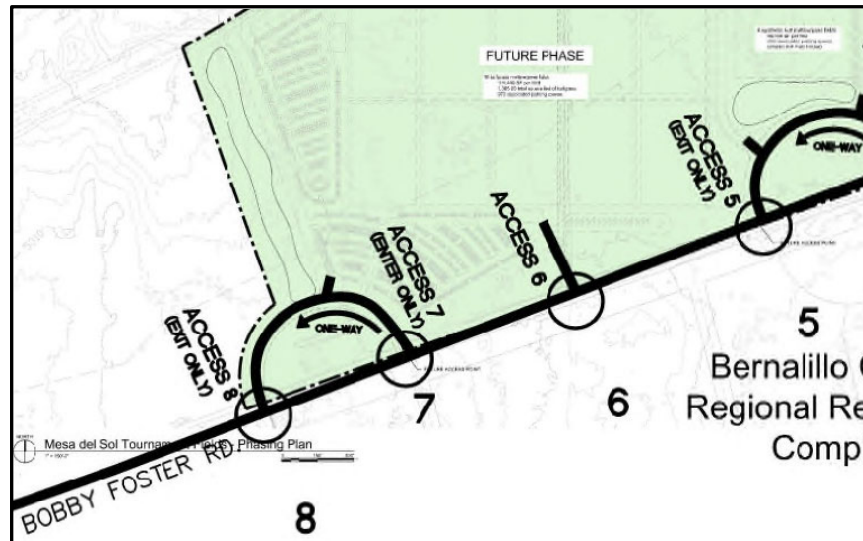
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 5 demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is B or better for the NO BUILD and BUILD condition. 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

INTERSECTION 6 – BOBBY FOSTER RD. & ACCESS 6

Unsignalized, Full-Access, Proposed

Appendix pages A-123 thru A-131



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	281			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	283			23	3				1		1
V/C Ratio	0.00									0.00		
Level-of-Service	A	A								A		
Control Delay (Seconds)	7.3	0.0								9.4		
Intersection LOS	A - 9.4											
95th Percentile Queue (veh)	0.0									0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	99			301	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	125			344	36				19		8
V/C Ratio	0.01									0.05		
Level-of-Service	A	A								B		
Control Delay (Seconds)	8.1	0.0								11.7		
Intersection LOS	B - 11.7											
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 MDSTF will have no significant 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

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	289			24	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	291			27	3				1		1
V/C Ratio	0.00									0.00		
Level-of-Service	A	A								A		
Control Delay (Seconds)	7.3	0.0								9.4		
Intersection LOS	A - 9.4											
95th Percentile Queue (veh)	0.0									0.0		
V/C Ratio	0.00									0.00		
Level-of-Service	A	A								A		
Control Delay (Seconds)	7.3	0.0								9.0		
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0									0.0		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	102			304	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	128			347	36				19		8
V/C Ratio	0.01									0.05		
Level-of-Service	A	A								B		
Control Delay (Seconds)	8.1	0.0								11.8		
Intersection LOS	B - 11.7											
95th Percentile Queue (veh)	0.0									0.1		

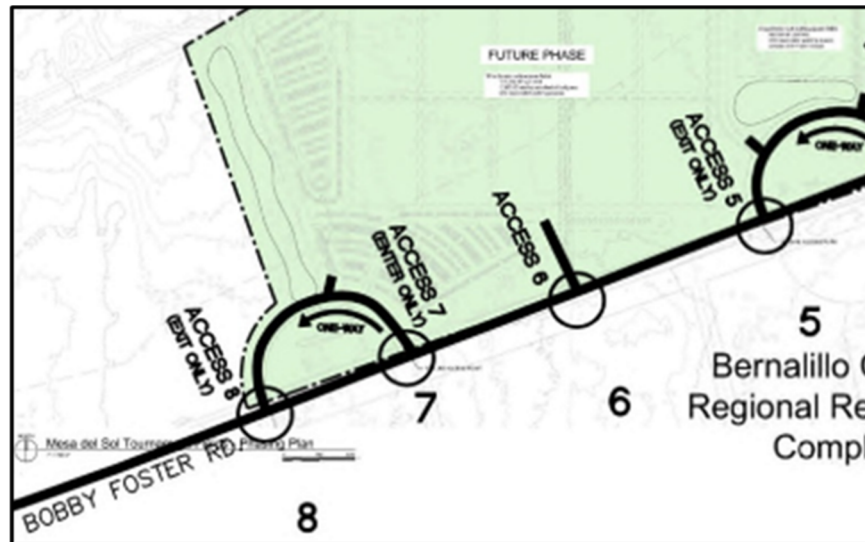
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 6 demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2026 conditions. The LOS for all approaches is B or better for the NO BUILD and BUILD condition. 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

INTERSECTION 7 – BOBBY FOSTER RD. & ACCESS 7

Unsignalized, Enter-only, Proposed

See Appendix pages A-132 thru A-140



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	281			23	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	284			23	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	99			301	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	127			305	18				0		0
V/C Ratio	0.02											
Level-of-Service	A	A								A		
Control Delay (Seconds)	8.0	0.0								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 MDSTF will have no significant 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 queue capacity is adequate, and congestion is minimal.

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	289			24	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	292			24	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	102			304	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	130			308	18				0		0
V/C Ratio	0.02											
Level-of-Service	A	A								A		
Control Delay (Seconds)	8.0	0.0								0.0		
Intersection LOS	A - 8.0											
95th Percentile Queue (veh)	0.1											

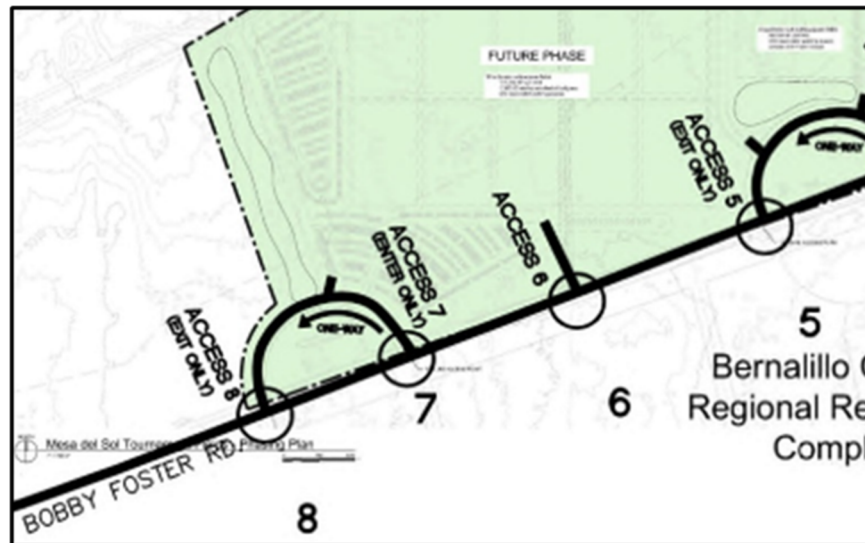
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Access 7 demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2036 conditions. The LOS for all approaches is A for the NO BUILD and BUILD condition. Therefore, 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

INTERSECTION 8 – BOBBY FOSTER RD. & ACCESS 8

Unsignalized, Exit-only, Proposed

Appendix pages A-141 thru A-149



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	281			23	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	283			23	0				2		1
V/C Ratio										0.00		0.00
Level-of-Service										B		A
Control Delay (Seconds)										10.4		8.4
Intersection LOS	B - 10.4											
95th Percentile Queue (veh)										0.0		0.0

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	99			301	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	128			305	0				21		12
V/C Ratio										0.04		0.01
Level-of-Service										B		A
Control Delay (Seconds)										11.6		9.2
Intersection LOS	B - 11.6											
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 MDSTF will have no significant 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

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	291			24	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	291			24	0				2		1
V/C Ratio										0.00		0.00
Level-of-Service										B		A
Control Delay (Seconds)										10.4		8.4
Intersection LOS	B - 10.4											
95th Percentile Queue (veh)										0.0		0.0

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	0	102			304	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	131			308	0				21		12
V/C Ratio										0.04		0.01
Level-of-Service										B		A
Control Delay (Seconds)										11.6		9.2
Intersection LOS	B - 11.6											
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 MDSTF will have no significant 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 queue capacity is adequate, and congestion is minimal (V/C<1 for all movements).

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

Unsignalized, Partially Existing

Appendix pages A-150 thru A-162



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 first phase of improvements to Bobby Foster Rd., is currently under construction and will be complete this year, 2022. Full build-out, as defined in the MDS Level B Master Plan, will include 2 lanes in each direction on Bobby Foster Rd. and dedicated NB and SB left turns lanes. However, analysis of the intersection assumes only existing conditions, with the first phase of improvements shown in the diagram above and described in Assumptions, Item 5, page 6. 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	0	<1>	0	0	<1>	0	1	2>	0	1	2>	0
AM Peak Hour - Unsignalized Intersection												
AM NO BUILD Volumes (veh/hr)	115	183	0	18	0	93	0	262	42	119	613	44
V/C Ratio		0.65			0.24		0.00	0.37	0.26	0.24	0.77	0.46
Level-of-Service		C			B		N	B	B	B	D	C
Control Delay (Seconds)		23.5			12.9		10.3	14.6	12.7	12.4	28.2	15.1
Intersection LOS	C - 19.7											
95th Percentile Queue (veh)		4.2			0.9		0.0	1.6	1.0	0.9	6.3	2.3
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.3			0.0		0.0	0.1	0.0	0.2	0.2	0.1
AM BUILD Volumes (veh/hr)	121	183	0	19	0	93	0	262	42	119	613	54
V/C Ratio		0.66			0.24		0.00	0.37	0.26	0.24	0.78	0.48
Level-of-Service		C			B		N	B	B	B	D	C
Control Delay (Seconds)		24.3			13.0		10.4	14.7	12.8	12.5	28.70	15.5
Intersection LOS	C - 24.8											
95th Percentile Queue (veh)		4.4			0.9		0.0	1.6	1.0	0.9	6.4	2.5
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.3			0.0		0.0	0.1	0.0	0.2	0.2	0.1
Mitigated - Signalized Intersection	0	<1>	0	0	<1>	0	1	2>	0	1	2>	0
AM BUILD Mitigated Volumes (veh/hr)	121	183	0	19	0	93	0	262	42	119	613	54
V/C Ratio	0.00	0.33	0.00	0.00	0.00	0.20	0.00	0.21	0.21	0.20	0.33	0.34
Level-of-Service	A	B	A	A	A	B	A	B	B	A	A	A
Control Delay (Seconds)	0.0	18.8	0.0	0.0	0.0	18.3	0.0	13.0	13.0	9.3	8.9	8.8
Intersection LOS	B - 11.8											
95th Percentile Queue (veh)		3.8			0.0		0.0	2.5	2.6	1.5	4.2	4.3
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.2			0.0		0.0	0.1	0.1	0.3	0.1	0.1
PM Peak Hour - Unsignalized Intersection												
PM NO BUILD Volumes (veh/hr)	95	0	59	26	105	109	130	660	4	80	509	129
V/C Ratio		0.40			0.57		0.30	0.94	0.48	0.19	0.74	0.63
Level-of-Service		C			C		B	E	C	B	D	C
Control Delay (Seconds)		18.0			22.3		14.5	49.7	17.4	13.1	29.6	22.2
Intersection LOS	C - 20.1											
95th Percentile Queue (veh)		1.8			3.3		1.2	9.4	2.5	0.7	5.6	4.0
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.1			0.2		0.2	0.4	0.1	0.1	0.2	0.1
PM BUILD Volumes (veh/hr)	172	0	61	26	105	109	134	664	4	80	511	273
V/C Ratio		0.64			0.63		0.34	1.04	0.534	0.20	0.81	1.00
Level-of-Service		D			D		C	F	C	B	E	F
Control Delay (Seconds)		27.6			26.1		16.5	72.50	20.7	14.1	35.4	57.1
Intersection LOS	E - 42.2											
95th Percentile Queue (veh)		3.8			3.7		1.4	11.5	2.9	0.7	6.2	10.0
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.2			0.2		0.3	0.5	0.1	0.1	0.2	0.3
Mitigated - Signalized Intersection	0	<1>	0	0	<1>	0	1	2>	0	1	2>	0
PM BUILD Mitigated Volumes (veh/hr)	172	0	61	26	105	109	134	664	4	80	511	273
V/C Ratio	0.00	0.00	0.15	0.00	0.00	0.49	0.30	0.38	0.38	0.18	0.53	0.53
Level-of-Service	A	A	C	A	A	C	B	B	B	B	B	B
Control Delay (Seconds)	0.0	0.0	20.3	0.0	0.0	25.8	10.3	12.9	12.9	10.8	17.4	17.7
Intersection LOS	B - 16.2											
95th Percentile Queue (veh)		1.4			5.9		1.7	5.7	6.0	1.2	8.5	8.1
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.1			0.3		0.3	0.2	0.2	0.2	0.3	0.3

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. A mitigated case, which changes the intersection from an all-way stop controlled intersection to a signalized intersection (BUILD Mitigated) demonstrates that signalizing the intersection would improve the LOS for all approaches to LOS D or better. Since the proposed development contributes only minor increases in volume to the NBT and SBT movements and the NO BUILD LOS, at least for the NBT movement, is unacceptable, cost sharing of this recommendation by the Montage Units and ABQ Studios Developments should be considered.

2026 Queuing Analysis of Bobby Foster & University Blvd. demonstrates that 95th percentile Queue lengths at Intersection 9 are less than 1 vehicle, therefore, existing queue capacity is adequate, and congestion is minimal. V/C is less than 1 for all movements except for the 2036 PM peak hour. The V/C is greater than 1 by only 0.04 which indicates a minor level of congestion for a short period of time.

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	0	<1>	0	0	<1>	0	1	2>	0	1	2>	0
AM Peak Hour - Unsignalized Intersection												
AM NO BUILD Volumes (veh/hr)	115	183	0	18	0	93	0	262	42	119	613	44
V/C Ratio		0.68			0.29		0.00	0.42	0.30	0.34	0.89	0.52
Level-of-Service		D			B		N	C	B	B	E	C
Control Delay (Seconds)		26.1			14.1		10.7	16.3	13.7	14.1	40.5	17.1
Intersection LOS	C - 19.7											
95th Percentile Queue (veh)		4.6			1.2		0.0	2.0	1.2	1.4	8.6	2.9
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.3			0.1		0.0	0.1	0.0	0.3	0.3	0.1
AM BUILD Volumes (veh/hr)	121	183	0	19	0	110	0	289	45	158	682	54
V/C Ratio		0.69			0.29		0.00	0.43	0.30	0.34	0.89	0.55
Level-of-Service		D			B		N	C	B	B	E	C
Control Delay (Seconds)		27.1			14.2		10.7	16.5	13.8	14.2	41.30	17.7
Intersection LOS	C - 24.8											
95th Percentile Queue (veh)		4.8			1.2		0.0	2.0	1.2	1.4	8.7	3.1
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Mitigated - Signalized Intersection	0	<1>	0	0	<1>	0	1	2>	0	1	2>	0
AM BUILD Mitigated Volumes (veh/hr)	121	183	0	19	0	110	0	289	45	158	682	54
V/C Ratio	0.00	0.33	0.00	0.00	0.00	0.24	0.00	0.23	0.24	0.27	0.37	0.37
Level-of-Service	A	B	A	A	A	B	A	B	B	A	A	A
Control Delay (Seconds)	0.0	18.8	0.0	0.0	0.0	18.7	0.0	13.7	13.7	9.8	9.2	9.2
Intersection LOS	B - 12.1											
95th Percentile Queue (veh)		3.8	0.0	0.0	2.4		0.0	2.9	2.9	2.1	4.8	4.9
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.3			0.1		0.0	0.1	0.0	0.3	0.3	0.1
PM Peak Hour - Unsignalized Intersection	0	<1>	0	0	<1>	0	1	2>	0	1	2>	0
PM NO BUILD Volumes (veh/hr)	95	0	59	26	105	109	130	660	4	80	509	129
V/C Ratio		0.64			0.23		0.30	1.54	0.42	1.45	0.00	0.00
Level-of-Service		C			B		B	F	C	F	0.00	0.00
Control Delay (Seconds)		22.2			13.5		14.5	167.3	18.1	145.1	0.0	0.0
Intersection LOS	C - 20.1											
95th Percentile Queue (veh)		3.1			0.8		1.1	23.9	1.5	21.3	0.0	0.0
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.2			0.0		0.2	1.0	0.1	3.8	0.0	0.0
PM BUILD Volumes (veh/hr)	172	0	61	28	105	128	134	709	5	95	552	273
V/C Ratio		0.66			0.70		0.35	1.15	0.588	0.25	0.90	1.05
Level-of-Service		D			D		C	F	C	C	E	F
Control Delay (Seconds)		29.3			30.2		16.8	90.80	22.8	15.1	44.5	67.2
Intersection LOS	F - 50.4											
95th Percentile Queue (veh)		3.9			4.4		1.5	13.3	3.4	0.9	7.5	11.0
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.2			0.2		0.3	0.5	0.1	0.2	0.2	0.4
Mitigated - Signalized Intersection	0	<1>	0	0	<1>	0	1	2>	0	1	2>	0
PM BUILD Mitigated Volumes (veh/hr)	172	0	61	28	105	128	134	709	5	95	552	273
V/C Ratio	0.00	0.00	0.15	0.00	0.00	0.49	0.30	0.38	0.38	0.18	0.53	0.53
Level-of-Service	A	A	C	A	A	C	B	B	B	B	B	B
Control Delay (Seconds)	0.0	0.0	20.3	0.0	0.0	25.8	10.3	12.9	12.9	10.8	17.4	17.7
Intersection LOS	B - 16.2											
95th Percentile Queue (veh)		1.4			5.9		1.7	5.7	6.0	1.2	8.5	8.1
Length of Existing Storage Lane		400.0			480.0		140.0	620.0	620.0	140.0	760.0	760.0
QSR (Queue Storage Ratio)		0.1			0.3		0.3	0.2	0.2	0.2	0.3	0.3

2036 HCM LOS Analysis of Bobby Foster & University Blvd. demonstrates that the LOS for the BUILD condition is unacceptable (LOS= 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 B 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.

INTERSECTION 10 – FRITTS CROSSING & UNIVERSITY BLVD.

Unsignalized, Existing

Appendix pages A-163 thru A-173



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	462	42		29	809	
V/C Ratio										0.03		
Level-of-Service				A						A		
Control Delay (Seconds)				0.0						8.5		
Intersection LOS	A - 8.5											
95th Percentile Queue (veh)										0.1		
AM BUILD Volumes (veh/hr)				0		0	468	42		29	819	
V/C Ratio										0.03		
Level-of-Service				A						A		
Control Delay (Seconds)				0.0						8.5		
Intersection LOS	A - 8.5											
95th Percentile Queue (veh)										0.1		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				46		0	955	2		10	636	
V/C Ratio				0.19						0.01		
Level-of-Service				C						B		
Control Delay (Seconds)				23.0						10.1		
Intersection LOS	C - 23.0											
95th Percentile Queue (veh)				0.8						0.0		
PM BUILD Volumes (veh/hr)				46		0	1,036	2		10	782	
V/C Ratio				0.22						0.02		
Level-of-Service				D						B		
Control Delay (Seconds)				26.7						10.5		
Intersection LOS	D - 26.7											
95th Percentile Queue (veh)				1.0						0.0		

2026 HCM LOS ANALYSIS of the intersection of University Blvd. & Fritts Crossing demonstrates that the proposed MDSTF will have no significant 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.

Misalignment of Fitts Crossing & Access 2: (See Intersection 2 above)

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>		1	1>		1	1>	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)				0		0		531	43	38	922	
V/C Ratio										0.04		
Level-of-Service				A						A		
Control Delay (Seconds)				0.0						8.7		
Intersection LOS	A - 8.7											
95th Percentile Queue (veh)										0.1		
AM BUILD Volumes (veh/hr)				0		0		537	43	38	932	
V/C Ratio										0.04		
Level-of-Service				A						A		
Control Delay (Seconds)				0.0						8.8		
Intersection LOS	A - 8.8											
95th Percentile Queue (veh)										0.1		
Mitigate Lane Geometry					<1>		1	1>		1	1>	
AM BUILD Mitigated Volumes (veh/hr)				0				580			970	
V/C Ratio				0.00			0.25	0.29		0.41	0.47	
Level-of-Service												
Control Delay (Seconds)				A			A	A		A	A	
Intersection LOS	A-7.2											
95th Percentile Queue (veh)				0.0			1.0	1.0		2.0	2.0	

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				46		0		1,040	2	13	709	
V/C Ratio				0.21						0.02		
Level-of-Service				D						B		
Control Delay (Seconds)				25.7						10.5		
Intersection LOS	C - 25.7											
95th Percentile Queue (veh)				0.8						0.0		
PM BUILD Volumes (veh/hr)				46		0		1,121	3	13	855	
V/C Ratio				0.25						0.02		
Level-of-Service				D						B		
Control Delay (Seconds)				30.2						10.9		
Intersection LOS	D - 30.2											
95th Percentile Queue (veh)				1.0						0.1		
Mitigate Lane Geometry					<1>		1	1>		1	1>	
PM BUILD Mitigated Volumes (veh/hr)				46		0		1,124			868	
V/C Ratio				0.09			0.48	0.54		0.38	0.43	
Level-of-Service				A			A	A		A	A	
Control Delay (Seconds)				8.4			8.7	9.8		7.3	8.0	
Intersection LOS	A - 8.6											
95th Percentile Queue (veh)				0.0			3.0	3.0		2.0	2.0	

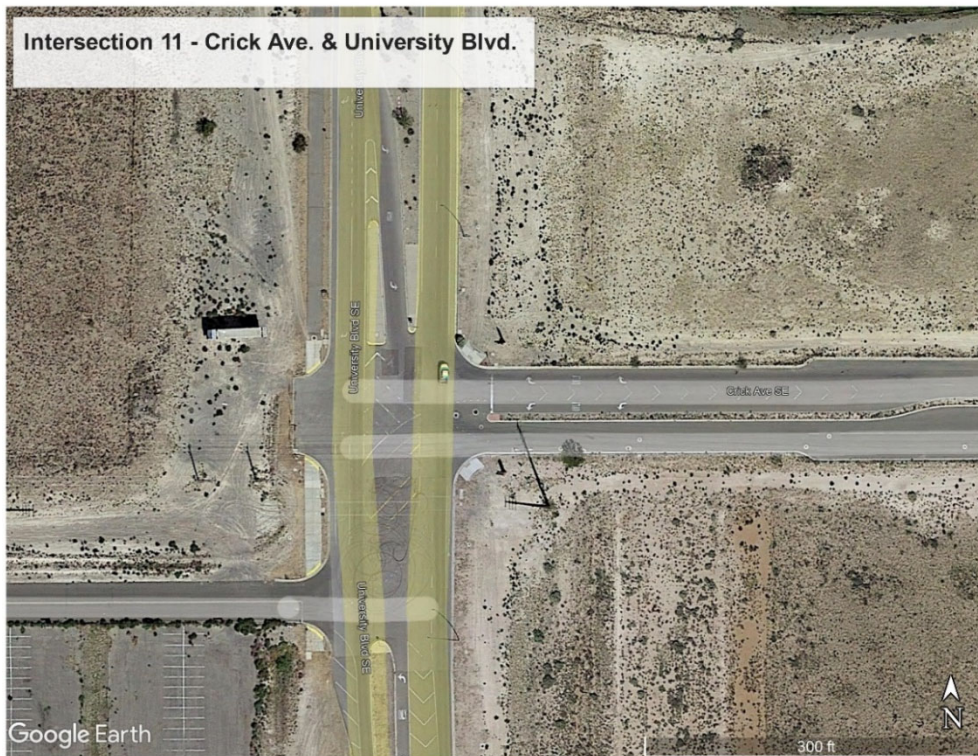
2036 HCM LOS ANALYSIS of the intersection of University Blvd. & Fritts Crossing demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2036 conditions. Intersection delays remain the same from the BUILD to NO BUILD condition during the AM peak hour.

2036 Queueing Analysis demonstrates that 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-174 thru A-184



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		517	6	60	815	
V/C Ratio				0.02						0.06		
Level-of-Service				B		A				A		
Control Delay (Seconds)				14.0		0.0				8.7		
Intersection LOS	B - 14.0											
95th Percentile Queue (veh)				0.1						0.2		
AM BUILD Volumes (veh/hr)				9		0		530	8	60	838	
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		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				5		16		1,035	10	68	613	
V/C Ratio				0.02		0.03				0.10		
Level-of-Service				C		B				B		
Control Delay (Seconds)				18.9		12.5				11.1		
Intersection LOS	C - 18.9											
95th Percentile Queue (veh)				0.1		0.1				0.4		
PM BUILD Volumes (veh/hr)				5		16		1,208	10	68	938	
V/C Ratio				0.02		0.04				0.12		
Level-of-Service				C		B				B		
Control Delay (Seconds)				22.6		13.5				12.2		
Intersection LOS	C - 22.6											
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 MDSTF will have no significant 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.

Misalignment of Crick Ave. & Access 1: (See Intersection 1 above)

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)				9		0	604	8		80	932	
V/C Ratio				0.03						0.08		
Level-of-Service				C		A				A		
Control Delay (Seconds)				15.5		0.0				9.1		
Intersection LOS	B -15.5											
95th Percentile Queue (veh)				0.1						0.2		
AM BUILD Volumes (veh/hr)				9		0	617	8		80	955	
V/C Ratio				0.03						0.08		
Level-of-Service				C		A				A		
Control Delay (Seconds)				15.7		0.0				9.1		
Intersection LOS	B - 15.7											
95th Percentile Queue (veh)				0.1						0.3		
Mitigate Lane Geometry - Roundabout w/ Access 1 Aligned w/ Crick Ave.		<1>		1		1	2>			1	2	
AM BUILD Mitigated Volumes (veh/hr)		0			9		625				1,035	
V/C Ratio		0.00		0.10		0.00	0.28		0.32	0.44		0.50
Level-of-Service		A		A		A	A		A	A		A
Control Delay (Seconds)		6.7		5.2		4.9	6.2		6.6	8.0		9.0
Intersection LOS	A - 7.7											
95th Percentile Queue (veh)		0.0		0.0		0.0	1.0		1.0	2.0		2.0

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				5		16		1,147	11	81	680	
V/C Ratio				0.02		0.04				0.14		
Level-of-Service				C		B				B		
Control Delay (Seconds)				21.1		13.1				11.9		
Intersection LOS	C -21.1											
95th Percentile Queue (veh)				0.1		0.1				0.4		
PM BUILD Volumes (veh/hr)				5		16		1,320	11	81	1,005	
V/C Ratio				0.03		0.04				0.16		
Level-of-Service				D		B				B		
Control Delay (Seconds)				25.6		14.3				13.3		
Intersection LOS	C - 25.6											
95th Percentile Queue (veh)				0.1		0.1				0.4		
Mitigate Lane Geometry - Roundabout w/ Access 1 Aligned w/ Crick Ave.		<1>		1		1	2>			1	2	
AM BUILD Mitigated Volumes (veh/hr)		38			21		1,331				1,086	
V/C Ratio		0.08		0.10		0.04	0.62		0.69	0.46		0.52
Level-of-Service		8.10		9.20		8.90	12.20		14.40	8.30		9.30
Control Delay (Seconds)		A		A		B	B		A	A		A
Intersection LOS	B -11.3											
95th Percentile Queue (veh)		0.0		0.0		0.0	1.0		1.0	2.0		2.0

2036 HCM LOS ANALYSIS demonstrates by 2036 the LOS will degrade to LOS=E during the PM peak because NB and SB traffic flows will have insufficient gaps for left-turning vehicles. This problem should be addressed when the intersection is aligned with Crick Ave. (see below). The LOS for the intersection remains the same, LOS=C, and delays become worse by less than 5 second per vehicle for the NO BUILD to the BUILD conditions.

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-185 thru A-197



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 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
Existing Lane Geometry	2		2				2	2			2	1
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	406		764				296	280			98	298
V/C Ratio	0.39		0.92				0.41	0.20			0.22	1.53
Level-of-Service	B		D				C	B			C	F
Control Delay (Seconds)	18.6		35.7				26.6	13.5			26.2	175.0
Intersection LOS	D - 47.2											
95th Percentile Queue (veh)	3.9		2.9				3.7	2.2			1.2	16.4
Length of Existing Storage Lane	350.0		650.0				350.0					150.0
QSR (Queue Storage Ratio)	0.3		0.1				0.3					2.7
AM BUILD Volumes (veh/hr)	406		784				307	281			101	298
V/C Ratio	0.39		0.94				0.43	0.21			0.23	1.53
Level-of-Service	B		D				C	B			C	F
Control Delay (Seconds)	18.6		38.3				26.8	13.5			26.3	176.0
Intersection LOS	D - 48.0											
95th Percentile Queue (veh)	3.9		20.0				3.9	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
Mitigated - Optimize Signal Timing Only	2		2				2	2			2	1
AM BUILD Mitigated Volumes (veh/hr)	406		784				307	281			101	298
V/C Ratio	0.44		0.61				0.27	0.16			0.16	0.42
Level-of-Service	C		B				B	B			C	B
Control Delay (Seconds)	25.8		17.8				16.9	11.9			28.6	16.4
Intersection LOS	B - 18.7											
95th Percentile Queue (veh)	5.6		0.4				3.3	2.3			1.5	0.3
Length of Existing Storage Lane	350.0		650.0				350.0					150.0
QSR (Queue Storage Ratio)	0.4		0.0				0.2					0.1
PM Peak Hour												
PM NO BUILD Volumes (veh/hr)	258		546				694	394			123	696
V/C Ratio	0.30		0.78				0.92	0.25			0.17	2.17
Level-of-Service	C		C				D	B			C	F
Control Delay (Seconds)	21.2		29.7				44.0	11.8			22.8	372.0
Intersection LOS	F - 117.4											
95th Percentile Queue (veh)	2.8		1.0				11.0	2.9			1.4	54.1
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.2		0.0				0.8				0.1	9.0
PM BUILD Volumes (veh/hr)	258		835				848	413			159	696
V/C Ratio	0.27		1.09				1.20	0.27			0.23	2.21
Level-of-Service	C		F				F	B			C	F
Control Delay (Seconds)	20.6		71.2				102.0	12.9			24.3	383.0
Intersection LOS	F - 133.1											
95th Percentile Queue (veh)	2.8		8.7				19.8	3.3			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				1.4				0.1	9.1
Mitigated - Optimize Signal Timing Only	2		2				2	2			2	1
PM BUILD Mitigated Volumes (veh/hr)	258		835				848	413			159	696
V/C Ratio	0.28		0.65				0.82	0.23			0.21	0.91
Level-of-Service	C		C				C	B			C	D
Control Delay (Seconds)	26.2		20.4				27.1	12.7			29.4	36.2
Intersection LOS	C - 25.5											
95th Percentile Queue (veh)	3.7		0.5				11.5	3.9			2.5	5.6
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.3		0.0				0.8				0.1	0.9

2026 HCM LOS ANALYSIS of the intersection of Rio Bravo Blvd. & University Blvd. demonstrates that the proposed MDSTF will have a minimal 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 less than 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 16 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 AM and PM mitigated timing plans are provided in Appendix pages A-223 thru A-226.

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. 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 and extending the SBR lane to 300-ft, queueing capacity improves to better than NO BUILD conditions.

2036 Horizon Year

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		881				330	364			113	397
V/C Ratio	0.53		1.07				0.46	0.26			0.23	1.82
Level-of-Service	C		F				C	B			C	F
Control Delay (Seconds)	20.5		63.0				27.4	13.7			25.9	263.0
Intersection LOS	E - 71.6											
95th Percentile Queue (veh)	5.7		8.2				4.3	2.9			1.4	26.8
Length of Existing Storage Lane	350.0		650.0				350.0	500.0			500.0	150.0
QSR (Queue Storage Ratio)	0.4		0.3				0.3	0.1			0.1	4.5
AM BUILD Volumes (veh/hr)	541		901				330	365			116	397
V/C Ratio	0.53		1.10				0.46	0.26			0.24	1.81
Level-of-Service	C		F				C	B			C	F
Control Delay (Seconds)	20.5		68.8				27.5	13.7			25.9	261.0
Intersection LOS	E - 73.1											
95th Percentile Queue (veh)	5.7		26.5				4.3	2.9			1.4	34.2
Length of Existing Storage Lane	350.0		650.0				350.0	500.0			500.0	150.0
QSR (Queue Storage Ratio)	0.41		1.0				0.0	0.1			0.1	5.7
Mitigated - Optimize Signal Timing & Extend SBR lane from 150' to 300'	2		2				2	2			2	1
AM BUILD Mitigated Volumes (veh/hr)	541		901				330	365			116	397
V/C Ratio	0.60		0.73				0.29	0.20			0.15	0.53
Level-of-Service	C		C				B	B			C	B
Control Delay (Seconds)	30.0		22.6				16.7	12.0			27.7	17.1
Intersection LOS	C - 21.3											
95th Percentile Queue (veh)	8.4		0.8				3.6	3.2			1.7	0.5
Length of Existing Storage Lane	350.0		650.0				350.0	500.0			500.0	300.0
QSR (Queue Storage Ratio)	0.6		0.0				0.3	0.2			0.1	0.0
PM Peak Hour	2		2				2	2			2	1
PM NO BUILD Volumes (veh/hr)	344		599				714	499			148	928
V/C Ratio	0.39		0.85				1.01	0.30			0.17	2.45
Level-of-Service	C		D				F	B			C	F
Control Delay (Seconds)	23.5		35.8				59.9	12.3			22.5	454.0
Intersection LOS	F - 155.5											
95th Percentile Queue (veh)	4.2		17.3				13.6	4.0			1.7	92.1
Length of Existing Storage Lane	350.0		650.0				350.0				500.0	150.0
QSR (Queue Storage Ratio)	0.3		0.7				1.0				0.1	15.4
PM BUILD Volumes (veh/hr)	344		888				868	518			184	928
V/C Ratio	0.38		1.22				1.27	0.31			0.22	2.44
Level-of-Service	C		F				F	B			C	F
Control Delay (Seconds)	23.4		108.0				124.0	12.7			23.1	452.0
Intersection LOS	F - 172.1											
95th Percentile Queue (veh)	4.2		32.1				22.7	4.3			2.2	92.3
Length of Existing Storage Lane	350.0		650.0				350.0	500.0			500.0	150.0
QSR (Queue Storage Ratio)	0.3		1.2				1.6	0.2			0.1	15.4
Mitigated - Optimize Signal Timing & Extend SBR lane from 150' to 300'	2		2				2	2			2	1
PM BUILD Mitigated Volumes (veh/hr)	344		888				868	518			184	928
V/C Ratio	0.28		0.65				0.82	0.23			0.21	0.91
Level-of-Service	C		C				C	B			C	D
Control Delay (Seconds)	26.2		20.4				27.1	12.7			29.4	36.2
Intersection LOS	C - 25.5											
95th Percentile Queue (veh)	3.7		0.5				11.5	3.9			2.5	5.6
Length of Existing Storage Lane	350.0		650.0				350.0	500.0			500.0	300.0
QSR (Queue Storage Ratio)	0.3		0.0				0.8	0.2			0.1	0.5

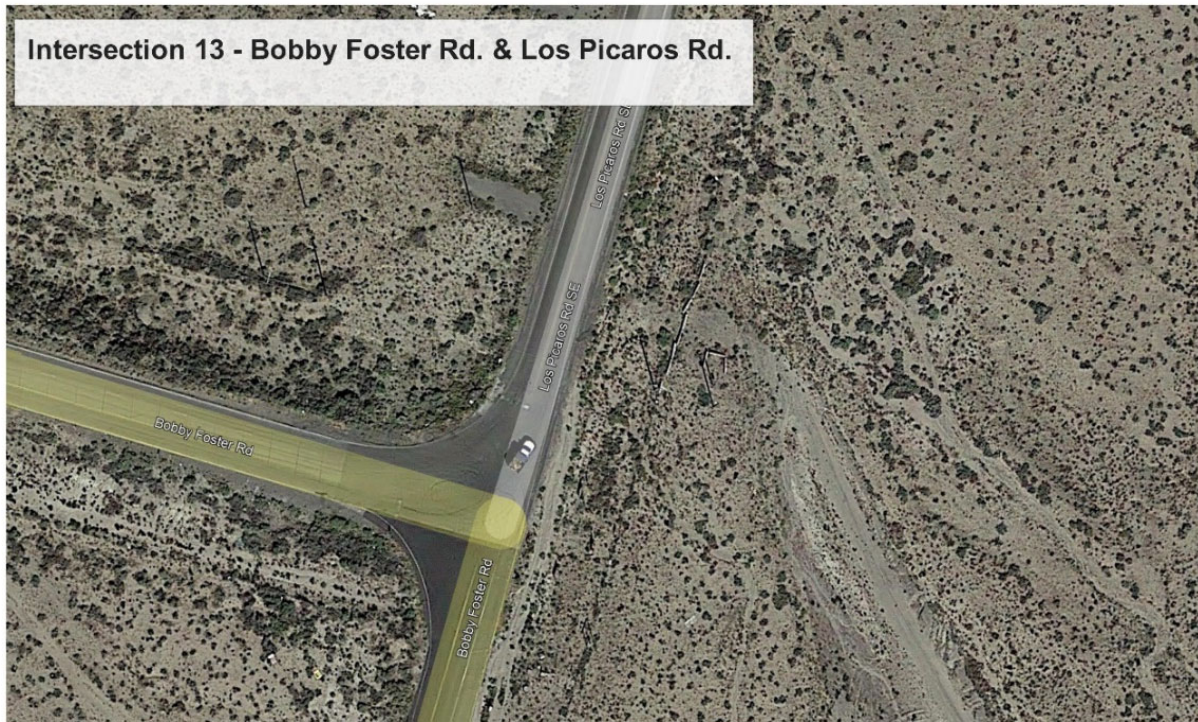
2036 HCM LOS ANALYSIS of the intersection of Rio Bravo Blvd. & University Blvd. demonstrates that the proposed MDSTF will have a no significant adverse impact on the traffic movements at this intersection for the 2036 conditions. However, the NO BUILD and BUILD LOS of the intersection is LOS=F. Retiming 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 extending the SBR turn lane to 300-ft, improves the LOS to C. The existing timing plan and mitigated plan are provided in Appendix pages A-

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 extending the SBR turn lane, queueing capacity recovers to acceptable levels.

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

Unsignalized, Existing

Appendix pages A-190 thru A-198



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 Picaros

2026

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		1>						<2			1>	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	40		319				63	1			1	8
V/C Ratio	0.36						0.10	0.00				0.01
Level-of-Service	A						A	A				A
Control Delay (Seconds)	8.6						9.1	8.0				7.3
Intersection LOS	A - 8.6											
95th Percentile Queue (veh)	1.6						0.3	0.0				0.0
AM BUILD Volumes (veh/hr)	40		321				64	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)	1.6						0.3	0.0				0.0

PM Peak Hour

PM NO BUILD Volumes (veh/hr)	25		93				349	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 - 11.8											
95th Percentile Queue (veh)	0.5						3.0	0.0				0.3
Length of Existing Storage Lane	1,000.0						500.0					
QSR (Queue Storage Ratio)	0.5						0.0	0.0				0.3
PM BUILD Volumes (veh/hr)	25		126				369	1			4	65
V/C Ratio	0.19						0.55	0.00			0.08	0.08
Level-of-Service	A						B	A			A	A
Control Delay (Seconds)	8.7						14.6	7.7			7.7	7.7
Intersection LOS	B - 12.3											
95th Percentile Queue (veh)	0.7						3.3	0.0			0.3	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 Picaros demonstrates that the proposed MDSTF will have no significant 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 Picaros 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 - AWS

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		1>						<2			1>	
AM Peak Hour												
AM NO BUILD Volumes (veh/hr)	53		340				76	2			2	11
V/C Ratio	0.40						0.13	0.00				0.02
Level-of-Service	A						A	A			A	A
Control Delay (Seconds)	9.2						9.4	8.1				7.5
Intersection LOS	A - 9.2											
95th Percentile Queue (veh)	2.0						0.4	0.0				0.0
AM BUILD Volumes (veh/hr)	53		342				77	2			2	11
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)	9.2						9.4	8.1				7.5
Intersection LOS	A - 9.4											
95th Percentile Queue (veh)	2.0						0.4	0.0				0.0
PM Peak Hour												
PM NO BUILD Volumes (veh/hr)	34		94				368	2			5	86
V/C Ratio	0.16						0.52	0.00			0.80	0.10
Level-of-Service	A						B	A			A	A
Control Delay (Seconds)	8.8						14.7	7.6			7.8	7.8
Intersection LOS	B -14.7											
95th Percentile Queue (veh)	0.6						3.3	0.0				0.4
Length of Existing Storage Lane	1,000.0						500.0					
QSR (Queue Storage Ratio)	0.6						0.0	0.0				0.4
PM BUILD Volumes (veh/hr)	34		123				383	1			5	86
V/C Ratio	0.19						0.55	0.00			0.08	0.08
Level-of-Service	A						B	A			A	A
Control Delay (Seconds)	8.7						14.6	7.7			7.7	7.7
Intersection LOS	B -14.6											
95th Percentile Queue (veh)	0.7						3.3	0.0			0.3	0.3
Length of Existing Storage Lane	1,000.0						500.0					
QSR (Queue Storage Ratio)	0.0						0.2					

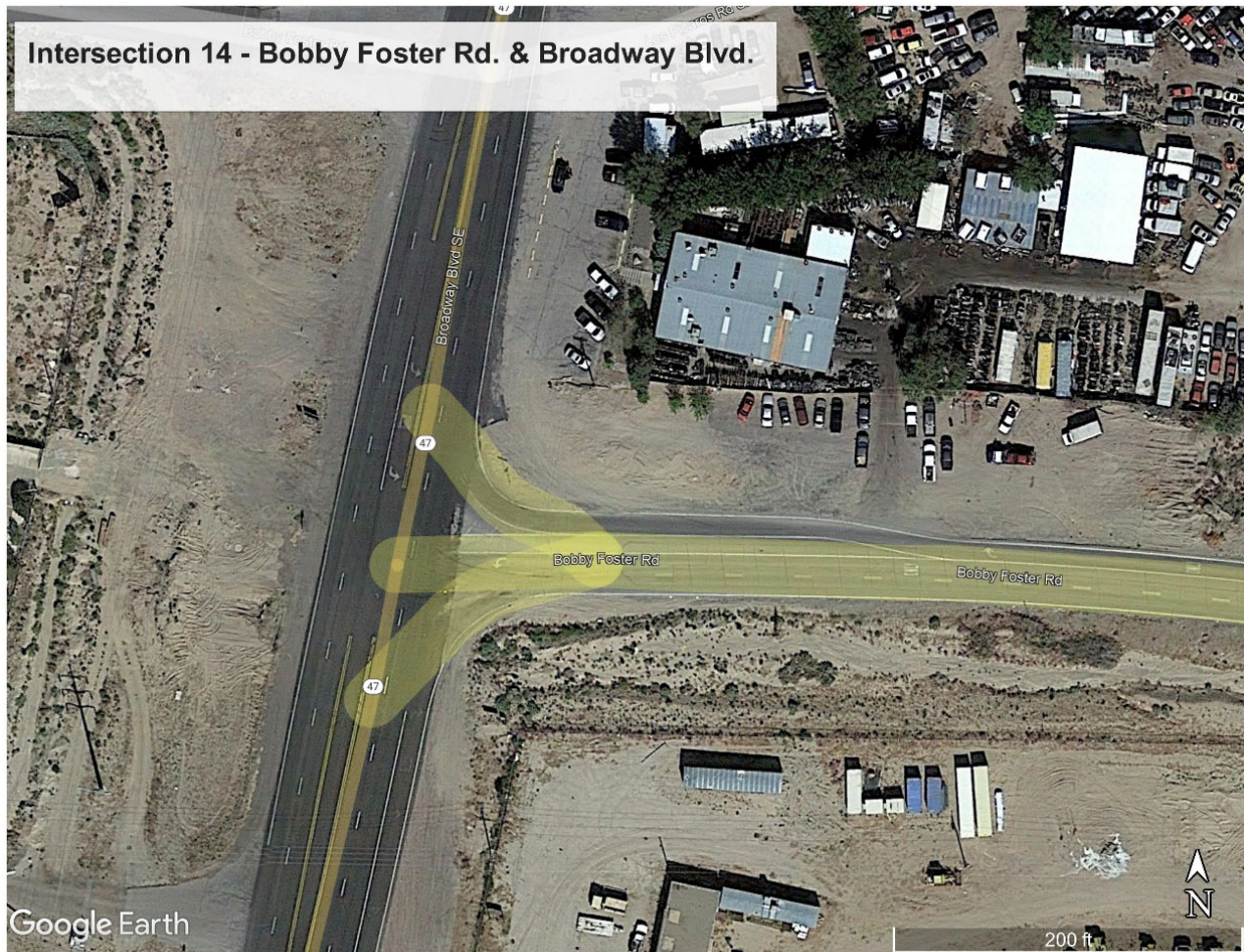
2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Los Picaros demonstrates that the proposed MDSTF will have no significant adverse impact on the traffic movements at this intersection for the 2036 conditions. Delays become worse by less than 1 seconds per vehicle with the additional traffic 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-199 thru A-208



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		28		654	57	276	298	
V/C Ratio				0.06						0.31		
Level-of-Service				C		A				B		
Control Delay (Seconds)				22.9		0.0				10.9		
Intersection LOS	C - 22.9											
95th Percentile Queue (veh)				0.2						1.3		
AM BUILD Volumes (veh/hr)				14		29		654	58	277	298	
V/C Ratio				0.07						0.31		
Level-of-Service				C		A				B		
Control Delay (Seconds)				23.1		0.0				10.9		
Intersection LOS	C - 23.1											
95th Percentile Queue (veh)				0.2						1.3		

PM Peak Hour

PM NO BUILD Volumes (veh/hr)				112		346		383	30	153	696	
V/C Ratio				0.36						0.13		
Level-of-Service				C		A				A		
Control Delay (Seconds)				22.5		0.0				8.6		
Intersection LOS	C - 22.5											
95th Percentile Queue (veh)				1.5						0.5		
PM BUILD Volumes (veh/hr)				120		354		383	44	167	696	
V/C Ratio				0.40						0.15		
Level-of-Service				C		A				A		
Control Delay (Seconds)				24.5		0.0				8.7		
Intersection LOS	C - 24.5											
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 MDSTF will have no significant 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)				16		31		872	66	291	397	
V/C Ratio				0.11						0.40		
Level-of-Service				D		A				B		
Control Delay (Seconds)				30.5		0.0				13.2		
Intersection LOS	D - 30.5											
95th Percentile Queue (veh)				0.4						1.9		
AM BUILD Volumes (veh/hr)				17		32		872	67	292	397	
V/C Ratio				0.11						0.40		
Level-of-Service				D		A				B		
Control Delay (Seconds)				30.5		0.0				13.2		
Intersection LOS	D - 30.5											
95th Percentile Queue (veh)				0.4						1.9		
PM Peak Hour												
PM NO BUILD Volumes (veh/hr)				139		374		510	37	178	928	
V/C Ratio				0.59						0.18		
Level-of-Service				E		A				A		
Control Delay (Seconds)				38.9		0.0				9.3		
Intersection LOS	E - 38.9											
95th Percentile Queue (veh)				3.1						0.6		
PM BUILD Volumes (veh/hr)				147		382		510	51	192	928	
V/C Ratio				0.65						0.19		
Level-of-Service				E		A				A		
Control Delay (Seconds)				44.6		0.0				9.4		
Intersection LOS	E - 44.6											
95th Percentile Queue (veh)				3.6						0.7		

2036 HCM LOS ANALYSIS of the intersection of Bobby Foster Rd. & Broadway Blvd. demonstrates that the proposed MDSTF will have no significant 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 and 6 seconds additional delay during the PM peak hour due to additional traffic from the development. Because PM NO BUILD delays exceed acceptable levels, even minor increases in traffic volumes (only 8 additional vehicles per hour) cause major increases in delays. Therefore, 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

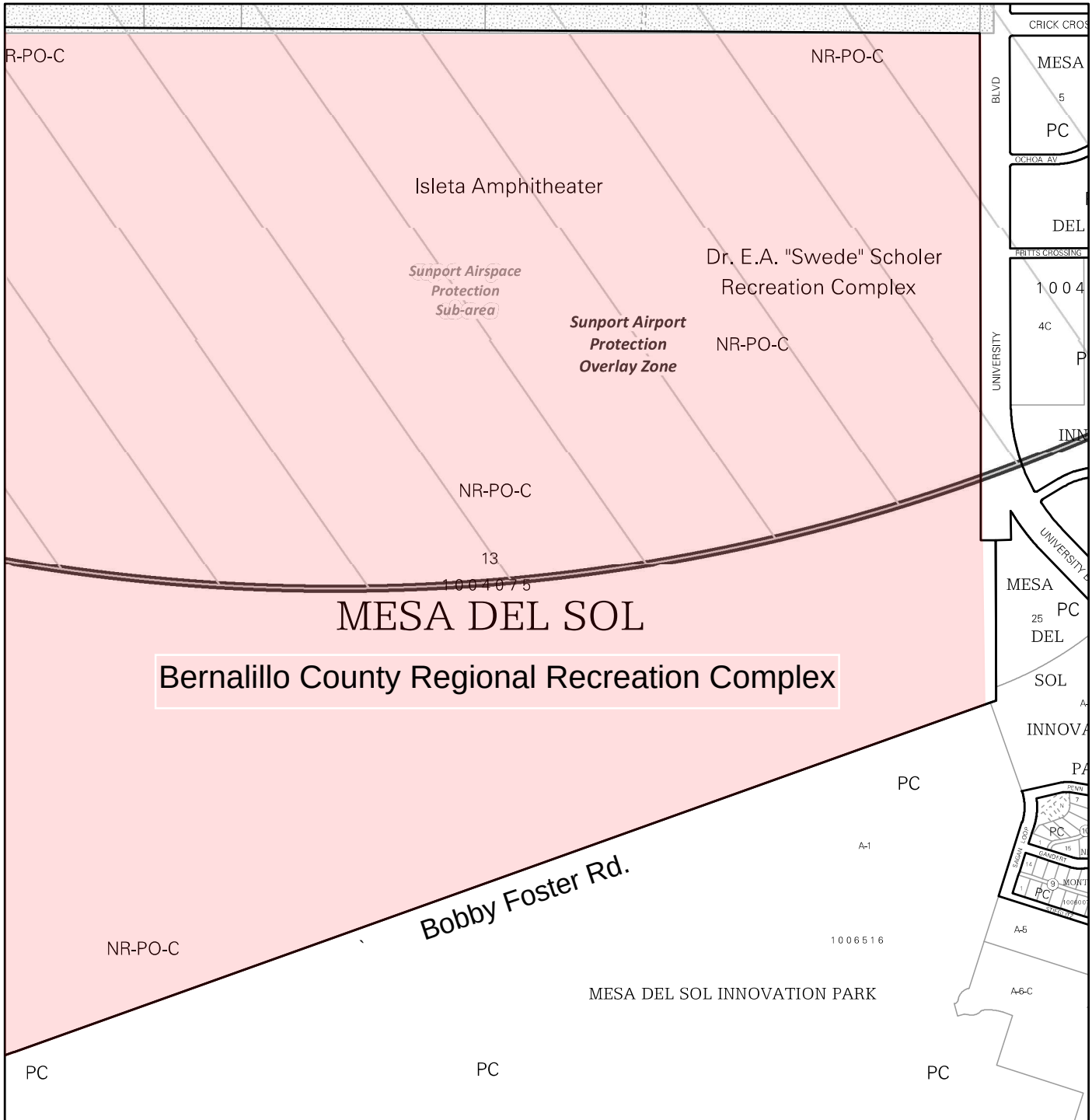
Summary of Impacts and Recommendations

In summary, the proposed MDSTF will have no significant adverse impact to the adjacent transportation system with the mitigative measures proposed in this report. A summary of the impacts and recommendations based on the results of the analysis, are stated in the Executive Summary of this report.

Appendix

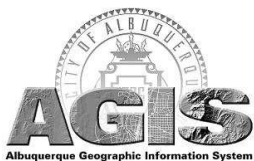
<u>SITE INFORMATION</u>	
Zone Atlas Page	A-1
Proposed Site Plan	A-2
<u>TRIP GENERATION</u>	
MDSTF Trip Generation Summary Table	A-3
Montage Units Trips	A4 & A5
Albuquerque Studios Expansion Trips	A6 & A7
<u>TRIP DISTRIBUTION AND TRIP ASSIGNMENTS</u>	
Trip Distribution Maps (%)	A-8 & A-9
Trip Assignments Maps (% Entering)	A-10 & A-11
Trip Assignments Maps (% Exiting)	A-12 t& A-13
<u>TURNING MOVEMENT COUNTS 2026 & 2036</u>	
2026 TURNING MOVEMENT COUNTS SUMMARY	A-14 thru A-17
2036 TURNING MOVEMENT COUNTS SUMMARY	A-18 thru A-21
Intersection 1 - Access 1 & University Blvd.	A-22 thru A-25
Intersection 2 - Access 2 & University Blvd.	A-26 thru A-29
Intersection 3 - Bobby Foster Rd. & Access 3	A-30 thru A-33
Intersection 4 - Bobby Foster Rd. & Access 4	A-34 thru A-37
Intersection 5 - Bobby Foster Rd. & Access 5	A-38 thru A-41
Intersection 6 - Bobby Foster Rd. & Access 6	A-42 thru A-45
Intersection 7 - Bobby Foster Rd. & Access 7	A-46 thru A-49
Intersection 8 - Bobby Foster Rd. & Access 8	A-50 thru A-53
Intersection 9 - Bobby Foster Rd./Eastman & University Blvd.	A-54 thru A-57
Intersection 10 - Crick Ave. & University Blvd.	A-58 thru A-61
Intersection 11 - Fritts Crossing & University Blvd.	A-62 thru A-65
Intersection 12 - Rio Bravo & University Blvd.	A-66thru A-69
Intersection 13 - Bobby Foster Rd. & Los Picaros Rd.	A-70 thru A-73
Intersection 14 - Bobby Foster Rd. & Broadway	A-74 thru A-77
<u>HCM ANALYSIS RESULTS</u>	
Intersection 1 - Access 1 & University Blvd.	A-78 thru A-86
Intersection 2 - Access 2 & University Blvd.	A-87 thru A-95
Intersection 3 - Bobby Foster Rd. & Access 3	A-96 thru A-104
Intersection 4 - Bobby Foster Rd. & Access 4	A-105 thru A-113
Intersection 5 - Bobby Foster Rd. & Access 5	A-114 thru A-122
Intersection 6 - Bobby Foster Rd. & Access 6	A-123 thru A-131
Intersection 7 - Bobby Foster Rd. & Access 7	A-132 thru A-140
Intersection 8 - Bobby Foster Rd. & Access 8	A-141 thru A-149
Intersection 9 - Bobby Foster Rd./Eastman & University Blvd.	A-150 thru A-162
Intersection 10 - Crick Ave. & University Blvd.	A-163 thru A-173
Intersection 11 - Fritts Crossing & University Blvd.	A-174 thru A-184
Intersection 12 - Rio Bravo & University Blvd.	A-185 thru A-197
Intersection 13 - Bobby Foster Rd. & Los Picaros Rd.	A-198 thru A-206
Intersection 14 - Bobby Foster Rd. & Broadway	A-207 thru A-213
<u>TRAFFIC COUNT DATA</u>	A-214 thru A-221
<u>SIGNAL TIMING SHEET-Rio Bravo Blvd. & University</u>	A-222
<u>MITIGATED SIGNAL TIMING PLANS</u>	A-223 thru A-226
<u>SCOPING MEETING SUMMARY</u>	A-227 thru A-235

APPENDIX

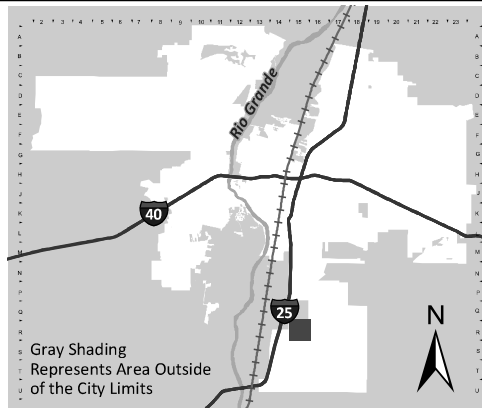


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

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).



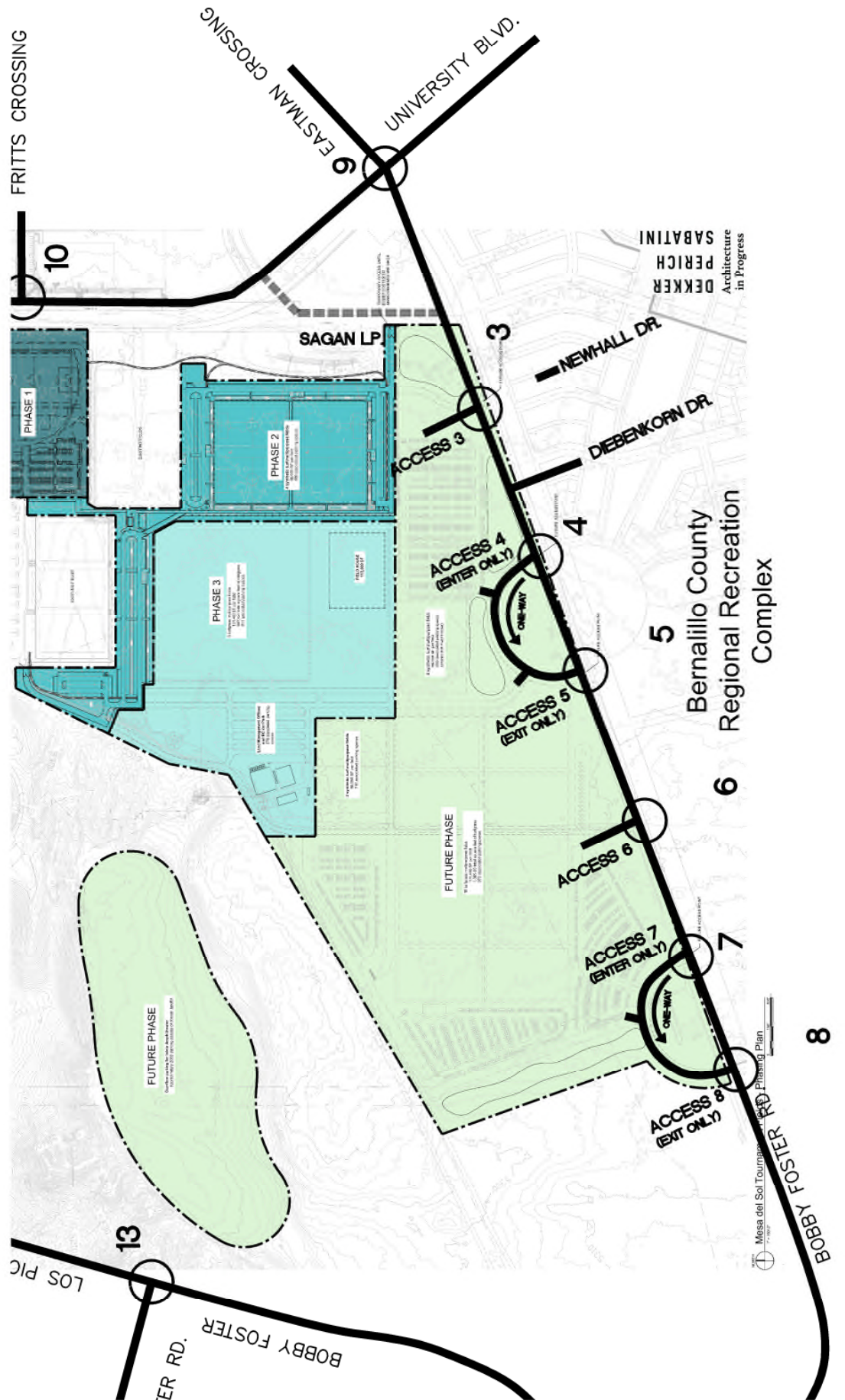
Gray Shading
Represents Area Outside
of the City Limits

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

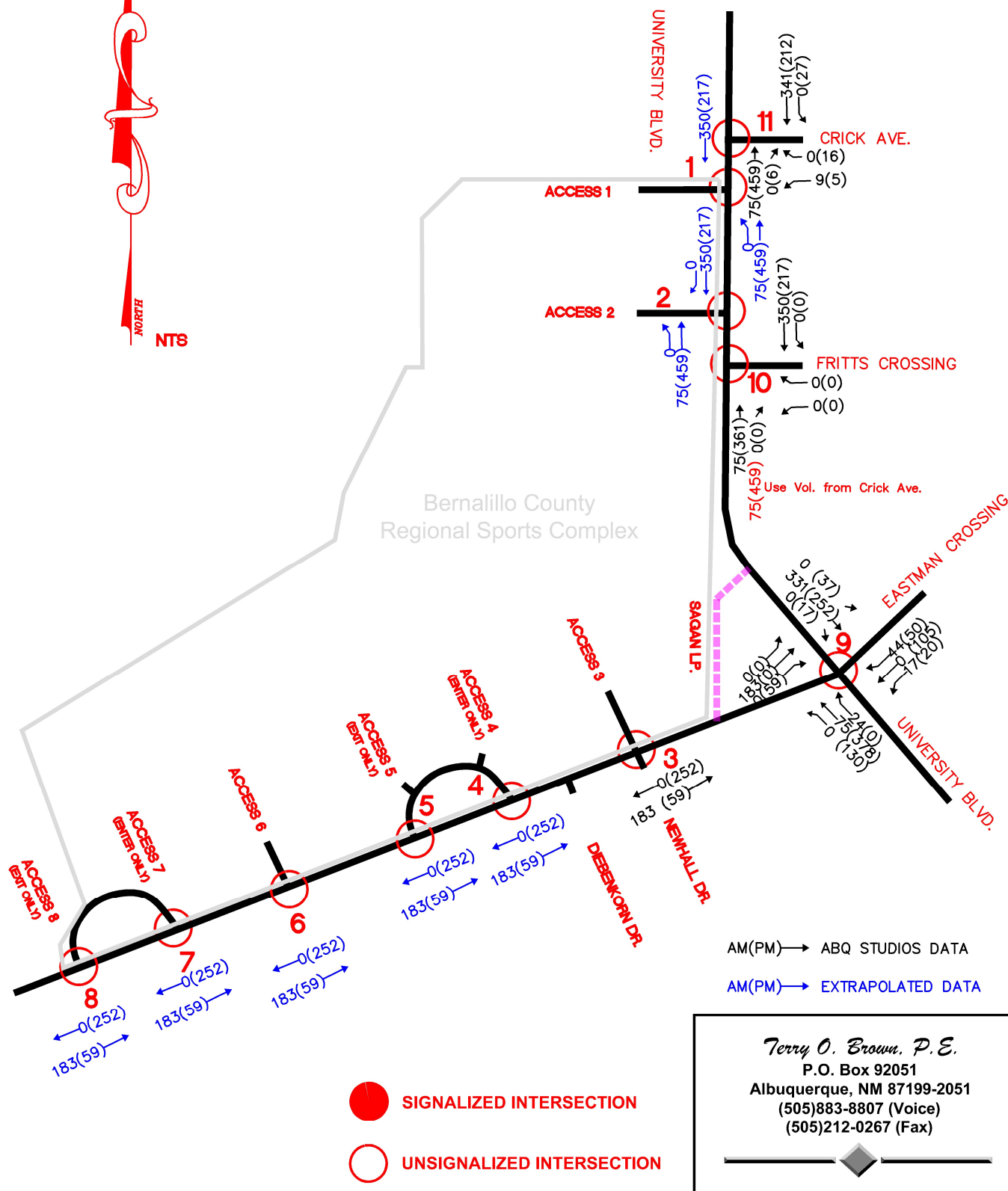
Development		Fields/Sq. Ft.	Total Generated Trips	Trips Entering	Exiting Trips
Outdoor Soccer Fields ITE Land Use: Soccer Complex (ITE Code 488)	AM Peak	30 Fields (6 Existing, 26 Proposed)	30	18	12
	PM Peak		453	299	154
Indoor Field House					
Office Space (ITE Code 712 - Small Office)	AM Peak	5000 s.f.	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.

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

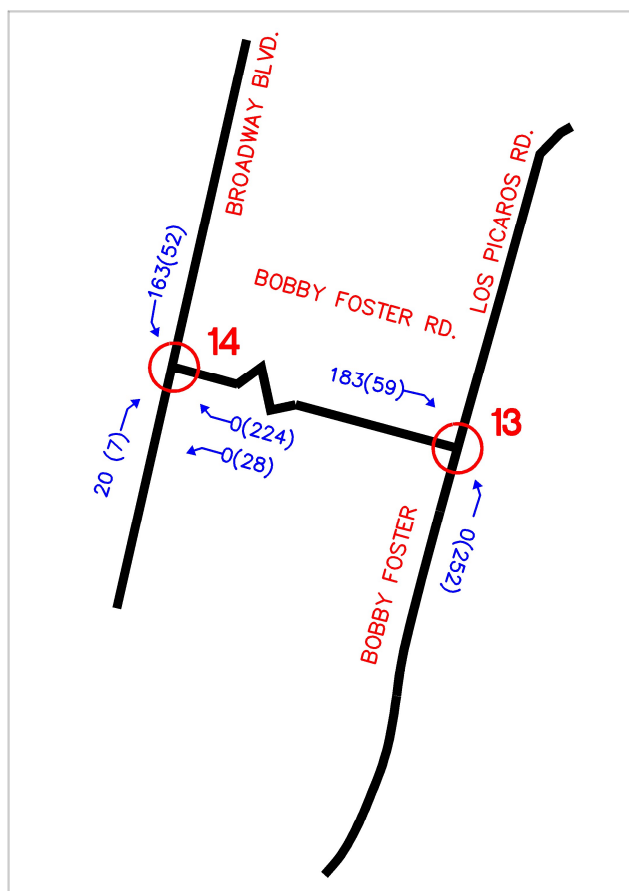
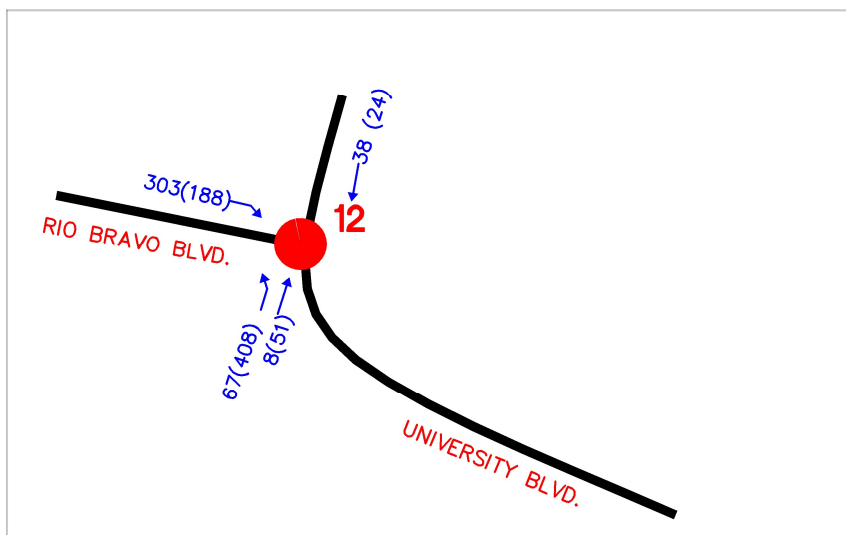
ALBUQUERQUE STUDIOS TRIPS



Bernalillo County Regional Sports Complex

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

ALBUQUERQUE STUDIOS TRIPS



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

AM(PM) → ABQ STUDIOS DATA

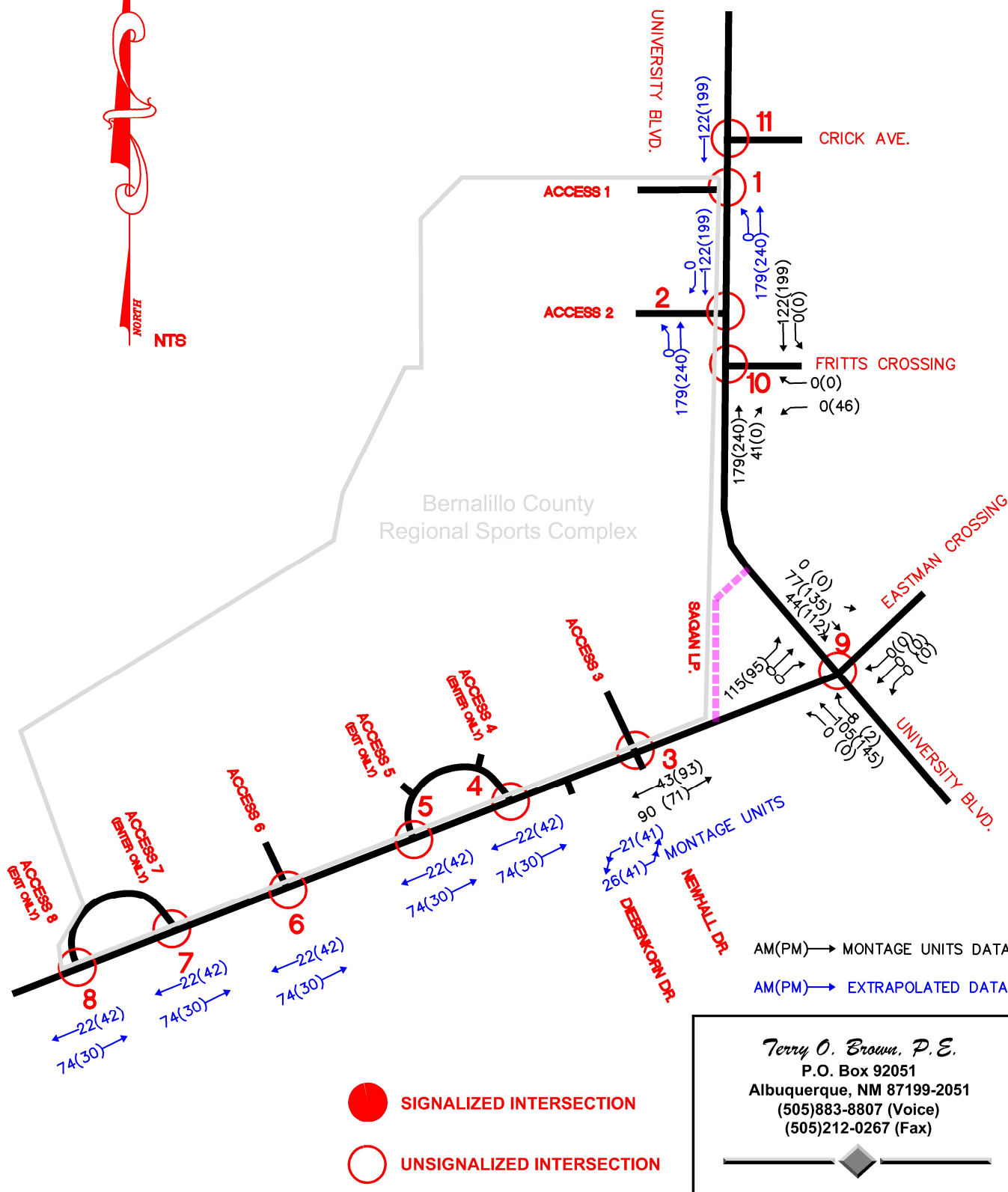
AM(PM) → EXTRAPOLATED DATA

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)

MONTAGE UNITS TRIPS



AM(PM) → MONTAGE UNITS DATA

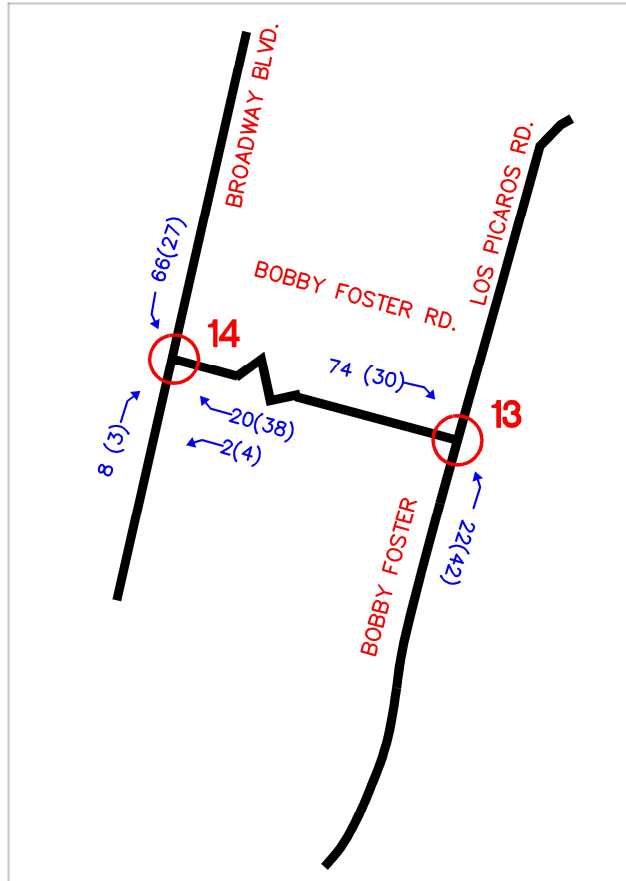
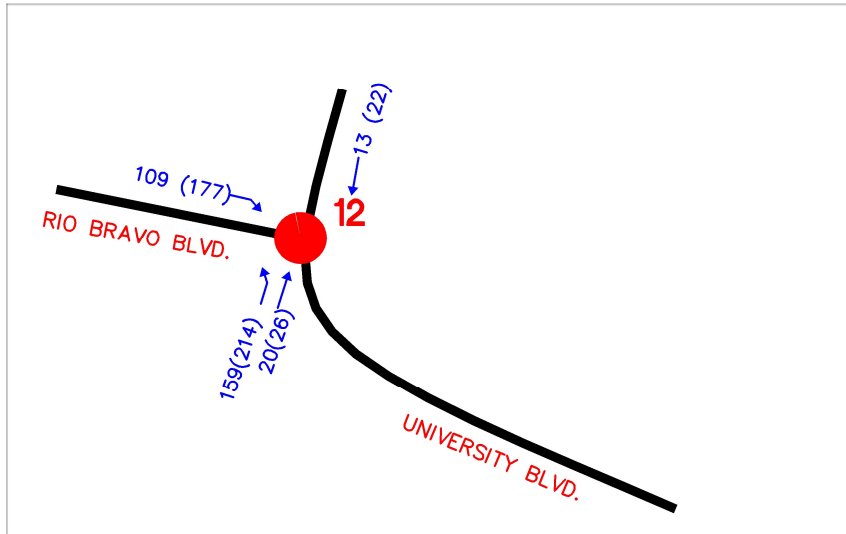
AM(PM) → EXTRAPOLATED DATA

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)

MONTAGE UNITS TRIPS



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

AM(PM) → MONTAGE UNITS DATA

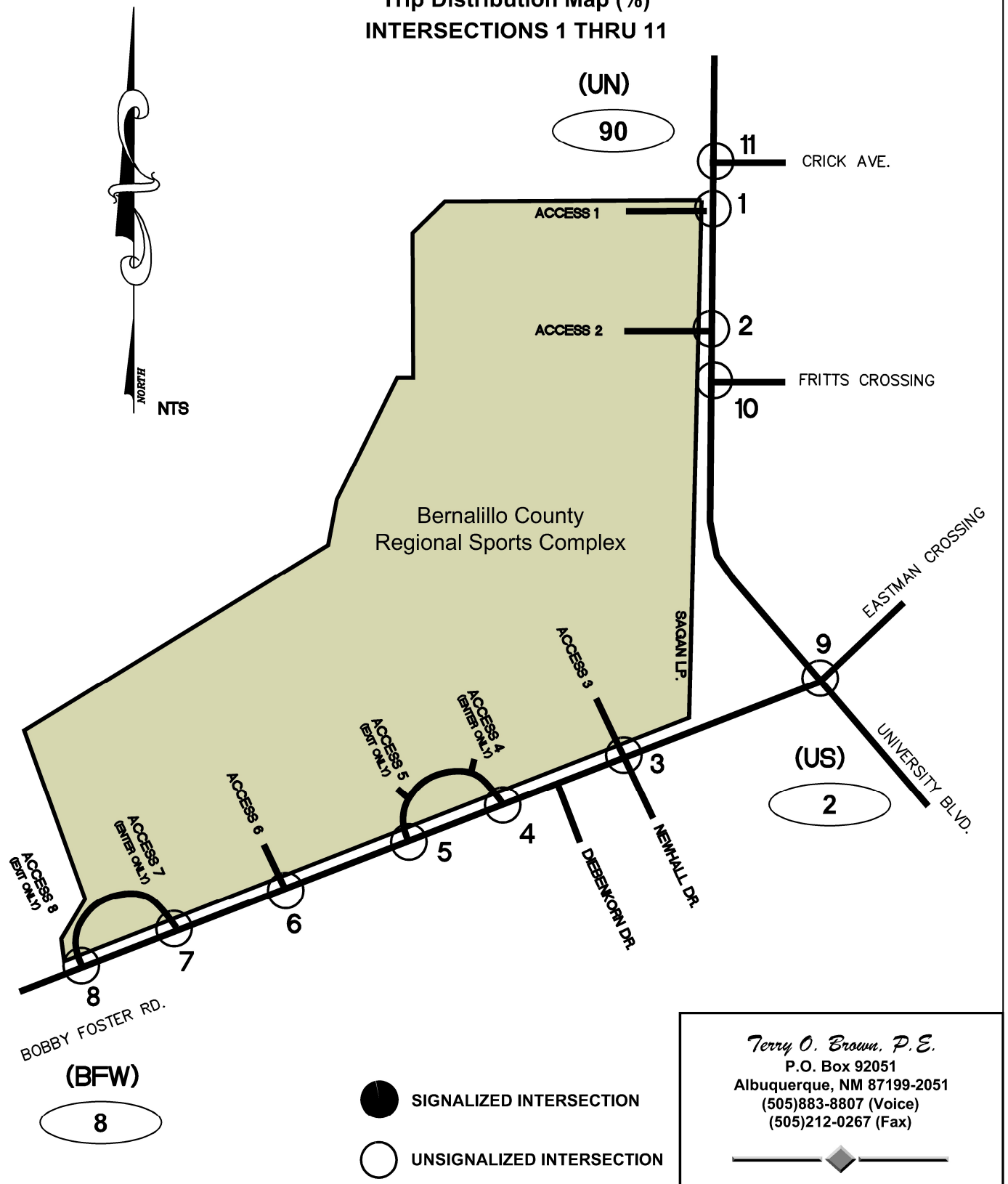
AM(PM) → EXTRAPOLATED DATA

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 Distribution Map (%) INTERSECTIONS 1 THRU 11

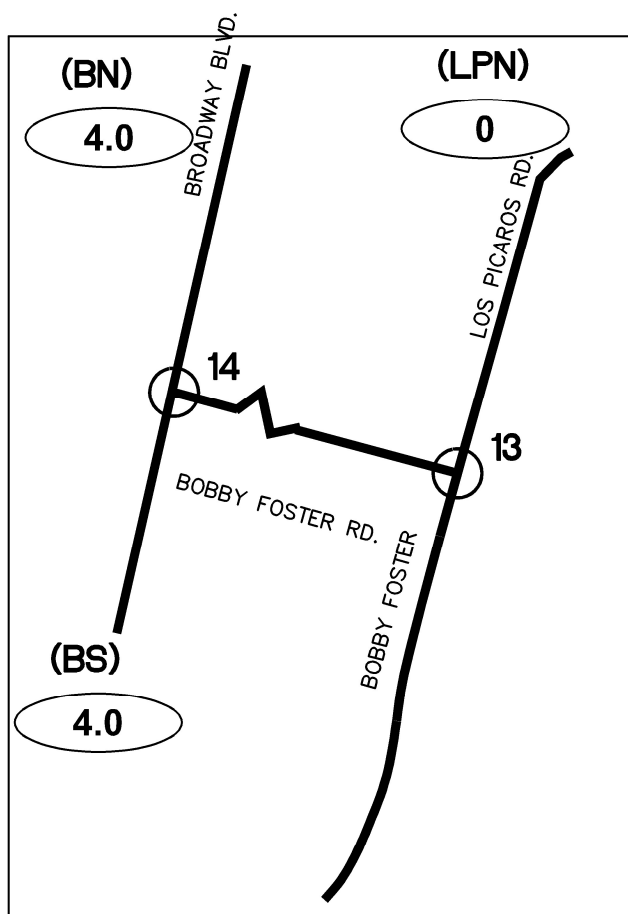
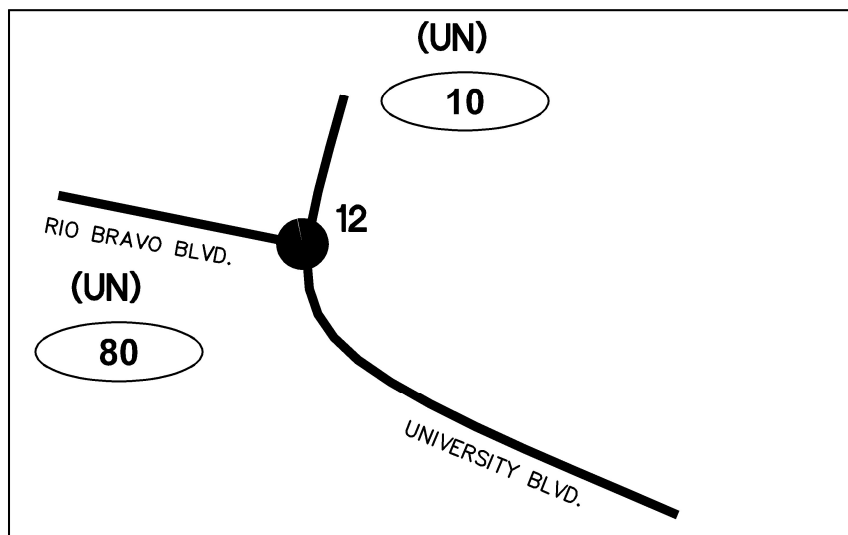


Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Bernalillo County Regional Sports Complex

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

Trip Distribution Map (%)
INTERSECTIONS 12 THRU 14



-  SIGNALIZED INTERSECTION
-  UNSIGNALIZED INTERSECTION

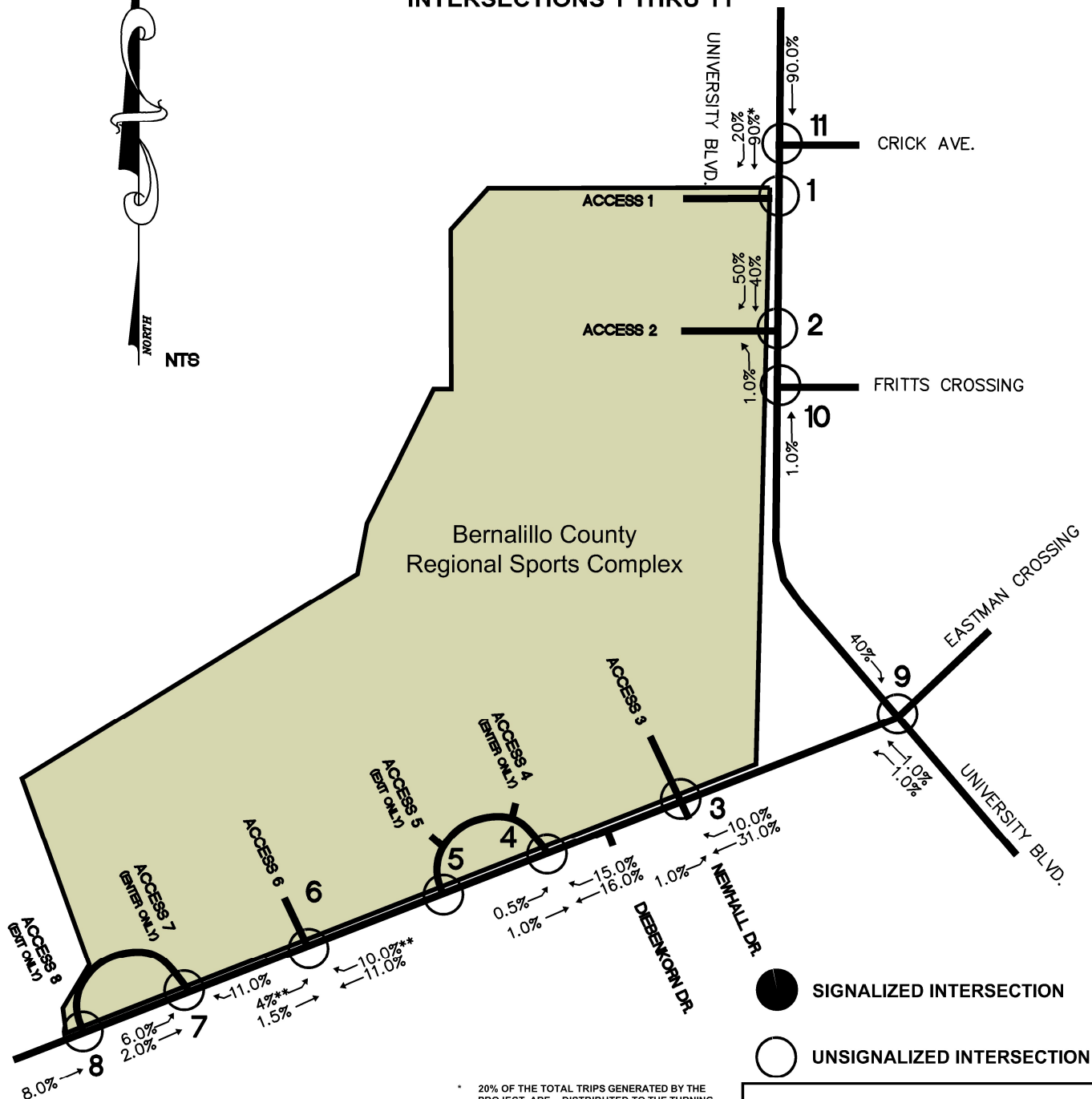
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Bernalillo County Regional Sports Complex

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

Trip Assignments (% Entering)

INTERSECTIONS 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.

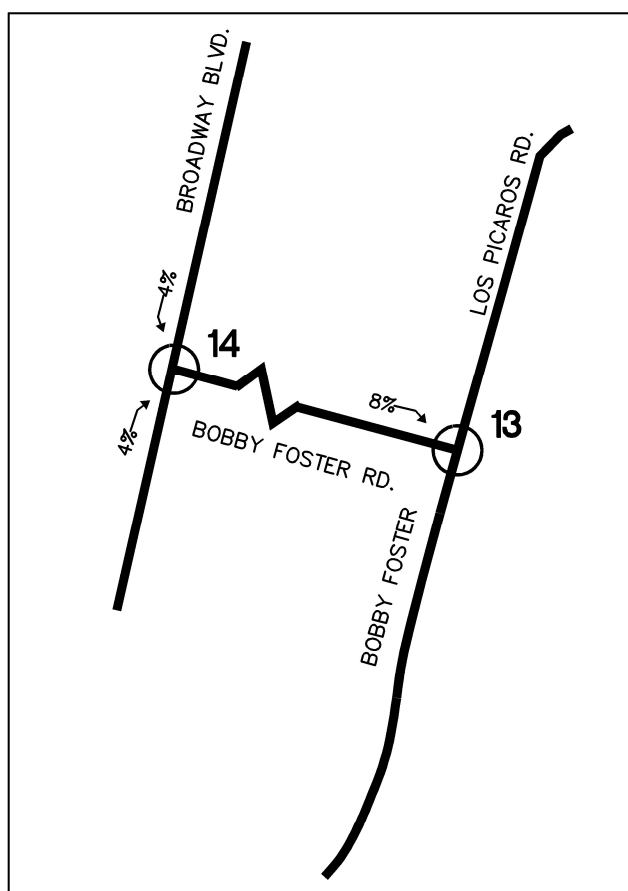
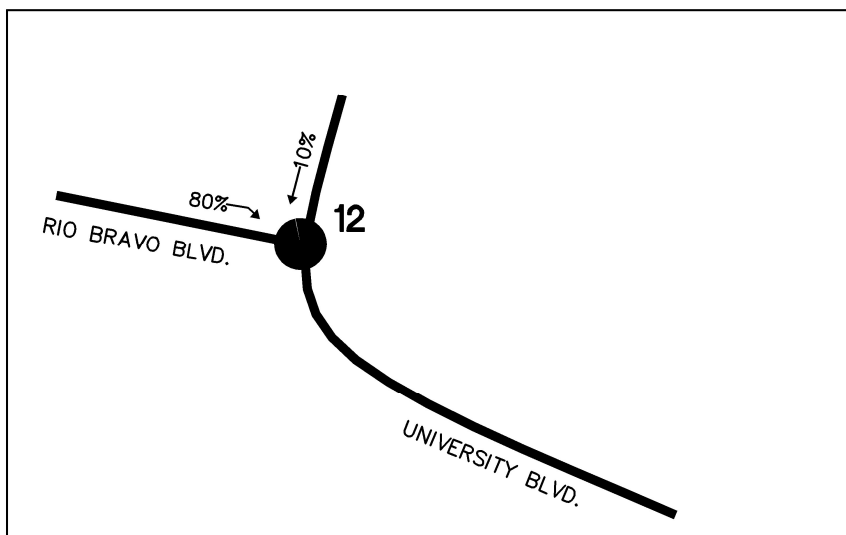
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Bernalillo County Regional Sports Complex

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

Trip Assignments (% Entering)

INTERSECTIONS 12 THRU 14



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

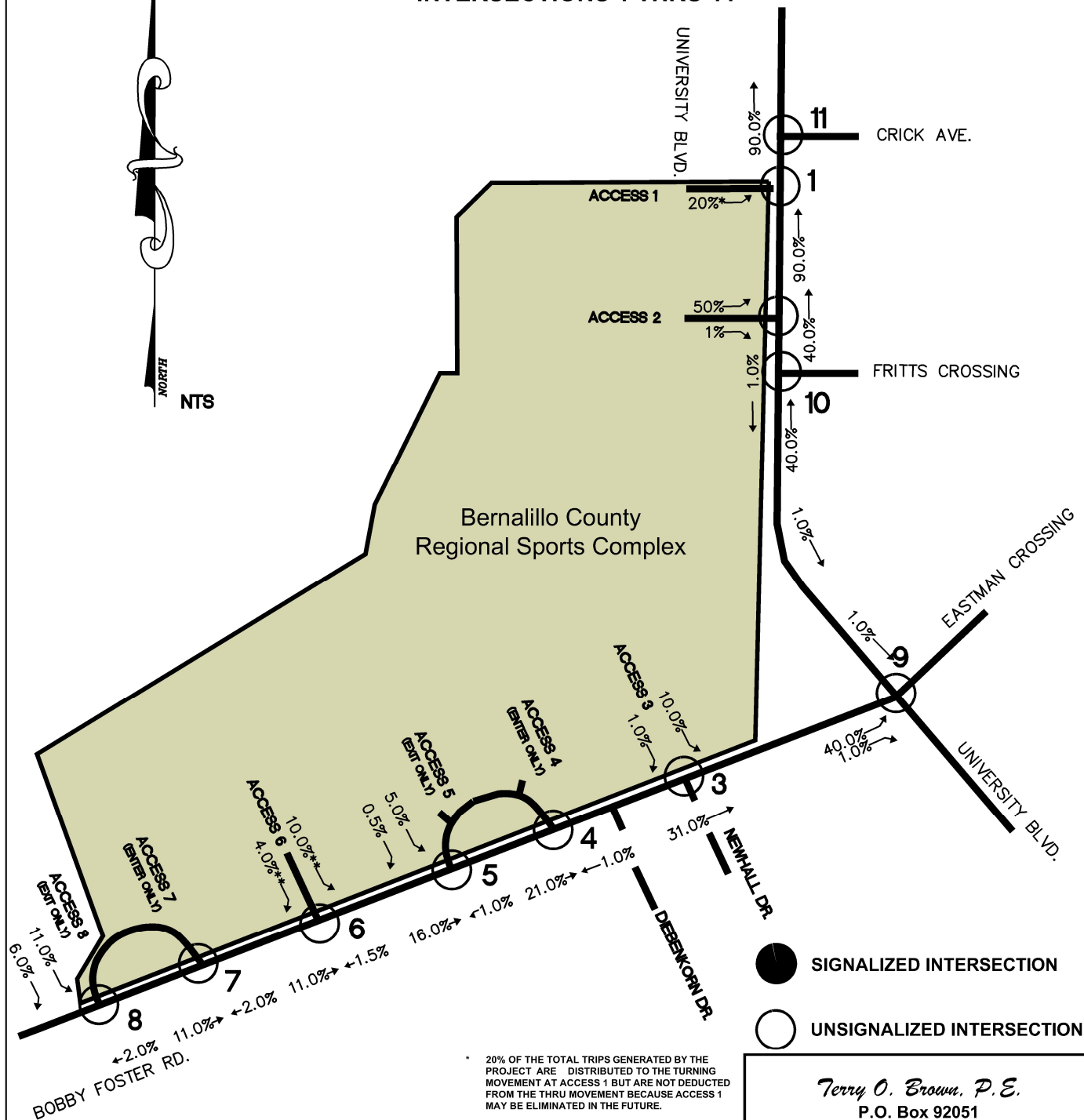
Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Bernalillo County Regional Sports Complex

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

Trip Assignments (% Exiting)

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.

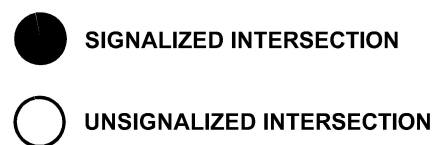
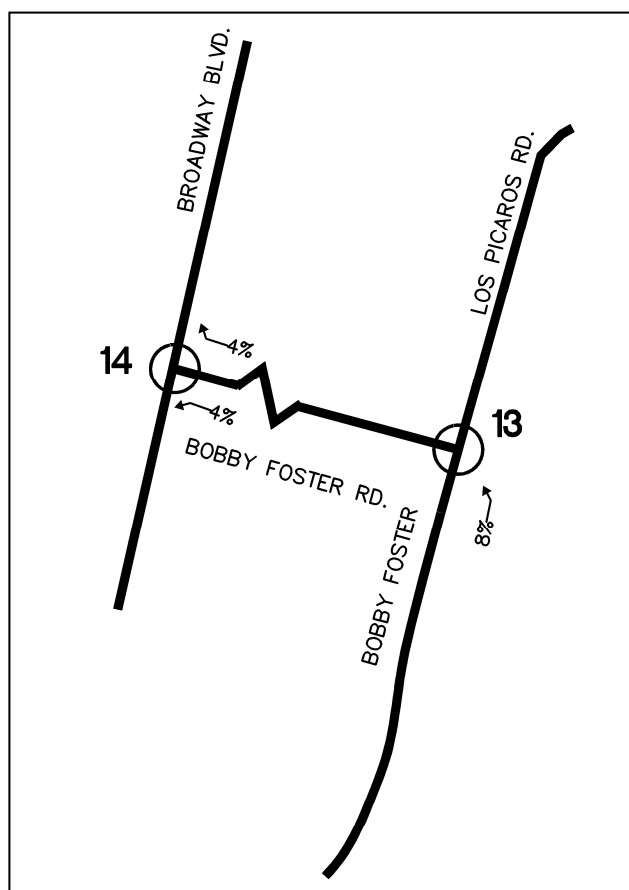
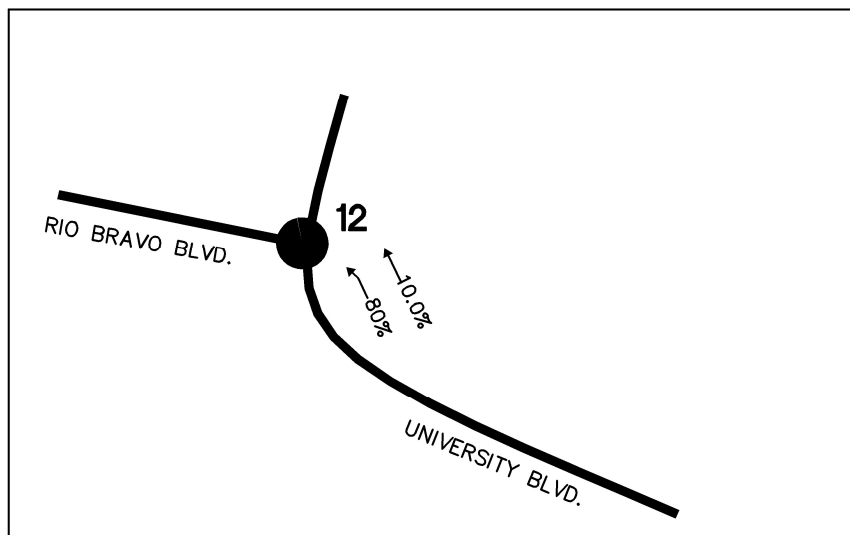
THESE ADJUSTMENTS RESULT IN 127.5% OF TRIPS GENERATED BEING DISTRIBUTED TO THE SITE'S DRIVEWAYS.

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 (% Exiting)
INTERSECTIONS 12 THRU 14



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

Mesa del Sol Tournament Fields - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2026) - 100% Development

Implementation Year
INTERSECTION:

**2026
Summary**

Access 1 / University Blvd.

(1)

2.0% Truck

Existing (2022)
2026 (NO BUILD - A.M.)
2026 (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	523	0	0	824	0	
3	0	0	0	0	0	0	536	0	0	847	5	

Existing (2022)

2026 (NO BUILD - P.M.)
2026 (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	1,039	0	0	618	0	
38	0	0	0	0	0	0	1,212	0	0	943	72	

Access 2 / University Blvd.

(2)

1.0% Truck

Existing (2022)
2026 (NO BUILD - A.M.)
2026 (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	492	0	0	824	0	
7	0	0	0	0	0	0	498	0	0	834	13	

Existing (2022)

2026 (NO BUILD - P.M.)
2026 (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	1,029	0	0	618	0	
96	0	2	0	0	0	4	1,106	0	0	762	181	

Bobby Foster Rd. / Access 3

(3)

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 (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	297	0	0	44	0	0	0	0	0	0	0	
0	301	0	0	52	3	0	0	0	1	0	0	

Existing (2022)

2026 (NO BUILD - P.M.)
2026 (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	140	0	0	352	0	0	0	0	0	0	0	
4	200	0	0	464	36	0	0	0	19	0	2	

Bobby Foster Rd. / Access 4

(4)

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 (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	281	0	0	23	0	0	0	0	0	0	0	
0	284	0	0	27	4	0	0	0	0	0	0	

Existing (2022)

2026 (NO BUILD - P.M.)
2026 (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	99	0	0	301	0	0	0	0	0	0	0	
2	143	0	0	361	54	0	0	0	0	0	0	

Mesa del Sol Tournament Fields - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2026) - 100% Development

Implementation Year **2026**
INTERSECTION: Summary

Bobby Foster Rd. / Access 5

(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	
	Existing (2022)	0	21	0	0	1	0	0	0	0	0	0	0
	2026 (NO BUILD - A.M.)	0	281	0	0	23	0	0	0	0	0	0	0
	2026 (BUILD - A.M.)	0	283	0	0	27	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	
	Existing (2022)	0	8	0	0	6	0	0	0	0	0	0	0
	2026 (NO BUILD - P.M.)	0	99	0	0	301	0	0	0	0	0	0	0
	2026 (BUILD - P.M.)	0	134	0	0	361	0	0	0	10	0	1	

Bobby Foster Rd. / Access 6

(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	
	Existing (2022)	0	20	0	0	1	0	0	0	0	0	0	0
	2026 (NO BUILD - A.M.)	0	283	0	0	23	0	0	0	0	0	0	0
	2026 (BUILD - A.M.)	1	285	0	0	26	3	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	99	0	0	301	0	0	0	0	0	0	0
	2026 (BUILD - P.M.)	14	125	0	0	344	36	0	0	19	0	8	

Bobby Foster Rd. / Access 7

(6)	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	281	0	0	23	0	0	0	0	0	0	0
	2026 (BUILD - A.M.)	2	284	0	0	23	3	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	99	0	0	301	0	0	0	0	0	0	0
	2026 (BUILD - P.M.)	22	127	0	0	305	18	0	0	0	0	0	

Bobby Foster Rd. / Access 8

(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	
	Existing (2022)	0	21	0	0	1	0	0	0	0	0	0	0
	2026 (NO BUILD - A.M.)	0	281	0	0	23	0	0	0	0	0	0	0
	2026 (BUILD - A.M.)	0	283	0	0	23	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	99	0	0	301	0	0	0	0	0	0	0
	2026 (BUILD - P.M.)	0	128	0	0	305	0	0	0	21	0	12	

Mesa del Sol Tournament Fields - 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
Bobby Foster Rd. / University Blvd.																
(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	Left	Thru	Right	
Existing (2022)	0	0	0	1	0	43	0	71	8	103	178	0				
2026 (NO BUILD - A.M.)	115	183	0	18	0	93	0	262	42	119	613	44				
2026 (BUILD - A.M.)	121	183	0	18	0	93	0	262	42	119	613	54				

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) 2026 (NO BUILD - P.M.) 2026 (BUILD - P.M.)	0		0	0		5		0		51		0		119		2		37		106		0	
	95		0	59		26		105		109		130		660		4		80		509		129	
	172		0	61		26		105		109		134		664		4		80		511		273	

1.00				1.00				1.00				1.00				PHF
Fritts Crossing / University Blvd.																
(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	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	462	42	29	809	0				
2026 (BUILD - A.M.)	0	0	0	0	0	0	0	468	42	29	819	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	0	222	2		8	190	0		
2026 (NO BUILD - P.M.)	0	0	0	46	0	0	0	0	955	2		10	636	0		
2026 (BUILD - P.M.)	0	0	0	46	0	0	0	0	1,036	2		10	782	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	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	517	6	60	815	0				
2026 (BUILD - A.M.)	0	0	0	9	0	0	0	530	6	60	838	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	1,035	10		68	613	0		
2026 (BUILD - P.M.)	0	0	0	5	0	16		0	1,208	10		68	938	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	764	0	0	0	296	280	0	0	98	298				
2026 (BUILD - A.M.)	406	0	784	0	0	0	307	281	0	0	101	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) 2026 (NO BUILD - P.M.) 2026 (BUILD - P.M.)	215	0	131	0	0	0	0	50	264	0	0	0	62	580		
	258	0	546	0	0	0	0	694	394	0	0	0	123	696		
	258	0	835	0	0	0	0	848	413	0	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	Left	Thru	Right	
Existing (2022)	33	0	52	0	0	0	34	1	0	0	0	1	7			
2026 (NO BUILD - A.M.)	40	0	319	0	0	0	63	1	0	0	0	1	8			
2026 (BUILD - A.M.)	40	0	321	0	0	0	64	1	0	0	0	1	8			

Mesa del Sol Tournament Fields - Mesa del Sol, Albuquerque, NM

Bobby Foster Rd. & University Blvd.

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2026) - 100% Development

Implementation Year
INTERSECTION:

**2026
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	93	0	0	0	349	1	0	0	4	65
2026 (BUILD - P.M.)	25	0	122	0	0	0	364	1	0	0	4	65

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	13	0	28	0	654	57	276	298	0
2026 (BUILD - A.M.)	0	0	0	14	0	29	0	654	58	277	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	346	0	383	30	153	696	0
2026 (BUILD - P.M.)	0	0	0	120	0	354	0	383	44	167	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	612	0	0	941	0	
3	0	0	0	0	0	0	625	0	0	964	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	1,152	0	0	685	0	
38	0	0	0	0	0	0	1,325	0	0	1,010	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	571	0	0	941	0	
7	0	0	0	0	0	0	577	0	0	951	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	1,139	0	0	685	0	
96	0	2	0	0	0	4	1,216	0	0	829	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	305	0	0	45	0	0	0	0	0	0	0	
0	309	0	0	53	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	143	0	0	355	0	0	0	0	0	0	0	
4	203	0	0	467	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	289	0	0	24	0	0	0	0	0	0	0	
0	292	0	0	28	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	102	0	0	304	0	0	0	0	0	0	0	
2	146	0	0	364	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**

(5)

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 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	289	0	0	24	0	0	0	0	0	0	0	0
0	291	0	0	28	0	0	0	0	1	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 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	102	0	0	304	0	0	0	0	0	0	0	0
0	137	0	0	364	0	0	0	0	10	0	1	0

Bobby Foster Rd. / Access 6

(6)

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 6)			Southbound (Access 6)			
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	289	0	0	24	0	0	0	0	0	0	0	0
1	291	0	0	27	3	0	0	0	1	0	1	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 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	102	0	0	304	0	0	0	0	0	0	0	0
14	128	0	0	347	36	0	0	0	19	0	8	0

Bobby Foster Rd. / Access 7

(6)

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 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	289	0	0	24	0	0	0	0	0	0	0	0
2	292	0	0	24	3	0	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 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	102	0	0	304	0	0	0	0	0	0	0	0
22	130	0	0	308	18	0	0	0	0	0	0	0

Bobby Foster Rd. / Access 8

(8)

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 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	289	0	0	24	0	0	0	0	0	0	0	0
0	291	0	0	24	0	0	0	0	2	0	1	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 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	102	0	0	304	0	0	0	0	0	0	0	0
0	131	0	0	308	0	0	0	0	21	0	12	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. / University Blvd.**

(9)

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 (University Blvd.)			Southbound (University Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	1	0	43	0	71	8	103	178	0	
115	183	0	19	0	110	0	289	45	158	682	44	
121	183	0	19	0	110	0	289	45	158	682	54	

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 (University Blvd.)			Southbound (University Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	5	0	51	0	119	2	37	106	0	
95	0	59	28	105	128	130	705	5	95	550	129	
172	0	61	28	105	128	134	709	5	95	552	273	

Fritts Crossing / University Blvd.

(10)

1.0% Truck

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

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	
0	0	0	0	0	0	0	180	1	25	292	0	
0	0	0	0	0	0	0	531	43	38	922	0	
0	0	0	0	0	0	0	537	43	38	932	0	

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

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	
0	0	0	0	0	0	0	222	2	8	190	0	
0	0	0	46	0	0	0	1,040	3	13	709	0	
0	0	0	46	0	0	0	1,121	3	13	855	0	

Crick Ave. / University Blvd.

(11)

1.0% Truck

Existing (2022)**2026 (NO BUILD - A.M.)****2026 (BUILD - A.M.)**

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	
0	0	0	0	0	0	0	219	5	50	293	0	
0	0	0	9	0	0	0	604	8	80	932	0	
0	0	0	9	0	0	0	617	8	80	955	0	

Existing (2022)**2026 (NO BUILD - P.M.)****2026 (BUILD - P.M.)**

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	
0	0	0	0	0	0	0	280	3	34	168	0	
0	0	0	5	0	16	0	1,147	11	81	680	0	
0	0	0	5	0	16	0	1,320	11	81	1,005	0	

Rio Bravo Blvd. / University Blvd.

(12)

1.0% Truck

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

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	
338	0	293	0	0	0	58	210	0	0	39	248	
541	0	881	0	0	0	319	364	0	0	113	397	
541	0	901	0	0	0	330	365	0	0	116	397	

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

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	
215	0	131	0	0	0	50	264	0	0	62	580	
344	0	599	0	0	0	714	499	0	0	148	928	
344	0	888	0	0	0	868	518	0	0	184	928	

Bobby Foster Rd. / Los Picaros Rd.

(13)

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 (Los Picaros Rd.)			Southbound (Los Picaros Rd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
33	0	52	0	0	0	34	1	0	0	1	7	
53	0	340	0	0	0	76	2	0	0	2	11	
53	0	342	0	0	0	77	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:

S u m m a r y

	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	
2036 (NO BUILD - P.M.)	34	0	94	0	0	0	368	2	0	0	5	86	
2036 (BUILD - P.M.)	34	0	123	0	0	0	383	2	0	0	5	86	

	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	
2036 (NO BUILD - A.M.)	0	0	0	16	0	31	0	872	66	291	397	0	
2036 (BUILD - A.M.)	0	0	0	17	0	32	0	872	67	292	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	
2036 (NO BUILD - P.M.)	0	0	0	139	0	374	0	510	37	178	928	0	
2036 (BUILD - P.M.)	0	0	0	147	0	382	0	510	51	192	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

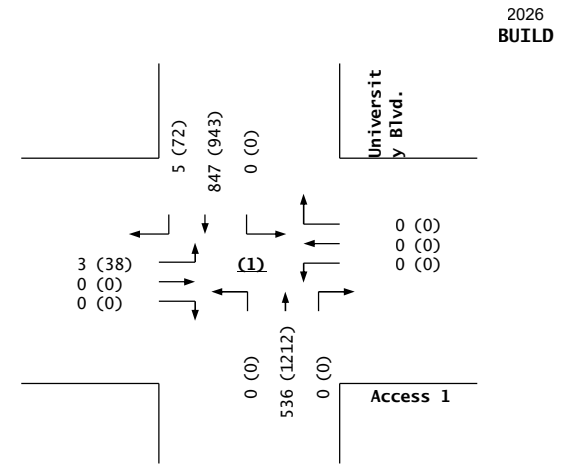
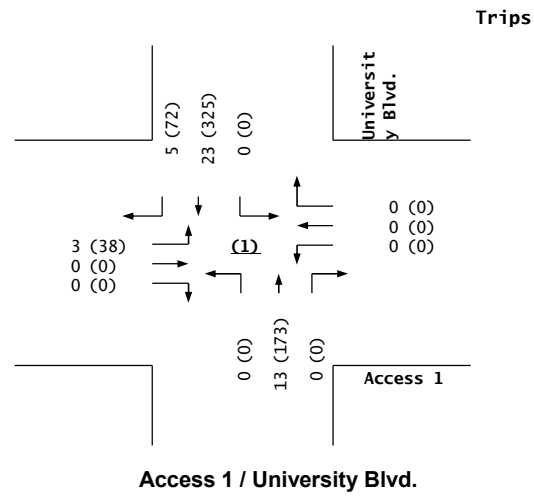
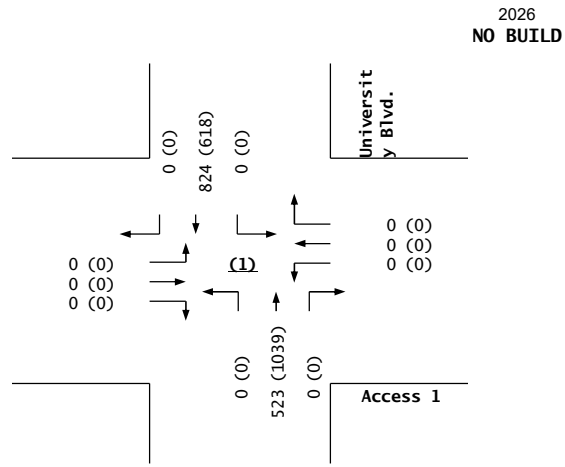
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	523	0	0	824	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	536	0	0	847	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	536	0	0	847	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,039	0	0	618	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	1,212	0	0	943	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	1,212	0	0	943	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
Implementation Year

2021

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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	492	0	0	824	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	498	0	0	834	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	498	0	0	834	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,029	0	0	618	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	1,106	0	0	762	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	1,106	0	0	762	181

Number of Commercial Trips Generated	Entering	Exiting	A.M.	100% Commercial Development
	25	14		
	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
Implementation Year

2021

2026

Growth Rates

4.00%

4.00%

4.00%

4.00%

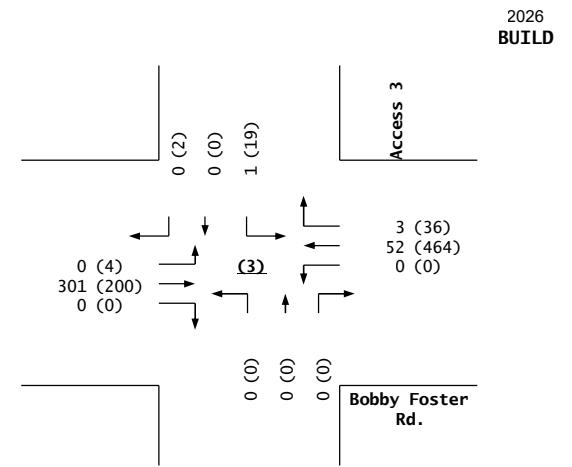
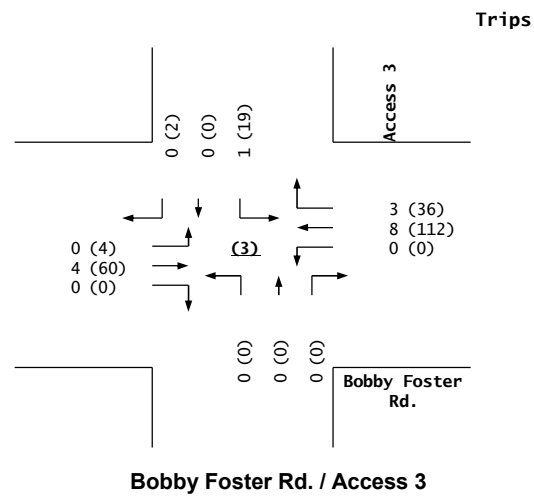
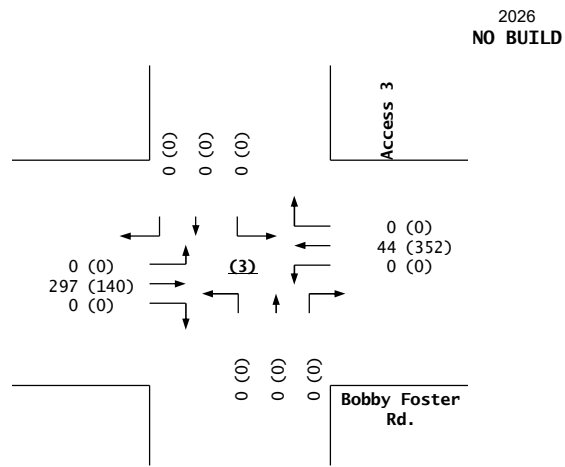
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	0	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	90	0	0	43	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	297	0	0	44	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	301	0	0	52	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	301	0	0	52	3	0	0	0	1	0	0

	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	140	0	0	352	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	200	0	0	464	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	200	0	0	464	36	0	0	0	19	0	2

297

Number of Commercial Trips Generated

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



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
Implementation Year

2021

2026

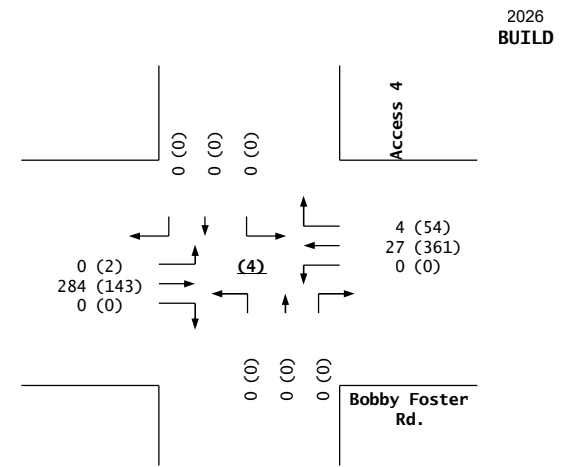
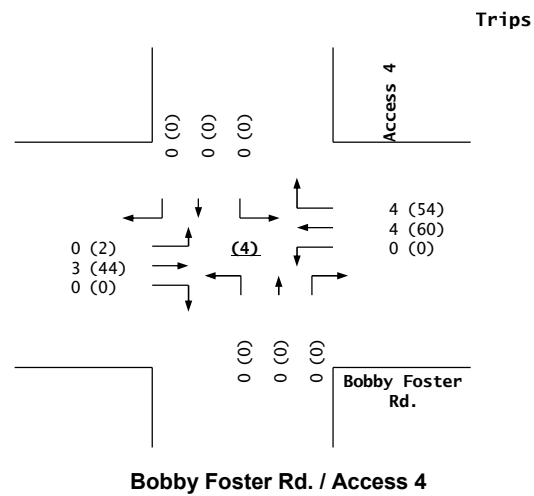
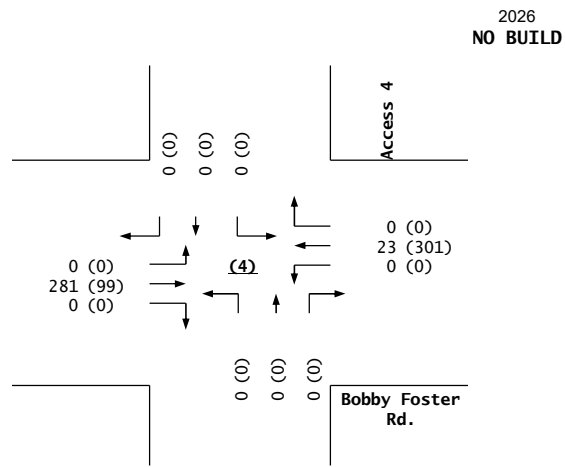
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	281	0	0	23	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	284	0	0	27	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	284	0	0	27	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	99	0	0	301	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	143	0	0	361	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	143	0	0	361	54	0	0	0	0	0	0

Number of Commercial Trips Generated

Entering	25	14	A.M.	100% Commercial Development
Exiting	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
Implementation Year

2021

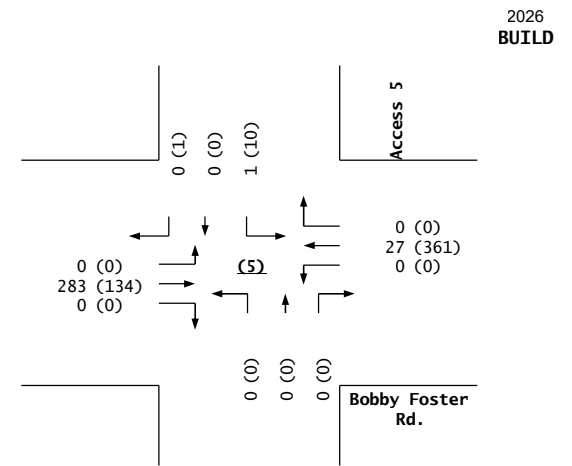
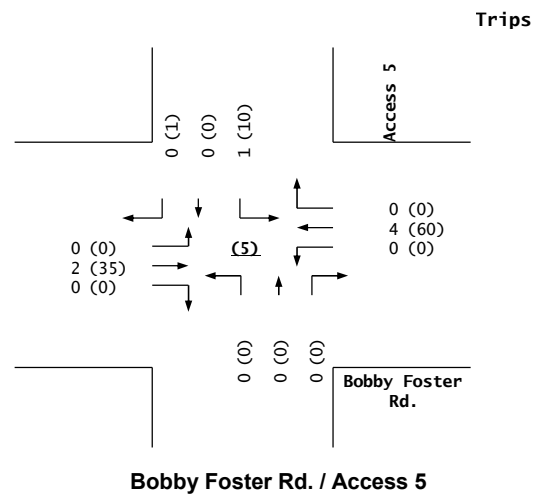
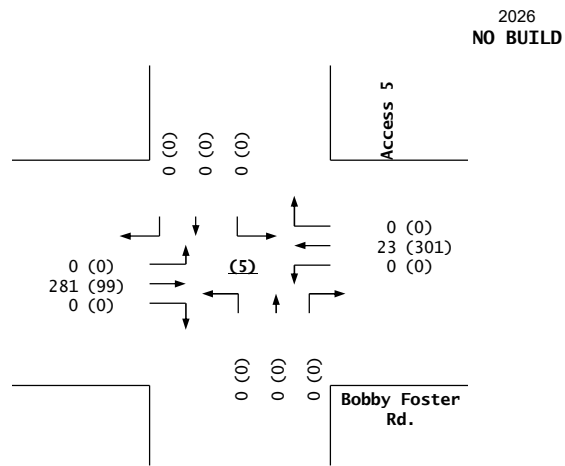
2026

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
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	281	0	0	23	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	283	0	0	27	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	283	0	0	27	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	99	0	0	301	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	134	0	0	361	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	134	0	0	361	0	0	0	0	10	0	1

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

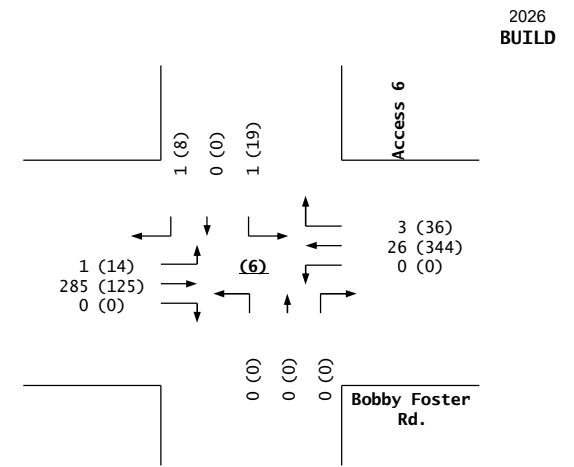
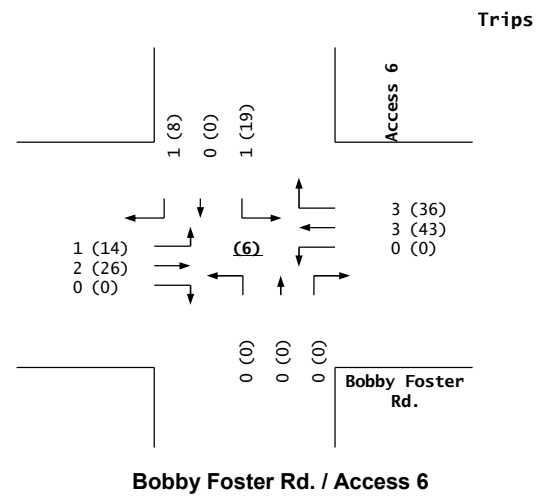
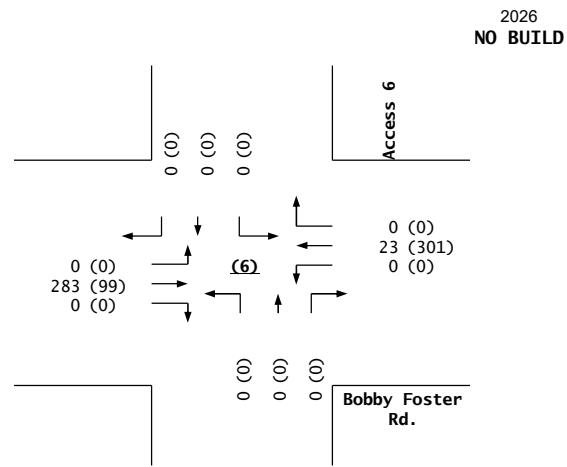
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	283	0	0	23	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	285	0	0	26	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	285	0	0	26	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	99	0	0	301	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	125	0	0	344	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	125	0	0	344	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
Implementation Year

2021

2026

Growth Rates

4.00%

4.00%

4.00%

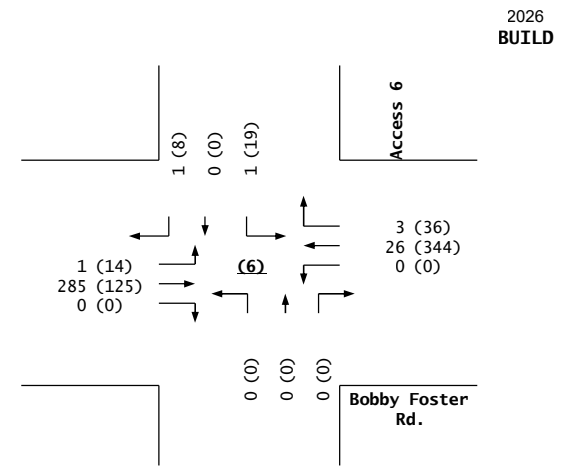
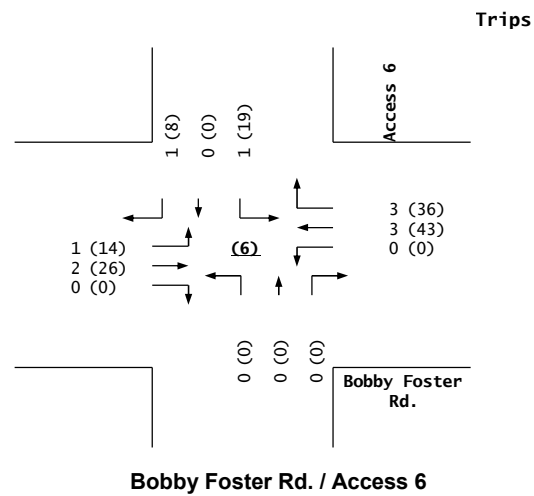
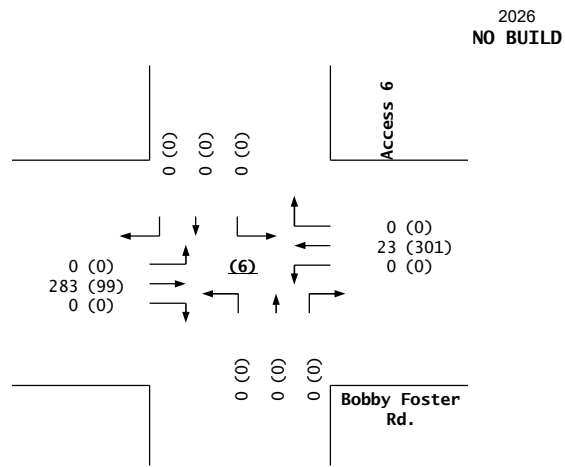
4.00%

	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
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	281	0	0	23	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	284	0	0	23	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	284	0	0	23	3	0	0	0	0	0	0

	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	99	0	0	301	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	127	0	0	305	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	127	0	0	305	18	0	0	0	0	0	0

Number of Commercial Trips Generated

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



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
Implementation Year

2021

2026

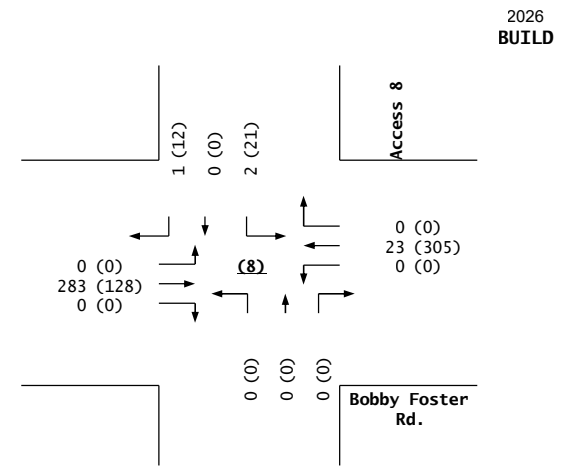
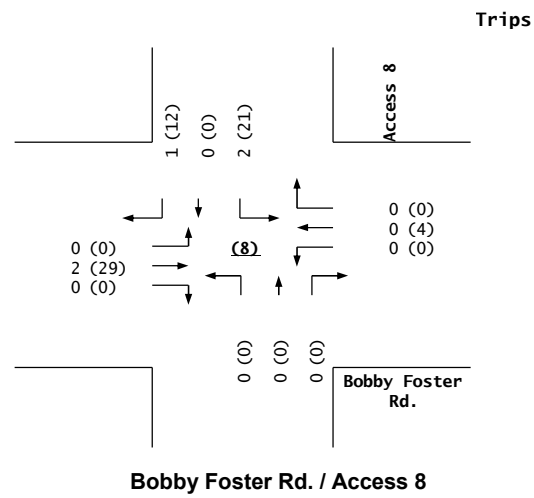
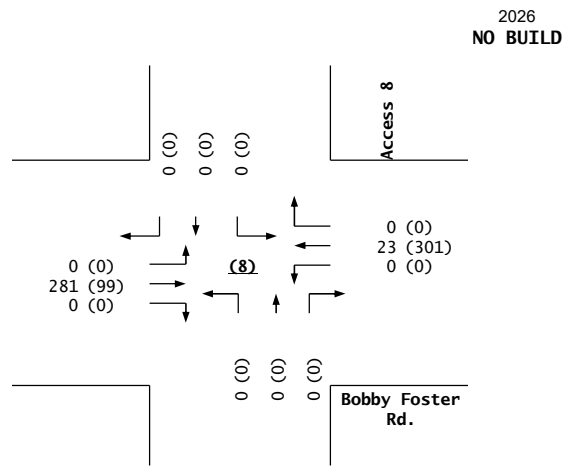
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	281	0	0	23	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	283	0	0	23	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	283	0	0	23	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	99	0	0	301	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	128	0	0	305	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	128	0	0	305	0	0	0	0	21	0	12

	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. / University Blvd.

INTERSECTION :

E-W Street: **Bobby Foster Rd.**

(9)

N-S Street: **University Blvd.**Year of Existing Counts
Implementation Year

2021

2026

Growth Rates

4.00%

4.00%

4.00%

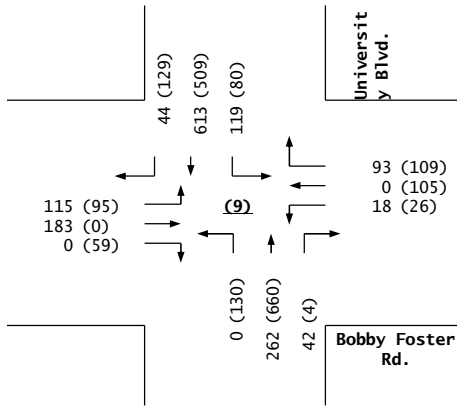
4.00%

	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
Albuquerque Studios DATA YR. 2026	0	183	0	17	0	44	0	75	24	0	331	0
Subtotal (NO BUILD - A.M.)	115	183	0	18	0	93	0	262	42	119	613	44
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	121	183	0	18	0	93	0	262	42	119	613	54
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	121	183	0	18	0	93	0	262	42	119	613	54

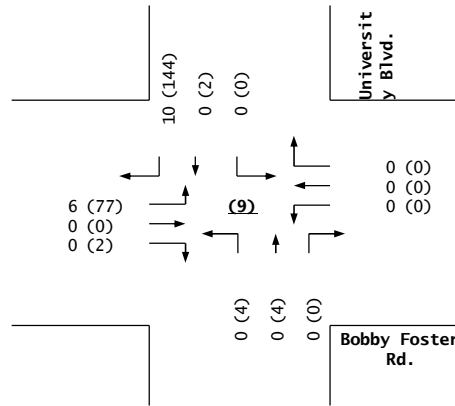
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	5	0	49	0	114	2	36	102	0
Background Traffic Growth	0	0	0	1	0	10	0	23	0	7	20	0
Montage Units DATA YR. 2023	95	0	0	0	0	0	0	145	2	0	135	112
Albuquerque Studios DATA YR. 2026	0	0	59	20	105	50	130	378	0	37	252	17
Subtotal (NO BUILD - P.M.)	95	0	59	26	105	109	130	660	4	80	509	129
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	172	0	61	26	105	109	134	664	4	80	511	273
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	172	0	61	26	105	109	134	664	4	80	511	273

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

2026
NO BUILD

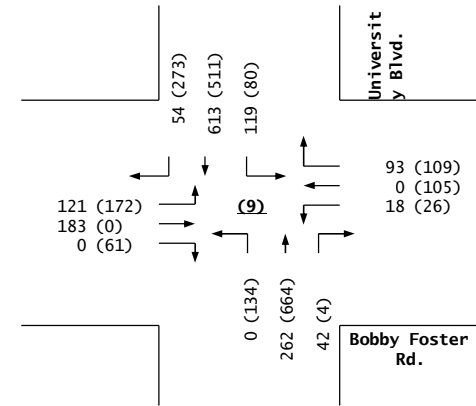


Trips



Bobby Foster Rd. / University Blvd.

2026
BUILD



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
Implementation Year

2021

2026

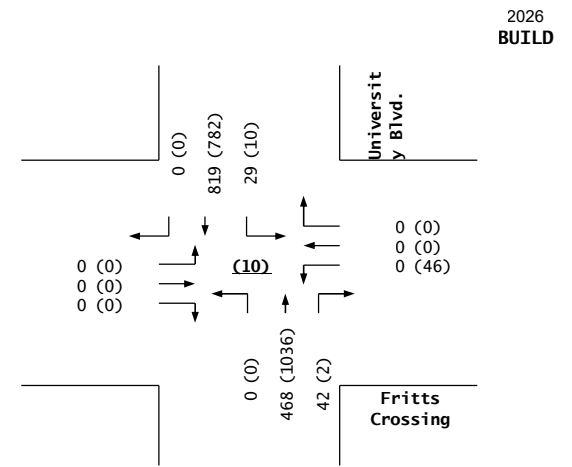
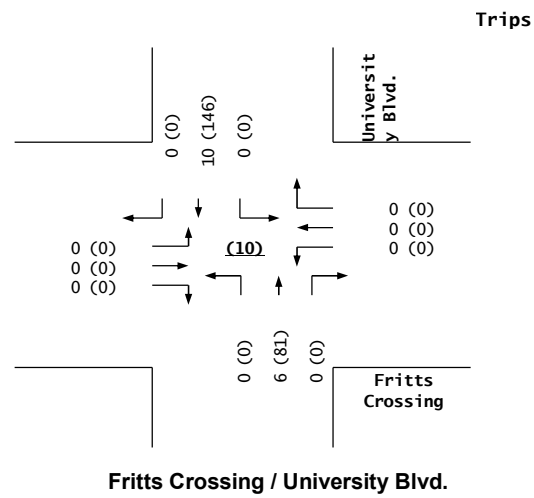
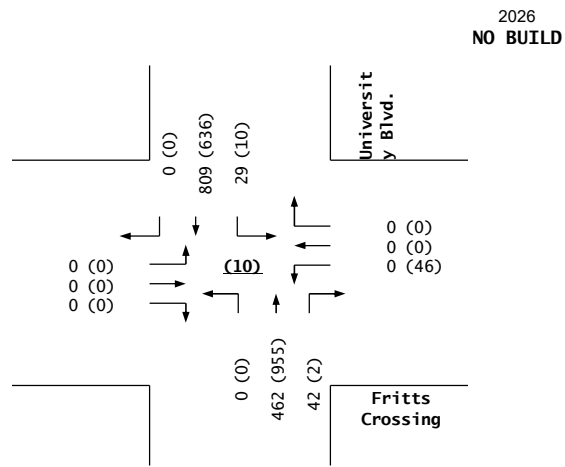
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	462	42	29	809	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	468	42	29	819	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	468	42	29	819	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Subtotal (NO BUILD - P.M.)	0	0	0	46	0	0	0	955	2	10	636	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	46	0	0	0	1,036	2	10	782	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	46	0	0	0	1,036	2	10	782	0

Number of Commercial Trips Generated

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



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
Implementation Year

2021

2026

Growth Rates

4.00%

4.00%

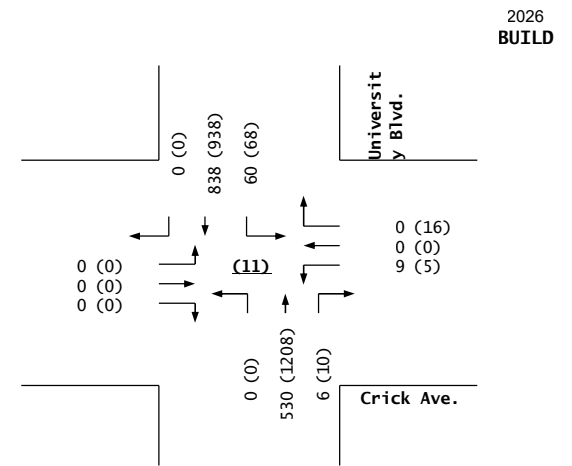
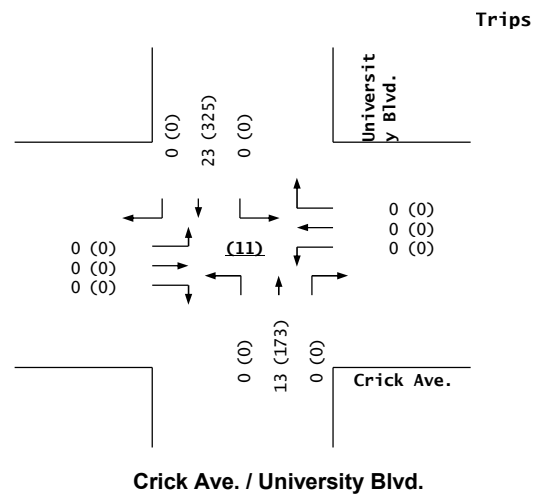
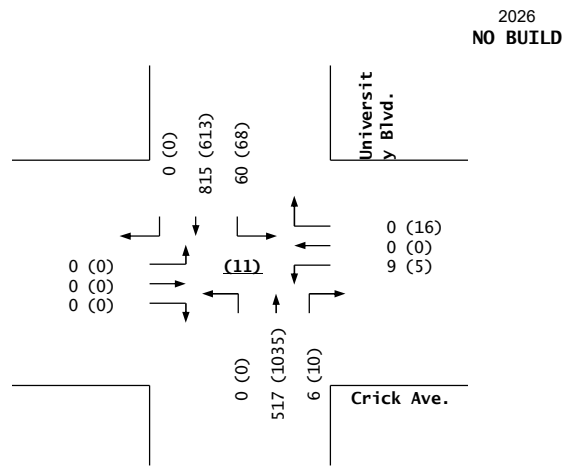
4.00%

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
Albuquerque Studios DATA YR. 2026	0	0	0	9	0	0	0	75	0	0	341	0
Subtotal (NO BUILD - A.M.)	0	0	0	9	0	0	0	517	6	60	815	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	530	6	60	838	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	530	6	60	838	0

	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
Albuquerque Studios DATA YR. 2026	0	0	0	5	0	16	0	459	6	27	212	0
Subtotal (NO BUILD - P.M.)	0	0	0	5	0	16	0	1,035	10	68	613	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	1,208	10	68	938	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	1,208	10	68	938	0

Number of Commercial Trips Generated	Entering	Exiting	A.M.	100% Commercial Development
	25	14		
	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.**

(12)

N-S Street: **University Blvd.**Year of Existing Counts
Implementation Year

2021

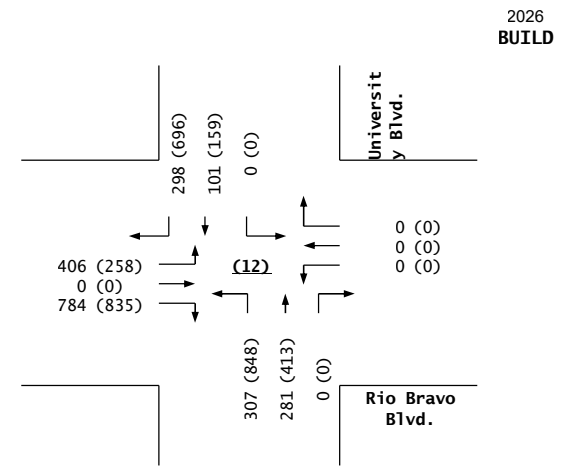
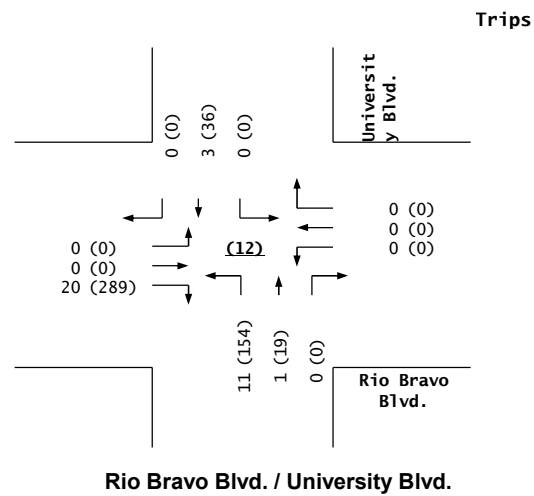
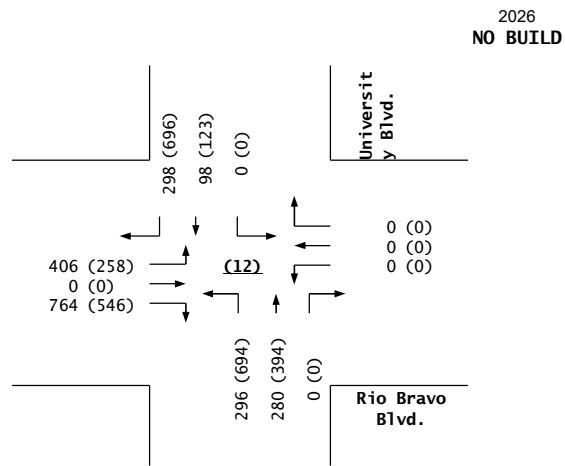
2026

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
Albuquerque Studios DATA YR. 2026	0	0	303	0	0	0	67	8	0	0	38	0
Subtotal (NO BUILD - A.M.)	406	0	764	0	0	0	296	280	0	0	98	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	784	0	0	0	307	281	0	0	101	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	784	0	0	0	307	281	0	0	101	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
Albuquerque Studios DATA YR. 2026	0	0	212	0	0	0	420	51	0	0	27	0
Subtotal (NO BUILD - P.M.)	258	0	546	0	0	0	694	394	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	835	0	0	0	848	413	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	835	0	0	0	848	413	0	0	159	696

Number of Commercial Trips Generated	Entering	Exiting	A.M.	100% Commercial Development
	25	14		
	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
Implementation Year

2021

2026

Growth Rates

4.00%

4.00%

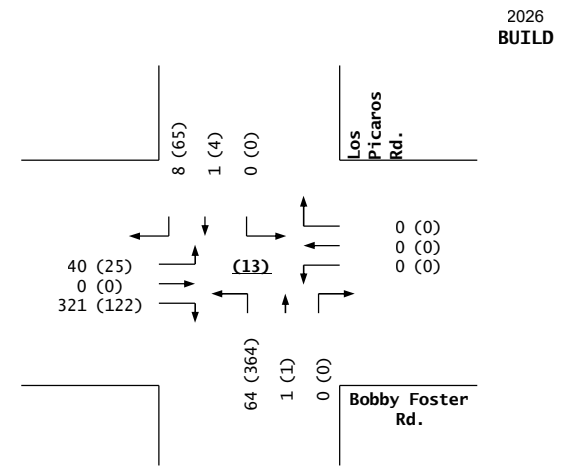
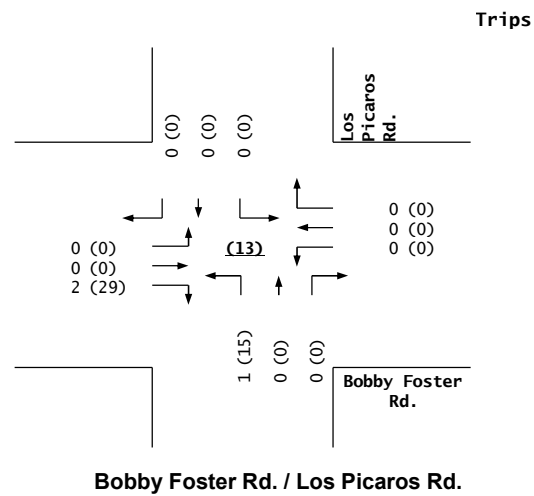
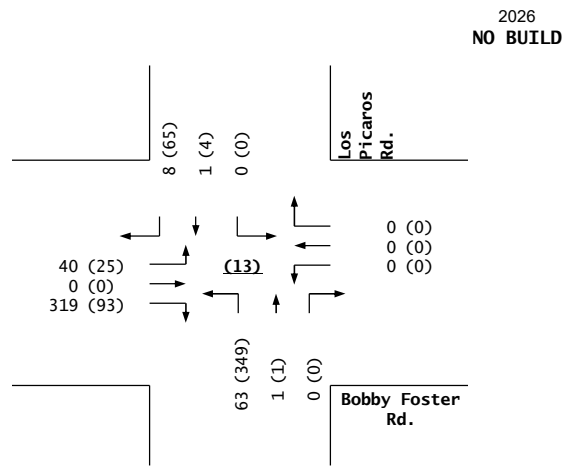
4.00%

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
Albuquerque Studios DATA YR. 2026	0	0	183	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	40	0	319	0	0	0	63	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	321	0	0	0	64	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	321	0	0	0	64	1	0	0	1	8

	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
Albuquerque Studios DATA YR. 2026	0	0	59	0	0	0	252	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	25	0	93	0	0	0	349	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	122	0	0	0	364	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	122	0	0	0	364	1	0	0	4	65

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



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

(14)

Year of Existing Counts 2021
Implementation Year 2026

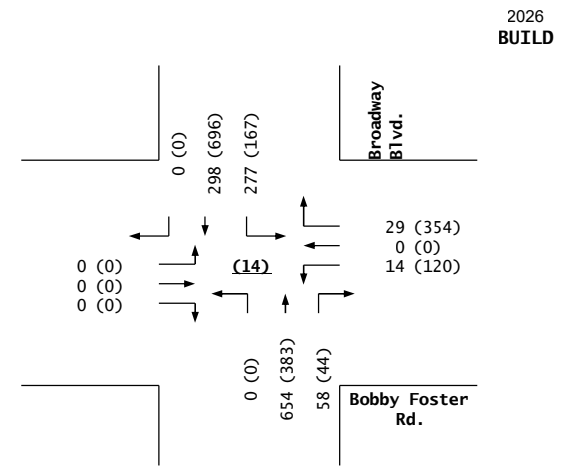
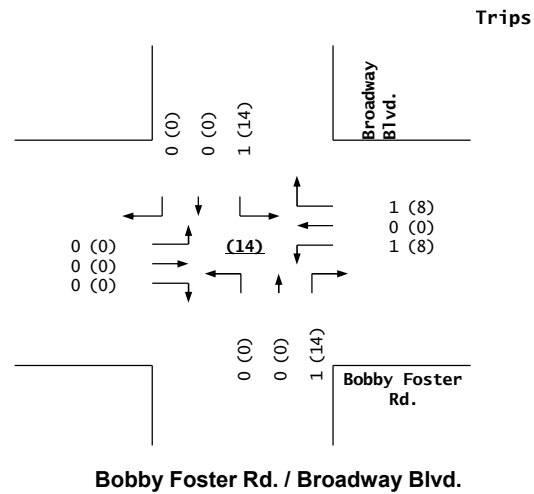
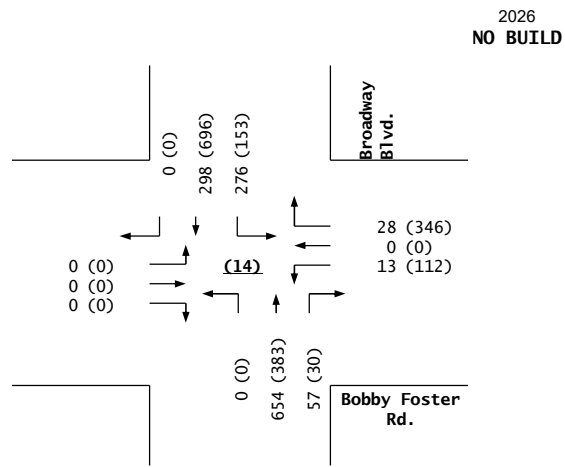
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	0	20	163	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	13	0	28	0	654	57	276	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	29	0	654	58	277	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	29	0	654	58	277	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
Albuquerque Studios DATA YR. 2026	0	0	0	28	0	224	0	0	7	52	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	112	0	346	0	383	30	153	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	354	0	383	44	167	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	354	0	383	44	167	696	0

Number of Commercial Trips Generated

Entering	25	14	A.M.	100% Commercial Development
Exiting	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

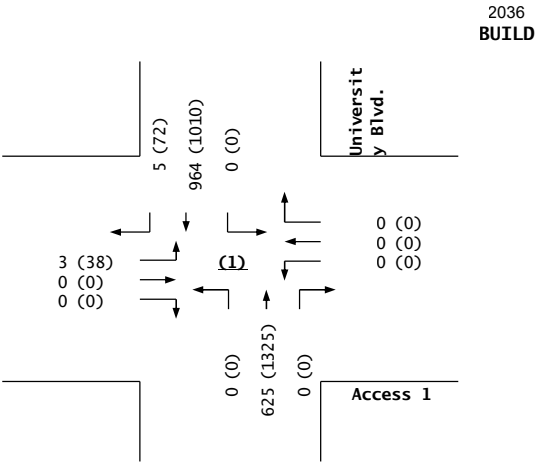
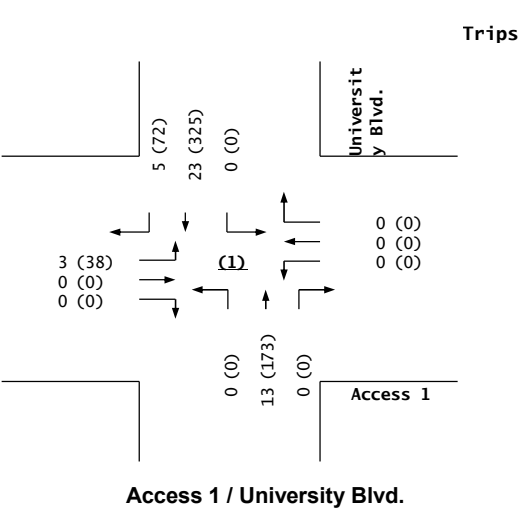
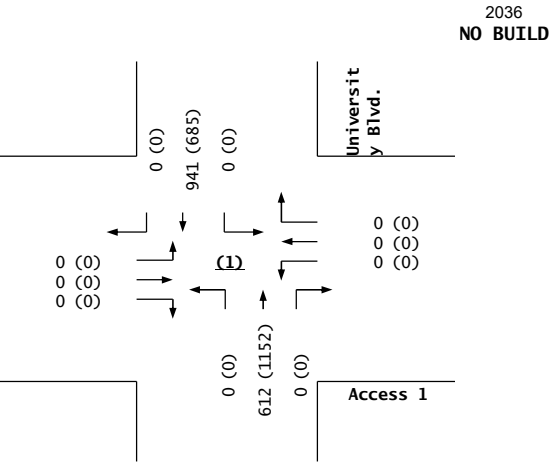
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	612	0	0	941	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	625	0	0	964	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	625	0	0	964	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,152	0	0	685	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	1,325	0	0	1,010	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	1,325	0	0	1,010	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

Horizon Year

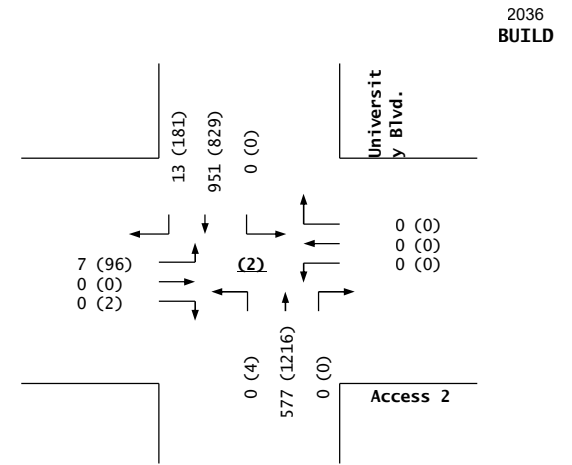
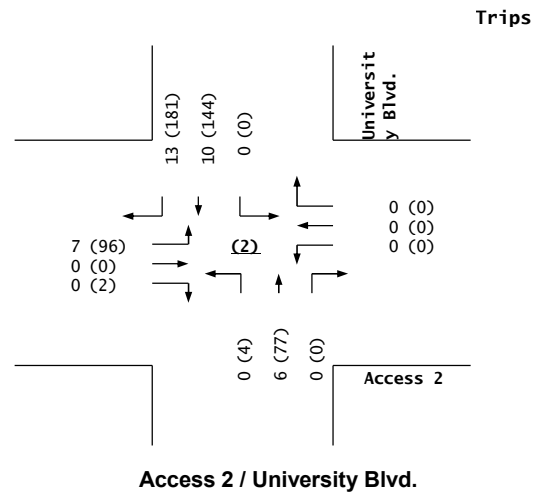
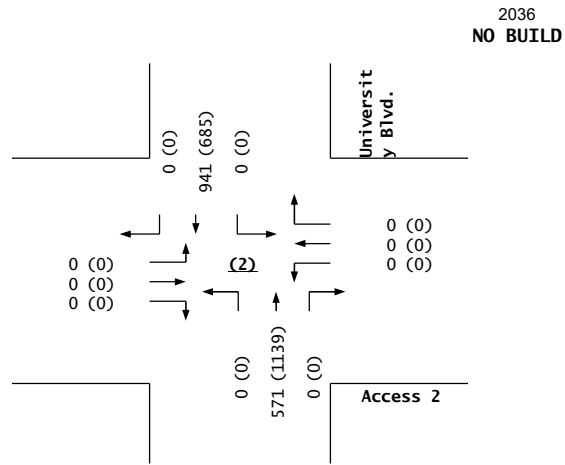
2036

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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	571	0	0	941	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	577	0	0	951	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	577	0	0	951	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,139	0	0	685	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	1,216	0	0	829	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	1,216	0	0	829	181

Number of Commercial Trips Generated	Entering	Exiting	A.M.	100% Commercial Development
	25	14		
	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
Horizon Year

2021

2036

Growth Rates

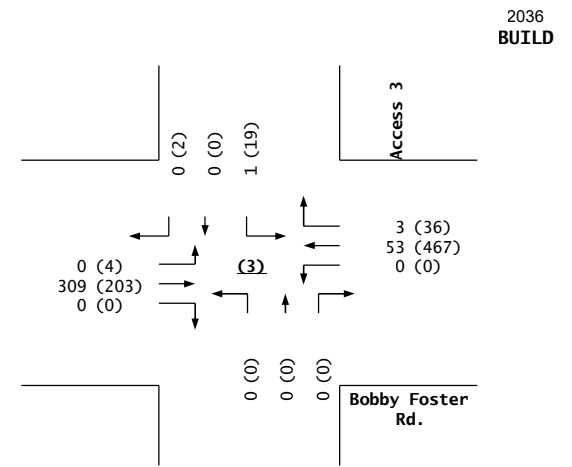
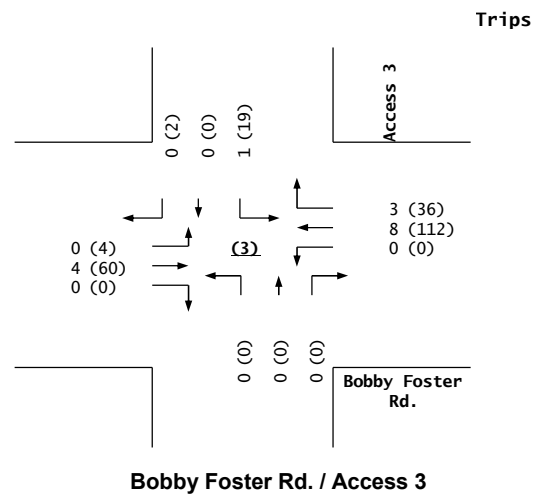
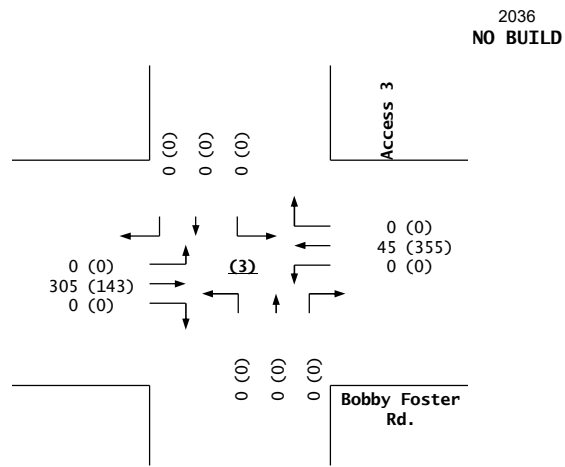
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 3)			Southbound (Access 3)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	12	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	90	0	0	43	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	305	0	0	45	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	309	0	0	53	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	309	0	0	53	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	143	0	0	355	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	203	0	0	467	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	203	0	0	467	36	0	0	0	19	0	2

297

Number of Commercial Trips Generated

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



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

Projected Turning Movements Worksheet

Bobby Foster Rd. / Access 4

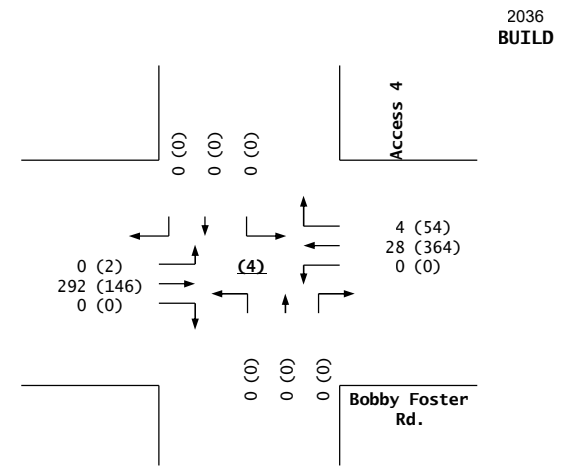
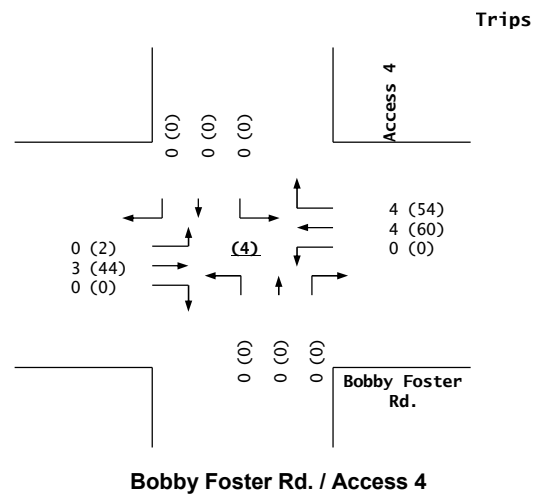
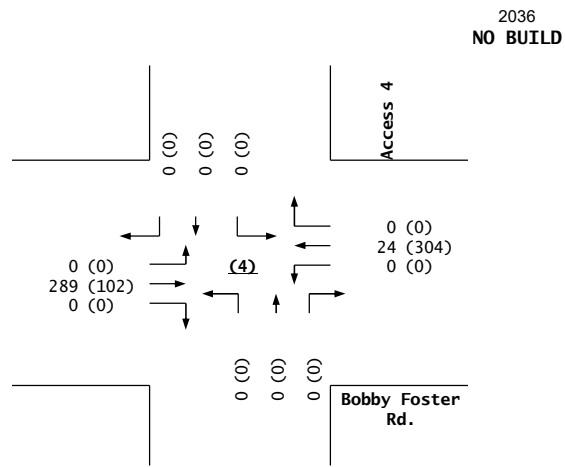
INTERSECTION: E-W Street: **Bobby Foster Rd.** (4)
N-S Street: **Access 4**

Year of Existing Counts 2021
Horizon Year 2036

	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
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	289	0	0	24	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	292	0	0	28	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	292	0	0	28	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	102	0	0	304	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	146	0	0	364	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	146	0	0	364	54	0	0	0	0	0	0

Number of Commercial Trips Generated
 Entering 25 Exiting 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
Horizon Year

2021

2036

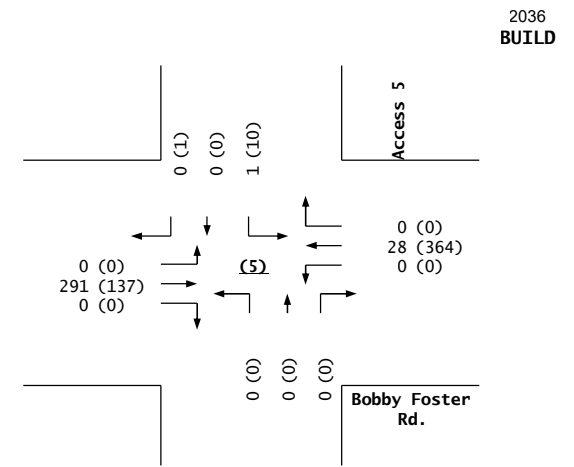
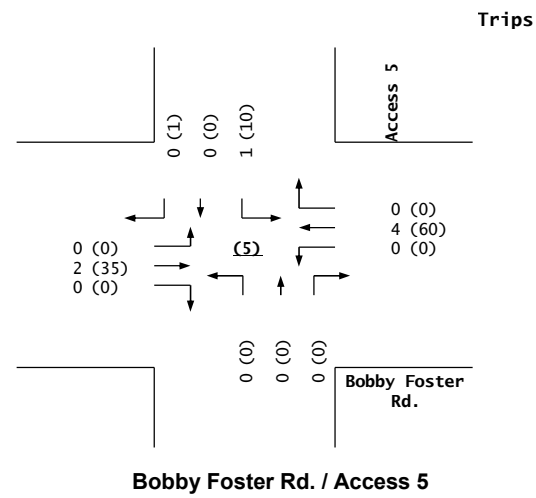
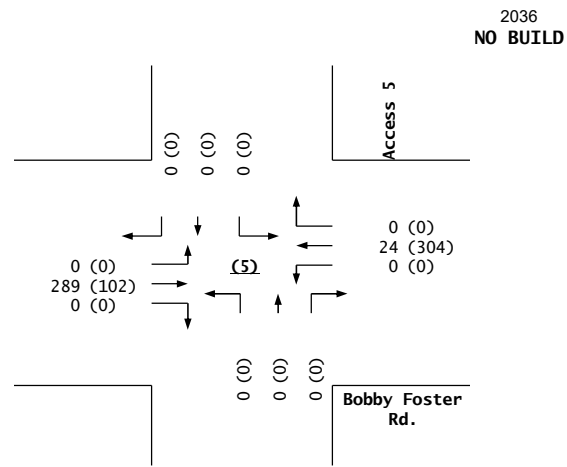
Growth Rates

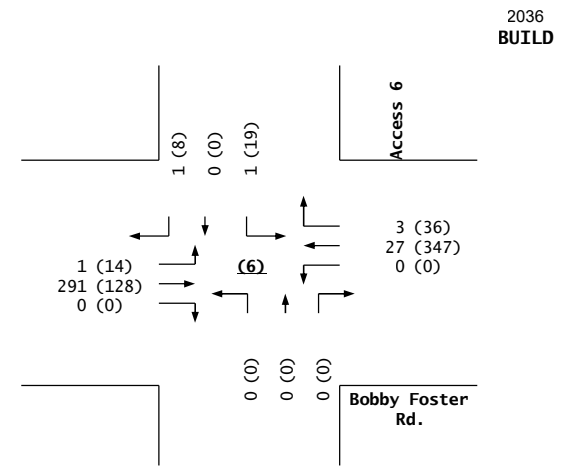
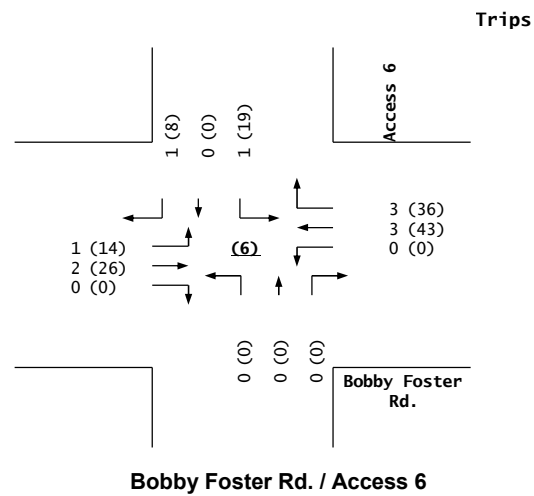
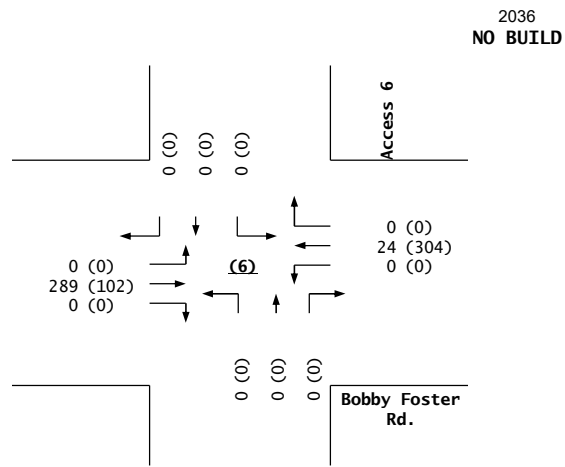
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (Access 5)			Southbound (Access 5)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	20	0	0	1	0	0	0	0	0	0	0
Background Traffic Growth	0	12	0	0	1	0	0	0	0	0	0	0
Montage Units DATA YR. 2023	0	74	0	0	22	0	0	0	0	0	0	0
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	289	0	0	24	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	291	0	0	28	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	291	0	0	28	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	102	0	0	304	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	137	0	0	364	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	137	0	0	364	0	0	0	0	10	0	1

Number of Commercial Trips Generated

Entering	25	14	A.M.	100% Commercial Development
Exiting	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

Horizon Year

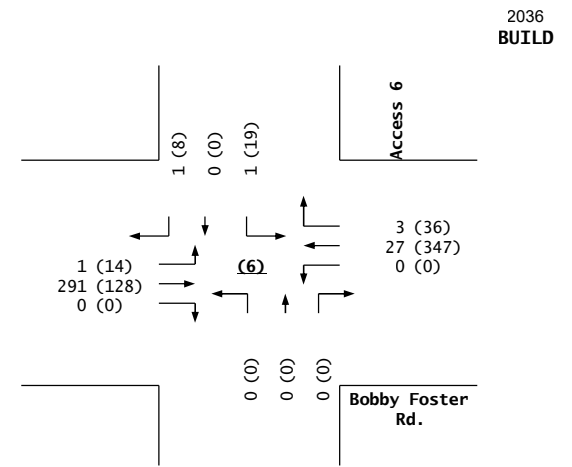
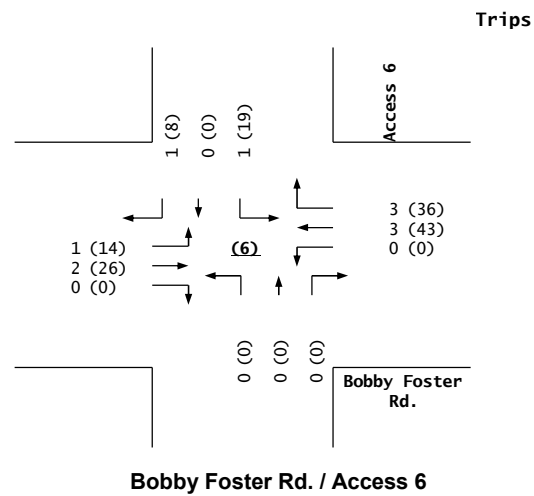
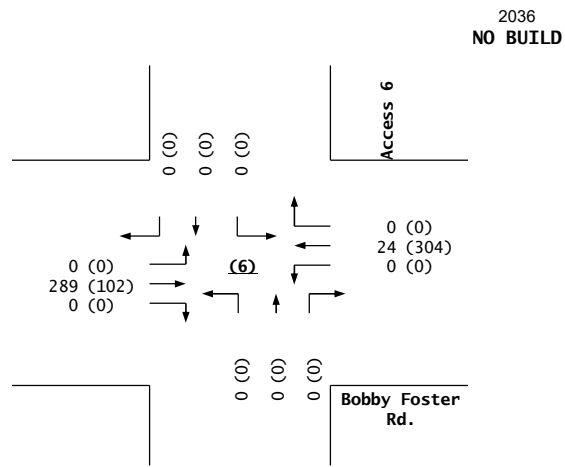
2036

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
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	289	0	0	24	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	292	0	0	24	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	292	0	0	24	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	102	0	0	304	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	130	0	0	308	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	130	0	0	308	18	0	0	0	0	0	0

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



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
Horizon Year

2021

2036

Growth Rates

4.00%

102

4.00%

4.00%

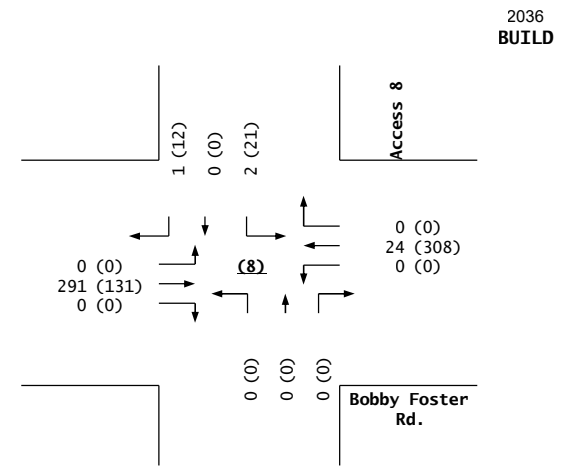
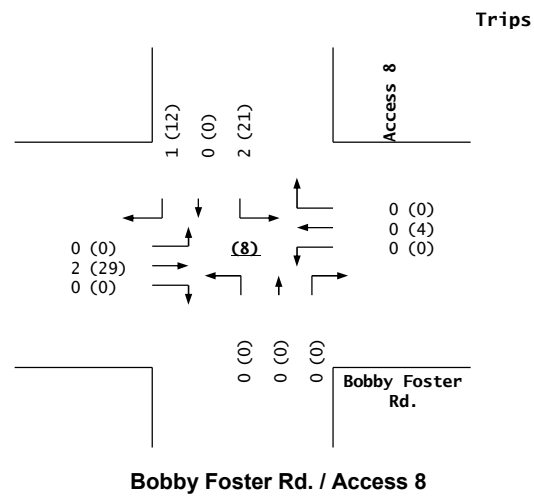
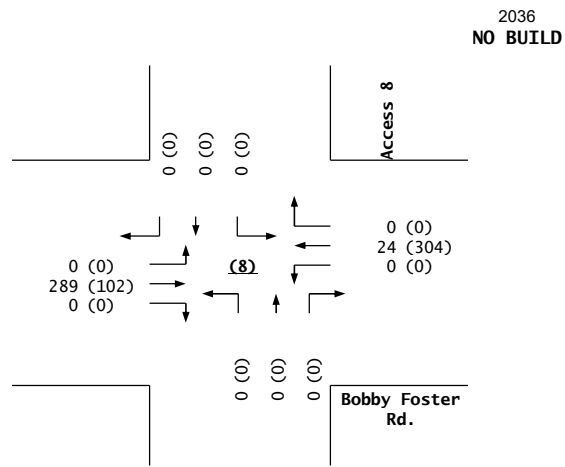
4.00%

	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
Albuquerque Studios DATA YR. 2026	0	183	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	289	0	0	24	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	291	0	0	24	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	291	0	0	24	0	0	0	0	2	0	1

	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
Albuquerque Studios DATA YR. 2026	0	59	0	0	252	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	102	0	0	304	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	131	0	0	308	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	131	0	0	308	0	0	0	0	21	0	12

Number of Commercial Trips Generated

Entering	25	14	A.M.	100% Commercial Development
Exiting	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
Horizon Year 2036

Growth Rates

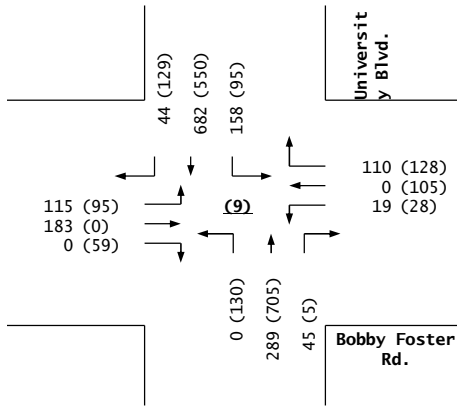
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Bobby Foster Rd.)			Westbound (Bobby Foster Rd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	1	0	41	0	68	8	99	171	0
Background Traffic Growth	0	0	0	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
Albuquerque Studios DATA YR. 2026	0	183	0	17	0	44	0	75	24	0	331	0
Subtotal (NO BUILD - A.M.)	115	183	0	19	0	110	0	289	45	158	682	44
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	121	183	0	19	0	110	0	289	45	158	682	54
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	121	183	0	19	0	110	0	289	45	158	682	54

	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
Albuquerque Studios DATA YR. 2026	0	0	59	20	105	50	130	378	0	37	252	17
Subtotal (NO BUILD - P.M.)	95	0	59	28	105	128	130	705	5	95	550	129
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	172	0	61	28	105	128	134	709	5	95	552	273
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	172	0	61	28	105	128	134	709	5	95	552	273

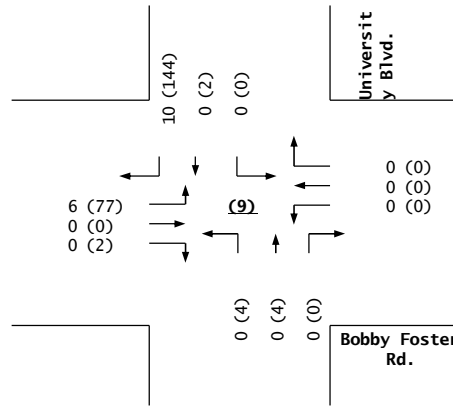
Number of Commercial Trips Generated

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

2036
NO BUILD

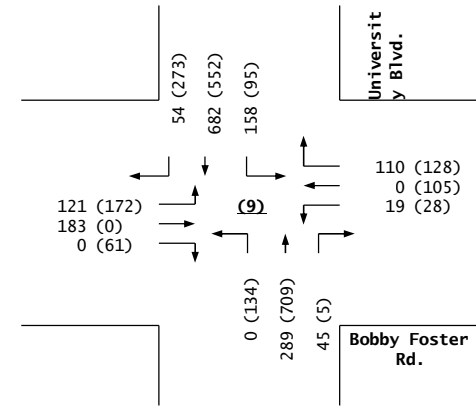


Trips



Bobby Foster Rd. / University Blvd.

2036
BUILD



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

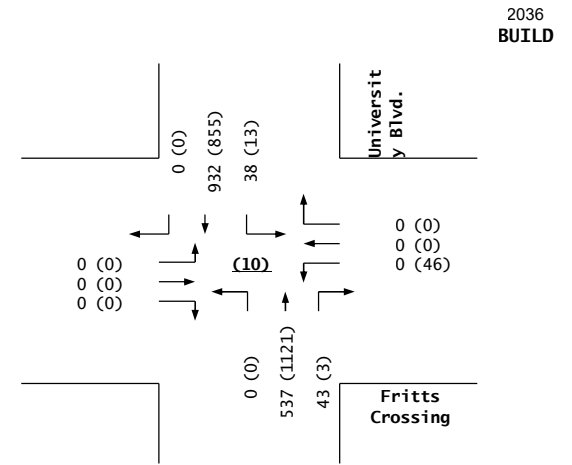
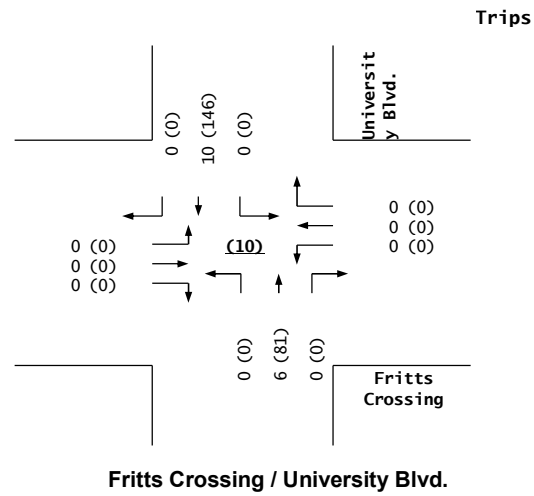
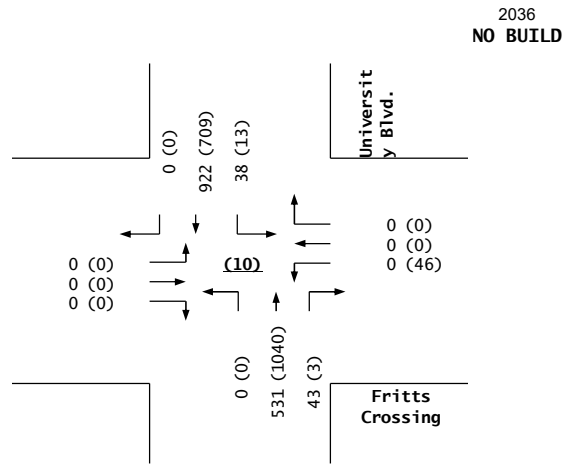
2036

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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	75	0	0	350	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	531	43	38	922	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	537	43	38	932	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	537	43	38	932	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	459	0	0	217	0
Subtotal (NO BUILD - P.M.)	0	0	0	46	0	0	0	1,040	3	13	709	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	46	0	0	0	1,121	3	13	855	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	46	0	0	0	1,121	3	13	855	0

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



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
Horizon Year

2021

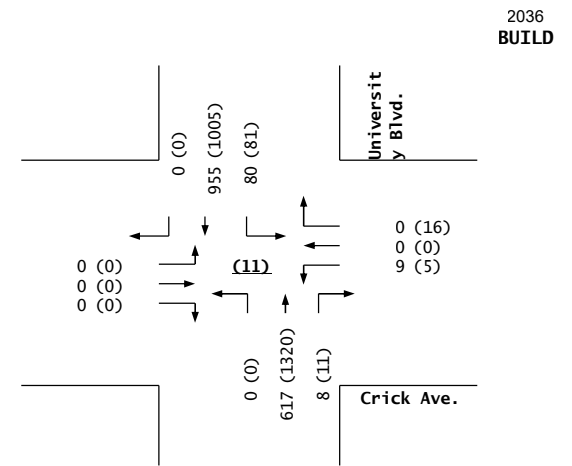
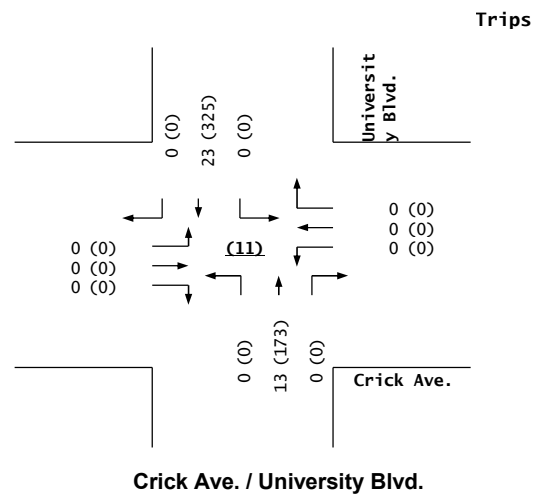
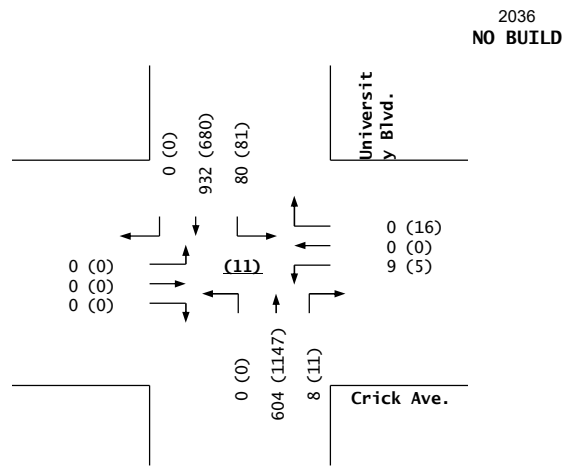
2036

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
Albuquerque Studios DATA YR. 2026	0	0	0	9	0	0	0	75	0	0	341	0
Subtotal (NO BUILD - A.M.)	0	0	0	9	0	0	0	604	8	80	932	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	617	8	80	955	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	617	8	80	955	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
Albuquerque Studios DATA YR. 2026	0	0	0	5	0	16	0	459	6	27	212	0
Subtotal (NO BUILD - P.M.)	0	0	0	5	0	16	0	1,147	11	81	680	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	1,320	11	81	1,005	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	1,320	11	81	1,005	0

Number of Commercial Trips Generated	Entering	Exiting	A.M.	100% Commercial Development
	25	14		
	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.**

(12)

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

Year of Existing Counts

2021

Horizon Year

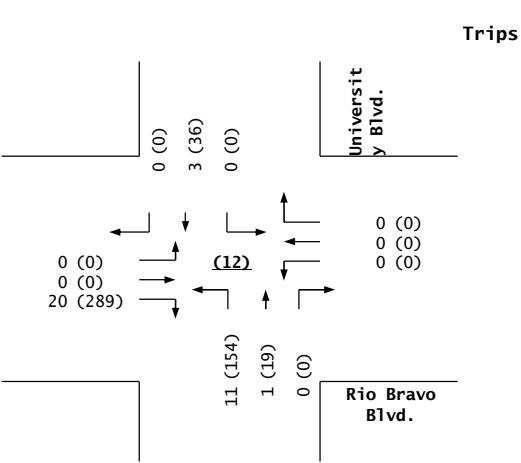
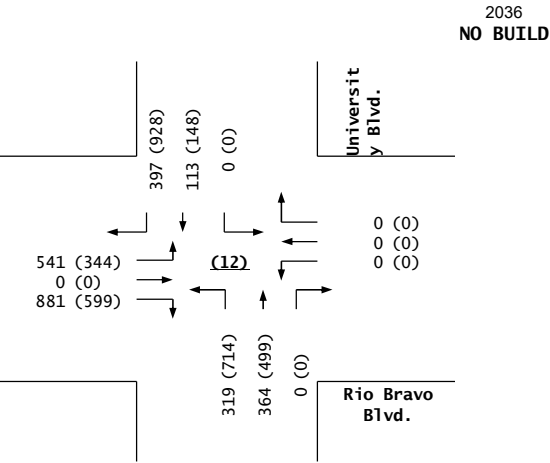
2036

Growth Rates

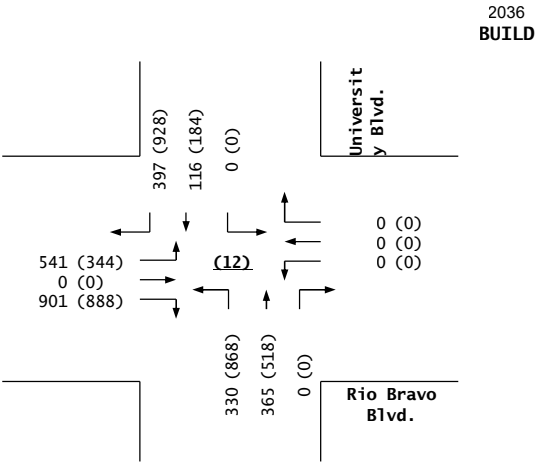
	4.00%			4.00%			4.00%			4.00%		
	Eastbound (Rio Bravo Blvd.)			Westbound (Rio Bravo Blvd.)			Northbound (University Blvd.)			Southbound (University Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	338	0	293	0	0	0	58	210	0	0	39	248
Background Traffic Growth	203	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
Albuquerque Studios DATA YR. 2026	0	0	303	0	0	0	67	8	0	0	38	0
Subtotal (NO BUILD - A.M.)	541	0	881	0	0	0	319	364	0	0	113	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	901	0	0	0	330	365	0	0	116	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	901	0	0	0	330	365	0	0	116	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
Albuquerque Studios DATA YR. 2026	0	0	212	0	0	0	420	51	0	0	27	0
Subtotal (NO BUILD - P.M.)	344	0	599	0	0	0	714	499	0	0	148	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	888	0	0	0	868	518	0	0	184	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	888	0	0	0	868	518	0	0	184	928

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



Rio Bravo Blvd. / University Blvd.



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

(13)

Year of Existing Counts 2021
Horizon Year 2036

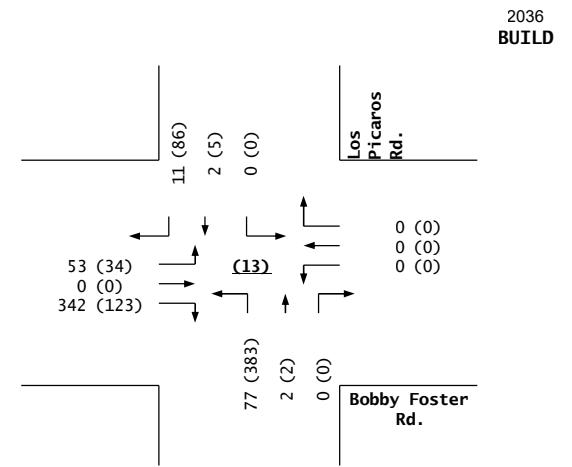
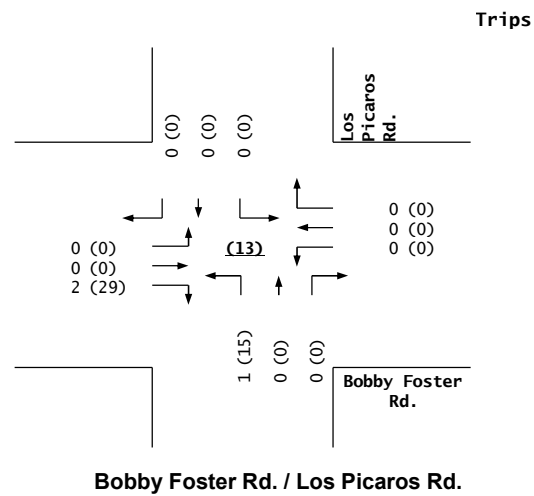
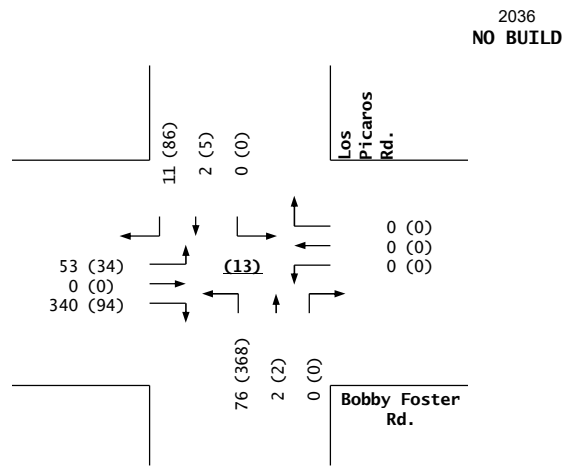
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	0	183	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	53	0	340	0	0	0	76	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	342	0	0	0	77	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	342	0	0	0	77	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
Albuquerque Studios DATA YR. 2026	0	0	59	0	0	0	252	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	34	0	94	0	0	0	368	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	123	0	0	0	383	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	123	0	0	0	383	2	0	0	5	86

Number of Commercial Trips Generated

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



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

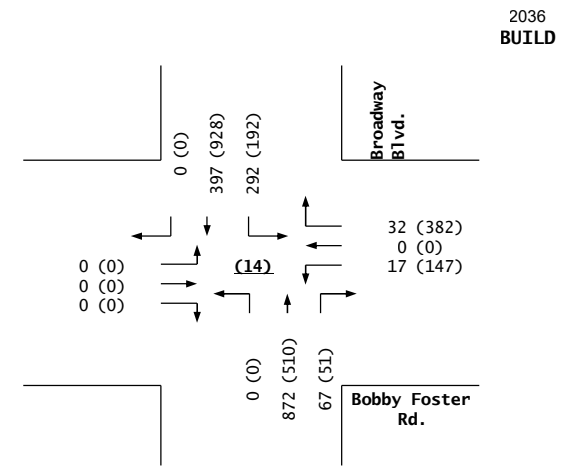
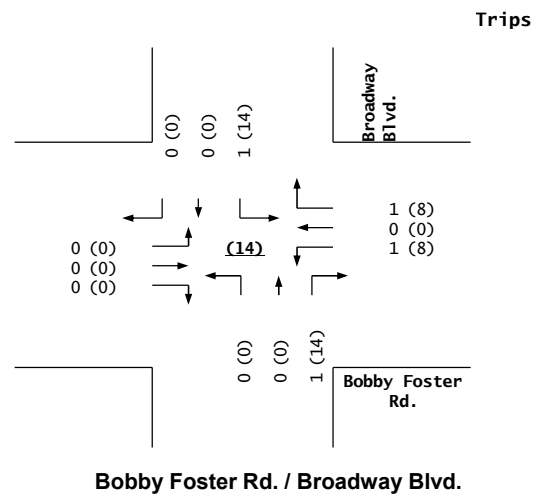
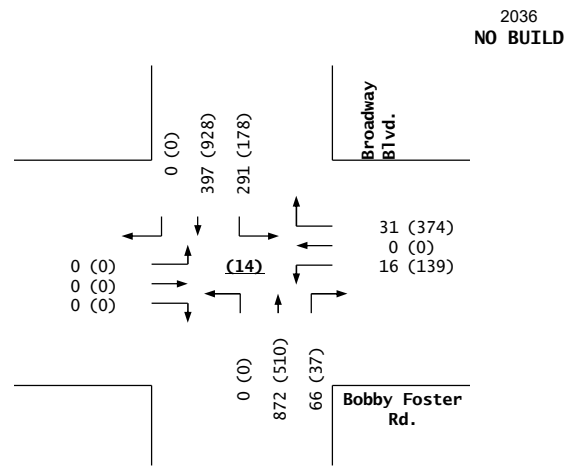
Growth Rates

	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
Albuquerque Studios DATA YR. 2026	0	0	0	0	0	0	0	0	20	163	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	16	0	31	0	872	66	291	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	17	0	32	0	872	67	292	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	17	0	32	0	872	67	292	397	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	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
Albuquerque Studios DATA YR. 2026	0	0	0	28	0	224	0	0	7	52	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	139	0	374	0	510	37	178	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	147	0	382	0	510	51	192	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	147	0	382	0	510	51	192	928	0

Number of Commercial Trips Generated

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



Intersection 1

University Blvd. & Access 1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	523	824	0
Future Vol, veh/h	0	0	0	523	824	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	523	824	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1347	412	824	0	-	0
Stage 1	824	-	-	-	-	-
Stage 2	523	-	-	-	-	-
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	154	590	804	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	590	804	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	594	-	-	-	-	-

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)	804	-	-	-	-
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	536	847	5
Future Vol, veh/h	3	0	0	536	847	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	536	847	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1386	426	852	0	-	0
Stage 1	850	-	-	-	-	-
Stage 2	536	-	-	-	-	-
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	145	578	785	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	578	785	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	785	- 272	-	-
HCM Lane V/C Ratio	-	- 0.011	-	-
HCM Control Delay (s)	0	- 18.4	-	-
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	1039	618	0
Future Vol, veh/h	0	0	0	1039	618	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	1039	618	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1657	309	618	0	-	0
Stage 1	618	-	-	-	-	-
Stage 2	1039	-	-	-	-	-
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	98	688	960	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	98	688	960	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	340	-	-	-	-	-

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)	960	-	-	-	-
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	1212	943	72
Future Vol, veh/h	38	0	0	1212	943	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	1212	943	72

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2191	508	1015
Stage 1	979	-	-
Stage 2	1212	-	-
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	44	511	681
Stage 1	326	-	-
Stage 2	281	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	44	511	681
Mov Cap-2 Maneuver	158	-	-
Stage 1	326	-	-
Stage 2	281	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	158	-	-
HCM Lane V/C Ratio	-	-	0.241	-	-
HCM Control Delay (s)	0	-	34.8	-	-
HCM Lane LOS	A	-	D	-	-
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	612	941	0
Future Vol, veh/h	0	0	0	612	941	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	612	941	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1553	471	941
Stage 1	941	-	-
Stage 2	612	-	-
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	114	540	726
Stage 1	341	-	-
Stage 2	540	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	114	540	726
Mov Cap-2 Maneuver	239	-	-
Stage 1	341	-	-
Stage 2	540	-	-

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)	726	-	-	-	-
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	625	964	5
Future Vol, veh/h	3	0	0	625	964	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	625	964	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1592	485	969	0	-	0
Stage 1	967	-	-	-	-	-
Stage 2	625	-	-	-	-	-
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	108	529	709	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	529	709	-	-	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	533	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	709	-	232	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	20.7	-	-
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	1152	685	0
Future Vol, veh/h	0	0	0	1152	685	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	1152	685	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1837	343	685
Stage 1	685	-	-
Stage 2	1152	-	-
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	75	654	906
Stage 1	463	-	-
Stage 2	300	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	75	654	906
Mov Cap-2 Maneuver	198	-	-
Stage 1	463	-	-
Stage 2	300	-	-

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)	906	-	-	-	-
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	1325	1010	72
Future Vol, veh/h	38	0	0	1325	1010	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	1325	1010	72
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2371	541	1082	0	-	0
Stage 1	1046	-	-	-	-	-
Stage 2	1325	-	-	-	-	-
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	~ 33	486	642	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 33	486	642	-	-	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	40.2	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	642	-	139	-	-	
HCM Lane V/C Ratio	-	-	0.273	-	-	
HCM Control Delay (s)	0	-	40.2	-	-	
HCM Lane LOS	A	-	E	-	-	
HCM 95th %tile Q(veh)	0	-	1	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection 2

Access 2 & University Blvd.

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	492	824	0
Future Vol, veh/h	0	0	0	492	824	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	85	-	-	-
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	492	824	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1316	824	824
Stage 1	824	-	-
Stage 2	492	-	-
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	174	373	806
Stage 1	431	-	-
Stage 2	615	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	174	373	806
Mov Cap-2 Maneuver	307	-	-
Stage 1	431	-	-
Stage 2	615	-	-

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)	806	-	-	-	-	-
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	498	834	13
Future Vol, veh/h	7	0	0	498	834	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	85	-	-	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	0	0	498	834	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1332	834	847	0	-	0
Stage 1	834	-	-	-	-	-
Stage 2	498	-	-	-	-	-
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	170	368	790	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	368	790	-	-	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	611	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	790	-	362	-	-	-
HCM Lane V/C Ratio	-	-	0.019	-	-	-
HCM Control Delay (s)	0	-	15.1	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	1029	618	0
Future Vol, veh/h	0	0	0	1029	618	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	85	-	-	-
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	1029	618	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1647	618	618	0	-	0
Stage 1	618	-	-	-	-	-
Stage 2	1029	-	-	-	-	-
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	109	489	962	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	489	962	-	-	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	345	-	-	-	-	-

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)	962	-	-	-	-	-
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	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	2	4	1106	762	181
Future Vol, veh/h	96	2	4	1106	762	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	85	-	-	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	96	2	4	1106	762	181
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1876	762	943	0	-	0
Stage 1	762	-	-	-	-	-
Stage 2	1114	-	-	-	-	-
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	~ 79	405	727	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 79	405	727	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	27	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	727	-	255	405	-	-
HCM Lane V/C Ratio	0.006	-	0.376	0.005	-	-
HCM Control Delay (s)	10	-	27.3	13.9	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	1.6	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	571	941	0
Future Vol, veh/h	0	0	0	571	941	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	85	-	-	-
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	571	941	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1512	941	941	0	-	0
Stage 1	941	-	-	-	-	-
Stage 2	571	-	-	-	-	-
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	132	319	729	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	132	319	729	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	565	-	-	-	-	-

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)	729	-	-	-	-	-
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	577	951	13
Future Vol, veh/h	7	0	0	577	951	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	85	-	-	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	0	0	577	951	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1528	951	964	0	-	0
Stage 1	951	-	-	-	-	-
Stage 2	577	-	-	-	-	-
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	129	315	714	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	315	714	-	-	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	714	-	316	-	-	-
HCM Lane V/C Ratio	-	-	0.022	-	-	-
HCM Control Delay (s)	0	-	16.7	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	1139	685	0
Future Vol, veh/h	0	0	0	1139	685	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	85	-	-	-
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	1139	685	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1824	685	685	0	-	0
Stage 1	685	-	-	-	-	-
Stage 2	1139	-	-	-	-	-
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	85	448	908	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	448	908	-	-	-
Mov Cap-2 Maneuver	209	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	305	-	-	-	-	-

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)	908	-	-	-	-	-
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	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	2	4	1216	829	181
Future Vol, veh/h	96	2	4	1216	829	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	85	-	-	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	96	2	4	1216	829	181
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2053	829	1010	0	-	0
Stage 1	829	-	-	-	-	-
Stage 2	1224	-	-	-	-	-
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	~ 61	370	686	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 61	370	686	-	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	31.6	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	686	-	226	370	-	-
HCM Lane V/C Ratio	0.006	-	0.425	0.005	-	-
HCM Control Delay (s)	10.3	-	32	14.8	-	-
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 3

Newhall Dr./Access 3 & Bobby Foster Rd.

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	297	0	0	44	0	0	0	0	0	0	0
Future Vol, veh/h	0	297	0	0	44	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	-	-	-	-	-	-	-	-	-	-	-	-
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	297	0	0	44	0	0	0	0	0	0	0

Major/Minor	Major1		Major2			Minor1		Minor2				
Conflicting Flow All	44	0	-	-	-	0	319	341	149	193	341	22
Stage 1	-	-	-	-	-	-	297	297	-	44	44	-
Stage 2	-	-	-	-	-	-	22	44	-	149	297	-
Critical Hdwy	4.14	-	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1563	-	0	0	-	-	610	580	871	749	580	1050
Stage 1	-	-	0	0	-	-	687	666	-	965	858	-
Stage 2	-	-	0	0	-	-	993	858	-	838	666	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1563	-	-	-	-	-	610	580	871	749	580	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	610	580	-	749	580	-
Stage 1	-	-	-	-	-	-	687	666	-	965	858	-
Stage 2	-	-	-	-	-	-	993	858	-	838	666	-

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)	-	1563	-	-	-	-
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	301	0	0	52	3	0	0	0	1	0	0
Future Vol, veh/h	1	301	0	0	52	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	-	-	-	-	-	-	-	-	-	-	-	-
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	301	0	0	52	3	0	0	0	1	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	55	0	-	-	0	329	358	151	207	357	28	
Stage 1	-	-	-	-	-	303	303	-	54	54	-	
Stage 2	-	-	-	-	-	26	55	-	153	303	-	
Critical Hdwy	4.14	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	1548	-	0	0	-	600	567	868	732	568	1041	
Stage 1	-	-	0	0	-	681	662	-	952	849	-	
Stage 2	-	-	0	0	-	988	848	-	834	662	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1548	-	-	-	-	599	566	868	731	567	1041	
Mov Cap-2 Maneuver	-	-	-	-	-	599	566	-	731	567	-	
Stage 1	-	-	-	-	-	680	661	-	951	849	-	
Stage 2	-	-	-	-	-	988	848	-	833	661	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1548	-	-	-	731
HCM Lane V/C Ratio	-	0.001	-	-	-	0.001
HCM Control Delay (s)	0	7.3	0	-	-	9.9
HCM Lane LOS	A	A	A	-	-	A
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	140	0	0	352	0	0	0	0	0	0	0
Future Vol, veh/h	0	140	0	0	352	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	-	-	-	-	-	-	-	-	-	-	-	-
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	140	0	0	352	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		Minor2				
Conflicting Flow All	352	0	-	-	-	-	0	316	492	70	422	492	176
Stage 1	-	-	-	-	-	-	-	140	140	-	352	352	-
Stage 2	-	-	-	-	-	-	-	176	352	-	70	140	-
Critical Hdwy	4.14	-	-	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1203	-	0	0	-	-	-	613	476	978	516	476	837
Stage 1	-	-	0	0	-	-	-	849	780	-	638	630	-
Stage 2	-	-	0	0	-	-	-	809	630	-	932	780	-
Platoon blocked, %		-			-	-							
Mov Cap-1 Maneuver	1203	-	-	-	-	-	-	613	476	978	516	476	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	613	476	-	516	476	-
Stage 1	-	-	-	-	-	-	-	849	780	-	638	630	-
Stage 2	-	-	-	-	-	-	-	809	630	-	932	780	-

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)	-	1203	-	-	-	-
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	200	0	0	464	36	0	0	0	19	0	2
Future Vol, veh/h	4	200	0	0	464	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	-	-	-	-	-	-	-	-	-	-	-	-
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	200	0	0	464	36	0	0	0	19	0	2

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	500	0	-	-	-	0	440	708	100	590	690	250	
Stage 1	-	-	-	-	-	-	208	208	-	482	482	-	
Stage 2	-	-	-	-	-	-	232	500	-	108	208	-	
Critical Hdwy	4.14	-	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	1060	-	0	0	-	-	501	358	936	391	367	750	
Stage 1	-	-	0	0	-	-	775	729	-	534	552	-	
Stage 2	-	-	0	0	-	-	750	541	-	886	729	-	
Platoon blocked, %		-			-	-							
Mov Cap-1 Maneuver	1060	-	-	-	-	-	498	357	936	390	366	750	
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	357	-	390	366	-	
Stage 1	-	-	-	-	-	-	772	726	-	532	552	-	
Stage 2	-	-	-	-	-	-	748	541	-	882	726	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	14.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1060	-	-	-	409
HCM Lane V/C Ratio	-	0.004	-	-	-	0.051
HCM Control Delay (s)	0	8.4	0	-	-	14.3
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	305	0	0	45	0	0	0	0	0	0	0
Future Vol, veh/h	0	305	0	0	45	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	-	-	-	-	-	-	-	-	-	-	-	-
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	305	0	0	45	0	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	45	0	-	-	-	0	328	350	153	198	350	23
Stage 1	-	-	-	-	-	-	305	305	-	45	45	-
Stage 2	-	-	-	-	-	-	23	45	-	153	305	-
Critical Hdwy	4.14	-	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1561	-	0	0	-	-	601	573	866	743	573	1048
Stage 1	-	-	0	0	-	-	680	661	-	963	857	-
Stage 2	-	-	0	0	-	-	992	857	-	834	661	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1561	-	-	-	-	-	601	573	866	743	573	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	601	573	-	743	573	-
Stage 1	-	-	-	-	-	-	680	661	-	963	857	-
Stage 2	-	-	-	-	-	-	992	857	-	834	661	-

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)	-	1561	-	-	-	-
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	309	0	0	53	3	0	0	0	1	0	0
Future Vol, veh/h	1	309	0	0	53	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	-	-	-	-	-	-	-	-	-	-	-	-
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	309	0	0	53	3	0	0	0	1	0	0

Major/Minor	Major1		Major2			Minor1		Minor2				
Conflicting Flow All	56	0	-	-	-	0	338	367	155	212	366	28
Stage 1	-	-	-	-	-	-	311	311	-	55	55	-
Stage 2	-	-	-	-	-	-	27	56	-	157	311	-
Critical Hdwy	4.14	-	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1547	-	0	0	-	-	592	560	863	726	561	1041
Stage 1	-	-	0	0	-	-	674	657	-	951	848	-
Stage 2	-	-	0	0	-	-	987	848	-	829	657	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1547	-	-	-	-	-	591	559	863	725	560	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	591	559	-	725	560	-
Stage 1	-	-	-	-	-	-	673	656	-	950	848	-
Stage 2	-	-	-	-	-	-	987	848	-	828	656	-

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)	-	1547	-	-	-	725
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	143	0	0	355	0	0	0	0	0	0	0
Future Vol, veh/h	0	143	0	0	355	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	-	-	-	-	-	-	-	-	-	-	-	-
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	143	0	0	355	0	0	0	0	0	0	0

Major/Minor	Major1		Major2			Minor1		Minor2				
Conflicting Flow All	355	0	-	-	-	0	321	498	72	427	498	178
Stage 1	-	-	-	-	-	-	143	143	-	355	355	-
Stage 2	-	-	-	-	-	-	178	355	-	72	143	-
Critical Hdwy	4.14	-	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1200	-	0	0	-	-	608	472	975	512	472	834
Stage 1	-	-	0	0	-	-	845	778	-	635	628	-
Stage 2	-	-	0	0	-	-	806	628	-	929	778	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1200	-	-	-	-	-	608	472	975	512	472	834
Mov Cap-2 Maneuver	-	-	-	-	-	-	608	472	-	512	472	-
Stage 1	-	-	-	-	-	-	845	778	-	635	628	-
Stage 2	-	-	-	-	-	-	806	628	-	929	778	-

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)	-	1200	-	-	-	-
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	203	0	0	467	36	0	0	0	19	0	2
Future Vol, veh/h	4	203	0	0	467	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	-	-	-	-	-	-	-	-	-	-	-	-
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	203	0	0	467	36	0	0	0	19	0	2

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	503	0	-	-	-	0	445	714	102	595	696	252
Stage 1	-	-	-	-	-	-	211	211	-	485	485	-
Stage 2	-	-	-	-	-	-	234	503	-	110	211	-
Critical Hdwy	4.14	-	-	-	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1058	-	0	0	-	-	497	355	933	388	364	748
Stage 1	-	-	0	0	-	-	771	726	-	532	550	-
Stage 2	-	-	0	0	-	-	748	540	-	883	726	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1058	-	-	-	-	-	494	354	933	387	363	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	494	354	-	387	363	-
Stage 1	-	-	-	-	-	-	768	723	-	530	550	-
Stage 2	-	-	-	-	-	-	746	540	-	879	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	0	14.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1058	-	-	-	406
HCM Lane V/C Ratio	-	0.004	-	-	-	0.052
HCM Control Delay (s)	0	8.4	0	-	-	14.4
HCM Lane LOS	A	A	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	-	0.2

Intersection 4

Bobby Foster Rd. &

Access 4

HCM 6th TWSC
4: Bobby Foster Rd. & Access 4

06/28/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↑↑	
Traffic Vol, veh/h	0	281	23	0	0	0
Future Vol, veh/h	0	281	23	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	281	23	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	304	12
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	-	676	1066
Stage 1	0	-	-	-	997	-
Stage 2	0	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	676	1066
Mov Cap-2 Maneuver	-	-	-	-	676	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	766	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	0		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	-		

2026ANX 9:46 am 03/09/2022 2026 AM NO BUILD

Synchro 11 Report
Page 4

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↑↑	
Traffic Vol, veh/h	0	284	27	4	0	0
Future Vol, veh/h	0	284	27	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	284	27	4	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	313	16
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	-	667	1060
Stage 1	0	-	-	-	990	-
Stage 2	0	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	667	1060
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	763	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	0		
HCM Lane LOS	-	-	-	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	99	301	0	0	0
Future Vol, veh/h	0	99	301	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	99	301	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	400
Stage 1	-	-	301
Stage 2	-	-	99
Critical Hdwy	-	-	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	-	3.519
Pot Cap-1 Maneuver	0	-	592
Stage 1	0	-	725
Stage 2	0	-	924
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	592
Mov Cap-2 Maneuver	-	-	592
Stage 1	-	-	725
Stage 2	-	-	924

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	0
HCM Lane LOS	-	-	-	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	2	143	361	54	0	0
Future Vol, veh/h	2	143	361	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	143	361	54	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	415	0	-	0	535	208
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1142	-	-	-	490	799
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1142	-	-	-	489	799
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	880	-
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)	1142	-	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	-
HCM Control Delay (s)	8.2	-	-	-	-	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	289	24	0	0	0
Future Vol, veh/h	0	289	24	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	289	24	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	313	12
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	-	667	1066
Stage 1	0	-	-	-	996	-
Stage 2	0	-	-	-	759	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	667	1066
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	759	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	0		
HCM Lane LOS	-	-	-	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	28	4	0	0
Future Vol, veh/h	0	292	28	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	292	28	4	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	322	16
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	-	659	1060
Stage 1	0	-	-	-	989	-
Stage 2	0	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	659	1060
Mov Cap-2 Maneuver	-	-	-	-	659	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	757	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	0		
HCM Lane LOS	-	-	-	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	143	355	0	0	0
Future Vol, veh/h	0	143	355	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	143	355	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	498	178
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	-	516	835
Stage 1	0	-	-	-	681	-
Stage 2	0	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	516	835
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	884	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	-	0		
HCM Lane LOS	-	-	-	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	2	146	364	54	0	0
Future Vol, veh/h	2	146	364	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	146	364	54	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	418	0	0 541 209
Stage 1	-	-	- 391 -
Stage 2	-	-	- 150 -
Critical Hdwy	4.13	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.219	-	- 3.519 3.319
Pot Cap-1 Maneuver	1139	-	- 486 798
Stage 1	-	-	- 653 -
Stage 2	-	-	- 877 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1139	-	- 485 798
Mov Cap-2 Maneuver	-	-	- 485 -
Stage 1	-	-	- 652 -
Stage 2	-	-	- 877 -

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)	1139	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.2	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection 5

Bobby Foster Rd. &

Access 5

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↘	↗
Traffic Vol, veh/h	0	281	23	0	0	0
Future Vol, veh/h	0	281	23	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	281	23	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	304	12
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	0	676	1066
Stage 1	0	-	-	0	997	-
Stage 2	0	-	-	0	766	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	676	1066
Mov Cap-2 Maneuver	-	-	-	-	676	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	766	-
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	283	27	0	1	0
Future Vol, veh/h	0	283	27	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	283	27	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	310 14
Stage 1	-	-	-	-	27 -
Stage 2	-	-	-	-	283 -
Critical Hdwy	-	-	-	-	6.63 6.93
Critical Hdwy Stg 1	-	-	-	-	5.83 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	-	-	3.519 3.319
Pot Cap-1 Maneuver	0	-	-	0	670 1063
Stage 1	0	-	-	0	992 -
Stage 2	0	-	-	0	764 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	670 1063
Mov Cap-2 Maneuver	-	-	-	-	670 -
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	764 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	670	-
HCM Lane V/C Ratio	-	-	0.001	-
HCM Control Delay (s)	-	-	10.4	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	99	301	0	0	0
Future Vol, veh/h	0	99	301	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	99	301	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 400 151
Stage 1	-	-	- 301 -
Stage 2	-	-	- 99 -
Critical Hdwy	-	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	-	-	- 3.519 3.319
Pot Cap-1 Maneuver	0	-	0 592 869
Stage 1	0	-	0 725 -
Stage 2	0	-	0 924 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 592 869
Mov Cap-2 Maneuver	-	-	- 592 -
Stage 1	-	-	- 725 -
Stage 2	-	-	- 924 -

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	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↘	↗
Traffic Vol, veh/h	0	134	361	0	10	1
Future Vol, veh/h	0	134	361	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	134	361	0	10	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	495	181
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	0	519	831
Stage 1	0	-	-	0	677	-
Stage 2	0	-	-	0	892	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	519	831
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	892	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	519	831		
HCM Lane V/C Ratio	-	-	0.019	0.001		
HCM Control Delay (s)	-	-	12.1	9.3		
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	289	24	0	0	0
Future Vol, veh/h	0	289	24	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	289	24	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	313	12
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	0	667	1066
Stage 1	0	-	-	0	996	-
Stage 2	0	-	-	0	759	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	667	1066
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	759	-
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	291	28	0	1	0
Future Vol, veh/h	0	291	28	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	291	28	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	319 14
Stage 1	-	-	-	-	28 -
Stage 2	-	-	-	-	291 -
Critical Hdwy	-	-	-	-	6.63 6.93
Critical Hdwy Stg 1	-	-	-	-	5.83 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	-	-	3.519 3.319
Pot Cap-1 Maneuver	0	-	-	0	662 1063
Stage 1	0	-	-	0	991 -
Stage 2	0	-	-	0	758 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	662 1063
Mov Cap-2 Maneuver	-	-	-	-	662 -
Stage 1	-	-	-	-	991 -
Stage 2	-	-	-	-	758 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	662	-
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	-	-	10.4	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	102	304	0	0	0
Future Vol, veh/h	0	102	304	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	102	304	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 406 152
Stage 1	-	-	- 304 -
Stage 2	-	-	- 102 -
Critical Hdwy	-	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	-	-	- 3.519 3.319
Pot Cap-1 Maneuver	0	-	0 587 868
Stage 1	0	-	0 723 -
Stage 2	0	-	0 922 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 587 868
Mov Cap-2 Maneuver	-	-	- 587 -
Stage 1	-	-	- 723 -
Stage 2	-	-	- 922 -

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	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↘	↗
Traffic Vol, veh/h	0	137	364	0	10	1
Future Vol, veh/h	0	137	364	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	137	364	0	10	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	501	182
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	0	514	830
Stage 1	0	-	-	0	674	-
Stage 2	0	-	-	0	889	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	514	830
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	889	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	514	830		
HCM Lane V/C Ratio	-	-	0.019	0.001		
HCM Control Delay (s)	-	-	12.1	9.3		
HCM Lane LOS	-	-	B	A		
HCM 95th %tile Q(veh)	-	-	0.1	0		

Intersection 6

Bobby Foster Rd. &

Access 6

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	281	26	0	0	0
Future Vol, veh/h	0	281	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	281	26	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	26	0	-	0	307	13
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1587	-	-	-	673	1064
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	673	1064
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	766	-
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	291	26	3	1	1
Future Vol, veh/h	1	291	26	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	291	26	3	1	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	29	0	0 321 15
Stage 1	-	-	- 28 -
Stage 2	-	-	- 293 -
Critical Hdwy	4.13	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.219	-	- 3.519 3.319
Pot Cap-1 Maneuver	1583	-	- 660 1061
Stage 1	-	-	- 991 -
Stage 2	-	-	- 756 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1583	-	- 659 1061
Mov Cap-2 Maneuver	-	-	- 659 -
Stage 1	-	-	- 990 -
Stage 2	-	-	- 756 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1583	-	-	-	813
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.3	0	-	-	9.4
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	99	301	0	0	0
Future Vol, veh/h	0	99	301	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	99	301	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	301	0	0 400 151
Stage 1	-	-	- 301 -
Stage 2	-	-	- 99 -
Critical Hdwy	4.13	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.219	-	- 3.519 3.319
Pot Cap-1 Maneuver	1258	-	- 592 869
Stage 1	-	-	- 725 -
Stage 2	-	-	- 924 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1258	-	- 592 869
Mov Cap-2 Maneuver	-	-	- 592 -
Stage 1	-	-	- 725 -
Stage 2	-	-	- 924 -

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)	1258	-	-	-	-
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	125	344	36	19	8
Future Vol, veh/h	14	125	344	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	125	344	36	19	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	380	0	515
Stage 1	-	-	362
Stage 2	-	-	153
Critical Hdwy	4.13	-	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	2.219	-	3.519
Pot Cap-1 Maneuver	1177	-	504
Stage 1	-	-	676
Stage 2	-	-	874
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1177	-	497
Mov Cap-2 Maneuver	-	-	497
Stage 1	-	-	667
Stage 2	-	-	874

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1177	-	-	-	563
HCM Lane V/C Ratio	0.012	-	-	-	0.048
HCM Control Delay (s)	8.1	0	-	-	11.7
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	289	24	0	0	0
Future Vol, veh/h	0	289	24	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	289	24	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	24	0	-	0	313	12
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1590	-	-	-	667	1066
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1590	-	-	-	667	1066
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	759	-
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)	1590	-	-	-	-	-
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	291	27	3	1	1
Future Vol, veh/h	1	291	27	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	291	27	3	1	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	30	0	0 322 15
Stage 1	-	-	- 29
Stage 2	-	-	- 293
Critical Hdwy	4.13	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83
Critical Hdwy Stg 2	-	-	- 5.43
Follow-up Hdwy	2.219	-	- 3.519 3.319
Pot Cap-1 Maneuver	1582	-	- 659 1061
Stage 1	-	-	- 990
Stage 2	-	-	- 756
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1582	-	- 658 1061
Mov Cap-2 Maneuver	-	-	- 658
Stage 1	-	-	- 989
Stage 2	-	-	- 756

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	812
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.3	0	-	-	9.4
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	102	304	0	0	0
Future Vol, veh/h	0	102	304	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	102	304	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	304	0	-	0	406	152
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1255	-	-	-	587	868
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	587	868
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	922	-
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)	1255	-	-	-	-	
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	128	347	36	19	8
Future Vol, veh/h	14	128	347	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	128	347	36	19	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	383	0	-	0	521	192
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1174	-	-	-	500	818
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	494	818
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	872	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		11.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1174	-	-	-	560	
HCM Lane V/C Ratio	0.012	-	-	-	0.048	
HCM Control Delay (s)	8.1	0	-	-	11.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection 7

Bobby Foster Rd. &

Access 7

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	281	23	0	0	0
Future Vol, veh/h	0	281	23	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	281	23	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	23	0	-	0	304	12
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1591	-	-	-	676	1066
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	676	1066
Mov Cap-2 Maneuver	-	-	-	-	676	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	766	-
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)	1591	-	-	-	-	-
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	2	284	23	3	0	0
Future Vol, veh/h	2	284	23	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	284	23	3	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	26	0	-	0	313	13
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1587	-	-	-	667	1064
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	666	1064
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	760	-
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)	1587	-	-	-	-	
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	99	301	0	0	0
Future Vol, veh/h	0	99	301	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	99	301	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	301	0	400
Stage 1	-	-	301
Stage 2	-	-	99
Critical Hdwy	4.13	-	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	2.219	-	3.519
Pot Cap-1 Maneuver	1258	-	592
Stage 1	-	-	725
Stage 2	-	-	924
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1258	-	592
Mov Cap-2 Maneuver	-	-	592
Stage 1	-	-	725
Stage 2	-	-	924

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)	1258	-	-	-	-
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	127	305	18	0	0
Future Vol, veh/h	22	127	305	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	127	305	18	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	323	0	-	0	485	162
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	171	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1235	-	-	-	526	855
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	858	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1235	-	-	-	516	855
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	858	-
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)	1235	-	-	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-	-	-
HCM Control Delay (s)	8	0	-	-	-	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	289	24	0	0	0
Future Vol, veh/h	0	289	24	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	289	24	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	24	0	-	0	313	12
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1590	-	-	-	667	1066
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1590	-	-	-	667	1066
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	759	-
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)	1590	-	-	-	-	
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	292	24	3	0	0
Future Vol, veh/h	2	292	24	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	292	24	3	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	27	0	-	0	322	14
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1586	-	-	-	659	1063
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1586	-	-	-	658	1063
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	754	-
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)	1586	-	-	-	-	-
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	102	304	0	0	0
Future Vol, veh/h	0	102	304	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	102	304	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	304	0	-	0	406	152
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.13	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1255	-	-	-	587	868
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	587	868
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	922	-
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)	1255	-	-	-	-	-
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	130	308	18	0	0
Future Vol, veh/h	22	130	308	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	130	308	18	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	326	0	0 491 163
Stage 1	-	-	- 317 -
Stage 2	-	-	- 174 -
Critical Hdwy	4.13	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.219	-	- 3.519 3.319
Pot Cap-1 Maneuver	1232	-	- 521 854
Stage 1	-	-	- 712 -
Stage 2	-	-	- 856 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1232	-	- 511 854
Mov Cap-2 Maneuver	-	-	- 511 -
Stage 1	-	-	- 698 -
Stage 2	-	-	- 856 -

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)	1232	-	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-	-
HCM Control Delay (s)	8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection 8 Bobby Foster Rd. & Access 8

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↘	↗
Traffic Vol, veh/h	0	281	23	0	0	0
Future Vol, veh/h	0	281	23	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	281	23	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	304	12
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	0	676	1066
Stage 1	0	-	-	0	997	-
Stage 2	0	-	-	0	766	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	676	1066
Mov Cap-2 Maneuver	-	-	-	-	676	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	766	-
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	283	23	0	2	1
Future Vol, veh/h	0	283	23	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	283	23	0	2	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	306	12
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	0	674	1066
Stage 1	0	-	-	0	997	-
Stage 2	0	-	-	0	764	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	674	1066
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	764	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	674	1066		
HCM Lane V/C Ratio	-	-	0.003	0.001		
HCM Control Delay (s)	-	-	10.4	8.4		
HCM Lane LOS	-	-	B	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	99	301	0	0	0
Future Vol, veh/h	0	99	301	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	99	301	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 400 151
Stage 1	-	-	- 301 -
Stage 2	-	-	- 99 -
Critical Hdwy	-	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	-	-	- 3.519 3.319
Pot Cap-1 Maneuver	0	-	0 592 869
Stage 1	0	-	0 725 -
Stage 2	0	-	0 924 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 592 869
Mov Cap-2 Maneuver	-	-	- 592 -
Stage 1	-	-	- 725 -
Stage 2	-	-	- 924 -

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	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↑	↑
Traffic Vol, veh/h	0	128	305	0	21	12
Future Vol, veh/h	0	128	305	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	128	305	0	21	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	433 153
Stage 1	-	-	-	-	305 -
Stage 2	-	-	-	-	128 -
Critical Hdwy	-	-	-	-	6.63 6.93
Critical Hdwy Stg 1	-	-	-	-	5.83 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	-	-	3.519 3.319
Pot Cap-1 Maneuver	0	-	-	0	565 866
Stage 1	0	-	-	0	722 -
Stage 2	0	-	-	0	897 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	565 866
Mov Cap-2 Maneuver	-	-	-	-	565 -
Stage 1	-	-	-	-	722 -
Stage 2	-	-	-	-	897 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	565	866
HCM Lane V/C Ratio	-	-	0.037	0.014
HCM Control Delay (s)	-	-	11.6	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	291	24	0	0	0
Future Vol, veh/h	0	291	24	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	291	24	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	315	12
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	0	665	1066
Stage 1	0	-	-	0	996	-
Stage 2	0	-	-	0	758	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	665	1066
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	758	-
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	291	24	0	2	1
Future Vol, veh/h	0	291	24	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	291	24	0	2	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 315 12
Stage 1	-	-	- 24 -
Stage 2	-	-	- 291 -
Critical Hdwy	-	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	-	-	- 3.519 3.319
Pot Cap-1 Maneuver	0	-	- 0 665 1066
Stage 1	0	-	- 0 996 -
Stage 2	0	-	- 0 758 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 665 1066
Mov Cap-2 Maneuver	-	-	- 665 -
Stage 1	-	-	- 996 -
Stage 2	-	-	- 758 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	665	1066
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Control Delay (s)	-	-	10.4	8.4
HCM Lane LOS	-	-	B	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	102	304	0	0	0
Future Vol, veh/h	0	102	304	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	102	304	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 406 152
Stage 1	-	-	- 304 -
Stage 2	-	-	- 102 -
Critical Hdwy	-	-	- 6.63 6.93
Critical Hdwy Stg 1	-	-	- 5.83 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	-	-	- 3.519 3.319
Pot Cap-1 Maneuver	0	-	0 587 868
Stage 1	0	-	0 723 -
Stage 2	0	-	0 922 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- 587 868
Mov Cap-2 Maneuver	-	-	- 587 -
Stage 1	-	-	- 723 -
Stage 2	-	-	- 922 -

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	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↘	↗
Traffic Vol, veh/h	0	131	308	0	21	12
Future Vol, veh/h	0	131	308	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	131	308	0	21	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	439	154
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	-	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	0	-	-	0	561	865
Stage 1	0	-	-	0	719	-
Stage 2	0	-	-	0	894	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	561	865
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	894	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	561	865		
HCM Lane V/C Ratio	-	-	0.037	0.014		
HCM Control Delay (s)	-	-	11.7	9.2		
HCM Lane LOS	-	-	B	A		
HCM 95th %tile Q(veh)	-	-	0.1	0		

Intersection 9

Bobby Foster Rd. & University Blvd.

Intersection

Intersection Delay, s/veh 19.7

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	115	183	0	18	0	93	0	262	42	119	613	44
Future Vol, veh/h	115	183	0	18	0	93	0	262	42	119	613	44
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	115	183	0	18	0	93	0	262	42	119	613	44
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	23.5	12.9	13.8	21.6
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	39%	16%	100%	0%	0%
Vol Thru, %	100%	100%	68%	61%	0%	0%	100%	82%
Vol Right, %	0%	0%	32%	0%	84%	0%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	175	129	298	111	119	409	248
LT Vol	0	0	0	115	18	119	0	0
Through Vol	0	175	87	183	0	0	409	204
RT Vol	0	0	42	0	93	0	0	44
Lane Flow Rate	0	175	129	298	111	119	409	248
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.366	0.263	0.648	0.238	0.243	0.775	0.462
Departure Headway (Hd)	7.544	7.544	7.309	7.824	7.725	7.343	6.831	6.704
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	477	491	462	464	489	531	536
Service Time	5.299	5.299	5.063	5.57	5.483	5.09	4.577	4.45
HCM Lane V/C Ratio	0	0.367	0.263	0.645	0.239	0.243	0.77	0.463
HCM Control Delay	10.3	14.6	12.7	23.5	12.9	12.4	28.2	15.1
HCM Lane LOS	N	B	B	C	B	B	D	C
HCM 95th-tile Q	0	1.6	1	4.2	0.9	0.9	6.3	2.3

Intersection	
Intersection Delay, s/veh	20.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	121	183	0	18	0	93	0	262	42	119	613	54
Future Vol, veh/h	121	183	0	18	0	93	0	262	42	119	613	54
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	121	183	0	18	0	93	0	262	42	119	613	54
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	24.3	13	13.9	21.9
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	40%	16%	100%	0%	0%
Vol Thru, %	100%	100%	68%	60%	0%	0%	100%	79%
Vol Right, %	0%	0%	32%	0%	84%	0%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	175	129	304	111	119	409	258
LT Vol	0	0	0	121	18	119	0	0
Through Vol	0	175	87	183	0	0	409	204
RT Vol	0	0	42	0	93	0	0	54
Lane Flow Rate	0	175	129	304	111	119	409	258
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.369	0.265	0.663	0.24	0.244	0.78	0.482
Departure Headway (Hd)	7.599	7.599	7.363	7.857	7.771	7.384	6.871	6.722
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	473	488	459	462	487	527	535
Service Time	5.354	5.354	5.119	5.605	5.532	5.131	4.619	4.469
HCM Lane V/C Ratio	0	0.37	0.264	0.662	0.24	0.244	0.776	0.482
HCM Control Delay	10.4	14.7	12.8	24.3	13	12.5	28.7	15.5
HCM Lane LOS	N	B	B	C	B	B	D	C
HCM 95th-tile Q	0	1.6	1	4.4	0.9	0.9	6.4	2.5

HCM 6th Signalized Intersection Summary

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

06/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	183	0	18	0	93	0	262	42	119	613	54
Future Volume (veh/h)	121	183	0	18	0	93	0	262	42	119	613	54
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	121	183	0	18	0	93	0	262	42	119	613	54
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	0	547	0	0	0	463	429	1261	200	597	1830	161
Arrive On Green	0.00	0.29	0.00	0.00	0.00	0.29	0.00	0.41	0.41	0.06	0.55	0.55
Sat Flow, veh/h	0	1870	0	0	0	1585	1781	3073	486	1781	3304	291
Grp Volume(v), veh/h	0	183	0	0	0	93	0	150	154	119	329	338
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	0	1585	1781	1777	1783	1781	1777	1818
Q Serve(g_s), s	0.0	5.0	0.0	0.0	0.0	2.9	0.0	3.5	3.6	2.3	6.6	6.6
Cycle Q Clear(g_c), s	0.0	5.0	0.0	0.0	0.0	2.9	0.0	3.5	3.6	2.3	6.6	6.6
Prop In Lane	0.00		0.00	0.00		1.00	1.00		0.27	1.00		0.16
Lane Grp Cap(c), veh/h	0	547	0	0	0	463	429	729	731	597	984	1007
V/C Ratio(X)	0.00	0.33	0.00	0.00	0.00	0.20	0.00	0.21	0.21	0.20	0.33	0.34
Avail Cap(c_a), veh/h	0	547	0	0	0	463	509	729	731	615	984	1007
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)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.0	0.0	0.0	0.0	17.3	0.0	12.3	12.4	9.0	7.9	7.9
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	1.0	0.0	0.6	0.7	0.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.8	0.0	0.0	0.0	2.0	0.0	2.5	2.6	1.5	4.2	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.8	0.0	0.0	0.0	18.3	0.0	13.0	13.0	9.3	8.9	8.8
LnGrp LOS	A	B	A	A	A	B	A	B	B	A	A	A
Approach Vol, veh/h		183			93			304			786	
Approach Delay, s/veh		18.8			18.3			13.0			8.9	
Approach LOS		B			B			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	31.2	0.0	24.5	0.0	40.5	0.0	24.5				
Change Period (Y+Rc), s	5.5	4.5	5.5	5.5	5.5	4.5	5.5	* 5.5				
Max Green Setting (Gmax), s	4.5	18.5	3.0	18.0	3.0	20.0	3.0	* 19				
Max Q Clear Time (g_c+I1), s	4.3	5.6	0.0	7.0	0.0	8.6	0.0	4.9				
Green Ext Time (p_c), s	0.0	1.4	0.0	1.2	0.0	3.2	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay 11.8

HCM 6th LOS B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2026ABX MIT 9:46 am 03/09/2022 2026 AM BUILD MITIGATED

Synchro 11 Report
Page 9

Intersection

Intersection Delay, s/veh 28.1

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	95	0	59	26	105	109	130	660	4	80	509	129
Future Vol, veh/h	95	0	59	26	105	109	130	660	4	80	509	129
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	95	0	59	26	105	109	130	660	4	80	509	129
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			3			3		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	3			3			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	3			3			1			1		
HCM Control Delay	18			22.3			34.8			24.7		
HCM LOS	C			C			D			C		

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	62%	11%	100%	0%	0%
Vol Thru, %	0%	100%	98%	0%	44%	0%	100%	57%
Vol Right, %	0%	0%	2%	38%	45%	0%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	440	224	154	240	80	339	299
LT Vol	130	0	0	95	26	80	0	0
Through Vol	0	440	220	0	105	0	339	170
RT Vol	0	0	4	59	109	0	0	129
Lane Flow Rate	130	440	224	154	240	80	339	299
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.297	0.942	0.479	0.398	0.578	0.188	0.749	0.633
Departure Headway (Hd)	8.355	7.836	7.823	9.299	8.666	8.461	7.941	7.627
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	466	464	388	418	426	458	475
Service Time	6.055	5.536	5.523	7.029	6.382	6.176	5.657	5.342
HCM Lane V/C Ratio	0.3	0.944	0.483	0.397	0.574	0.188	0.74	0.629
HCM Control Delay	14.5	49.7	17.4	18	22.3	13.1	29.6	22.2
HCM Lane LOS	B	E	C	C	C	B	D	C
HCM 95th-tile Q	1.2	9.4	2.5	1.8	3.3	0.7	5.6	4

Intersection	
Intersection Delay, s/veh	42.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	172	0	61	26	105	109	134	664	4	80	511	273
Future Vol, veh/h	172	0	61	26	105	109	134	664	4	80	511	273
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	172	0	61	26	105	109	134	664	4	80	511	273
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	27.6	26.1	48.6	44.6
HCM LOS	D	D	E	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	74%	11%	100%	0%	0%
Vol Thru, %	0%	100%	98%	0%	44%	0%	100%	38%
Vol Right, %	0%	0%	2%	26%	45%	0%	0%	62%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	443	225	233	240	80	341	443
LT Vol	134	0	0	172	26	80	0	0
Through Vol	0	443	221	0	105	0	341	170
RT Vol	0	0	4	61	109	0	0	273
Lane Flow Rate	134	443	225	233	240	80	341	443
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.339	1.055	0.536	0.628	0.619	0.198	0.794	0.98
Departure Headway (Hd)	9.107	8.583	8.57	10.021	9.57	9.191	8.666	8.214
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	395	425	421	363	379	393	419	443
Service Time	6.86	6.336	6.322	7.721	7.27	6.891	6.366	5.914
HCM Lane V/C Ratio	0.339	1.042	0.534	0.642	0.633	0.204	0.814	1
HCM Control Delay	16.5	72.5	20.7	27.6	26.1	14.1	35.4	57.1
HCM Lane LOS	C	F	C	D	D	B	E	F
HCM 95th-tile Q	1.4	11.5	2.9	3.8	3.7	0.7	6.2	10

HCM 6th Signalized Intersection Summary

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

06/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	172	0	61	26	105	109	134	664	4	80	511	273
Future Volume (veh/h)	172	0	61	26	105	109	134	664	4	80	511	273
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	172	0	61	26	105	109	134	664	4	80	511	273
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	0	0	408	0	216	224	447	1736	10	456	961	511
Arrive On Green	0.00	0.00	0.26	0.00	0.26	0.26	0.09	0.48	0.48	0.04	0.43	0.43
Sat Flow, veh/h	0	0	1585	0	841	873	1781	3621	22	1781	2240	1193
Grp Volume(v), veh/h	0	0	61	0	0	214	134	326	342	80	405	379
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	0	1713	1781	1777	1866	1781	1777	1656
Q Serve(g_s), s	0.0	0.0	2.1	0.0	0.0	7.4	2.7	8.2	8.2	1.7	11.8	11.9
Cycle Q Clear(g_c), s	0.0	0.0	2.1	0.0	0.0	7.4	2.7	8.2	8.2	1.7	11.8	11.9
Prop In Lane	0.00		1.00	0.00		0.51	1.00		0.01	1.00		0.72
Lane Grp Cap(c), veh/h	0	0	408	0	0	441	447	852	895	456	762	710
V/C Ratio(X)	0.00	0.00	0.15	0.00	0.00	0.49	0.30	0.38	0.38	0.18	0.53	0.53
Avail Cap(c_a), veh/h	0	0	476	0	0	441	460	852	895	476	762	710
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)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	20.1	0.0	0.0	22.1	9.9	11.6	11.6	10.4	14.8	14.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	3.8	0.4	1.3	1.2	0.4	2.6	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	0.0	0.0	1.4	0.0	0.0	5.9	1.7	5.7	6.0	1.2	8.5	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	20.3	0.0	0.0	25.8	10.3	12.9	12.9	10.8	17.4	17.7
LnGrp LOS	A	A	C	A	A	C	B	B	B	B	B	B
Approach Vol, veh/h		61			214			802			864	
Approach Delay, s/veh		20.3			25.8			12.5			16.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	38.0	0.0	23.5	12.0	34.5	0.0	23.5				
Change Period (Y+Rc), s	5.5	4.5	5.5	5.5	5.5	4.5	5.5	* 5.5				
Max Green Setting (Gmax), s	3.7	21.3	3.0	21.0	7.0	18.0	7.0	* 18				
Max Q Clear Time (g_c+l1), s	3.7	10.2	0.0	4.1	4.7	13.9	0.0	9.4				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.2	0.1	1.9	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Synchro 11 Report
Page 9

Intersection

Intersection Delay, s/veh 24.3

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	115	183	0	19	0	110	0	289	45	158	682	44
Future Vol, veh/h	115	183	0	19	0	110	0	289	45	158	682	44
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	115	183	0	19	0	110	0	289	45	158	682	44
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	26.1	14.1	15.2	28.6
HCM LOS	D	B	C	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	39%	15%	100%	0%	0%
Vol Thru, %	100%	100%	68%	61%	0%	0%	100%	84%
Vol Right, %	0%	0%	32%	0%	85%	0%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	193	141	298	129	158	455	271
LT Vol	0	0	0	115	19	158	0	0
Through Vol	0	193	96	183	0	0	455	227
RT Vol	0	0	45	0	110	0	0	44
Lane Flow Rate	0	193	141	298	129	158	455	271
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.422	0.301	0.679	0.289	0.333	0.894	0.525
Departure Headway (Hd)	7.893	7.893	7.661	8.208	8.076	7.592	7.079	6.962
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	455	468	441	444	472	509	518
Service Time	5.661	5.661	5.429	5.967	5.848	5.35	4.836	4.72
HCM Lane V/C Ratio	0	0.424	0.301	0.676	0.291	0.335	0.894	0.523
HCM Control Delay	10.7	16.3	13.7	26.1	14.1	14.1	40.5	17.1
HCM Lane LOS	N	C	B	D	B	B	E	C
HCM 95th-tile Q	0	2	1.2	4.6	1.2	1.4	8.6	2.9

Intersection

Intersection Delay, s/veh 24.8

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	121	183	0	19	0	110	0	289	45	158	682	54
Future Vol, veh/h	121	183	0	19	0	110	0	289	45	158	682	54
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	121	183	0	19	0	110	0	289	45	158	682	54
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			3			3		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	3			3			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	3			3			1			1		
HCM Control Delay	27.1			14.2			15.4			29.1		
HCM LOS	D			B			C			D		

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	0%	0%	40%	15%	100%	0%	0%
Vol Thru, %	100%	100%	68%	60%	0%	0%	100%	81%
Vol Right, %	0%	0%	32%	0%	85%	0%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	193	141	304	129	158	455	281
LT Vol	0	0	0	121	19	158	0	0
Through Vol	0	193	96	183	0	0	455	227
RT Vol	0	0	45	0	110	0	0	54
Lane Flow Rate	0	193	141	304	129	158	455	281
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.425	0.303	0.696	0.291	0.335	0.899	0.546
Departure Headway (Hd)	7.947	7.947	7.716	8.239	8.124	7.634	7.12	6.982
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	453	465	438	441	471	509	515
Service Time	5.719	5.719	5.487	6	5.899	5.396	4.882	4.744
HCM Lane V/C Ratio	0	0.426	0.303	0.694	0.293	0.335	0.894	0.546
HCM Control Delay	10.7	16.5	13.8	27.1	14.2	14.2	41.3	17.7
HCM Lane LOS	N	C	B	D	B	B	E	C
HCM 95th-tile Q	0	2	1.2	4.8	1.2	1.4	8.7	3.1

HCM 6th Signalized Intersection Summary

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

06/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	121	183	0	19	0	110	0	289	45	158	682	54
Future Volume (veh/h)	121	183	0	19	0	110	0	289	45	158	682	54
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	121	183	0	19	0	110	0	289	45	158	682	54
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	0	547	0	0	0	463	402	1235	190	587	1848	146
Arrive On Green	0.00	0.29	0.00	0.00	0.00	0.29	0.00	0.40	0.40	0.07	0.55	0.55
Sat Flow, veh/h	0	1870	0	0	0	1585	1781	3087	475	1781	3336	264
Grp Volume(v), veh/h	0	183	0	0	0	110	0	165	169	158	363	373
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	0	1585	1781	1777	1785	1781	1777	1823
Q Serve(g_s), s	0.0	5.0	0.0	0.0	0.0	3.4	0.0	4.0	4.1	3.2	7.4	7.5
Cycle Q Clear(g_c), s	0.0	5.0	0.0	0.0	0.0	3.4	0.0	4.0	4.1	3.2	7.4	7.5
Prop In Lane	0.00		0.00	0.00		1.00	1.00		0.27	1.00		0.14
Lane Grp Cap(c), veh/h	0	547	0	0	0	463	402	711	714	587	984	1010
V/C Ratio(X)	0.00	0.33	0.00	0.00	0.00	0.24	0.00	0.23	0.24	0.27	0.37	0.37
Avail Cap(c_a), veh/h	0	547	0	0	0	463	482	711	714	587	984	1010
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)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.0	0.0	0.0	0.0	17.5	0.0	12.9	12.9	9.3	8.1	8.1
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	1.2	0.0	0.8	0.8	0.5	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.8	0.0	0.0	0.0	2.4	0.0	2.9	2.9	2.1	4.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.8	0.0	0.0	0.0	18.7	0.0	13.7	13.7	9.8	9.2	9.2
LnGrp LOS	A	B	A	A	A	B	A	B	B	A	A	A
Approach Vol, veh/h		183			110			334			894	
Approach Delay, s/veh		18.8			18.7			13.7			9.3	
Approach LOS		B			B			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	30.5	0.0	24.5	0.0	40.5	0.0	24.5				
Change Period (Y+Rc), s	5.5	4.5	5.5	5.5	5.5	4.5	5.5	* 5.5				
Max Green Setting (Gmax), s	4.5	18.5	3.0	18.0	3.0	20.0	3.0	* 19				
Max Q Clear Time (g_c+I1), s	5.2	6.1	0.0	7.0	0.0	9.5	0.0	5.4				
Green Ext Time (p_c), s	0.0	1.5	0.0	1.2	0.0	3.4	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2036ABX MIT 9:46 am 03/09/2022 2036 AM BUILD MITIGATED

Synchro 11 Report
Page 9

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	0	1040	2	13	709
Future Vol, veh/h	46	0	1040	2	13	709
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	-	-	-	85	-
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	46	0	1040	2	13	709

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1776	1041	0
Stage 1	1041	-	-
Stage 2	735	-	-
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	91	279	-
Stage 1	340	-	-
Stage 2	474	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	89	279	-
Mov Cap-2 Maneuver	219	-	-
Stage 1	340	-	-
Stage 2	465	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	219	667
HCM Lane V/C Ratio	-	-	0.21	0.019
HCM Control Delay (s)	-	-	25.7	10.5
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.8	0.1

Intersection

Intersection Delay, s/veh 50.4

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	172	0	61	28	105	128	134	709	5	95	552	273
Future Vol, veh/h	172	0	61	28	105	128	134	709	5	95	552	273
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	172	0	61	28	105	128	134	709	5	95	552	273
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay	29.3	30.2	59.8	52.7
HCM LOS	D	D	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	74%	11%	100%	0%	0%
Vol Thru, %	0%	100%	98%	0%	40%	0%	100%	40%
Vol Right, %	0%	0%	2%	26%	49%	0%	0%	60%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	134	473	241	233	261	95	368	457
LT Vol	134	0	0	172	28	95	0	0
Through Vol	0	473	236	0	105	0	368	184
RT Vol	0	0	5	61	128	0	0	273
Lane Flow Rate	134	473	241	233	261	95	368	457
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.341	1.137	0.58	0.643	0.682	0.239	0.873	1.031
Departure Headway (Hd)	9.394	8.868	8.853	10.356	9.784	9.428	8.902	8.462
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	385	411	410	352	371	383	408	434
Service Time	7.094	6.568	6.553	8.056	7.484	7.128	6.602	6.162
HCM Lane V/C Ratio	0.348	1.151	0.588	0.662	0.704	0.248	0.902	1.053
HCM Control Delay	16.8	90.8	22.8	29.3	30.2	15.1	44.5	67.2
HCM Lane LOS	C	F	C	D	D	C	E	F
HCM 95th-tile Q	1.5	13.3	3.4	3.9	4.4	0.9	7.5	11

HCM 6th Signalized Intersection Summary

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

06/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	172	0	61	26	105	109	134	664	4	80	511	273
Future Volume (veh/h)	172	0	61	26	105	109	134	664	4	80	511	273
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	172	0	61	26	105	109	134	664	4	80	511	273
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	0	0	408	0	216	224	447	1736	10	456	961	511
Arrive On Green	0.00	0.00	0.26	0.00	0.26	0.26	0.09	0.48	0.48	0.04	0.43	0.43
Sat Flow, veh/h	0	0	1585	0	841	873	1781	3621	22	1781	2240	1193
Grp Volume(v), veh/h	0	0	61	0	0	214	134	326	342	80	405	379
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	0	1713	1781	1777	1866	1781	1777	1656
Q Serve(g_s), s	0.0	0.0	2.1	0.0	0.0	7.4	2.7	8.2	8.2	1.7	11.8	11.9
Cycle Q Clear(g_c), s	0.0	0.0	2.1	0.0	0.0	7.4	2.7	8.2	8.2	1.7	11.8	11.9
Prop In Lane	0.00		1.00	0.00		0.51	1.00		0.01	1.00		0.72
Lane Grp Cap(c), veh/h	0	0	408	0	0	441	447	852	895	456	762	710
V/C Ratio(X)	0.00	0.00	0.15	0.00	0.00	0.49	0.30	0.38	0.38	0.18	0.53	0.53
Avail Cap(c_a), veh/h	0	0	476	0	0	441	460	852	895	476	762	710
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)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	20.1	0.0	0.0	22.1	9.9	11.6	11.6	10.4	14.8	14.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	3.8	0.4	1.3	1.2	0.4	2.6	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	0.0	0.0	1.4	0.0	0.0	5.9	1.7	5.7	6.0	1.2	8.5	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	20.3	0.0	0.0	25.8	10.3	12.9	12.9	10.8	17.4	17.7
LnGrp LOS	A	A	C	A	A	C	B	B	B	B	B	B
Approach Vol, veh/h		61			214			802			864	
Approach Delay, s/veh		20.3			25.8			12.5			16.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	38.0	0.0	23.5	12.0	34.5	0.0	23.5				
Change Period (Y+Rc), s	5.5	4.5	5.5	5.5	5.5	4.5	5.5	* 5.5				
Max Green Setting (Gmax), s	3.7	21.3	3.0	21.0	7.0	18.0	7.0	* 18				
Max Q Clear Time (g_c+I1), s	3.7	10.2	0.0	4.1	4.7	13.9	0.0	9.4				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.2	0.1	1.9	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2036PBX MIT 9:46 am 03/09/2022 2036 PM BUILD MITIGATED

Synchro 11 Report
Page 9

Intersection 10

University Blvd. & Fritts

Crossing

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	462	42	29	809
Future Vol, veh/h	0	0	462	42	29	809
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	-	-	-	85	-
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	462	42	29	809

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1350	483	0	0	504
Stage 1	483	-	-	-	-
Stage 2	867	-	-	-	-
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	166	584	-	-	1061
Stage 1	620	-	-	-	-
Stage 2	411	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	162	584	-	-	1061
Mov Cap-2 Maneuver	291	-	-	-	-
Stage 1	620	-	-	-	-
Stage 2	400	-	-	-	-

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)	-	-	-	1061
HCM Lane V/C Ratio	-	-	-	0.027
HCM Control Delay (s)	-	-	0	8.5
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	468	42	29	819
Future Vol, veh/h	0	0	468	42	29	819
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	-	-	-	85	-
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	468	42	29	819

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1366	489	0	0	510
Stage 1	489	-	-	-	-
Stage 2	877	-	-	-	-
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	162	579	-	-	1055
Stage 1	616	-	-	-	-
Stage 2	407	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	158	579	-	-	1055
Mov Cap-2 Maneuver	287	-	-	-	-
Stage 1	616	-	-	-	-
Stage 2	396	-	-	-	-

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)	-	-	-	1055
HCM Lane V/C Ratio	-	-	-	0.027
HCM Control Delay (s)	-	-	0	8.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	0	955	2	10	636
Future Vol, veh/h	46	0	955	2	10	636
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	-	-	-	85	-
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	46	0	955	2	10	636

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1612	956	0	0	957
Stage 1	956	-	-	-	-
Stage 2	656	-	-	-	-
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	115	313	-	-	719
Stage 1	373	-	-	-	-
Stage 2	516	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	113	313	-	-	719
Mov Cap-2 Maneuver	246	-	-	-	-
Stage 1	373	-	-	-	-
Stage 2	509	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	246	719
HCM Lane V/C Ratio	-	-	0.187	0.014
HCM Control Delay (s)	-	-	23	10.1
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.7	0

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	0	1036	2	10	782
Future Vol, veh/h	46	0	1036	2	10	782
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	-	-	-	85	-
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	46	0	1036	2	10	782

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1839	1037	0	0	1038
Stage 1	1037	-	-	-	-
Stage 2	802	-	-	-	-
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	281	-	-	670
Stage 1	342	-	-	-	-
Stage 2	441	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	82	281	-	-	670
Mov Cap-2 Maneuver	211	-	-	-	-
Stage 1	342	-	-	-	-
Stage 2	434	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.7	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	211	670
HCM Lane V/C Ratio	-	-	0.218	0.015
HCM Control Delay (s)	-	-	26.7	10.5
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.8	0

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	531	43	38	922
Future Vol, veh/h	0	0	531	43	38	922
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	-	-	-	85	-
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	531	43	38	922

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1551	553	0	0	574
Stage 1	553	-	-	-	-
Stage 2	998	-	-	-	-
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	125	533	-	-	999
Stage 1	576	-	-	-	-
Stage 2	357	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	120	533	-	-	999
Mov Cap-2 Maneuver	246	-	-	-	-
Stage 1	576	-	-	-	-
Stage 2	343	-	-	-	-

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)	-	-	-	999
HCM Lane V/C Ratio	-	-	-	0.038
HCM Control Delay (s)	-	-	0	8.7
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	537	43	38	932
Future Vol, veh/h	0	0	537	43	38	932
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	-	-	-	85	-
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	537	43	38	932

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1567	559	0
Stage 1	559	-	-
Stage 2	1008	-	-
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	122	529	-
Stage 1	572	-	-
Stage 2	353	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	117	529	-
Mov Cap-2 Maneuver	243	-	-
Stage 1	572	-	-
Stage 2	340	-	-

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)	-	-	-	994
HCM Lane V/C Ratio	-	-	-	0.038
HCM Control Delay (s)	-	-	0	8.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection					
Intersection Delay, s/veh	7.2				
Intersection LOS	A				
Approach	WB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	0	580		970	
Demand Flow Rate, veh/h	0	592		990	
Vehicles Circulating, veh/h	548	39		0	
Vehicles Exiting, veh/h	83	951		548	
Follow-Up Headway, s	3.186	3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	0.0	5.9		8.0	
Approach LOS	-	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	0	278	314	465	525
Cap Entry Lane, veh/h	770	1097	1100	1130	1130
Entry HV Adj Factor	1.000	0.981	0.979	0.981	0.980
Flow Entry, veh/h	0	273	308	456	514
Cap Entry, veh/h	770	1077	1077	1108	1107
V/C Ratio	0.000	0.253	0.286	0.412	0.465
Control Delay, s/veh	4.7	5.7	6.1	7.5	8.4
LOS	A	A	A	A	A
95th %tile Queue, veh	0	1	1	2	2

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	16	1147	11	81	680
Future Vol, veh/h	5	16	1147	11	81	680
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	1147	11	81	680

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1655	579	0	0	1158
Stage 1	1153	-	-	-	-
Stage 2	502	-	-	-	-
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	89	458	-	-	599
Stage 1	263	-	-	-	-
Stage 2	573	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	77	458	-	-	599
Mov Cap-2 Maneuver	228	-	-	-	-
Stage 1	263	-	-	-	-
Stage 2	496	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 228 458	599	-
HCM Lane V/C Ratio	-	- 0.022 0.035	0.135	-
HCM Control Delay (s)	-	- 21.1 13.1	11.9	-
HCM Lane LOS	-	- C B	B	-
HCM 95th %tile Q(veh)	-	- 0.1 0.1	0.5	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	0	1121	3	13	855
Future Vol, veh/h	46	0	1121	3	13	855
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	-	-	-	85	-
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	46	0	1121	3	13	855

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2004	1123	0
Stage 1	1123	-	-
Stage 2	881	-	-
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	65	250	-
Stage 1	311	-	-
Stage 2	405	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	64	250	-
Mov Cap-2 Maneuver	188	-	-
Stage 1	311	-	-
Stage 2	396	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.2	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	188	621
HCM Lane V/C Ratio	-	-	0.245	0.021
HCM Control Delay (s)	-	-	30.2	10.9
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.9	0.1

Intersection					
Intersection Delay, s/veh	8.6				
Intersection LOS	A				
Approach	WB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	46	1124		868	
Demand Flow Rate, veh/h	47	1146		885	
Vehicles Circulating, veh/h	1143	13		47	
Vehicles Exiting, veh/h	16	919		1143	
Follow-Up Headway, s	3.186	3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	8.4	9.3		7.7	
Approach LOS	A	A		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	47	539	607	416	469
Cap Entry Lane, veh/h	508	1119	1120	1091	1093
Entry HV Adj Factor	0.979	0.980	0.981	0.981	0.981
Flow Entry, veh/h	46	528	596	408	460
Cap Entry, veh/h	497	1096	1098	1070	1072
V/C Ratio	0.093	0.482	0.542	0.381	0.429
Control Delay, s/veh	8.4	8.7	9.8	7.3	8.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	3	3	2	2

Intersection 11

Crick Ave. & University Blvd.

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	517	6	60	815
Future Vol, veh/h	9	0	517	6	60	815
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	517	6	60	815

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1048	262	0	0	523
Stage 1	520	-	-	-	-
Stage 2	528	-	-	-	-
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	223	737	-	-	1040
Stage 1	561	-	-	-	-
Stage 2	556	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	210	737	-	-	1040
Mov Cap-2 Maneuver	409	-	-	-	-
Stage 1	561	-	-	-	-
Stage 2	524	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 409	- 1040	-
HCM Lane V/C Ratio	-	- 0.022	- 0.058	-
HCM Control Delay (s)	-	- 14	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	530	8	60	838
Future Vol, veh/h	9	0	530	8	60	838
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	530	8	60	838

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1073	269	0	0	538	0
Stage 1	534	-	-	-	-	-
Stage 2	539	-	-	-	-	-
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	215	729	-	-	1026	-
Stage 1	552	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	729	-	-	1026	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	517	-	-	-	-	-

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)	-	- 402	- 1026	-
HCM Lane V/C Ratio	-	- 0.022	- 0.058	-
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	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	16	1035	10	68	613
Future Vol, veh/h	5	16	1035	10	68	613
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	1035	10	68	613

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1483	523	0	0	1045
Stage 1	1040	-	-	-	-
Stage 2	443	-	-	-	-
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	499	-	-	661
Stage 1	302	-	-	-	-
Stage 2	614	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	104	499	-	-	661
Mov Cap-2 Maneuver	264	-	-	-	-
Stage 1	302	-	-	-	-
Stage 2	551	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 264 499	661	-
HCM Lane V/C Ratio	-	- 0.019 0.032	0.103	-
HCM Control Delay (s)	-	- 18.9 12.5	11.1	-
HCM Lane LOS	-	- C B	B	-
HCM 95th %tile Q(veh)	-	- 0.1 0.1	0.3	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	16	1208	10	68	938
Future Vol, veh/h	5	16	1208	10	68	938
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	1208	10	68	938

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1818	609	0	0	1218
Stage 1	1213	-	-	-	-
Stage 2	605	-	-	-	-
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	69	438	-	-	568
Stage 1	244	-	-	-	-
Stage 2	508	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	61	438	-	-	568
Mov Cap-2 Maneuver	209	-	-	-	-
Stage 1	244	-	-	-	-
Stage 2	447	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 209 438	568	-
HCM Lane V/C Ratio	-	- 0.024 0.037	0.12	-
HCM Control Delay (s)	-	- 22.6 13.5	12.2	-
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	9	0	604	8	80	932
Future Vol, veh/h	9	0	604	8	80	932
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	604	8	80	932

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1234	306	0	0	612
Stage 1	608	-	-	-	-
Stage 2	626	-	-	-	-
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	169	690	-	-	963
Stage 1	506	-	-	-	-
Stage 2	495	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	155	690	-	-	963
Mov Cap-2 Maneuver	351	-	-	-	-
Stage 1	506	-	-	-	-
Stage 2	454	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 351	- 963	-
HCM Lane V/C Ratio	-	- 0.026	- 0.083	-
HCM Control Delay (s)	-	- 15.5	0 9.1	-
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	9	0	617	8	80	955
Future Vol, veh/h	9	0	617	8	80	955
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	617	8	80	955

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1259	313	0	0	625	0
Stage 1	621	-	-	-	-	-
Stage 2	638	-	-	-	-	-
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	163	683	-	-	952	-
Stage 1	498	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	149	683	-	-	952	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 344	- 952	-
HCM Lane V/C Ratio	-	- 0.026	- 0.084	-
HCM Control Delay (s)	-	- 15.7	0 9.1	-
HCM Lane LOS	-	- C	A A	-
HCM 95th %tile Q(veh)	-	- 0.1	- 0.3	-

Intersection							
Intersection Delay, s/veh	7.7						
Intersection LOS	A						
Approach	EB	WB		NB		SB	
Entry Lanes	1	2		2		2	
Conflicting Circle Lanes	2	2		2		2	
Adj Approach Flow, veh/h	0	9		625		1035	
Demand Flow Rate, veh/h	0	9		637		1056	
Vehicles Circulating, veh/h	1065	629		82		9	
Vehicles Exiting, veh/h	0	90		983		629	
Follow-Up Headway, s	3.186	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0		0	
Ped Cap Adj	1.000	1.000		1.000		1.000	
Approach Delay, s/veh	0.0	5.2		6.4		8.5	
Approach LOS	-	A		A		A	
Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	L	TR	LT	TR	LT	TR
Assumed Moves	LTR	L	TR	LT	TR	LT	TR
RT Channelized							
Lane Util	1.000	1.000	0.000	0.469	0.531	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	0	9	0	299	338	496	560
Cap Entry Lane, veh/h	536	705	728	1063	1067	1122	1123
Entry HV Adj Factor	1.000	1.000	1.000	0.982	0.980	0.981	0.979
Flow Entry, veh/h	0	9	0	294	331	486	548
Cap Entry, veh/h	536	705	728	1043	1045	1101	1100
V/C Ratio	0.000	0.013	0.000	0.281	0.317	0.442	0.499
Control Delay, s/veh	6.7	5.2	4.9	6.2	6.6	8.0	9.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	1	1	2	3

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

06/28/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	←←	←←	↑↑	↑↑	←
Traffic Volume (veh/h)	344	599	714	499	148	928
Future Volume (veh/h)	344	599	714	499	148	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	599	714	499	148	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	872	704	705	1669	850	379
Arrive On Green	0.25	0.25	0.09	0.47	0.24	0.24
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	344	599	714	499	148	928
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	6.1	15.1	7.0	6.4	2.4	5.3
Cycle Q Clear(g_c), s	6.1	15.1	7.0	6.4	2.4	5.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	872	704	705	1669	850	379
V/C Ratio(X)	0.39	0.85	1.01	0.30	0.17	2.45
Avail Cap(c_a), veh/h	913	737	705	2023	1252	559
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	26.2	29.8	12.1	22.3	2.6
Incr Delay (d2), s/veh	0.6	9.6	30.1	0.2	0.2	450.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	17.3	13.6	4.0	1.7	92.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.5	35.8	59.9	12.3	22.5	453.5
LnGrp LOS	C	D	F	B	C	F
Approach Vol, veh/h	943			1213	1076	
Approach Delay, s/veh	31.3			40.3	394.2	
Approach LOS	C			D	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	44.6			29.1	17.0	27.6
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	8.4			17.1	9.0	7.3
Green Ext Time (p_c), s	6.5			1.5	0.0	10.3

Intersection Summary

HCM 6th Ctrl Delay	155.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2036PNX 9:46 am 03/09/2022 2036 PM NO BUILD

Synchro 11 Report
Page 11

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	16	1320	11	81	1005
Future Vol, veh/h	5	16	1320	11	81	1005
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	1320	11	81	1005

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1991	666	0	0	1331
Stage 1	1326	-	-	-	-
Stage 2	665	-	-	-	-
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	53	402	-	-	514
Stage 1	212	-	-	-	-
Stage 2	473	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	45	402	-	-	514
Mov Cap-2 Maneuver	180	-	-	-	-
Stage 1	212	-	-	-	-
Stage 2	398	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 180	402	514
HCM Lane V/C Ratio	-	- 0.028	0.04	0.158
HCM Control Delay (s)	-	- 25.6	14.3	13.3
HCM Lane LOS	-	- D	B	B
HCM 95th %tile Q(veh)	-	- 0.1	0.1	0.6

Intersection							
Intersection Delay, s/veh	11.3						
Intersection LOS	B						
Approach	EB	WB		NB		SB	
Entry Lanes	1	2		2		2	
Conflicting Circle Lanes	2	2		2		2	
Adj Approach Flow, veh/h	38	21		1331		1086	
Demand Flow Rate, veh/h	39	21		1357		1108	
Vehicles Circulating, veh/h	1113	1385		122		5	
Vehicles Exiting, veh/h	0	94		1030		1401	
Follow-Up Headway, s	3.186	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0		0	
Ped Cap Adj	1.000	1.000		1.000		1.000	
Approach Delay, s/veh	8.1	9.0		13.4		8.9	
Approach LOS	A	A		B		A	
Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	L	TR	LT	TR	LT	TR
Assumed Moves	LTR	L	TR	LT	TR	LT	TR
RT Channelized							
Lane Util	1.000	0.238	0.762	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	39	5	16	638	719	521	587
Cap Entry Lane, veh/h	518	400	429	1031	1037	1126	1126
Entry HV Adj Factor	0.974	1.000	1.000	0.980	0.981	0.980	0.980
Flow Entry, veh/h	38	5	16	625	705	510	576
Cap Entry, veh/h	505	400	429	1011	1018	1103	1104
V/C Ratio	0.075	0.013	0.037	0.619	0.693	0.463	0.521
Control Delay, s/veh	8.1	9.2	8.9	12.2	14.4	8.3	9.3
LOS	A	A	A	B	B	A	A
95th %tile Queue, veh	0	0	0	4	6	2	3

Intersection 12

University Blvd. & Rio Bravo Blvd.

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

06/28/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (veh/h)	406	764	296	280	98	298
Future Volume (veh/h)	406	764	296	280	98	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	764	296	280	98	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	1034	835	724	1368	438	195
Arrive On Green	0.30	0.30	0.11	0.39	0.12	0.12
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	406	764	296	280	98	298
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	6.1	17.2	0.0	3.4	1.6	2.4
Cycle Q Clear(g_c), s	6.1	17.2	0.0	3.4	1.6	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1034	835	724	1368	438	195
V/C Ratio(X)	0.39	0.92	0.41	0.20	0.22	1.53
Avail Cap(c_a), veh/h	1038	838	724	2299	1423	635
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	18.1	22.0	24.9	13.3	25.7	2.5
Incr Delay (d2), s/veh	0.5	13.8	1.7	0.2	0.5	172.4
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	2.9	3.7	2.2	1.2	16.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	35.7	26.6	13.5	26.2	175.0
LnGrp LOS	B	D	C	B	C	F
Approach Vol, veh/h	1170			576	396	
Approach Delay, s/veh	29.8			20.2	138.2	
Approach LOS	C			C	F	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	35.0		29.9		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		19.2		2.0	4.4
Green Ext Time (p_c), s	3.5		0.3		0.9	3.3
Intersection Summary						
HCM 6th Ctrl Delay			47.2			
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.

06/30/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	←←	←←	↑↑	↑↑	←
Traffic Volume (veh/h)	406	784	307	281	101	298
Future Volume (veh/h)	406	784	307	281	101	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	784	307	281	101	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	721	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	784	307	281	101	298
Grp Sat Flow(s), veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	6.1	17.8	0.0	3.4	1.7	2.4
Cycle Q Clear(g_c), s	6.1	17.8	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	721	1367	437	195
V/C Ratio(X)	0.39	0.94	0.43	0.21	0.23	1.53
Avail Cap(c_a), veh/h	1037	837	721	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	16.2	1.8	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	20.0	3.9	2.2	1.2	23.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	38.3	26.8	13.5	26.3	175.5
LnGrp LOS	B	D	C	B	C	F
Approach Vol, veh/h	1190			588	399	
Approach Delay, s/veh	31.6			20.5	137.7	
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+l1), s	5.4		19.8		2.0	4.4
Green Ext Time (p_c), s	3.5		0.0		0.9	3.3

Intersection Summary

HCM 6th Ctrl Delay	48.0
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.

06/30/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	406	784	307	281	101	298
Future Volume (veh/h)	406	784	307	281	101	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	784	307	281	101	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	914	1283	1149	1724	638	704
Arrive On Green	0.26	0.26	0.20	0.49	0.18	0.18
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	406	784	307	281	101	298
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	8.0	17.3	4.8	3.6	2.0	10.5
Cycle Q Clear(g_c), s	8.0	17.3	4.8	3.6	2.0	10.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	914	1283	1149	1724	638	704
V/C Ratio(X)	0.44	0.61	0.27	0.16	0.16	0.42
Avail Cap(c_a), veh/h	950	1312	1149	2041	955	845
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	25.1	16.6	16.3	11.8	28.3	15.6
Incr Delay (d2), s/veh	0.7	1.2	0.6	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	5.6	0.4	3.3	2.3	1.5	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.8	17.8	16.9	11.9	28.6	16.4
LnGrp LOS	C	B	B	B	C	B
Approach Vol, veh/h	1190			588	399	
Approach Delay, s/veh	20.6			14.5	19.5	
Approach LOS	C			B	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	49.7		32.1		25.0	24.7
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	47.0		22.5		16.0	22.0
Max Q Clear Time (g_c+I1), s	5.6		19.3		6.8	12.5
Green Ext Time (p_c), s	3.6		2.4		1.5	2.2
Intersection Summary						
HCM 6th Ctrl Delay			18.7			
HCM 6th LOS			B			

2026ABX MIT 9:46 am 03/09/2022 2026 AM BUILD MITIGATED

Synchro 11 Report
Page 12

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

06/30/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	258	546	694	394	123	696
Future Volume (veh/h)	258	546	694	394	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	546	694	394	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	863	697	751	1601	718	320
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	546	694	394	123	696
Grp Sat Flow(s), veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	4.1	12.5	5.6	4.7	2.0	4.3
Cycle Q Clear(g_c), s	4.1	12.5	5.6	4.7	2.0	4.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	863	697	751	1601	718	320
V/C Ratio(X)	0.30	0.78	0.92	0.25	0.17	2.17
Avail Cap(c_a), veh/h	985	795	751	2182	1351	602
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	27.1	11.6	22.6	2.6
Incr Delay (d2), s/veh	0.4	5.7	16.9	0.2	0.2	369.0
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	1.0	11.0	2.9	1.4	54.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.2	29.7	44.0	11.8	22.8	371.6
LnGrp LOS	C	C	D	B	C	F
Approach Vol, veh/h	804			1088	819	
Approach Delay, s/veh	26.9			32.4	319.2	
Approach LOS	C			C	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	40.8			27.6	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			14.5	7.6	6.3
Green Ext Time (p_c), s	5.1			2.6	0.0	7.5
Intersection Summary						
HCM 6th Ctrl Delay			117.4			
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.

06/30/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (veh/h)	258	835	848	413	159	696
Future Volume (veh/h)	258	835	848	413	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	835	848	413	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	835	848	413	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	1.20	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	45.4	72.7	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	8.7	19.8	3.3	1.9	54.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.6	71.2	101.9	12.9	24.3	383.1
LnGrp LOS	C	F	F	B	C	F
Approach Vol, veh/h	1093			1261	855	
Approach Delay, s/veh	59.3			72.7	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	5.3			0.0	0.0	7.9
Intersection Summary						
HCM 6th Ctrl Delay			133.1			
HCM 6th LOS			F			
Notes						

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

Synchro 11 Report
Page 12

HCM 6th Signalized Intersection Summary 12: University Blvd. & Rio Bravo Blvd.

06/30/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (veh/h)	258	835	848	413	159	696
Future Volume (veh/h)	258	835	848	413	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
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	835	848	413	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	927	1278	1037	1787	754	762
Arrive On Green	0.27	0.27	0.19	0.50	0.21	0.21
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	258	835	848	413	159	696
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	5.3	20.7	16.8	5.9	3.3	19.0
Cycle Q Clear(g_c), s	5.3	20.7	16.8	5.9	3.3	19.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	927	1278	1037	1787	754	762
V/C Ratio(X)	0.28	0.65	0.82	0.23	0.21	0.91
Avail Cap(c_a), veh/h	946	1293	1037	1787	754	762
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	18.8	20.1	12.5	29.1	21.5
Incr Delay (d2), s/veh	0.3	1.6	6.9	0.1	0.3	14.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.5	11.5	3.9	2.5	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	20.4	27.1	12.7	29.4	36.2
LnGrp LOS	C	C	C	B	C	D
Approach Vol, veh/h	1093			1261	855	
Approach Delay, s/veh	21.8			22.3	34.9	
Approach LOS	C			C	C	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	55.0		34.5		26.0	29.0
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	45.0		24.5		17.0	19.0
Max Q Clear Time (g_c+I1), s	7.9		22.7		18.8	21.0
Green Ext Time (p_c), s	5.4		1.3		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			25.5			
HCM 6th LOS			C			

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

Synchro 11 Report
Page 12

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

06/30/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	541	881	330	364	113	397
Future Volume (veh/h)	541	881	330	364	113	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	881	330	364	113	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	1019	823	721	1404	490	219
Arrive On Green	0.29	0.29	0.11	0.39	0.14	0.14
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	541	881	330	364	113	397
Grp Sat Flow(s), veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	8.7	19.5	0.0	4.6	1.9	2.7
Cycle Q Clear(g_c), s	8.7	19.5	0.0	4.6	1.9	2.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1019	823	721	1404	490	219
V/C Ratio(X)	0.53	1.07	0.46	0.26	0.23	1.82
Avail Cap(c_a), veh/h	1019	823	721	2258	1398	623
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	19.5	23.3	25.3	13.5	25.4	2.5
Incr Delay (d2), s/veh	1.0	39.7	2.1	0.2	0.5	260.7
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	8.2	4.3	2.9	1.4	26.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	63.0	27.4	13.7	25.9	263.2
LnGrp LOS	C	F	C	B	C	F
Approach Vol, veh/h	1422			694	510	
Approach Delay, s/veh	46.8			20.2	210.6	
Approach LOS	D			C	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.1		30.0	17.0	19.1
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		6.6		21.5	2.0	4.7
Green Ext Time (p_c), s		4.6		0.0	1.0	4.4
Intersection Summary						
HCM 6th Ctrl Delay			71.6			
HCM 6th LOS			E			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

2036ANX 9:46 am 03/09/2022 2036 AM NO BUILD

Synchro 11 Report
Page 12

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

06/30/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	←←	←←	↑↑	↑↑	←
Traffic Volume (veh/h)	541	901	330	365	116	397
Future Volume (veh/h)	541	901	330	365	116	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	901	330	365	116	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	1019	822	720	1405	492	219
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	901	330	365	116	397
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	8.7	19.5	0.0	4.6	1.9	2.7
Cycle Q Clear(g_c), s	8.7	19.5	0.0	4.6	1.9	2.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1019	822	720	1405	492	219
V/C Ratio(X)	0.53	1.10	0.46	0.26	0.24	1.81
Avail Cap(c_a), veh/h	1019	822	720	2256	1397	623
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	19.5	23.3	25.4	13.5	25.4	2.5
Incr Delay (d2), s/veh	1.0	45.5	2.1	0.2	0.5	258.2
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	26.5	4.3	2.9	1.4	34.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	68.8	27.5	13.7	25.9	260.8
LnGrp LOS	C	F	C	B	C	F
Approach Vol, veh/h	1442			695	513	
Approach Delay, s/veh	50.7			20.2	207.7	
Approach LOS	D			C	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.2		30.0	17.0	19.2
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		6.6		21.5	2.0	4.7
Green Ext Time (p_c), s		4.6		0.0	1.0	4.4
Intersection Summary						
HCM 6th Ctrl Delay			73.1			
HCM 6th LOS			E			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

2036ABX 9:46 am 03/09/2022 2036 AM BUILD

Synchro 11 Report
Page 12

HCM 6th Signalized Intersection Summary

12: University Blvd. & Rio Bravo Blvd.

06/30/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	541	901	330	365	116	397
Future Volume (veh/h)	541	901	330	365	116	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	901	330	365	116	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	895	1236	1131	1796	774	755
Arrive On Green	0.26	0.26	0.18	0.51	0.22	0.22
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	541	901	330	365	116	397
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	12.0	22.5	5.3	4.9	2.3	15.2
Cycle Q Clear(g_c), s	12.0	22.5	5.3	4.9	2.3	15.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	895	1236	1131	1796	774	755
V/C Ratio(X)	0.60	0.73	0.29	0.20	0.15	0.53
Avail Cap(c_a), veh/h	895	1236	1131	1922	899	811
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	28.3	19.9	16.0	11.9	27.5	15.9
Incr Delay (d2), s/veh	1.7	2.7	0.7	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	8.4	0.8	3.6	3.2	1.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.0	22.6	16.7	12.0	27.7	17.1
LnGrp LOS	C	C	B	B	C	B
Approach Vol, veh/h	1442			695	513	
Approach Delay, s/veh	25.4			14.2	19.5	
Approach LOS	C			B	B	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	53.9		33.0		25.0	28.9
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	47.0		22.5		16.0	22.0
Max Q Clear Time (g_c+I1), s	6.9		24.5		7.3	17.2
Green Ext Time (p_c), s	4.8		0.0		1.5	1.7
Intersection Summary						
HCM 6th Ctrl Delay			21.3			
HCM 6th LOS			C			

2036ABX MIT 9:46 am 03/09/2022 2036 AM BUILD MITIGATED

Synchro 11 Report
Page 12

HCM 6th TWSC
14: Broadway Blvd. & Bobby Foster Rd.

06/28/2022

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	139	374	510	37	178	928
Future Vol, veh/h	139	374	510	37	178	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	139	374	510	37	178	928
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1330	-	0	0	547	0
Stage 1	510	-	-	-	-	-
Stage 2	820	-	-	-	-	-
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	146	0	-	-	1018	-
Stage 1	568	0	-	-	-	-
Stage 2	393	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 120	-	-	-	1018	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	38.9		0		1.5	
HCM LOS	E					
Minor Lane/Major Mvmt	NBT		NBRWBLn1WBLn2		SBL	SBT
Capacity (veh/h)	-		- 237		- 1018	-
HCM Lane V/C Ratio	-		- 0.586		- 0.175	-
HCM Control Delay (s)	-		- 38.9		0 9.3	-
HCM Lane LOS	-		- E		A A	-
HCM 95th %tile Q(veh)	-		- 3.1		- 0.6	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

2036PNX 9:46 am 03/09/2022 2036 PM NO BUILD

Synchro 11 Report
Page 12

HCM 6th Signalized Intersection Summary 12: University Blvd. & Rio Bravo Blvd.

06/30/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (veh/h)	344	888	868	518	184	928
Future Volume (veh/h)	344	888	868	518	184	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	888	868	518	184	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	899	726	683	1657	852	380
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	888	868	518	184	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	6.8	3.1	5.4
Cycle Q Clear(g_c), s	6.1	19.5	7.0	6.8	3.1	5.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	899	726	683	1657	852	380
V/C Ratio(X)	0.38	1.22	1.27	0.31	0.22	2.44
Avail Cap(c_a), veh/h	899	726	683	1991	1233	550
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	22.8	27.7	30.5	12.5	22.9	2.5
Incr Delay (d2), s/veh	0.6	80.1	93.6	0.2	0.3	449.5
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	32.1	22.7	4.3	2.2	92.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.4	107.8	124.2	12.7	23.1	452.0
LnGrp LOS	C	F	F	B	C	F
Approach Vol, veh/h	1232			1386	1112	
Approach Delay, s/veh	84.2			82.5	381.0	
Approach LOS	F			F	F	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	45.0			30.0	17.0	28.0
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	8.8			21.5	9.0	7.4
Green Ext Time (p_c), s	6.8			0.0	0.0	10.6
Intersection Summary						
HCM 6th Ctrl Delay	172.1					
HCM 6th LOS	F					
Notes						

2036PBX 9:46 am 03/09/2022 2036 PM BUILD

Synchro 11 Report
Page 12

HCM 6th Signalized Intersection Summary 12: University Blvd. & Rio Bravo Blvd.

06/30/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (veh/h)	258	835	848	413	159	696
Future Volume (veh/h)	258	835	848	413	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	835	848	413	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	927	1278	1037	1787	754	762
Arrive On Green	0.27	0.27	0.19	0.50	0.21	0.21
Sat Flow, veh/h	3456	2790	3456	3647	3647	1585
Grp Volume(v), veh/h	258	835	848	413	159	696
Grp Sat Flow(s),veh/h/ln	1728	1395	1728	1777	1777	1585
Q Serve(g_s), s	5.3	20.7	16.8	5.9	3.3	19.0
Cycle Q Clear(g_c), s	5.3	20.7	16.8	5.9	3.3	19.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	927	1278	1037	1787	754	762
V/C Ratio(X)	0.28	0.65	0.82	0.23	0.21	0.91
Avail Cap(c_a), veh/h	946	1293	1037	1787	754	762
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	18.8	20.1	12.5	29.1	21.5
Incr Delay (d2), s/veh	0.3	1.6	6.9	0.1	0.3	14.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.5	11.5	3.9	2.5	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	20.4	27.1	12.7	29.4	36.2
LnGrp LOS	C	C	C	B	C	D
Approach Vol, veh/h	1093			1261	855	
Approach Delay, s/veh	21.8			22.3	34.9	
Approach LOS	C			C	C	
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	55.0		34.5		26.0	29.0
Change Period (Y+Rc), s	10.0		10.5		9.0	10.0
Max Green Setting (Gmax), s	45.0		24.5		17.0	19.0
Max Q Clear Time (g_c+I1), s	7.9		22.7		18.8	21.0
Green Ext Time (p_c), s	5.4		1.3		0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			25.5			
HCM 6th LOS			C			

2036PBX MIT 9:46 am 03/09/2022 2036 PM BUILD MITIGATED

Synchro 11 Report
Page 12

Intersection 13

Bobby Foster Rd. & Los Picaros

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	319	63	1	1	8
Future Vol, veh/h	40	319	63	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	319	63	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	8.6	9.1	7.3
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	63	1	359	9
LT Vol	63	0	40	0
Through Vol	0	1	0	1
RT Vol	0	0	319	8
Lane Flow Rate	63	1	359	9
Geometry Grp	7	7	2	5
Degree of Util (X)	0.1	0.001	0.354	0.011
Departure Headway (Hd)	5.674	5.173	3.548	4.299
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	628	686	994	838
Service Time	3.446	2.945	1.638	2.299
HCM Lane V/C Ratio	0.1	0.001	0.361	0.011
HCM Control Delay	9.1	8	8.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	1.6	0

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	321	64	1	1	8
Future Vol, veh/h	40	321	64	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	321	64	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	8.6		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	64	1	361	9
LT Vol	64	0	40	0
Through Vol	0	1	0	1
RT Vol	0	0	321	8
Lane Flow Rate	64	1	361	9
Geometry Grp	7	7	2	5
Degree of Util (X)	0.101	0.001	0.356	0.011
Departure Headway (Hd)	5.678	5.177	3.549	4.304
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	627	686	996	837
Service Time	3.45	2.949	1.639	2.304
HCM Lane V/C Ratio	0.102	0.001	0.362	0.011
HCM Control Delay	9.1	8	8.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	1.6	0

Intersection

Intersection Delay, s/veh 11.8

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	93	349	1	4	65
Future Vol, veh/h	25	93	349	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	93	349	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		13.8		7.6	
HCM LOS	A		B		A	

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	21%	0%
Vol Thru, %	0%	100%	0%	6%
Vol Right, %	0%	0%	79%	94%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	349	1	118	69
LT Vol	349	0	25	0
Through Vol	0	1	0	4
RT Vol	0	0	93	65
Lane Flow Rate	349	1	118	69
Geometry Grp	7	7	2	5
Degree of Util (X)	0.523	0.001	0.151	0.08
Departure Headway (Hd)	5.387	4.885	4.611	4.191
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	737	778	852
Service Time	3.087	2.585	2.638	2.23
HCM Lane V/C Ratio	0.518	0.001	0.152	0.081
HCM Control Delay	13.8	7.6	8.5	7.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3	0	0.5	0.3

Intersection

Intersection Delay, s/veh 12.3

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	122	364	1	4	65
Future Vol, veh/h	25	122	364	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	122	364	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	8.7	14.6	7.7
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	364	1	147	69
LT Vol	364	0	25	0
Through Vol	0	1	0	4
RT Vol	0	0	122	65
Lane Flow Rate	364	1	147	69
Geometry Grp	7	7	2	5
Degree of Util (X)	0.553	0.001	0.189	0.082
Departure Headway (Hd)	5.466	4.964	4.631	4.289
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	663	725	775	830
Service Time	3.166	2.664	2.663	2.341
HCM Lane V/C Ratio	0.549	0.001	0.19	0.083
HCM Control Delay	14.6	7.7	8.7	7.7
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.3	0	0.7	0.3

Intersection

Intersection Delay, s/veh 9.2

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	340	76	2	2	11
Future Vol, veh/h	53	340	76	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	340	76	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	9.2	9.4	7.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	99%	0%	13%	0%
Vol Thru, %	1%	100%	0%	15%
Vol Right, %	0%	0%	87%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	1	393	13
LT Vol	76	0	53	0
Through Vol	1	1	0	2
RT Vol	0	0	340	11
Lane Flow Rate	77	1	393	13
Geometry Grp	7	7	2	5
Degree of Util (X)	0.125	0.002	0.405	0.016
Departure Headway (Hd)	5.851	5.351	3.708	4.426
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	673	975	808
Service Time	3.551	3.051	1.715	2.454
HCM Lane V/C Ratio	0.125	0.001	0.403	0.016
HCM Control Delay	9.4	8.1	9.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	2	0

Intersection

Intersection Delay, s/veh 9.2

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	342	77	2	2	11
Future Vol, veh/h	53	342	77	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	342	77	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	9.2	9.4	7.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	99%	0%	13%	0%
Vol Thru, %	1%	100%	0%	15%
Vol Right, %	0%	0%	87%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	1	395	13
LT Vol	77	0	53	0
Through Vol	1	1	0	2
RT Vol	0	0	342	11
Lane Flow Rate	78	1	395	13
Geometry Grp	7	7	2	5
Degree of Util (X)	0.126	0.002	0.407	0.016
Departure Headway (Hd)	5.855	5.355	3.711	4.432
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	672	976	808
Service Time	3.555	3.055	1.716	2.459
HCM Lane V/C Ratio	0.127	0.001	0.405	0.016
HCM Control Delay	9.4	8.1	9.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	2	0

Intersection

Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	94	368	1	5	86
Future Vol, veh/h	34	94	368	1	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	94	368	1	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	8.8	14.7	7.8
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	27%	0%
Vol Thru, %	0%	100%	0%	5%
Vol Right, %	0%	0%	73%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	368	1	128	91
LT Vol	368	0	34	0
Through Vol	0	1	0	5
RT Vol	0	0	94	86
Lane Flow Rate	368	1	128	91
Geometry Grp	7	7	2	5
Degree of Util (X)	0.557	0.001	0.169	0.107
Departure Headway (Hd)	5.442	4.94	4.752	4.25
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	729	754	839
Service Time	3.142	2.64	2.787	2.298
HCM Lane V/C Ratio	0.552	0.001	0.17	0.108
HCM Control Delay	14.7	7.6	8.8	7.8
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.3	0	0.6	0.4

Intersection

Intersection Delay, s/veh 12.8

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	123	383	1	5	86
Future Vol, veh/h	34	123	383	1	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	123	383	1	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	9.1	15.5	8
HCM LOS	A	C	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	22%	0%
Vol Thru, %	0%	100%	0%	5%
Vol Right, %	0%	0%	78%	95%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	383	1	157	91
LT Vol	383	0	34	0
Through Vol	0	1	0	5
RT Vol	0	0	123	86
Lane Flow Rate	383	1	157	91
Geometry Grp	7	7	2	5
Degree of Util (X)	0.583	0.001	0.208	0.11
Departure Headway (Hd)	5.478	4.976	4.766	4.353
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	656	717	752	818
Service Time	3.225	2.723	2.8	2.408
HCM Lane V/C Ratio	0.584	0.001	0.209	0.111
HCM Control Delay	15.5	7.7	9.1	8
HCM Lane LOS	C	A	A	A
HCM 95th-tile Q	3.6	0	0.8	0.4

Intersection 14

Broadway Blvd. & Bobby Foster Rd.

HCM 6th TWSC
14: Broadway Blvd. & Bobby Foster Rd.

06/28/2022

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	28	654	57	276	298
Future Vol, veh/h	13	28	654	57	276	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	28	654	57	276	298

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1355	-	0
Stage 1	654	-	-
Stage 2	701	-	-
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	141	0	884
Stage 1	479	0	-
Stage 2	453	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	97	-	884
Mov Cap-2 Maneuver	214	-	-
Stage 1	479	-	-
Stage 2	312	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.9	0	5.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	214	-	884
HCM Lane V/C Ratio	-	0.061	-	0.312
HCM Control Delay (s)	-	22.9	0	10.9
HCM Lane LOS	-	C	A	B
HCM 95th %tile Q(veh)	-	0.2	-	1.3

2026ANX 9:46 am 03/09/2022 2026 AM NO BUILD

Synchro 11 Report
Page 14

HCM 6th TWSC
14: Broadway Blvd. & Bobby Foster Rd.

06/30/2022

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	29	654	58	277	298
Future Vol, veh/h	14	29	654	58	277	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	29	654	58	277	298

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1357	-	0
Stage 1	654	-	-
Stage 2	703	-	-
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	140	0	884
Stage 1	479	0	-
Stage 2	452	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	96	-	884
Mov Cap-2 Maneuver	213	-	-
Stage 1	479	-	-
Stage 2	311	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	5.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	213	-	884
HCM Lane V/C Ratio	-	0.066	-	0.313
HCM Control Delay (s)	-	23.1	0	10.9
HCM Lane LOS	-	C	A	B
HCM 95th %tile Q(veh)	-	0.2	-	1.3

HCM 6th TWSC
14: Broadway Blvd. & Bobby Foster Rd.

06/30/2022

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	346	383	30	153	696
Future Vol, veh/h	112	346	383	30	153	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	346	383	30	153	696
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1037	-	0	0	413	0
Stage 1	383	-	-	-	-	-
Stage 2	654	-	-	-	-	-
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	227	0	-	-	1142	-
Stage 1	659	0	-	-	-	-
Stage 2	479	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	197	-	-	-	1142	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.5	0	1.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 315	-	1142	-	
HCM Lane V/C Ratio	-	- 0.356	-	0.134	-	
HCM Control Delay (s)	-	- 22.5	0	8.6	-	
HCM Lane LOS	-	- C	A	A	-	
HCM 95th %tile Q(veh)	-	- 1.5	-	0.5	-	

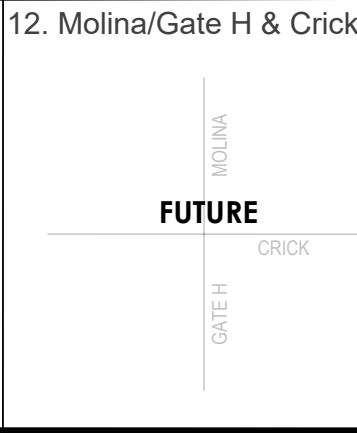
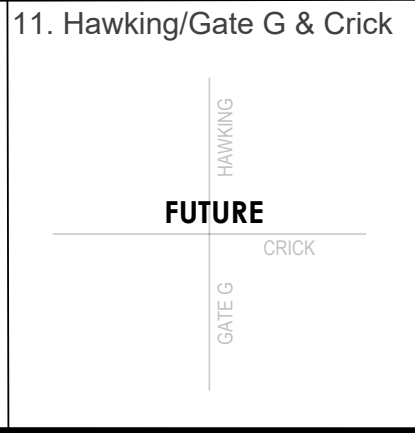
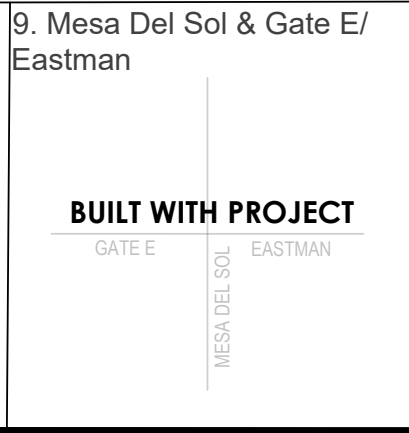
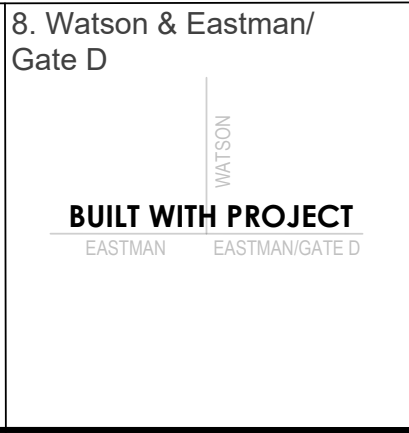
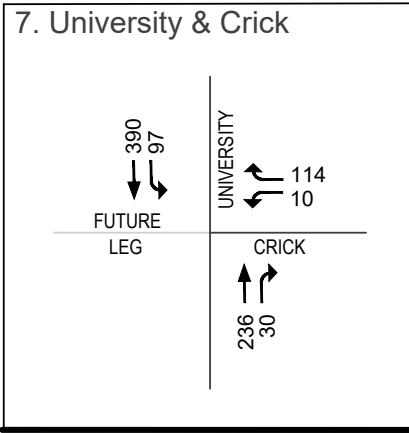
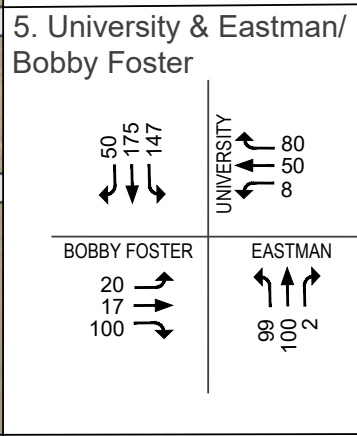
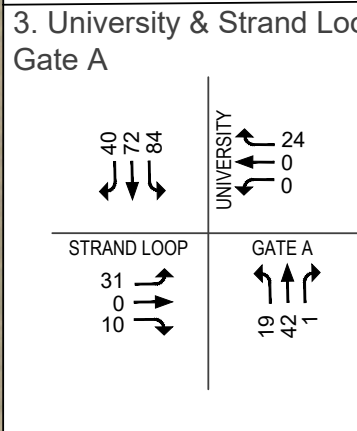
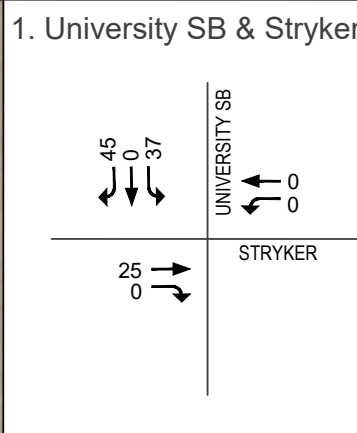
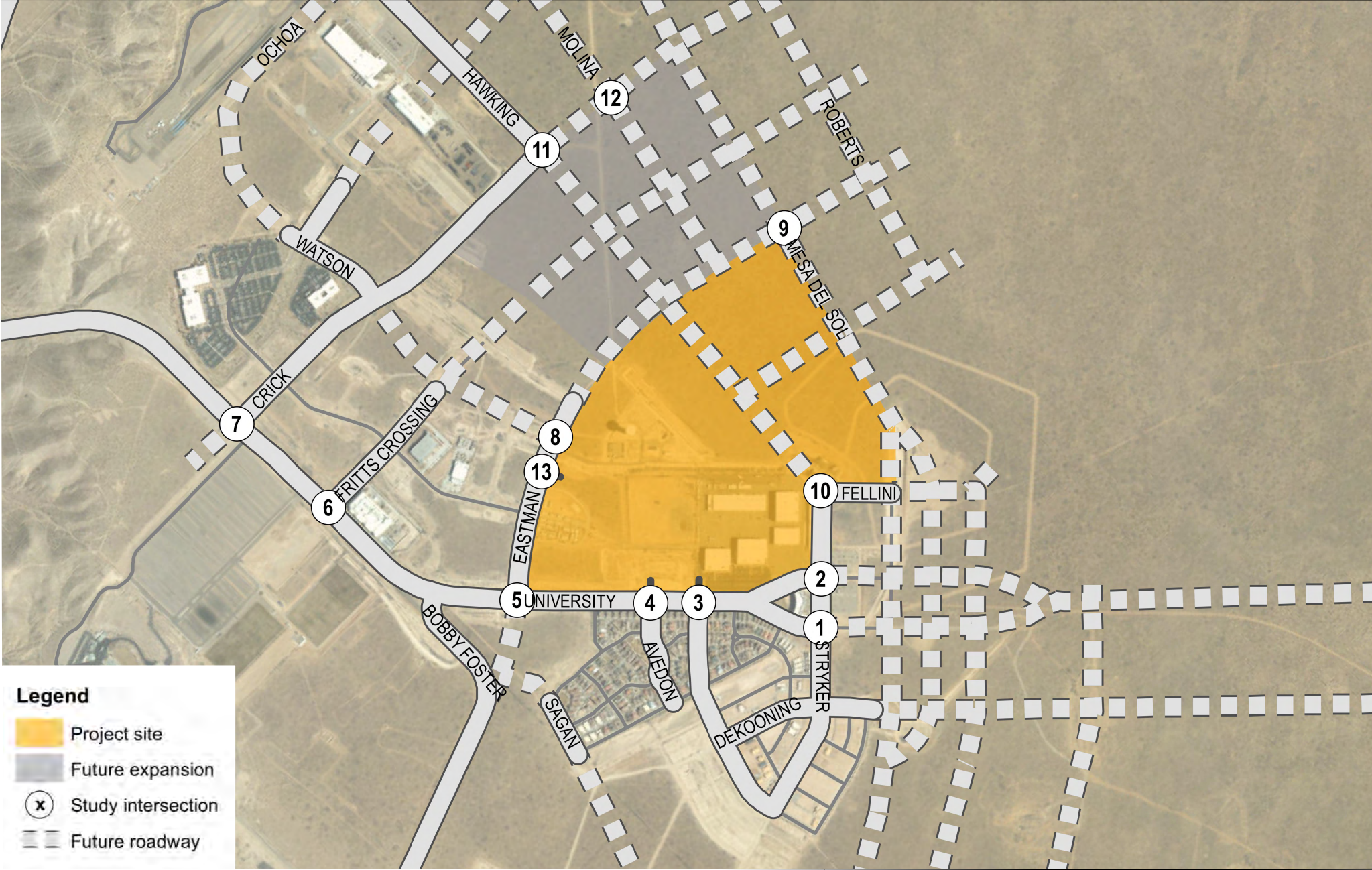
2026PNX 9:46 am 03/09/2022 2026 PM NO BUILD

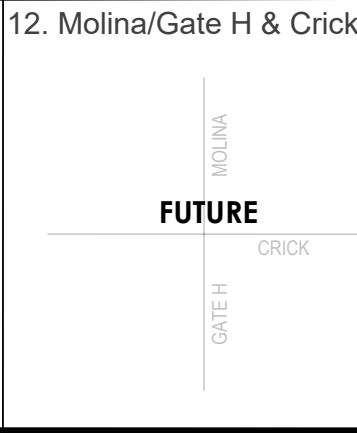
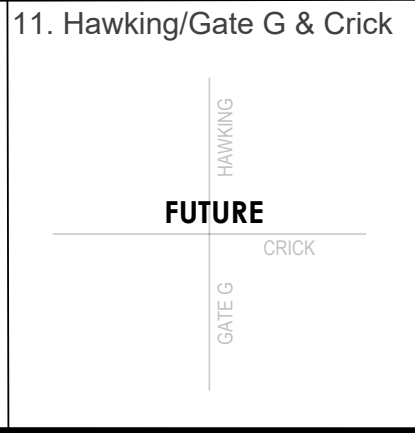
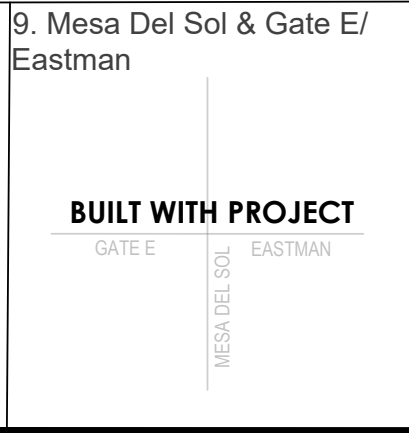
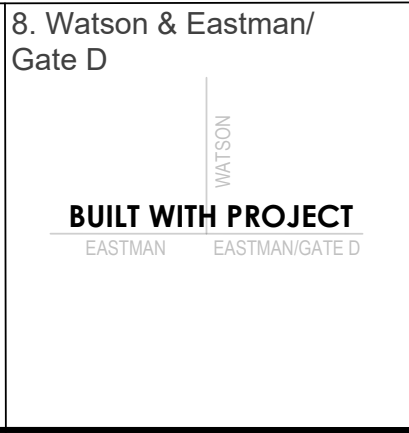
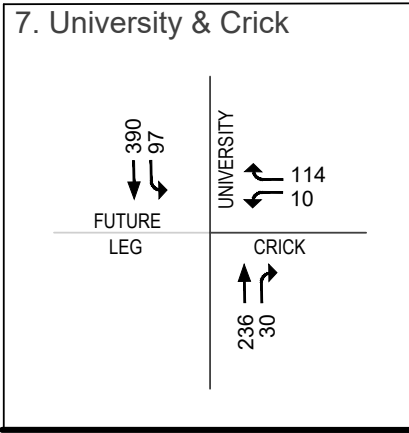
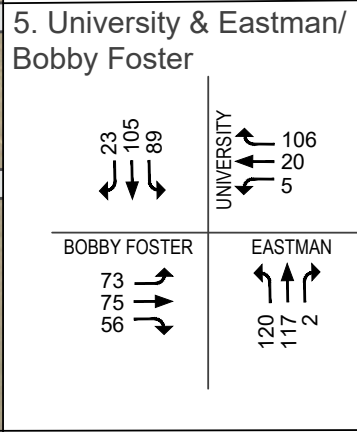
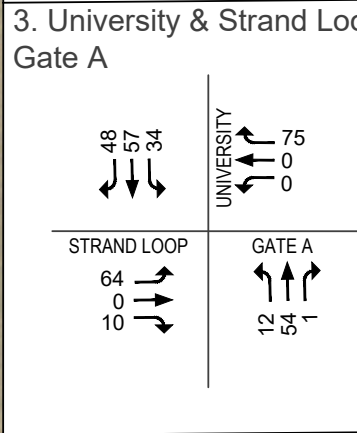
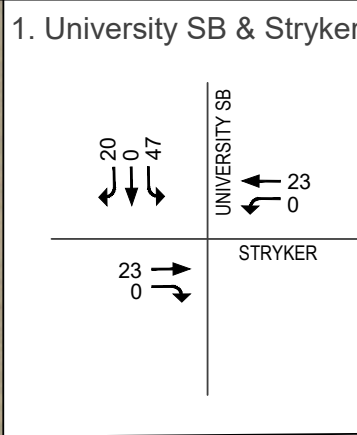
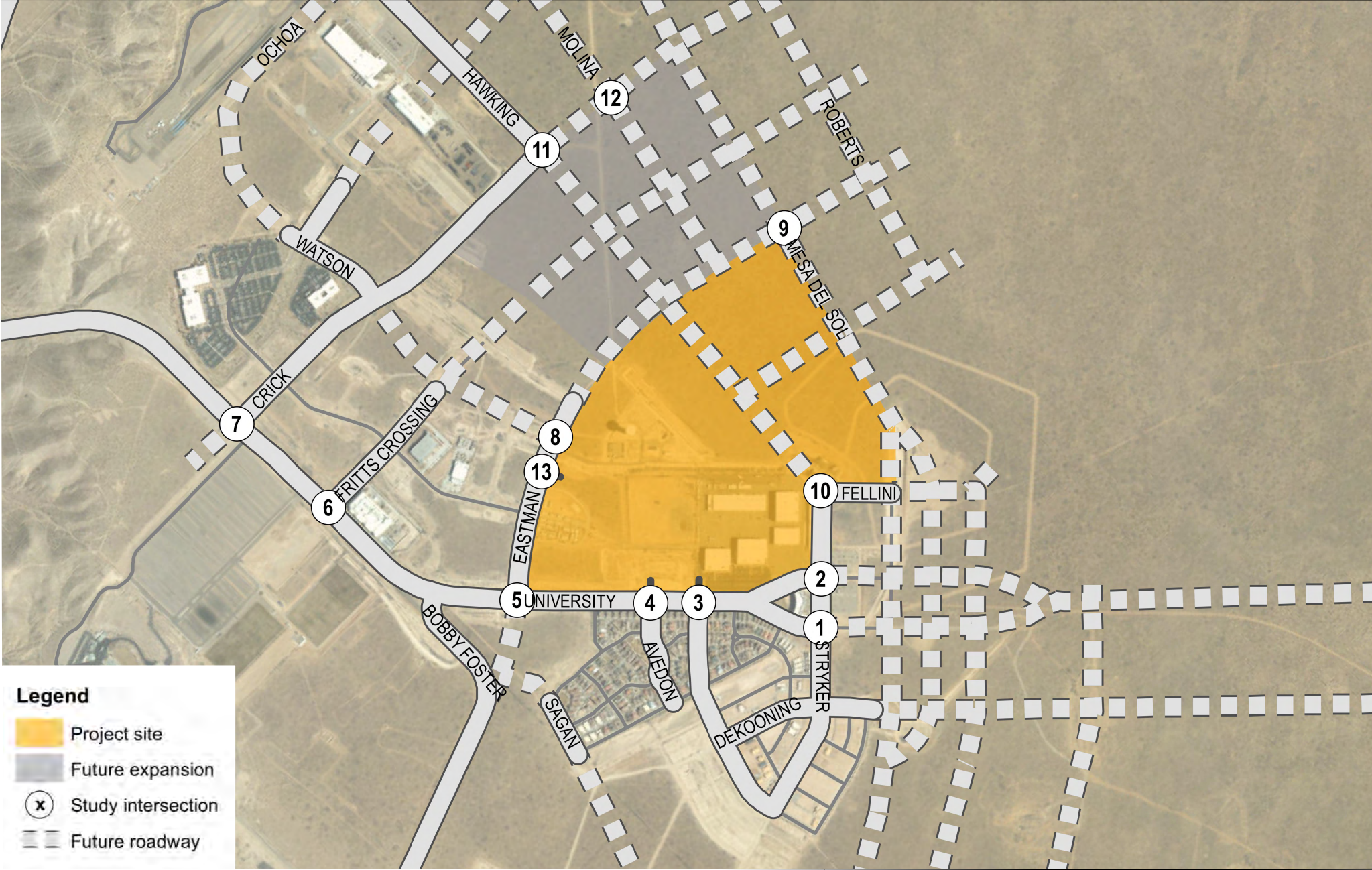
Synchro 11 Report
Page 14

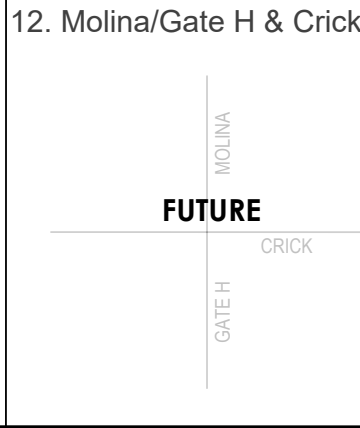
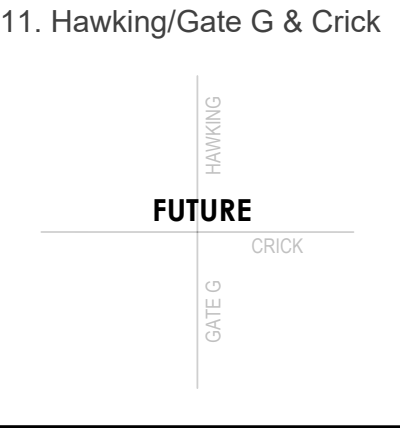
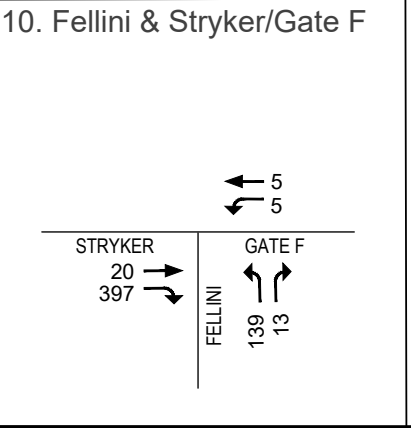
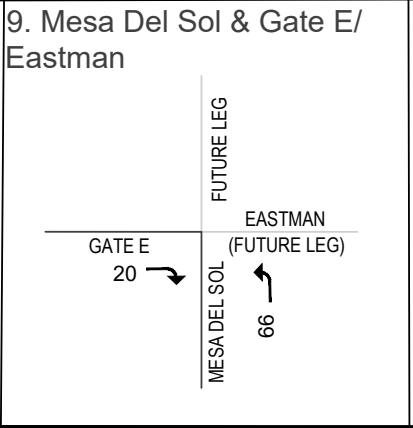
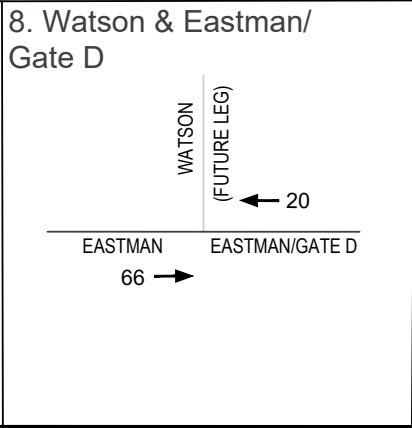
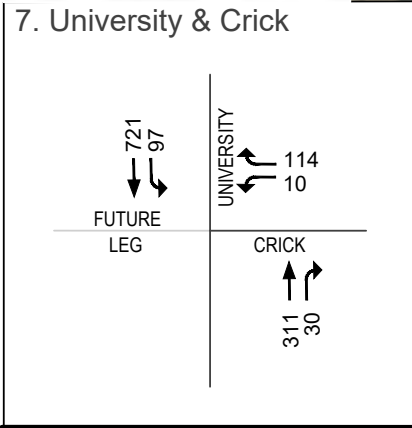
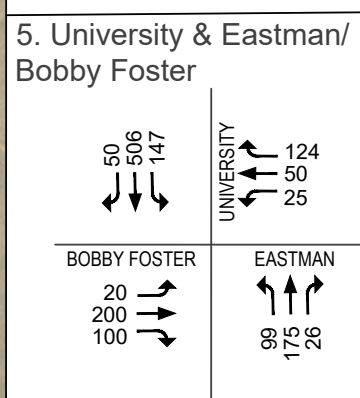
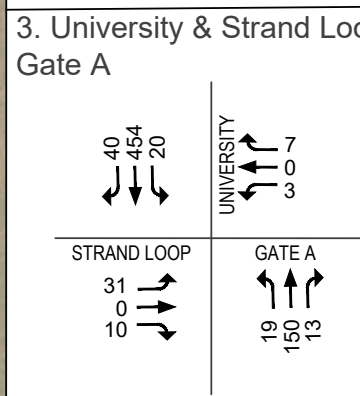
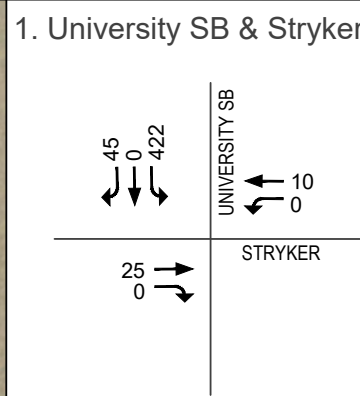
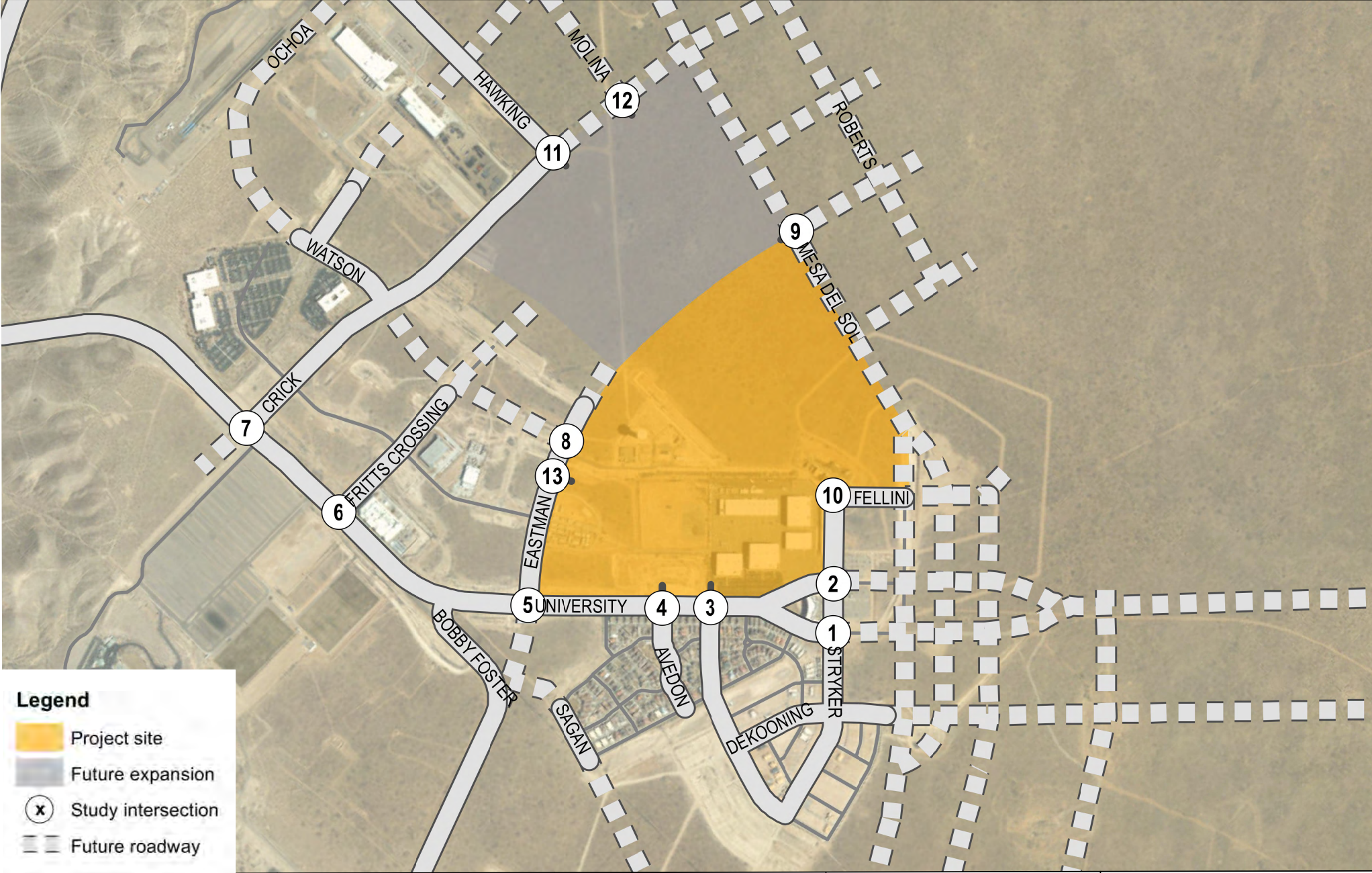
Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	120	354	383	44	167	696
Future Vol, veh/h	120	354	383	44	167	696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
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	354	383	44	167	696
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1065	-	0	0	427	0
Stage 1	383	-	-	-	-	-
Stage 2	682	-	-	-	-	-
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	218	0	-	-	1129	-
Stage 1	659	0	-	-	-	-
Stage 2	464	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	186	-	-	-	1129	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.5	0	1.7			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 302	-	1129	-	
HCM Lane V/C Ratio	-	- 0.397	-	0.148	-	
HCM Control Delay (s)	-	- 24.5	0	8.7	-	
HCM Lane LOS	-	- C	A	A	-	
HCM 95th %tile Q(veh)	-	- 1.8	-	0.5	-	

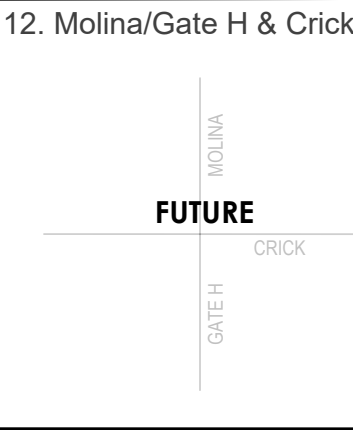
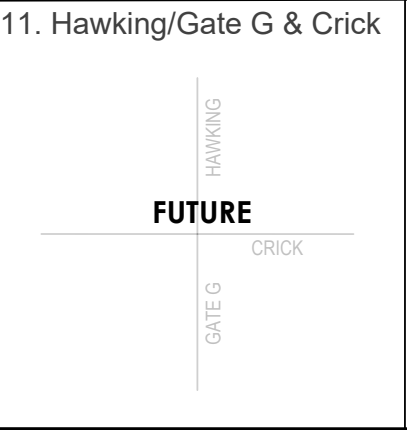
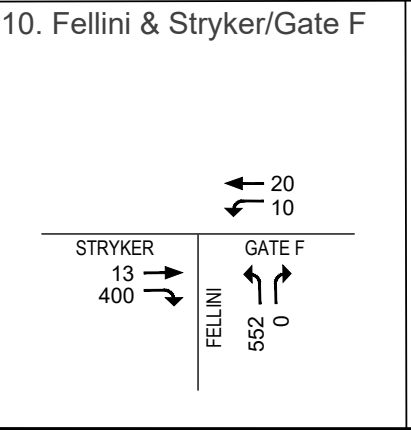
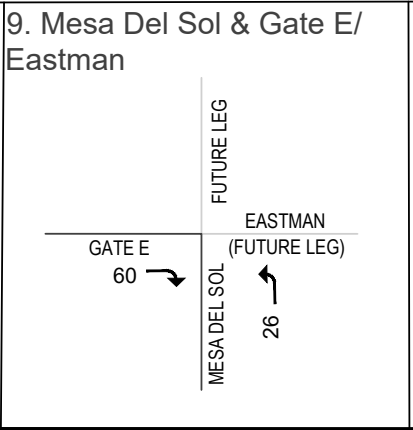
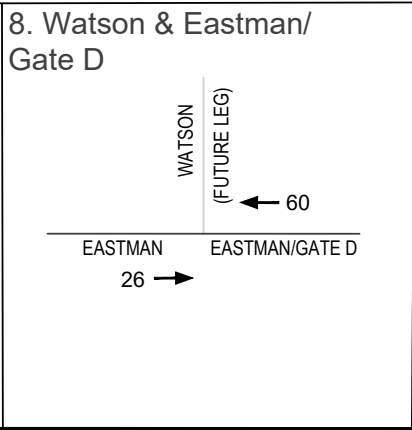
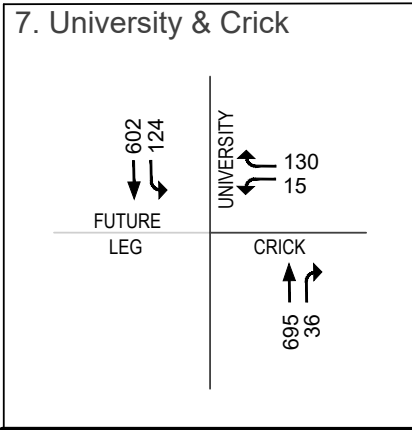
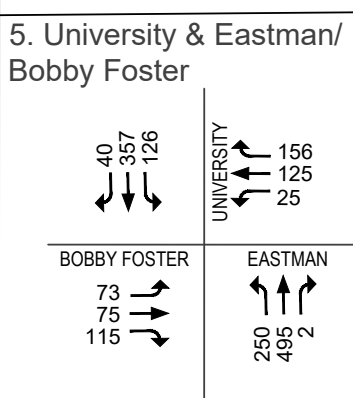
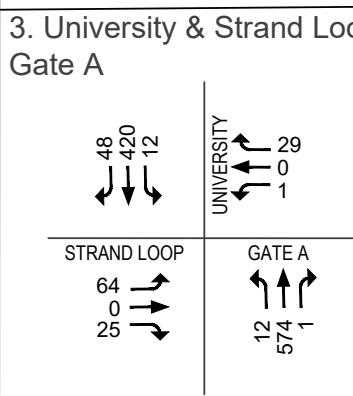
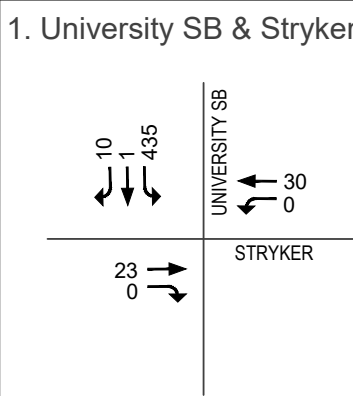
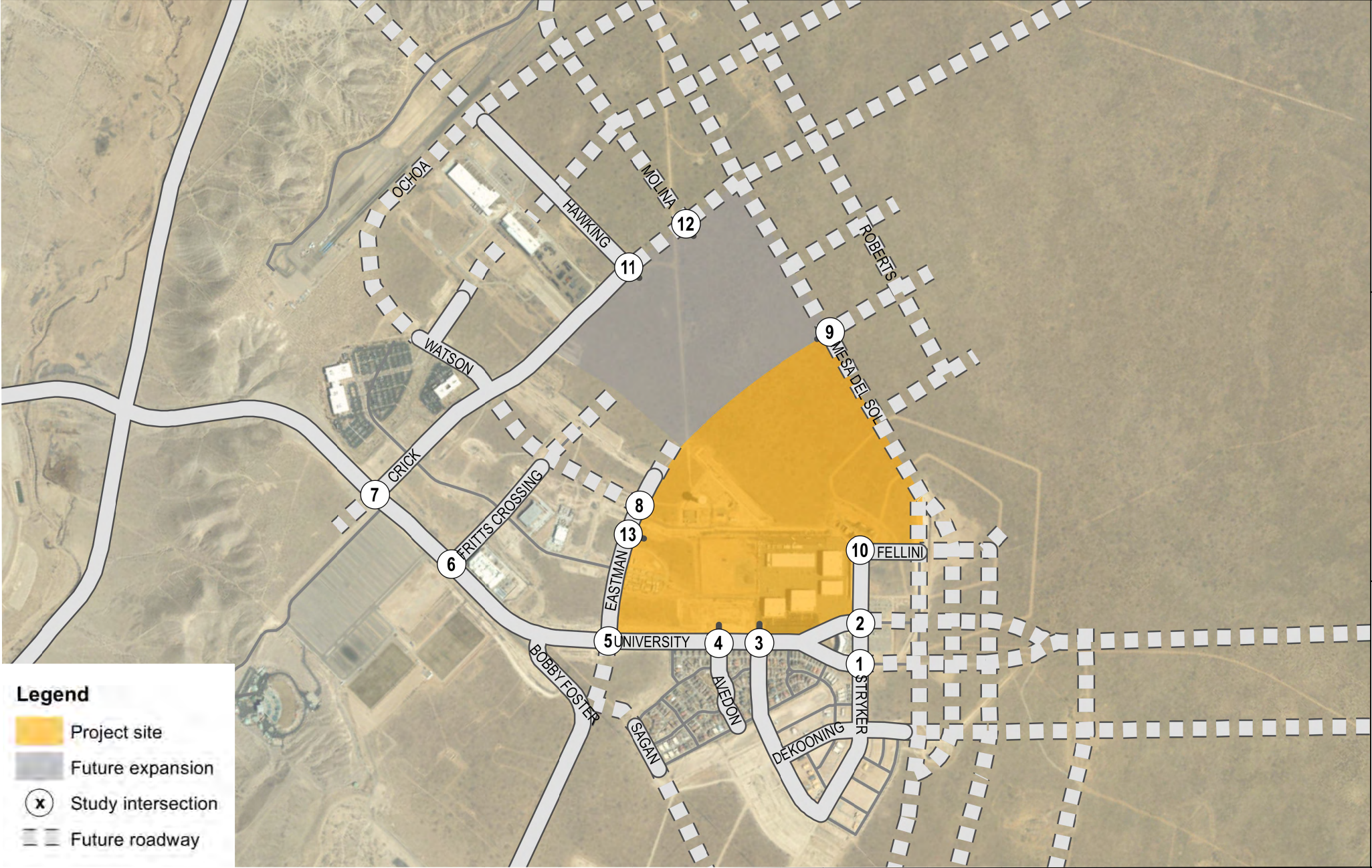
Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	32	872	67	292	397
Future Vol, veh/h	17	32	872	67	292	397
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage 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	32	872	67	292	397
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1655	-	0	0	939	0
Stage 1	872	-	-	-	-	-
Stage 2	783	-	-	-	-	-
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	89	0	-	-	726	-
Stage 1	369	0	-	-	-	-
Stage 2	411	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	53	-	-	-	726	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	30.5	0	5.6			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 158	- 726	-		
HCM Lane V/C Ratio	-	- 0.108	- 0.402	-		
HCM Control Delay (s)	-	- 30.5	0 13.2	-		
HCM Lane LOS	-	- D	A B	-		
HCM 95th %tile Q(veh)	-	- 0.4	- 1.9	-		

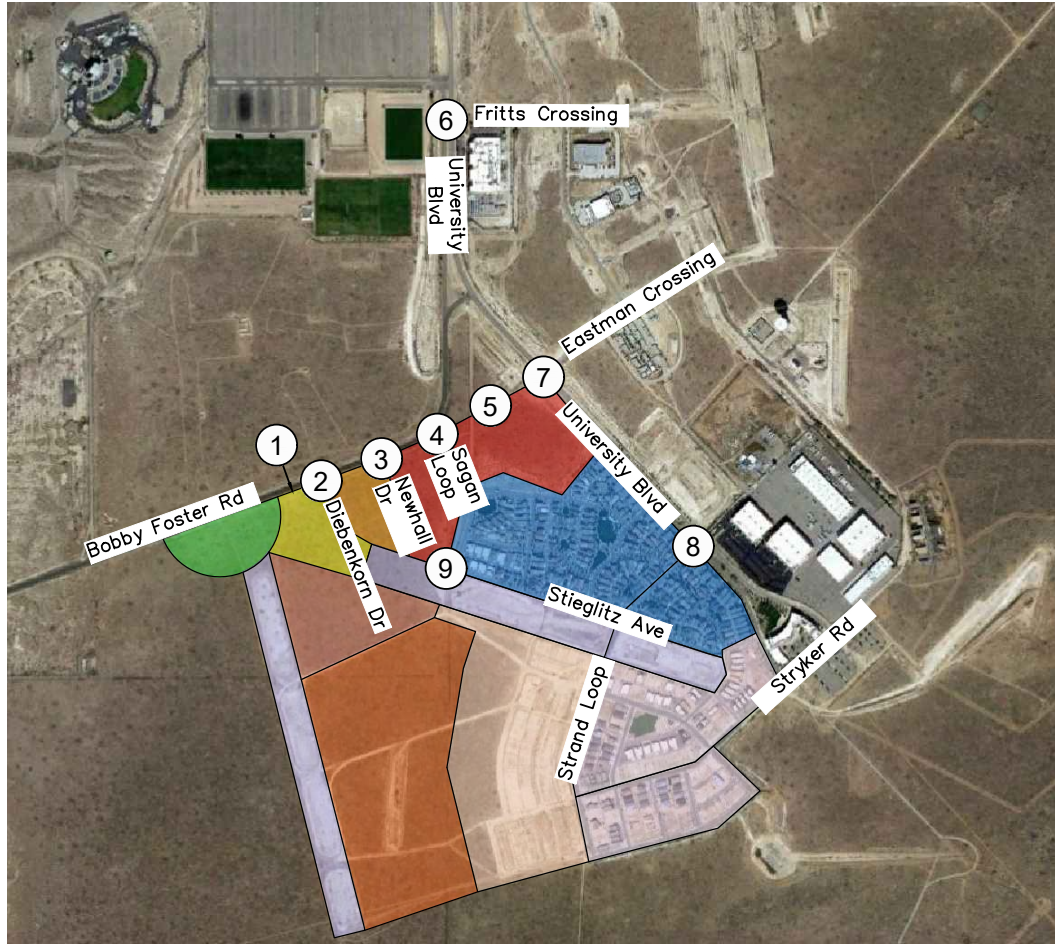
Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	32	872	67	292	397
Future Vol, veh/h	17	32	872	67	292	397
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage 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	32	872	67	292	397
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1655	-	0	0	939	0
Stage 1	872	-	-	-	-	-
Stage 2	783	-	-	-	-	-
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	89	0	-	-	726	-
Stage 1	369	0	-	-	-	-
Stage 2	411	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	53	-	-	-	726	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	30.5	0	5.6			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 158	-	726	-	
HCM Lane V/C Ratio	-	- 0.108	-	0.402	-	
HCM Control Delay (s)	-	- 30.5	0	13.2	-	
HCM Lane LOS	-	- D	A	B	-	
HCM 95th %tile Q(veh)	-	- 0.4	-	1.9	-	











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

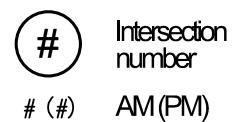
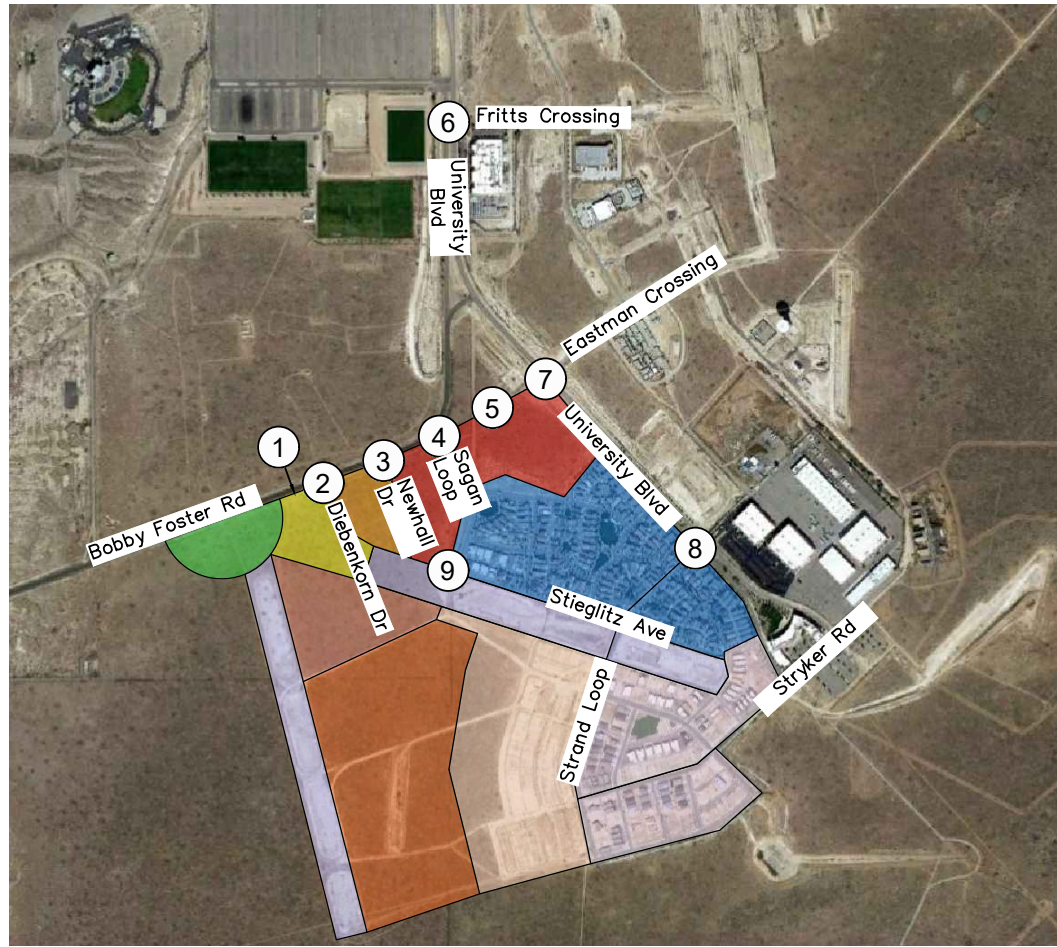


Figure
Number
23

Albuquerque Studios Expansion Traffic Data Calibration Summary																					
Intersection	AM Peak Hour						Noon Peak Hour						PM 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	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	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	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	40		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	
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						7:45 AM				11:30 AM											
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	6	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	59	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						7:45 AM				11:15 AM								3:00 PM			
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		7	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						7:45 AM				11:30 AM								4:15 PM			
Univ & Avedon						7:45 AM				11:30 AM								4:15 PM			
NB Left	0	0		0	0	33	0		1	1	36	0		2	0						
NB Thru	49	42	1.17	97	113	125	50	1.42	88	125	145	55	1.42	120	170						
NB Right	0	0		0	0	0	0		0	0	0	0		0	0						
SB Left	0	0		0	0	0	0		2	2	0	0		2	2						
SB Thru	267	181	1.42	133	189	145	65	1.42	157	223	140	92	1.42	76	108						
SB Right	8	7	1.14	6	7	1	0		4	0	13	14	0.93	8	7						
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						
EB Left	0	58	0.00	10	10	2	14	0.58	4	10	7	6	1.17	4	10						
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0						
EB Right	0	0		1	1	16	21	0.76	0	1	10	0		1	1						
		247				320				256				361				213		299	
Nine Hour TMC						7:30 AM				11:45 AM								3:45 PM			
Univ (SB) & Stryker Rd.						7:30 AM				11:45 AM								3:45 PM			
NB Left	0	0		0	0	0	0		0	0	0	0		0	0						
NB Thru	0	0		0	0	0	0		0	0	0	0		0	0						
NB Right	0	0		0	0	0	0		0	0	0	0		0	0						
SB Left	0	36	0.00	25	36	109	34	1.42	43	61	24	33	0.73	23	17						
SB Thru	0	0		0	0	0	0		1	1	0	0		1	1						
SB Right	0	110	0.00	32	32	29	42	0.69	14	10	0	22	0.00	12	0						
WB Left	70	0		0	0	0	0		0	0	0	0		0	0						
WB Thru	0	0	0.00	1	1	0	0		3	3	0	0		3	3						
WB Right	0	0		0	0	0	0		0	0	0	0		0	0						
EB Left	0	0		0	0	0	0		1	1	0	0		0	0						
EB Thru	0	0		12	12	0	12	0.00	21	21	0	33	0.00	22	22						
EB Right	0	0		0	0	0	0		1	0	0	0		0	0						
		70				62				84				98				61		43	
Nine Hour TMC						8:45 AM				11:45 AM								3:45 PM			
Univ (NB) & Stryker Rd.						8:45 AM				11:45 AM								3:45 PM			
NB Left	0	0		0	0	0	0		0	0	0	0		0	0						
NB Thru	0	0		1	1	0	0		0	0	0	0		0	0						
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	0	0		0	0	0	0		0	0	0	0		0	0						
SB Right	0	0		0	0	0	0		0	0	0	0		0	0						
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		1	1	0	0		1	1	0	0		0	0						
EB Left	58	59	0.98	29	29	72	51	1.41	59	83	72	67	1.07	41	44						
EB Thru	0	0		0	0	0	0		1	1	0	0		0	0						
EB Right	0	0		1	1	0	0		0	0	0	0		0	0						
		201				201				201				201				41		44	

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											
Rio Bravo and Broadway				6:45 AM						3:00 PM	
NB Left	54	45	1.20	91	109		108	96	1.13	197	222
NB Thru	449	217	1.39	138	192		151	166	0.91	177	161
NB Right	382	238	1.39	228	317		413	271	1.39	338	470
EB Left	455	182	1.39	160	222		196	88	1.39	118	164
EB Thru	1425	866	1.39	1185	1647		556	457	1.22	674	820
EB Right	46	120	0.61	110	67		58	77	0.75	126	95
SB Left	20	30	0.67	54	36		59	20	1.39	99	138
SB Thru	201	153	1.31	101	133		311	298	1.04	282	294
SB Right	79	79	1.00	63	63		400	288	1.39	258	358
WB Left	260	254	1.02	287	294		402	284	1.39	286	398
WB Thru	430	313	1.37	476	654		955	650	1.39	995	1383
WB Right	39	38	1.03	34	35		31	47	0.66	25	16
				2927	3769					3575	4519
9 Hour TMC											
2nd Street and Rio Bravo				7:15 AM						4:00 PM	
NB Left	112	104	1.08	147	158		347	161	1.47	365	537
NB Thru	418	62	1.47	67	98		411	127	1.47	79	116
NB Right	72	19	1.47	47	69		758	68	1.47	63	93
EB Left	584	115	1.47	189	278		98	92	1.07	97	103
EB Thru	1483	988	1.47	1327	1951		541	436	1.24	780	968
EB Right	203	132	1.47	157	231		131	90	1.46	148	215
SB Left	138	23	1.47	70	103		105	74	1.42	114	162
SB Thru	24	65	0.53	43	23		184	64	1.47	87	128
SB Right	90	4	1.47	52	76		540	200	1.47	270	397
WB Left	62	60	1.03	76	79		32	66	0.53	62	33
WB Thru	420	324	1.30	486	630		1672	1141	1.47	1340	1964
WB Right	91	91	1.00	54	54		124	34	1.47	40	59
				4715	3750					3445	4774

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

07/06/2022

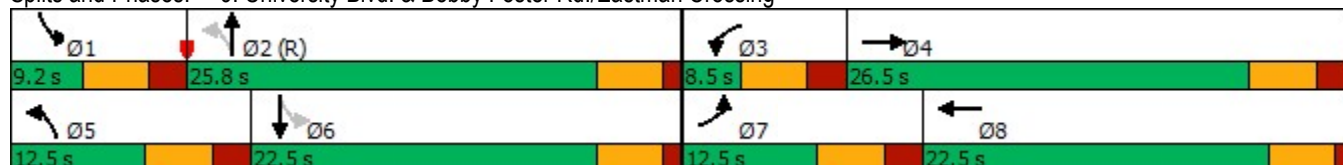


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	Max	None	Max
Maximum Split (s)	9.2	25.8	8.5	26.5	12.5	22.5	12.5	22.5
Maximum Split (%)	13.1%	36.9%	12.1%	37.9%	17.9%	32.1%	17.9%	32.1%
Minimum Split (s)	8.5	22.5	8.5	23.5	12.5	22.5	12.5	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	2	2	1	2	1
Minimum Initial (s)	3	5	3	7	7	5	7	5
Vehicle Extension (s)	5	3	5	3	3	3	3	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)	60.8	0	25.8	34.3	60.8	3.3	25.8	38.3
End Time (s)	0	25.8	34.3	60.8	3.3	25.8	38.3	60.8
Yield/Force Off (s)	64.5	21.3	28.8	55.3	67.8	21.3	32.8	56.3
Yield/Force Off 170(s)	64.5	10.3	28.8	44.3	67.8	10.3	32.8	45.3
Local Start Time (s)	60.8	0	25.8	34.3	60.8	3.3	25.8	38.3
Local Yield (s)	64.5	21.3	28.8	55.3	67.8	21.3	32.8	56.3
Local Yield 170(s)	64.5	10.3	28.8	44.3	67.8	10.3	32.8	45.3

Intersection Summary

Cycle Length 70
Control Type Actuated-Coordinated
Natural Cycle 70
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

07/06/2022

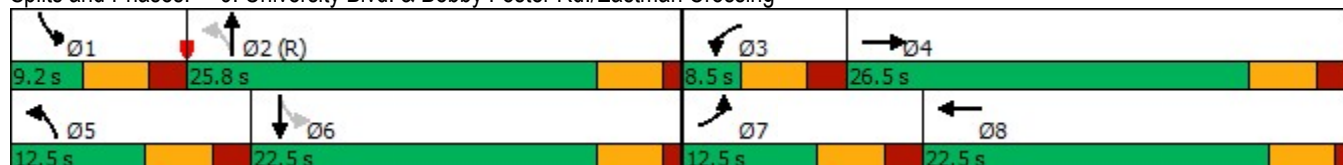


Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	Max	None	Max
Maximum Split (s)	9.2	25.8	8.5	26.5	12.5	22.5	12.5	22.5
Maximum Split (%)	13.1%	36.9%	12.1%	37.9%	17.9%	32.1%	17.9%	32.1%
Minimum Split (s)	8.5	22.5	8.5	23.5	12.5	22.5	12.5	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	2	2	1	2	1
Minimum Initial (s)	3	5	3	7	7	5	7	5
Vehicle Extension (s)	5	3	5	3	3	3	3	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)	60.8	0	25.8	34.3	60.8	3.3	25.8	38.3
End Time (s)	0	25.8	34.3	60.8	3.3	25.8	38.3	60.8
Yield/Force Off (s)	64.5	21.3	28.8	55.3	67.8	21.3	32.8	56.3
Yield/Force Off 170(s)	64.5	10.3	28.8	44.3	67.8	10.3	32.8	45.3
Local Start Time (s)	60.8	0	25.8	34.3	60.8	3.3	25.8	38.3
Local Yield (s)	64.5	21.3	28.8	55.3	67.8	21.3	32.8	56.3
Local Yield 170(s)	64.5	10.3	28.8	44.3	67.8	10.3	32.8	45.3

Intersection Summary

Cycle Length 70
Control Type Actuated-Coordinated
Natural Cycle 70
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.

07/06/2022



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)	55	26	29	35
Maximum Split (%)	61.1%	28.9%	32.2%	38.9%
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	26	55
End Time (s)	55	26	55	0
Yield/Force Off (s)	45	17	45	79.5
Yield/Force Off 170(s)	45	17	34	68.5
Local Start Time (s)	64	64	0	29
Local Yield (s)	19	81	19	53.5
Local Yield 170(s)	19	81	8	42.5

Intersection Summary

Cycle Length	90
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.

07/06/2022



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)	55	26	29	35
Maximum Split (%)	61.1%	28.9%	32.2%	38.9%
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	26	55
End Time (s)	55	26	55	0
Yield/Force Off (s)	45	17	45	79.5
Yield/Force Off 170(s)	45	17	34	68.5
Local Start Time (s)	64	64	0	29
Local Yield (s)	19	81	19	53.5
Local Yield 170(s)	19	81	8	42.5

Intersection Summary

Cycle Length	90
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.

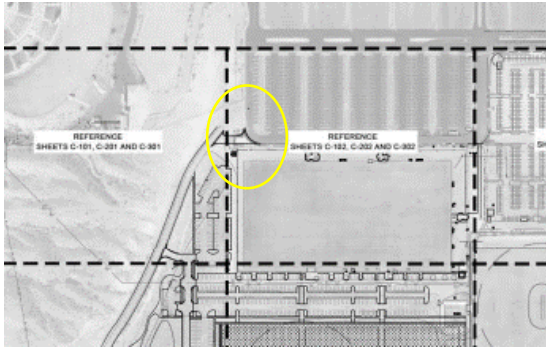
Study Intersections for Regional Sports Complex

- 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.

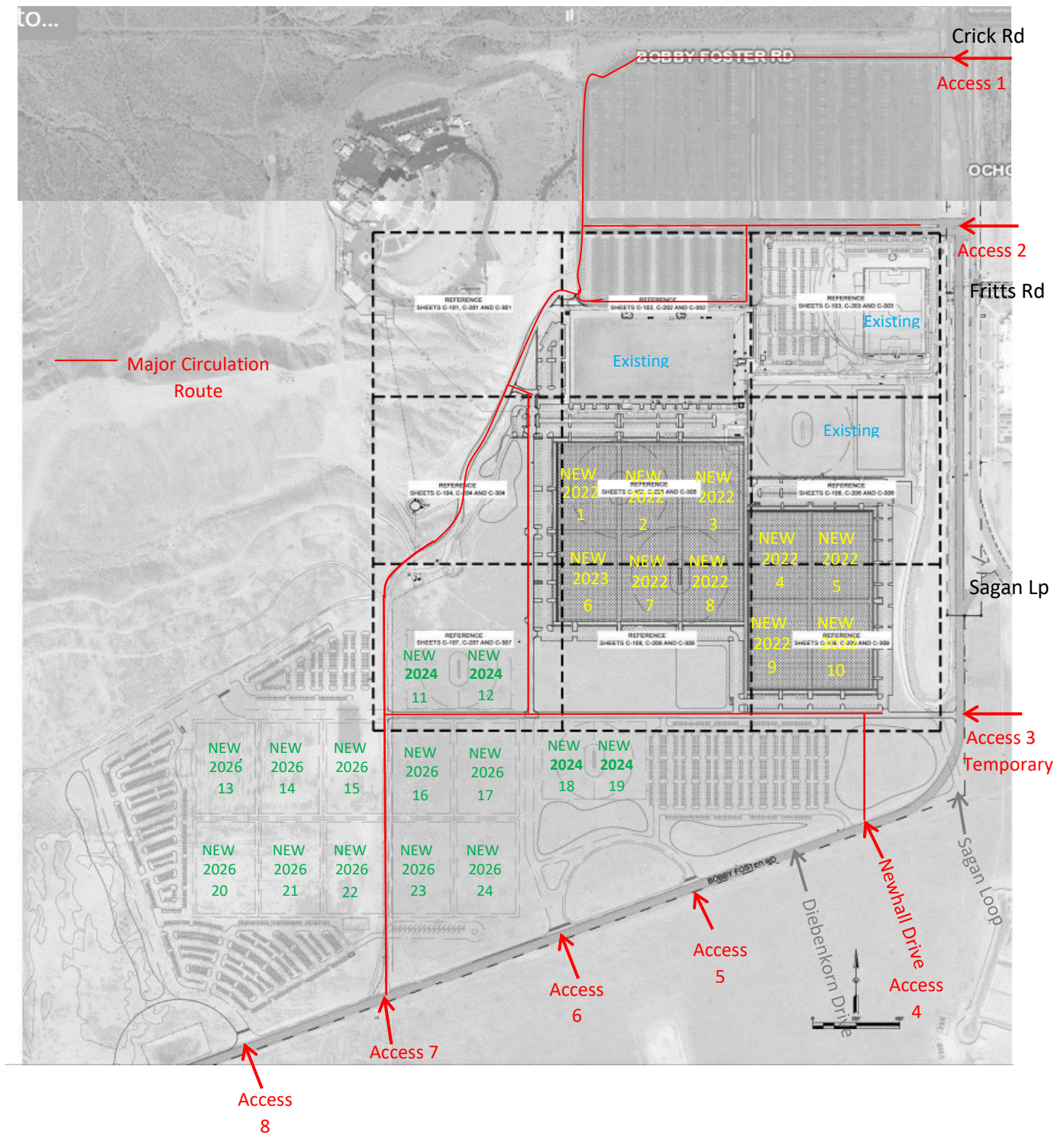
Other Developments:

- 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.bernco.gov/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.





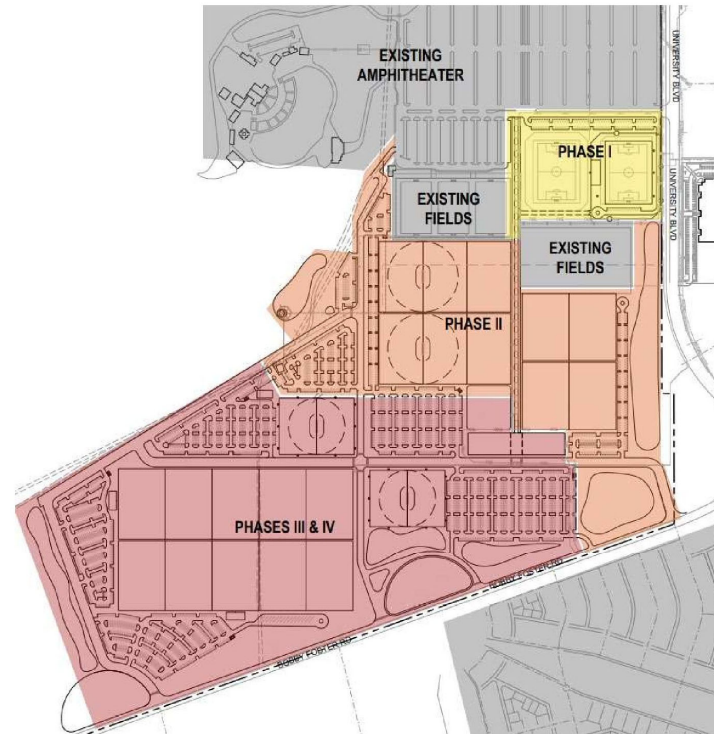
Study Area Intersections

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

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.



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.

PU Parks (Cod
Ine Pra Fa (Cod
Sp Life Ce (Cod

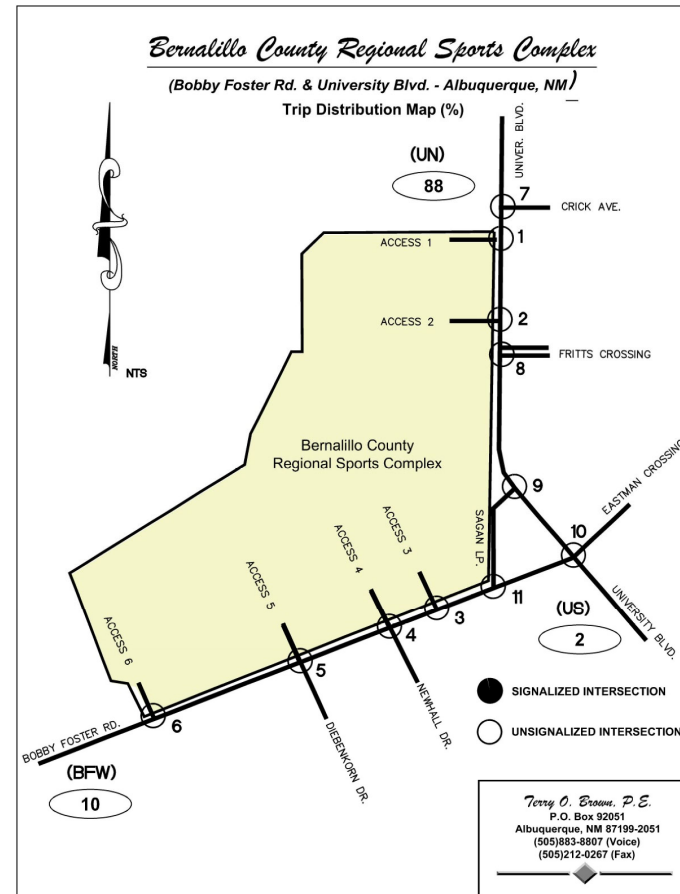
*Conver
** Assun

ITE L

Trip Distribution

Trips for the new development will be distributed according to the maps below.

Overall



Trips Exiting

