November 7, 2024

Planning Commission

Case 2023-7752: 4000 & 4200 Beckner Road Meridian Preliminary Serial Subdivision Plat

ATTACHMENT D

Applicant Submittals

ORION West LLC
Development | Land Use | Planning | Project Management
PO Box 5744, Santa Fe, NM 87502-5744
832.338.0364

January 8, 2024
Revised August 21, 2024

Current Planning Division
City of Santa Fe
200 Lincoln Avenue
Santa Fe, NM 87501

RE: Las Soleras Meridian Medical Center Preliminary Plat Subdivision Application

Dear Janice:

This letter is respectfully submitted on behalf of Santa Fe Las Soleras Medical Development LLC, Las Soleras Center LLC, and Las Soleras Village LLC in the application of a preliminary subdivision plat for the commercial properties at 4000 Beckner Road and 4200 Beckner Road. The Subdivision is identified for uses allowed in a C-2, General Commercial Zoning District. Other than the Meridian Medical Office Building currently built and operating, no other uses or projects have been identified for the undeveloped lots the proposed subdivision creates.

Application Summary

The proposed subdivision is located within the Las Soleras Master Plan area, encompassing a total of ±47.83 acres. The site is comprised of two parcels:

- **Parcel 18B:** ±18.01 acres at 4200 Beckner Road, owned by Santa Fe Las Soleras Medical Development LLC.
- **Parcel 18A:** ±29.82 acres at 4000 Beckner Road, owned by Las Soleras Center LLC and Las Soleras Village LLC.

The total number of lots proposed with this subdivision application is six. Of these, five new lots will be created within Parcel 18B. Due to a prior administrative lot- split involving parcels 18B and 18A within the last five years, the City of Santa Fe requires that Parcel 18A be included in this subdivision application. Development considerations for Lot 18A will be addressed in Phase II.

Proposed Lots: The lots to be created within this subdivision are as follows:

LAND USE ASSUMPTIONS				
LOT	TRACT	USE	ACREAGE	SIZE (SF)
1	18 B-1	Drive-thru coffee shop	1.157	2,500 w/ 1 drive-thru
2	18 B-2	Medical Office (Developed)	9.737	95,000
3	18 B-3	Medical/Dental Office	2.0639	20,000
4	18 B-4	Medical/Dental Office	2.366	20,000
5	18 B-5	Medical Center	2.677	20,000
6	18 A	Undetermined (Phase II)	29.817	-

The proposed usage is assumed based off the Traffic Impact Analysis (TIA) completed by Tierra West for Las Soleras, Tracts 18A & 18B. The sizes stated in the accompanying table are approximations based on lot acreage,

open space requirements, and estimated parking needs. These estimates are preliminary, and final development plans and building permits will be submitted in compliance with the Santa Fe City Code (SFCC).

Phase II Considerations: Lot 18A, which comprises 29.817 acres, is included in this subdivision application but will not undergo any changes in lot size as part of Phase I. Development plans for Lot 18A will be detailed and addressed in Phase II of the project.

Subdivision Approval Criteria

(1) In all subdivisions, due regard shall be shown for all natural features such as vegetation, water courses, historical sites and structures, and similar community assets that, if preserved, will add attractiveness and value to the area or to Santa Fe.

Response: The Project shows due regard for natural features and enhancement of community assets through the preservation of open space, landscaping improvements, construction of trails along Beckner Road in accordance with the Las Soleras Master Plan.

(2) The planning commission shall give due regard to the opinions of public agencies and shall not approve the plat if it determines that in the best interest of the public health, safety or welfare the land is not suitable for platting and development purposes of the kind proposed. Land subject to flooding and land deemed to be topographically unsuited for building, or for other reasons uninhabitable, shall not be platted for residential occupancy, nor for other uses that may increase danger to health, safety or welfare or aggravate erosion or flood hazard. Such land shall be set aside within the plat for uses that will not be endangered by periodic or occasional inundation or produce unsatisfactory living conditions. See also Section 14-5.9 (Ecological Resource Protection Overlay District) and Section 14-8.3 (Flood Regulations).

Response: The site is not located in a designated flood plain. Land is well suited for development.

(3) All plats shall comply with the standards of Chapter 14, Article 9 (Infrastructure Design, Improvements and Dedication Standards).

Response: The Subdivision Plat for Las Soleras Tract 18B adheres to the standards outlined in Chapter 14, Article 9. For detailed compliance of the plat and acknowledgments related to Dedication and Affidavit, please reference the Serial Subdivision Plat Las Soleras Tract 18B.

(4) A plat shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with the provisions of Chapter 14 unless a variance is approved concurrently with the plat.

Response: The property contains no existing nonconformity. No nonconformity is being created with this Subdivision Plat.

(5) A plat shall not be approved that creates a nonconformity or increases the extent or degree of an existing nonconformity with applicable provisions of other chapters of the Santa Fe City Code unless an exception is approved pursuant to the procedures provided in that chapter prior to approval of the plat.

Response: The property contains no existing nonconformity. No nonconformity is being created with this Subdivision Plat.

Terrain Management

The site slopes from the south along I-25 to the north along Beckner Road. No portion of the property contains natural slopes greater than 30% covering an area more than 1,000 square feet. Stormwater from the developed portions of the site is directed to the existing detention ponds and surface discharges at the northwest corner of the site, as shown in the Grading Plan (sheet 7). Storm water from the undeveloped portions of the site sheet generally flows west and northwest also shown in sheet 7. The detention plan is adequate to ensure there will be no increases to historic flow. Additionally, each individual lot will be responsible for further stormwater control features for their proposed development at the time of development plan and/or building permit application.

Landscape

Landscaping and site design plans are provided in accordance with Santa Fe City Code §14-8.4 requirements for nonresidential development. Plantings will include a combination of drought-tolerant deciduous and evergreen trees, shrubs, and ornamental native grasses, as referenced in Landscape Exhibit, sheet 9. All disturbed areas will be revegetated with a native grass seed mix. Landscape plans for future development will be submitted for each lot at the time of development plan application and/or building permit application.

Parks & Open Space

Required Open Space for each lot is included in the site data on the Overall Layout Exhibit and Phasing, sheet 2. The commercial lots will be encouraged to incorporate passive water harvesting methods and, therefore, the required open space will be a minimum of 20% of the lot area. Provided Open Space to be determined at the time of building permit or development plan for each lot in accordance with SFCC §14-7.5(D). There are no parks planned for this subdivision.

Paving and Parking

The paving plan accommodates access and fire requirements for the five newly created lots. The lot sizes support the land use assumptions and parking requirements. Parking plans for future developments on each lot will be submitted alongside their development plans or building permit applications in accordance with the designated usage.

Accessibility

All trails, sidewalks and associated ramps will be ADA-compliant. ADA compliance for each individual lot will be determined at the time of development plans.

Lighting & Signage

No new lighting is being proposed with this application. Existing lighting supports lot 18 B-2 and access points for lots 18B-1, 2, 4, and 5; Reference Lighting Exhibit (Sheet 8). Photometric plans will be submitted for each lot at the time of development plan application and/or building permit application.

A proposed monument will be constructed near the subdivision driveway access points on Beckner Road and will comply with the City of Santa Fe Ordinance 14-8-10, the monument sign will be located on lot 18 B-2. Future signage for the undeveloped lots will comply with the City of Santa Fe Ordinance 14-8-10, with locations and specifications being determined at the time of development plan application.

Future Development/Development Plans

No zoning changes are requested with this subdivision application. Aside from the Medical Office Building planned for Lot 18B-2, the designated uses for the newly created tracts are not yet determined. All uses will be designated according to the allowable uses within a C-2 district and will be developed individually as users are identified. Each lot will adhere to the SFCC and will require its own development plan as applicable.

This subdivision plat establishes access and utility easements for the newly created tracts. Any additional infrastructure beyond what is currently provided will be addressed through a Development Plan and/or permit application as users are identified for these parcels. Proper design or expansion of infrastructure will require specific uses and projects to be determined beyond what is already under construction.

Traffic, Access & Pedestrian Flows:

A Traffic Impact Analysis has been completed and submitted with this application. The impact analysis concludes the project will have no significant adverse impact on the adjacent transportation system and no offsite mitigation measures are deemed necessary for this project.

Tracts 18B-1 through 18B-5 will have two access points on and off Beckner Road. Primary access will be via the newly constructed south leg of the roundabout at Beckner and Walking Rain Road. This will be a "full service" access allowing both left and right, in and out movements. The secondary access is approximately 550' east of Walking Rain Road and will be limited to right-in and right-out movements from Beckner. A third, and future, access point via a private drive from adjacent parcel 19 is anticipated. The location of this future private drive is shown on the Preliminary Plat.

Fire Protection and Emergency Access

The project is served by two access points, with on-site driveways designed to meet the standards set forth by the International Fire Code (IFC) for emergency access. Fire protection is further supported by two existing fire hydrants, as shown in the Utility Exhibit Phase 1 (Sheet 4). Future developments within this subdivision will comply with all applicable fire codes.

Archaeology and Gunnison's Prairie Dog Relocation

Archaeology clearance was granted to the entire Los Soleras subdivision on February 5, 2009, as a condition of approval. As this project is located within the Los Soleras Subdivision, no additional archaeological survey or clearance is required.

The site was previously cleared for the current development in lot 18 B-2 and will be assessed for Gunnison's prairie dogs prior to the start of construction on newly created lots. Any colonies will be relocated in keeping with SFCC 14-8.12 prior to start of construction.

Sewer and Water

Development on Tract 18B-2 is complete, a utility easement for new water and sewer lines will be established with this subdivision plat along the east and west access drives from Beckner Road to accommodate future private water and sewer connections for parcels 18B-1,3,4 and 5. The proposed utility improvements include an 8-inch water line

and an 8-inch sanitary sewer line, as indicated in the Utility Exhibit (Sheet 4). The lines are designed to support the anticipated capacities required for future developments within the subdivision. Please refer to the Utility Exhibit for additional details on the proposed line sizes and capacities.

Development Water Budget

Each future project and associated tract will be responsible to create a water budget and source water for the project specific to that project's individual use.

Environmental Services/Solid Waste

Dumpster locations to be subject to review approval at the time of Development plan or building permit application for each lot.

Addressing/GIS

The property is currently addressed as 4200 Beckner Road. We will request individual lot addresses prior to recordation.

Santa Fe Public Schools

This is a commercial subdivision application and thus will have no impact on the Santa Fe Public Schools.

Transportation Planning (MPO)

In accordance with the requirements of the Las Soleras Master Plan, this project includes the installation of a pedestrian trail system south of Beckner, within the 100-foot open space corridor. The trail is situated on the southern end of the subdivision, as depicted in the Access Exhibit (Sheet 3) and will eventually connect to the broader trail system as neighboring developments are completed.

Bus service exists on Beckner Road and Wellness Way in the vicinity of the proposed subdivision.

Affordable Housing

Although future uses for the newly created tracts are not known to be residential projects as allowed in a C-2 district, it is understood residential projects will be required to follow the City of Santa Fe affordable housing requirements and ordinances.

Early Neighborhood Notification

An Early Neighborhood Notification Meeting was held on November 27, 2023. The applicant presented a slide show that featured conceptual project plans and other relevant information. The attendees included the project team, and City staff, no members of the public were in attendance.

In support of this request, the following documentation is submitted as part of this application:

1. Preliminary Subdivision Application
2. Owner Authorization Letter
3. Special Warranty Deed
4. Legal Lot of Record

5. Recorded Development Plan – Meridian Medical Office Building project, Case# 2022-5621
6. Archeological Clearance
7. Terrain Management Report
8. Traffic Impact Analysis
9. Drainage Report
10. Submittal Plans

Thanks for your consideration in review of this application. Please contact me with any questions or requests for additional information at: 832-338-0364; or via email at: brian.nenninger@orion-west.com .

Sincerely,

Brian Nenninger, P.E.
Orion West, LLC

SUBDIVISION APPLICATION

Parcel Information

Project Name: Las Soleras Meridian Medical Center Subdivision

Address: 4000 & 4200 Beckner Road

Property Size: 47.83 acres

Current Use of Land: Medical Office & Undevleoped

Proposed Use of Land: Uses allowed in a C-2 District

Does a Rezoning application accompany this application? YES ☐ NO ☒

Are any variances required? YES ☐ NO ☒

Preapplication Conference Date: June 22, 2023

Early Neighborhood Notice (ENN) meeting date: November 27, 2023

Zoning: C-2 District

Check One: Preliminary Plat ☒ Final Plat ☐

UPC Number: Parcel 18B: 1050094266364000000
Parcel 18A: 1050094338410000000

18B - 18.01 acres Property Owner Information

Name: Santa Fe Las Soleras Medical Development LLC ATTN: Mike Conn

Address: 500 YGNACIO VALLEY ROAD, SUITE 325, WALNUT CREEK, CA 94596

Phone: 925-302-1400 E-mail Address: mconn@mpcca.com

18A - 29.82 acres Property Owner Information

Name: Las Soleras Center LLC and Las Soleras Village LLC ATTN: Gordon Skarsgard

Address: 8220 San Pedro NE Suite 120/ Albuquerque, NM 87113

Phone: 505-998-9091 E-mail Address: skip@ziarisingnm.com

Applicant/Agent Information (if different from owner)

Company Name: Orion West LLC

Name: Brian Nenninger

First *Last*

Address: 2213 Brothers Road, STE 800

Street Address *Suite/Unit #*

Santa Fe, NM 87505

City *State* *ZIP Code*

Phone: (832) 338-0364 E-mail Address: brian.nenninger@orion-west.com

Correspondence Directed to: ☐ Owner ☒ Applicant ☐ Both

Agent Authorization (if applicable)

I am/We are the owner(s) and record title holder(s) of the property located at: 4000 & 4200 Beckner Road

I/We authorize Orion West, LLC, Attn: Brian Nenninger to act as my/our agent to execute this application.

Signed: Mike Conn Date: 09/01/2023

Signed: Gordon L Skarsgard Date: 10/19/2023

Submittal Checklist (Requirements found in Section 14-3.7 SFCC 1987)

☐ *Six (6) 24"x36" plan sets and one CD containing the same information as the paper set (PDF) are required. Please include the following:*

☒	Letter of Application (intent, location, acreage)	☒	Legal Lot of Record, Legal Description	☒	Preliminary Plat or Final Plat	☒	Landscape, Parking and Lighting Plan, Signage Specifications	☒	Terrain Management Plans (as required by Section 14-8.2 SFCC 2001)
☒	Traffic Impact Analysis (if required)	☒	Sewer and Water Plan (Profiles and details – Final Plat only)	☒	Phasing Plan (if applicable)	☒	Archaeological Clearance (if applicable)	☒	Approved/Recorded Development Plan Case# 2022-5621
Subdivisions per Section 14-3.7 SFCC 1987:									

Preliminary Plat (Section 14-3.7(B)(3) SFCC 1987)
See above for submittal requirements. See also Section 14-9 Infrastructure Design, Improvement and Dedication Standards.

Final Plat (Section 14-3.7(B)(4) SFCC 1987)
The final plat shall conform substantially to the preliminary plat as approved.

Signature

I hereby certify that the documents submitted for review and consideration by the City of Santa Fe have been prepared to meet the minimum standards outlined in the Land Development Code, Chapter 14 SFCC 1987. Failure to meet these standards may result in the rejection of my application. I also certify that I have met with the City's Current Planning staff in a preapplication meeting to verify that the attached proposal is in compliance with the City's zoning and development plan requirements.

Signature: Brian J. Yerninger Date: January 8, 2024

A case manager will be assigned to your project and will notify you within 10 business days if any additional information is needed. After your application has been reviewed by City staff, you will be contacted by us regarding public notice requirements. A packet of information and instructions will be provided regarding the required mailing and sign posting. Please contact the Land Use Department staff at (505) 955-6585 with any questions.

Prima Title, LLC
file# 22-0224

SPECIAL WARRANTY DEED

Beckner Road Partners, LLC, a New Mexico limited liability company ("**Grantor**"), for consideration paid, grants and conveys to ***Santa Fe Las Soleras Medical Development LLC***, a Delaware limited liability company ("**Grantee**"), whose address is 4500 Dorr Street, Toledo, Ohio 43615, the real property located in Santa Fe County, New Mexico legally described as follows:

> Tract 18B of Las Soleras, as shown and delineated on plat of survey entitled "Lot Split Survey Plat prepared for Las Soleras Village LLC & Las Soleras Center LLC of Tract 18 Las Soleras...lying within Section 17 T.16N., R.9E., N.M.P.M. City and County of Santa Fe, N.M.", recorded December 12, 2022 in Plat Book 898, Pages 007-008, # 2002919, records of Santa Fe County, New Mexico.

SUBJECT TO: Sewer maintenance and garbage disposal assessments not yet due and payable.

SUBJECT TO: Reservations and exceptions contained in Patents from the United States of America to Samuel A. Larson, recorded December 10, 1921 in Patent Book A, Page 180 and Patent recorded November 4, 1943 in Patent Book C, Page 93, records of Santa Fe County, New Mexico.

SUBJECT TO: Terms and conditions contained in Annexation Agreement recorded March 4, 2010 as Instrument # 1592456, records of Santa Fe County, New Mexico.

SUBJECT TO: Terms and conditions contained in City of Santa Fe Ordinance recorded March 19, 2010 as Instrument # 1593744, records of Santa Fe County, New Mexico.

SUBJECT TO: Terms and conditions contained in City of Santa Fe Ordinance recorded March 19, 2010 as Instrument # 1593745, records of Santa Fe County, New Mexico.

SUBJECT TO: Easements and rights incident thereto, notes, conditions and restrictions, as shown and delineated on plat of survey entitled "Las Soleras Annexation, General Plan Amendment, Rezoning to Multiple Zoning Districts", recorded March 4, 2010 in Plat Book 714, Pages 014-026, # 1592455, records of Santa Fe County, New Mexico.

SUBJECT TO: Easements and rights incident thereto, notes, conditions and restrictions, as shown and delineated on plat of survey entitled "Beckner Road Dedication Plat prepared for Presbyterian Healthcare Services Spectrum Acquisition Santa Fe LLC Las Soleras Village, LLC Las Soleras Center, LLC and Beckner Road Equities, LLC showing public r/w dedication of a portion of Tracts 8, 10, 18-19...", recorded October 31, 2016 in Plat Book 809, Pages 003-004, # 1808503, records of Santa Fe County, New Mexico.

SUBJECT TO: Notes, restrictions and conditions, as shown and delineated on plat of survey entitled "Las Soleras Amended Master Plan Township 16N, Range 9E, Sections 7, 8, 17 & 18.", recorded January 4, 2017 in Plat Book 812, Pages 037-046, # 1814047 and recorded July 17, 2018 in Plat Book 836, Pages 047-050D, # 1862707, records of Santa Fe County, New Mexico.

SUBJECT TO: Easements and rights incident thereto, notes, conditions and restrictions, as shown and delineated on plat of survey entitled "Easement Survey Plat Prepared For VDLS LLC, A New Mexico Limited Liability Company of Tract 17 and Tract 18 Las Soleras", recorded August 17, 2021 in Plat Book 881, Pages 008-009, Inst # 1962900, records of Santa Fe County, New Mexico.

SUBJECT TO: Easements and rights incident thereto, notes, conditions and restrictions, as shown and delineated on plat of survey entitled "Lot Split Survey Plat prepared for Las Soleras Village LLC & Las Soleras Center LLC of Tract 18 Las Soleras...lying within Section 17 T.16N., R.9E., N.M.P.M. City and County of Santa Fe, N.M.", recorded December 12, 2022 in Plat Book 898, Pages 007-008, # 2002919, records of Santa Fe County, New Mexico.

SUBJECT TO: Easement and rights incident thereto contained in Public Service Company of New Mexico Easement (Electric), executed by Las Soleras Village, LLC, a New Mexico limited liability company, recorded August 25, 2016 as Instrument # 1802604, records of Santa Fe County, New Mexico.

SUBJECT TO: Easement and rights incident thereto contained in Public Service Company of New Mexico Easement (Electric), executed by Las Soleras Center, LLC, a New Mexico limited liability company, recorded August 25, 2016 as Instrument # 1802605, records of Santa Fe County, New Mexico.

SUBJECT TO: Taxes for 2023 and subsequent years.

With special warranty covenants.

Witness my hand and seal this 25 day of January, 2023.

GRANTOR: Beckner Road Partners, LLC,
a New Mexico limited liability company

By: Nexus BRP JV, LLC, a Delaware limited liability company, its Manager

By: Nexus BRP Member, LLC, a Delaware limited liability company, its Operating Member

Scott Herbert, Managing Member

(Notary Acknowledgment on Following Page)

ACKNOWLEDGMENT

STATE OF NEW MEXICO)
) ss
COUNTY OF Santa Fe)

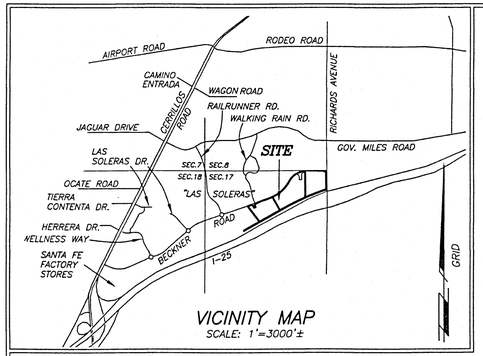
The foregoing instrument was acknowledged before me this 25 day of January, 2023 by **Scott Herbert** as Managing Member of Nexus BRP Member, LLC, a New Mexico limited liability company, Operating Member of Nexus BRP JV, LLC, a Delaware limited liability company, as Manager of Beckner Road Partners, LLC, a New Mexico limited liability company.

Gregg Robinson
Title of Office: _____

[Official Stamp]

STATE OF NEW MEXICO
NOTARY PUBLIC
GREGG S. ROBINSON
COMMISSION #1091945
COMMISSION EXPIRES 07/02/2024

G:\Data\WP60\2020\22095\Las Soleras\Docs\Closing Docs\SWD Beckner To Meridian - Tract 18B 012423.Docx



VICINITY MAP
SCALE: 1"=3000'±

REFERENCE DOCUMENTS

1. BECKNER ROAD DEDICATION PLAT PREPARED FOR PRESBYTERIAN HEALTHCARE SERVICES, SPECTRUM ACQUISITION SANTA FE LLC, LAS SOLERAS VILLAGE, LLC; LAS SOLERAS CENTER, LLC AND BECKNER ROAD EQUITIES, INC. BY DIEGO J. SISNEROS, NMPS 13986. PLAT RECORDED AS INSTRUMENT NUMBER 1808503 ON THE 31ST DAY OF OCTOBER, 2016 AND PLAT BOOK 809 PAGES 3-4, IN THE SANTA FE COUNTY CLERKS OFFICE.

2. EASEMENT SURVEY PLAT PREPARED FOR VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY OF TRACT 17 AND TRACT 18 LAS SOLERAS, PREPARED BY DIEGO J. SISNEROS, NMPLS 13986, RECORDED ON THE 17TH DAY OF AUGUST AS INST.#1962900 IN BOOK 881 PAGE 08-09.

ALL OTHER REFERENCE DOCUMENTS AS NOTED HEREON.

UTILITY COMPANIES

Mike Mortes — 11/15/2022
COMCAST — DATE

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM), NEW MEXICO GAS COMPANY (NMGC) AND QWEST CORPORATION d/b/a CENTURYLINK (QWEST) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM, NMGC AND QWEST DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENT AND WHICH ARE NOT SHOWN ON THIS PLAT.

PNM ELECTRIC SERVICE — 11/17/2022 DATE

Pamela C. Stone — 11/17/2022
NM GAS COMPANY — DATE

CENTURY LINK DISCLAIMER.

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICE TO THE SUBDIVISION.

Doug Dale — 11/15/2022
QWEST CORPORATION d/b/a CENTURY LINK(QWEST) — DATE

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 19TH DAY OF DECEMBER, 2020 TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE, MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

DIEGO J. SISNEROS, NMPS#13986, 11/1/2022

DIEGO J. SISNEROS — NEW MEXICO — 13986 — REGISTERED PROFESSIONAL SURVEYOR

SANTA FE COUNTY TREASURER — Dec. 2, 22 DATE

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument 2002919 was filed for record on the 12 day of December, 2022 A.D. at 11:04 o'clock AM, and was duly recorded in book 898 page(s) 7-8 of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

COUNTY CLERK — KATHARINE E. CLARK — SANTA FE COUNTY NEW MEXICO

Deputy

DEDICATION AND AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE DIVIDED THOSE LANDS SHOWN HEREON. THIS SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). THIS REPLAT CONTAINS 47.819 ACRES, MORE OR LESS. THIS LOT SPLIT LIES WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:
PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES. EASEMENTS FOR ELECTRIC TRANSFORMERS/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMERS/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.

NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE FOR NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.

QWEST CORPORATION D/B/A CENTURY LINK QC FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.

COMCAST FOR THE INSTALLATION, MAINTENANCE, AND SERVICE SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENT, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRICAL TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

EASEMENTS SHALL BE BINDING UPON THE UNDERSIGNED AND THEIR SUCCESSORS AND ASSIGNS

STORMWATER AGREEMENT:
PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORM WATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY BECKNER ROAD EQUITIES, INC. LOT OWNERS ASSOCIATION(OWNER) AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

OWNERS TRACT 18:
LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO.,

Gordon L. Skarsgard
GORDON L. SKARSGARD, MANAGING MEMBER

STATE OF NEW MEXICO NOTARY PUBLIC DIANA SLIWICKI Commission # 1115266 My Comm. Exp. June 17, 2024

STATE OF NEW MEXICO)
)SS
COUNTY OF BERNALILLO)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY GORDON L. SKARSGARD, MANAGING MEMBER, LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., ON THIS 22nd DAY OF November, 2022

Diana Sliwicki — 6/17/2024
NOTARY PUBLIC — COMMISSION EXPIRES

June Gardner
JUNE GARDNER, MANAGING MEMBER

STATE OF NEW MEXICO NOTARY PUBLIC DIANA SLIWICKI Commission # 1115266 My Comm. Exp. June 17, 2024

STATE OF NEW MEXICO)
)SS
COUNTY OF BERNALILLO)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JUNE GARDNER, MANAGING MEMBER, LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., ON THIS 22nd DAY OF November, 2022

Diana Sliwicki — 6/17/2024
NOTARY PUBLIC — COMMISSION EXPIRES

TRACT 18: LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY

Gordon L. Skarsgard
BY: GORDON L. SKARSGARD, OVERSIGHT MANAGER

STATE OF NEW MEXICO NOTARY PUBLIC DIANA SLIWICKI Commission # 1115266 My Comm. Exp. June 17, 2024

STATE OF NEW MEXICO)
)SS
COUNTY OF BERNALILLO)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY GORDON L. SKARSGARD, OVERSIGHT MANAGER OF LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY, ON THIS 22nd DAY OF November, 2022

Diana Sliwicki 6/17/2024
NOTARY PUBLIC — MY COMMISSION EXPIRES

Randall W. Eakin
BY: RANDALL W. EAKIN, OVERSIGHT MANAGER

STATE OF NEW MEXICO NOTARY PUBLIC DIANA SLIWICKI Commission # 1115266 My Comm. Exp. June 17, 2024

STATE OF NEW MEXICO)
)SS
COUNTY OF BERNALILLO)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY RANDALL W. EAKIN, OVERSIGHT MANAGER OF LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY, ON THIS 22nd DAY OF November, 2022

Diana Sliwicki — 6/17/2024
NOTARY PUBLIC — COMMISSION EXPIRES

John M. Mahoney
JOHN M. MAHONEY, MANAGING MEMBER

STATE OF NEW MEXICO NOTARY PUBLIC DIANA SLIWICKI Commission # 1115266 My Comm. Exp. June 17, 2024

STATE OF NEW MEXICO)
)SS
COUNTY OF BERNALILLO)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN M. MAHONEY, MANAGING MEMBER, LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., ON THIS 22nd DAY OF November, 2022

Diana Sliwicki — 6/17/2024
NOTARY PUBLIC — COMMISSION EXPIRES

J. Harmon Burttram
J. HARMON BURTTRAM, OVERSIGHT MANAGER

STATE OF NEW MEXICO)
)SS
COUNTY OF SANTA FE)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J. HARMON BURTTRAM, OVERSIGHT MANAGER, LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., ON THIS 23 DAY OF November, 2022

Victoria M. Dalton — 5/23/2023
NOTARY PUBLIC — COMMISSION EXPIRES

STATE OF NEW MEXICO NOTARY PUBLIC VICTORIA M. DALTON COMMISSION NUMBER 1061856 EXPIRATION DATE 5-23-2023

J. Harmon Burttram
BY: J. HARMON BURTTRAM, OVERSIGHT MANAGER

STATE OF NEW MEXICO NOTARY PUBLIC VICTORIA M. DALTON COMMISSION NUMBER 1061856 EXPIRATION DATE 05-23-2023

STATE OF NEW MEXICO)
)SS
COUNTY OF SANTA FE)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J. HARMON BURTTRAM, OVERSIGHT MANAGER OF LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY, ON THIS 23 DAY OF November, 2022

Victoria M. Dalton 5/23/2023
NOTARY PUBLIC — COMMISSION EXPIRES

June Gardner
BY: JUNE GARDNER, OVERSIGHT MANAGER

STATE OF NEW MEXICO NOTARY PUBLIC DIANA SLIWICKI Commission # 1115266 My Comm. Exp. June 17, 2024

STATE OF NEW MEXICO)
)SS
COUNTY OF BERNALILLO)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JUNE GARDNER, OVERSIGHT MANAGER OF LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY, ON THIS 22nd DAY OF November, 2022

Diana Sliwicki — 6/17/2024
NOTARY PUBLIC — COMMISSION EXPIRES

LOT SPLIT SURVEY PLAT
PREPARED FOR
LAS SOLERAS VILLAGE LLC
&
LAS SOLERAS CENTER LLC
OF
TRACT 18 LAS SOLERAS
RECORDED AS PLAT BOOK 809 PAGES 3-4
LYING WITHIN SECTION 17, T.16N., R.9E., N.M.P.M.
CITY AND COUNTY OF SANTA FE, N.M.

2080007

PURPOSE: THE PURPOSE OF THIS PLAT IS TO CREATE TWO LOTS.

CITY OF SANTA FE APPROVAL CASE#2019-1145

DBZ DAE BETNGESSLER — 12/9/22
CITY ENGINEER FOR LAND USE — DATE

12.7.2022
CITY PLANNER — DATE

CITY OF SANTA FE NOTES AND CONDITIONS

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14. LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.
2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.
3. BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE.
4. DEVELOPMENT OF TRACT 18 SHALL BE IN COMPLIANCE WITH ALL CONDITIONS OF APPROVAL FOR LAS SOLERAS CASE M-2008-27, M-2008-28, SD 2008-15, AND ZA-2008-11, AS WELL AS WITH THE ANNEXATION AGREEMENT RECORDED ON 3/04/2010.
5. PRIOR TO NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH THE INTERNATIONAL FIRE CODE. ACCESS GREATER THAN 150 FEET LONG MUST PROVIDE AN EASEMENT OF 20 FEET WIDE AND PROVIDE A FIRE TURNAROUND. (MUST COMPLY WITH APPENDIX D OF IFC 2006 EDITION).
6. ALL FIRE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT AND MAINTAIN 20' MINIMUM WIDTH.
7. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20 FEET WIDTH TO ANY NEW CONSTRUCTION.
8. FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.
9. SHALL HAVE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC OR INSTALL AN AUTOMATIC SPRINKLER SYSTEM.
10. EACH LOT SHALL BE SERVED WITH SEPARATE SEWER AND WATER SERVICES.
11. THE PROPERTY AND STRUCTURES SHALL BE CONNECTED TO THE CITY'S PUBLIC SEWER COLLECTION SYSTEM.
12. 100 FOOT PRIVATE OPEN SPACE EASEMENT WITH FLOATING 20' NON MOTORIZED TRAIL EASEMENT TO BE GRANTED TO THE CITY OF SANTA FE. SAID TRAIL TO BE CONSTRUCTED WITH DEVELOPMENT OF LOTS.
13. ANY AND ALL DEVELOPMENT SHALL MEET THE IFC CODE REQUIREMENTS 2009 EDITION OR THE MOST CURRENT EDITION THE GOVERNING BODY HAS ADOPTED AT THE TIME OF PERMITTING.
14. THIS DEVELOPMENT SHALL COMPLY WITH THE FOLLOWING IFC 2009 EDITIONS FOR ACCESS.
. CHAPTER 5
. APPENDIX D

FLOOD ZONE

THIS PROPERTY LIES WITHIN OTHER AREAS "ZONE X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN ON FIRM MAP No. 35049C0507E, EFFECTIVE DECEMBER 4, 2012.

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

CURRENT OWNER: LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., AND LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY

TRACT 18 UPC: 1-050-094-338-410

LEGAL DESCRIPTION: TRACT 18 BECKNER ROAD DEDICATION PLAT, RECORDED AS BOOK 809 PAGES 3-4

PLSS LOCATION: LYING WITHIN SECTION 17, T16N, R9E, NMPM

CITY: SANTA FE

COUNTY: SANTA FE

STATE: NEW MEXICO

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
S.F., N.M., 87507 PH505-471-6660
FILE#10419LS DATE: 11/1/2022

8980008

LEGEND:

- ● DENOTES #4 REBAR NMPLS 13986, OR AS SHOWN, FOUND.
- ○ DENOTES #4 REBAR WITH CAP #13986 TO BE SET UPON RECORDING.
- • DENOTES CALCULATED POINT, NOT SET.
- DENOTES UTILITY BOX, PULL BOX OR METER.
- DENOTES UTILITY POLE.
- DENOTES STORM SEWER MANHOLE.
- —OH— DENOTES OVERHEAD UTILITY LINE.
- ..... DENOTES EASEMENT VACATED BY THIS PLAT.
- —×— DENOTES FENCELINES.
- ——— DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT. DATA IN PARENTHESIS IS FROM PREVIOUS PLATS OR DOCUMENTS.

CONTROL SUMMARY:

BEARINGS ARE GRID. DISTANCES ARE REFERRED TO 6800' AMSL. TO CONVERT TO NMSPC CENTRAL ZONE GRID DISTANCES, MULTIPLY BY THE COMBINED SCALE FACTOR OF 0.999583883. VERTICAL DATUM IS NAVD88. ALL DATA IS DERIVED FROM CONTROL ESTABLISHED USING THE NMSP NAD83 PROJECTION FROM THE CARLSON SURVCE2 DATA COLLECTION PROGRAM USING RTK BASE STATION "DAWSON2", ESTABLISHED FROM '92 NGS AND SANTA FE COUNTY G.I.S. CONTROL STATIONS: GRID N1687626.87027, GRID E 1708833.475 AND AN ELEVATION OF 6572.376 VIA STATIC OBSERVATION. A BEARING OF S60°50'03"W WAS ESTABLISHED ON THE SOUTH BOUNDARY BETWEEN NMSHD R/W RAIL

LINE	BEARING	DIST.
L1	N68°11'50"W	34.42'
L2	N19°55'24"W	53.23'
L3	S70°04'36"W	72.00'
L4	S20°32'01"E	49.22'
L5	S08°51'27"W	16.53'
L6	S70°18'02"W	17.92'
L7	S52°31'39"W	13.10'

CURVE	RADIUS	ARC	CHORD	BEARING	DELTA
C1	1549.00'	961.23'	945.88'	N47°49'25"E	35°33'17"
C2	851.00'	849.49'	814.65'	N58°38'36"E	57°11'38"
C3	105.00'	88.47'	85.87'	N44°03'37"W	48°16'26"
C4	65.00'	40.73'	40.07'	S09°05'44"E	35°54'20"
C5	45.00'	34.57'	33.73'	S30°52'05"W	44°01'17"
C6	663.00'	95.45'	95.36'	S57°00'10"W	8°14'54"
C7	476.02'	66.75'	66.69'	S66°03'35"W	8°02'02"
C8	1548.99'	121.00'	120.97'	S67°50'20"W	4°28'32"

TIE S88°38'14"W 18.30' TO #4 REBAR 13986

TIE N89°48'35"W 364.91' FROM #5 REBAR 9750

TIE N00°00'00"W 7.07' TO BECKNER ROAD

RIGHT OF WAY REFER TO PLAT 823/37-39

BECKNER ROAD
100' DEDICATED R/W PLAT 804/9-10

#4 REBAR 13986

N66°59'19"E 189.25'

98' R/W

38'SLE, PLAT 809/3-4

L:186.89'

8.73'

20'DE, REF.#1

C2

DETAIL 1"=50'

20'DE, REF.#1

3.93'

N39°51'18"W

48.73'

10' PUE RESERVATION REF.#2

PUBLIC ACCESS EASEMENT PLAT REF.#2

L:304.46

S14°51'52"E

50.75'

20'DE, REF.#1

DETAIL 1"=50'

20'DE, REF.#1

LA PUERTA
50' R/W PLAT 823/37-39

SLE, PLAT 809/3-4

N42°09'02"E 151.29'

N59°00'26"E 114.95'

N45°44'05"E 80.37'

N31°41'47"E 8.66'

N31°44'20"E 146.71'

BECKNER ROAD
98' DEDICATED R/W PLAT 809/3-4

N37°02'47"E 62.89'

S59°18'09"E 33.32'

ESTANCIAS DE LAS SOLERAS UNIT 2A
PLAT 823/37-39

TRACT 17
LAS SOLERAS
PLAT 714/14-26

S00°00'00"E 1142.31'

10' PUE, PLAT 809/3-4

98' R/W

RELOCATED SLOPE EASEMENT

TEMPORARY DRAINAGE EASEMENT SUBJECT TO RELOCATION AT TIME OF DEVELOPMENT

Δ:37°45'57"
R:1414.26
A:932.19
CH:S48°05'09"W
915.40

10'PUE, PLAT 809/3-4

C1

15' DE, REF. #2 CONFIGURATION SUBJECT TO FINAL DESIGN

TRACT 18A
29.817 Ac.±
26.791 Ac.± w/o OPEN SPACE
#4000 BECKNER ROAD

S24°33'06"E 52.24'

L:15.20'

20'DE, REF.#1

CONTROLLED INLET

DETAIL 1"=50'

50' PNM TRANSMISSION EASEMENT, PLAT 794/1-13

20' DE, PLAT 809/3-4

L:174.56'

C8

40.41'

22.24'

9.56'

N70°32'24"E 197.22'

S19°55'24"E 27.17'

SLOPE EASEMENT HEREBY VACATED PURSUANT TO PLAT 809/3-4, "SLOPE EASEMENTS MAY BE MODIFIED OR VACATED UPON FINAL GRADING OF TRACTS".

SLOPE EASEMENT HEREBY RELOCATED TO TEMPORARY GRADING LOCATION. PURSUANT TO PLAT 809/3-4, "SLOPE EASEMENTS MAY BE MODIFIED OR VACATED UPON FINAL GRADING OF TRACTS".

TRANSFORMER/ SWITCHGEAR EASEMENT, REF.#1

4.5'

6'

13.35'

1.14'

16.98'

10' PUE, REF.#1

DETAIL 1"=50'

WALKING RAIN RD.
56' R/W PLAT 805/34

ESTANCIAS DE LAS SOLERAS UNIT 1A & 1B
PLAT 814/39-43

490.00'
N70°04'36"E

50' PNM TRANSMISSION EASEMENT, INST.#1802604 & INST.# 1802605

50' PNM TRANSMISSION EASEMENT, INST.#1802604 & INST.# 1802605

10' PUE, REF.#1

172.21' S70°04'36"W

L1

C3

C4

L4

L2

L3

C5

L5

C6

L6

L7

C7

10' PUE, PLAT 809/3-4

5' TRAIL EASEMENT PLAT 809/3-4

5' TRAIL EASEMENT PLAT 809/3-4

10' PLAT 809/3-4

38'SLE PLAT 809/3-4

SLE, PLAT 809/3-4

N50°20'16"E 96.96'

S71°54'43"E 68.11'

N70°04'36"E 25.78'

(22.77') 78.55'

TRACT 18B
18.001 Ac.±
15.797 Ac.± w/o OPEN SPACE
#4200 BECKNER ROAD

N23°09'21"W 666.03'

100' OPEN SPACE EASEMENT, REFER TO NOTE 12.

Δ:5°35'01"
R:11609.16'
L:1131.31'
CH:1130.87'
S63°37'45"W

103.63' BACK, T-RAIL 688+28.92

S60°50'03"W

INTERSTATE 25
RIGHT OF WAY MAP
NEW MEXICO PROJECT NO.
I-025-5(36)272
JUNE 18, 1971

SOUTHBOUND LANES

10' UNDERGROUND UTILITY EASEMENT PLAT 714/14-26

TRACT 19
LAS SOLERAS
PLAT 809/3-4

N37°29'40"W 854.56'

1008.79'

215.25'

BACK, T-RAIL

L=9.83'

℄ T-RAIL 680+00

#4 REBAR L.S. 7014

GRID

SCALE 1" = 100' FEET
100 0 100

DIEGO J. SISNEROS, NMPS#13986 11/1/2022

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

SHEET 2 OF 2

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
S.F., N.M., 87507 PH505-471-6660
FILE#10419LS DATE: 11/1/2022

CITY OF SANTA FE
ARCHAEOLOGICAL SUBMITTAL CHECKLIST/CLEARANCE PERMIT AND APPROVAL

Case File Number AR#28-08 Date Application Submitted Nov. 26, 2008

District: Historic Downtown District ____; River & Trails-Regular ____; Santa Fe Trail ____; Suburban X

Building Sq. Ft. ____ Development Acreage 55± acres

Project Description: ____

Site Address/Location: E. of Cerrillos Rd, N. of I-25 W. of Richards and S. of Nave Ade Property Owner: Beckner Road Equities

Permit: Grading ____; Development ____; Building ____

Applicant Information: Name: Lone Mountain Archaeological Services

Mailing Address: ____ Phone No.: ____

Archaeological Consultant: Lone Mountain Archaeological Services

PLEASE PROVIDE A COPY OF THIS PERMIT WITH YOUR BUILDING PERMIT APPLICATION

RECONNAISSANCE REPORT

1. X Project Archaeologist's Resume
2. ___ Vicinity Map
3. ___ Project Site Description
4. ___ Development Project Description
5. ___ Outline of Research & Methodology
6. ___ Site Map or Aerial Photograph at a Minimum of 1"=200' for Downtown Dist. & 1"=400' for other Districts
7. ___ Archival Research
   a. ___ Historic Maps & Aerial Photos
   b. ___ ARMS Files & Archaeological Reports
   c. ___ General Land Office (BLM) Surveys or Land Grant Plats
   d. ___ 1917 Hydrological Survey and Santa Fe Acequia System Report (needed if acequia present or nearby)
   e. ___ National and State Register Nominations (needed if in Historic Downtown District or near Historic Structure)
   f. ___ Historic Photos (needed if in Historic Downtown District)
   g. ___ Information from Title Abstract (if available)
8. ___ 2% Testing (Historic Downtown District Only)
9. ___ Description of Prehistoric & Historic Occupation & Land Use
10. ___ Description of Cultural Remains Discovered and Significance
11. ___ NM Site Inventory Forms and Other Documentation
12. ___ Recommended Site Significance
13. ___ Assessment of Development's Impact on Cultural Remains
14. ___ Recommended Treatment for Site
15. ___ Listing of Sources, i.e. historic maps, aerials, reports, etc.

X ARC APPROVAL: MEETING DATE: 1-5-2009
Special Conditions: ____ Yes (see attachment)
____ No

TREATMENT PLAN REQUIRED:

Yes:____ No:____

____ TREATMENT PLAN ARC APPROVAL: MEETING DATE: ____
Special Conditions: ____Yes (see attachment) ____No

PRELIMINARY TREATMENT REPORT

___ a. Research Design Outline
___ b. Site Map of Excavations
___ c. Other Documentation: Photographs and New Mexico Site Inventory Forms; if applicable
___ d. Description of Cultural Remains Discovered
___ e. Description of Prehistoric and Historic Occupation and Land Use
___ f. Listing of Sources

TREATMENT REPORT ARC APPROVAL: MEETING DATE: ____
Special Conditions: ____ Yes (see attachment) ____ No

FINAL TREATMENT REPORT

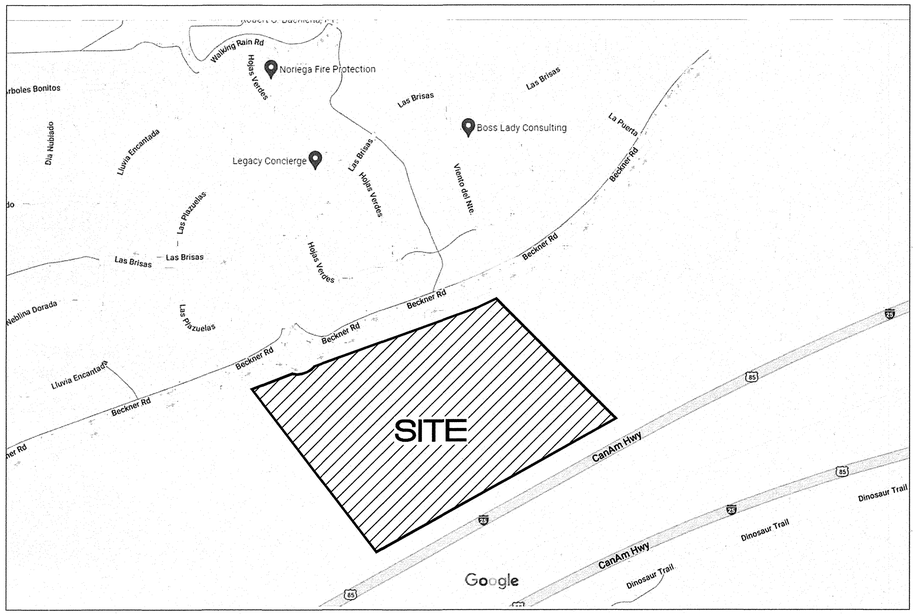
____ Date Final Report Due ____ Date Final Report Received

PLD10PMS-96

Permit Approved: ____ Date: 2/6/09
Archaeological Review Committee Chairperson

DEVELOPMENT PLAN
MERIDIAN MEDICAL OFFICE BUILDING
4200 BECKNER ROAD CASE
#2022-5621

899 13



VICINITY MAP:

#	CONDITION OF APPROVAL ADMINISTRATIVE	DEPT/DIVISION	COMPLETED BY:
1	Contractor shall ensure ADA compliance for construction of required ADA accessible features and appurtenances, as detailed in, and as required, in addition to the approved construction permit documents. Improvements shall comply with ICC ANSI A117.1-2009 Chapters 1-5 and Chapter 7, MUTCD, DOJ, and NM State Statute and Code such as the New Mexico Accessible Parking Checklist,latest published version.	**Land Use Technical Review Division**	**Prior to construction permit application**
6	An Agreement to Construct and Dedicate (ACD) from the Water Division will be required for all new public water infrastructure.	**Public Utilities Water Resources Division**	**Prior to Construction**
7	Any re-grading of site over existing water main to maintain a minimum 4-feet cover, not to exceed 5-feet of cover. Depth of existing main to be adjusted to maintain a minimum 4-feet cover, not to exceed 5-feet of cover if site grading impacts these depth requirements.		
8	An agreement for metered service (AMS) will be required to install new service		
10	If over the 5 AFY threshold applicant shall obtain water rights through the water rights transfer program per SFCC 14-8.13(E)(2)(a).	**Public Utilities Water Division**	**Prior to acquiring building permit**
12	To allow intensification of use along Beckner Road, the items described in the Beckner Road Extension Punch list dated July1, 2022 must be completed and accepted, or a financial guarantee for those items must be put in place, prior to issuance of any building permit related to the project/property	**Land Use Terrain Management**	**Prior to acquiring building permit**
15	Any re-grading of site over existing water main to maintain a minimum 4-feet cover, not to exceed 5-feet of cover. Depth of existing main to be adjusted to maintain a minimum 4-feet cover, not to exceed 5-feet of cover if site grading impacts these depth requirements.	**Terrain Management Landscaping**	**Prior to Construction**
--	Emergency backup generator shall comply with City of Santa Fe Noise Ordinance	Land Use Technical Review Division	Prior to Construction

#	CONDITION OF APPROVAL Technical Corrections	Department	To be completed by:
1	Provide plan set showing the addition of four ADA curb ramps at the connection to the roundabout at the connection to Beckner Road.	**Land Use Technical Review Division (Site Access, ADA)**	**Prior to construction permit application**
2	Provide detail showing accessible route to the dumpster area		
3	Provide note "Driveway and intersection crossings shall not exceed 2% cross slope and 5% running slope. Shall meet ANSI 117.1.4.		
4	Any existing sidewalks that are "asphalt" shall be replaced with cement. Any sections of existing sidewalk that do not meet the current code shall be replaced.		
5	Provide detail on the stamped cement for the median area, type, color and stamp pattern.		
16	Fire apparatus access shall have an unobstructed width of not less than 20 feet exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches (IFC 2015 Section 503.2.1)	**Fire Prevention**	**At the time of any new construction or remodel.**
17	503.4 Obstruction of Fire Apparatus Access Roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 and 503.2.2 shall be maintained at all times.		
18	Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4) 4. Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads.	**Fire Prevention**	**At the time of any new construction or remodel.**
19	Shall comply with table D103.4 Requirements for Dead-End Fire Apparatus Access Roads.		
20	Fire Department shall have 150 feet distance to any portion of the building on any new construction. (IFC 2015 section 503.1.1)		
21	507.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 507.5.1 through 507.5.6. 507.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building.		
22	Shall have water supply that meets fire flow requirements as per IFC (Appendix B).		
23	Shall comply with Section D102.1 Access and Loading (75,000 lbs).		
24	Shall meet the 150 feet driveway requirements must be met as per IFC, or an emergency turn-around that meets the IFC requirements shall be provided. (Appendix D Table D103.4)		
25	Shall comply with IFC 2015 Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.		
26	Shall comply with IFC 2015 Section D103.5 Fire apparatus access road gates.		
27	Shall comply with D105 Aerial Fire Apparatus Access Roads. (width and proximity to building)		
28	Shall comply with Section D106 Multiple-Family Residential Developments.		
29	D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.		
30	D107.2 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half the length of the maximum overall diagonal dimension of the property or area to be served measured in a straight line between accesses.		
31	Shall meet the IFC code requirements 2015 edition or the most current edition the governing body has adopted at the time of permitting.		

CITY APPROVALS

APPROVED BY THE SANTA FE PLANNING COMMISSION AT THEIR MEETING ON September 1, 2022

CASE # 2022 - 5621

PLANNING COMMISSION CHAIRPERSON — DATE 2/14/23

PLANNING COMMISSION ~~SECRETARY~~ VICE CHAIR Jessica Conn Lawrence — DATE 2/14/23

RENEWED BY THE CITY OF SANTA

CITY PLANNER — DATE 2/9/23

CITY ENGINEER FOR LAND USE Dee Beingessner — DATE 2/9/23

AFFIDAVIT

KNOWN ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS HAVE CAUSED THIS FINAL DEVELOPMENT PLAN TO BE PREPARED. ALL THAT APPEARS ON THIS PLAN IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER.

OWNER'S PRINTED NAME: MICHAEL D. CONN, SANTA FE LAS SOLERAS MEDICAL DEVELOPMENT, LLC

OWNER'S SIGNATURE

THE FOREGOING WAS SWORN, ACKNOWLEDGED, AND SUBSCRIBED BEFORE ME BY Michael D. Conn THIS 3rd DAY OF February 2023

NOTARY PUBLIC — MY COMMISSION EXPIRES 02/22/2024

MODIFICATIONS

SITE PLAN MODIFICATIONS ARE SUBJECT TO APPROVAL BY THE CITY OF SANTA FE AS PART OF THE BUILDING PERMIT PROCESS.

JUANITA LUBRANO
COMM. # 2322015
NOTARY PUBLIC • CALIFORNIA
CONTRA COSTA COUNTY
MY COMMISSION EXPIRES
FEBRUARY 22, 2024

Notes:

1. Development Construction Plan drawings such as: Elevations, Lighting, Civil, Engineering Plan ..., are filed in the Map Room with the City of Santa Fe Case #_____.

2. CITY OF SANTA FE DRAINAGE:
   a. SUBJECT TO THE APPROVAL OF CITY OF SANTA FE PERMIT AND DEVELOPMENT REVIEW DIVISION STAFF, STORM DRAINAGE AND EROSION/SEDIMENT CONTROL IMPROVEMENTS SHALL BE EXECUTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH SEGMENT OF ROADS AND UTILITIES. THESE IMPROVEMENTS SHALL BE COMPLETED AND INSPECTED PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

   b. MAINTENANCE OF PRIVATE DRAINAGE EASEMENTS AND DRAINAGE FACILITIES IS THE RESPONSIBILITY OF THE OWNER. THE CITY OF SANTA FE IS HEREBY GRANTED THE RIGHT TO ACCESS AND INSPECT THESE EASEMENTS AND DRAINAGE FACILITIES AT THE DISCRETION OF THE CITY. THE OWNER AGREES TO INDEMNIFY AND TO HOLD HARMLESS FROM ALL DAMAGE TO PERSONS OR PROPERTY RESULTING FROM THE CITY'S REASONABLE EXERCISE TO THEIR ACCESS AND INSPECTION RIGHT.

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)

I hereby certify that this instrument 2006865 was filed for record on the 20th day of February, 2023 A.D. at 9:04 o'clock A.M. and was duly recorded in book 899 page (s) 43 - 45 of the records of Santa Fe County.

Witness my Hand and Seal of office
Katharine E. Clark
County Clerk, Santa Fe County, N.M.

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
1-6-23
RONALD R. BOHANNAN P.E. #7868

JURISDICTION: CITY OF SANTA FE
PROJECT NAME: MERIDIAN MEDICAL OFFICE BUILDING
DRAWING TYPE: COVER PAGE
DRAWING DATE: 1-6-23

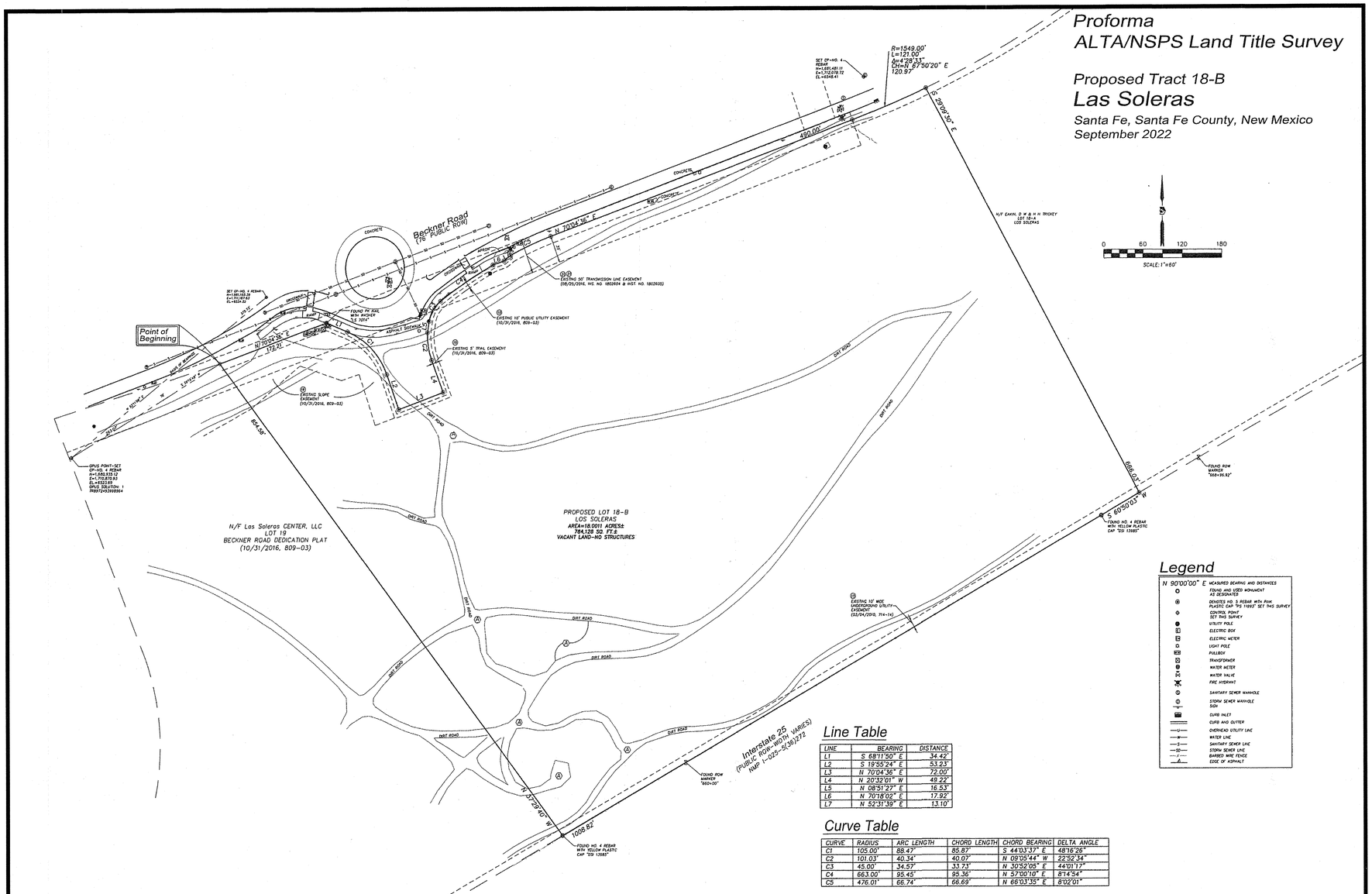
2023.10

EXISTING CONDITIONS

DEVELOPMENT PLAN-SITE PLAN
MERIDIAN MEDICAL OFFICE BUILDING
4200 BECKNER ROAD CASE
#2022-5621

CITY OF SANTA FE JURISDICTION
SECTION 17, TOWNSHIP 16N, RANGE 9E

899.14



Line Table

LINE	BEARING	DISTANCE
L1	S 68°11'50" E	34.42'
L2	S 19°55'24" E	53.23'
L3	N 70°04'36" E	72.00'
L4	N 20°32'01" W	49.22'
L5	N 08°51'27" E	16.53'
L6	N 70°18'02" E	17.92'
L7	N 52°31'39" E	13.10'

Curve Table

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	105.00'	88.47'	85.87'	S 44°03'27" E	48°16'28"
C2	101.03'	40.34'	40.07'	N 09°05'44" W	22°52'34"
C3	45.00'	34.57'	33.73'	N 30°52'05" E	44°01'17"
C4	663.00'	95.45'	95.36'	N 57°00'10" E	8°14'54"
C5	476.01'	66.74'	66.69'	N 66°03'35" E	8°02'01"

Legend

N 90°00'00" E — MEASURED BEARING AND DISTANCES
FOUND AND USED MONUMENT AS DESIGNATED
DENOTES NO. 5 REBAR WITH ROW PLASTIC CAP "PS 11993" SET THIS SURVEY
CORNER, POINT SET THIS SURVEY
UTILITY POLE
ELECTRIC BOX
ELECTRIC METER
LIGHT POLE
MAILBOX
TRANSFORMER
WATER METER
WATER VALVE
FIRE HYDRANT
SANITARY SEWER MANHOLE
STORM SEWER MANHOLE
SIGN
CURB INLET
CURB AND GUTTER
OVERHEAD UTILITY LINE
WATER LINE
SANITARY SEWER LINE
STORM SEWER LINE
BARBED WIRE FENCE
EDGE OF ASPHALT

REVISIONS			
NO.	DATE	BY	DESCRIPTION

COORDINATE AND DIMENSION INFORMATION			
STATE PLANE ZONE: NM-C	GRID/GROUND COORDINATES: GRID	TYPE: STANDARD	
HORIZONTAL DATUM: NAD83	VERTICAL DATUM: NAVD88	ROTATION ANGLE: 0° 00' 00.00"	TEXTURES DRAWING UNITS: YES
CAPTION: USED: OPUS SOLUTION: 1 1KB972493998964		BASE POINT FOR SCALING AND/OR ROTATION: N = 0 E = 0	
COMBINED SCALE FACTOR: GRID TO GROUND: 1.00040345 GROUND TO GRID: 0.99959671		DISTANCE ANNOTATION: GROUND	ELEVATION ANNOTATION: GROUND
BEARING ANNOTATION: GRID		ELEVATION TRANSLATION: 0.000	ELEVATIONS VALID: YES

PLSS INFORMATION				
LAND GRANT: N/A				
SECTION: 17	TOWNSHIP: 16 NORTH	RANGE: 9 EAST	MERIDIAN: NMPM	
CITY: SANTA FE		COUNTY: SANTA FE	STATE: NM	UPC: 10500943384100000000

PROPERTY INFORMATION		
PROPERTY OWNER: LAS SOLERAS CENTER, LLC-38% LAS SOLERAS VILLAGE, LLC-62%		
SUBDIVISION NAME: LAS SOLERAS	ADDRESS: 4000 BECKNER ROAD	

PRECISION SURVEYS, INC.
OFFICE LOCATION: 9301 San Mateo Boulevard, NE Albuquerque, NM 87113
505.856.5700 PHONE
505.856.7900 FAX

© Copyright 2022 Precision Surveys, Inc.

PROJECT INFORMATION			
CREW/TECH: MC/SP	DATE OF SURVEY: 05/02-03/2022		
DRAWN BY: JC	CHECKED BY: LM		
PSI JOB NO.: 2282314A	SHEET NUMBER: 2 OF 3		

PROPERTY INFORMATION

ZONING:	C-2
OVERLAYS:	N/A
HISTORICAL STATUS:	N/A
LOT(S) SIZE:	18.001 ACRES
EXISTING STRUCTURE SQ.FT.:	NONE
EXISTING UTILITIES:	NONE
FLOOD ZONE:	ZONE X
MASTER PLAN:	Las Soleras *Last Amendment Recorded July 17, 2018 Instrument # 1862707, Book 836, Page 47-50D*
Existing Improvements:	N/A Vacant Land

LEGAL LOT INFORMATION

TRACT 18B LAS SOLERAS RECORDED AS PLAT BOOK 809 PAGES 3-4

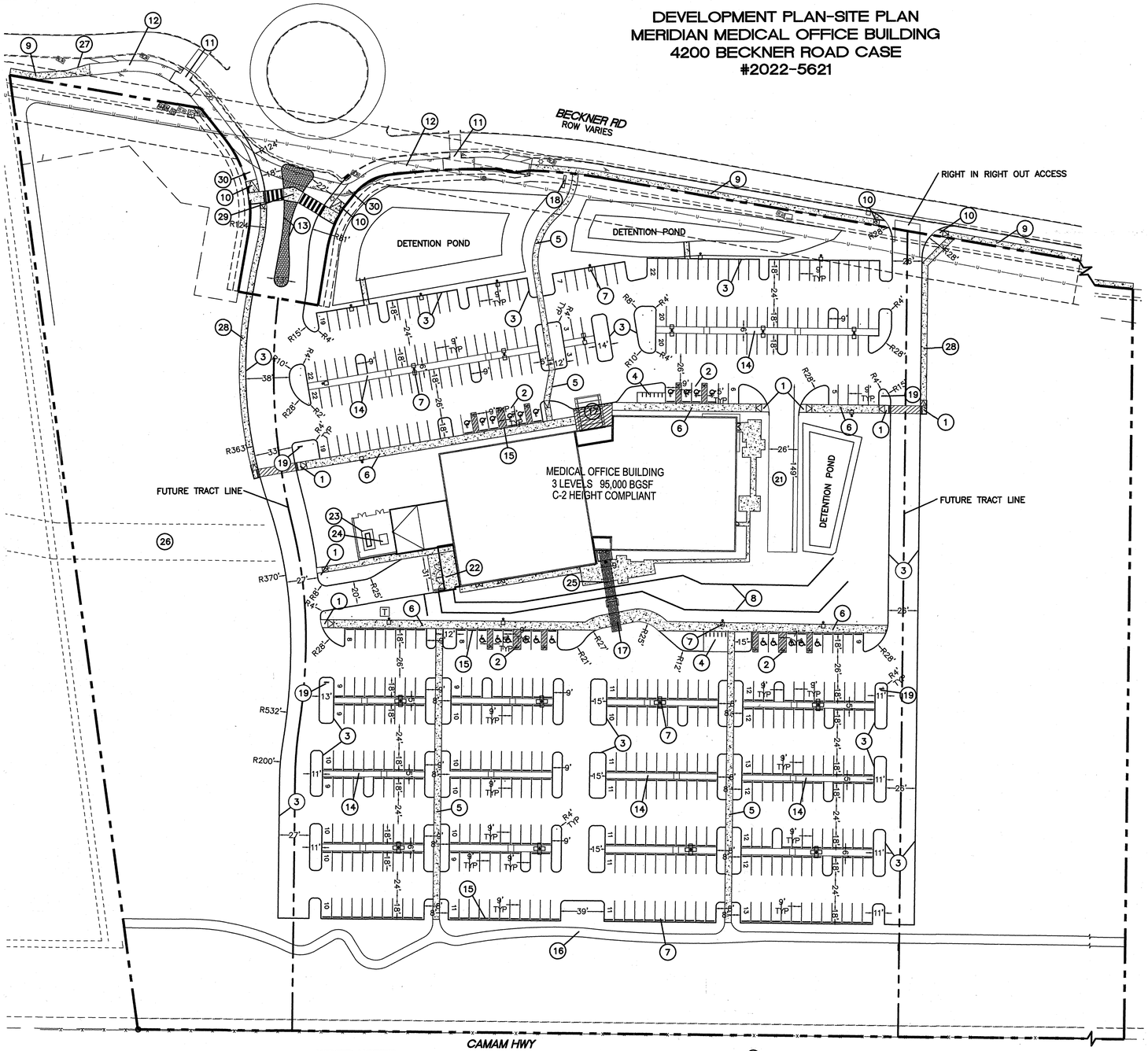
ENGINEER'S SEAL
RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER
1-6-23
RONALD R. BOHANNAN
P.E. #7868

JURISDICTION: CITY OF SANTA FE
PROJECT NAME: MERIDIAN MEDICAL OFFICE BUILDING
DRAWING TYPE: EXISTING CONDITIONS
DRAWING DATE: 1-6-23

SHEET 2 of 3

2023-10

DEVELOPMENT PLAN-SITE PLAN
MERIDIAN MEDICAL OFFICE BUILDING
4200 BECKNER ROAD CASE
#2022-5621



KEYED NOTES

1. UNIDIRECTIONAL ACCESSIBLE RAMP SEE DETAIL SHEET
2. ACCESSIBLE PARKING PER ADA REQUIREMENTS
3. STANDARD CURB AND GUTTER (TYP) SEE DETAIL SHEET
4. BICYCLE RACK
5. 6' CONCRETE SIDEWALK
6. 7' CONCRETE SIDEWALK
7. SITE LIGHTING (TYP) SEE PHOTOMETRICS PLAN 14' MOUNTING HEIGHT NORTH PARKING FIELD 30' MOUNTING HEIGHT SOUTH PARKING FIELD
8. RETAINING WALL
9. 6' CONCRETE SIDEWALK PER NMDOT DETAIL
10. ACCESSIBLE RAMP PER NMDOT DETAIL
11. EXISTING RAMP TO REMAIN
12. EXISTING SIDEWALK TO REMAIN
13. STANDARD MEDIAN CURB SEE DETAIL SHEET
14. PLANTER (TYP) SEE LANDSCAPE PLAN FOR DETAIL
15. WHEEL STOP (TYP) SEE DETAIL SHEET
16. 8' WIDE ASPHALT TRAIL SEE LANDSCAPE PLAN FOR DETAIL
17. CANOPY
18. MONUMENT SIGN
19. DIRECTIONAL SIGN
20. BRICK FIRE LANE
21. ASPHALT FIRELANE (ADD ALT UPGRADE TO GRASSCRETE)
22. DUMPSTER W/RECYCLE ENCLOSURE
23. GENERATOR
24. MECHANICAL EQUIPMENT
25. 12' PEDESTRIAN WALKWAY W/CANOPY
26. FUTURE PRIVATE DRIVE, LOCATION TBD
27. 20' TRANSITION TO 6' SIDEWALK
28. 5.5' CONCRETE SIDEWALK
29. 10' WIDE CUT THRU
30. NEW ASPHALT SIDEWALK

LEGEND

- CURB & GUTTER
- PROPOSED TRACT 18-A BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- U — EXIST OVERHEAD UTILITY LINE

DRAINAGE FACILITIES MAINTENANCE

ALL DRAINAGE FACILITIES SHALL BE MAINTAINED BY ALL PROPERTY OWNERS. THE PROPERTY OWNERS ALSO HAVE THE RESPONSIBILITY FOR MAINTENANCE OF THE PUBLIC DRAINAGE EASEMENT. INSPECTIONS SHALL BE CONDUCTED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO OR OTHER QUALIFIED PERSON. INSPECTIONS SHALL BE CONDUCTED ON THE DRAINAGE FACILITIES IN ACCORDANCE WITH THE FOLLOWING SCHEDULE: ON OR ABOUT MARCH 15, ON OR ABOUT SEPTEMBER 15, AND AFTER EACH STORM EVENT OF 1-INCH OR GREATER. MAINTENANCE OF THE DRAINAGE FACILITIES SHALL BE CONDUCTED AND DOCUMENTED BY THE ENGINEER AND THE OWNER. THE OWNER SHALL MAINTAIN A FILE OF THE INSPECTIONS AND REMEDIAL ACTION CONDUCTED ON THE DRAINAGE FACILITIES. WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE ENGINEERS' RECOMMENDATIONS, AND SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

A. FLUSH ALL CULVERTS, DROP INLETS AND DRAINAGE PIPES TO REMOVE SEDIMENT AND VEGETATION THAT PREVENTS OR HINDERS THE FLOW OF STORMWATER IN THE DRAINAGE STRUCTURE(S).
B. REMOVE SEDIMENT IN PONDS THAT IS GREATER THAN 6 INCHES IN DEPTH, AND IF NECESSARY, RESEED WITH NATIVE GRASSES AND INSTALL FILTER FABRIC AND 3 TO 4 INCH COBBLE AS DIRECTED BY THE ENGINEER.
C. INSPECT FOR SEDIMENTATION IN ALL SWALES, DITCHES, DRAINAGE PONDS AND REMOVE AND STABILIZE AS NECESSARY.
D. INSPECT FOR SOIL EROSION AND ALL DRAINAGE PONDS, CUT AND FILL SLOPES, AND REPAIR OR STABILIZE ACCORDINGLY.
E. INSPECT THE STRUCTURAL INTEGRITY OF DRAINAGE PONDS, SLOPES, RIP-RAP, GABIONS, DROP INLETS, CULVERTS, ENERGY DISSIPATORS, AND RETAINING WALLS, ROCK PLATING, EROSION CONTROL MATS OR BLANKETS, AND REPAIR OR STABILIZE ACCORDINGLY.

DRAINAGE FACILITIES DESIGN NOTE

ALL STORM WATER DETENTION/RETENTION AREAS SHALL DRAIN WITHIN 24 HOURS OF A STORM EVENT AS PER ARTICLE 14-8.2 (D)(4)(C)(II)

GENERAL NOTES

A. SOLID WASTE COLLECTION WILL BE PROVIDED BY SF SOLID WASTE COLLECTION.
B. EXTERIOR LUMINARIES SHALL COMPLY WITH CHAPTER 14-8.9 SFCC. (WALL PACKS SHALL BE SHIELDED)
C. THE SITE SHALL COMPLY WITH INTERNATIONAL FIRE CODE (IFC) 2015.
D. THE FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20' AND 26' AROUND THE RESIDENTIAL BUILDING.
E. THIS SITE SHALL HAVE A WATER SUPPLY THAT MEETS FIRE FLOW AND HAVE A DISTANCE TO THE NEAREST HYDRANT TO MEET IFC REQUIREMENTS.
F. ALL FIRE DEPARTMENT ACCESS SHALL HAVE A GRADE NO GREATER THAN 10%
G. FIRE LANE SURFACE SHALL BE ALL WEATHER AND SUPPORT 75,000 POUNDS.
H. THE PROJECT IS SERVED BY A PRIVATE SANITARY SEWER COLLECTION SYSTEM.

DUST CONTROL

ALL ON-SITE SOIL DISTRIBUTING CONSTRUCTION ACTIVITY SHALL BE ADDRESSED AND PROVIDE MEASURES TO MITIGATE OR CONTROL DUST FROM BEING TRANSPORTED OFFSITE AND POLLUTING NEIGHBORING PROPERTIES. ANY PERSON, OWNER, CONTRACTOR OR OPERATOR WHO CONDUCTS EARTH MOVING AND DUST GENERATING ACTIVITIES IS RESPONSIBLE FOR IMPLEMENTING BEST MANAGEMENT PRACTICES (BMPS) IN ORDER TO MITIGATE OFF PROPERTY TRANSPORT OF FUGITIVE DUST EMISSIONS. A PLAN, OR STORMWATER PREVENTION PLAN (SWPPP) WHEN APPLICABLE, LISTING THE BEST MANAGEMENT PRACTICES (BMPS), SHALL BE PROVIDED TO THE CITY ENGINEER, OR THEIR DESIGNEE FOR REVIEW AND APPROVAL. THE APPROVED BMPS SHALL BE APPLIED TO THE GRADED AND OR DISTURBED SOIL IN ORDER TO STABILIZE THE SITE. THE INITIAL BMP SHALL ADDRESS HOW THE CONTRACTOR WILL MINIMIZE THE AMOUNT OF DISTURBED SOIL, AND HOW THE CONTRACTOR WILL STABILIZE THE DISTURBED SERVICE AREA EXPOSED TO WIND OR VEHICLE TRAFFIC DURING CONSTRUCTION.

SEE SHEET CG-101 FOR FULL DUST CONTROL NOTES.

GUNNISON'S PRAIRIE DOG NOTE

THIS PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE GUNNISON'S PRAIRIE DOG ORDINANCE (ARTICLE 14-8. 12).

NOTARIZED STORMWATER AGREEMENT

STORMWATER AGREEMENT: PROPERTY OWNER(S) HERE BY AGREE THAT ALL STORMWATER EASEMENTS AND ANY OTHER DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS ARE ON PRIVATE PROPERTY AND WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY THE PROPERTY OWNER AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HERE BY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENT MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS; AND (3) TO LIEN PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

_____
OWNERS PRINTED NAME

_____
OWNERS SIGNATURE

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS DAY OF _____, 20_____ (OR EQUAL)

_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

SITE DATA

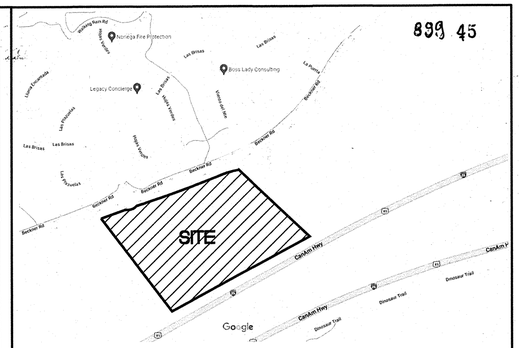
PROPOSED USAGE COMMERCIAL
LOT AREA 421765 SF (9.68 ACRES)
ZONING C-2
BUILDING AREA 95000 GSF (89050 NLSF)
BUILDING COVERAGE 36%

BUILDING SETBACK
FRONT 20'
REAR 10'
SIDE 10'

PARKING REQUIRED 446 SPACES (1/200 NLSF)
PARKING PROVIDED 470 SPACES
ACCESSIBLE PARKING REQUIRED 12 SPACES (2 VAN)
ACCESSIBLE SPACES PROVIDED 21 SPACES (3 VAN)
TOTAL 491 SPACES

BICYCLE SPACES REQUIRED 12
BICYCLE SPACES PROVIDED 12

LANDSCAPE REQUIRED REFER TO PLANTING PLAN SHEET L701
LANDSCAPE PROVIDED REFER TO PLANTING PLAN SHEET L701


899 45
Legacy Concierge
Boss Lady Consulting
SITE
Cerrillos Rd
Camino Entrada
Las Brisas
Las Alamedas
Las Nubes
Las Trincheras
Las Veredas
Las Tiendas
Las Vistas
Las Lomas
Las Estrellas
Las Palomas
Las Hadas
Las Hamacas
Las Hilanderas
Las Hilanderas Rd
Las Hilanderas Rd
Las Hilanderas Rd

Las Soleras, Tracts 18A & 18B (Santa Fe, NM)
(Beckner Road/Walking Rain Rd.)
Traffic Impact Study

Executive Summary

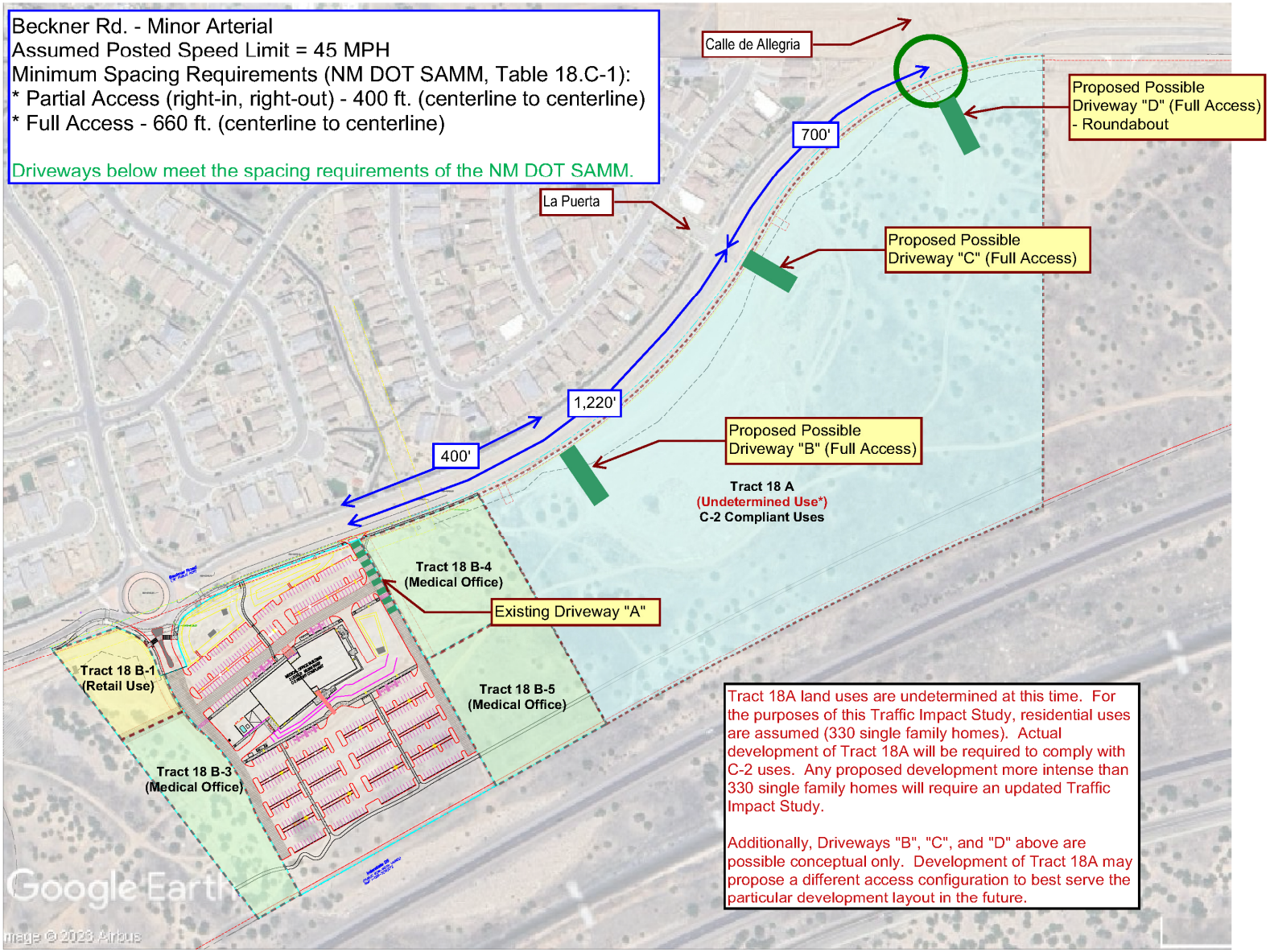
The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed development of Tracts 18A & 18B of the Las Soleras Masterplanned Community to determine the impact of the project on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Santa Fe, Traffic Engineering Department based on the Scoping Meeting held on July 27, 2023.

The proposed Las Soleras, Tracts 18A & 18B development is located at Beckner Rd. / Walking Rain Rd. within the City of Santa Fe, New Mexico. The study area includes three existing signalized intersections, four existing unsignalized roundabout intersections, one existing unsignalized driveway (Driveway "A"), and three proposed unsignalized theoretical driveways (one is a roundabout) as listed below:

1. Beckner Road / Cerrillos Rd. (Signalized)
2. Herrera Dr. (Wellness Way) / Cerrillos Rd. (Signalized)
3. Beckner Rd. / Richards Ave. (Signalized)*
4. Beckner Rd./ Wellness Way (Unsignalized Roundabout)
5. Beckner Rd. / Las Soleras Dr. (Unsignalized Roundabout)
6. Beckner Rd./ Rail Runner Rd. (Unsignalized Roundabout)
7. Beckner Rd. / Walking Rain Rd. (Unsignalized Roundabout)
8. Beckner Rd. / Driveway "A" (Unsignalized – Right-in, Right-out only)
9. Beckner Rd. / Driveway "B" (Unsignalized – Full Access)
10. Beckner Rd. / Driveway "C" (Unsignalized – Full Access)
11. Beckner Rd. / Driveway "D" (Unsignalized – Full Access Roundabout)

* - Signal at Beckner Rd. / Richards Ave. to be constructed this year.

The Las Soleras, Tracts 18A & 18B project is to be developed as a mixed use development comprised of medical office uses, retail uses, and future undefined uses Tract 18A is part of the original project which is being required to be included but does not have defined uses.. For the purposes of this Traffic Impact Study, Tract 18A will be assumed to have residential uses (330 single-family dwelling units). Following are a general site plan for the proposed development and a trip generation rate summary table showing the calculated trip generation rate for the project. Since this is a mixed-use type of development, adjustments were made to the trip generation rate to account for internal capture trips based on methods established under NCHRP (National Cooperative Highway Research Program) 684. No adjustments were made for pass-by.


Beckner Rd. - Minor Arterial
Assumed Posted Speed Limit = 45 MPH
Minimum Spacing Requirements (NM DOT SAMM, Table 18.C-1):
* Partial Access (right-in, right-out) - 400 ft. (centerline to centerline)
* Full Access - 660 ft. (centerline to centerline)
Driveways below meet the spacing requirements of the NM DOT SAMM.
Calle de Allegria
Proposed Possible Driveway "D" (Full Access) - Roundabout
700'
La Puerta
Proposed Possible Driveway "C" (Full Access)
1,220'
400'
Proposed Possible Driveway "B" (Full Access)
Tract 18 A
(Undetermined Use*)
C-2 Compliant Uses
Tract 18 B-4
(Medical Office)
Existing Driveway "A"
Tract 18 B-1
(Retail Use)
Tract 18 B-5
(Medical Office)
Tract 18 B-3
(Medical Office)
Google Earth
Image © 2023 Airbus
Tract 18A land uses are undetermined at this time. For the purposes of this Traffic Impact Study, residential uses are assumed (330 single family homes). Actual development of Tract 18A will be required to comply with C-2 uses. Any proposed development more intense than 330 single family homes will require an updated Traffic Impact Study.
Additionally, Driveways "B", "C", and "D" above are possible conceptual only. Development of Tract 18A may propose a different access configuration to best serve the particular development layout in the future.

Las Soleras, Tract 18-A/B (Beckner Rd. / Walking Rain Rd.)

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

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
Tract No.	*DESCRIPTION*		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
18 B-1	Coffee/Donut Shop w/ Drive Thru Window (937)	2.70	1,441	118	114	53	53
18 B-3 / 4 / 5	Medical-Dental Office Building (720)	90.00	3,759	220	59	106	248
18-A	Single-Family Detached Housing (210)	330	3,112	55	166	192	113
	Subtotal		**8,312**	**393**	**339**	**351**	**414**
	Internal Capture Trips			-81	-81	-28	-28
	Net New Trips Generated		**8,312**	**312**	**258**	**323**	**386**

The initial phase of the Las Soleras Tracts 18B Project development is to be accessed via two existing driveways. Primary access will be via the recently constructed south leg of the existing intersection of Beckner Rd. / Walking Rain Rd. It is configured as a full access unsignalized single lane circulating roundabout intersection. The secondary access is an existing right-in, right-out driveway on the south side of Beckner Rd. approximately 470 east of Walking Rain Rd. (centerline to centerline). The two existing access points meet the minimum access spacing requirements established by the New Mexico Department of Transportation's State Access Management Manual (SAMM) which establishes the following minimum spacing requirements based on a roadway classification for Beckner Rd. as an Urban Minor Arterial Roadway with a posted speed limit of 45 MPH.:

- Partial access – 400 ft. spacing (centerline to centerline)
- Full access – 660 ft. spacing (centerline to centerline)

Tract 18A, for the purposes of this Traffic Impact Study is assumed to be developed as residential uses so as to consider trips generated by the parcel. However, the developer has no definite planned uses defined for Tract 18A at this time. Tract 18A is zoned for C-2 uses. Therefore, any development of Tract 18A in the future will be required to comply with C-2 uses. If the trip generation rate for Tract 18A ends up being significantly higher that what is assumed in this Study, then an updated Traffic Impact Study will be required at the time of development of Tract 18A based on those uses.

Tract 18A has a frontage along Beckner of approximately 1,800 feet, and existing Driveway "A" is located approximately 320 feet west of the northwest corner of Tract 18A. There should be sufficient frontage east of existing Driveway "A" to proposed three full access driveways (or intersections) along the south side of Tract 18A to serve the parcel. The proposed plan layout on the preceding page serves as a demonstration of what access could be acceptable. The east driveway (Driveway "D") on Beckner Rd. for Tract 18A would be the south leg of the newly constructed roundabout (at Calle de Alegria). The three proposed driveways (intersections) along the south side of Beckner Rd. are hypothetical and conceptual at this point in time. This Study (and the associated access plan for Tract 18B) serves as a possible access scenario for the

parcel, but is subject to change in the future depending on actual plan and uses proposed for the parcel in the future. Access for Tract 18A will be required to comply with the City of Santa Fe requirements at the time of actual development no matter what the uses might be.

Analysis of the study area for this project as defined above was performed using Synchro 11 software developed by Trafficware, Inc. a CUBIC company. Reporting in this Traffic Impact Study are the HCM6 (Highway Capacity Manual, 6th Edition) reports from Synchro 11 software. Results of the analysis of the project's transportation study area are summarized in the following table:

Executive Summary Results Table

Laa Soleras, Tracts 18A & 18B

			2022 Conditions		2025 Conditions		2035 Conditions	
Intersection No. / Name	Signalization	Case	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1 - Beckner Rd. / Cerrillos Rd.	Signalized	NO BUILD	C - 24.8	B - 19.3	D - 35.1	C - 28.0	D - 47.3	C - 30.7
		NO BLD MIT*			C - 32.4	C - 28.5	D - 35.1	C - 29.1
		BUILD			D - 37.3	D - 37.1	D - 49.6	D - 39.7
		BUILD MIT*			**C - 33.9**	**C - 31.9**	**D - 36.8**	**C - 32.5**
2 - Wellness Way / Cerrillos Rd.	Signalized	NO BUILD	C - 24.0	D - 35.7	C - 26.2	D - 41.7	C - 29.9	D - 53.7
		NO BLD MIT**			C - 23.3	C - 29.7	C - 25.9	D - 36.0
		BUILD			C - 29.1	D - 54.2	C - 34.5	E - 67.6
		BUILD MIT**			**C - 25.7**	**C - 33.0**	**C - 28.6**	**D - 39.9**
3 - Beckner Rd. / Richards Ave.	Signalized	NO BUILD	N/A	N/A	C - 21.6	B - 12.1	C - 32.2	B - 13.0
		BUILD			C - 22.9	B - 13.6	C - 34.6	B - 14.6
4 - Beckner Rd. / Wellness Way	Roundabout	NO BUILD	A - 3.4	A - 3.5	A - 5.0	A - 4.8	A - 5.2	A - 5.1
		BUILD			A - 6.9	A - 6.7	A - 7.3	A - 7.2
5 - Beckner Rd. / Las Soleras Dr.	Roundabout	NO BUILD	A - 3.2	A - 3.2	A - 4.2	A - 5.1	A - 4.3	A - 5.3
		BUILD			A - 5.1	A - 6.8	A - 5.3	A - 7.1
6 - Beckner Rd. / Rail Runner Rd.	Roundabout	NO BUILD	A - 4.0	A - 3.6	A - 6.1	A - 5.7	A - 6.5	A - 6.0
		BUILD			A - 9.7	A - 9.7	B - 10.5	B - 10.3
7 - Beckner Rd. / Walking Rain Rd.	Roundabout	NO BUILD	A - 3.5	A - 3.6	A - 5.8	A - 5.9	A - 6.0	A - 6.3
		BUILD			A - 9.4	B - 11.4	A - 10.0	B - 12.2
8. Beckner Rd. / Driveway "A"	Unsignalized	NO BUILD	N/A	N/A	B - 10.0	B - 10.1	B - 10.2	B - 10.4
		BUILD	N/A	N/A	B - 10.3	B - 10.1	B - 10.5	B - 12.1
9. Beckner Rd. / Driveway "B"	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A	N/A	N/A
		BUILD	N/A	N/A	B - 10.3	B - 10.1	B - 10.5	B - 12.1
10. Beckner Rd. / Driveway "C"	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A	N/A	N/A
		BUILD	N/A	N/A	B - 10.3	B - 10.1	B - 10.5	B - 12.1
10. Beckner Rd. / Driveway "D"	Roundabout	NO BUILD	N/A	N/A	N/A	N/A	N/A	N/A
		BUILD	N/A	N/A	A - 6.9	A - 6.7	A - 7.3	A - 7.2

* - Mitigation for Beckner Rd. / Cerrillos Rd. proposed in 5407 Beckner Rd. TIS (by Santa Fe Engineering) consisted of constructing dual westbound left turn lanes on Beckner at Cerrillos Rd. Mitigation for Beckner Rd. / Cerrillos Rd. proposed in Cavan Development TIS (by BHI) consisted of constructing dual eastbound left turn lanes on Beckner Rd. extension (I-25 Frntg. Rd.) at Cerrillos Rd. 5407 Beckner Rd. TIS stated that right turn overlap phases were assumed for all right turns with exclusive right turn lanes.

** - Mitiagation for Beckner Rd. / Herrera Rd. (Wellness Way) proposed in 5407 Beckner Rd. TIS (by Santa Fe Engineering) consists of constructing right turn overlap phase for the eastbound right turn movement on Herrera Rd. (Wellness Way) at Cerrillos Rd.

Proposed mitigation measures for the intersections of Beckner Rd. / Cerrillos Rd. and Herrera Dr. (Wellness Way) / Cerrillos Rd. have not yet been constructed. It is assumed that the developer of the Cavan Project will be financially responsible for the construction of the dual eastbound left turn lanes on Beckner Rd. extension (I-25 Frntg. Rd.) at Cerrillos Rd. Also, is it assumed that the developer of 5407 Beckner Rd. will be financially responsible for the construction of the dual westbound left turn lanes on Beckner Rd. at Cerrillos Rd. as well as the westbound to northbound right turn overalp phase at Beckner Rd. / Cerrillos Rd. Additionally, it is assumed that the developer of 5407 Beckner Rd. will be financially responsible for the eastbound right turn overlap phase implementation at Herrera Dr. (Wellness Way) at Cerrillos Rd. Since those improvements have not yet been implemented, then this Study evaluated the two signalized intersection under both scenarios. That is, the existing, NO BUILD, and BUILD conditions for the two signalized intersections were evaluated based on existing geometry and signal conditions, and again based on the mitigated conditions (by others).

Levels-of-service and delay for signalized and unsignalized intersections were determined based on criteria established by the Highway Capacity Manual (6th Edition). The average control delay is calculated for each intersection and for each lane group of each leg of the intersection. Generally speaking, the calculated control delay determines the Level-of-Service for each lane group. The control delay generally determines the level-of-service based on the following tables:

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

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

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

Generally speaking, a Level-of-Service D or better is an acceptable parameter for design purposes.

In summary, the proposed Las Soleras, Tracts 18A & 18B will have minimal adverse impact to the adjacent transportation system. Level of service (LOS) at the intersections in the study area meet or exceed the City of Santa Fe's minimum acceptable Level of Service Standards for the 2025 implementation year and 2035 horizon year for all intersections in the study area. The operation of the adjacent transportation system is sufficient to serve the new Las Soleras, Tracts 18A & 18B Project and it will not be necessary to construct the bridge over the Arroyo Chamiso to connect Las Soleras Dr. between Beckner Rd. and Cerrillos Rd. at this time. It is still the plan for the master developer of Las Soleras Masterplanned Development to construct the bridge in the future when needed. Those plans have been started at this time.

Also, it is assumed in this Study that other roadway system improvements will be constructed by others (as per recommendations in each respective Traffic Impact Study) as outlined as follows:

1) Dual eastbound left turn lanes will be constructed on the extension of Beckner Rd. (I-25 Frntg. Rd.) at Cerrillos Rd. by the Developer of the Cavan Project.
2) Dual westbound left turn lanes will be constructed on Beckner Rd. at Cerrillos Rd. by the developer of the 5407 Beckner Rd. Development and westbound right turn overlap phasing installed at the traffic signal.
3) Eastbound and westbound right turn overlap phasing will be installed at the traffic signal at Herrera Dr. (Wellness Way) / Cerrillos Rd. by the developer of the 5407 Beckner Rd. Development.

Determination of Warrants for Deceleration Lanes were performed for Driveway "A" to determine if a right turn deceleration lane would be warranted. The forecast volumes at Driveway "A" demonstrated that an eastbound right turn deceleration lane on Beckner Rd. at Driveway "A" is warranted. The eastbound right turn deceleration lane should be designed and constructed to a length of 370 feet including transition.

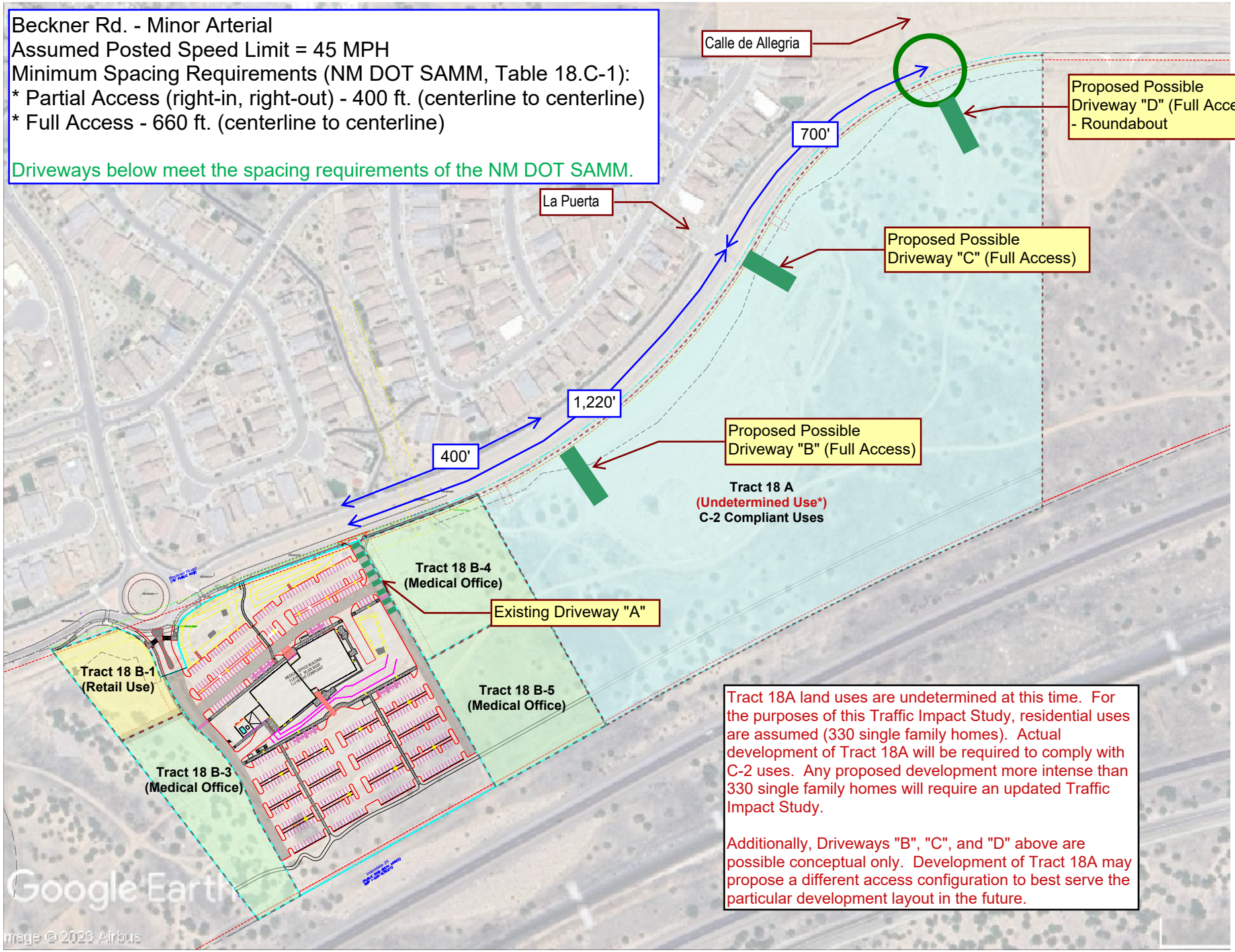
Driveways "B", "C", and "D" are future conceptual theoretical driveways that are not to be constructed until such time and the nature and land uses for Tract 18A are determined. Based on the conceptual theoretical access concept, Driveways "B" and "C" are fully expected to warrant both right turn and left turn deceleration lanes. The development should plan for those in the project budget. The right turn deceleration lanes should be designed and constructed to a length of 370 feet including transition. The left turn deceleration lanes should be designed and constructed to a length of 400 feet including transition. Proposed conceptual theoretical Driveway "D" is a roundabout which should not require right or left turn deceleration lanes.

Based on the analysis provided in this Traffic Impact Study, following are the recommendations for improvements to the adjacent transportation system in the study area for this project:

- **Beckner Rd.** / **Cerrillos Rd.** (signalized) – no recommendations. Dual eastbound left turn lanes and dual westbound left turn lanes and a westbound right turn overlap phase is to be constructed by others.

- **Herrera Dr. (Wellness Way)** / **Cerrillos Rd.** (signalized) – no recommendations. However, eastbound to southbound right turn overlap phasing is to be constructed by others.
- **Beckner Rd.** / **Richards Ave.** (signalized) – no recommendations.
- **Beckner Rd.** / **Wellness Way** (unsignalized roundabout) – no recommendations.
- **Beckner Rd.** / **Las Soleras Dr.** (unsignalized roundabout) no recommendations**.**
- **Beckner Rd.** / **Rail Runner Rd.** (unsignalized roundabout) – no recommendations.
- **Beckner Rd.** / **Walking Rain Rd.** (unsignalized roundabout) – no recommendations.
- **Beckner Rd.** / **Driveway "A"** (unsignalized right-in, right-out driveway) – an eastbound right turn deceleration lane on Beckner Rd. at Driveway "A" is warranted. The eastbound right turn deceleration lane should be designed and constructed to a length of 370 feet including transition.
- **Beckner Rd.** / **Driveway "B"** (unsignalized full access) – both a right turn deceleration lane and a left turn deceleration lane are warranted on Beckner Rd. at Driveway "B". The right turn deceleration lane should be designed and constructed to a length of 370 feet including transition. The left turn deceleration lane should be designed and constructed to a length of 400 feet including transition.
- **Beckner Rd.** / **Driveway "C"** (unsignalized full access) – both a right turn deceleration lane and a left turn deceleration lane are warranted on Beckner Rd. at Driveway "C". The right turn deceleration lane should be designed and constructed to a length of 370 feet including transition. The left turn deceleration lane should be designed and constructed to a length of 400 feet including transition.
- **Beckner Rd.** / **Driveway "D"** (unsignalized full access roundabout) – Driveway "D should be the south leg of the new roundabout on Beckner Rd. at Calle de Alegria. As a roundabout, the warrants for right and left turn deceleration lanes do not apply. Lane geometry shall depend on future HCS analysis.

APPENDIX


Beckner Rd. - Minor Arterial
Assumed Posted Speed Limit = 45 MPH
Minimum Spacing Requirements (NM DOT SAMM, Table 18.C-1):
* Partial Access (right-in, right-out) - 400 ft. (centerline to centerline)
* Full Access - 660 ft. (centerline to centerline)
Driveways below meet the spacing requirements of the NM DOT SAMM.
Calle de Allegria
Proposed Possible Driveway "D" (Full Access) - Roundabout
700'
La Puerta
Proposed Possible Driveway "C" (Full Access)
1,220'
400'
Proposed Possible Driveway "B" (Full Access)
Tract 18 A
(Undetermined Use*)
C-2 Compliant Uses
Tract 18 B-4
(Medical Office)
Existing Driveway "A"
Tract 18 B-1
(Retail Use)
Tract 18 B-5
(Medical Office)
Tract 18 B-3
(Medical Office)
Google Earth
Image © 2023 Airbus
Tract 18A land uses are undetermined at this time. For the purposes of this Traffic Impact Study, residential uses are assumed (330 single family homes). Actual development of Tract 18A will be required to comply with C-2 uses. Any proposed development more intense than 330 single family homes will require an updated Traffic Impact Study.
Additionally, Driveways "B", "C", and "D" above are possible conceptual only. Development of Tract 18A may propose a different access configuration to best serve the particular development layout in the future.

TIERRA WEST

Las Soleras, Tracts 18A & 18B

(Beckner Rd. / Walking Rain Rd.)

Traffic Impact Study

January 8, 2024

D R A F T

Presented to:
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Las Soleras, Tracts 18A & 18B (Santa Fe, NM)
(Beckner Road/Walking Rain Rd.)
Traffic Impact Study

Executive Summary

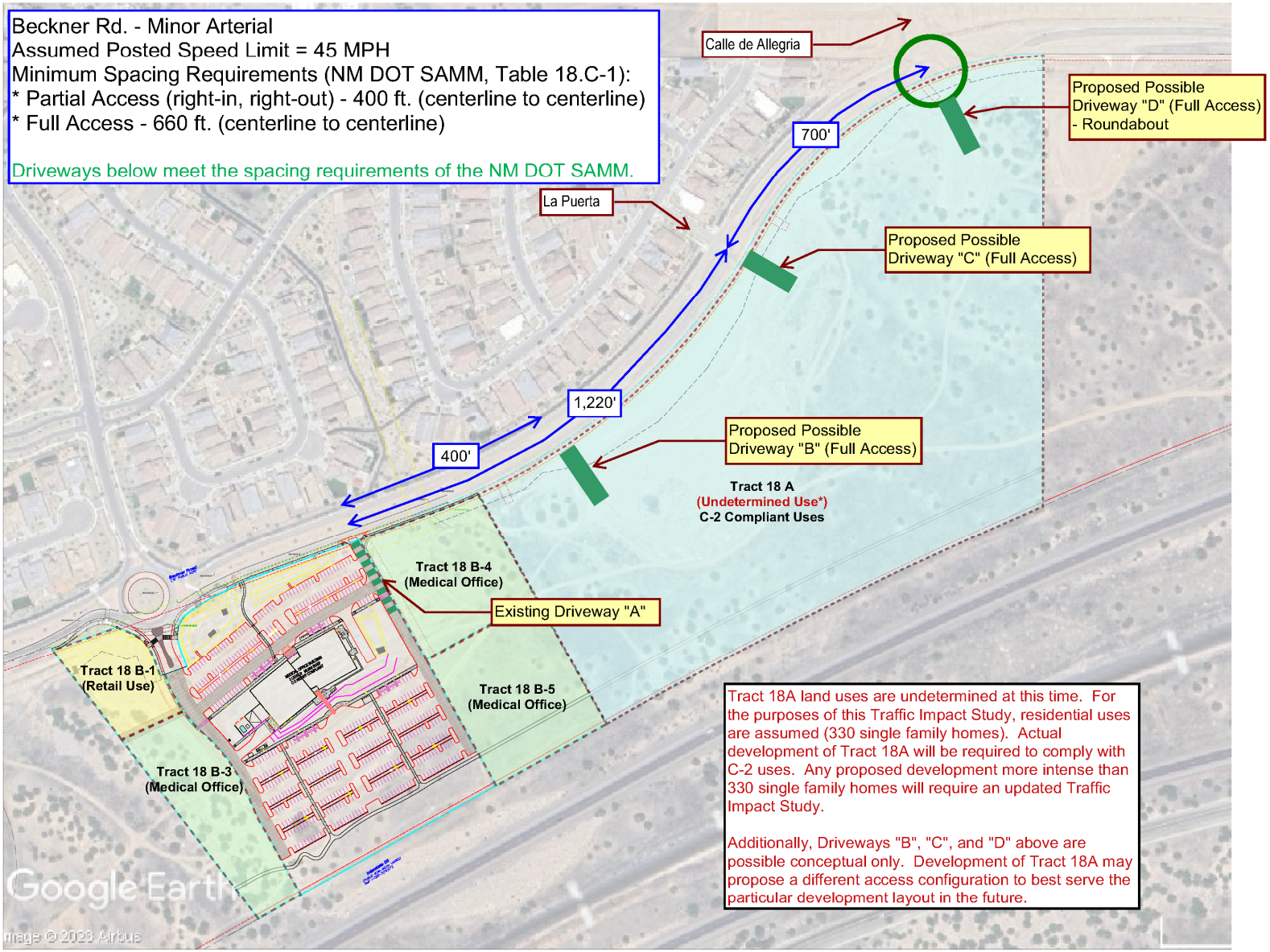
The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed development of Tracts 18A & 18B of the Las Soleras Masterplanned Community to determine the impact of the project on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Santa Fe, Traffic Engineering Department based on the Scoping Meeting held on July 27, 2023.

The proposed Las Soleras, Tracts 18A & 18B development is located at Beckner Rd. / Walking Rain Rd. within the City of Santa Fe, New Mexico. The study area includes three existing signalized intersections, four existing unsignalized roundabout intersections, one existing unsignalized driveway (Driveway "A"), and three proposed unsignalized theoretical driveways (one is a roundabout) as listed below:

1. Beckner Road / Cerrillos Rd. (Signalized)
2. Herrera Dr. (Wellness Way) / Cerrillos Rd. (Signalized)
3. Beckner Rd. / Richards Ave. (Signalized)*
4. Beckner Rd./ Wellness Way (Unsignalized Roundabout)
5. Beckner Rd. / Las Soleras Dr. (Unsignalized Roundabout)
6. Beckner Rd./ Rail Runner Rd. (Unsignalized Roundabout)
7. Beckner Rd. / Walking Rain Rd. (Unsignalized Roundabout)
8. Beckner Rd. / Driveway "A" (Unsignalized – Right-in, Right-out only)
9. Beckner Rd. / Driveway "B" (Unsignalized – Full Access)
10. Beckner Rd. / Driveway "C" (Unsignalized – Full Access)
11. Beckner Rd. / Driveway "D" (Unsignalized – Full Access Roundabout)

* - Signal at Beckner Rd. / Richards Ave. to be constructed this year.

The Las Soleras, Tracts 18A & 18B project is to be developed as a mixed use development comprised of medical office uses, retail uses, and future undefined uses Tract 18A is part of the original project which is being required to be included but does not have defined uses.. For the purposes of this Traffic Impact Study, Tract 18A will be assumed to have residential uses (330 single-family dwelling units). Following are a general site plan for the proposed development and a trip generation rate summary table showing the calculated trip generation rate for the project. Since this is a mixed-use type of development, adjustments were made to the trip generation rate to account for internal capture trips based on methods established under NCHRP (National Cooperative Highway Research Program) 684. No adjustments were made for pass-by.


Beckner Rd. - Minor Arterial
Assumed Posted Speed Limit = 45 MPH
Minimum Spacing Requirements (NM DOT SAMM, Table 18.C-1):
* Partial Access (right-in, right-out) - 400 ft. (centerline to centerline)
* Full Access - 660 ft. (centerline to centerline)
Driveways below meet the spacing requirements of the NM DOT SAMM.
Calle de Allegria
Proposed Possible Driveway "D" (Full Access) - Roundabout
700'
La Puerta
Proposed Possible Driveway "C" (Full Access)
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Proposed Possible Driveway "B" (Full Access)
Tract 18 A
(Undetermined Use*)
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(Medical Office)
Existing Driveway "A"
Tract 18 B-1
(Retail Use)
Tract 18 B-5
(Medical Office)
Tract 18 B-3
(Medical Office)
Google Earth
Image © 2023 Airbus
Tract 18A land uses are undetermined at this time. For the purposes of this Traffic Impact Study, residential uses are assumed (330 single family homes). Actual development of Tract 18A will be required to comply with C-2 uses. Any proposed development more intense than 330 single family homes will require an updated Traffic Impact Study.
Additionally, Driveways "B", "C", and "D" above are possible conceptual only. Development of Tract 18A may propose a different access configuration to best serve the particular development layout in the future.

Las Soleras, Tract 18-A/B (Beckner Rd. / Walking Rain Rd.)

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

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
Tract No.	*DESCRIPTION*		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
18 B-1	Coffee/Donut Shop w/ Drive Thru Window (937)	2.70	1,441	118	114	53	53
18 B-3 / 4 / 5	Medical-Dental Office Building (720)	90.00	3,759	220	59	106	248
18-A	Single-Family Detached Housing (210)	330	3,112	55	166	192	113
	Subtotal		**8,312**	**393**	**339**	**351**	**414**
	Internal Capture Trips			-81	-81	-28	-28
	Net New Trips Generated		**8,312**	**312**	**258**	**323**	**386**

The initial phase of the Las Soleras Tracts 18B Project development is to be accessed via two existing driveways. Primary access will be via the recently constructed south leg of the existing intersection of Beckner Rd. / Walking Rain Rd. It is configured as a full access unsignalized single lane circulating roundabout intersection. The secondary access is an existing right-in, right-out driveway on the south side of Beckner Rd. approximately 470 east of Walking Rain Rd. (centerline to centerline). The two existing access points meet the minimum access spacing requirements established by the New Mexico Department of Transportation's State Access Management Manual (SAMM) which establishes the following minimum spacing requirements based on a roadway classification for Beckner Rd. as an Urban Minor Arterial Roadway with a posted speed limit of 45 MPH.:

- Partial access – 400 ft. spacing (centerline to centerline)
- Full access – 660 ft. spacing (centerline to centerline)

Tract 18A, for the purposes of this Traffic Impact Study is assumed to be developed as residential uses so as to consider trips generated by the parcel. However, the developer has no definite planned uses defined for Tract 18A at this time. Tract 18A is zoned for C-2 uses. Therefore, any development of Tract 18A in the future will be required to comply with C-2 uses. If the trip generation rate for Tract 18A ends up being significantly higher that what is assumed in this Study, then an updated Traffic Impact Study will be required at the time of development of Tract 18A based on those uses.

Tract 18A has a frontage along Beckner of approximately 1,800 feet, and existing Driveway "A" is located approximately 320 feet west of the northwest corner of Tract 18A. There should be sufficient frontage east of existing Driveway "A" to proposed three full access driveways (or intersections) along the south side of Tract 18A to serve the parcel. The proposed plan layout on the preceding page serves as a demonstration of what access could be acceptable. The east driveway (Driveway "D") on Beckner Rd. for Tract 18A would be the south leg of the newly constructed roundabout (at Calle de Alegria). The three proposed driveways (intersections) along the south side of Beckner Rd. are hypothetical and conceptual at this point in time. This Study (and the associated access plan for Tract 18B) serves as a possible access scenario for the

parcel, but is subject to change in the future depending on actual plan and uses proposed for the parcel in the future. Access for Tract 18A will be required to comply with the City of Santa Fe requirements at the time of actual development no matter what the uses might be.

Analysis of the study area for this project as defined above was performed using Synchro 11 software developed by Trafficware, Inc. a CUBIC company. Reporting in this Traffic Impact Study are the HCM6 (Highway Capacity Manual, 6th Edition) reports from Synchro 11 software. Results of the analysis of the project's transportation study area are summarized in the following table:

Executive Summary Results Table

Laa Soleras, Tracts 18A & 18B

			2022 Conditions		2025 Conditions		2035 Conditions	
Intersection No. / Name	Signalization	Case	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1 - Beckner Rd. / Cerrillos Rd.	Signalized	NO BUILD	C - 24.8	B - 19.3	D - 35.1	C - 28.0	D - 47.3	C - 30.7
		NO BLD MIT*			C - 32.4	C - 28.5	D - 35.1	C - 29.1
		BUILD			D - 37.3	D - 37.1	D - 49.6	D - 39.7
		BUILD MIT*			**C - 33.9**	**C - 31.9**	**D - 36.8**	**C - 32.5**
2 - Wellness Way / Cerrillos Rd.	Signalized	NO BUILD	C - 24.0	D - 35.7	C - 26.2	D - 41.7	C - 29.9	D - 53.7
		NO BLD MIT**			C - 23.3	C - 29.7	C - 25.9	D - 36.0
		BUILD			C - 29.1	D - 54.2	C - 34.5	E - 67.6
		BUILD MIT**			**C - 25.7**	**C - 33.0**	**C - 28.6**	**D - 39.9**
3 - Beckner Rd. / Richards Ave.	Signalized	NO BUILD	N/A	N/A	C - 21.6	B - 12.1	C - 32.2	B - 13.0
		BUILD			C - 22.9	B - 13.6	C - 34.6	B - 14.6
4 - Beckner Rd. / Wellness Way	Roundabout	NO BUILD	A - 3.4	A - 3.5	A - 5.0	A - 4.8	A - 5.2	A - 5.1
		BUILD			A - 6.9	A - 6.7	A - 7.3	A - 7.2
5 - Beckner Rd. / Las Soleras Dr.	Roundabout	NO BUILD	A - 3.2	A - 3.2	A - 4.2	A - 5.1	A - 4.3	A - 5.3
		BUILD			A - 5.1	A - 6.8	A - 5.3	A - 7.1
6 - Beckner Rd. / Rail Runner Rd.	Roundabout	NO BUILD	A - 4.0	A - 3.6	A - 6.1	A - 5.7	A - 6.5	A - 6.0
		BUILD			A - 9.7	A - 9.7	B - 10.5	B - 10.3
7 - Beckner Rd. / Walking Rain Rd.	Roundabout	NO BUILD	A - 3.5	A - 3.6	A - 5.8	A - 5.9	A - 6.0	A - 6.3
		BUILD			A - 9.4	B - 11.4	A - 10.0	B - 12.2
8. Beckner Rd. / Driveway "A"	Unsignalized	NO BUILD	N/A	N/A	B - 10.0	B - 10.1	B - 10.2	B - 10.4
		BUILD	N/A	N/A	B - 10.3	B - 10.1	B - 10.5	B - 12.1
9. Beckner Rd. / Driveway "B"	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A	N/A	N/A
		BUILD	N/A	N/A	B - 10.3	B - 10.1	B - 10.5	B - 12.1
10. Beckner Rd. / Driveway "C"	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A	N/A	N/A
		BUILD	N/A	N/A	B - 10.3	B - 10.1	B - 10.5	B - 12.1
10. Beckner Rd. / Driveway "D"	Roundabout	NO BUILD	N/A	N/A	N/A	N/A	N/A	N/A
		BUILD	N/A	N/A	A - 6.9	A - 6.7	A - 7.3	A - 7.2

* - Mitigation for Beckner Rd. / Cerrillos Rd. proposed in 5407 Beckner Rd. TIS (by Santa Fe Engineering) consisted of constructing dual westbound left turn lanes on Beckner at Cerrillos Rd. Mitigation for Beckner Rd. / Cerrillos Rd. proposed in Cavan Development TIS (by BHI) consisted of constructing dual eastbound left turn lanes on Beckner Rd. extension (I-25 Frntg. Rd.) at Cerrillos Rd. 5407 Beckner Rd. TIS stated that right turn overlap phases were assumed for all right turns with exclusive right turn lanes.

** - Mitiagation for Beckner Rd. / Herrera Rd. (Wellness Way) proposed in 5407 Beckner Rd. TIS (by Santa Fe Engineering) consists of constructing right turn overlap phase for the eastbound right turn movement on Herrera Rd. (Wellness Way) at Cerrillos Rd.

Proposed mitigation measures for the intersections of Beckner Rd. / Cerrillos Rd. and Herrera Dr. (Wellness Way) / Cerrillos Rd. have not yet been constructed. It is assumed that the developer of the Cavan Project will be financially responsible for the construction of the dual eastbound left turn lanes on Beckner Rd. extension (I-25 Frntg. Rd.) at Cerrillos Rd. Also, is it assumed that the developer of 5407 Beckner Rd. will be financially responsible for the construction of the dual westbound left turn lanes on Beckner Rd. at Cerrillos Rd. as well as the westbound to northbound right turn overalp phase at Beckner Rd. / Cerrillos Rd. Additionally, it is assumed that the developer of 5407 Beckner Rd. will be financially responsible for the eastbound right turn overlap phase implementation at Herrera Dr. (Wellness Way) at Cerrillos Rd. Since those improvements have not yet been implemented, then this Study evaluated the two signalized intersection under both scenarios. That is, the existing, NO BUILD, and BUILD conditions for the two signalized intersections were evaluated based on existing geometry and signal conditions, and again based on the mitigated conditions (by others).

Levels-of-service and delay for signalized and unsignalized intersections were determined based on criteria established by the Highway Capacity Manual (6th Edition). The average control delay is calculated for each intersection and for each lane group of each leg of the intersection. Generally speaking, the calculated control delay determines the Level-of-Service for each lane group. The control delay generally determines the level-of-service based on the following tables:

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

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

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

Generally speaking, a Level-of-Service D or better is an acceptable parameter for design purposes.

In summary, the proposed Las Soleras, Tracts 18A & 18B will have minimal adverse impact to the adjacent transportation system. Level of service (LOS) at the intersections in the study area meet or exceed the City of Santa Fe's minimum acceptable Level of Service Standards for the 2025 implementation year and 2035 horizon year for all intersections in the study area. The operation of the adjacent transportation system is sufficient to serve the new Las Soleras, Tracts 18A & 18B Project and it will not be necessary to construct the bridge over the Arroyo Chamiso to connect Las Soleras Dr. between Beckner Rd. and Cerrillos Rd. at this time. It is still the plan for the master developer of Las Soleras Masterplanned Development to construct the bridge in the future when needed. Those plans have been started at this time.

Also, it is assumed in this Study that other roadway system improvements will be constructed by others (as per recommendations in each respective Traffic Impact Study) as outlined as follows:

1) Dual eastbound left turn lanes will be constructed on the extension of Beckner Rd. (I-25 Frntg. Rd.) at Cerrillos Rd. by the Developer of the Cavan Project.
2) Dual westbound left turn lanes will be constructed on Beckner Rd. at Cerrillos Rd. by the developer of the 5407 Beckner Rd. Development and westbound right turn overlap phasing installed at the traffic signal.
3) Eastbound and westbound right turn overlap phasing will be installed at the traffic signal at Herrera Dr. (Wellness Way) / Cerrillos Rd. by the developer of the 5407 Beckner Rd. Development.

Determination of Warrants for Deceleration Lanes were performed for Driveway "A" to determine if a right turn deceleration lane would be warranted. The forecast volumes at Driveway "A" demonstrated that an eastbound right turn deceleration lane on Beckner Rd. at Driveway "A" is warranted. The eastbound right turn deceleration lane should be designed and constructed to a length of 370 feet including transition.

Driveways "B", "C", and "D" are future conceptual theoretical driveways that are not to be constructed until such time and the nature and land uses for Tract 18A are determined. Based on the conceptual theoretical access concept, Driveways "B" and "C" are fully expected to warrant both right turn and left turn deceleration lanes. The development should plan for those in the project budget. The right turn deceleration lanes should be designed and constructed to a length of 370 feet including transition. The left turn deceleration lanes should be designed and constructed to a length of 400 feet including transition. Proposed conceptual theoretical Driveway "D" is a roundabout which should not require right or left turn deceleration lanes.

Based on the analysis provided in this Traffic Impact Study, following are the recommendations for improvements to the adjacent transportation system in the study area for this project:

- **Beckner Rd.** / **Cerrillos Rd.** (signalized) – no recommendations. Dual eastbound left turn lanes and dual westbound left turn lanes and a westbound right turn overlap phase is to be constructed by others.

- **Herrera Dr. (Wellness Way)** / **Cerrillos Rd.** (signalized) – no recommendations. However, eastbound to southbound right turn overlap phasing is to be constructed by others.
- **Beckner Rd.** / **Richards Ave.** (signalized) – no recommendations.
- **Beckner Rd.** / **Wellness Way** (unsignalized roundabout) – no recommendations.
- **Beckner Rd.** / **Las Soleras Dr.** (unsignalized roundabout) no recommendations**.**
- **Beckner Rd.** / **Rail Runner Rd.** (unsignalized roundabout) – no recommendations.
- **Beckner Rd.** / **Walking Rain Rd.** (unsignalized roundabout) – no recommendations.
- **Beckner Rd.** / **Driveway "A"** (unsignalized right-in, right-out driveway) – an eastbound right turn deceleration lane on Beckner Rd. at Driveway "A" is warranted. The eastbound right turn deceleration lane should be designed and constructed to a length of 370 feet including transition.
- **Beckner Rd.** / **Driveway "B"** (unsignalized full access) – both a right turn deceleration lane and a left turn deceleration lane are warranted on Beckner Rd. at Driveway "B". The right turn deceleration lane should be designed and constructed to a length of 370 feet including transition. The left turn deceleration lane should be designed and constructed to a length of 400 feet including transition.
- **Beckner Rd.** / **Driveway "C"** (unsignalized full access) – both a right turn deceleration lane and a left turn deceleration lane are warranted on Beckner Rd. at Driveway "C". The right turn deceleration lane should be designed and constructed to a length of 370 feet including transition. The left turn deceleration lane should be designed and constructed to a length of 400 feet including transition.
- **Beckner Rd.** / **Driveway "D"** (unsignalized full access roundabout) – Driveway "D should be the south leg of the new roundabout on Beckner Rd. at Calle de Alegria. As a roundabout, the warrants for right and left turn deceleration lanes do not apply. Lane geometry shall depend on future HCS analysis.

Las Soleras, Tracts 18A & 18B (Santa Fe, NM)
(Beckner Road/Walking Rain Rd.)
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APPENDIX 45

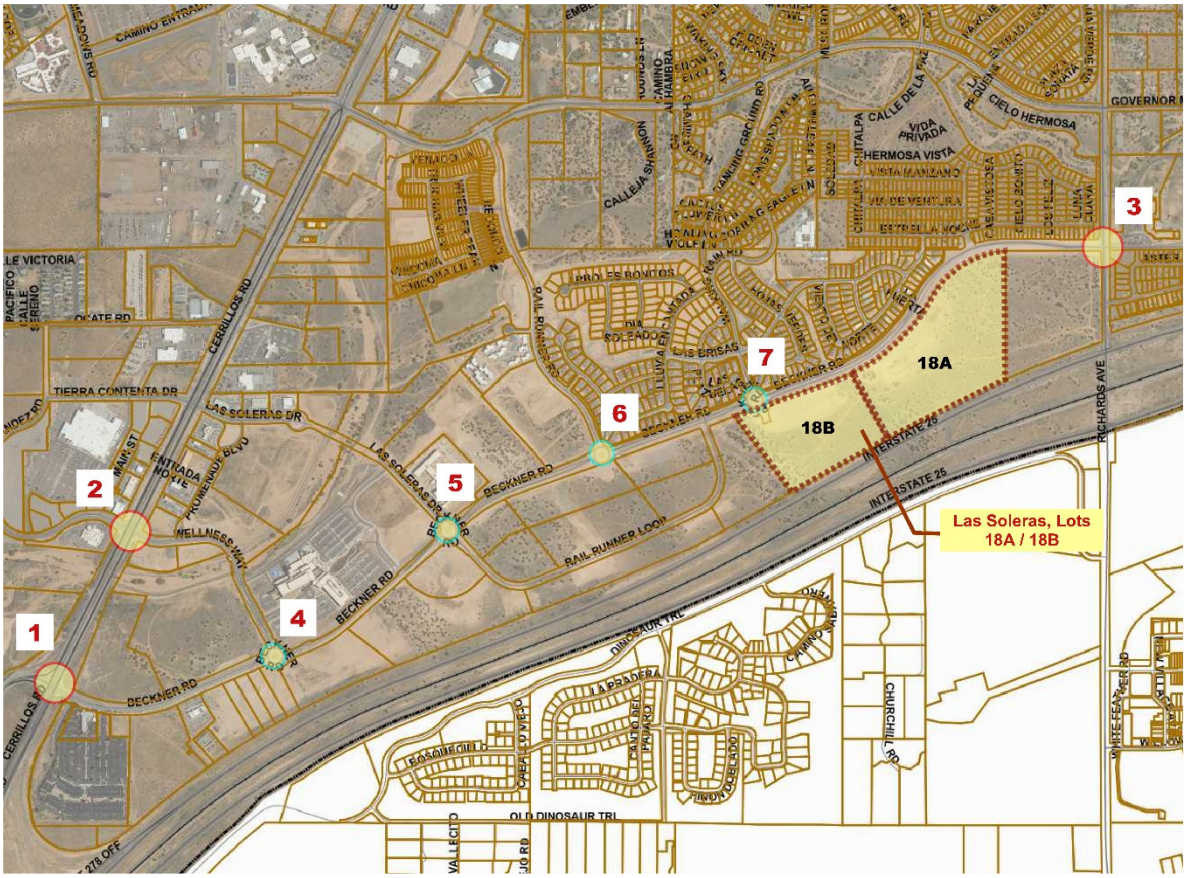
Las Soleras, Tracts 18A & 18B (Santa Fe, NM)
(Beckner Road/Walking Rain Rd.)
Traffic Impact Study

Introduction

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Las Soleras Tracts 18A & 18B to determine the impact of the project on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Santa Fe, Traffic Engineering Department.

Description of Proposed Development

The proposed Las Soleras Tracts 18A & 18B Project is located within the City of Santa Fe, New Mexico, 1.4 miles east of the intersection of Cerrillos Road and Beckner Road at Walking Rain Rd. Following is a vicinity map showing the project location. (Also see Vicinity Map Appendix Page A-1):



The study area includes three existing signalized intersections and three existing unsignalized roundabout intersections:

1. Beckner Road / Cerrillos Rd. (Signalized)
2. Herrera Dr. (Wellness Way) / Cerrillos Rd. (Signalized)
3. Beckner Rd. / Richards Ave. (Signalized)
4. Beckner Rd./ Wellness Way (Unsignalized Roundabout)
5. Beckner Rd. / Las Soleras Dr. (Unsignalized Roundabout)
6. Beckner Rd./ Rail Runner Rd. (Unsignalized Roundabout)
7. Beckner Rd. / Walking Rain Rd. (Unsignalized Roundabout)
8. Beckner Rd. / Driveway "A" (Unsignalized – Right-in, right-out)
9. Beckner Rd. / Driveway "B" (Unsignalized - Full Access)
10. Beckner Rd. / Driveway "C" - (Unsignalized – Full Access)
11. Beckner Rd. / Driveway "D" (Calle de Alegria) – Full Access Roundabout

The Las Soleras Tracts 18A & 18B is to be developed as a mulit-use development comprised of medical office uses (Tract 18 B-3, Tract 18 B-4, and Tract 18 B-5) some retail floor space (Tract 18 B-1 with a Coffee / Donut Shop with Drive-Through Window), and unknow uses for Tract 18A. Institute of Traffic Engineers' (ITE) Trip Generation Manual (11TH Edition) defined Medical Office (ITE Land Use 720) as follows:

- **Medical-Dental Office Building (720)** – A medical dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility.
- **(Coffee / Donut Shop with Drive-Through Window (937)** – This land use includes any coffee and donut restaurant that has a drive-through windows as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).
- **Single Family Detached Housing (210)** – A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

The developer is fairly certain that a coffee / donut shop will be constructed on Tracts 18 B-1, and that medical office uses will be constructed on Tracts 18 B-3, 18 B-4, and 18 B-5. The land uses that will be on Tract 18 A is unknown at this time. However, to provide a basic trip generation rate for Tract 18 A, it is assumed that it will be developed as single-family residential homes with 330 dwelling units. This assumption will provide a general tool for planning purposes. If Tract

18A develops in a manner that it generates substantially more traffic than what was assumed in this Study, an update will be required to reflect that actual uses to be implemented.

Following is the trip generation rate table utilized for this Study:

Las Soleras, Tract 18-A/B (Beckner Rd. / Walking Rain Rd.)

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

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
Tract No.	*DESCRIPTION*		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
18 B-1	Coffee/Donut Shop w/ Drive Thru Window (937)	2.70	1,441	118	114	53	53
18 B-3 / 4 / 5	Medical-Dental Office Building (720)	90.00	3,759	220	59	106	248
18-A	Single-Family Detached Housing (210)	330	3,112	55	166	192	113
	Subtotal		**8,312**	**393**	**339**	**351**	**414**
	Internal Capture Trips			-81	-81	-28	-28
	Net New Trips Generated		**8,312**	**312**	**258**	**323**	**386**

The retail component (coffee / donut shop) of this project will be accessed via the roundabout at Beckner Rd. / Walking Rain Rd. (south leg). Similarly, the medical office component of this project (Tracts 18 B-3, 18 B-4,and 18 B-5) will be accessed via either the roundabout at Beckner Rd. / Walking Rain Rd. (south leg) and / or Driveway "A" (the right-in, right-out driveway approximately 550 feet east of Walking Rain Rd. (centerline to centerline). Tract 18A will have its own access in the form of three full access driveways located along the south side of Beckner Rd. to meet the minimum spacing requirements of the New Mexico Department of Transportation's State Access Management Manual (Table 18.C-1). See general site plan above and also on Page A-3 in the Appendix of this report.

Tract 18A has a frontage along Beckner of approximately 1,800 feet, and existing Driveway "A" is located approximately 320 feet west of the northwest corner of Tract 18A. There should be sufficient frontage east of existing Driveway "A" to proposed three full access driveways (or intersections) along the south side of Tract 18A to serve the parcel. The proposed plan layout on the preceding page serves as a demonstration of what access could be acceptable. The east driveway (Driveway "D") on Beckner Rd. for Tract 18A would be the south leg of the newly constructed roundabout (at Calle de Alegria). The three proposed driveways (intersections) along the south side of Beckner Rd. are hypothetical and conceptual at this point in time. This Study (and the associated access plan for Tract 18B) serves as a possible access scenario for the parcel, but is subject to change in the future depending on actual plan and uses proposed for the parcel in the future. Access for Tract 18A will be required to comply with the City of Santa Fe requirements at the time of actual development no matter what the uses might be. At present, the City of Santa Fe is enforcing Table 18.C-1 of the New Mexico Department of Transportation's State Access Management Manual.

Study Area Conditions

A Traffic Impact Study Scoping Meeting was held on July 27, 2023 online. Attending the meeting on behalf of the City of Santa Fe were Leroy Pacheco and Phil Gallegos. Also attending were Ron Bohannan, Amanda Herrera, and Terry Brown with Tierra West, LLC representing the developer. At the Scoping Meeting, it was determined that the study area for the TIS would include the intersections listed in the section above. The characteristics of the study area used in the analysis are as follows:

- Los Soleras Drive is incomplete and is not anticipated to be completed until at least three to five years from now. It does, however, connect to Beckner Rd as a paved two-lane roadway to the south of the Arroyo Chamiso.
- There are eight other know developments that need to be added into the background traffic volumes in this study. They are:
    1) Medical Office Building – Meridian
    2) Vista de la Sierra Subdivision
    3) Cielo Apartments
    4) Village at Las Soleras
    5) Cavan Development
    6) 5201 Beckner Rd. Development
    7) 5407 Beckner Rd. Development
    8) Havenly Santa Fe Development

  A map showing the locations of those other developments is on Page A-4 in the Appendix of this Report.
- There are two bus stops (Route 26) on Beckner Rd. and one bus stop on Las Soleras Dr however there are no bus stops within about 1,000-feet of the project.
- There are existing and planned pedestrian facilities in the project area – sidewalks, trails, or paths.
- There are a bike lanes/shoulders along Cerrillos Road, Beckner Road, and Wellness Way.
- Cerrillos Road is classified as an Urban Principal Arterial Roadway on the NMDOT Regional Roadway Functional Class Map. It is generally a six-lane roadway with a raised divided median, curb and gutter and a posted speed limit of 45-mph.
- Beckner Road is a four-lane urban minor arterial west of Las Soleras Dr with a raised divided median, curb and gutter and a 45-mph speed limit. It currently narrows to a two-lane roadway with raised medians at las Soleras Dr.
- Wellness Way and Las Soleras Drive are two-lane urban collectors with raised divided medians, curb and gutter and posted speed limits of 35-mph.
- Rail Runner Rd. is proposed to be a two-lane local road with curb and gutter, but nor median.. No speed limit is currently posted.
- Walking Rain Rd. is a two-lane local road with curb and gutter, but no median.
- All existing intersections have lighting.

Level of Service (LOS) at each intersection in the study area must meet the Minimum Acceptable Level of Service Standards as defined by the New Mexico Department of Transportation in Table 15.C-1 shown below:

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

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

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

Based on the above table, intersections in the study area should be level D or better.

Analysis of Existing Conditions

Base traffic volumes (turning movement counts) were collected at the intersections targeted for analysis in this study in 2022 or 2023 (while school was still in session) and are included on Appendix Pages A-203 thru A-209. Analysis results table in the following section include 2022 AM and PM Peak Hour analysis results for intersections in the study area as well as forecast 2025 and 2035 AM and PM Peak Hour analysis results.

Analysis of Implementation Year and Horizon Year Conditions

Traffic Projections

Background traffic volumes were calculated by applying the annual background traffic growth rate to the recently collected existing traffic volumes. The annual background growth rate for the implementation year and horizon year was calculated by analyzing the AADT volumes from the Transportation Data Management System maintained by the New Mexico Department of Transportation. The AADT data for the past ten years on Cerrillos Rd. shows a minimal growth rate trend. The calculated growth rate was less than 1.0% per year historically. However, the City of Santa Fe mandated a minimum annual growth rate of 2.0% since that is what has been

utilized for other recent Traffic Impact Studies in the area. Additionally, trips from recently proposal / approved projects were added to the background traffic volumes to account for those developments. Thus, the effective annual growth rate in this Study is significantly greater than 2.0%.

Projected trips were calculated based on the Institute of Traffic Engineers (ITE) Trip Generation Manual (11th Edition). The number of trips generated by the facility during the AM and PM peak hours have been approximated using ITE Land Use 937 (Coffee / Donut Shop w/Drive Thru Window) for Tract 18 B-1, ITE Land Use 720 (Medical / Dental Office Building) for Tract 18 B-3, 18 B-4, and 18 B-5, and ITE Land Use 210 (Single-Family Detached Homes) for Tract 18A. See Page 2 and Appendix Pages A-9 through A-12 for the trip generation rate worksheets.

The trips were distributed based on Santa Fe Metropolitan Transportation Organization's (MPO's) socioeconomic data. Retail commercial (i.e., coffee shop) trips for this development were distributed based on population distribution data within a two-mile radius of the project. Medical Offices trips for this development were distributed based on population distribution regionally (citywide) inversely proportional to the distance of the population subarea from the project. Trips for residential development were distributed area-wide proportion to the employment distribution inversely proportional to the distance of the subarea from the project. The Trip Distribution maps and Trip Assignments Maps can be found in the Appendix on Pages A-27 through A-35.

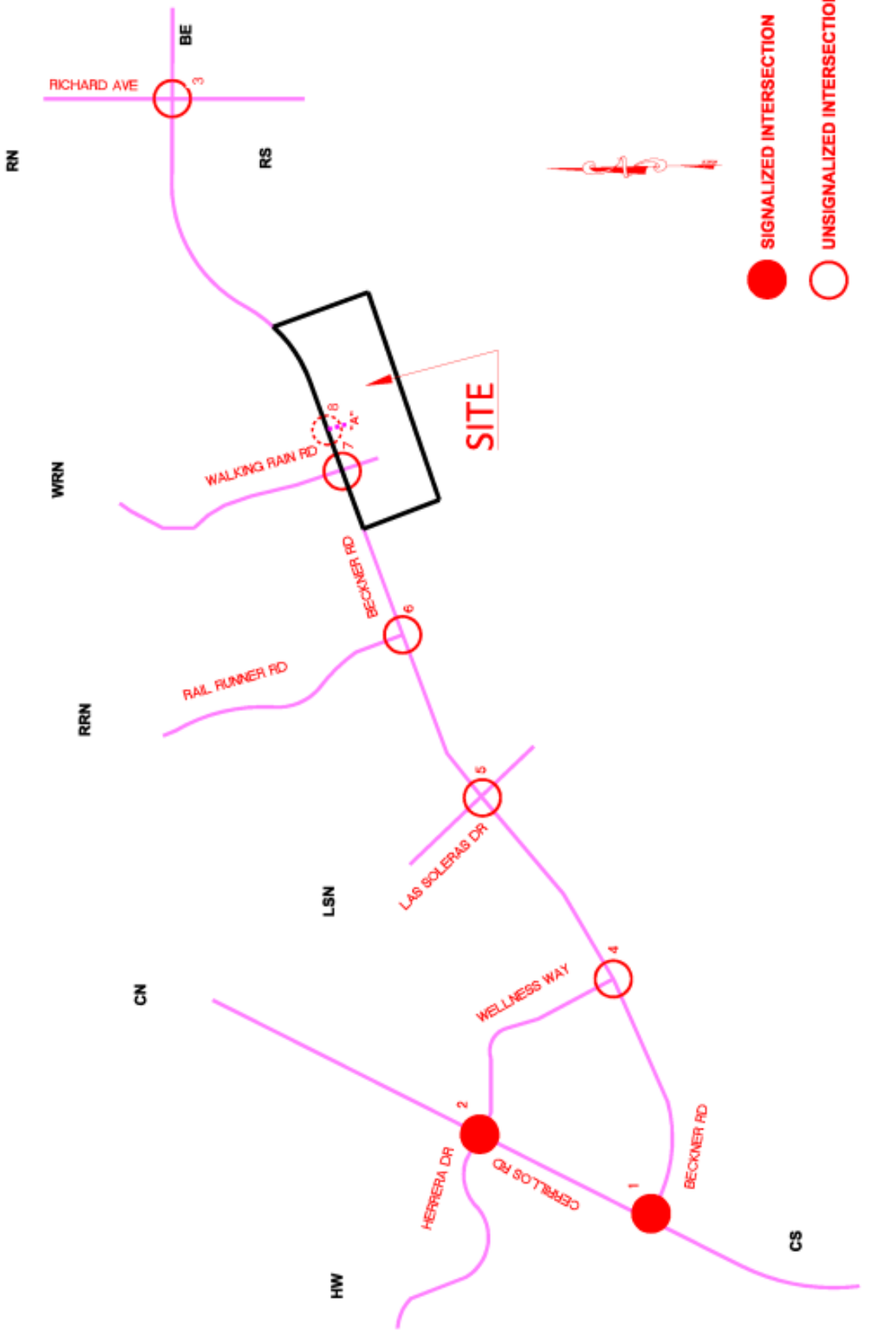
The 2025 and 2035 AM and PM Peak Hour Demand, NO BUILD, and BUILD traffic volumes were calculated by applying a calculated peak hour factor to the peak hour traffic volumes collected in 15-minute intervals. NO BUILD volumes were generated by adjusting the demand volumes with the background traffic growth and adding trips generated by the seven other developments that are active in the study area. BUILD volumes were calculated by increasing the NO BUIID volumes by the trips generated by the project. The projected turning movement worksheets are provided in Appendix Pages A-36 thru A-85.

Traffic Analysis

A capacity analysis was conducted for the following NO BUILD and BUILD conditions:

1. Implementation Year, 2025
2. Horizon Year, 2035

Synchro 11 (Build 11.1.3.32) by Trafficware was used for the signalized intersections, roundabouts, and unsignalized intersections. The Lanes / Volume Analysis Maps (Implementation Year and Horizon Year) for the signalized intersections and unsignalized driveways are below.

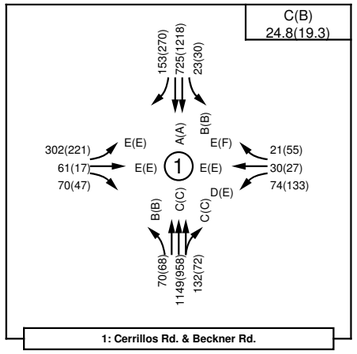


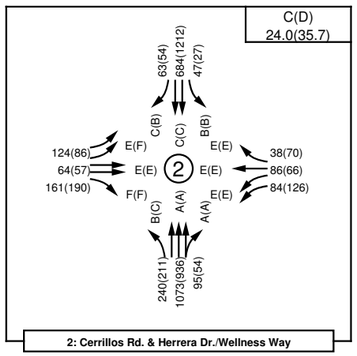
Las Soleras, Tracts 18A & 18B

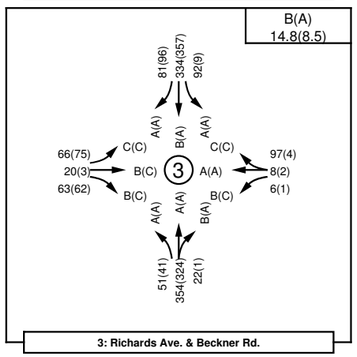
[Beckner Rd. / Walking Rain Rd.]

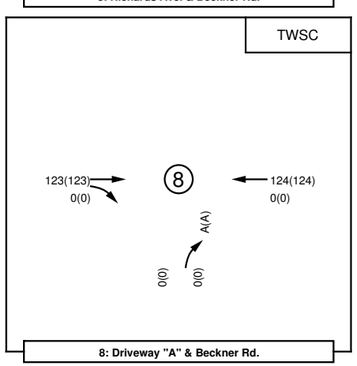
LOS / Volume Analysis Map

2022 Existing Conditions

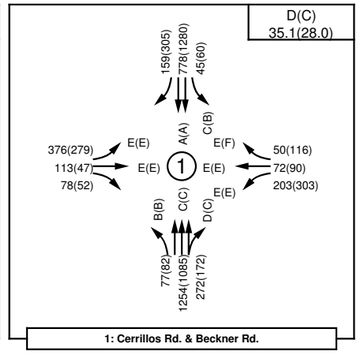


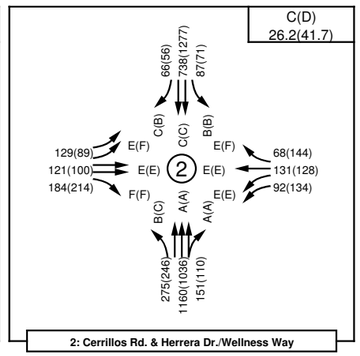


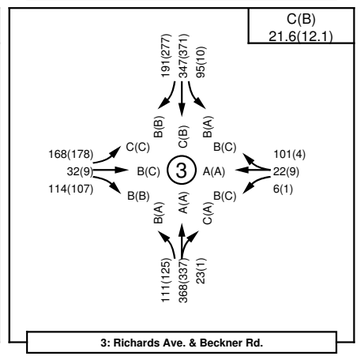


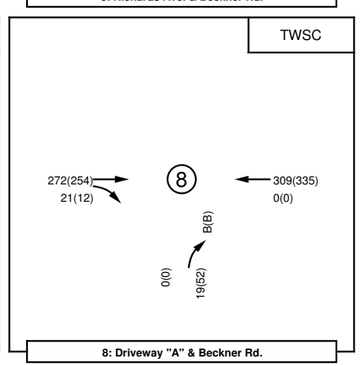


2025 NO BUILD Conditions [Existing Geometry]









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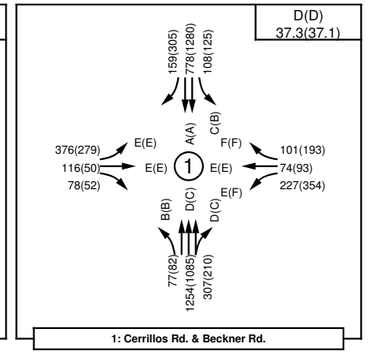
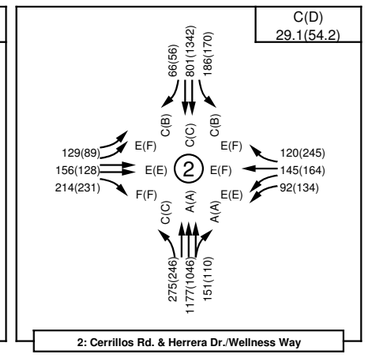
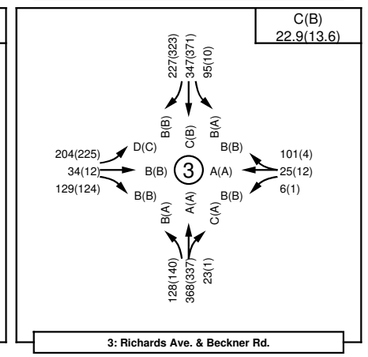
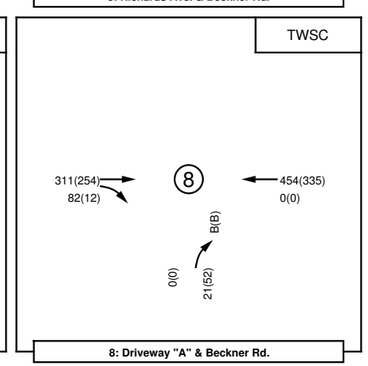








AM(PM)

2025 NO BUILD Conditions
{MITIGATED - by others]

2025 BUILD Conditions
[MITIGATED - by others]

NO RECOMMENDATIONS

NO RECOMMENDATIONS

Las Soleras, Tracts 18A & 18B
(Beckner Rd. / Walking Rain Rd.)
LOS / Volume Analysis Map

AM(PM)

2022 Existing Conditions

2025 NO BUILD Conditions [Existing Geometry]

NO RECOMMENDATIONS

NO RECOMMENDATIONS

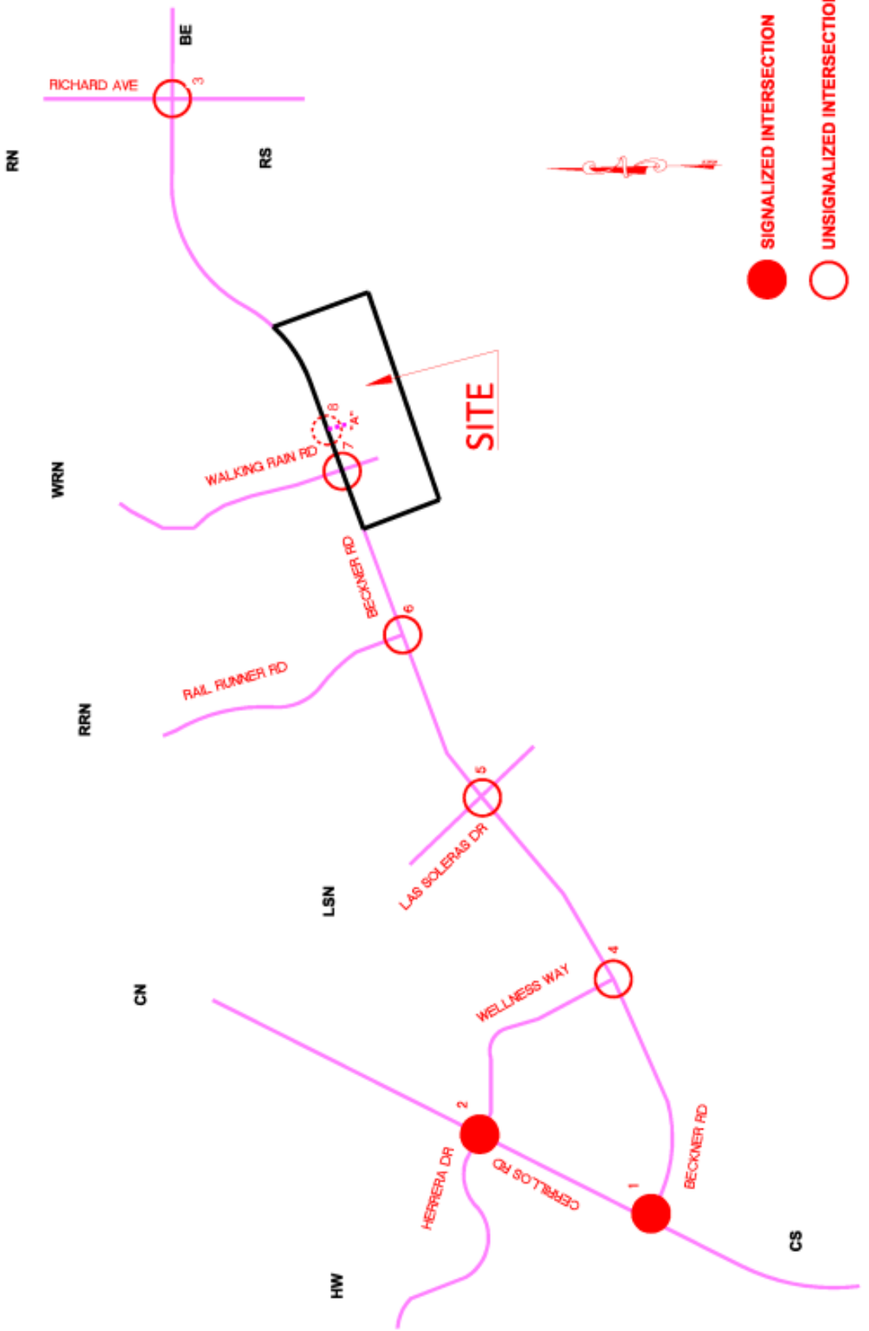
NO RECOMMENDATIONS

NO RECOMMENDATIONS

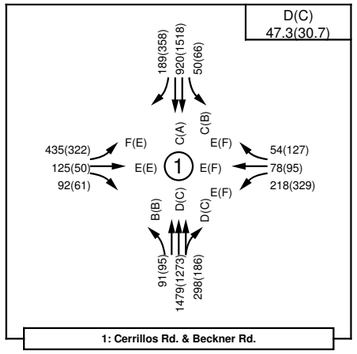
Las Soleras, Tracts 18A & 18B
(Beckner Rd. / Walking Rain Rd.)
LOS / Volume Analysis Map

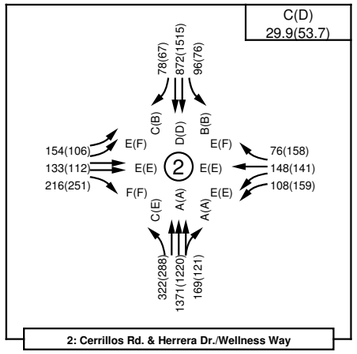
AM(PM)

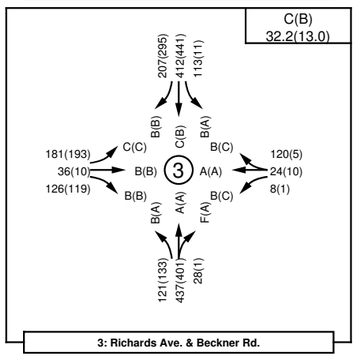
Las Soleras, Tracts 18A & 18B
(Beckner Rd. / Walking Rain Rd.)
LOS / Volume Analysis Map

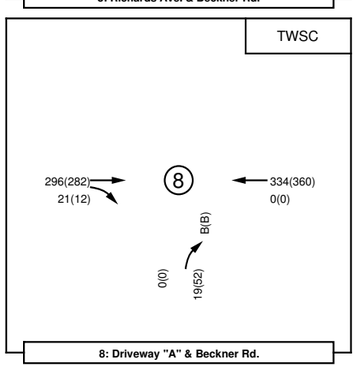


2035 NO BUILD Conditions [Existing Geometry]

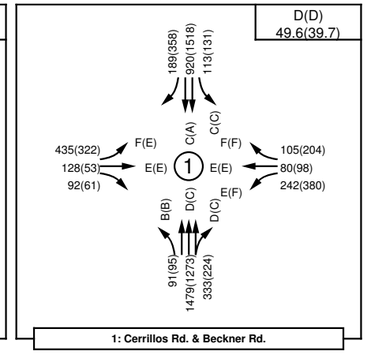


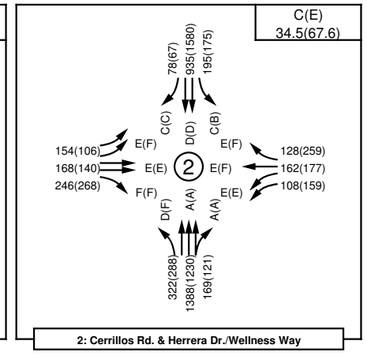


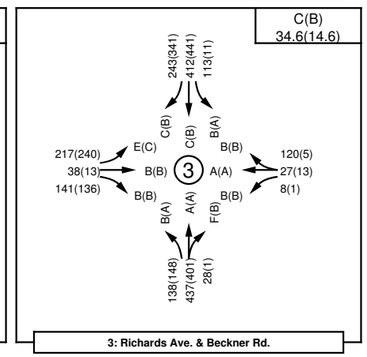


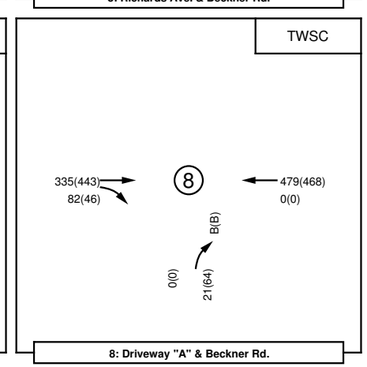


2035 BUILD Conditions [Existing Geometry]









NO RECOMMENDATIONS

NO RECOMMENDATIONS

NO RECOMMENDATIONS

NO RECOMMENDATIONS

AM(PM)

2035 NO BUILD Conditions
[MITIGATED - by others]

1: Cerrillos Rd. & Beckner Rd.

2: Cerrillos Rd. & Herrera Dr./Wellness Way

2035 BUILD Conditions
[MITIGATED - by others]

1: Cerrillos Rd. & Beckner Rd.

2: Cerrillos Rd. & Herrera Dr./Wellness Way

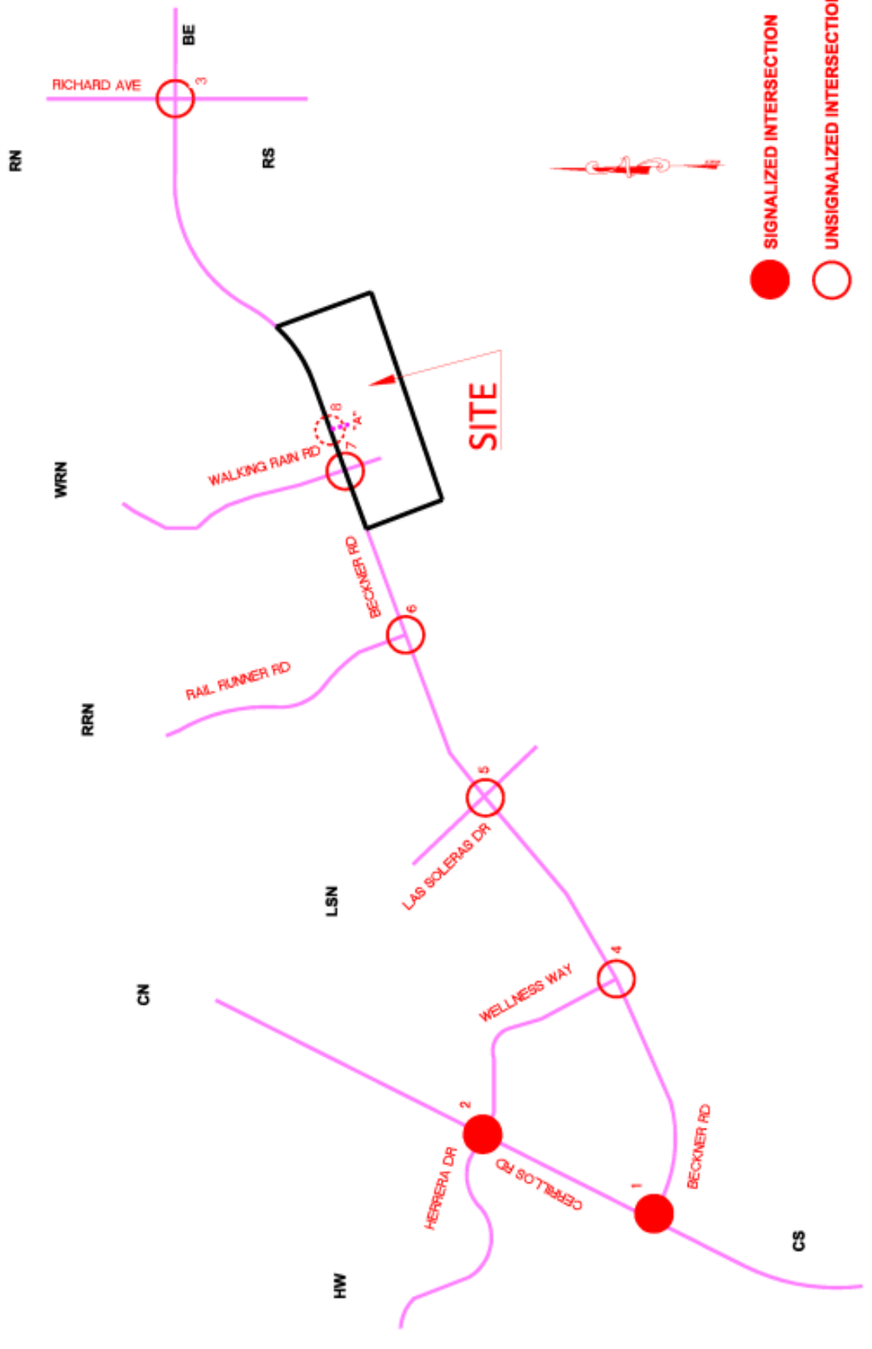
NO RECOMMENDATIONS

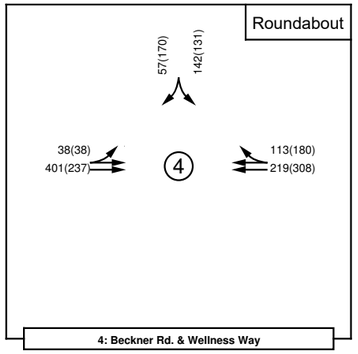
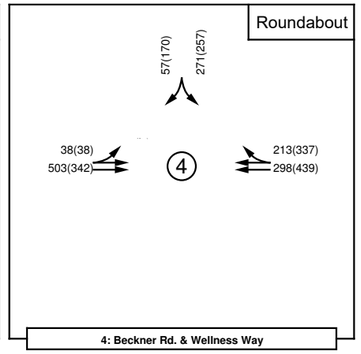
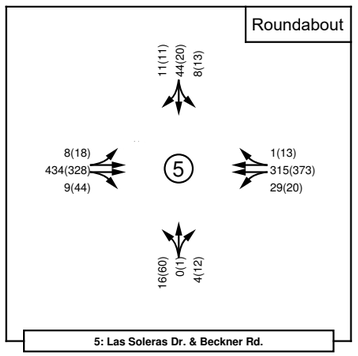
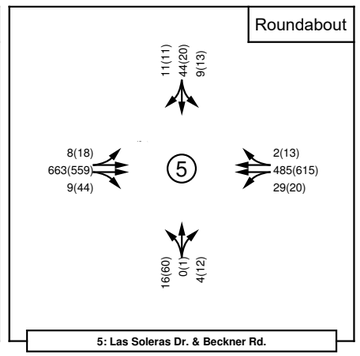
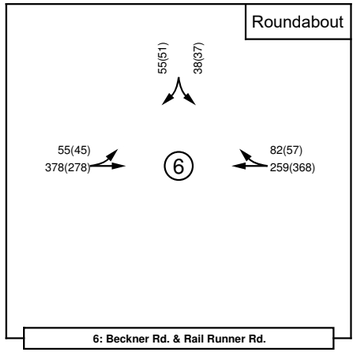
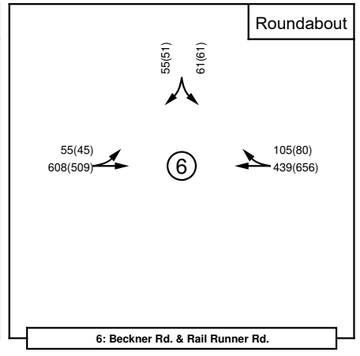
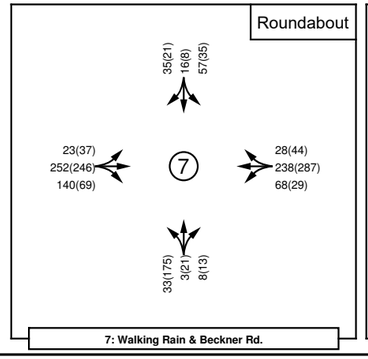
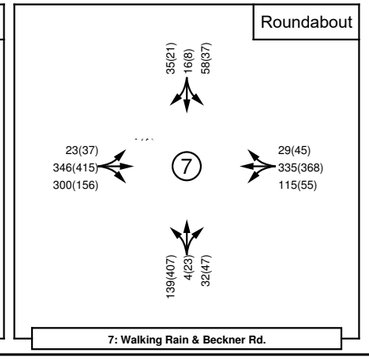
NO RECOMMENDATIONS

Las Soleras, Tracts 18A & 18B
(Beckner Rd. / Walking Rain Rd.)
LOS / Volume Analysis Map

AM(PM)

Las Soleras, Tracts 18A & 18B
(Beckner Rd. / Walking Rain Rd.)
LOS / Volume Analysis Map



2035 NO BUILD Conditions [Existing Geometry]	2035 BUILD Conditions [Existing Geometry]	
		**NO RECOMMENDATIONS**
		**NO RECOMMENDATIONS**
		**NO RECOMMENDATIONS**
		**NO RECOMMENDATIONS**

AM(PM)

The results of the analysis for the intersections in the study area are summarized in a table the Executive Summary and detailed in the following sections:

INTERSECTION #1 – Cerrillos Rd./Beckner Rd.

The intersection of Beckner Rd. (I-25 Frntg. Rd.) / Cerrillos Rd. is a signalized intersection for which plans are imminent to reconstruct the intersection to add dual eastbound left turn and dual westbound left turn lanes on Beckner Rd.. These improvements are recommended by recent previous Traffic Impact Studies for a) 5407 Beckner Rd. Development (Santa Fe Engineering) and b)Cavan Development (by BHI). It is assumed in this Study that the developer of 5407 Beckner Rd. Development will be fiscally responsible to construct the recommended dual westbound left turn lanes on Beckner Rd. at Cerrillos Rd. and the development of Cavan will be fiscally responsible to construct the dual eastbound left turn lanes on the Beckner Rd. extension (I-25 Frntg. Rd.) at Cerrillos Rd. The intersection, therefore, will be substantially reconstructed to include the dual eastbound and dual westbound left turn lanes. Signal timing and phasing will be required to accommodate the new geometry. In addition signal split modifications, the 5407 Beckner Rd. Development Traffic Impact Study recommended that right turn overlap phasing be implemented at the intersection. This Study assumes that the MITIGATED conditions (by others) for Beckner Rd. / Cerrillos Rd. will incorporate a westbound right turn overlap phase at minimum.

In the following tables, the base tables assume existing geometry and existing signal timing / phasing while the MITIGATED tables assume the mitigation improvements recommended for this intersection in the 5407 Beckner Rd. Development Traffic Impact Study dated September 14, 2023 by Santa Fe Engineering Consultants, LLC and in the Cavan Multi-Family Development Traffic Impact Study dated March 30, 2023 by Bohannan-Huston, Inc.

The first table will report signalized intersection analysis results for 2022 volumes (base conditions), 2025 AM and PM Peak Hour NO BUILD Conditions, and then 2025 AM and PM Peak Hour BUILD Conditions based on existing geometry and existing signal timing / phasing. The 2025 AM and PM Peak Hour NO BUILD Conditions analysis includes traffic generated by eight other recently studied land development projects as listed on Page 4 of this report. The 2025 BUILD Conditions analysis also includes traffic generated by the proposed Las Soleras, Tracts 18A & 18B Development. The second table will report signalized intersection analysis results for 2025 AM and PM Peak Hour NO BUILD and BUILD Conditions based on the same volumes, but the MITIGATED geometry constructed by others.

The results of the analysis of the signalized intersection of CERRILLOS RD./BECKNER RD. are summarized in the following tables:

Base Conditions (Existing Geometry / Existing Signal Timing / Phasing):

1: Cerrillos Rd. & Beckner Rd. 2022 / 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Cerrillos Rd.)			SB (Cerrillos Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	3>	0	1	2	1
AM Peak Hour												
2022 Existing Conditions Volumes	302	61	70	74	30	21	70	1,149	132	23	725	153
V/C Ratio	0.73	0.24		0.23	0.21	0.17	0.15	0.54	0.54	0.10	0.46	
Level-of-Service	E	E		D	E	E	B	C	C	B	A	
Control Delay (Seconds)	56.5	60.8	0.0	54.4	70.1	69.8	13.6	26.2	27.3	16.4	0.8	0.0
Intersection LOS	**C - 24.8**											
95th Percentile Queue (veh)	19.2	4.7	0.0	5.4	2.5	1.7	2.2	18.3	19.3	0.7	0.4	0.0
2025 NO BUILD Conditions Volumes	376	113	78	203	72	50	77	1,254	272	45	778	159
V/C Ratio	0.91	0.41		0.60	0.49	0.40	0.18	0.70	0.71	0.21	0.52	
Level-of-Service	E	E		E	E	E	B	C	D	C	A	
Control Delay (Seconds)	73.0	62.1	0.0	58.6	73.6	72.6	15.8	34.9	37.4	21.0	2.2	0.0
Intersection LOS	**D - 35.1**											
95th Percentile Queue (veh)	26.0	8.6	0.0	13.7	6.2	4.3	2.7	25.4	26.3	1.5	1.3	0.0
2025 BUILD Conditions Volumes	376	116	78	227	74	101	77	1,254	307	108	778	159
V/C Ratio	0.92	0.47		0.63	0.51	0.81	0.18	0.73	0.74	0.49	0.52	
Level-of-Service	E	E		E	E	F	B	D	D	C	A	
Control Delay (Seconds)	74.6	64.6	0.0	57.7	73.8	84.0	15.9	36.9	39.9	26.4	2.1	0.0
Intersection LOS	**D - 37.3**											
95th Percentile Queue (veh)	26.2	9.0	0.0	15.0	6.4	9.0	2.8	26.7	27.5	3.6	1.3	0.0
PM Peak Hour												
2022 Existing Conditions Volumes	221	17	47	133	27	55	68	958	72	30	1,218	270
V/C Ratio	0.55	0.07		0.40	0.18	0.44	0.17	0.35	0.35	0.08	0.63	
Level-of-Service	E	E		E	E	F	B	C	C	B	A	
Control Delay (Seconds)	60.3	70.0	0.0	66.7	79.9	83.4	12.1	20.6	21.1	12.6	1.1	0.0
Intersection LOS	**B - 19.3**											
95th Percentile Queue (veh)	14.3	1.4	0.0	9.8	2.3	4.8	2.0	12.6	13.4	0.8	0.6	0.0
2025 NO BUILD Conditions Volumes	279	47	52	303	90	116	82	1,085	172	60	1,280	305
V/C Ratio	0.73	0.19		0.74	0.46	0.71	0.21	0.47	0.47	0.18	0.69	
Level-of-Service	E	E		E	E	F	B	C	C	B	A	
Control Delay (Seconds)	62.8	71.4	0.0	71.3	79.1	92.1	14.2	26.7	27.5	15.2	1.5	0.0
Intersection LOS	**C - 28.0**											
95th Percentile Queue (veh)	17.9	3.7	0.0	20.7	7.7	10.2	2.6	17.4	18.0	1.7	0.7	0.0
2025 BUILD Conditions Volumes	279	50	52	354	93	193	82	1,085	210	125	1,280	305
V/C Ratio	0.74	0.21		0.87	0.48	1.17	0.21	0.49	0.49	0.39	0.69	
Level-of-Service	E	E		F	E	F	B	C	C	B	A	
Control Delay (Seconds)	63.5	71.6	0.0	84.3	79.4	205.0	14.2	27.4	28.3	16.7	1.4	0.0
Intersection LOS	**D - 37.1**											
95th Percentile Queue (veh)	18.0	4.0	0.0	10.6	7.9	21.4	2.6	18.2	18.7	3.7	0.7	0.0

MITIGATED Conditions (MITIGATED Geometry / Optimized Signal Timing / Phasing):

1: Cerrillos Rd. & Beckner Rd.	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Cerrillos Rd.)			SB (Cerrillos Rd.)		
2025 Conditions (MITIGATED)	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	1	1	2	1	1	1	3>	0	1	2	1
AM Peak Hour (MITIGATED - by others)												
2025 NO BUILD Conditions Volumes	376	113	78	203	72	50	77	1,254	272	45	778	159
V/C Ratio	0.70	0.46		0.56	0.49	0.21	0.17	0.66	0.66	0.20	0.49	
Level-of-Service	E	E		E	E	E	B	C	C	B	A	
Control Delay (Seconds)	66.6	65.0	0.0	69.6	73.6	58.9	13.6	30.6	32.6	18.3	0.8	0.0
Intersection LOS	**C - 32.4**											
95th Percentile Queue (veh)	13.6	8.8	0.0	8.3	6.2	3.8	2.5	23.8	24.5	1.3	0.4	0.0
2025 BUILD Conditions Volumes	376	116	78	227	74	101	77	1,254	307	108	778	159
V/C Ratio	0.70	0.48		0.63	0.51	0.41	0.17	0.69	0.69	0.47	0.49	
Level-of-Service	E	E		E	E	E	B	C	C	C	A	
Control Delay (Seconds)	66.6	65.3	0.0	70.6	73.8	60.6	13.7	32.3	34.7	23.1	0.8	0.0
Intersection LOS	**C - 33.9**											
95th Percentile Queue (veh)	13.6	9.0	0.0	9.1	6.4	7.8	2.5	25.0	25.7	3.4	0.4	0.0
PM Peak Hour (MITIGATED - by others)												
2025 NO BUILD Conditions Volumes	279	47	52	303	90	116	82	1,085	172	60	1,280	305
V/C Ratio	0.52	0.19		0.85	0.60	0.47	0.21	0.45	0.45	0.18	0.66	
Level-of-Service	E	E		F	F	E	B	C	C	B	A	
Control Delay (Seconds)	71.8	70.9	0.0	88.5	85.2	71.7	12.5	23.9	24.7	13.4	1.3	0.0
Intersection LOS	**C - 28.5**											
95th Percentile Queue (veh)	10.5	3.7	0.0	12.3	7.9	9.0	2.4	16.5	17.1	1.6	0.7	0.0
2025 BUILD Conditions Volumes	279	50	52	354	93	193	82	1,085	210	125	1,280	305
V/C Ratio	0.58	0.18		0.89	0.40	0.60	0.21	0.49	0.49	0.39	0.70	
Level-of-Service	E	E		F	E	E	B	C	C	B	A	
Control Delay (Seconds)	75.3	68.0	0.0	92.7	74.7	67.5	14.7	28.2	29.1	17.3	1.5	0.0
Intersection LOS	**C - 31.9**											
95th Percentile Queue (veh)	10.7	3.9	0.0	14.3	7.7	13.5	2.7	18.5	18.9	3.8	0.7	0.0

Base Conditions (Existing Geometry / Existing Signal Timing / Phasing):

1: Cerrillos Rd. & Beckner Rd.	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Cerrillos Rd.)			SB (Cerrillos Rd.)		
2035 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1	1	1	3>	0	1	2	1
AM Peak Hour												
2035 NO BUILD Conditions Volumes	435	125	92	218	78	54	91	1,479	298	50	920	189
V/C Ratio	1.06	0.48		0.62	0.54	0.44	0.29	0.82	0.83	0.26	0.62	
Level-of-Service	F	E		E	E	E	B	D	D	C	C	
Control Delay (Seconds)	114.0	64.2	0.0	58.1	74.3	73.1	19.5	40.3	45.3	28.9	21.5	0.0
Intersection LOS	**D - 47.3**											
95th Percentile Queue (veh)	16.4	9.5	0.0	14.5	6.8	4.6	3.3	31.6	33.8	1.8	15.1	0.0
2035 BUILD Conditions Volumes	435	128	92	242	80	105	91	1,479	333	113	920	189
V/C Ratio	1.06	0.53		0.67	0.52	0.81	0.29	0.85	0.87	0.58	0.63	
Level-of-Service	F	E		E	E	F	B	D	D	C	C	
Control Delay (Seconds)	112.0	66.0	0.0	57.4	73.4	83.0	19.9	43.6	50.2	34.4	21.9	0.0
Intersection LOS	**D - 49.6**											
95th Percentile Queue (veh)	16.4	9.8	0.0	15.9	6.9	9.2	3.3	33.5	36.0	4.4	15.1	0.0
PM Peak Hour												
2035 NO BUILD Conditions Volumes	322	50	61	329	95	127	95	1,273	186	66	1,518	358
V/C Ratio	0.82	0.20		0.84	0.56	0.88	0.28	0.55	0.55	0.23	0.83	
Level-of-Service	E	E		F	F	F	B	C	C	B	A	
Control Delay (Seconds)	71.0	71.2	0.0	83.1	82.9	118.0	14.6	28.8	29.9	16.8	2.0	0.0
Intersection LOS	**C - 30.7**											
95th Percentile Queue (veh)												
2035 BUILD Conditions Volumes	322	53	61	380	98	204	95	1,273	224	131	1,518	358
V/C Ratio	0.81	0.20		0.93	0.50	1.24	0.28	0.58	0.58	0.47	0.84	
Level-of-Service	E	E		F	E	F	B	C	C	C	A	
Control Delay (Seconds)	67.9	69.4	0.0	96.2	79.8	229.0	15.5	31.1	32.4	20.2	1.9	0.0
Intersection LOS	**D - 39.7**											
95th Percentile Queue (veh)	21.0	4.1	0.0	14.4	8.2	23.3	3.2	22.2	23.0	3.8	0.9	0.0

MITIGATED Conditions (MITIGATED Geometry / Optimized Signal Timing / Phasing)

1: Cerrillos Rd. & Beckner Rd. 2035 Conditions - MITIGATED	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Cerrillos Rd.)			SB (Cerrillos Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	1	1	2	1	1	1	3>	0	1	2	1
AM Peak Hour												
2035 NO BUILD Conditions Volumes	435	125	92	218	78	54	91	1,479	298	50	920	189
V/C Ratio	0.81	0.51		0.60	0.54	0.23	0.22	0.77	0.78	0.25	0.58	
Level-of-Service	E	E		E	E	E	B	C	D	C	A	
Control Delay (Seconds)	72.3	65.8	0.0	70.2	74.3	58.8	13.8	34.9	38.6	23.4	1.1	0.0
Intersection LOS	**D - 35.1**											
95th Percentile Queue (veh)	16.1	9.6	0.0	8.8	6.8	4.1	3.0	29.5	31.3	1.5	0.5	0.0
2035 BUILD Conditions Volumes	435	128	92	242	80	105	91	1,479	333	113	920	189
V/C Ratio	0.81	0.53		0.67	0.55	0.42	0.22	0.80	0.81	0.55	0.58	
Level-of-Service	E	E		E	E	E	B	D	D	C	A	
Control Delay (Seconds)	72.3	66.0	0.0	71.2	74.5	60.9	13.9	36.7	41.2	30.7	1.0	0.0
Intersection LOS	**D - 36.8**											
95th Percentile Queue (veh)	16.1	9.8	0.0	9.7	6.9	8.1	3.0	30.9	32.9	4.5	0.5	0.0
PM Peak Hour												
2035 NO BUILD Conditions Volumes	322	50	61	329	95	127	95	1,273	186	66	1,518	358
V/C Ratio	0.60	0.20		0.88	0.58	0.49	0.27	0.53	0.53	0.22	0.80	
Level-of-Service	E	E		F	F	E	B	C	C	B	A	
Control Delay (Seconds)	73.6	70.7	0.0	91.6	83.9	71.0	13.2	26.4	27.4	15.2	1.8	0.0
Intersection LOS	**C - 29.1**											
95th Percentile Queue (veh)												
2035 BUILD Conditions Volumes	322	53	61	380	98	204	95	1,273	224	131	1,518	358
V/C Ratio	0.66	0.19		0.89	0.40	0.61	0.28	0.58	0.58	0.47	0.84	
Level-of-Service	E	E		F	E	E	B	C	C	C	A	
Control Delay (Seconds)	78.0	68.3	0.0	93.7	73.8	67.0	15.5	31.0	32.3	20.2	2.2	0.0
Intersection LOS	**C - 32.5**											
95th Percentile Queue (veh)	12.3	4.1	0.0	15.3	7.9	14.1	3.2	22.2	22.9	3.9	1.1	0.0

Analysis of the intersection of CERRILLOS RD./ BECKNER RD. demonstrates that the overall intersections delays will be acceptable for the 2025 and 2035, AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS intersection ratings for all conditions are “D” or better which exceeds the New Mexico Department of Transportation’s Minimum Acceptable Level of Service Standard of ‘D’ for an urban principal arterial. Analysis assuming existing geometry / existing signal timing / phasing indicates that the intersection will operating almost at LOS “E” in the horizon year, but that assumes that the MITIGATION improvements will not be constructed by the other two developments considered in this Study. If one or both of the other two developments cannot be fiscally responsible to build their share of the improvements, then it is assumed that their project did not move forward and, therefore, the trips from that particular development will not be generated as well. Analysis of the intersection of CERRILLOS RD. / BECKNER RD. [assuming mitigated geometry / signal improvements (by others)] demonstrates that the intersection capacity is sufficient to accommodate the new trips generated by Las Soleras, Tracts 18A & 18B and that the overall intersections levels-of-service are satisfactory for all conditions

analyzed. For the MITIGATED conditions (by others), the operation of the signalized intersection of Beckner Rd. / Cerrillos Rd. will be at level-of-service "C" for the implementation year and marginally into level-of-service "D" for the horizon year conditions. Therefore, no recommendation is made for the signalized intersection of Beckner Rd. / Cerrillos Rd.

INTERSECTION #2 – Cerrillos Rd. / Herrera Dr. (Wellness Way)

The intersection of Herrera Dr. (Wellness Way) / Cerrillos Rd. is an existing signalized intersection. The recent previous Traffic Impact Study for 5407 Beckner Rd. Development (Santa Fe Engineering) recommended that right turn overlap phasing be implemented at the intersection. It is assumed in this Study that the developer of 5407 Beckner Rd. Development will be fiscally responsible to construct the recommended eastbound right turn overlap phasing at this intersection. This Study, therefore, assumes that the MITIGATED conditions (by others) for Beckner Rd. / Cerrillos Rd. will incorporate an eastbound right turn overlap phase..

In the following tables, the base tables assume existing geometry and existing signal timing / phasing while the MITIGATED tables assume the mitigation improvements recommended for this intersection in the 5407 Beckner Rd. Development Traffic Impact Study dated September 14, 2023 by Santa Fe Engineering Consultants, LLC.

The first table will report signalized intersection analysis results for 2022 volumes (base conditions), 2025 AM and PM Peak Hour NO BUILD Conditions, and then 2025 AM and PM Peak Hour BUILD Conditions based on existing geometry and existing signal timing / phasing. The 2025 AM and PM Peak Hour NO BUILD Conditions analysis includes traffic generated by eight other recently studied land development projects as listed on Page 4 of this report. The 2025 BUILD Conditions analysis also includes traffic generated by the proposed Las Soleras, Tracts 18A & 18B Development. The second table will report signalized intersection analysis results for 2025 AM and PM Peak Hour NO BUILD and BUILD Conditions based on the same volumes, but the MITIGATED signal timing / phasing implemented by the developer of 5407 Beckner Rd. Development..

The results of the analysis of the signalized intersection of HERRERA DR. (WELLNESS WAY) ./BECKNER RD. are summarized in the following tables:

Base Conditions (Existing Geometry / Existing Signal Timing / Phasing):

2: Cerrillos Rd / Herrera.(Wellness Way)	EB (Wellness Way)			WB (Wellness Way)			NB (Cerrillos Rd.)			SB (Cerrillos Rd.)		
2022 / 2025 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	2	1	2	1	1	1	3>	0	1	2	1
AM Peak Hour												
2022 Existing Conditions Volumes	124	64	161	84	86	38	240	1,073	95	47	684	63
V/C Ratio	0.47	0.16	0.89	0.24	0.33	0.17	0.58	0.49	0.49	0.14	0.45	0.09
Level-of-Service	E	E	F	E	E	E	B	A	A	B	C	C
Control Delay (Seconds)	72.3	63.4	91.1	66.1	61.7	59.8	15.0	0.7	1.4	14.6	27.1	21.5
Intersection LOS	**C - 24.0**											
95th Percentile Queue (veh)	5.4	2.6	14.1	3.5	6.9	3.0	6.6	0.3	0.7	1.6	15.4	2.9
2025 NO BUILD Conditions Volumes	129	121	184	92	131	68	275	1,160	151	87	738	66
V/C Ratio	0.48	0.26	0.90	0.26	0.45	0.28	0.72	0.58	0.58	0.28	0.50	0.10
Level-of-Service	E	E	F	E	E	E	B	A	A	B	C	C
Control Delay (Seconds)	72.5	62.1	93.5	66.2	61.3	58.8	19.0	0.8	1.6	16.2	29.9	23.2
Intersection LOS	**C - 26.2**											
95th Percentile Queue (veh)	5.6	4.8	16.0	3.8	9.9	5.3	7.6	0.4	0.7	3.2	17.4	3.2
2025 BUILD Conditions Volumes	129	156	214	92	145	120	275	1,177	151	186	801	66
V/C Ratio	0.48	0.30	0.92	0.26	0.45	0.44	0.79	0.61	0.61	0.61	0.57	0.11
Level-of-Service	E	E	F	E	E	E	C	A	A	C	C	C
Control Delay (Seconds)	72.5	59.8	98.3	66.2	58.7	58.6	23.4	1.3	2.1	20.3	33.6	25.2
Intersection LOS	**C - 29.1**											
95th Percentile Queue (veh)	5.6	6.2	18.7	3.8	10.6	9.1	8.0	0.7	1.1	7.8	19.9	3.3
PM Peak Hour												
2022 Existing Conditions Volumes	86	57	190	126	66	70	211	936	54	27	1,212	54
V/C Ratio	0.33	0.16	1.17	0.36	0.27	0.34	0.61	0.32	0.33	0.06	0.63	0.06
Level-of-Service	F	E	F	E	E	E	C	A	A	B	C	B
Control Delay (Seconds)	81.0	75.0	203.0	77.1	72.3	73.4	21.0	0.4	0.7	13.0	28.5	18.1
Intersection LOS	**D - 35.7**											
95th Percentile Queue (veh)	3.8	2.4	21.4	5.4	5.4	5.9	6.7	0.2	0.4	0.8	26.1	2.1
2025 NO BUILD Conditions Volumes	89	100	214	134	128	144	246	1,036	110	71	1,277	56
V/C Ratio	0.34	0.27	1.31	0.38	0.53	0.71	0.74	0.39	0.39	0.17	0.67	0.07
Level-of-Service	F	E	F	E	E	F	C	A	A	B	C	B
Control Delay (Seconds)	81.1	76.2	259.0	77.4	76.6	86.5	29.4	0.5	0.9	12.2	29.6	18.1
Intersection LOS	**D - 41.7**											
95th Percentile Queue (veh)	3.9	4.2	25.8	5.7	10.3	12.1	10.2	0.2	0.5	2.1	28.1	2.2
2025 BUILD Conditions Volumes	89	128	231	134	164	245	246	1,046	110	170	1,342	56
V/C Ratio	0.34	0.35	1.42	0.38	0.68	1.20	0.78	0.39	0.39	0.40	0.70	0.07
Level-of-Service	F	E	F	E	F	F	C	A	A	B	C	B
Control Delay (Seconds)	81.1	77.0	301.0	77.4	83.4	206.0	33.6	0.5	0.9	13.3	30.8	18.1
Intersection LOS	**D - 54.2**											
95th Percentile Queue (veh)	3.9	5.5	29.2	5.7	13.2	26.8	10.4	0.2	0.5	5.3	30.2	2.2

MITIGATED Conditions (MITIGATED Geometry / Optimized Signal Timing / Phasing):

2: Cerrillos Rd / Herrera (Wellness Way)	EB (Wellness Way)			WB (Wellness Way)			NB (Cerrillos Rd.)			SB (Cerrillos Rd.)		
2035 Conditions - MITIGATED	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	2	1	2	1	1	1	3>	0	1	2	1
AM Peak Hour												
2035 NO BUILD Conditions Volumes	154	133	216	108	148	76	322	1,371	169	96	872	78
V/C Ratio	0.58	0.29	0.55	0.30	0.51	0.20	0.92	0.68	0.68	0.35	0.62	0.12
Level-of-Service	E	E	D	E	E	D	C	A	A	B	C	C
Control Delay (Seconds)	73.6	62.1	50.4	66.6	61.8	46.3	33.0	1.1	2.1	17.9	34.7	25.2
Intersection LOS	**C - 25.9**											
95th Percentile Queue (veh)	6.8	5.3	14.0	4.5	11.0	5.2	10.2	0.5	1.0	3.7	21.9	3.9
2035 BUILD Conditions Volumes	154	168	246	108	162	128	322	1,388	169	195	935	78
V/C Ratio	0.58	0.35	0.61	0.30	0.54	0.51	0.95	0.69	0.70	0.71	0.67	0.13
Level-of-Service	E	E	D	E	E	E	D	A	A	C	D	C
Control Delay (Seconds)	74.5	62.4	51.8	66.6	62.4	61.6	39.4	1.1	2.2	22.1	37.2	26.0
Intersection LOS	**C - 28.6**											
95th Percentile Queue (veh)	6.9	6.8	16.0	4.5	12.0	9.8	10.4	0.5	1.0	8.3	24.3	4.0
PM Peak Hour												
2035 NO BUILD Conditions Volumes	106	112	251	159	141	158	288	1,220	121	76	1,515	67
V/C Ratio	0.40	0.31	0.71	0.45	0.58	0.49	0.96	0.46	0.46	0.20	0.82	0.08
Level-of-Service	F	E	E	E	E	E	E	A	A	B	D	B
Control Delay (Seconds)	81.7	76.6	71.6	78.2	78.5	64.7	76.8	0.6	1.2	13.5	37.8	19.7
Intersection LOS	**D - 36.0**											
95th Percentile Queue (veh)												
2035 BUILD Conditions Volumes	106	140	268	159	177	259	288	1,230	121	175	1,580	67
V/C Ratio	0.40	0.38	0.74	0.45	0.73	0.80	0.96	0.46	0.46	0.47	0.86	0.08
Level-of-Service	F	E	E	E	F	F	F	A	A	B	D	C
Control Delay (Seconds)	81.7	77.4	71.9	78.2	87.3	80.9	81.5	0.6	1.1	15.6	41.9	20.5
Intersection LOS	**D - 39.9**											
95th Percentile Queue (veh)	4.7	6.0	19.1	6.9	14.3	19.5	20.5	0.3	0.6	6.0	42.1	2.8

Base Conditions (Existing Geometry / Existing Signal Timing / Phasing):

2: Cerrillos Rd / Herrera (Wellness Way)	EB (Wellness Way)			WB (Wellness Way)			NB (Cerrillos Rd.)			SB (Cerrillos Rd.)		
2035 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	2	1	2	1	1	1	3>	0	1	2	1
AM Peak Hour												
2035 NO BUILD Conditions Volumes	154	133	216	108	148	76	322	1,371	169	96	872	78
V/C Ratio	0.58	0.25	0.92	0.30	0.46	0.28	0.93	0.71	0.71	0.35	0.65	0.13
Level-of-Service	E	E	F	E	E	E	C	A	A	B	D	C
Control Delay (Seconds)	73.6	59.2	99.1	66.6	58.6	55.9	34.6	1.5	2.4	19.9	38.1	27.6
Intersection LOS	**C - 29.9**											
95th Percentile Queue (veh)	6.8	5.2	18.9	4.5	10.7	5.8	9.6	0.9	1.3	4.0	22.9	4.1
2035 BUILD Conditions Volumes	154	168	246	108	162	128	322	1,388	169	195	935	78
V/C Ratio	0.58	0.30	0.97	0.30	0.47	0.44	0.96	0.74	0.74	0.74	0.75	0.14
Level-of-Service	E	E	F	E	E	E	D	A	A	C	D	C
Control Delay (Seconds)	73.6	57.9	111.0	66.6	57.1	56.7	41.1	2.8	3.6	27.1	45.1	30.8
Intersection LOS	**C - 34.5**											
95th Percentile Queue (veh)	6.8	6.5	22.3	4.5	11.5	9.5	10.7	2.1	2.5	9.2	26.6	4.4
PM Peak Hour												
2035 NO BUILD Conditions Volumes	106	112	251	159	141	158	288	1,220	121	76	1,515	67
V/C Ratio	0.40	0.31	1.54	0.45	0.58	0.77	0.96	0.46	0.46	0.20	0.82	0.08
Level-of-Service	F	E	F	E	E	F	E	A	A	B	D	B
Control Delay (Seconds)	81.7	76.6	353.0	78.2	78.5	93.2	75.3	0.6	1.1	13.5	37.8	19.7
Intersection LOS	**D - 53.7**											
95th Percentile Queue (veh)												
2035 BUILD Conditions Volumes	106	140	268	159	177	259	288	1,230	121	175	1,580	67
V/C Ratio	0.40	0.38	1.65	0.45	0.73	1.27	0.96	0.46	0.46	0.47	0.86	0.08
Level-of-Service	F	E	F	E	F	F	F	A	A	B	D	C
Control Delay (Seconds)	81.7	77.4	398.0	78.2	87.3	234.0	80.4	0.6	1.1	15.6	41.9	20.5
Intersection LOS	**E - 67.6**											
95th Percentile Queue (veh)	4.7	6.0	36.6	6.9	14.3	29.6	20.3	0.3	0.6	6.0	42.1	2.8

MITIGATED Conditions (MITIGATED Geometry / Optimized Signal Timing / Phasing):

2: Cerrillos Rd / Herrera (Wellness Way) 2035 Conditions - MITIGATED	EB (Wellness Way)			WB (Wellness Way)			NB (Cerrillos Rd.)			SB (Cerrillos Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	2	1	2	1	1	1	3>	0	1	2	1
AM Peak Hour												
2035 NO BUILD Conditions Volumes	154	133	216	108	148	76	322	1,371	169	96	872	78
V/C Ratio	0.58	0.29	0.55	0.30	0.51	0.20	0.92	0.68	0.68	0.35	0.62	0.12
Level-of-Service	E	E	D	E	E	D	C	A	A	B	C	C
Control Delay (Seconds)	73.6	62.1	50.4	66.6	61.8	46.3	33.0	1.1	2.1	17.9	34.7	25.2
Intersection LOS	**C - 25.9**											
95th Percentile Queue (veh)	6.8	5.3	14.0	4.5	11.0	5.2	10.2	0.5	1.0	3.7	21.9	3.9
2035 BUILD Conditions Volumes	154	168	246	108	162	128	322	1,388	169	195	935	78
V/C Ratio	0.58	0.35	0.61	0.30	0.54	0.51	0.95	0.69	0.70	0.71	0.67	0.13
Level-of-Service	E	E	D	E	E	E	D	A	A	C	D	C
Control Delay (Seconds)	74.5	62.4	51.8	66.6	62.4	61.6	39.4	1.1	2.2	22.1	37.2	26.0
Intersection LOS	**C - 28.6**											
95th Percentile Queue (veh)	6.9	6.8	16.0	4.5	12.0	9.8	10.4	0.5	1.0	8.3	24.3	4.0
PM Peak Hour												
2035 NO BUILD Conditions Volumes	106	112	251	159	141	158	288	1,220	121	76	1,515	67
V/C Ratio	0.40	0.31	0.71	0.45	0.58	0.49	0.96	0.46	0.46	0.20	0.82	0.08
Level-of-Service	F	E	E	E	E	E	E	A	A	B	D	B
Control Delay (Seconds)	81.7	76.6	71.6	78.2	78.5	64.7	76.8	0.6	1.2	13.5	37.8	19.7
Intersection LOS	**D - 36.0**											
95th Percentile Queue (veh)												
2035 BUILD Conditions Volumes	106	140	268	159	177	259	288	1,230	121	175	1,580	67
V/C Ratio	0.40	0.38	0.74	0.45	0.73	0.80	0.96	0.46	0.46	0.47	0.86	0.08
Level-of-Service	F	E	E	E	F	F	F	A	A	B	D	C
Control Delay (Seconds)	81.7	77.4	71.9	78.2	87.3	80.9	81.5	0.6	1.1	15.6	41.9	20.5
Intersection LOS	**D - 39.9**											
95th Percentile Queue (veh)	4.7	6.0	19.1	6.9	14.3	19.5	20.5	0.3	0.6	6.0	42.1	2.8

Analysis of the intersection of CERRILLOS RD./ HERRERA DR. (WELLNESS WAY). demonstrates that the overall intersections delays will be acceptable for the 2025 and 2035, AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS intersection ratings for all conditions are “D” or better with the exception that the 2035 PM Peak Hour BUILD Condition is expected to encroach into LOS “E” if the recommended MITIGATE measures in the 5407 Beckner Rd. Development are not implemented.. Analysis assuming existing geometry / existing signal timing / phasing indicates that the intersection will operating at LOS “E” in the horizon year, but that assumes that the MITIGATION improvements will not be constructed by the 5407 Beckner Rd. Development considered in this Study. If the 5407 Beckner Rd. Development cannot be fiscally responsible to build their share of the recommended signal improvements, then it is assumed that their project did not move forward and, therefore, the trips from that particular development will not be generated as well. Analysis of the intersection of CERRILLOS RD. / HERRERA DR. (WELLNESS WAY) [assuming mitigated geometry / signal improvements (by others)] demonstrates that the intersection capacity is sufficient to accommodate the new trips

generated by Las Soleras, Tracts 18A & 18B and that the overall intersections levels-of-service are satisfactory for all conditions analyzed. For the MITIGATED conditions (by others), the operation of the signalized intersection of Beckner Rd. / Cerrillos Rd. will be at level-of-service "D" or better for the implementation year and marginally into level-of-service "D" for the horizon year conditions. Therefore, no recommendation is made for the signalized intersection of Beckner Rd. / Cerrillos Rd.

In summary, the impact of the proposed Las Soleras, Tracts 18A & 18B on this intersection were found to be negligible. Therefore, no recommendation is made related to the signalized intersection of Herrera Dr. (Wellness Way) / Cerrillos Rd.

INTERSECTION #3 – Beckner Rd. / Richards Ave.

The results of the analysis of the signalized intersection of BECKNER RD./ RICHARDS AVE. are summarized in the following tables:

Base Conditions (Existing Geometry / Optimized Signal Timing / Phasing):

3: Richards Ave. & Beckner Rd. 2022 / 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1>	0	1	1>	0	1	1	1
AM Peak Hour												
2025 NO BUILD Conditions Volumes	168	32	114	6	22	101	111	368	23	95	347	191
V/C Ratio	0.66	0.08	0.28	0.02	0.00	0.37	0.46	0.00	0.83	0.42	0.74	0.48
Level-of-Service	C	B	B	B	A	B	B	A	C	B	C	B
Control Delay (Seconds)	27.6	15.1	13.0	15.6	0.0	17.0	13.1	0.0	28.0	13.7	23.6	17.5
Intersection LOS	**C - 21.6**											
95th Percentile Queue (veh)	6.1	0.7	2.3	0.1	0.0	3.1	2.1	0.0	12.9	1.8	10.8	5.4
2025 BUILD Conditions Volumes	204	34	129	6	25	101	128	368	23	95	347	227
V/C Ratio	0.81	0.09	0.31	0.02	0.00	0.38	0.53	0.00	0.83	0.42	0.74	0.57
Level-of-Service	D	B	B	B	A	B	B	A	C	B	C	B
Control Delay (Seconds)	37.1	15.2	13.3	15.7	0.0	17.1	14.1	0.0	28.0	13.7	23.7	19.3
Intersection LOS	**C - 22.9**											
95th Percentile Queue (veh)	8.8	0.8	2.7	0.1	0.0	3.2	2.5	0.0	12.9	1.8	10.8	6.9

PM Peak Hour												
2025 NO BUILD Conditions Volumes	178	9	107	1	9	4	125	337	1	10	371	277
V/C Ratio	0.52	0.03	0.28	0.00	0.00	0.04	0.24	0.00	0.33	0.02	0.41	0.36
Level-of-Service	C	C	B	C	A	C	A	A	A	A	B	B
Control Delay (Seconds)	25.1	20.6	18.6	20.7	0.0	20.6	6.5	0.0	7.9	7.2	10.7	10.4
Intersection LOS	**B - 12.1**											
95th Percentile Queue (veh)	4.1	0.2	2.0	0.0	0.0	0.2	1.0	0.0	3.7	0.1	5.2	3.8
2025 BUILD Conditions Volumes	225	12	124	1	12	4	140	337	1	10	371	323
V/C Ratio	0.58	0.03	0.28	0.00	0.00	0.04	0.30	0.00	0.36	0.02	0.45	0.46
Level-of-Service	C	B	B	B	A	B	A	A	A	A	B	B
Control Delay (Seconds)	24.2	18.8	17.0	19.0	0.0	18.9	7.7	0.0	9.3	8.4	12.5	13.0
Intersection LOS	**B - 13.6**											
95th Percentile Queue (veh)	5.2	0.2	2.2	0.0	0.0	0.3	1.3	0.0	4.2	0.1	5.8	5.2

Base Conditions (Existing Geometry / Optimized Signal Timing / Phasing):

3: Richards Ave. & Beckner Rd. 2035 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1	1	1	1>	0	1	1>	0	1	1	1
AM Peak Hour												
2035 NO BUILD Conditions Volumes	181	36	126	8	24	120	121	437	28	113	412	207
V/C Ratio	0.76	0.09	0.30	0.03	0.00	0.43	0.58	0.00	1.01	0.62	0.88	0.52
Level-of-Service	C	B	B	B	A	B	B	A	F	B	C	B
Control Delay (Seconds)	34.5	15.2	13.2	15.8	0.0	17.5	16.4	0.0	55.6	18.3	33.2	18.2
Intersection LOS	**C - 32.2**											
95th Percentile Queue (veh)	7.7	0.8	2.6	0.2	0.0	3.7	2.6	0.0	21.3	2.6	14.7	6.0
2035 BUILD Conditions Volumes	217	38	141	8	27	120	138	437	28	113	412	243
V/C Ratio	0.92	0.10	0.34	0.03	0.00	0.44	0.67	0.00	1.01	0.62	0.88	0.61
Level-of-Service	E	B	B	B	A	B	B	A	F	B	C	C
Control Delay (Seconds)	55.8	15.2	13.5	15.8	0.0	17.6	19.3	0.0	55.6	18.3	33.2	20.3
Intersection LOS	**C - 34.6**											
95th Percentile Queue (veh)	11.4	0.9	3.0	0.2	0.0	3.8	3.3	0.0	21.3	2.6	14.7	7.6
PM Peak Hour												
2035 NO BUILD Conditions Volumes	193	10	119	1	10	5	133	401	1	11	441	295
V/C Ratio	0.54	0.03	0.30	0.00	0.00	0.05	0.29	0.00	0.41	0.02	0.50	0.40
Level-of-Service	C	B	B	C	A	C	A	A	A	A	B	B
Control Delay (Seconds)	24.8	19.9	18.1	20.0	0.0	20.0	7.4	0.0	9.1	7.7	12.4	11.3
Intersection LOS	**B - 13.0**											
95th Percentile Queue (veh)												
2035 BUILD Conditions Volumes	240	13	136	1	13	5	148	401	1	11	441	341
V/C Ratio	0.60	0.03	0.30	0.00	0.00	0.05	0.35	0.00	0.44	0.02	0.55	0.50
Level-of-Service	C	B	B	B	A	B	A	A	B	A	B	B
Control Delay (Seconds)	23.9	18.3	16.5	18.4	0.0	18.3	8.9	0.0	10.6	8.9	14.6	14.2
Intersection LOS	**B - 14.6**											
95th Percentile Queue (veh)	5.5	0.2	2.3	0.0	0.0	0.3	1.5	0.0	5.6	0.1	7.7	5.9

The intersection of Beckner Rd. / Richards Ave. is currently an unsignalized intersection. Recent development activity has made the intersection more and more congested. A signal warrant analysis was prepared by Santa Fe Engineering Consultants, LLC (March 2020) which found that a new traffic signal was warranted at the intersection. Subsequently, the City hired Santa Fe Engineering Consultants, LLC to design a temporary traffic signal at the intersection. The construction plans were recently put out to bid and a construction contract was recently awarded to a company to construct the new temporary traffic signal. The signal is expected to be implement within the new few months or so.

The analysis of the intersection of BECKNER RD. / RICHARDS AVE. demonstrates that the delays will be acceptable for the 2025 and 2035 AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS intersection ratings for all conditions are “C” or better which meets the New Mexico Department of Transportation’s Minimum Acceptable Level of Service Standard of “D” for an urban principal arterial. Also, increases in delays attributed to the increased traffic

from the project are insignificant. Therefore, no recommendation is made for the intersection of Beckner Rd. / Richards Ave.

INTERSECTION #4 – Beckner Rd. / Wellness Way

The results of the analysis of the unsignalized roundabout intersection of BECKNER RD. / WELLNESS WAY. are summarized in the following tables:

4: Beckner Rd. & Wellness Way 2022 / 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			SB (Wellness Way)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2			2>	0	1>		0
2025 NO BUILD Conditions Volumes	33	374			205	101	134		56
V/C Ratio	0.24	0.25			0.16	0.17	0.24		
Level-of-Service	A	A			A	A	A		
Control Delay (Seconds)	5.5	5.3			4.2	4.1	5.6		
Intersection LOS	**ROUNDABOUT - A - 5.0**								
95th Percentile Queue (veh)	1.0	1.0			1.0	1.0	1.0		
2025 BUILD Conditions Volumes	33	476			284	201	263		56
V/C Ratio	0.35	0.37			0.25	0.26	0.45		
Level-of-Service	A	A			A	A	A		
Control Delay (Seconds)	7.7	7.5			5.0	5.0	8.8		
Intersection LOS	**ROUNDABOUT - A - 6.9**								
95th Percentile Queue (veh)	2.0	2.0			1.0	1.0	2.0		

PM Peak Hour									
2025 NO BUILD Conditions Volumes	35	224			291	170	120		150
V/C Ratio	0.12	0.13			0.19	0.21	0.29		
Level-of-Service	A	A			A	A	A		
Control Delay (Seconds)	4.1	4.0			4.5	4.4	6.3		
Intersection LOS	**ROUNDABOUT - A - 4.8**								
95th Percentile Queue (veh)	0.0	0.0			1.0	1.0	1.0		
2025 BUILD Conditions Volumes	35	329			422	327	246		150
V/C Ratio	0.19	0.20			0.31	0.34	0.49		
Level-of-Service	A	A			A	A	B		
Control Delay (Seconds)	5.3	5.1			5.7	5.7	10.1		
Intersection LOS	**ROUNDABOUT - A - 6.7**								
95th Percentile Queue (veh)	0.2						23.8		

4: Beckner Rd. & Wellness Way 2035 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			SB (Wellness Way)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<2			2>	0	1>		0
AM Peak Hour									
2035 NO BUILD Conditions Volumes	38	401			219	113	142		57
V/C Ratio	0.26	0.28			0.17	0.18	0.26		
Level-of-Service	A	A			A	A	A		
Control Delay (Seconds)	5.7	5.6			4.3	4.2	5.8		
Intersection LOS	**ROUNDABOUT - A - 5.2**								
95th Percentile Queue (veh)	1.0	1.0			1.0	1.0	1.0		
2035 BUILD Conditions Volumes	38	503			298	213	271		57
V/C Ratio	0.38	0.40			0.27	0.28	0.47		
Level-of-Service	A	A			A	A	A		
Control Delay (Seconds)	8.1	7.9			5.2	5.2	9.3		
Intersection LOS	**ROUNDABOUT - A - 7.3**								
95th Percentile Queue (veh)	2.0	2.0			1.0	1.0	3.0		

PM Peak Hour									
2035 NO BUILD Conditions Volumes	38	237			308	180	131		170
V/C Ratio	0.13	0.14			0.21	0.22	0.33		
Level-of-Service	A	A			A	A	A		
Control Delay (Seconds)	4.2	4.1			4.6	4.5	6.9		
Intersection LOS	**ROUNDABOUT - A - 5.1**								
95th Percentile Queue (veh)	0.0	0.0			1.0	1.0	1.0		
2035 BUILD Conditions Volumes	38	342			439	337	257		170
V/C Ratio	0.20	0.21			0.33	0.35	0.54		
Level-of-Service	A	A			A	A	B		
Control Delay (Seconds)	5.5	5.3			5.8	5.9	11.2		
Intersection LOS	**ROUNDABOUT - A - 7.2**								
95th Percentile Queue (veh)	1.0	1.0			1.0	2.0	3.0		

The analysis of the roundabout intersection of BECKNER RD. / WELLNESS WAY. demonstrates that the delays will be acceptable for the 2025 and 2035 AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS ratings for all conditions are “A” which exceeds the New Mexico Department of Transportation’s Minimum Acceptable Level of Service Standard of ‘D’ for an urban collector. Also, increases in delays attributed to the increased traffic from the project are insignificant. Therefore, there are no recommendations for the existing roundabout at Beckner Rd. / Wellness Way.

Note that 2022 conditions analysis are calculated in this report and can be found in the Appendix. However, the results were not reported above since everything in 2025 and 2035 was virtually LOS “A”. It can be concluded that the 2022 analysis would yield LOS “A” as well.

INTERSECTION #5 – Beckner Rd./ Las Soleras Dr.

The results of the analysis of the signalized roundabout intersection of BECKNER RD. / LAS SOLERAS DR. are summarized in the following tables:

5: Las Soleras Dr. & Beckner Rd. 2022 / 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Las Soleras Dr.)			SB (Las Soleras 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	0	<1>	0
AM Peak Hour												
2025 NO BUILD Conditions Volumes	7	404	9	29*	287	1	16	0	4	8	44	10
V/C Ratio	0.19	0.20			0.13	0.14		0.03			0.07	
Level-of-Service	A	A			A	A		A			A	
Control Delay (Seconds)	4.6	4.5			3.9	3.8		4.2			4.2	
Intersection LOS	**ROUNDABOUT - A - 4.2**											
95th Percentile Queue (veh)	1.0	1.0			0.0	0.0		0.0			0.0	
2025 BUILD Conditions Volumes	7	633	9	29*	457	2	16	0	4	9	44	10
V/C Ratio	0.29	0.31			0.20	0.22		0.03			0.09	
Level-of-Service	A	A			A	A		A			A	
Control Delay (Seconds)	5.6	5.6			4.5	4.5		5.3			5.0	
Intersection LOS	**ROUNDABOUT - A - 5.1**											
95th Percentile Queue (veh)	1.0	1.0			1.0	1.0		0.0			0.0	

* - WB Left Turns include U-Turns

PM Peak Hour												
2025 NO BUILD Conditions Volumes	16	302	44	20*	354	11	60	1	12	11	20	10
V/C Ratio	0.22	0.23			0.24	0.25		0.13			0.12	
Level-of-Service	A	A			A	A		A			A	
Control Delay (Seconds)	4.8	4.8			5.2	5.1		5.4			5.8	
Intersection LOS	**ROUNDABOUT - A - 5.1**											
95th Percentile Queue (veh)	1.0	1.0			1.0	1.0		0.0			0.0	
2025 BUILD Conditions Volumes	16	533	44	20*	596	11	60	1	12	11	20	10
V/C Ratio	0.36	0.38			0.39	0.42		0.18			0.16	
Level-of-Service	A	A			A	A		A			A	
Control Delay (Seconds)	6.3	6.3			7.0	7.0		7.8			8.5	
Intersection LOS	**ROUNDABOUT - A - 6.8**											
95th Percentile Queue (veh)	2.0	2.0			2.0	2.0		1.0			1.0	

5: Las Soleras Dr. & Beckner Rd. 2035 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Las Soleras Dr.)			SB (Las Soleras 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	0	<1>	0
AM Peak Hour												
2035 NO BUILD Conditions Volumes	8	434	9	29	315	1	16	0	4	8	44	11
V/C Ratio	0.20	0.21			0.14	0.15		0.03			0.07	
Level-of-Service	A	A			A	A		A			A	
Control Delay (Seconds)	4.7	4.6			4.0	3.9		4.3			4.3	
Intersection LOS	**ROUNDABOUT - A - 4.3**											
95th Percentile Queue (veh)	1.0	1.0			1.0	1.0		0.0			0.0	
2035 BUILD Conditions Volumes	8	663	9	29	485	2	16	0	4	9	44	11
V/C Ratio	0.30	0.32			0.22	0.23		0.03			0.09	
Level-of-Service	A	A			A	A		A			A	
Control Delay (Seconds)	5.8	5.7			4.6	4.6		5.4			5.2	
Intersection LOS	**ROUNDABOUT - A - 5.3**											
95th Percentile Queue (veh)	1.0	1.0			1.0	1.0		0.0			0.0	
PM Peak Hour												
2035 NO BUILD Conditions Volumes	18	328	44	20	373	13	60	1	12	13	20	11
V/C Ratio	0.24	0.25			0.25	0.27		0.14			0.13	
Level-of-Service	A	A			A	A		A			A	
Control Delay (Seconds)	5.0	4.9			5.4	5.3		5.7			6.1	
Intersection LOS	**ROUNDABOUT - A - 5.3**											
95th Percentile Queue (veh)	1.0	1.0			1.0	1.0		0.0			0.0	
2035 BUILD Conditions Volumes	18	559	44	20	615	13	60	1	12	13	20	11
V/C Ratio	0.38	0.40			0.41	0.44		0.19			0.18	
Level-of-Service	A	A			A	A		A			A	
Control Delay (Seconds)	6.6	6.6			7.2	7.2		8.1			9.1	
Intersection LOS	**ROUNDABOUT - A - 7.1**											
95th Percentile Queue (veh)	2.0	2.0			2.0	2.0		1.0			1.0	

The analysis of the roundabout intersection of BECKNER RD. / LAS SOLERAS DR.. demonstrates that the delays will be acceptable for the 2025 and 2035 AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS ratings for all conditions are “A” which exceeds the New Mexico Department of Transportation’s Minimum Acceptable Level of Service Standard of ‘D’ for an urban collector. Also, increases in delays attributed to the increased traffic from the project are insignificant. Therefore, there are no recommendations for the existing roundabout at Beckner Rd. / Las Soleras Dr.

Note that 2022 conditions analysis are calculated in this report and can be found in the Appendix. However, the results were not reported above since everything in 2025 and 2035 was virtually LOS “A”. It can be concluded that the 2022 analysis would yield LOS “A” as well.

INTERSECTION #6 – Beckner Rd./ Rail Runner Rd..

The results of the analysis of the signalized roundabout intersection of BECKNER RD. / RAIL RUNNER RD. are summarized in the following tables:

6: Beckner Rd. & Rail Runner Rd. 2022 / 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			SB (Rail Runner Rd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1			1>	0	1>		0
2025 NO BUILD Conditions Volumes	50	353			237	70	35		49
V/C Ratio		0.40			0.31			0.11	
Level-of-Service		A			A			A	
Control Delay (Seconds)		6.6			5.7			4.6	
Intersection LOS	**ROUNDABOUT - A - 6.1**								
95th Percentile Queue (veh)	2.0				1.0		0.0		
2025 BUILD Conditions Volumes	50	583			417	93	58		49
V/C Ratio		0.65			0.52			0.18	
Level-of-Service		B			A			A	
Control Delay (Seconds)		11.2			8.4			6.5	
Intersection LOS	**ROUNDABOUT - A - 9.7**								
95th Percentile Queue (veh)		5.0			3.0			1.0	

PM Peak Hour									
2025 NO BUILD Conditions Volumes	42	253			350	51	33		47
V/C Ratio		0.27			0.37			0.11	
Level-of-Service		A			A			A	
Control Delay (Seconds)		5.1			6.2			5.1	
Intersection LOS	**ROUNDABOUT - A - 5.7**								
95th Percentile Queue (veh)		1.0			2.0			0.0	
2025 BUILD Conditions Volumes	42	484			638	74	57		47
V/C Ratio		0.49			0.65			0.20	
Level-of-Service		A			B			A	
Control Delay (Seconds)		8.0			11.1			8.2	
Intersection LOS	**ROUNDABOUT - A - 9.7**								
95th Percentile Queue (veh)		3.0			5.0			1.0	

6: Beckner Rd. & Rail Runner Rd. 2035 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			SB (Rail Runner Rd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1			1>	0	1>		0
AM Peak Hour									
2035 NO BUILD Conditions Volumes	55	378			259	82	38		55
V/C Ratio		0.43			0.35			0.13	
Level-of-Service		A			A			A	
Control Delay (Seconds)		7.1			6.1			4.9	
Intersection LOS	**ROUNDABOUT - A - 6.5**								
95th Percentile Queue (veh)		2.0			2.0			0.0	
2035 BUILD Conditions Volumes	55	608			439	105	61		55
V/C Ratio		0.68			0.56			0.20	
Level-of-Service		B			A			A	
Control Delay (Seconds)		12.2			9.2			6.9	
Intersection LOS	**ROUNDABOUT - B - 10.5**								
95th Percentile Queue (veh)		6.0			4.0			1.0	
PM Peak Hour									
2035 NO BUILD Conditions Volumes	45	278			368	57	37		51
V/C Ratio		0.29			0.39			0.12	
Level-of-Service		A			A			A	
Control Delay (Seconds)		5.4			6.6			5.3	
Intersection LOS	**ROUNDABOUT - A - 6.0**								
95th Percentile Queue (veh)		1.0			2.0			0.0	
2035 BUILD Conditions Volumes	45	509			656	80	61		51
V/C Ratio		0.52			0.68			0.22	
Level-of-Service		A			B			A	
Control Delay (Seconds)		8.5			11.8			8.6	
Intersection LOS	**ROUNDABOUT - B - 10.3**								
95th Percentile Queue (veh)		3.0			6.0			1.0	

The analysis of the roundabout intersection of BECKNER RD. / RAIL RUNNER RD.. demonstrates that the delays will be acceptable for the 2025 and 2035 AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS ratings for all conditions are “A” or “B” which exceeds the New Mexico Department of Transportation’s Minimum Acceptable Level of Service Standard of ‘D’ for an urban collector. Also, increases in delays attributed to the increased traffic from the project are insignificant. Therefore, there are no recommendations for the existing roundabout at Beckner Rd. / Rail Runner Rd.

Note that 2022 conditions analysis are calculated in this report and can be found in the Appendix. However, the results were not reported above since everything in 2025 and 2035 NO BUILD conditions was virtually LOS “A”. It can be concluded that the 2022 analysis would yield LOS “A” as well.

INTERSECTION #7 – Walking Rain Rd.

The results of the analysis of the signalized roundabout intersection of BECKNER RD. / WALKING RAIN RD. are summarized in the following tables:

7: Walking Rain & Beckner Rd. 2022 / 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Walking Rain Rd.)			SB (Walking Rain Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2022 Existing Conditions Volumes	18	79	0	0	102	22	0	0	0	45	0	29
V/C Ratio		0.08			0.10			0.00			0.07	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.4			3.5			3.1			3.5	
Intersection LOS	**ROUNDABOUT - A - 3.5**											
95th Percentile Queue (veh)		0.0			0.0			0.0			0.0	
2025 NO BUILD Conditions Volumes	19	237	140	68	218	23	33	3	8	49	16	30
V/C Ratio		0.37			0.26			0.05			0.11	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		6.7			5.1			4.2			4.8	
Intersection LOS	**ROUNDABOUT - A - 5.8**											
95th Percentile Queue (veh)		2.0			1.0			0.0			0.0	
2025 BUILD Conditions Volumes	19	331	300	115	315	24	139	4	32	50	16	30
V/C Ratio		0.63			0.43			0.22			0.14	
Level-of-Service		B			A			A			A	
Control Delay (Seconds)		11.8			7.8			6.4			6.6	
Intersection LOS	**ROUNDABOUT - A - 9.4**											
95th Percentile Queue (veh)	0.1			0.5				11.8			3.2	

PM Peak Hour												
2022 Existing Conditions Volumes	30	114	0	0	93	36	0	0	0	28	0	17
V/C Ratio		0.12			0.10			0.00			0.04	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.7			3.6			3.2			3.3	
Intersection LOS	**ROUNDABOUT - A - 3.6**											
95th Percentile Queue (veh)	0.1			0.0							0.2	
2025 NO BUILD Conditions Volumes	31	224	69	29	268	37	175	21	13	30	8	18
V/C Ratio		0.27			0.34			0.22			0.07	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		5.3			6.8			5.8			5.2	
Intersection LOS	**ROUNDABOUT - A - 5.9**											
95th Percentile Queue (veh)		1.0			1.0			1.0			0.0	
2025 BUILD Conditions Volumes	31	393	156	55	349	38	407	23	47	32	8	18
V/C Ratio		0.50			0.57			0.61			0.11	
Level-of-Service		A			B			B			A	
Control Delay (Seconds)		8.4			12.9			14.1			7.8	
Intersection LOS	**ROUNDABOUT - B - 11.4**											
95th Percentile Queue (veh)	0.1			0.2				44.4			1.3	

7: Walking Rain & Beckner Rd. 2035 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Walking Rain Rd.)			SB (Walking Rain Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2035 NO BUILD Conditions Volumes	23	252	140	68	238	28	33	3	8	57	16	35
V/C Ratio		0.39			0.28			0.05			0.13	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		7.0			5.4			4.3			5.1	
Intersection LOS	**ROUNDABOUT - A - 6.0**											
95th Percentile Queue (veh)		2.0			1.0			0.0			0.0	
2035 BUILD Conditions Volumes	23	346	300	115	335	29	139	4	32	58	16	35
V/C Ratio		0.66			0.46			0.22			0.17	
Level-of-Service		B			A			A			A	
Control Delay (Seconds)		12.6			8.2			6.6			7.0	
Intersection LOS	**ROUNDABOUT - A - 10.0**											
95th Percentile Queue (veh)		5.0			2.0			1.0			1.0	

PM Peak Hour												
2035 NO BUILD Conditions Volumes	37	246	69	29	287	44	175	21	13	35	8	21
V/C Ratio		0.30			0.36			0.23			0.08	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		5.6			7.2			6.0			5.4	
Intersection LOS	**ROUNDABOUT - A - 6.3**											
95th Percentile Queue (veh)		1.0			2.0			1.0			0.0	
2035 BUILD Conditions Volumes	37	415	156	55	368	45	407	23	47	37	8	21
V/C Ratio		0.53			0.61			0.63			0.13	
Level-of-Service		A			B			C			A	
Control Delay (Seconds)		8.9			14.1			15.2			8.2	
Intersection LOS	**ROUNDABOUT - B - 12.2**											
95th Percentile Queue (veh)		3.0			4.0			5.0			0.0	

The analysis of the roundabout intersection of BECKNER RD. / WALKING RAIN RD. demonstrates that the delays will be acceptable for the 2025 and 2035 AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS ratings for all conditions are “A” or “B” which exceeds the New Mexico Department of Transportation’s Minimum Acceptable Level of Service Standard of ‘D’ for an urban collector. The impact of the proposed Las Soleras, Tracts 18A & 18B Development are most significant at this intersection. However, it has been demonstrated that the operation of the roundabout at Beckner Rd. / Walking Rain Rd. are projected to be satisfactory for all conditions analyzed in this Study. Therefore, there are no recommendations for the existing roundabout at Beckner Rd. / Rail Runner Rd.

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INTERSECTION #8 – Beckner Rd. / Driveway “A”

The results of the analysis of the unsignalized driveway (right-in, right-out only) of BECKNER RD. / DRIVEWAY “A” are summarized in the following tables:

8: Driveway "A" & Beckner Rd. 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Driveway "A")		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1	1	0	1		0		1
AM Peak Hour									
2025 NO BUILD Conditions Volumes		272	21	0	309		0		19
V/C Ratio									0.03
Level-of-Service									B
Control Delay (Seconds)									10.0
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.1
Mitigated Conditions		1	1	0	1		0		1
2025 BUILD Conditions Volumes		311	82	0	454		0		21
V/C Ratio									0.03
Level-of-Service									B
Control Delay (Seconds)									10.3
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.1

PM Peak Hour									
2025 NO BUILD Conditions Volumes		254	12	0	335		0		52
V/C Ratio									0.08
Level-of-Service									B
Control Delay (Seconds)									10.1
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.2
Mitigated Conditions		1	1	0	1		0		1
2025 BUILD Conditions Volumes		254	12	0	335		0		52
V/C Ratio									0.08
Level-of-Service									B
Control Delay (Seconds)									10.1
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.2

8: Driveway "A" & Beckner Rd. 2035 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Driveway "A")		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1	1	0	1		0		1
AM Peak Hour									
2035 NO BUILD Conditions Volumes		296	21	0	334		0		19
V/C Ratio									0.03
Level-of-Service									B
Control Delay (Seconds)									10.2
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.1
2035 BUILD Conditions Volumes		335	82	0	479		0		21
V/C Ratio									0.04
Level-of-Service									B
Control Delay (Seconds)									10.5
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.1
PM Peak Hour									
2035 NO BUILD Conditions Volumes		282	12	0	360		0		52
V/C Ratio									0.08
Level-of-Service									B
Control Delay (Seconds)									10.4
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.3
2035 BUILD Conditions Volumes		443	46	0	468		0		64
V/C Ratio									0.12
Level-of-Service									B
Control Delay (Seconds)									12.1
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)									0.4

The analysis of the proposed intersection of BECKNER RD. / DRIVEWAY “A” demonstrates that the delays will be acceptable for the 2025 and 2035 AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS ratings for all conditions are ‘A” or “B”.

INTERSECTIONS #9 & #10 – Beckner Rd. / Driveway “B” & Beckner Rd. / Driveway “C”

The results of the analysis of the signalized intersections of BECKNER RD. / DRIVEWAY “B” and “C” are summarized in the following tables:

9/10: Driveways "B" ("C") & Beckner Rd. 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Driveway "B" ("C")		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1	1	1	1		1		1
AM Peak Hour									
2025 BUILD Conditions Volumes		350	11	45	310		33		9
V/C Ratio				0.04			0.08		0.01
Level-of-Service				A			B		B
Control Delay (Seconds)				8.2			13.7		10.5
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.1			0.3		0.0
PM Peak Hour									
2025 BUILD Conditions Volumes		450	50	50	361		27		7
V/C Ratio				0.05			0.08		0.01
Level-of-Service				A			C		B
Control Delay (Seconds)				8.7			15.0		11.3
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.2			0.2		0.0

9/10: Driveway "B" ("C") & Beckner Rd. 2035 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Driveway "B" ("C")		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1	1	1	1		1		1
AM Peak Hour									
2025 BUILD Conditions Volumes		400	11	45	400		33		9
V/C Ratio				0.04			0.09		0.02
Level-of-Service				A			B		B
Control Delay (Seconds)				8.4			15.0		10.9
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.1			0.3		0.0
PM Peak Hour									
2025 BUILD Conditions Volumes		500	50	50	400		27		7
V/C Ratio				0.06			0.08		0.01
Level-of-Service				A			C		B
Control Delay (Seconds)				8.9			15.9		11.8
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.2			0.3		0.0

The analysis tables above represent the operation of Intersection 9 (Driveway “B”) and Intersection 10 (Driveway “C”) which are expected to have similar volumes. The analysis demonstrates that both Driveways “B” and “C” will operate at LOS “C” or better for all conditions analyzed.

The initial phase of the Las Soleras Tracts 18B Project development is to be accessed via two existing driveways. Primary access will be via the recently constructed south leg of the existing intersection of Beckner Rd. / Walking Rain Rd. It is configured as a full access unsignalized single lane circulating roundabout intersection. The secondary access is an existing right-in, right-out driveway on the south side of Beckner Rd. approximately 470 east of Walking Rain Rd. (centerline

to centerline). The two existing access points meet the minimum access spacing requirements established by the New Mexico Department of Transportation's State Access Management Manual (SAMM) which establishes the following minimum spacing requirements based on a roadway classification for Beckner Rd. as an Urban Minor Arterial Roadway with a posted speed limit of 45 MPH.:

- Partial access – 400 ft. spacing (centerline to centerline)
- Full access – 660 ft. spacing (centerline to centerline)

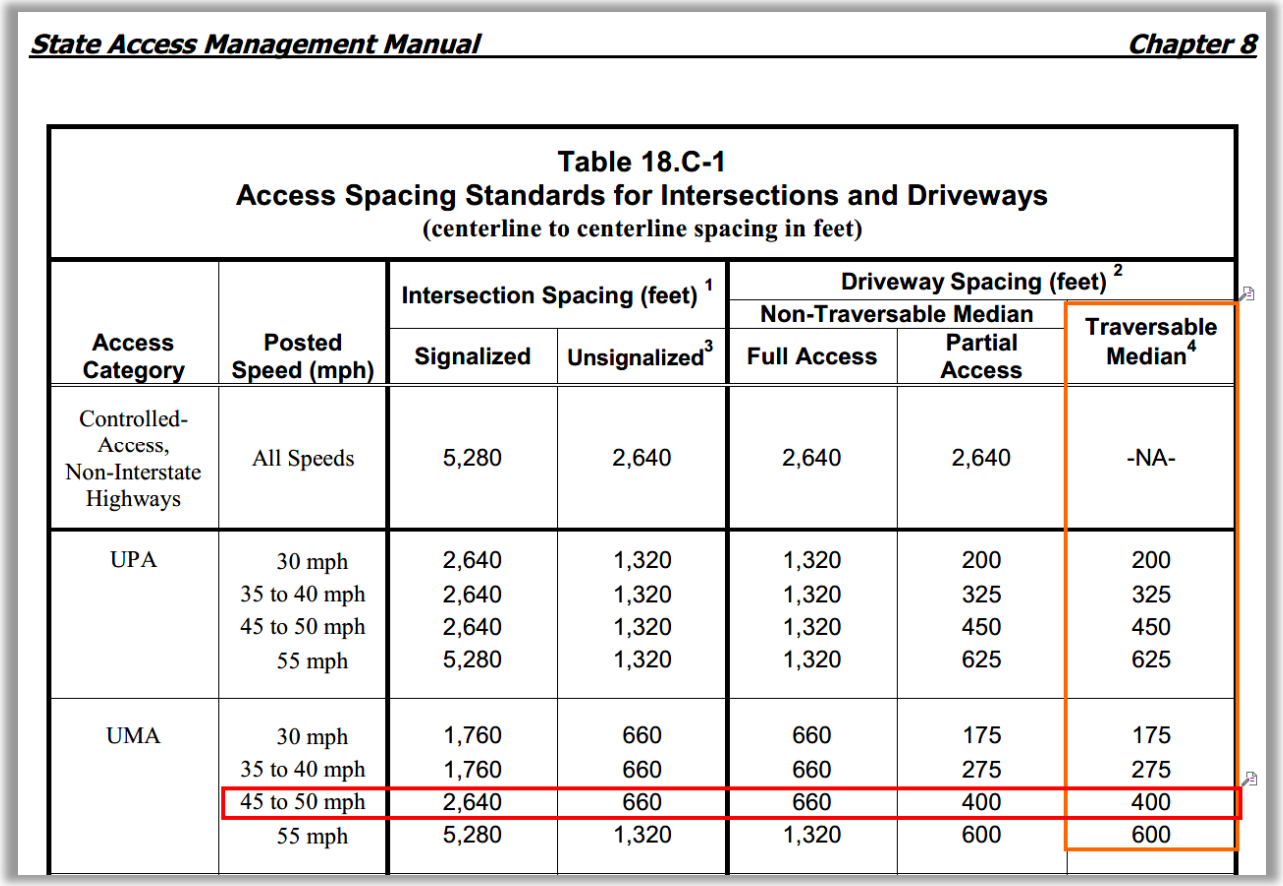
Tract 18A, for the purposes of this Traffic Impact Study is assumed to be developed as residential uses so as to consider trips generated by the parcel. However, the developer has no definite planned uses defined for Tract 18A at this time. Tract 18A is zoned for C-2 uses. Therefore, any development of Tract 18A in the future will be required to comply with C-2 uses. If the trip generation rate for Tract 18A ends up being significantly higher that what is assumed in this Study, then an updated Traffic Impact Study will be required at the time of development of Tract 18A based on those uses.

Tract 18A has a frontage along Beckner of approximately 1,800 feet, and existing Driveway "A" is located approximately 320 feet west of the northwest corner of Tract 18A. There should be sufficient frontage east of existing Driveway "A" to proposed three full access driveways (or intersections) along the south side of Tract 18A to serve the parcel. The proposed plan layout on the preceding page serves as a demonstration of what access could be acceptable. The east driveway (Driveway "D") on Beckner Rd. for Tract 18A would be the south leg of the newly constructed roundabout (at Calle de Alegria). The three proposed driveways (intersections) along the south side of Beckner Rd. are hypothetical and conceptual at this point in time. This Study (and the associated access plan for Tract 18B) serves as a possible access scenario for the parcel, but is subject to change in the future depending on actual plan and uses proposed for the parcel in the future. Access for Tract 18A will be required to comply with the City of Santa Fe requirements at the time of actual development no matter what the uses might be.

All three of the new driveways (Driveways "B", "C", and "D") will have very similar volumes under this scenario. Driveways "B" and "C" will be standard at-grade two-way stop controlled intersections. Driveway "D" will be the south leg of the new roundabout recently constructed to serve the intersection of Calle de Alegria in Vista de la Sierra Subdivision.

Beckner Rd. is not classified on the Santa Fe Functional Classification of Roadways Map (approved by FHWA on 03/15/2016). For the purposes of this Study, it is assumed that Beckner Rd. is an Urban Collector roadway. The posted speed limit on Beckner Rd. is 45 M.P.H. The 45 M.P.H. posted speed limit does not make sense on a roadway that has roundabouts spaced at approximately 1,500 feet. Roundabouts should slow traffic down to about 20 to 25 MPH. It makes more sense to post the speed limit at about 35 M.P.H. It is suggested that the City of Santa Fe should perform a spot speed study along Beckner Rd. to establish a speed limit that is supported by Transportation Engineering practice. But under the assumption that the posted speed limit

remains at 45 MPH and Beckner Rd. is classified as an urban minor arterial roadway, then Table 18.C-1 stipulates that the minimum required distance between full access driveways / intersections is 660 feet (centerline to centerline). Following is a section of Table 18.C-1 from the New Mexico Department of Transportation's State Access Management Manual:



State Access Management Manual ***Chapter 8***

Table 18.C-1
Access Spacing Standards for Intersections and Driveways
(centerline to centerline spacing in feet)

Access Category	Posted Speed (mph)	Intersection Spacing (feet) [1]		Driveway Spacing (feet) [2]		
				Non-Traversable Median		Traversable Median [4]
		Signalized	Unsignalized [3]	Full Access	Partial Access	
Controlled-Access, Non-Interstate Highways	All Speeds	5,280	2,640	2,640	2,640	-NA-
UPA	30 mph	2,640	1,320	1,320	200	200
	35 to 40 mph	2,640	1,320	1,320	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	55 mph	5,280	1,320	1,320	625	625
UMA	30 mph	1,760	660	660	175	175
	35 to 40 mph	1,760	660	660	275	275
	45 to 50 mph	2,640	660	660	400	400
	55 mph	5,280	1,320	1,320	600	600

Proposed Driveway "B" is 600 feet east of Las Soleras Dr. and 1,000 feet west of Rail Runner Rd. This proposed spacing constitutes substantial compliance with the requirements established by the New Mexico Department of Transportation's State Access Management Manual (Table 18.C-1). However, recent conversations with City Staff resulted in support for a three-quarter access at Driveway "B" on Beckner Rd. with a requirement to construct an eastbound left turn lane.

The analysis of the proposed intersection of DRIVEWAY "C" / LAS SOLERAS DR. demonstrates that the delays will be acceptable for the 2025 and 2035 AM Peak Hour and PM Peak Hour conditions analyzed in this report. LOS ratings for all conditions are "A". Volumes on Las Soleras Dr. are very low since the Las Soleras bridge across Arroyo Chamiso is not yet constructed.

INTERSECTION #11 – Beckner Rd. / Driveway "D"(Calle de Alegria)

The results of the analysis of the unsignalized roundabout intersections of BECKNER RD. / DRIVEWAY "D" (Calle de Alegria) are summarized in the following tables:

11: Driveway "D" & Beckner Rd. 2022 / 2025 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Walking Rain Rd.)			SB (Walking Rain Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2025 BUILD Conditions Volumes	50	317	15	50	400	50	40	5	10	50	5	50
V/C Ratio		0.33			0.45			0.07			0.15	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		6.2			7.7			4.9			6.3	
Intersection LOS	**ROUNDABOUT - A - 6.9**											
95th Percentile Queue (veh)	1.5			2.4				0.2			0.5	

PM Peak Hour												
2025 BUILD Conditions Volumes	50	352	15	50	400	50	40	5	10	50	5	50
V/C Ratio		0.33			0.45			0.07			0.15	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		6.2			7.7			4.9			6.3	
Intersection LOS	**ROUNDABOUT - A - 6.9**											
95th Percentile Queue (veh)	1.5			2.4				0.2			0.5	

11: Driveway "D" & Beckner Rd. 2035 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Walking Rain Rd.)			SB (Walking Rain Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2025 BUILD Conditions Volumes	50	350	15	50	450	50	40	5	10	50	5	50
V/C Ratio		0.35			0.42			0.07			0.14	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		6.4			7.3			5.0			6.3	
Intersection LOS	**ROUNDABOUT - A - 6.7**											
95th Percentile Queue (veh)	1.6			2.1				0.2			0.5	

PM Peak Hour												
2025 BUILD Conditions Volumes	50	400	50	50	450	50	40	5	10	50	5	50
V/C Ratio		0.46			0.49			0.07			0.16	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		7.9			8.3			5.4			6.6	
Intersection LOS	**ROUNDABOUT - A - 7.8**											
95th Percentile Queue (veh)	2.5			2.8				0.2			0.6	

The analysis tables above represent the operation of Intersection 11 (Driveway "D"). The analysis demonstrates that Driveway "D" will operate at LOS "A" as a single lane circulating roundabout for all conditions analyzed.

Safety Analysis

Historical crash data was collected from the New Mexico Department of Transportation's Traffic Safety Division (Traffic Records) for crashes that were reported from January 1, 2016 through December 31, 2020, a five-year period. Crash records were extracted for the signalized intersections of Beckner Rd. / Cerrillos Rd. and for Herrera Dr. (Wellness Way) / Cerrillos Rd. associated with this project. There were no reported crashes during the 2016 through 2020 study period at the roundabouts at Beckner Rd. / Wellness Way, Beckner Rd. / Los Soleras Dr., and Beckner Rd. / Rail Runner Rd. The fact that there were no crashes reported at those intersections is due to 1) relative low volumes of traffic, and 2) testimony that roundabouts are relatively safe intersections. The table summarizes the crash history from 2016 through 2020 at the two signalized intersections in the study area are on pages A-210 and A-211 in the Appendix of this report:

The crash rates in the tables seem consistent with national averages associated with relatively safely designed signalized intersections. It is commonly known that signalized intersections tend to have more rear-end type collisions. Hence, the "Following Too Closely" category of crashes is higher than the other types. This is to be expected.

No crash data was extracted from the intersection of Beckner Rd. / Richards Ave. since it is currently an unsignalized intersection but will soon be signalized. Signalization of the intersection of Beckner Rd. / Richards Ave. will change the crash characteristics of the intersection significantly. Crash analysis at this intersection would not serve any purpose at this point in time.

There is no recommendation made as a result of this crash analysis.

Impact Assessment

The proposed Las Soleras, Tracts 18A & 18B Project will have no significant adverse impact on the adjacent transportation system provided the mitigation measures recommended in this study are implemented. The levels-of-service for all intersections in the study area are determined to be acceptable (LOS D or better) with the mitigation recommendations implemented.

Access Design Specifications

A Determination of Warrants for Deceleration Lanes was performed for the proposed driveways as follows:

DRIVEWAY 'A' / BECKNER RD. - Analysis shows that an eastbound right turn deceleration lane on Beckner Rd. at Driveway "A" is warranted based on criteria established by the New Mexico Department of Transportation's *State Access Management Manual*. Driveway "A" is a right-in, right-out only driveway. Therefore, a left turn lane is not an issue. See Appendix Pages A-195 thru A-198 for associated worksheets.

DRIVEWAY 'B' / BECKNER RD. – Analysis shows that both a right turn deceleration lane and a left turn deceleration lane are required on Beckner Rd. at Driveway "B". The right turn deceleration lane will be required to be designed and constructed to a length of 370 feet including transition taper to meet the requirements of the New Mexico Department of Transportation's State Access Management Manual. However, Driveway "B" will not necessarily be required to be constructed at this time, and right / left turn deceleration lane design requirements may change by the time the construction of the driveway is needed.

DRIVEWAY 'C' / BECKNER RD. – Analysis shows that both a right turn deceleration lane and a left turn deceleration lane are required on Beckner Rd. at Driveway "C". The right turn deceleration lane will be required to be designed and constructed to a length of 370 feet including transition taper to meet the requirements of the New Mexico Department of Transportation's State Access Management Manual. However, Driveway "C" will not necessarily be required to be constructed at this time, and right / left turn deceleration lane design requirements may change by the time the construction of the driveway is needed.

DRIVEWAY 'D' / BECKNER RD. – Driveway "D" as conceptualized will be the south leg of a single lane circulating roundabout. Left and right turn deceleration lanes are not normally considered at roundabouts based on warrants, but rather on future capacity issues. No recommendation for a right or left turn deceleration lane on Beckner Rd. at Driveway "D is made in this report.

Sight distances at the proposed driveways are adequate. There are no significant vertical or horizontal curves along Beckner Rd. and there are no structures blocking sight distance into and out of the driveways. Sight distance issues will need to be considered in the planning and design of development for Las Soleras, Tracts 18A & 18B at proposed driveways.

Pedestrian facilities on Beckner Rd. will be constructed along the frontage of this project as well as future tracts in the project area as they develop. Existing pedestrian sidewalks and ADA compliant access ramps are constructed along Beckner Road.

Currently bicycle designations exist along Cerrillos Rd., Beckner Rd., Las Soleras Dr., and Rail Runner Rd. There are two bus stops (Route 26) on Beckner Rd. and one bus stop on Las Soleras Dr however there are no bus stops within a 1,000-feet of the project.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

The proposed Las Soleras, Tracts 18A & 18B will have no significant adverse impact on the adjacent transportation system for the 2025 Implementation Year and the 2035 Horizon Year.

Level of service (LOS) at the intersections in the study area meet or exceed the NMDOT's Minimum Acceptable Level of Service Standards for the 2025 implementation year and 2035 horizon year for all intersections in the study area. Therefore, there are no offsite mitigation measures recommended for this project. The recommendations are site related and are defined at the end of the Executive Summary of this report.

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APPENDIX

Vicinity Map / Study Area

NOTES:

FIRE:
FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION. (IFC 2009 SECTION 503.1.1)

FIRE APPARATUS ACCESS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET EXCLUSIVE OF SHOULDERS AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET 6 INCHES (IFC 2009 SECTION 503.2.1)

SHALL COMPLY WITH SECTION 507.5. FIRE HYDRANT SYSTEM. COMPLYING WITH SECTIONS 507.501–507.5.6

SHALL HAVE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC (APPENDIX B)

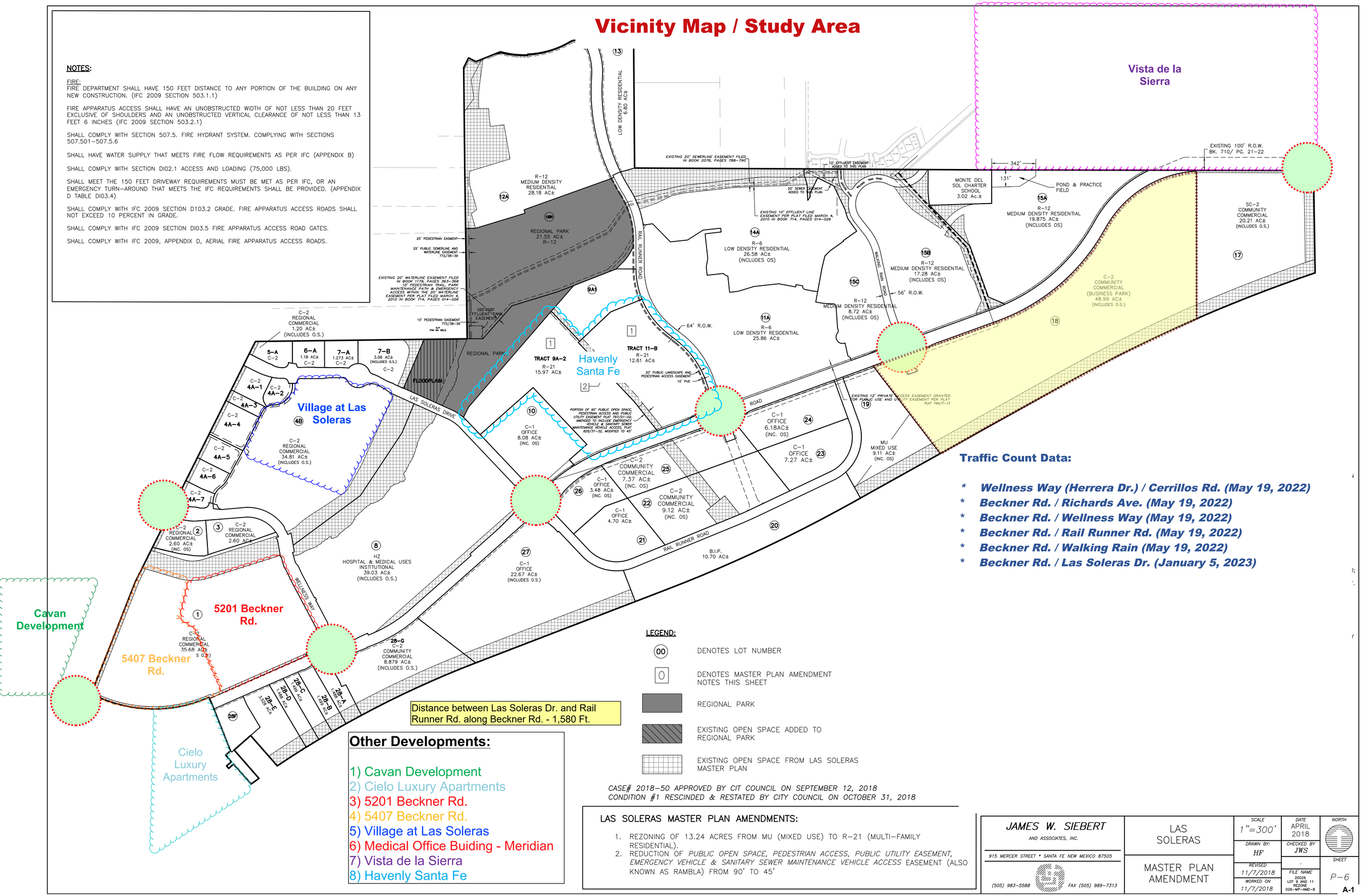
SHALL COMPLY WITH SECTION DI02.1 ACCESS AND LOADING (75,000 LBS).

SHALL MEET THE 150 FEET DRIVEWAY REQUIREMENTS MUST BE MET AS PER IFC, OR AN EMERGENCY TURN–AROUND THAT MEETS THE IFC REQUIREMENTS SHALL BE PROVIDED. (APPENDIX D TABLE DI03.4)

SHALL COMPLY WITH IFC 2009 SECTION D103.2 GRADE. FIRE APPARATUS ACCESS ROADS SHALL NOT EXCEED 10 PERCENT IN GRADE.

SHALL COMPLY WITH IFC 2009 SECTION DI03.5 FIRE APPARATUS ACCESS ROAD GATES.

SHALL COMPLY WITH IFC 2009, APPENDIX D, AERIAL FIRE APPARATUS ACCESS ROADS.



Distance between Las Soleras Dr. and Rail Runner Rd. along Beckner Rd. - 1,580 Ft.

Other Developments:

1) Cavan Development
2) Cielo Luxury Apartments
3) 5201 Beckner Rd.
4) 5407 Beckner Rd.
5) Village at Las Soleras
6) Medical Office Buiding - Meridian
7) Vista de la Sierra
8) Havenly Santa Fe

Traffic Count Data:

- ***Wellness Way (Herrera Dr.) / Cerrillos Rd. (May 19, 2022)***
- ***Beckner Rd. / Richards Ave. (May 19, 2022)***
- ***Beckner Rd. / Wellness Way (May 19, 2022)***
- ***Beckner Rd. / Rail Runner Rd. (May 19, 2022)***
- ***Beckner Rd. / Walking Rain (May 19, 2022)***
- ***Beckner Rd. / Las Soleras Dr. (January 5, 2023)***

LEGEND:

- (00) DENOTES LOT NUMBER
- [0] DENOTES MASTER PLAN AMENDMENT NOTES THIS SHEET
- REGIONAL PARK
- EXISTING OPEN SPACE ADDED TO REGIONAL PARK
- EXISTING OPEN SPACE FROM LAS SOLERAS MASTER PLAN

CASE# 2018–50 APPROVED BY CIT COUNCIL ON SEPTEMBER 12, 2018
CONDITION #1 RESCINDED & RESTATED BY CITY COUNCIL ON OCTOBER 31, 2018

LAS SOLERAS MASTER PLAN AMENDMENTS:

1. REZONING OF 13.24 ACRES FROM MU (MIXED USE) TO R–21 (MULTI–FAMILY RESIDENTIAL).
2. REDUCTION OF *PUBLIC OPEN SPACE, PEDESTRIAN ACCESS, PUBLIC UTILITY EASEMENT, EMERGENCY VEHICLE & SANITARY SEWER MAINTENANCE VEHICLE ACCESS* EASEMENT (ALSO KNOWN AS RAMBLA) FROM 90' TO 45'

JAMES W. SIEBERT AND ASSOCIATES, INC.
915 MERCER STREET * SANTA FE NEW MEXICO 87505
(505) 983–5588 FAX (505) 989–7313

LAS SOLERAS

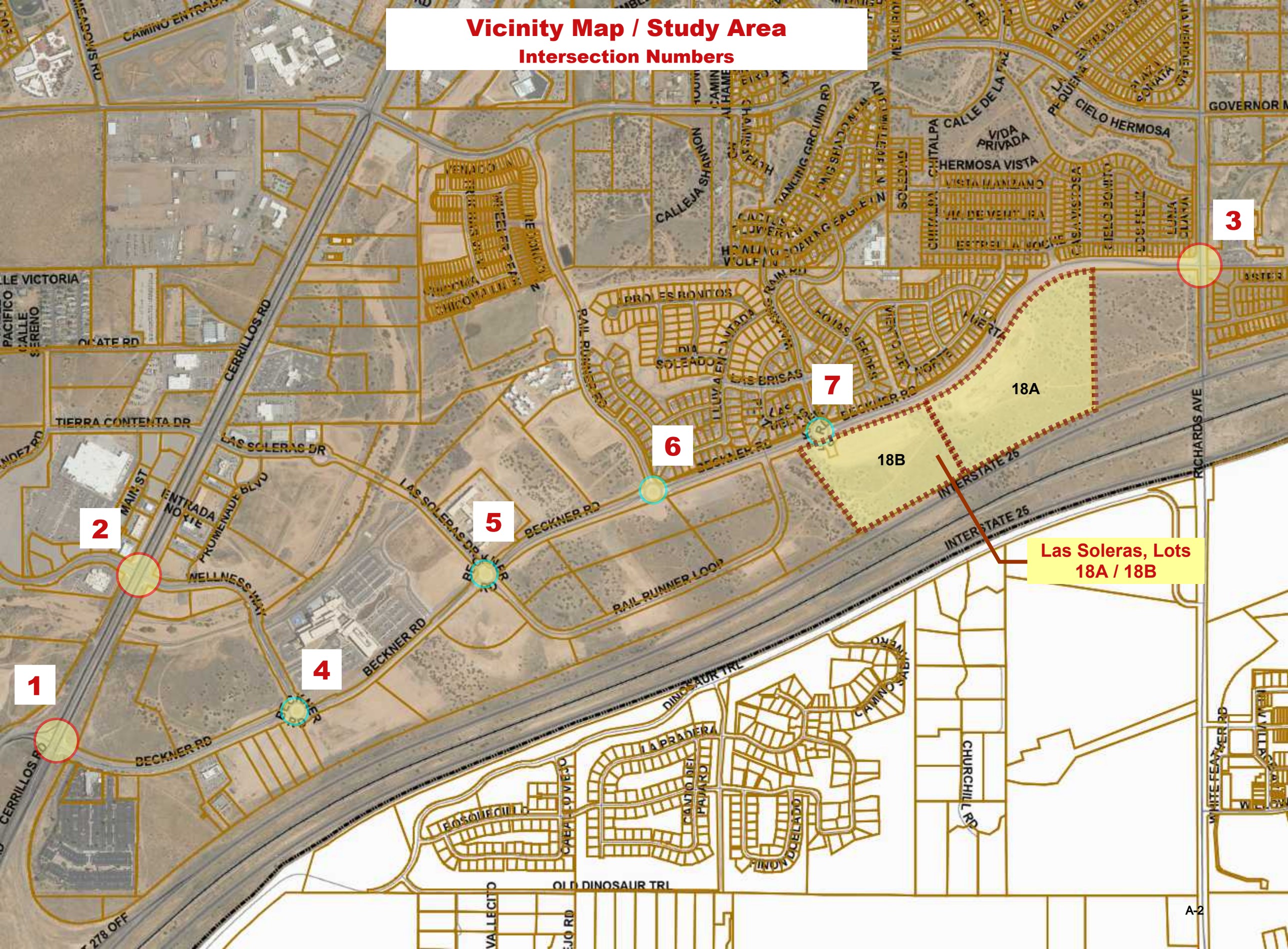
MASTER PLAN AMENDMENT

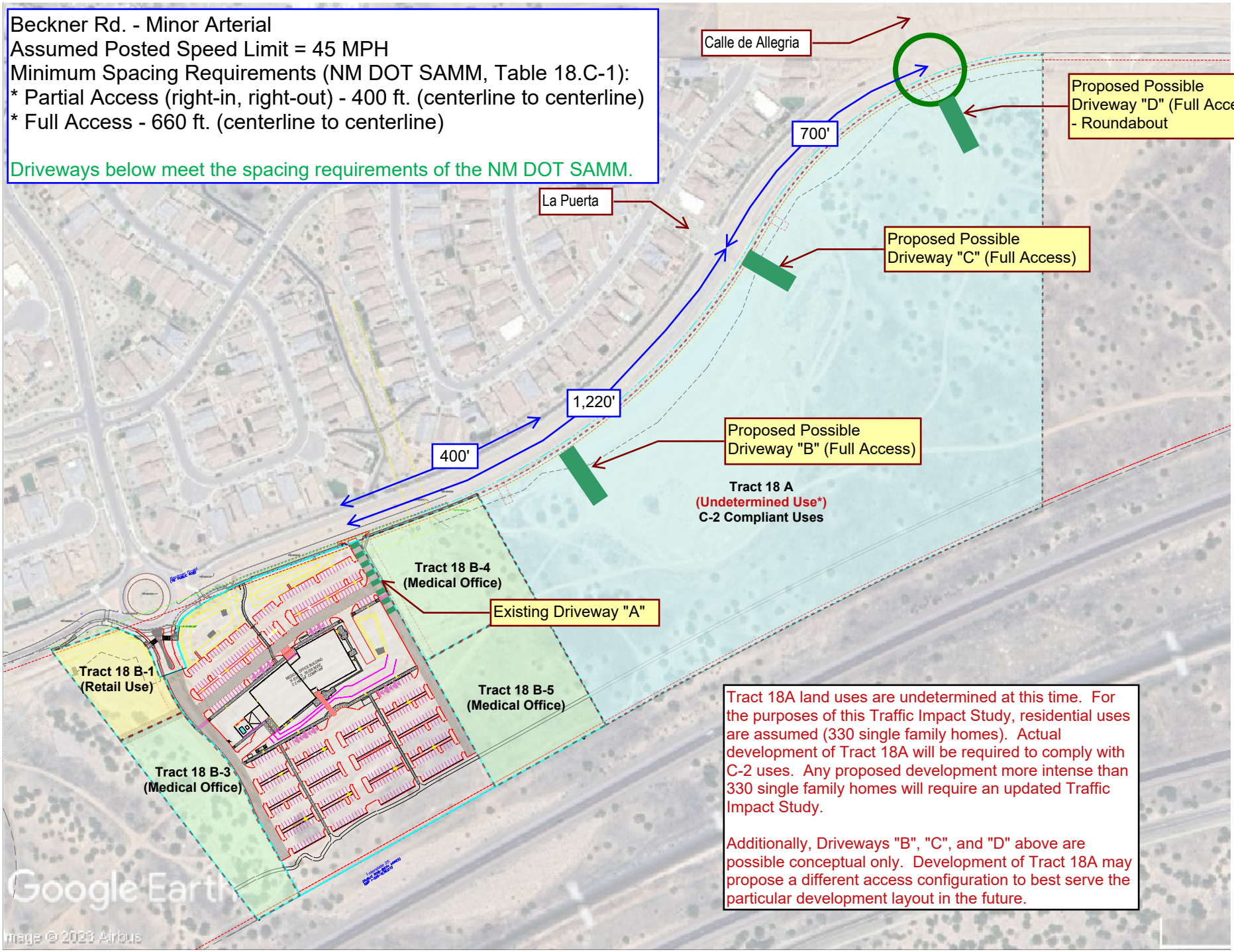
SCALE	DATE	NORTH
1"=300'	APRIL 2018	
DRAWN BY: HF	CHECKED BY JWS	
REVISED 11/7/2018	.	SHEET P–6
WORKED ON 11/7/2018	FILE NAME 20026 LOT 9 AND 11 REZONE 026–MP–AMD–8	

A-1

Vicinity Map / Study Area

Intersection Numbers




Beckner Rd. - Minor Arterial
Assumed Posted Speed Limit = 45 MPH
Minimum Spacing Requirements (NM DOT SAMM, Table 18.C-1):
* Partial Access (right-in, right-out) - 400 ft. (centerline to centerline)
* Full Access - 660 ft. (centerline to centerline)
Driveways below meet the spacing requirements of the NM DOT SAMM.
Calle de Allegria
Proposed Possible Driveway "D" (Full Access) - Roundabout
700'
La Puerta
Proposed Possible Driveway "C" (Full Access)
1,220'
400'
Proposed Possible Driveway "B" (Full Access)
Tract 18 A
(Undetermined Use*)
C-2 Compliant Uses
Tract 18 B-4
(Medical Office)
Existing Driveway "A"
Tract 18 B-1
(Retail Use)
Tract 18 B-5
(Medical Office)
Tract 18 B-3
(Medical Office)
Google Earth
Image © 2023 Airbus
Tract 18A land uses are undetermined at this time. For the purposes of this Traffic Impact Study, residential uses are assumed (330 single family homes). Actual development of Tract 18A will be required to comply with C-2 uses. Any proposed development more intense than 330 single family homes will require an updated Traffic Impact Study.
Additionally, Driveways "B", "C", and "D" above are possible conceptual only. Development of Tract 18A may propose a different access configuration to best serve the particular development layout in the future.

Other Recently Proposed / Approved Developments in Study Area

Legend

Mileposts - 1 Mile Intervals

NMDOT Functional Class

- 1 - Interstate
- 2 - Principal Arterial - Other Freeways or Expressways
- 3 - Principal Arterial - Other
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector

Urban_Area_Boundaries

Governor Miles Rd.

Richards Ave.

Cerrillos Rd.

Beckner Rd.

I-25

Proposed Las Soleras Medical Office Building

NORTH

A-5

Santa Fe
Bikeways & Trails

MULTI-USE PATHS
- Paved - Major
- Paved - Minor
- Paved - Future
- Unpaved - Wide
- Unpaved - Narrow
- Unpaved - Future

ON STREET ROUTES
- Bike Lane/Shoulder
- Bike Lane - Higher Traffic/Speed
- Shared-Lower Traffic/Speed
- Shared-Higher Traffic/Speed
- Unpaved Roadway
- Bicycle / Ped. Underpass
- State Bicycle Route 9
- NM Railrunner Station
- Transit Centers
- Trailhead Parking
- Bike Shops
- Schools
- Library
- Railroad Track
- Santa Fe City Limits
- City Park
- City and County Openspace
- US Forest Service
- NM State Land
- BLM Land

	Bike Shop	Address	Phone
1	Bike N' Sport	504 W. Cordova Rd.	505-820-0809
2	Broken Spoke	1426 Cerrillos Rd.	505-992-3102
3	Butts on Bikes - by appointment only	1929 Arroyo de las Cruces	541-848-9379
4	Chainbreaker Collective	1515 5th St.	505-989-3858
5	Draic Bicycle Repairs & Customs	3684a Lugar de Padilla	505-316-1435
6	Heritage Inspirations Tours & E-Bike Rentals	211 Old Santa Fe Trail	505-984-7909
7	Mellow Velo	132 East Marcy St.	505-955-8356
8	Pedego Electric Bikes Santa Fe	5029 Agua Fria St.	505-474-8398
9	REI	500 Market St. #100	505-982-3557
10	Rob and Charlie's	1632 St. Michaels Drive	505-471-9119
11	Sincere Cycles	411 W Water St. Unit B	505-983-8081
12	Sirius Cycles	2801 Rodeo Rd., Ste. B-8	505-819-7311
13	Sleeping Bear Electric Bikes of Santa Fe	7 Caliente Rd A-3	505-699-8884

	Transit Centers	Service
1	Santa Fe Depot	NM Rail Runner & Bus Connections
2	South Capitol Station	NM Rail Runner & Bus Connections
3	Zia Station	NM Rail Runner & Bus Connections
4	Santa Fe County/NM 599 Station	NM Rail Runner & Bus Connections
5	Lamy Station	Amtrak, Santa Fe Southern R.R.
6	Downtown Sheridan Transit Center	Santa Fe Trails Transit & Connections
7	Santa Fe Place Transit Center (through 2021)	Santa Fe Trails Transit
8	Camino Entrada Transit Center (Opening 2022)	Santa Fe Trails Transit
9	NMDOT Park & Ride Lot	NMDOT Park & Ride
10	Agora Parking Lot, Eldorado	NCRTD 280 Eldorado

Eldorado & Lamy

2021

A-6

DISCLAIMER
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Document Path: O:\MPO Admin\GIS\MapDocs\Bikeways2021.mxd

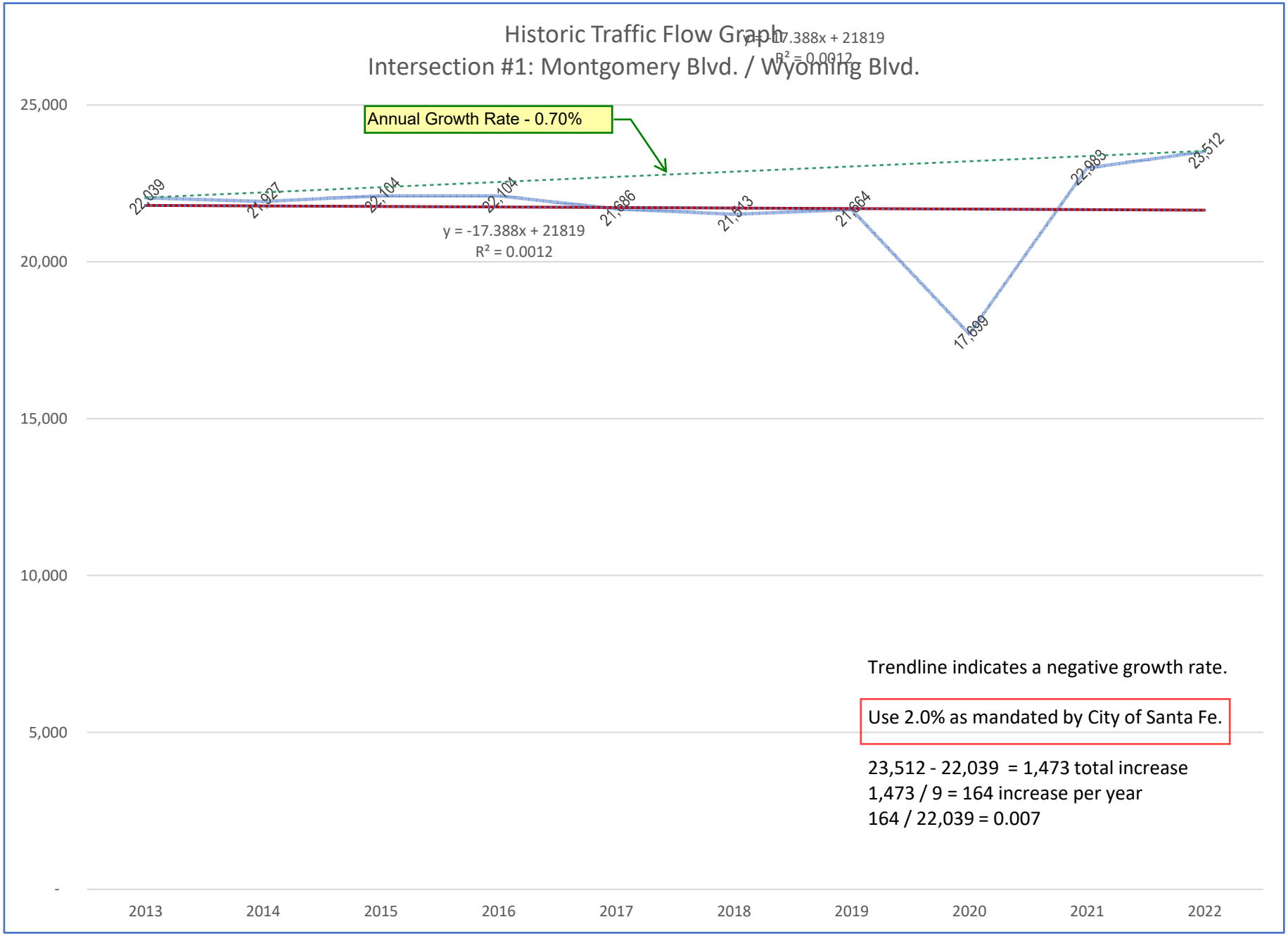
Historic Growth Data Table

[#2023079] - Las Soleras - Lots 19 thru 26

Beckner Rd. / Rail Runner Rd.

Traffic Flows (AWDT) from New Mexico Department of Transportation

COG ID	Location											
Intersection #1:	**Cerrillos Rd. North of Beckner Rd.**											
	Street:	**From:**	**To:**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
N/A	Cerrillos Rd.	Beckner Rd.	Wellness Way	22,039	21,927	22,104	22,104	21,686	21,513	21,664	17,699	22,983	23,512
	Total Intersection Traffic Flows			**22,039**	**21,927**	**22,104**	**22,104**	**21,686**	**21,513**	**21,664**	**17,699**	**22,983**	**23,512**


Historic Traffic Flow Graph
Intersection #1: Montgomery Blvd. / Wyoming Blvd.
y = -17.388x + 21819
R² = 0.0012
Annual Growth Rate - 0.70%
25,000
20,000
15,000
10,000
5,000
-
22,039
21,927
22,104
22,104
21,686
21,513
21,664
17,699
22,988
23,512
y = -17.388x + 21819
R² = 0.0012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Trendline indicates a negative growth rate.
Use 2.0% as mandated by City of Santa Fe.
23,512 - 22,039 = 1,473 total increase
1,473 / 9 = 164 increase per year
164 / 22,039 = 0.007

Las Soleras, Tract 18-A/B (Beckner Rd. / Walking Rain Rd.)

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

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
Tract No.	*DESCRIPTION*		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
18 B-1	Coffee/Donut Shop w/ Drive Thru Window (937)	2.70	1,441	118	114	53	53
18 B-3 / 4 / 5	Medical-Dental Office Building (720)	90.00	3,759	220	59	106	248
18-A	Single-Family Detached Housing (210)	330	3,112	55	166	192	113
	Subtotal		**8,312**	**393**	**339**	**351**	**414**
	Internal Capture Trips			-81	-81	-28	-28
	Net New Trips Generated		**8,312**	**312**	**258**	**323**	**386**
	Apportionment of internal capture trips:						
	Percentage of Internal Capture Trips			-20.61%	-23.89%	-7.98%	-6.76%
	Coffee/Donut Shop w/ Drive Thru Window (937) - Internal Capture			(24)	(27)	(4)	(4)
	Medical-Dental Office Building (720) - Internal Capture			(45)	(14)	(8)	(17)
	Single-Family Detached Housing (210) - Internal Capture			(11)	(40)	(15)	(8)
	Net External Trips:						
	Coffee/Donut Shop w/ Drive Thru Window (937)			94	87	49	49
	Medical-Dental Office Building (720)			175	45	98	231
	Single-Family Detached Housing (210)			44	126	177	105

Las Soleras, Tract 18-A/B (Beckner Rd. / Walking Rain Rd.)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Coffee/Donut Shop w/ Drive Thru Window (937)	*2.70*	1,441	118	114	53	53
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = ***533.57*** **(X) +** ***0***
50% Enter, ***50%*** Exit

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

T = ***85.88*** **(X) +** ***0***
51% Enter, ***49%*** Exit

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

T = ***38.99*** **(X) +** ***0***
50% Enter, ***50%*** Exit

Comments:

18 B-1

Based on ITE Trip Generation Manual - 11th Edition

Las Soleras, Tract 18-A/B (Beckner Rd. / Walking Rain Rd.)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Medical-Dental Office Building (720)	***90.00***	3,759	220	59	106	248
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = ***42.97*** **(X) +** ***-108.01***

50% Enter, ***50%*** Exit

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

T = ***3.1*** **(X) +** ***0***

79% Enter, ***21%*** Exit

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

T = ***3.93*** **(X) +** ***0***

30% Enter, ***70%*** Exit

Comments:

18 B-3 / 4 / 5

Based on ITE Trip Generation Manual - 11th Edition

Las Soleras, Tract 18-A/B (Beckner Rd. / Walking Rain Rd.)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Single-Family Detached Housing (210)	***330***	3,112	55	166	192	113
	Dwelling Units					

ITE Trip Generation Equations:

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

T = ***9.43*** **(X) +** ***0***

50% Enter, ***50%*** Exit

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

Ln(T) = ***0.91*** **Ln(X) +** ***0.12***

25% Enter, ***75%*** Exit

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

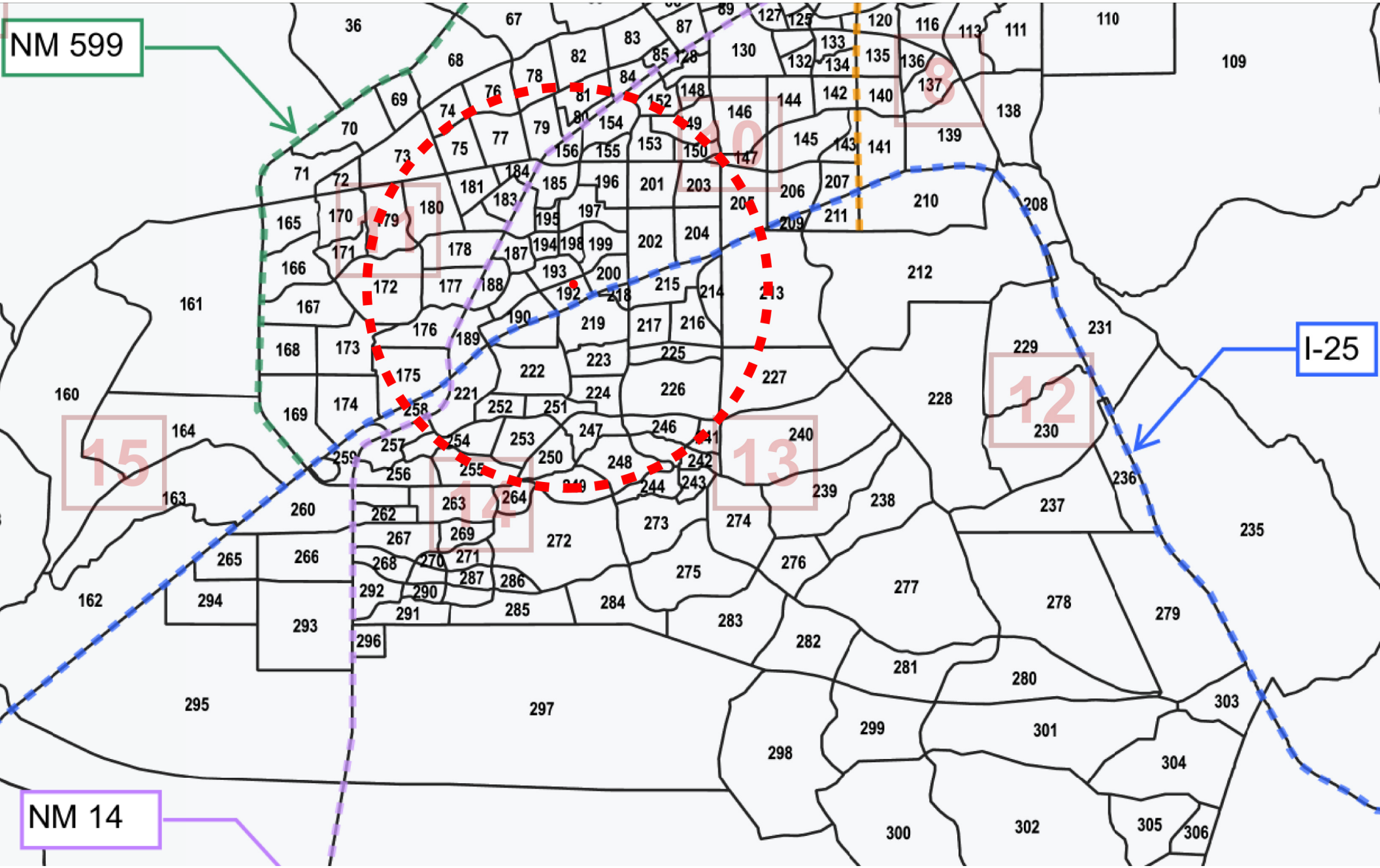
Ln(T) = ***0.94*** **Ln(X) +** ***0.27***

63% Enter, ***37%*** Exit

Comments:

18-A

Based on ITE Trip Generation Manual - 11th Edition


NM 599
I-25
NM 14
15
14
13
12
11
10
9
8

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

TAZ Population Data for determination of Local Trip Distribution for Proposed **Commercial Trips**

2015 and 2040 Data Taken from Santa Fe MPO
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Santa Fe Metropolitan Planning Area

							(HW) Herrera Dr. West			(CN) Cerrillos Rd. North			(LSN) Las Soleras North			(RRN) Ral Runner North		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2025**														
Boundary Specified on DASZ Map																		
73	30%	942	992	961	288	**2.56%**	0%	0.00%	0	**100%**	2.56%	288	0%	0.00%	0	0%	0.00%	0
75	100%	310	478	373	373	**3.32%**	0%	0.00%	0	**100%**	3.32%	373	0%	0.00%	0	0%	0.00%	0
77	100%	879	1096	960	960	**8.54%**	0%	0.00%	0	**100%**	8.54%	960	0%	0.00%	0	0%	0.00%	0
79	100%	238	370	288	288	**2.56%**	0%	0.00%	0	**100%**	2.56%	288	0%	0.00%	0	0%	0.00%	0
80	100%	176	229	196	196	**1.74%**	0%	0.00%	0	**100%**	1.74%	196	0%	0.00%	0	0%	0.00%	0
81	70%	584	699	627	439	**3.91%**	0%	0.00%	0	**100%**	3.91%	439	0%	0.00%	0	0%	0.00%	0
150	90%	142	142	142	128	**1.14%**	0%	0.00%	0	**90%**	1.02%	115	0%	0.00%	0	0%	0.00%	0
153	100%	82	82	82	82	**0.73%**	0%	0.00%	0	**90%**	0.66%	74	0%	0.00%	0	0%	0.00%	0
154	100%	401	416	407	407	**3.62%**	0%	0.00%	0	**90%**	3.26%	366	0%	0.00%	0	0%	0.00%	0
155	100%	268	276	271	271	**2.41%**	0%	0.00%	0	**90%**	2.17%	244	0%	0.00%	0	0%	0.00%	0
156	100%	0	0	0	0	**0.00%**	0%	0.00%	0	**90%**	0.00%	0	0%	0.00%	0	0%	0.00%	0
172	70%	226	2107	931	652	**5.80%**	**30%**	1.74%	196	**70%**	4.06%	456	0%	0.00%	0	0%	0.00%	0
175	80%	222	320	259	207	**1.84%**	**100%**	1.84%	207	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
176	100%	171	765	394	394	**3.51%**	**30%**	1.05%	118	**70%**	2.45%	276	0%	0.00%	0	0%	0.00%	0
177	100%	0	400	150	150	**1.33%**	0%	0.00%	0	**100%**	1.33%	150	0%	0.00%	0	0%	0.00%	0
178	100%	953	1148	1,026	1,026	**9.13%**	0%	0.00%	0	**100%**	9.13%	1,026	0%	0.00%	0	0%	0.00%	0
179	100%	522	522	522	522	**4.64%**	0%	0.00%	0	**100%**	4.64%	522	0%	0.00%	0	0%	0.00%	0
180	60%	290	290	290	174	**1.55%**	0%	0.00%	0	**60%**	0.93%	104	0%	0.00%	0	**40%**	0.62%	70
181	100%	417	417	417	417	**3.71%**	0%	0.00%	0	**60%**	2.23%	250	0%	0.00%	0	**40%**	1.48%	167
182	100%	0	0	0	0	**0.00%**	0%	0.00%	0	**60%**	0.00%	0	0%	0.00%	0	**40%**	0.00%	0
183	100%	0	0	0	0	**0.00%**	0%	0.00%	0	**60%**	0.00%	0	0%	0.00%	0	**40%**	0.00%	0
184	100%	0	0	0	0	**0.00%**	0%	0.00%	0	**60%**	0.00%	0	0%	0.00%	0	**40%**	0.00%	0
185	100%	28	225	102	102	**0.91%**	0%	0.00%	0	**60%**	0.54%	61	0%	0.00%	0	**40%**	0.36%	41
186	100%	0	0	0	0	**0.00%**	0%	0.00%	0	**60%**	0.00%	0	0%	0.00%	0	**40%**	0.00%	0
187	100%	0	140	53	53	**0.47%**	0%	0.00%	0	**60%**	0.28%	32	0%	0.00%	0	**40%**	0.19%	21
188	100%	7	7	7	7	**0.06%**	0%	0.00%	0	**60%**	0.04%	4	0%	0.00%	0	**40%**	0.02%	3
189	100%	0	0	0	0	**0.00%**	0%	0.00%	0	**60%**	0.00%	0	0%	0.00%	0	**40%**	0.00%	0
190	100%	0	0	0	0	**0.00%**	0%	0.00%	0	**100%**	0.00%	0	0%	0.00%	0	0%	0.00%	0
191	100%	0	400	150	150	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	1.33%	150
192	100%	0	50	19	19	**0.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.17%	19
193	100%	0	350	131	131	**1.17%**	0%	0.00%	0	0%	0.00%	0	**50%**	0.58%	66	**50%**	0.58%	66
194	100%	0	30	11	11	**0.10%**	0%	0.00%	0	**40%**	0.04%	4	0%	0.00%	0	**60%**	0.06%	7
195	100%	45	58	50	50	**0.44%**	0%	0.00%	0	**40%**	0.18%	20	0%	0.00%	0	**60%**	0.27%	30
196	100%	131	172	146	146	**1.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**40%**	0.52%	58
197	100%	228	274	245	245	**2.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**40%**	0.87%	98
198	100%	350	497	405	405	**3.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**80%**	2.88%	324
199	100%	0	450	169	169	**1.50%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.75%	85
200	100%	0	200	75	75	**0.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
201	100%	543	544	543	543	**4.83%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**40%**	1.93%	217
202	100%	85	119	98	98	**0.87%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
203	100%	386	386	386	386	**3.43%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**20%**	0.69%	77
204	100%	245	272	255	255	**2.27%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**20%**	0.45%	51
205	60%	388	438	407	244	**2.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**20%**	0.43%	49
213	50%	251	251	251	126	**1.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
215	100%	0	172	65	65	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

TAZ Population Data for determination of Local Trip Distribution for Proposed **Commercial Trips**

2015 and 2040 Data Taken from Santa Fe MPO
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Santa Fe Metropolitan Planning Area

							(HW) Herrera Dr. West			(CN) Cerrillos Rd. North			(LSN) Las Soleras North			(RRN) Ral Runner North		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2025**														
Boundary Specified on DASZ Map																		
217	100%	60	260	135	135	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
218	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
219	100%	31	101	57	57	**0.51%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
221	100%	5	126	50	50	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
222	100%	34	64	45	45	**0.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
223	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
224	100%	0	13	5	5	**0.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
225	100%	20	270	114	114	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
226	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
227	20%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
241	30%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
246	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
247	100%	110	110	110	110	**0.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
248	100%	59	59	59	59	**0.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
249	100%	61	61	61	61	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
250	100%	65	65	65	65	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
251	100%	59	159	97	97	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
252	100%	0	163	61	61	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
253	100%	27	100	54	54	**0.48%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
254	100%	4	150	59	59	**0.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
255	20%	21	169	77	15	**0.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
258	50%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				12,913	11,241	100.00%			**521**			**6,250**			**66**			**1,531**
									4.63%			55.60%			0.58%			13.62%

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

TAZ Population Data for determination of Local Trip Distribution for Proposed **Commercial Trips**

2015 and 2040 Data Taken from Santa Fe MPO
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Santa Fe Metropolitan Planning Area

							(WRN) Walking Rain North			(RN) Richards Ave. North			(BE) Beckner Rd. East			(RS) Richards Ave. South		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2025**														
Boundary Specified on DASZ Map																		
73	30%	942	992	961	288	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
75	100%	310	478	373	373	**3.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
77	100%	879	1096	960	960	**8.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
79	100%	238	370	288	288	**2.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
80	100%	176	229	196	196	**1.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
81	70%	584	699	627	439	**3.91%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
150	90%	142	142	142	128	**1.14%**	0%	0.00%	0	**10%**	0.11%	13	0%	0.00%	0	0%	0.00%	0
153	100%	82	82	82	82	**0.73%**	0%	0.00%	0	**10%**	0.07%	8	0%	0.00%	0	0%	0.00%	0
154	100%	401	416	407	407	**3.62%**	0%	0.00%	0	**10%**	0.36%	41	0%	0.00%	0	0%	0.00%	0
155	100%	268	276	271	271	**2.41%**	0%	0.00%	0	**10%**	0.24%	27	0%	0.00%	0	0%	0.00%	0
156	100%	0	0	0	0	**0.00%**	0%	0.00%	0	**10%**	0.00%	0	0%	0.00%	0	0%	0.00%	0
172	70%	226	2107	931	652	**5.80%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
175	80%	222	320	259	207	**1.84%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
176	100%	171	765	394	394	**3.51%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
177	100%	0	400	150	150	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
178	100%	953	1148	1,026	1,026	**9.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
179	100%	522	522	522	522	**4.64%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
180	60%	290	290	290	174	**1.55%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
181	100%	417	417	417	417	**3.71%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
182	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
183	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
184	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
185	100%	28	225	102	102	**0.91%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
186	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
187	100%	0	140	53	53	**0.47%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
188	100%	7	7	7	7	**0.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
189	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
190	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
191	100%	0	400	150	150	**1.33%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
192	100%	0	50	19	19	**0.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
193	100%	0	350	131	131	**1.17%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
194	100%	0	30	11	11	**0.10%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
195	100%	45	58	50	50	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
196	100%	131	172	146	146	**1.30%**	0%	0.00%	0	**60%**	0.78%	88	0%	0.00%	0	0%	0.00%	0
197	100%	228	274	245	245	**2.18%**	0%	0.00%	0	**60%**	1.31%	147	0%	0.00%	0	0%	0.00%	0
198	100%	350	497	405	405	**3.60%**	**20%**	0.72%	81	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
199	100%	0	450	169	169	**1.50%**	**50%**	0.75%	85	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
200	100%	0	200	75	75	**0.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.67%	75
201	100%	543	544	543	543	**4.83%**	0%	0.00%	0	**60%**	2.90%	326	0%	0.00%	0	0%	0.00%	0
202	100%	85	119	98	98	**0.87%**	0%	0.00%	0	**20%**	0.17%	20	**50%**	0.44%	49	**30%**	0.26%	29
203	100%	386	386	386	386	**3.43%**	0%	0.00%	0	**80%**	2.75%	309	0%	0.00%	0	0%	0.00%	0
204	100%	245	272	255	255	**2.27%**	0%	0.00%	0	**80%**	1.81%	204	0%	0.00%	0	0%	0.00%	0
205	60%	388	438	407	244	**2.17%**	0%	0.00%	0	**80%**	1.74%	195	0%	0.00%	0	0%	0.00%	0
213	50%	251	251	251	126	**1.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	1.12%	126
215	100%	0	172	65	65	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.58%	65

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

TAZ Population Data for determination of Local Trip Distribution for Proposed **Commercial Trips**

2015 and 2040 Data Taken from Santa Fe MPO
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Santa Fe Metropolitan Planning Area

							(WRN) Walking Rain North			(RN) Richards Ave. North			(BE) Beckner Rd. East			(RS) Richards Ave. South		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2025**														
Boundary Specified on DASZ Map																		
217	100%	60	260	135	135	**1.20%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	1.20%	135
218	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0
219	100%	31	101	57	57	**0.51%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.51%	57
221	100%	5	126	50	50	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.22%	25
222	100%	34	64	45	45	**0.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.20%	23
223	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0
224	100%	0	13	5	5	**0.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.04%	5
225	100%	20	270	114	114	**1.01%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	1.01%	114
226	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0
227	20%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0
241	30%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0
246	100%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.00%	0
247	100%	110	110	110	110	**0.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.98%	110
248	100%	59	59	59	59	**0.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**100%**	0.52%	59
249	100%	61	61	61	61	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.27%	31
250	100%	65	65	65	65	**0.58%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.29%	33
251	100%	59	159	97	97	**0.86%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.43%	49
252	100%	0	163	61	61	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**30%**	0.16%	18
253	100%	27	100	54	54	**0.48%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**50%**	0.24%	27
254	100%	4	150	59	59	**0.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
255	20%	21	169	77	15	**0.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
258	50%	0	0	0	0	**0.00%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				12,913	11,241	100.00%			**166**			**1,377**			**49**			**980**
									1.47%			12.25%			0.44%			8.72%

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

TAZ Population Data for determination of Local Trip Distribution for Proposed **Commercial Trips**

2015 and 2040 Data Taken from Santa Fe MPO
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Santa Fe Metropolitan Planning Area

							(CS) Cerrillos Rd. South		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2025**					
Boundary Specified on DASZ Map									
73	30%	942	992	961	288	**2.56%**	0%	0.00%	0
75	100%	310	478	373	373	**3.32%**	0%	0.00%	0
77	100%	879	1096	960	960	**8.54%**	0%	0.00%	0
79	100%	238	370	288	288	**2.56%**	0%	0.00%	0
80	100%	176	229	196	196	**1.74%**	0%	0.00%	0
81	70%	584	699	627	439	**3.91%**	0%	0.00%	0
150	90%	142	142	142	128	**1.14%**	0%	0.00%	0
153	100%	82	82	82	82	**0.73%**	0%	0.00%	0
154	100%	401	416	407	407	**3.62%**	0%	0.00%	0
155	100%	268	276	271	271	**2.41%**	0%	0.00%	0
156	100%	0	0	0	0	**0.00%**	0%	0.00%	0
172	70%	226	2107	931	652	**5.80%**	0%	0.00%	0
175	80%	222	320	259	207	**1.84%**	0%	0.00%	0
176	100%	171	765	394	394	**3.51%**	0%	0.00%	0
177	100%	0	400	150	150	**1.33%**	0%	0.00%	0
178	100%	953	1148	1,026	1,026	**9.13%**	0%	0.00%	0
179	100%	522	522	522	522	**4.64%**	0%	0.00%	0
180	60%	290	290	290	174	**1.55%**	0%	0.00%	0
181	100%	417	417	417	417	**3.71%**	0%	0.00%	0
182	100%	0	0	0	0	**0.00%**	0%	0.00%	0
183	100%	0	0	0	0	**0.00%**	0%	0.00%	0
184	100%	0	0	0	0	**0.00%**	0%	0.00%	0
185	100%	28	225	102	102	**0.91%**	0%	0.00%	0
186	100%	0	0	0	0	**0.00%**	0%	0.00%	0
187	100%	0	140	53	53	**0.47%**	0%	0.00%	0
188	100%	7	7	7	7	**0.06%**	0%	0.00%	0
189	100%	0	0	0	0	**0.00%**	0%	0.00%	0
190	100%	0	0	0	0	**0.00%**	0%	0.00%	0
191	100%	0	400	150	150	**1.33%**	0%	0.00%	0
192	100%	0	50	19	19	**0.17%**	0%	0.00%	0
193	100%	0	350	131	131	**1.17%**	0%	0.00%	0
194	100%	0	30	11	11	**0.10%**	0%	0.00%	0
195	100%	45	58	50	50	**0.44%**	0%	0.00%	0
196	100%	131	172	146	146	**1.30%**	0%	0.00%	0
197	100%	228	274	245	245	**2.18%**	0%	0.00%	0
198	100%	350	497	405	405	**3.60%**	0%	0.00%	0
199	100%	0	450	169	169	**1.50%**	0%	0.00%	0
200	100%	0	200	75	75	**0.67%**	0%	0.00%	0
201	100%	543	544	543	543	**4.83%**	0%	0.00%	0
202	100%	85	119	98	98	**0.87%**	0%	0.00%	0
203	100%	386	386	386	386	**3.43%**	0%	0.00%	0
204	100%	245	272	255	255	**2.27%**	0%	0.00%	0
205	60%	388	438	407	244	**2.17%**	0%	0.00%	0
213	50%	251	251	251	126	**1.12%**	0%	0.00%	0
215	100%	0	172	65	65	**0.58%**	0%	0.00%	0

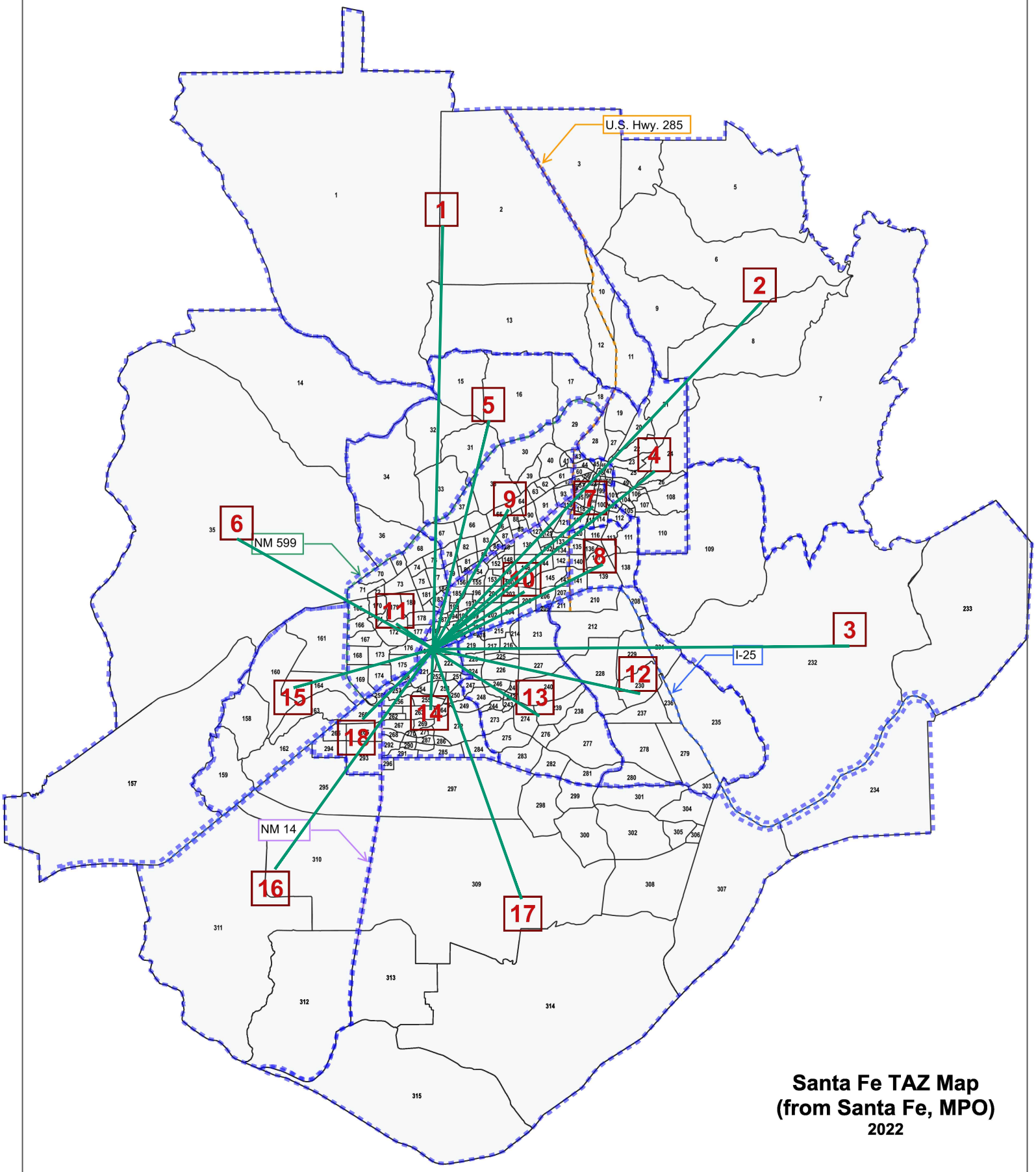
Trip Distribution Table

Las Soleras, Tracts 18A & 18B

TAZ Population Data for determination of Local Trip Distribution for Proposed **Commercial Trips**

2015 and 2040 Data Taken from Santa Fe MPO
2040 Socioeconomic Forecasts by Data Analysis Subzones for the Santa Fe Metropolitan Planning Area

							(CS) Cerrillos Rd. South		
DASZ #	% Sub Area in Study	2016 Population	2040 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population
		2016	**2040**	**2025**					
Boundary Specified on DASZ Map									
217	100%	60	260	135	135	**1.20%**	0%	0.00%	0
218	100%	0	0	0	0	**0.00%**	0%	0.00%	0
219	100%	31	101	57	57	**0.51%**	0%	0.00%	0
221	100%	5	126	50	50	**0.44%**	**50%**	0.22%	25
222	100%	34	64	45	45	**0.40%**	**50%**	0.20%	23
223	100%	0	0	0	0	**0.00%**	0%	0.00%	0
224	100%	0	13	5	5	**0.04%**	0%	0.00%	0
225	100%	20	270	114	114	**1.01%**	0%	0.00%	0
226	100%	0	0	0	0	**0.00%**	0%	0.00%	0
227	20%	0	0	0	0	**0.00%**	0%	0.00%	0
241	30%	0	0	0	0	**0.00%**	0%	0.00%	0
246	100%	0	0	0	0	**0.00%**	0%	0.00%	0
247	100%	110	110	110	110	**0.98%**	0%	0.00%	0
248	100%	59	59	59	59	**0.52%**	0%	0.00%	0
249	100%	61	61	61	61	**0.54%**	**50%**	0.27%	31
250	100%	65	65	65	65	**0.58%**	**50%**	0.29%	33
251	100%	59	159	97	97	**0.86%**	**50%**	0.43%	49
252	100%	0	163	61	61	**0.54%**	**70%**	0.38%	43
253	100%	27	100	54	54	**0.48%**	**50%**	0.24%	27
254	100%	4	150	59	59	**0.52%**	**100%**	0.52%	59
255	20%	21	169	77	15	**0.13%**	**100%**	0.13%	15
258	50%	0	0	0	0	**0.00%**	**100%**	0.00%	0
				12,913	11,241	100.00%			**303**
									2.69%



Santa Fe TAZ Map
(from Santa Fe, MPO)
2022

Las Soleras, Tracts 18A & 18B
TAZ Map

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Office Development Trips**

20165and 2040 Data Taken from Santa Fe MPO 2040 Data Set

Socioeconomic Forecasts by Subareas for Santa Fe

									(HW) Herrera Dr. West			(CN) Cerrillos Rd. North			(LSN) Las Soleras North		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2040**	**2025**													
1	100%	1,199	1,249	1,219	1,219	13.1	**93**	**0.61%**	0%	0.00%	0	80%	0.49%	74	0%	0.00%	0
2	100%	1,168	1,188	1,176	1,176	14.9	**79**	**0.52%**	0%	0.00%	0	50%	0.26%	39	0%	0.00%	0
3	100%	1,102	1,102	1,102	1,102	12.8	**86**	**0.56%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	5,960	5,960	5,960	5,960	9.3	**641**	**4.19%**	0%	0.00%	0	100%	4.19%	641	0%	0.00%	0
5	100%	1,731	2,212	1,923	1,923	7.8	**247**	**1.61%**	0%	0.00%	0	100%	1.61%	247	0%	0.00%	0
6	100%	579	779	659	659	6.3	**105**	**0.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	4,544	4,544	4,544	4,544	7.4	**614**	**4.02%**	0%	0.00%	0	100%	4.02%	614	0%	0.00%	0
8	100%	2,698	2,718	2,706	2,706	6.6	**410**	**2.68%**	0%	0.00%	0	50%	1.34%	205	0%	0.00%	0
9	100%	9,308	10,261	9,689	9,689	16.5	**587**	**3.84%**	0%	0.00%	0	100%	3.84%	587	0%	0.00%	0
10	100%	10,181	12,525	11,119	11,119	4.2	**2,647**	**17.33%**	0%	0.00%	0	45%	7.80%	1,191	0%	0.00%	0
11	100%	8,371	14,219	10,710	10,710	1.6	**6,694**	**43.82%**	30%	13.15%	2,008	70%	30.67%	4,686	0%	0.00%	0
12	100%	1,175	1,300	1,225	1,225	6.8	**180**	**1.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	1,339	2,487	1,798	1,798	4	**450**	**2.94%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	654	2,100	1,232	1,232	1.2	**1,027**	**6.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	1,211	1,281	1,239	1,239	3.3	**375**	**2.46%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	612	612	612	612	6.7	**91**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	4,362	4,535	4,431	4,431	7.2	**615**	**4.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	490	690	570	570	1.7	**335**	**2.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		56,684	69,762	61,915	61,915		**15,277**	**100.00%**		13.15%	**2,008**		54.23%	**8,285**		0.00%	**0**
											13.15%			54.23%			0.00%

* - Subarea in which the site it located.

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Office Development Trips**

20165and 2040 Data Taken from Santa Fe MPO 2040 Data Set

Socioeconomic Forecasts by Subareas for Santa Fe

									(RRN) Ral Runner North			(WRN) Walking Rain North			(RN) Richards Ave. North		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2040**	**2025**													
1	100%	1,199	1,249	1,219	1,219	13.1	**93**	**0.61%**	0%	0.00%	0	0%	0.00%	0	20%	0.12%	19
2	100%	1,168	1,188	1,176	1,176	14.9	**79**	**0.52%**	0%	0.00%	0	0%	0.00%	0	50%	0.26%	39
3	100%	1,102	1,102	1,102	1,102	12.8	**86**	**0.56%**	0%	0.00%	0	0%	0.00%	0	70%	0.39%	60
4	100%	5,960	5,960	5,960	5,960	9.3	**641**	**4.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	1,731	2,212	1,923	1,923	7.8	**247**	**1.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	579	779	659	659	6.3	**105**	**0.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	4,544	4,544	4,544	4,544	7.4	**614**	**4.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	2,698	2,718	2,706	2,706	6.6	**410**	**2.68%**	0%	0.00%	0	0%	0.00%	0	50%	1.34%	205
9	100%	9,308	10,261	9,689	9,689	16.5	**587**	**3.84%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	10,181	12,525	11,119	11,119	4.2	**2,647**	**17.33%**	0%	0.00%	0	5%	0.87%	132	45%	7.80%	1,191
11	100%	8,371	14,219	10,710	10,710	1.6	**6,694**	**43.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	1,175	1,300	1,225	1,225	6.8	**180**	**1.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	1,339	2,487	1,798	1,798	4	**450**	**2.94%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	654	2,100	1,232	1,232	1.2	**1,027**	**6.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	1,211	1,281	1,239	1,239	3.3	**375**	**2.46%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	612	612	612	612	6.7	**91**	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	4,362	4,535	4,431	4,431	7.2	**615**	**4.03%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	490	690	570	570	1.7	**335**	**2.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		56,684	69,762	61,915	61,915		**15,277**	**100.00%**		0.00%	**0**		0.87%	**132**		9.91%	**1,515**
											0.00%			0.87%			9.91%

* - Subarea in which the site it located.

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

Sub Area Employment Data:

For determination of Trip Distribution for Proposed **Office Development Trips**

20165and 2040 Data Taken from Santa Fe MPO 2040 Data Set

Socioeconomic Forecasts by Subareas for Santa Fe

									(BE) Beckner Rd. East			(RS) Richards Ave. South			(CS) Cerrillos Rd. South		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2040**	**2025**													
1	100%	1,199	1,249	1,219	1,219	13.1	**93**	**0.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	1,168	1,188	1,176	1,176	14.9	**79**	**0.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,102	1,102	1,102	1,102	12.8	**86**	**0.56%**	0%	0.00%	0	0%	0.00%	0	30%	0.17%	26
4	100%	5,960	5,960	5,960	5,960	9.3	**641**	**4.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	1,731	2,212	1,923	1,923	7.8	**247**	**1.61%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	579	779	659	659	6.3	**105**	**0.68%**	0%	0.00%	0	0%	0.00%	0	100%	0.68%	105
7	100%	4,544	4,544	4,544	4,544	7.4	**614**	**4.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	2,698	2,718	2,706	2,706	6.6	**410**	**2.68%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	9,308	10,261	9,689	9,689	16.5	**587**	**3.84%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	10,181	12,525	11,119	11,119	4.2	**2,647**	**17.33%**	5%	0.87%	132	0%	0.00%	0	0%	0.00%	0
11	100%	8,371	14,219	10,710	10,710	1.6	**6,694**	**43.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	1,175	1,300	1,225	1,225	6.8	**180**	**1.18%**	0%	0.00%	0	30%	0.35%	54	70%	0.83%	126
13	100%	1,339	2,487	1,798	1,798	4	**450**	**2.94%**	0%	0.00%	0	50%	1.47%	225	50%	1.47%	225
14	100%	654	2,100	1,232	1,232	1.2	**1,027**	**6.72%**	0%	0.00%	0	30%	2.02%	308	70%	4.71%	719
15	100%	1,211	1,281	1,239	1,239	3.3	**375**	**2.46%**	0%	0.00%	0	0%	0.00%	0	100%	2.46%	375
16	100%	612	612	612	612	6.7	**91**	**0.60%**	0%	0.00%	0	50%	0.30%	46	50%	0.30%	46
17	100%	4,362	4,535	4,431	4,431	7.2	**615**	**4.03%**	0%	0.00%	0	0%	0.00%	0	100%	4.03%	615
18	100%	490	690	570	570	1.7	**335**	**2.19%**	0%	0.00%	0	0%	0.00%	0	100%	2.19%	335
		56,684	69,762	61,915	61,915		**15,277**	**100.00%**		0.87%	**132**		4.14%	**633**		16.84%	**2,572**
											0.87%			4.14%			16.84%

* - Subarea in which the site it located.

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

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

20165and 2040 Data Taken from Santa Fe MPO 2040 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

									(HW) Herrera Dr. West			(CN) Cerrillos Rd. North			(LSN) Las Soleras North		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2040**	**2025**													
1	100%	508	510	509	509	13.1	**39**	**0.32%**	0%	0.00%	0	80%	0.25%	31	0%	0.00%	0
2	100%	553	556	554	554	14.9	**37**	**0.30%**	0%	0.00%	0	50%	0.15%	19	0%	0.00%	0
3	100%	101	101	101	101	12.8	**8**	**0.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	9.3	**223**	**1.82%**	0%	0.00%	0	100%	1.82%	223	0%	0.00%	0
5	100%	476	574	515	515	7.8	**66**	**0.54%**	0%	0.00%	0	100%	0.54%	66	0%	0.00%	0
6	100%	259	463	341	341	6.3	**54**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	19,795	19,795	19,795	19,795	7.4	**2,675**	**21.79%**	0%	0.00%	0	100%	21.79%	2,675	0%	0.00%	0
8	100%	5,579	5,582	5,580	5,580	6.6	**845**	**6.89%**	0%	0.00%	0	50%	3.44%	423	0%	0.00%	0
9	100%	6,135	6,284	6,195	6,195	16.5	**375**	**3.06%**	0%	0.00%	0	100%	3.06%	375	0%	0.00%	0
10	100%	12,895	17,616	14,783	14,783	4.2	**3,520**	**28.67%**	0%	0.00%	0	45%	12.90%	1,584	0%	0.00%	0
11	100%	2,719	5,714	3,917	3,917	1.6	**2,448**	**19.94%**	30%	5.98%	734	70%	13.96%	1,714	0%	0.00%	0
12	100%	540	641	580	580	6.8	**85**	**0.70%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	555	870	681	681	4	**170**	**1.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	1,164	1,613	1,344	1,344	1.2	**1,120**	**9.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	265	1,651	819	819	3.3	**248**	**2.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	91	91	91	91	6.7	**14**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	1,452	1,630	1,523	1,523	7.2	**212**	**1.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	197	296	237	237	1.7	**139**	**1.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		55,358	66,061	59,639	59,639		**12,279**	**100.00%**		5.98%	**734**		57.90%	**7,110**		0.00%	**0**
											5.98%			57.90%			0.00%

* - Subarea in which the site it located.

Trip Distribution Table

Las Soleras, Tracts 18A & 18B

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

20165and 2040 Data Taken from Santa Fe MPO 2040 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

									(RRN) Ral Runner North			(WRN) Walking Rain North			(RN) Richards Ave. North		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2040**	**2025**													
1	100%	508	510	509	509	13.1	**39**	**0.32%**	0%	0.00%	0	0%	0.00%	0	20%	0.06%	8
2	100%	553	556	554	554	14.9	**37**	**0.30%**	0%	0.00%	0	0%	0.00%	0	50%	0.15%	19
3	100%	101	101	101	101	12.8	**8**	**0.06%**	0%	0.00%	0	0%	0.00%	0	70%	0.04%	6
4	100%	2,074	2,074	2,074	2,074	9.3	**223**	**1.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	476	574	515	515	7.8	**66**	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	259	463	341	341	6.3	**54**	**0.44%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	19,795	19,795	19,795	19,795	7.4	**2,675**	**21.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	5,579	5,582	5,580	5,580	6.6	**845**	**6.89%**	0%	0.00%	0	0%	0.00%	0	50%	3.44%	423
9	100%	6,135	6,284	6,195	6,195	16.5	**375**	**3.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	12,895	17,616	14,783	14,783	4.2	**3,520**	**28.67%**	0%	0.00%	0	5%	1.43%	176	45%	12.90%	1,584
11	100%	2,719	5,714	3,917	3,917	1.6	**2,448**	**19.94%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	540	641	580	580	6.8	**85**	**0.70%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	555	870	681	681	4	**170**	**1.39%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	1,164	1,613	1,344	1,344	1.2	**1,120**	**9.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	265	1,651	819	819	3.3	**248**	**2.02%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	91	91	91	91	6.7	**14**	**0.11%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	1,452	1,630	1,523	1,523	7.2	**212**	**1.72%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	197	296	237	237	1.7	**139**	**1.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		55,358	66,061	59,639	59,639		**12,279**	**100.00%**		0.00%	**0**		1.43%	**176**		16.60%	**2,039**
											0.00%			1.43%			16.60%

* - Subarea in which the site it located.

Trip Distribution Table

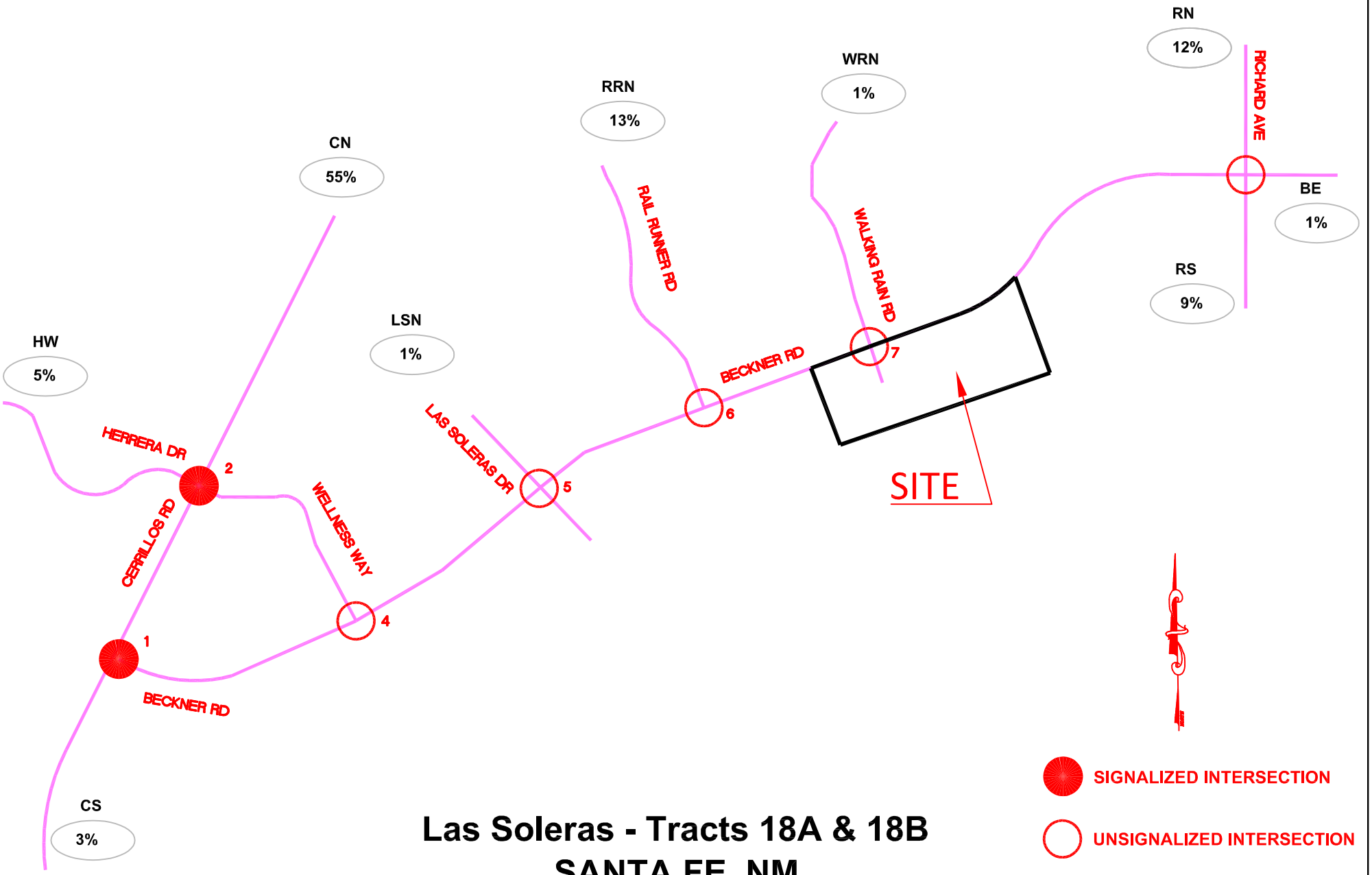
Las Soleras, Tracts 18A & 18B

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

20165and 2040 Data Taken from Santa Fe MPO 2040 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

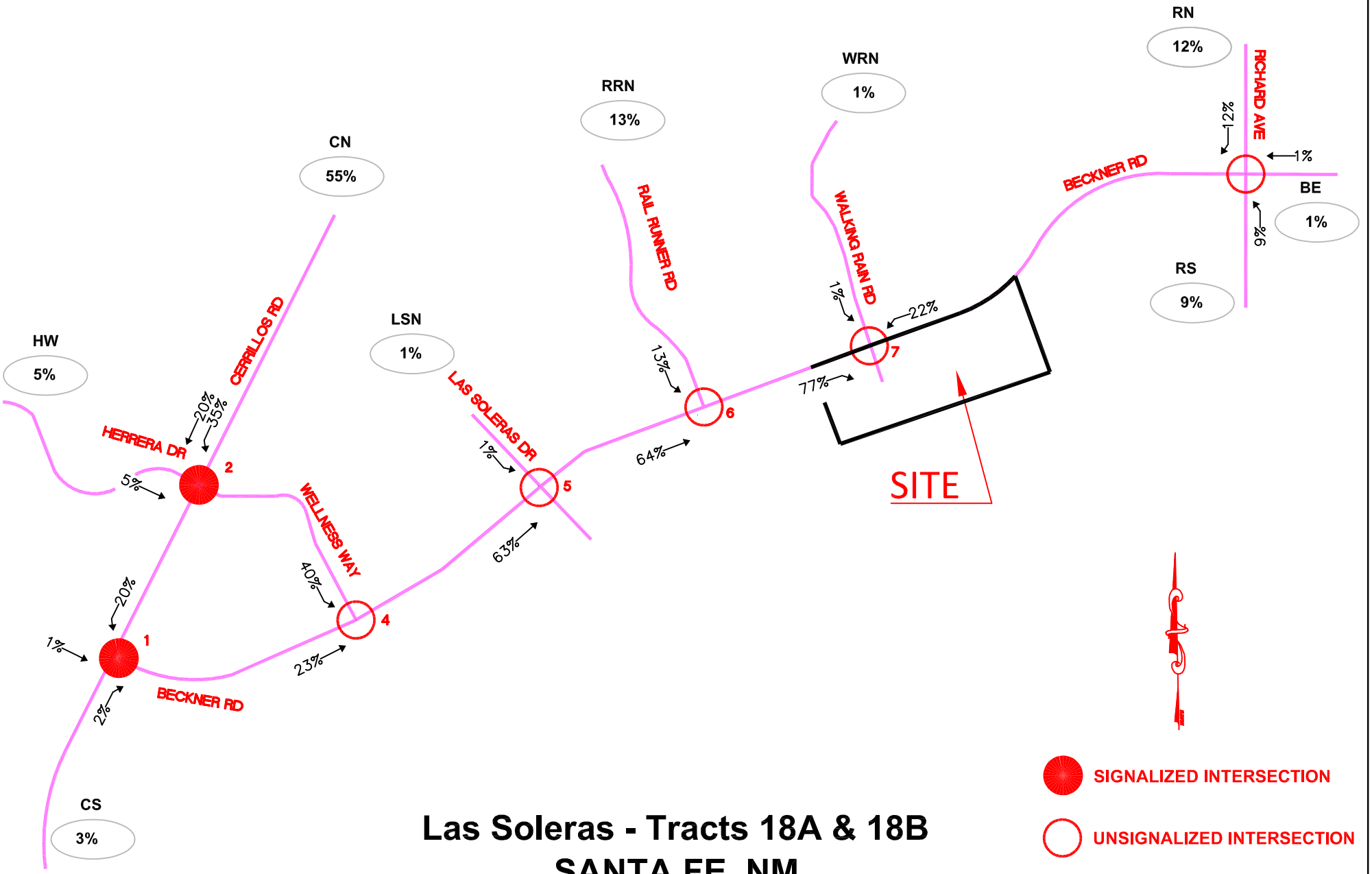
									(BE) Beckner Rd. East			(RS) Richards Ave. South			(CS) Cerrillos Rd. South		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2040 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	**% Employment / Distance**	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	**2040**	**2025**													
1	100%	508	510	509	509	13.1	**39**	**0.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	553	556	554	554	14.9	**37**	**0.30%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	101	101	101	101	12.8	**8**	**0.06%**	0%	0.00%	0	0%	0.00%	0	30%	0.02%	2
4	100%	2,074	2,074	2,074	2,074	9.3	**223**	**1.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	476	574	515	515	7.8	**66**	**0.54%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	259	463	341	341	6.3	**54**	**0.44%**	0%	0.00%	0	0%	0.00%	0	100%	0.44%	54
7	100%	19,795	19,795	19,795	19,795	7.4	**2,675**	**21.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	5,579	5,582	5,580	5,580	6.6	**845**	**6.89%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	6,135	6,284	6,195	6,195	16.5	**375**	**3.06%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	12,895	17,616	14,783	14,783	4.2	**3,520**	**28.67%**	5%	1.43%	176	0%	0.00%	0	0%	0.00%	0
11	100%	2,719	5,714	3,917	3,917	1.6	**2,448**	**19.94%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	540	641	580	580	6.8	**85**	**0.70%**	0%	0.00%	0	30%	0.21%	26	70%	0.49%	60
13	100%	555	870	681	681	4	**170**	**1.39%**	0%	0.00%	0	50%	0.69%	85	50%	0.69%	85
14	100%	1,164	1,613	1,344	1,344	1.2	**1,120**	**9.12%**	0%	0.00%	0	30%	2.74%	336	70%	6.38%	784
15	100%	265	1,651	819	819	3.3	**248**	**2.02%**	0%	0.00%	0	0%	0.00%	0	100%	2.02%	248
16	100%	91	91	91	91	6.7	**14**	**0.11%**	0%	0.00%	0	50%	0.06%	7	50%	0.06%	7
17	100%	1,452	1,630	1,523	1,523	7.2	**212**	**1.72%**	0%	0.00%	0	0%	0.00%	0	100%	1.72%	212
18	100%	197	296	237	237	1.7	**139**	**1.13%**	0%	0.00%	0	0%	0.00%	0	100%	1.13%	139
		55,358	66,061	59,639	59,639		**12,279**	**100.00%**		1.43%	**176**		3.69%	**453**		12.96%	**1,591**
											1.43%			3.69%			12.96%

* - Subarea in which the site it located.



Las Soleras - Tracts 18A & 18B
SANTA FE, NM
(BECKNER RD / WALKING RAIN RD.)
Trip Distribution Map (%)
COMMERCIAL

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



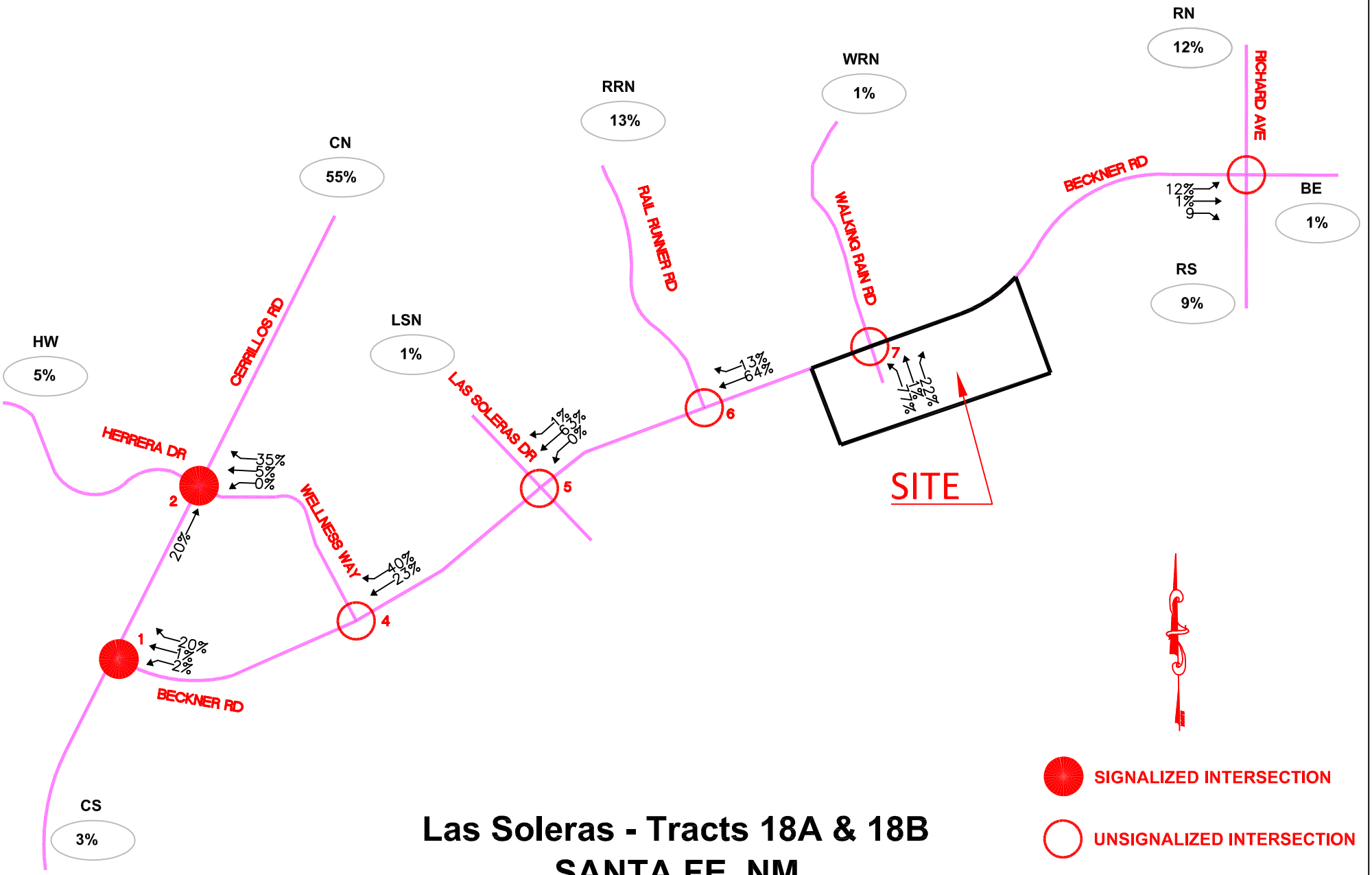
Las Soleras - Tracts 18A & 18B
SANTA FE, NM

(BECKNER RD / WALKING RAIN RD.)

Trip Assignments Map (% Entering)

COMMERCIAL

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



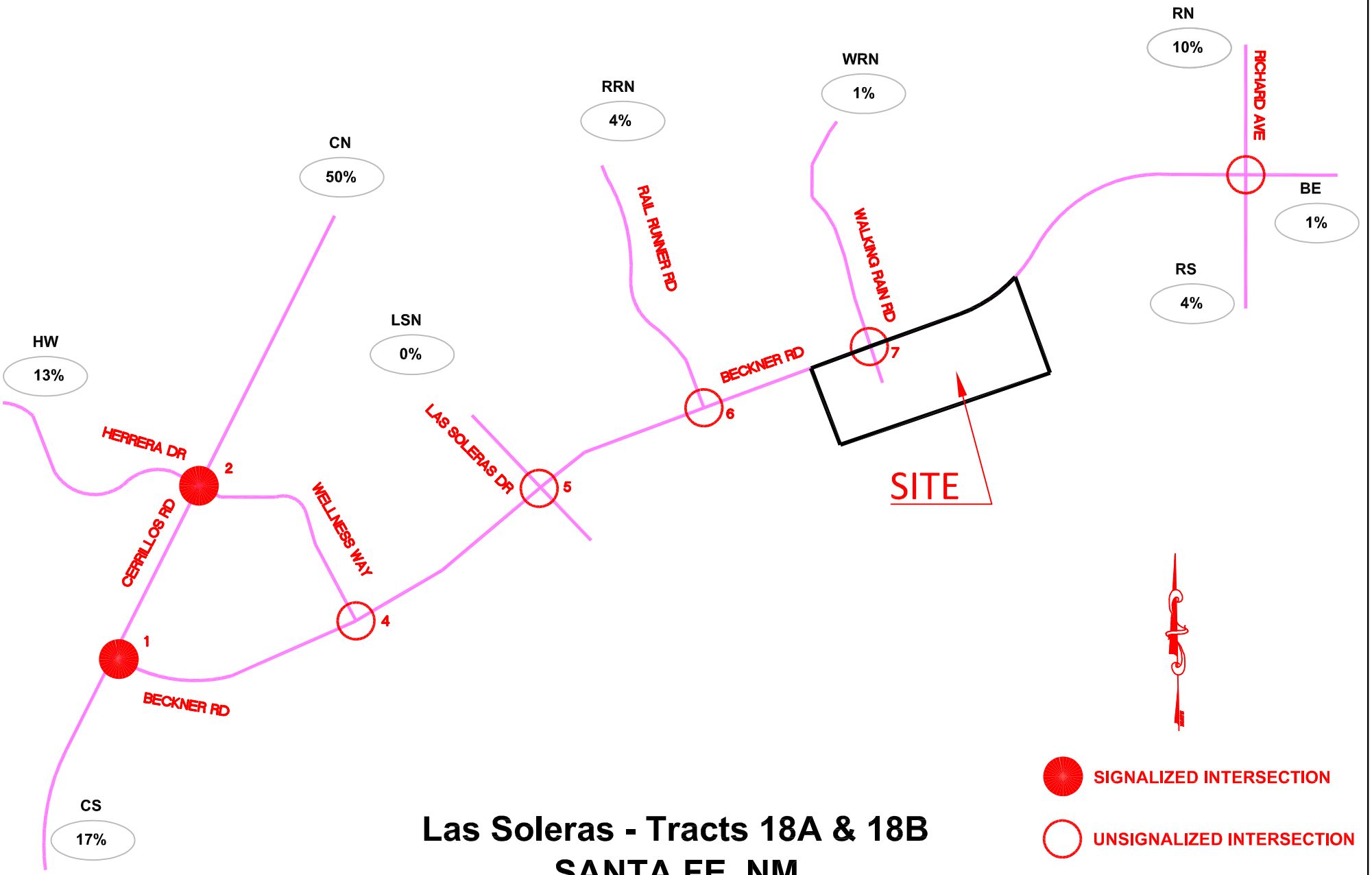
Las Soleras - Tracts 18A & 18B
SANTA FE, NM

(BECKNER RD / WALKING RAIN RD.)

Trip Assignments Map (% Exiting)

COMMERCIAL

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



Las Soleras - Tracts 18A & 18B
SANTA FE, NM
(BECKNER RD / WALKING RAIN RD.)
Trip Distribution Map (%)
OFFICE

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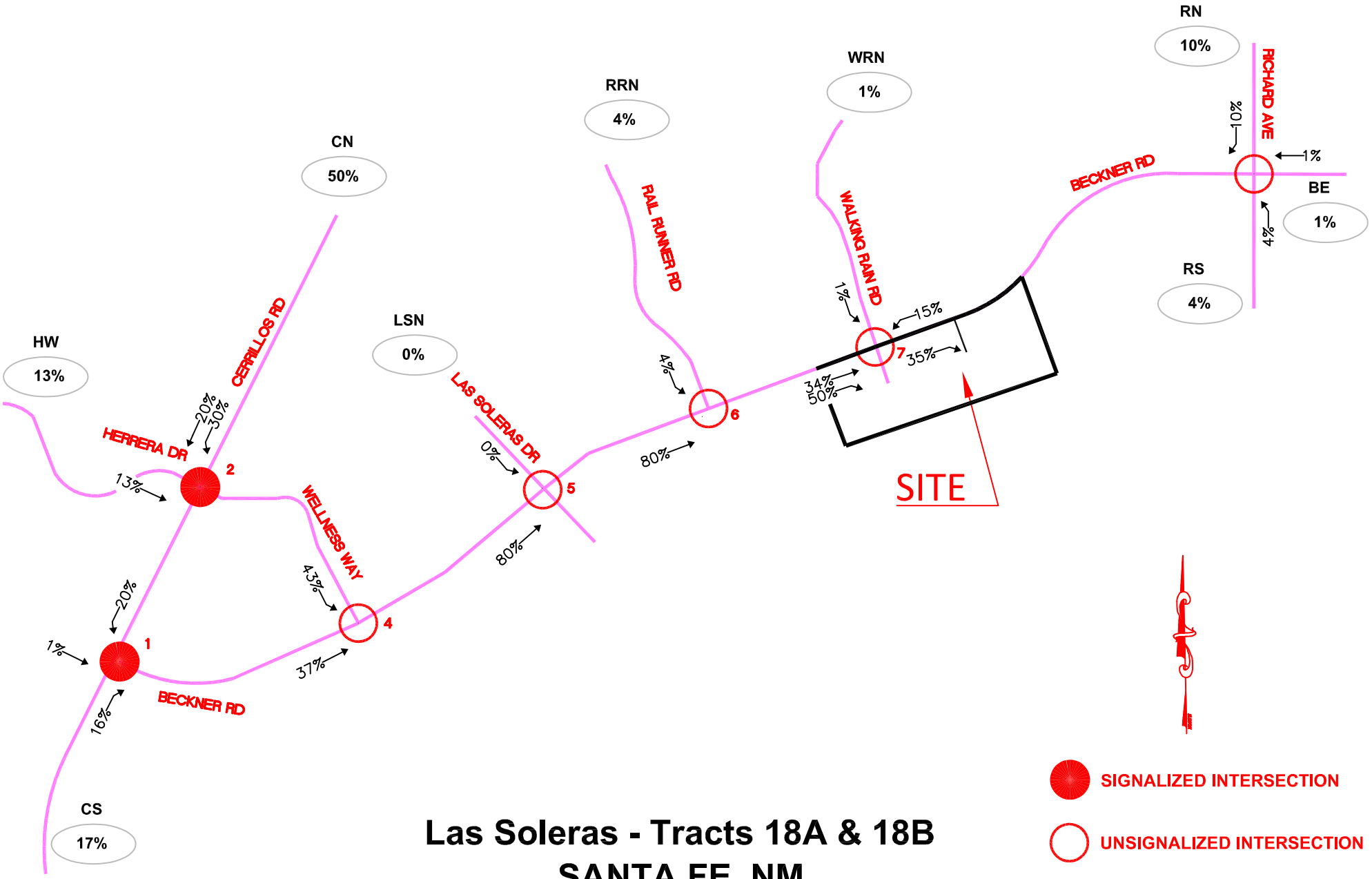

Las Soleras - Tracts 18A & 18B
SANTA FE, NM
(BECKNER RD / WALKING RAIN RD.)
Trip Assignments Map (% Entering)
OFFICE

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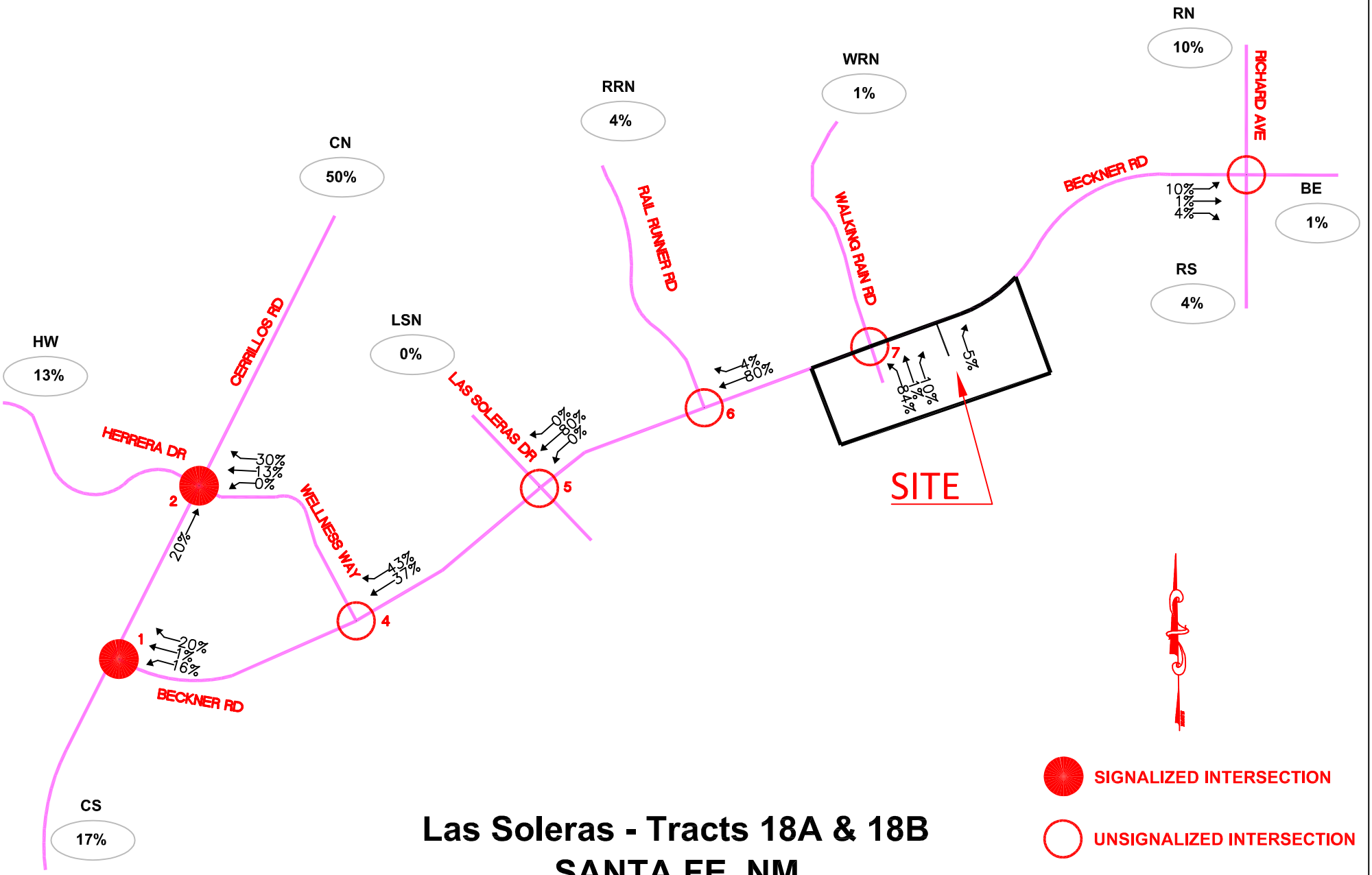
A-31



Las Soleras - Tracts 18A & 18B
SANTA FE, NM

(BECKNER RD / WALKING RAIN RD.)

Trip Assignments Map (% Exiting)

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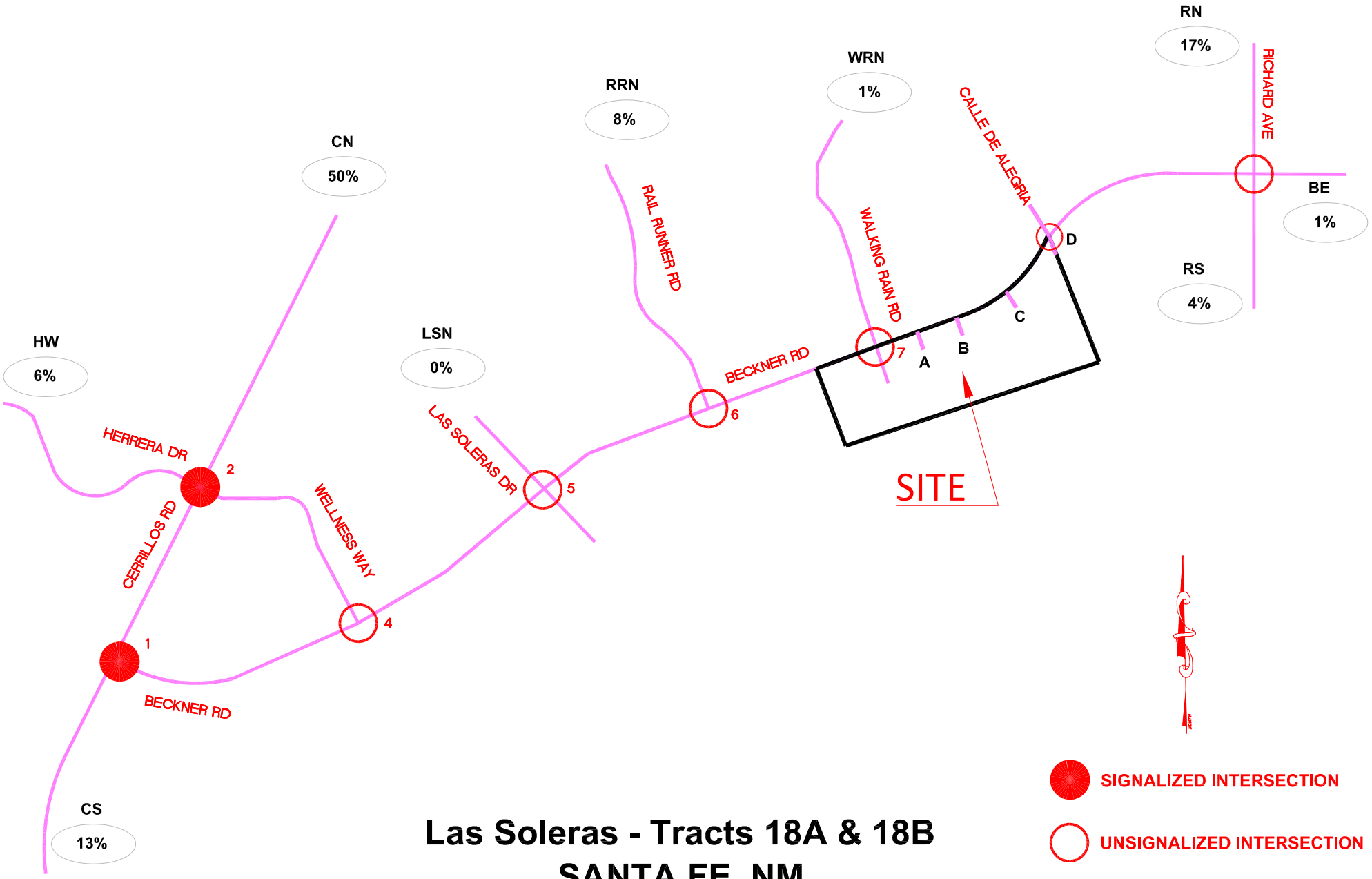
A-32



Las Soleras - Tracts 18A & 18B
SANTA FE, NM
(BECKNER RD / WALKING RAIN RD.)
Trip Distribution Map (%)
RESIDENTIAL

TIERRA WEST, LLC
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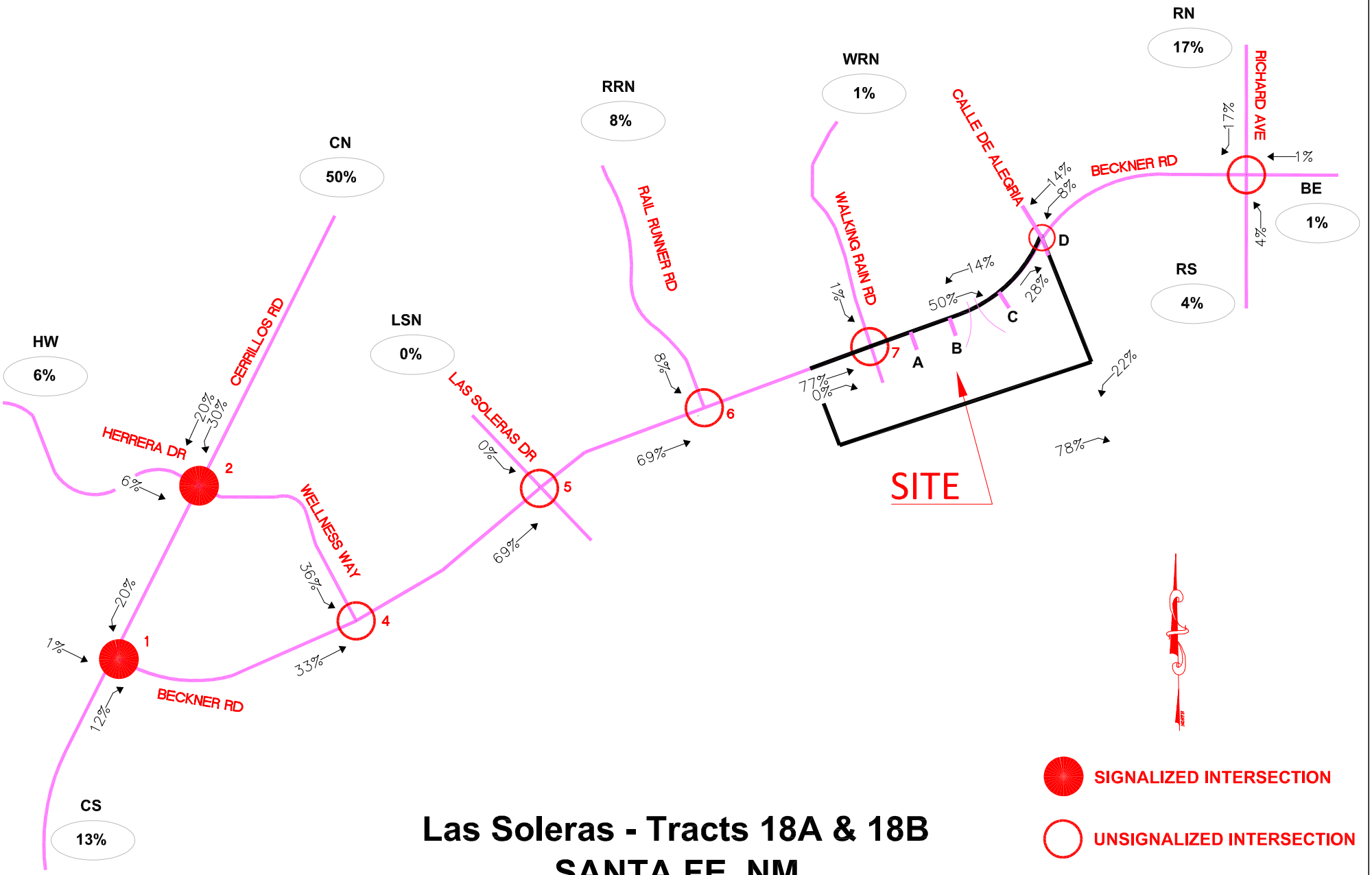

Las Soleras - Tracts 18A & 18B
SANTA FE, NM
(BECKNER RD / WALKING RAIN RD.)
Trip Assignments Map (% Entering)
RESIDENTIAL

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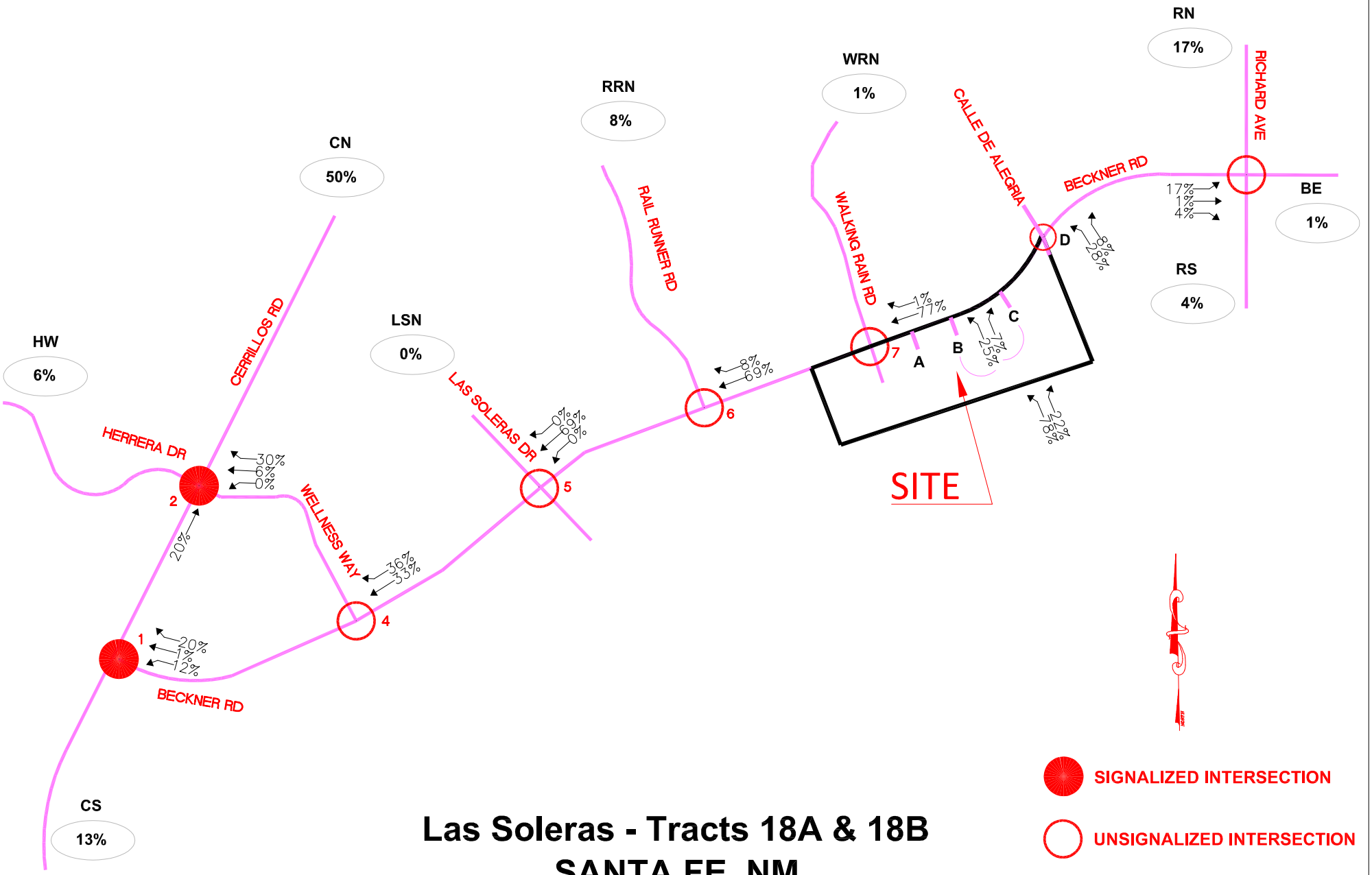
A-34



Las Soleras - Tracts 18A & 18B
SANTA FE, NM
(BECKNER RD / WALKING RAIN RD.)
Trip Assignments Map (% Exiting)
RESIDENTIAL

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ALBUQUERQUE, NEW MEXICO 87109
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Las Soleras, Tracts 18A & 18B

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2025) - 100% Development

INTERSECTION: **Summary**

Beckner Rd. / Cerrillos Rd.

(1)

3.0% Truck	0.86 PHF			0.86 PHF			0.86 PHF			0.86 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	308	62	72	76	30	22	72	1,171	134	24	739	156
2025 (NO BUILD - A.M.)	*376*	*113*	*78*	*203*	*72*	*50*	*77*	*1,254*	*272*	*45*	*778*	*159*
2025 (BUILD - A.M.)	***376***	***116***	***78***	***227***	***74***	***101***	***77***	***1,254***	***307***	***108***	***778***	***159***

	0.96 PHF			0.96 PHF			0.96 PHF			0.96 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	226	18	48	135	27	56	70	977	74	30	1,242	276
2025 (NO BUILD - P.M.)	*279*	*47*	*52*	*303*	*90*	*116*	*82*	*1,085*	*172*	*60*	*1,280*	*305*
2025 (BUILD - P.M.)	***279***	***50***	***52***	***354***	***93***	***193***	***82***	***1,085***	***210***	***125***	***1,280***	***305***

Herrera Rd. / Cerrillos Rd.

(2)

3.0% Truck	0.85 PHF			0.85 PHF			0.85 PHF			0.85 PHF		
	Eastbound (Herrera Rd.)			Westbound (Herrera Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	127	66	164	85	87	38	244	1,094	97	48	698	64
2025 (NO BUILD - A.M.)	*129*	*121*	*184*	*92*	*131*	*68*	*275*	*1,160*	*151*	*87*	*738*	*66*
2025 (BUILD - A.M.)	***129***	***156***	***214***	***92***	***145***	***120***	***275***	***1,177***	***151***	***186***	***801***	***66***

	0.95 PHF			0.95 PHF			0.95 PHF			0.95 PHF		
	Eastbound (Herrera Rd.)			Westbound (Herrera Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	87	58	193	129	68	72	215	955	55	27	1,236	55
2025 (NO BUILD - P.M.)	*89*	*100*	*214*	*134*	*128*	*144*	*246*	*1,036*	*110*	*71*	*1,277*	*56*
2025 (BUILD - P.M.)	***89***	***128***	***231***	***134***	***164***	***245***	***246***	***1,046***	***110***	***170***	***1,342***	***56***

Beckner Rd. / Richards Ave.

(3)

3.0% Truck	0.68 PHF			0.68 PHF			0.68 PHF			0.68 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	68	21	64	6	8	99	52	361	23	94	340	82
2025 (NO BUILD - A.M.)	*168*	*32*	*114*	*6*	*22*	*101*	*111*	*368*	*23*	*95*	*347*	*191*
2025 (BUILD - A.M.)	***204***	***34***	***129***	***6***	***25***	***101***	***128***	***368***	***23***	***95***	***347***	***227***

	0.96 PHF			0.96 PHF			0.96 PHF			0.96 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	77	3	63	0	2	4	42	331	0	9	364	98
2025 (NO BUILD - P.M.)	*178*	*9*	*107*	*0*	*9*	*4*	*125*	*337*	*0*	*10*	*371*	*277*
2025 (BUILD - P.M.)	***225***	***12***	***124***	***0***	***12***	***4***	***140***	***337***	***0***	***10***	***371***	***323***

Beckner Rd. / Wellness Way

(4)

3.0% Truck	0.72 PHF			0.72 PHF			0.72 PHF			0.72 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	27	141	0	0	74	63	0	0	0	45	0	4
2025 (NO BUILD - A.M.)	*33*	*374*	*0*	*0*	*205*	*101*	*0*	*0*	*0*	*134*	*0*	*56*
2025 (BUILD - A.M.)	***33***	***476***	***0***	***0***	***284***	***201***	***0***	***0***	***0***	***263***	***0***	***56***

	0.88 PHF			0.88 PHF			0.88 PHF			0.88 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	18	69	0	0	89	53	0	0	0	61	0	104
2025 (NO BUILD - P.M.)	*35*	*224*	*0*	*0*	*291*	*170*	*0*	*0*	*0*	*120*	*0*	*150*
2025 (BUILD - P.M.)	***35***	***329***	***0***	***0***	***422***	***327***	***0***	***0***	***0***	***246***	***0***	***150***

Las Soleras, Tracts 18A & 18B

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2025) - 100% Development

INTERSECTION: **Summary**

Beckner Rd. / Las Soleras Dr.

(5) 3.0% Truck	0.87 Eastbound (Beckner Rd.)			0.87 Westbound (Beckner Rd.)			0.87 Northbound (Las Soleras Dr.)			0.87 Southbound (Las Soleras Dr.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	4	156	0	0	146	1	0	0	0	1	0	2	
2025 (NO BUILD - A.M.)	*7*	*404*	*9*	*29*	*287*	*1*	*16*	*0*	*4*	*8*	*44*	*10*	
2025 (BUILD - A.M.)	***7***	***633***	***9***	***29***	***457***	***2***	***16***	***0***	***4***	***9***	***44***	***10***	

	0.63 Eastbound (Beckner Rd.)			0.63 Westbound (Beckner Rd.)			0.63 Northbound (Las Soleras Dr.)			0.63 Southbound (Las Soleras Dr.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	7	135	0	0	99	10	0	0	0	7	0	5	
2025 (NO BUILD - P.M.)	*16*	*302*	*44*	*20*	*354*	*11*	*60*	*0*	*12*	*11*	*20*	*10*	
2025 (BUILD - P.M.)	***16***	***533***	***44***	***20***	***596***	***11***	***60***	***0***	***12***	***11***	***20***	***10***	

Beckner Rd. / Rail Runner Rd.

(6) 3.0% Truck	0.78 Eastbound (Beckner Rd.)			0.78 Westbound (Beckner Rd.)			0.78 Northbound (Rail Runner Rd.)			0.78 Southbound (Rail Runner Rd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	28	127	0	0	114	62	0	0	0	18	0	30	
2025 (NO BUILD - A.M.)	*50*	*353*	*0*	*0*	*237*	*70*	*0*	*0*	*0*	*35*	*0*	*49*	
2025 (BUILD - A.M.)	***50***	***583***	***0***	***0***	***417***	***93***	***0***	***0***	***0***	***58***	***0***	***49***	

	0.85 Eastbound (Beckner Rd.)			0.85 Westbound (Beckner Rd.)			0.85 Northbound (Rail Runner Rd.)			0.85 Southbound (Rail Runner Rd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	18	127	0	0	94	31	0	0	0	22	0	20	
2025 (NO BUILD - P.M.)	*42*	*253*	*0*	*0*	*350*	*51*	*0*	*0*	*0*	*33*	*0*	*47*	
2025 (BUILD - P.M.)	***42***	***484***	***0***	***0***	***638***	***74***	***0***	***0***	***0***	***57***	***0***	***47***	

Beckner Rd. / Walking Rain

(7) 3.0% Truck	0.93 Eastbound (Beckner Rd.)			0.93 Westbound (Beckner Rd.)			0.93 Northbound (Walking Rain)			0.93 Southbound (Walking Rain)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	19	80	0	0	104	23	0	0	0	46	0	29	
2025 (NO BUILD - A.M.)	*19*	*237*	*140*	*68*	*218*	*23*	*33*	*3*	*8*	*49*	*16*	*30*	
2025 (BUILD - A.M.)	***19***	***331***	***300***	***115***	***315***	***24***	***139***	***4***	***32***	***50***	***16***	***30***	

	0.95 Eastbound (Beckner Rd.)			0.95 Westbound (Beckner Rd.)			0.95 Northbound (Walking Rain)			0.95 Southbound (Walking Rain)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	30	116	0	0	95	36	0	0	0	28	0	18	
2025 (NO BUILD - P.M.)	*31*	*224*	*69*	*29*	*268*	*37*	*175*	*21*	*13*	*30*	*8*	*18*	
2025 (BUILD - P.M.)	***31***	***393***	***156***	***55***	***349***	***38***	***407***	***23***	***47***	***32***	***8***	***18***	

Beckner Rd. / Driveway "A"

(8) 3.0% Truck	0.93 Eastbound (Beckner Rd.)			0.93 Westbound (Beckner Rd.)			0.93 Northbound (Driveway "A")			0.93 Southbound (Driveway "A")			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	126	0	0	127	0	0	0	0	0	0	0	
2025 (NO BUILD - A.M.)	*0*	*272*	*21*	*0*	*309*	*0*	*0*	*0*	*19*	*0*	*0*	*0*	
2025 (BUILD - A.M.)	***0***	***311***	***82***	***0***	***454***	***0***	***0***	***0***	***21***	***0***	***0***	***0***	

	0.95 Eastbound (Beckner Rd.)			0.95 Westbound (Beckner Rd.)			0.95 Northbound (Driveway "A")			0.95 Southbound (Driveway "A")			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	145	0	0	131	0	0	0	0	0	0	0	
2025 (NO BUILD - P.M.)	*0*	*254*	*12*	*0*	*335*	*0*	*0*	*0*	*52*	*0*	*0*	*0*	
2025 (BUILD - P.M.)	***0***	***415***	***46***	***0***	***443***	***0***	***0***	***0***	***64***	***0***	***0***	***0***	

Las Soleras, Tracts 18A & 18B

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2025) - 100% Development

INTERSECTION: **Summary**

Beckner Rd. / Driveway "B"

(9)

3.0% Truck

	0.97			0.97			0.97			0.97		PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0
2025 (NO BUILD - A.M.)	*0*	*291*	*0*	*0*	*309*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2025 (BUILD - A.M.)	***0***	***340***	***11***	***45***	***356***	***0***	***33***	***0***	***9***	***0***	***0***	***0***

	0.89			0.89			0.89			0.89		PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0
2025 (NO BUILD - P.M.)	*0*	*306*	*0*	*0*	*335*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2025 (BUILD - P.M.)	***0***	***444***	***46***	***47***	***361***	***0***	***27***	***0***	***7***	***0***	***0***	***0***

Beckner Rd. / Driveway "C"

(10)

3.0% Truck

	0.90			0.90			0.90			0.90		PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0
2025 (NO BUILD - A.M.)	*0*	*291*	*0*	*0*	*309*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2025 (BUILD - A.M.)	***0***	***328***	***11***	***45***	***359***	***0***	***33***	***0***	***9***	***0***	***0***	***0***

	0.90			0.90			0.90			0.90		PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0
2025 (NO BUILD - P.M.)	*0*	*306*	*0*	*0*	*335*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2025 (BUILD - P.M.)	***0***	***398***	***46***	***47***	***373***	***0***	***27***	***0***	***7***	***0***	***0***	***0***

Beckner Rd. / Driveway "D"

(11)

3.0% Truck

	0.90			0.90			0.90			0.90		PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0
2025 (NO BUILD - A.M.)	*0*	*291*	*0*	*0*	*309*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2025 (BUILD - A.M.)	***0***	***328***	***11***	***45***	***359***	***0***	***33***	***0***	***9***	***0***	***0***	***0***

	0.90			0.90			0.90			0.90		PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0
2025 (NO BUILD - P.M.)	*0*	*306*	*0*	*0*	*335*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2025 (BUILD - P.M.)	***0***	***398***	***46***	***47***	***373***	***0***	***27***	***0***	***7***	***0***	***0***	***0***

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Cerrillos Rd.

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

N-S Street: **Cerrillos Rd.**

Year of Existing Counts 2022

Horizon Year **2025**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Cerrillos Rd.)**			**Southbound (Cerrillos Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	296	60	69	73	29	21	69	1,126	129	23	711	150
Background Traffic Growth	18	4	4	4	2	1	4	68	8	1	43	9
Subtotal	314	64	73	77	31	22	73	1,194	137	24	754	159
Medical Office Buiding Trips	0	30	0	9	3	2	0	0	70	5	0	0
Vista de la Sierra Trips	0	1	0	15	1	6	0	0	20	8	0	0
Other Developments (See Below)	62	18	5	102	37	20	4	60	45	8	24	0
Subtotal (NO BUILD - A.M.)	***376***	***113***	***78***	***203***	***72***	***50***	***77***	***1,254***	***272***	***45***	***778***	***159***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***2.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***16.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***16.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	3	0	24	2	51	0	0	35	63	0	0
Total AM Peak Hour BUILD Volumes	**376**	**116**	**78**	**227**	**74**	**101**	**77**	**1,254**	**307**	**108**	**778**	**159**

	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Cerrillos Rd.)**			**Southbound (Cerrillos Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	217	17	46	130	26	54	67	939	71	29	1,194	265
Background Traffic Growth	13	1	3	8	2	3	4	56	4	2	72	16
Subtotal	230	18	49	138	28	57	71	995	75	31	1,266	281
Medical Office Buiding Trips	0	4	0	52	16	34	0	0	25	12	0	0
Vista de la Sierra Trips	0	1	0	8	1	4	0	0	11	6	0	0
Other Developments (See Below)	49	24	3	105	45	21	11	90	61	11	14	24
Subtotal (NO BUILD - P.M.)	***279***	***47***	***52***	***303***	***90***	***116***	***82***	***1,085***	***172***	***60***	***1,280***	***305***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***2.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***16.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***16.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	3	0	51	3	77	0	0	38	65	0	0
Total PM Peak Hour BUILD Volumes	**279**	**50**	**52**	**354**	**93**	**193**	**82**	**1,085**	**210**	**125**	**1,280**	**305**

	Entering	Exiting		
Number of Residential Trips Generated	**44**	**126**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

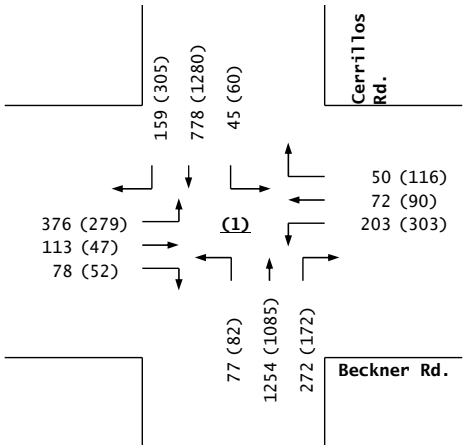
AM Peak - Other Developments

Cielo Apts. Trips	0	2	0	19	5	4	0	0	4	1	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	9	0	0	23	0
Cavan Development Trips	51	9	5	0	3	0	4	0	0	7	0	0
5201 Beckner Rd. Trips	2	0	0	11	6	1	0	0	3	0	1	0
Hevenly Santa Fe Trips	0	3	0	17	8	0	0	0	6	0	0	0
Presbyterian Medical Offices	0	4	0	8	0	0	0	0	32	0	0	0
5407 Beckner Rd. Trips	9	0	0	47	15	15	0	51	0	0	0	0
Subtotal (AM Peak) - Projects Above -	62	18	5	102	37	20	4	60	45	8	24	0

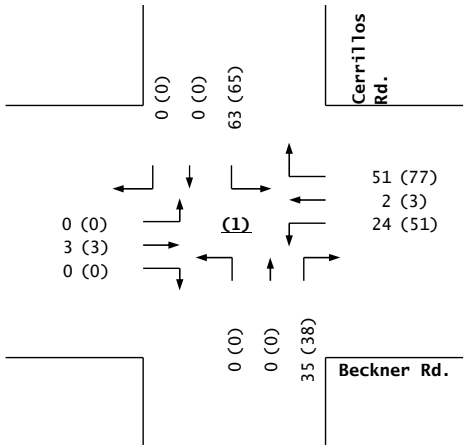
PM Peak - Other Developments

Cielo Apts. Trips	0	5	0	7	2	4	0	0	15	10	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	39	0	0	13	0
Cavan Development Trips	36	6	3	0	11	0	11	0	0	0	0	24
5201 Beckner Rd. Trips	5	0	0	6	3	1	0	1	11	1	1	0
Hevenly Santa Fe Trips	0	9	0	11	5	0	0	0	19	0	0	0
Presbyterian Medical Offices	0	4	0	36	8	0	0	0	16	0	0	0
5407 Beckner Rd. Trips	8	0	0	45	16	16	0	50	0	0	0	0
Subtotal (PM Peak) - Projects Above -	49	24	3	105	45	21	11	90	61	11	14	24

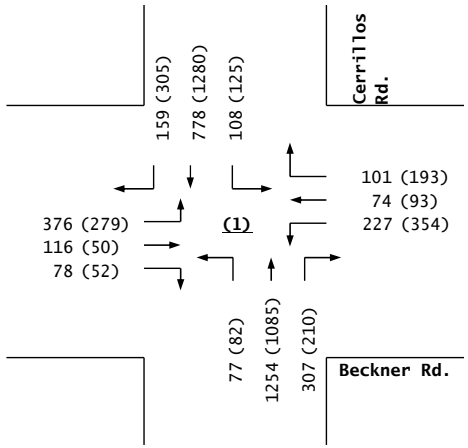
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Cerrillos Rd.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Herrera Rd. / Cerrillos Rd.

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

N-S Street: **Cerrillos Rd.**

Year of Existing Counts 2022

Horizon Year **2025**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Herrera Rd.)			**Westbound (Herrera Rd.)**			**Northbound (Cerrillos Rd.)**			**Southbound (Cerrillos Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	122	63	158	82	84	37	235	1,052	93	46	671	62
Background Traffic Growth	7	4	9	5	5	2	14	63	6	3	40	4
Subtotal	129	67	167	87	89	39	249	1,115	99	49	711	66
Medical Office Buiding Trips	0	30	0	0	13	5	0	0	0	19	0	0
Vista de la Sierra Trips	0	5	0	0	5	5	0	0	5	5	0	0
Other Developments (See Below)	0	19	17	5	24	19	26	45	47	14	27	0
Subtotal (NO BUILD - A.M.)	***129***	***121***	***184***	***92***	***131***	***68***	***275***	***1,160***	***151***	***87***	***738***	***66***
Percent Residential Trips Generated(Entering)	*0.00%*	***6.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	***20.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***35.00%***	***20.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***5.00%***	***35.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***13.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	***20.00%***	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***13.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	35	30	0	14	52	0	17	0	99	63	0
Total AM Peak Hour BUILD Volumes	**129**	**156**	**214**	**92**	**145**	**120**	**275**	**1,177**	**151**	**186**	**801**	**66**

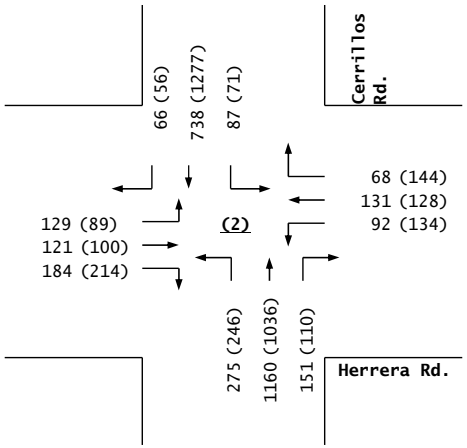
	Eastbound (Herrera Rd.)			**Westbound (Herrera Rd.)**			**Northbound (Cerrillos Rd.)**			**Southbound (Cerrillos Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	84	56	186	124	65	69	207	918	53	26	1,188	53
Background Traffic Growth	5	3	11	7	4	4	12	55	3	2	71	3
Subtotal	89	59	197	131	69	73	219	973	56	28	1,259	56
Medical Office Buiding Trips	0	9	0	0	26	42	0	0	0	9	0	0
Vista de la Sierra Trips	0	10	0	0	10	10	0	0	10	10	0	0
Other Developments (See Below)	0	22	17	3	23	19	27	63	44	24	18	0
Subtotal (NO BUILD - P.M.)	***89***	***100***	***214***	***134***	***128***	***144***	***246***	***1,036***	***110***	***71***	***1,277***	***56***
Percent Residential Trips Generated(Entering)	*0.00%*	***6.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	***20.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***35.00%***	***20.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***5.00%***	***35.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***13.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	***20.00%***	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***13.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	28	17	0	36	101	0	10	0	99	65	0
Total PM Peak Hour BUILD Volumes	**89**	**128**	**231**	**134**	**164**	**245**	**246**	**1,046**	**110**	**170**	**1,342**	**56**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

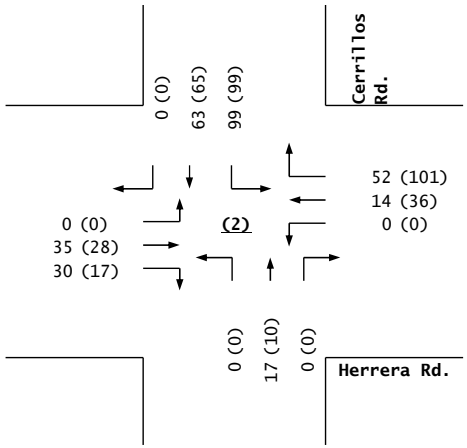
AM Peak - Other Developments												
Cielo Apts. Trips	0	5	0	0	10	10	0	0	5	5	0	0
Village at Las Soleras Trip	0	1	0	5	6	1	0	7	2	1	18	0
Cavan Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	1	0	0	4	8	0	0	0	4	0	0
Presbyterian Medical Offices	0	12	0	0	4	0	0	0	0	4	0	0
5407 Beckner Rd. Trips	0	0	17	0	0	0	26	38	40	0	9	0
Subtotal (AM Peak) - Projects Above -	0	19	17	5	24	19	26	45	47	14	27	0

PM Peak - Other Developments												
Cielo Apts. Trips	0	10	0	0	5	5	0	0	10	10	0	0
Village at Las Soleras Trip	0	3	0	3	3	1	0	23	6	2	10	0
Cavan Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	5	0	0	3	5	0	0	0	8	0	0
Presbyterian Medical Offices	0	4	0	0	12	8	0	0	0	4	0	0
5407 Beckner Rd. Trips	0	0	17	0	0	0	27	40	28	0	8	0
Subtotal (PM Peak) - Projects Above -	0	22	17	3	23	19	27	63	44	24	18	0

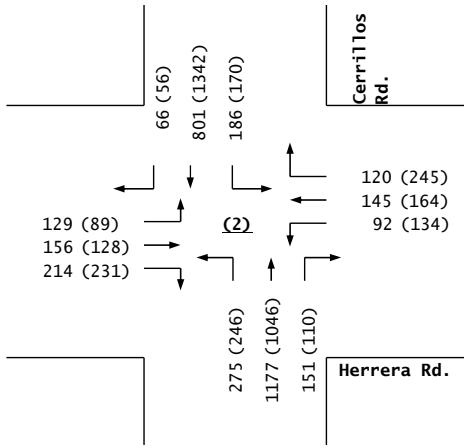
2025
NO BUILD



Trips



2025
BUILD



Herrera Rd. / Cerrillos Rd.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Richards Ave.

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

N-S Street: **Richards Ave.**

Year of Existing Counts 2022

Horizon Year **2025**

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

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	65	20	62	6	8	95	50	347	22	90	327	79
Background Traffic Growth	4	1	4	0	0	6	3	21	1	5	20	5
Subtotal	69	21	66	6	8	101	53	368	23	95	347	84
Medical Office Buiding Trips	12	5	9	0	9	0	23	0	0	0	0	35
Vista de la Sierra Trips	20	1	9	0	1	0	2	0	0	0	0	4
Other Developments (See Below)	67	5	30	0	4	0	33	0	0	0	0	68
Subtotal (NO BUILD - A.M.)	***168***	***32***	***114***	***6***	***22***	***101***	***111***	***368***	***23***	***95***	***347***	***191***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.00%***
Percent Residential Trips Generated(Exiting)	***17.00%***	***1.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***
Percent Commercial Trips Generated(Exiting)	***12.00%***	***1.00%***	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Office Trips Generated(Exiting)	***10.00%***	***1.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	36	2	15	0	3	0	17	0	0	0	0	36
Total AM Peak Hour BUILD Volumes	**204**	**34**	**129**	**6**	**25**	**101**	**128**	**368**	**23**	**95**	**347**	**227**

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	74	3	61	0	2	4	40	318	0	9	350	94
Background Traffic Growth	4	0	4	0	0	0	2	19	0	1	21	6
Subtotal	78	3	65	0	2	4	42	337	0	10	371	100
Medical Office Buiding Trips	47	1	18	0	1	0	3	0	0	0	0	26
Vista de la Sierra Trips	7	1	3	0	1	0	1	0	0	0	0	1
Other Developments (See Below)	46	4	21	0	5	0	79	0	0	0	0	150
Subtotal (NO BUILD - P.M.)	***178***	***9***	***107***	***0***	***9***	***4***	***125***	***337***	***0***	***10***	***371***	***277***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.00%***
Percent Residential Trips Generated(Exiting)	***17.00%***	***1.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***
Percent Commercial Trips Generated(Exiting)	***12.00%***	***1.00%***	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Office Trips Generated(Exiting)	***10.00%***	***1.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	47	3	17	0	3	0	15	0	0	0	0	46
Total PM Peak Hour BUILD Volumes	**225**	**12**	**124**	**0**	**12**	**4**	**140**	**337**	**0**	**10**	**371**	**323**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

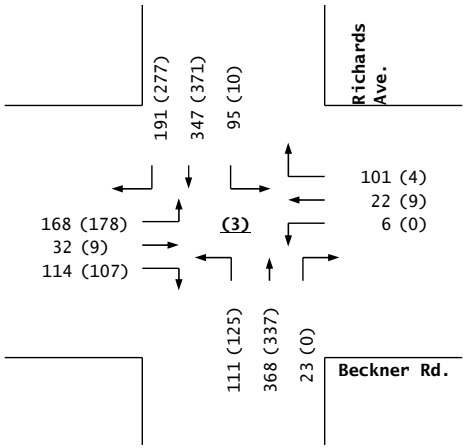
AM Peak - Other Developments

Cielo Apts. Trips	10	1	7	0	1	0	1	0	0	0	0	4
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	6	0	3	0	1	0	1	0	0	0	0	2
5201 Beckner Rd. Trips	25	1	14	0	1	0	5	0	0	0	0	10
Hevenly Santa Fe Trips	24	2	5	0	1	0	2	0	0	0	0	8
Presbyterian Medical Offices	2	1	1	0	0	0	3	0	0	0	0	4
5407 Beckner Rd. Trips	0	0	0	0	0	0	21	0	0	0	0	40
Subtotal (AM Peak) - Projects Above -	67	5	30	0	4	0	33	0	0	0	0	68

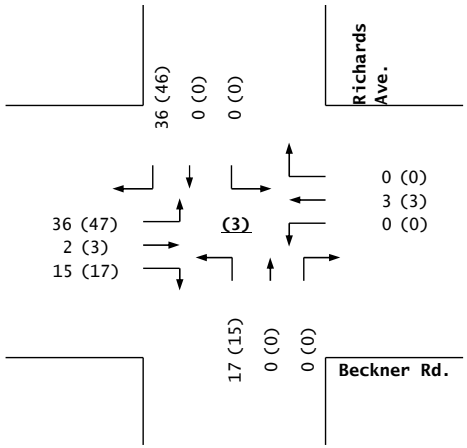
PM Peak - Other Developments

Cielo Apts. Trips	7	1	4	0	1	0	4	0	0	0	0	8
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	4	0	2	0	1	0	3	0	0	0	0	8
5201 Beckner Rd. Trips	15	1	9	0	1	0	21	0	0	0	0	25
Hevenly Santa Fe Trips	16	1	4	0	2	0	6	0	0	0	0	27
Presbyterian Medical Offices	4	1	2	0	0	0	1	0	0	0	0	2
5407 Beckner Rd. Trips	0	0	0	0	0	0	44	0	0	0	0	80
Subtotal (PM Peak) - Projects Above -	46	4	21	0	5	0	79	0	0	0	0	150

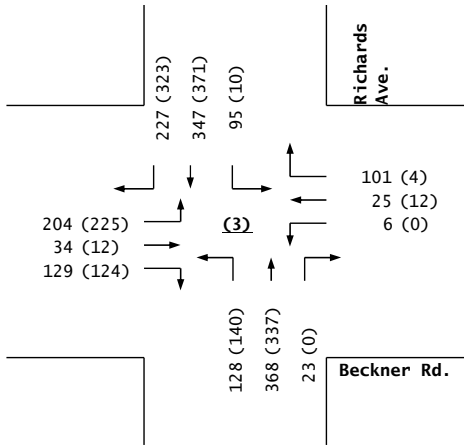
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Richards Ave.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Wellness Way

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

N-S Street: **Wellness Way**

Year of Existing Counts 2022

Horizon Year **2025**

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

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	26	136	0	0	71	61	0	0	0	43	0	4
Background Traffic Growth	2	8	0	0	4	4	0	0	0	3	0	0
Subtotal	28	144	0	0	75	65	0	0	0	46	0	4
Medical Office Buiding Trips	0	105	0	0	14	5	0	0	0	19	0	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	5	97	0	0	94	31	0	0	0	69	0	52
Subtotal (NO BUILD - A.M.)	***33***	***374***	***0***	***0***	***205***	***101***	***0***	***0***	***0***	***134***	***0***	***56***
Percent Residential Trips Generated(Entering)	*0.00%*	***33.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***33.00%***	***36.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***23.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***40.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***23.00%***	***40.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***37.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***43.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***43.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	102	0	0	79	100	0	0	0	129	0	0
Total AM Peak Hour BUILD Volumes	**33**	**476**	**0**	**0**	**284**	**201**	**0**	**0**	**0**	**263**	**0**	**56**

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	66	0	0	86	51	0	0	0	59	0	100
Background Traffic Growth	1	4	0	0	5	3	0	0	0	4	0	6
Subtotal	18	70	0	0	91	54	0	0	0	63	0	106
Medical Office Buiding Trips	0	41	0	0	60	42	0	0	0	9	0	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	17	96	0	0	128	74	0	0	0	48	0	44
Subtotal (NO BUILD - P.M.)	***35***	***224***	***0***	***0***	***291***	***170***	***0***	***0***	***0***	***120***	***0***	***150***
Percent Residential Trips Generated(Entering)	*0.00%*	***33.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***33.00%***	***36.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***23.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***40.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***23.00%***	***40.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***37.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***43.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***43.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	105	0	0	131	157	0	0	0	126	0	0
Total PM Peak Hour BUILD Volumes	**35**	**329**	**0**	**0**	**422**	**327**	**0**	**0**	**0**	**246**	**0**	**150**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

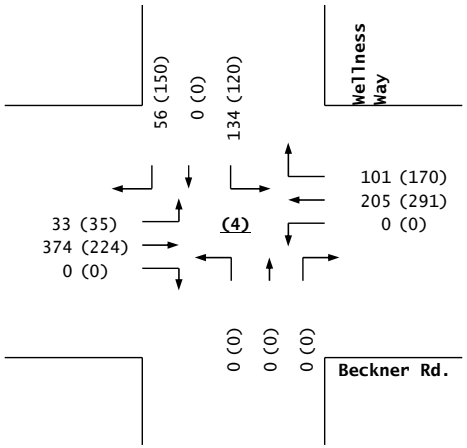
AM Peak - Other Developments

Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	5	0	0	0	0	15	0	0	0	49	0	18
Hevenly Santa Fe Trips	0	8	0	0	25	12	0	0	0	4	0	0
Presbyterian Medical Offices	0	36	0	0	9	4	0	0	0	16	0	0
5407 Beckner Rd. Trips	0	30	0	0	52	0	0	0	0	0	0	34
Subtotal (AM Peak) - Projects Above -	5	97	0	0	94	31	0	0	0	69	0	52

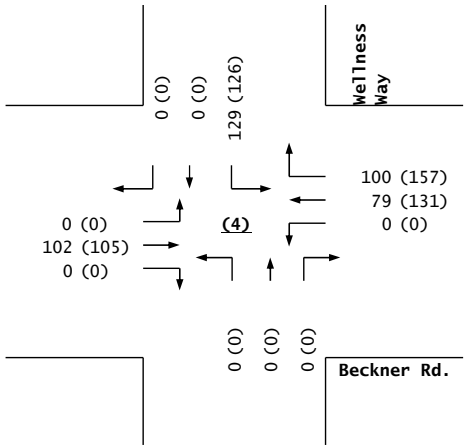
PM Peak - Other Developments

Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	11	0	0	6	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	17	0	0	0	0	46	0	0	0	27	0	10
Hevenly Santa Fe Trips	0	28	0	0	16	8	0	0	0	13	0	0
Presbyterian Medical Offices	0	16	0	0	44	20	0	0	0	8	0	0
5407 Beckner Rd. Trips	0	30	0	0	50	0	0	0	0	0	0	34
Subtotal (PM Peak) - Projects Above -	17	96	0	0	128	74	0	0	0	48	0	44

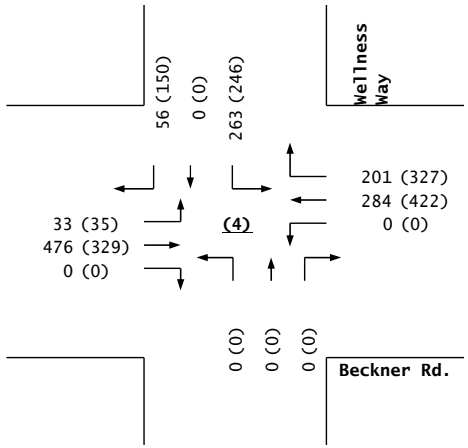
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Wellness Way

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Las Soleras Dr.

INTERSECTION: E-W Street: **Beckner Rd.** (5)

N-S Street: **Las Soleras Dr.**

Year of Existing Counts 2022

Horizon Year **2025**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Las Soleras Dr.)**			**Southbound (Las Soleras Dr.)**		
	Left	Thru	Right	Left*	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	150	0	0	140	1	0	0	0	1	0	2
Background Traffic Growth	0	9	0	0	8	0	0	0	0	0	0	0
Subtotal	4	159	0	0	148	1	0	0	0	1	0	2
Medical Office Buiding Trips	0	105	0	0	14	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	3	112	9	29	103	0	16	0	4	7	44	8
Subtotal (NO BUILD - A.M.)	***7***	***404***	***9***	***29***	***287***	***1***	***16***	***0***	***4***	***8***	***44***	***10***
Percent Residential Trips Generated(Entering)	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***63.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***63.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***60.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	229	0	0	170	1	0	0	0	1	0	0
Total AM Peak Hour BUILD Volumes	**7**	**633**	**9**	**29**	**457**	**2**	**16**	**0**	**4**	**9**	**44**	**10**

*** - 4 LT / 25 U-TURNS**

	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Las Soleras Dr.)**			**Southbound (Las Soleras Dr.)**		
	Left	Thru	Right	Left*	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	130	0	0	95	10	0	0	0	7	0	5
Background Traffic Growth	0	8	0	0	6	1	0	0	0	0	0	0
Subtotal	7	138	0	0	101	11	0	0	0	7	0	5
Medical Office Buiding Trips	0	41	0	0	102	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	9	106	44	20	139	0	60	0	12	4	20	5
Subtotal (NO BUILD - P.M.)	***16***	***302***	***44***	***20***	***354***	***11***	***60***	***0***	***12***	***11***	***20***	***10***
Percent Residential Trips Generated(Entering)	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***63.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***63.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***60.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	231	0	0	242	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**16**	**533**	**44**	**20**	**596**	**11**	**60**	**0**	**12**	**11**	**20**	**10**

*** - 4 LT / 16 U-TURNS**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

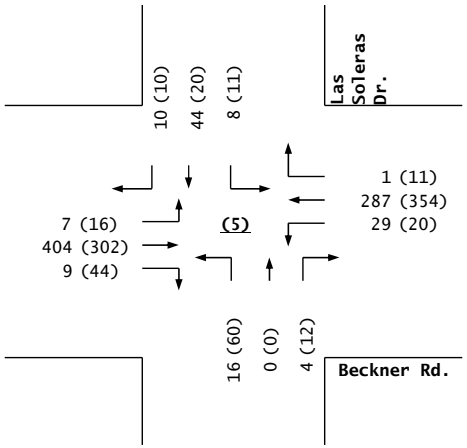
AM Peak - Other Developments

Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	49	0	0	15	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	3	10	0	25	28	0	0	0	0	7	0	8
Presbyterian Medical Offices	0	0	9	4	0	0	16	0	4	0	44	0
5407 Beckner Rd. Trips	0	30	0	0	52	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	3	112	9	29	103	0	16	0	4	7	44	8

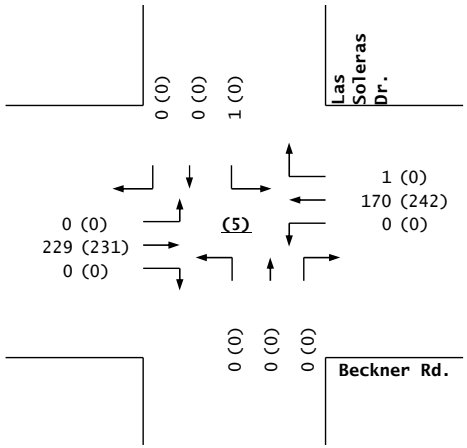
PM Peak - Other Developments

Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	6	0	0	12	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	27	0	0	46	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	9	32	0	16	19	0	0	0	0	4	0	5
Presbyterian Medical Offices	0	0	44	4	0	0	60	0	12	0	20	0
5407 Beckner Rd. Trips	0	30	0	0	50	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	9	106	44	20	139	0	60	0	12	4	20	5

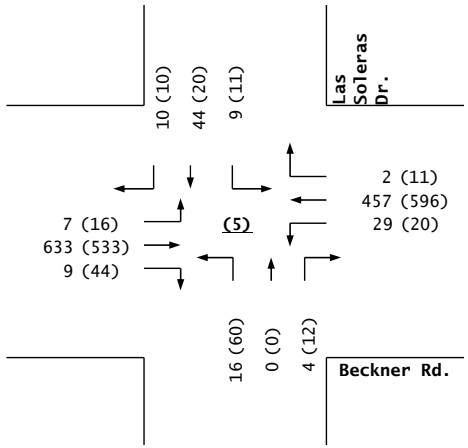
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Las Soleras Dr.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Rail Runner Rd.

INTERSECTION: E-W Street: **Beckner Rd.** (6)

N-S Street: **Rail Runner Rd.**

Year of Existing Counts 2022

Horizon Year **2025**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Rail Runner Rd.)**			**Southbound (Rail Runner Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	27	122	0	0	110	60	0	0	0	17	0	29
Background Traffic Growth	2	7	0	0	7	4	0	0	0	1	0	2
Subtotal	29	129	0	0	117	64	0	0	0	18	0	31
Medical Office Buiding Trips	0	105	0	0	14	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	21	91	0	0	84	6	0	0	0	17	0	18
Subtotal (NO BUILD - A.M.)	***50***	***353***	***0***	***0***	***237***	***70***	***0***	***0***	***0***	***35***	***0***	***49***
Percent Residential Trips Generated(Entering)	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***64.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***13.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***64.00%***	***13.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***80.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	230	0	0	180	23	0	0	0	23	0	0
Total AM Peak Hour BUILD Volumes	**50**	**583**	**0**	**0**	**417**	**93**	**0**	**0**	**0**	**58**	**0**	**49**

	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Rail Runner Rd.)**			**Southbound (Rail Runner Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	122	0	0	90	30	0	0	0	21	0	19
Background Traffic Growth	1	7	0	0	5	2	0	0	0	1	0	1
Subtotal	18	129	0	0	95	32	0	0	0	22	0	20
Medical Office Buiding Trips	0	41	0	0	102	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	24	66	0	0	141	19	0	0	0	11	0	27
Subtotal (NO BUILD - P.M.)	***42***	***253***	***0***	***0***	***350***	***51***	***0***	***0***	***0***	***33***	***0***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***64.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***13.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***64.00%***	***13.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***80.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	231	0	0	288	23	0	0	0	24	0	0
Total PM Peak Hour BUILD Volumes	**42**	**484**	**0**	**0**	**638**	**74**	**0**	**0**	**0**	**57**	**0**	**47**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

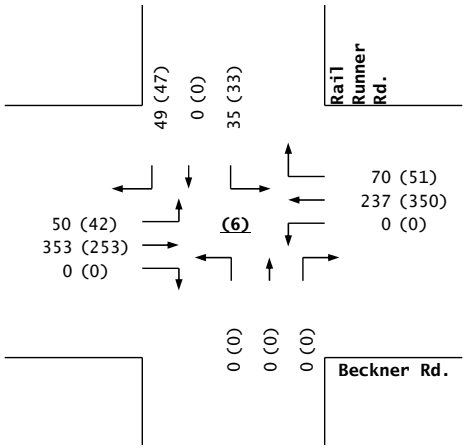
AM Peak - Other Developments

Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	49	0	0	15	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	21	15	0	0	5	6	0	0	0	17	0	18
Presbyterian Medical Offices	0	4	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	52	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	21	91	0	0	84	6	0	0	0	17	0	18

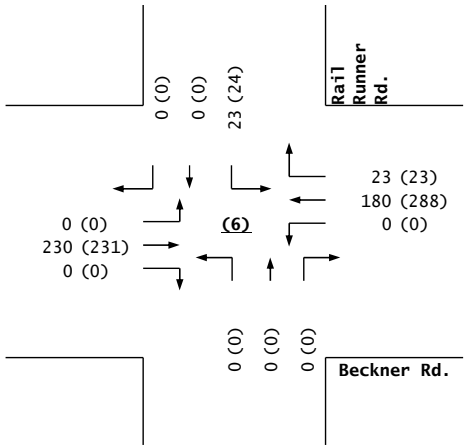
PM Peak - Other Developments

Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	6	0	0	12	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	27	0	0	46	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	24	10	0	0	17	19	0	0	0	11	0	27
Presbyterian Medical Offices	0	12	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	50	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	24	66	0	0	141	19	0	0	0	11	0	27

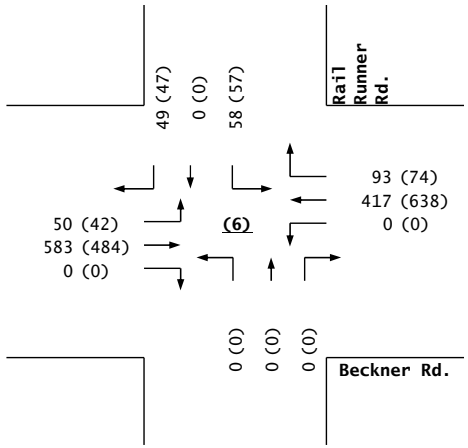
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Rail Runner Rd.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Walking Rain

INTERSECTION: E-W Street: **Beckner Rd.** (7)

N-S Street: **Walking Rain**

Year of Existing Counts 2022

Horizon Year **2025**

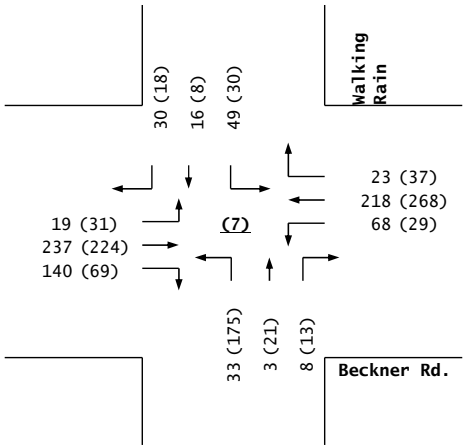
Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Walking Rain)**			**Southbound (Walking Rain)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	18	77	0	0	100	22	0	0	0	44	0	28
Background Traffic Growth	1	5	0	0	6	1	0	0	0	3	0	2
Subtotal	19	82	0	0	106	23	0	0	0	47	0	30
Medical Office Buiding Trips	0	19	140	68	0	0	33	3	8	2	16	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	0	108	0	0	90	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***19***	***237***	***140***	***68***	***218***	***23***	***33***	***3***	***8***	***49***	***16***	***30***
Percent Residential Trips Generated(Entering)	*0.00%*	***77.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***77.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***77.00%***	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***77.00%***	***1.00%***	***22.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***34.00%***	***50.00%***	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***84.00%***	***1.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	94	160	47	97	1	106	1	24	1	0	0
Subtotal AM Pk Hr. BUILD Volumes	**19**	**331**	**300**	**115**	**315**	**24**	**139**	**4**	**32**	**50**	**16**	**30**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**19**	**331**	**300**	**115**	**315**	**24**	**139**	**4**	**32**	**50**	**16**	**30**

	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Walking Rain)**			**Southbound (Walking Rain)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	29	112	0	0	91	35	0	0	0	27	0	17
Background Traffic Growth	2	7	0	0	5	2	0	0	0	2	0	1
Subtotal	31	119	0	0	96	37	0	0	0	29	0	18
Medical Office Buiding Trips	0	11	69	29	0	0	175	21	13	1	8	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	0	77	0	0	160	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***31***	***224***	***69***	***29***	***268***	***37***	***175***	***21***	***13***	***30***	***8***	***18***
Percent Residential Trips Generated(Entering)	*0.00%*	***77.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***77.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***77.00%***	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***77.00%***	***1.00%***	***22.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***34.00%***	***50.00%***	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***84.00%***	***1.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	169	87	26	81	1	232	2	34	2	0	0
Total PM Peak Hour BUILD Volumes	**31**	**393**	**156**	**55**	**349**	**38**	**407**	**23**	**47**	**32**	**8**	**18**

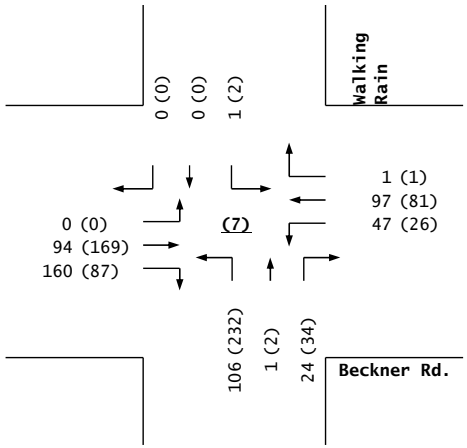
	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

AM Peak - Other Developments												
Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	49	0	0	15	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	32	0	0	11	0	0	0	0	0	0	0
Presbyterian Medical Offices	0	4	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	52	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	0	108	0	0	90	0	0	0	0	0	0	0
PM Peak - Other Developments												
Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	6	0	0	12	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	27	0	0	46	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	21	0	0	36	0	0	0	0	0	0	0
Presbyterian Medical Offices	0	12	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	50	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	0	77	0	0	160	0	0	0	0	0	0	0

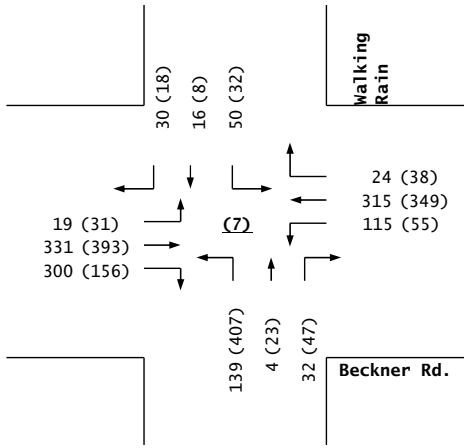
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Walking Rain

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Driveway "A"

INTERSECTION: E-W Street: **Beckner Rd.** (8)

N-S Street: **Driveway "A"** **(Right-in, right-out ONLY)**

Year of Existing Counts 2022

Horizon Year **2025**

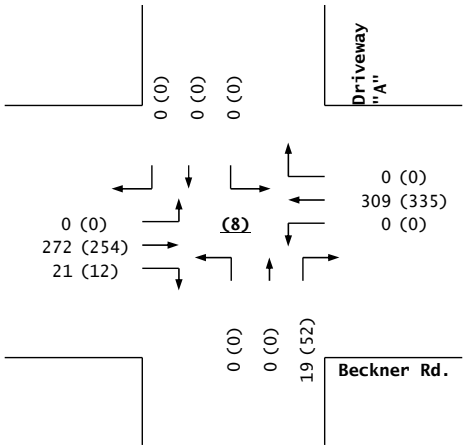
Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Driveway "A")**			**Southbound (Driveway "A")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	121	0	0	122	0	0	0	0	0	0	0
Background Traffic Growth	0	7	0	0	7	0	0	0	0	0	0	0
Subtotal	0	128	0	0	129	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	8	21	0	68	0	0	0	19	0	0	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	0	108	0	0	90	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***272***	***21***	***0***	***309***	***0***	***0***	***0***	***19***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***78.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***78.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*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%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	***35.00%***	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	39	61	0	145	0	0	0	2	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**311**	**82**	**0**	**454**	**0**	**0**	**0**	**21**	**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**	**311**	**82**	**0**	**454**	**0**	**0**	**0**	**21**	**0**	**0**	**0**

	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Driveway "A")**			**Southbound (Driveway "A")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	139	0	0	126	0	0	0	0	0	0	0
Background Traffic Growth	0	8	0	0	8	0	0	0	0	0	0	0
Subtotal	0	147	0	0	134	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	13	12	0	29	0	0	0	52	0	0	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	0	77	0	0	160	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***254***	***12***	***0***	***335***	***0***	***0***	***0***	***52***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***78.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***78.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*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%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	***35.00%***	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	161	34	0	108	0	0	0	12	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**415**	**46**	**0**	**443**	**0**	**0**	**0**	**64**	**0**	**0**	**0**

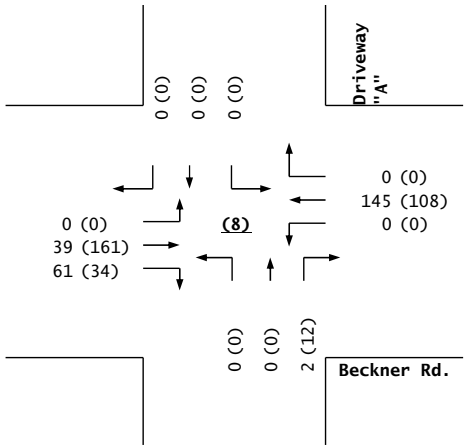
	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

AM Peak - Other Developments												
Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	49	0	0	15	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	32	0	0	11	0	0	0	0	0	0	0
Presbyterian Medical Offices	0	4	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	52	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	0	108	0	0	90	0	0	0	0	0	0	0
PM Peak - Other Developments												
Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	6	0	0	12	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	27	0	0	46	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	21	0	0	36	0	0	0	0	0	0	0
Presbyterian Medical Offices	0	12	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	50	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	0	77	0	0	160	0	0	0	0	0	0	0

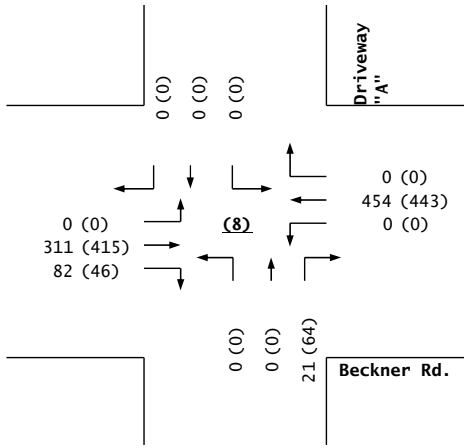
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Driveway "A"

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Driveway "B"

INTERSECTION: E-W Street: **Beckner Rd.** (9)

N-S Street: **Driveway "B"**

Year of Existing Counts 2022

Horizon Year **2025**

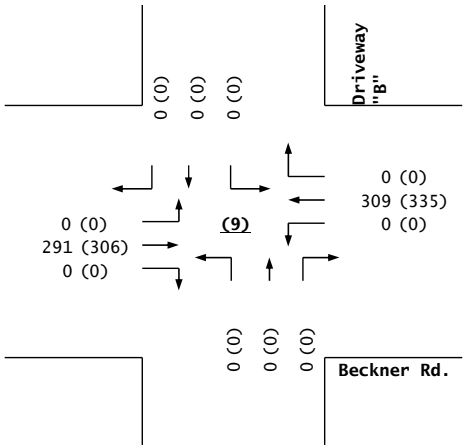
	Growth Rates	Eastbound (Beckner Rd.) 2.00%			Westbound (Beckner Rd.) 2.00%			Northbound (Driveway "B") 2.00%			Southbound (Driveway "B") 2.00%		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0	0	0	0
Medical Office Buiding Trips		0	0	0	0	0	0	0	0	0	0	0	0
Vista de la Sierra Trips		0	0	0	0	0	0	0	0	0	0	0	0
Other Developments (See Below)		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)		***0***	***291***	***0***	***0***	***309***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)		*0.00%*	***52.00%***	***26.00%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)		*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	49	11	45	47	0	33	0	9	0	0	0
Total AM Peak Hour BUILD Volumes		**0**	**340**	**11**	**45**	**356**	**0**	**33**	**0**	**9**	**0**	**0**	**0**

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	0	0	0	0	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments (See Below)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***306***	***0***	***0***	***335***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***52.00%***	***26.00%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	138	46	47	26	0	27	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**444**	**46**	**47**	**361**	**0**	**27**	**0**	**7**	**0**	**0**	**0**

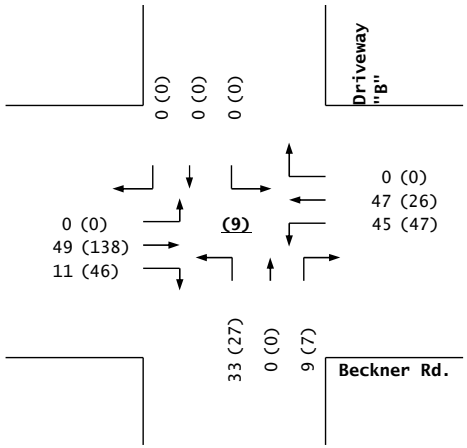
	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

AM Peak - Other Developments												
Cielo Apts. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	0	0	0	0	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak - Other Developments												
Cielo Apts. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	0	0	0	0	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	0	0	0	0	0	0	0	0	0	0	0	0

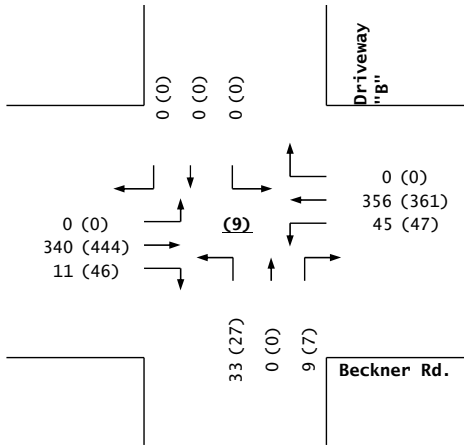
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Driveway "B"

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Driveway "C"

INTERSECTION: E-W Street: **Beckner Rd.** (10)

N-S Street: **Driveway "C"**

Year of Existing Counts 2022

Horizon Year **2025**

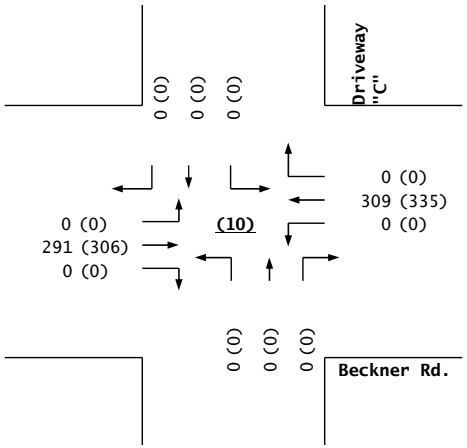
Growth Rates 2.00% 2.00% 2.00% 2.00%

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	0	0	0	0	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments (See Below)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***291***	***0***	***0***	***309***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***26.00%***	***26.00%***	***7.00%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	37	11	45	50	0	33	0	9	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**328**	**11**	**45**	**359**	**0**	**33**	**0**	**9**	**0**	**0**	**0**

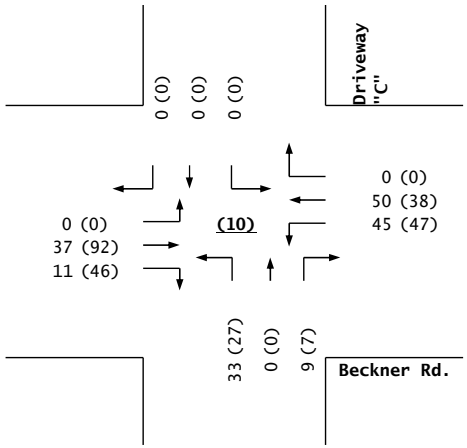
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	0	0	0	0	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments (See Below)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***306***	***0***	***0***	***335***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***26.00%***	***26.00%***	***7.00%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	92	46	47	38	0	27	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**398**	**46**	**47**	**373**	**0**	**27**	**0**	**7**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

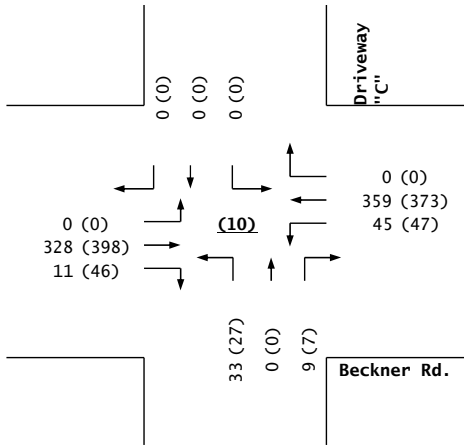
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Driveway "C"

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Driveway "D"

INTERSECTION: E-W Street: **Beckner Rd.** (11)

N-S Street: **Driveway "D"**

Year of Existing Counts 2022

Horizon Year **2025**

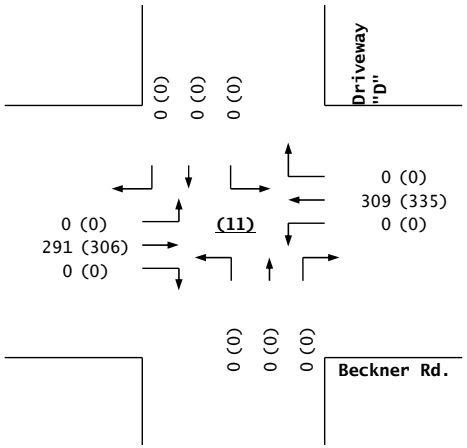
Growth Rates **2.00%** **2.00%** **2.00%** **2.00%**

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "D")			Southbound (Driveway "D")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	0	0	0	0	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments (See Below)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***291***	***0***	***0***	***309***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***26.00%***	***8.00%***	***14.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	26	11	46	53	0	33	0	9	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**317**	**11**	**46**	**362**	**0**	**33**	**0**	**9**	**0**	**0**	**0**

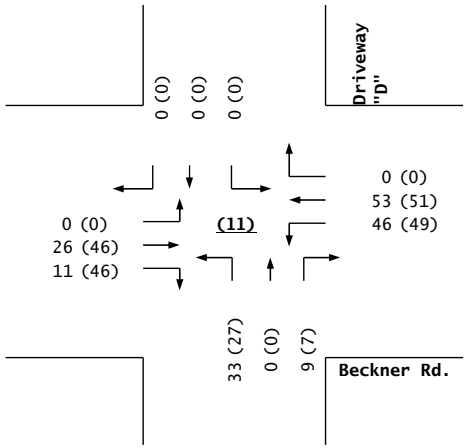
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "D")			Southbound (Driveway "D")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	0	0	0	0	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments (See Below)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***306***	***0***	***0***	***335***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***26.00%***	***8.00%***	***14.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	46	46	49	51	0	27	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**352**	**46**	**49**	**386**	**0**	**27**	**0**	**7**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

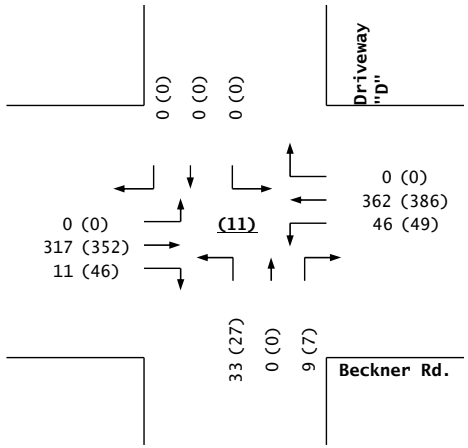
2025
NO BUILD



Trips



2025
BUILD



Beckner Rd. / Driveway "D"

Las Soleras, Tracts 18A & 18B

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2035) - 100% Development

INTERSECTION: **Summary**

Beckner Rd. / Cerrillos Rd.

(1)

3.0% Truck	0.86 PHF			0.86 PHF			0.86 PHF			0.86 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	308	62	72	76	30	22	72	1,171	134	24	739	156
2035 (NO BUILD - A.M.)	*435*	*125*	*92*	*218*	*78*	*54*	*91*	*1,479*	*298*	*50*	*920*	*189*
2035 (BUILD - A.M.)	***435***	***128***	***92***	***242***	***80***	***105***	***91***	***1,479***	***333***	***113***	***920***	***189***
	0.96 PHF			0.96 PHF			0.96 PHF			0.96 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	226	18	48	135	27	56	70	977	74	30	1,242	276
2035 (NO BUILD - P.M.)	*322*	*50*	*61*	*329*	*95*	*127*	*95*	*1,273*	*186*	*66*	*1,518*	*358*
2035 (BUILD - P.M.)	***322***	***53***	***61***	***380***	***98***	***204***	***95***	***1,273***	***224***	***131***	***1,518***	***358***

Herrera Rd. / Cerrillos Rd.

(2)

3.0% Truck	0.85 PHF			0.85 PHF			0.85 PHF			0.85 PHF		
	Eastbound (Herrera Rd.)			Westbound (Herrera Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	127	66	164	85	87	38	244	1,094	97	48	698	64
2035 (NO BUILD - A.M.)	*154*	*133*	*216*	*108*	*148*	*76*	*322*	*1,371*	*169*	*96*	*872*	*78*
2035 (BUILD - A.M.)	***154***	***168***	***246***	***108***	***162***	***128***	***322***	***1,388***	***169***	***195***	***935***	***78***
	0.95 PHF			0.95 PHF			0.95 PHF			0.95 PHF		
	Eastbound (Herrera Rd.)			Westbound (Herrera Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	87	58	193	129	68	72	215	955	55	27	1,236	55
2035 (NO BUILD - P.M.)	*106*	*112*	*251*	*159*	*141*	*158*	*288*	*1,220*	*121*	*76*	*1,515*	*67*
2035 (BUILD - P.M.)	***106***	***140***	***268***	***159***	***177***	***259***	***288***	***1,230***	***121***	***175***	***1,580***	***67***

Beckner Rd. / Richards Ave.

(3)

3.0% Truck	0.68 PHF			0.68 PHF			0.68 PHF			0.68 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	68	21	64	6	8	99	52	361	23	94	340	82
2035 (NO BUILD - A.M.)	*181*	*36*	*126*	*8*	*24*	*120*	*121*	*437*	*28*	*113*	*412*	*207*
2035 (BUILD - A.M.)	***217***	***38***	***141***	***8***	***27***	***120***	***138***	***437***	***28***	***113***	***412***	***243***
	0.96 PHF			0.96 PHF			0.96 PHF			0.96 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	77	3	63	0	2	4	42	331	0	9	364	98
2035 (NO BUILD - P.M.)	*193*	*10*	*119*	*0*	*10*	*5*	*133*	*401*	*0*	*11*	*441*	*295*
2035 (BUILD - P.M.)	***240***	***13***	***136***	***0***	***13***	***5***	***148***	***401***	***0***	***11***	***441***	***341***

Beckner Rd. / Wellness Way

(4)

3.0% Truck	0.72 PHF			0.72 PHF			0.72 PHF			0.72 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	27	141	0	0	74	63	0	0	0	45	0	4
2035 (NO BUILD - A.M.)	*38*	*401*	*0*	*0*	*219*	*113*	*0*	*0*	*0*	*142*	*0*	*57*
2035 (BUILD - A.M.)	***38***	***503***	***0***	***0***	***298***	***213***	***0***	***0***	***0***	***271***	***0***	***57***
	0.88 PHF			0.88 PHF			0.88 PHF			0.88 PHF		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	18	69	0	0	89	53	0	0	0	61	0	104
2035 (NO BUILD - P.M.)	*38*	*237*	*0*	*0*	*308*	*180*	*0*	*0*	*0*	*131*	*0*	*170*
2035 (BUILD - P.M.)	***38***	***342***	***0***	***0***	***439***	***337***	***0***	***0***	***0***	***257***	***0***	***170***

Las Soleras, Tracts 18A & 18B

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2035) - 100% Development

INTERSECTION: **Summary**

Beckner Rd. / Las Soleras Dr.

(5) 3.0% Truck	0.87			0.87			0.87			0.87			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Las Soleras Dr.)			Southbound (Las Soleras Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	4	156	0	0	146	1	0	0	0	1	0	2	
2035 (NO BUILD - A.M.)	*8*	*434*	*9*	*29*	*315*	*1*	*16*	*0*	*4*	*8*	*44*	*11*	
2035 (BUILD - A.M.)	***8***	***663***	***9***	***29***	***485***	***2***	***16***	***0***	***4***	***9***	***44***	***11***	

	0.63			0.63			0.63			0.63			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Las Soleras Dr.)			Southbound (Las Soleras Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	7	135	0	0	99	10	0	0	0	7	0	5	
2035 (NO BUILD - P.M.)	*18*	*328*	*44*	*20*	*373*	*13*	*60*	*0*	*12*	*13*	*20*	*11*	
2035 (BUILD - P.M.)	***18***	***559***	***44***	***20***	***615***	***13***	***60***	***0***	***12***	***13***	***20***	***11***	

Beckner Rd. / Rail Runner Rd.

(6) 3.0% Truck	0.78			0.78			0.78			0.78			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Rail Runner Rd.)			Southbound (Rail Runner Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	28	127	0	0	114	62	0	0	0	18	0	30	
2035 (NO BUILD - A.M.)	*55*	*378*	*0*	*0*	*259*	*82*	*0*	*0*	*0*	*38*	*0*	*55*	
2035 (BUILD - A.M.)	***55***	***608***	***0***	***0***	***439***	***105***	***0***	***0***	***0***	***61***	***0***	***55***	

	0.85			0.85			0.85			0.85			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Rail Runner Rd.)			Southbound (Rail Runner Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	18	127	0	0	94	31	0	0	0	22	0	20	
2035 (NO BUILD - P.M.)	*45*	*278*	*0*	*0*	*368*	*57*	*0*	*0*	*0*	*37*	*0*	*51*	
2035 (BUILD - P.M.)	***45***	***509***	***0***	***0***	***656***	***80***	***0***	***0***	***0***	***61***	***0***	***51***	

Beckner Rd. / Walking Rain

(7) 3.0% Truck	0.93			0.93			0.93			0.93			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Walking Rain)			Southbound (Walking Rain)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	19	80	0	0	104	23	0	0	0	46	0	29	
2035 (NO BUILD - A.M.)	*23*	*252*	*140*	*68*	*238*	*28*	*33*	*3*	*8*	*57*	*16*	*35*	
2035 (BUILD - A.M.)	***23***	***346***	***300***	***115***	***335***	***29***	***139***	***4***	***32***	***58***	***16***	***35***	

	0.95			0.95			0.95			0.95			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Walking Rain)			Southbound (Walking Rain)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	30	116	0	0	95	36	0	0	0	28	0	18	
2035 (NO BUILD - P.M.)	*37*	*246*	*69*	*29*	*287*	*44*	*175*	*21*	*13*	*35*	*8*	*21*	
2035 (BUILD - P.M.)	***37***	***415***	***156***	***55***	***368***	***45***	***407***	***23***	***47***	***37***	***8***	***21***	

Beckner Rd. / Driveway "A"

(8) 3.0% Truck	0.93			0.93			0.93			0.93			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "A")			Southbound (Driveway "A")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	126	0	0	127	0	0	0	0	0	0	0	
2035 (NO BUILD - A.M.)	*0*	*296*	*21*	*0*	*334*	*0*	*0*	*0*	*19*	*0*	*0*	*0*	
2035 (BUILD - A.M.)	***0***	***335***	***82***	***0***	***479***	***0***	***0***	***0***	***21***	***0***	***0***	***0***	

	0.95			0.95			0.95			0.95			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "A")			Southbound (Driveway "A")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	145	0	0	131	0	0	0	0	0	0	0	
2035 (NO BUILD - P.M.)	*0*	*282*	*12*	*0*	*360*	*0*	*0*	*0*	*52*	*0*	*0*	*0*	
2035 (BUILD - P.M.)	***0***	***443***	***46***	***0***	***468***	***0***	***0***	***0***	***64***	***0***	***0***	***0***	

Las Soleras, Tracts 18A & 18B

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2035) - 100% Development

INTERSECTION: **Summary**

Beckner Rd. / Driveway "B"

(9)

3.0% Truck

	0.97			0.97			0.97			0.97			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
2035 (NO BUILD - A.M.)	*0*	*315*	*0*	*0*	*334*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2035 (BUILD - A.M.)	***0***	***364***	***11***	***45***	***381***	***0***	***33***	***0***	***9***	***0***	***0***	***0***	

	0.89			0.89			0.89			0.89			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "B")			Southbound (Driveway "B")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
2035 (NO BUILD - P.M.)	*0*	*334*	*0*	*0*	*360*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2035 (BUILD - P.M.)	***0***	***472***	***46***	***47***	***386***	***0***	***27***	***0***	***7***	***0***	***0***	***0***	

Beckner Rd. / Driveway "C"

(10)

3.0% Truck

	0.90			0.90			0.90			0.90			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
2035 (NO BUILD - A.M.)	*0*	*315*	*0*	*0*	*334*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2035 (BUILD - A.M.)	***0***	***352***	***11***	***45***	***384***	***0***	***33***	***0***	***9***	***0***	***0***	***0***	

	0.90			0.90			0.90			0.90			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
2035 (NO BUILD - P.M.)	*0*	*334*	*0*	*0*	*360*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2035 (BUILD - P.M.)	***0***	***426***	***46***	***47***	***398***	***0***	***27***	***0***	***7***	***0***	***0***	***0***	

Beckner Rd. / Driveway "D"

(11)

3.0% Truck

	0.90			0.90			0.90			0.90			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
2035 (NO BUILD - A.M.)	*0*	*315*	*0*	*0*	*334*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2035 (BUILD - A.M.)	***0***	***352***	***11***	***45***	***384***	***0***	***33***	***0***	***9***	***0***	***0***	***0***	

	0.90			0.90			0.90			0.90			PHF
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "C")			Southbound (Driveway "C")			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
2035 (NO BUILD - P.M.)	*0*	*334*	*0*	*0*	*360*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2035 (BUILD - P.M.)	***0***	***426***	***46***	***47***	***398***	***0***	***27***	***0***	***7***	***0***	***0***	***0***	

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Cerrillos Rd.

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

N-S Street: **Cerrillos Rd.**

Year of Existing Counts 2022

Horizon Year **2035**

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

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	296	60	69	73	29	21	69	1,126	129	23	711	150
Background Traffic Growth	77	16	18	19	8	5	18	293	34	6	185	39
Subtotal	373	76	87	92	37	26	87	1,419	163	29	896	189
Medical Office Buiding Trips	0	30	0	9	3	2	0	0	70	5	0	0
Vista de la Sierra Trips	0	1	0	15	1	6	0	0	20	8	0	0
Other Developments (See Below)	62	18	5	102	37	20	4	60	45	8	24	0
Subtotal (NO BUILD - A.M.)	***435***	***125***	***92***	***218***	***78***	***54***	***91***	***1,479***	***298***	***50***	***920***	***189***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***2.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***16.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***16.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	3	0	24	2	51	0	0	35	63	0	0
Total AM Peak Hour BUILD Volumes	**435**	**128**	**92**	**242**	**80**	**105**	**91**	**1,479**	**333**	**113**	**920**	**189**

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	217	17	46	130	26	54	67	939	71	29	1,194	265
Background Traffic Growth	56	4	12	34	7	14	17	244	18	8	310	69
Subtotal	273	21	58	164	33	68	84	1,183	89	37	1,504	334
Medical Office Buiding Trips	0	4	0	52	16	34	0	0	25	12	0	0
Vista de la Sierra Trips	0	1	0	8	1	4	0	0	11	6	0	0
Other Developments (See Below)	49	24	3	105	45	21	11	90	61	11	14	24
Subtotal (NO BUILD - P.M.)	***322***	***50***	***61***	***329***	***95***	***127***	***95***	***1,273***	***186***	***66***	***1,518***	***358***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***12.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***2.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***16.00%***	***20.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***16.00%***	***1.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	3	0	51	3	77	0	0	38	65	0	0
Total PM Peak Hour BUILD Volumes	**322**	**53**	**61**	**380**	**98**	**204**	**95**	**1,273**	**224**	**131**	**1,518**	**358**

	Entering	Exiting		
Number of Residential Trips Generated	**44**	**126**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

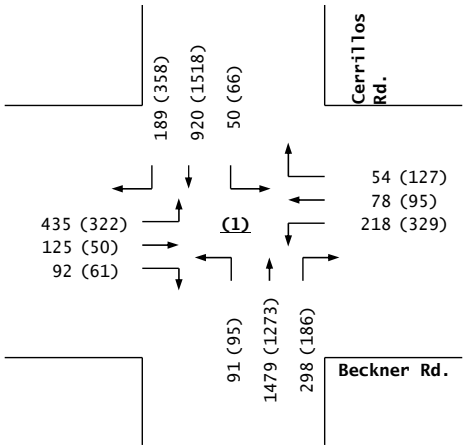
AM Peak - Other Developments

Cielo Apts. Trips	0	2	0	19	5	4	0	0	4	1	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	9	0	0	23	0
Cavan Development Trips	51	9	5	0	3	0	4	0	0	7	0	0
5201 Beckner Rd. Trips	2	0	0	11	6	1	0	0	3	0	1	0
Hevenly Santa Fe Trips	0	3	0	17	8	0	0	0	6	0	0	0
Presbyterian Medical Offices	0	4	0	8	0	0	0	0	32	0	0	0
5407 Beckner Rd. Trips	9	0	0	47	15	15	0	51	0	0	0	0
Subtotal (AM Peak) - Projects Above -	62	18	5	102	37	20	4	60	45	8	24	0

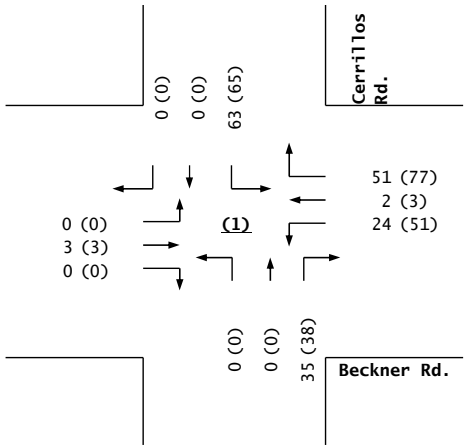
PM Peak - Other Developments

Cielo Apts. Trips	0	5	0	7	2	4	0	0	15	10	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	39	0	0	13	0
Cavan Development Trips	36	6	3	0	11	0	11	0	0	0	0	24
5201 Beckner Rd. Trips	5	0	0	6	3	1	0	1	11	1	1	0
Hevenly Santa Fe Trips	0	9	0	11	5	0	0	0	19	0	0	0
Presbyterian Medical Offices	0	4	0	36	8	0	0	0	16	0	0	0
5407 Beckner Rd. Trips	8	0	0	45	16	16	0	50	0	0	0	0
Subtotal (PM Peak) - Projects Above -	49	24	3	105	45	21	11	90	61	11	14	24

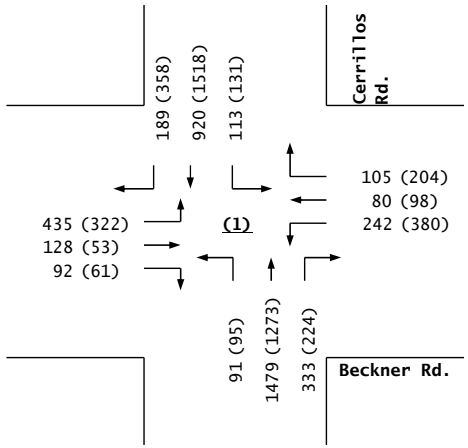
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Cerrillos Rd.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Herrera Rd. / Cerrillos Rd.

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

N-S Street: **Cerrillos Rd.**

Year of Existing Counts 2022

Horizon Year **2035**

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

	Eastbound (Herrera Rd.)			Westbound (Herrera Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	122	63	158	82	84	37	235	1,052	93	46	671	62
Background Traffic Growth	32	16	41	21	22	10	61	274	24	12	174	16
Subtotal	154	79	199	103	106	47	296	1,326	117	58	845	78
Medical Office Buiding Trips	0	30	0	0	13	5	0	0	0	19	0	0
Vista de la Sierra Trips	0	5	0	0	5	5	0	0	5	5	0	0
Other Developments (See Below)	0	19	17	5	24	19	26	45	47	14	27	0
Subtotal (NO BUILD - A.M.)	***154***	***133***	***216***	***108***	***148***	***76***	***322***	***1,371***	***169***	***96***	***872***	***78***
Percent Residential Trips Generated(Entering)	*0.00%*	***6.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	***20.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***35.00%***	***20.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***5.00%***	***35.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***13.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	***20.00%***	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***13.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	35	30	0	14	52	0	17	0	99	63	0
Total AM Peak Hour BUILD Volumes	**154**	**168**	**246**	**108**	**162**	**128**	**322**	**1,388**	**169**	**195**	**935**	**78**

	Eastbound (Herrera Rd.)			Westbound (Herrera Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	84	56	186	124	65	69	207	918	53	26	1,188	53
Background Traffic Growth	22	15	48	32	17	18	54	239	14	7	309	14
Subtotal	106	71	234	156	82	87	261	1,157	67	33	1,497	67
Medical Office Buiding Trips	0	9	0	0	26	42	0	0	0	9	0	0
Vista de la Sierra Trips	0	10	0	0	10	10	0	0	10	10	0	0
Other Developments (See Below)	0	22	17	3	23	19	27	63	44	24	18	0
Subtotal (NO BUILD - P.M.)	***106***	***112***	***251***	***159***	***141***	***158***	***288***	***1,220***	***121***	***76***	***1,515***	***67***
Percent Residential Trips Generated(Entering)	*0.00%*	***6.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	***20.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***6.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***35.00%***	***20.00%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***5.00%***	***35.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***13.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	***20.00%***	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***13.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	28	17	0	36	101	0	10	0	99	65	0
Total PM Peak Hour BUILD Volumes	**106**	**140**	**268**	**159**	**177**	**259**	**288**	**1,230**	**121**	**175**	**1,580**	**67**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

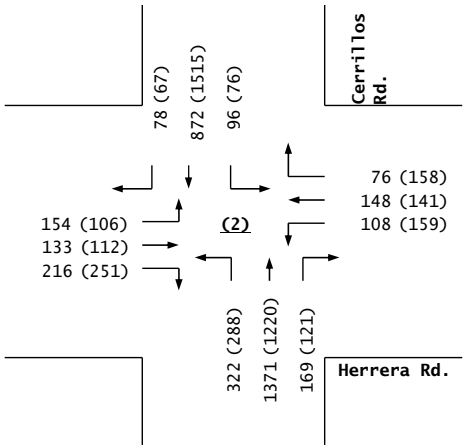
AM Peak - Other Developments

Cielo Apts. Trips	0	5	0	0	10	10	0	0	5	5	0	0
Village at Las Soleras Trip	0	1	0	5	6	1	0	7	2	1	18	0
Cavan Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	1	0	0	4	8	0	0	0	4	0	0
Presbyterian Medical Offices	0	12	0	0	4	0	0	0	0	4	0	0
5407 Beckner Rd. Trips	0	0	17	0	0	0	26	38	40	0	9	0
Subtotal (AM Peak) - Projects Above -	0	19	17	5	24	19	26	45	47	14	27	0

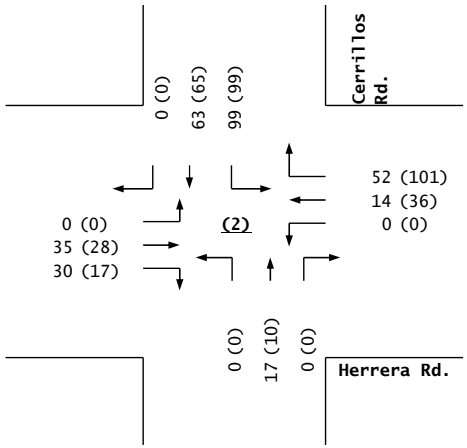
PM Peak - Other Developments

Cielo Apts. Trips	0	10	0	0	5	5	0	0	10	10	0	0
Village at Las Soleras Trip	0	3	0	3	3	1	0	23	6	2	10	0
Cavan Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	0	0	0	0	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	5	0	0	3	5	0	0	0	8	0	0
Presbyterian Medical Offices	0	4	0	0	12	8	0	0	0	4	0	0
5407 Beckner Rd. Trips	0	0	17	0	0	0	27	40	28	0	8	0
Subtotal (PM Peak) - Projects Above -	0	22	17	3	23	19	27	63	44	24	18	0

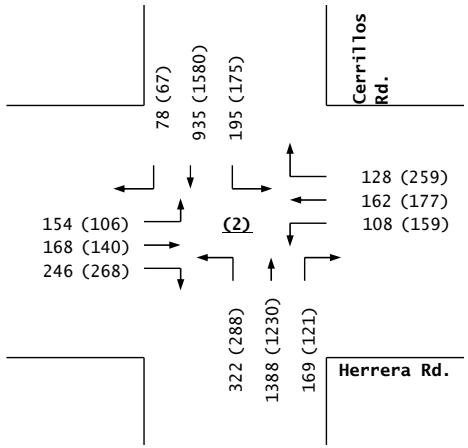
2035
NO BUILD



Trips



2035
BUILD



Herrera Rd. / Cerrillos Rd.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Richards Ave.

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

N-S Street: **Richards Ave.**

Year of Existing Counts 2022

Horizon Year **2035**

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

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	65	20	62	6	8	95	50	347	22	90	327	79
Background Traffic Growth	17	5	16	2	2	25	13	90	6	23	85	21
Subtotal	82	25	78	8	10	120	63	437	28	113	412	100
Medical Office Buiding Trips	12	5	9	0	9	0	23	0	0	0	0	35
Vista de la Sierra Trips	20	1	9	0	1	0	2	0	0	0	0	4
Other Developments (See Below)	67	5	30	0	4	0	33	0	0	0	0	68
Subtotal (NO BUILD - A.M.)	***181***	***36***	***126***	***8***	***24***	***120***	***121***	***437***	***28***	***113***	***412***	***207***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.00%***
Percent Residential Trips Generated(Exiting)	***17.00%***	***1.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***
Percent Commercial Trips Generated(Exiting)	***12.00%***	***1.00%***	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Office Trips Generated(Exiting)	***10.00%***	***1.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	36	2	15	0	3	0	17	0	0	0	0	36
Total AM Peak Hour BUILD Volumes	**217**	**38**	**141**	**8**	**27**	**120**	**138**	**437**	**28**	**113**	**412**	**243**

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	74	3	61	0	2	4	40	318	0	9	350	94
Background Traffic Growth	19	1	16	0	1	1	10	83	0	2	91	24
Subtotal	93	4	77	0	3	5	50	401	0	11	441	118
Medical Office Buiding Trips	47	1	18	0	1	0	3	0	0	0	0	26
Vista de la Sierra Trips	7	1	3	0	1	0	1	0	0	0	0	1
Other Developments (See Below)	46	4	21	0	5	0	79	0	0	0	0	150
Subtotal (NO BUILD - P.M.)	***193***	***10***	***119***	***0***	***10***	***5***	***133***	***401***	***0***	***11***	***441***	***295***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***17.00%***
Percent Residential Trips Generated(Exiting)	***17.00%***	***1.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***12.00%***
Percent Commercial Trips Generated(Exiting)	***12.00%***	***1.00%***	***9.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Office Trips Generated(Exiting)	***10.00%***	***1.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	47	3	17	0	3	0	15	0	0	0	0	46
Total PM Peak Hour BUILD Volumes	**240**	**13**	**136**	**0**	**13**	**5**	**148**	**401**	**0**	**11**	**441**	**341**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

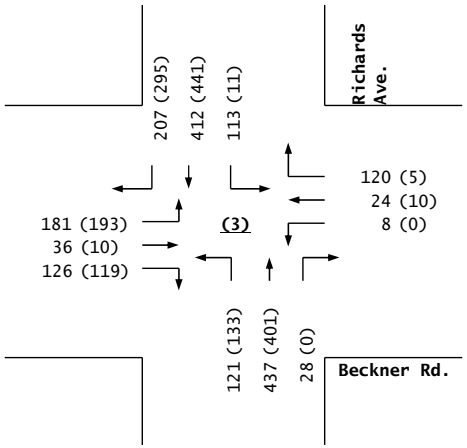
AM Peak - Other Developments

Cielo Apts. Trips	10	1	7	0	1	0	1	0	0	0	0	4
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	6	0	3	0	1	0	1	0	0	0	0	2
5201 Beckner Rd. Trips	25	1	14	0	1	0	5	0	0	0	0	10
Hevenly Santa Fe Trips	24	2	5	0	1	0	2	0	0	0	0	8
Presbyterian Medical Offices	2	1	1	0	0	0	3	0	0	0	0	4
5407 Beckner Rd. Trips	0	0	0	0	0	0	21	0	0	0	0	40
Subtotal (AM Peak) - Projects Above -	67	5	30	0	4	0	33	0	0	0	0	68

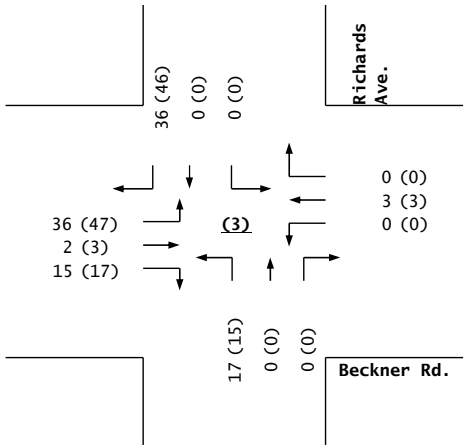
PM Peak - Other Developments

Cielo Apts. Trips	7	1	4	0	1	0	4	0	0	0	0	8
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	4	0	2	0	1	0	3	0	0	0	0	8
5201 Beckner Rd. Trips	15	1	9	0	1	0	21	0	0	0	0	25
Hevenly Santa Fe Trips	16	1	4	0	2	0	6	0	0	0	0	27
Presbyterian Medical Offices	4	1	2	0	0	0	1	0	0	0	0	2
5407 Beckner Rd. Trips	0	0	0	0	0	0	44	0	0	0	0	80
Subtotal (PM Peak) - Projects Above -	46	4	21	0	5	0	79	0	0	0	0	150

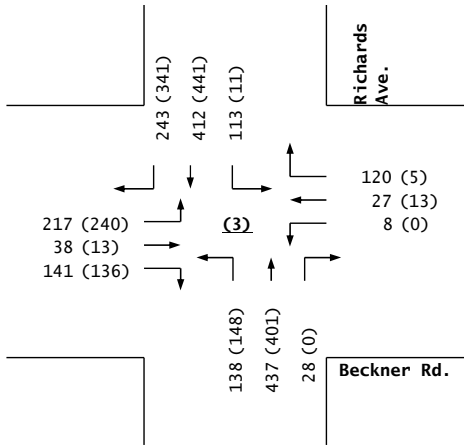
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Richards Ave.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Wellness Way

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

N-S Street: **Wellness Way**

Year of Existing Counts 2022

Horizon Year **2035**

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

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	26	136	0	0	71	61	0	0	0	43	0	4
Background Traffic Growth	7	35	0	0	18	16	0	0	0	11	0	1
Subtotal	33	171	0	0	89	77	0	0	0	54	0	5
Medical Office Buiding Trips	0	105	0	0	14	5	0	0	0	19	0	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	5	97	0	0	94	31	0	0	0	69	0	52
Subtotal (NO BUILD - A.M.)	***38***	***401***	***0***	***0***	***219***	***113***	***0***	***0***	***0***	***142***	***0***	***57***
Percent Residential Trips Generated(Entering)	*0.00%*	***33.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***33.00%***	***36.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***23.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***40.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***23.00%***	***40.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***37.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***43.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***43.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	102	0	0	79	100	0	0	0	129	0	0
Total AM Peak Hour BUILD Volumes	**38**	**503**	**0**	**0**	**298**	**213**	**0**	**0**	**0**	**271**	**0**	**57**

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	66	0	0	86	51	0	0	0	59	0	100
Background Traffic Growth	4	17	0	0	22	13	0	0	0	15	0	26
Subtotal	21	83	0	0	108	64	0	0	0	74	0	126
Medical Office Buiding Trips	0	41	0	0	60	42	0	0	0	9	0	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	17	96	0	0	128	74	0	0	0	48	0	44
Subtotal (NO BUILD - P.M.)	***38***	***237***	***0***	***0***	***308***	***180***	***0***	***0***	***0***	***131***	***0***	***170***
Percent Residential Trips Generated(Entering)	*0.00%*	***33.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***36.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***33.00%***	***36.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***23.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***40.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***23.00%***	***40.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***37.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***43.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***37.00%***	***43.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	105	0	0	131	157	0	0	0	126	0	0
Total PM Peak Hour BUILD Volumes	**38**	**342**	**0**	**0**	**439**	**337**	**0**	**0**	**0**	**257**	**0**	**170**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

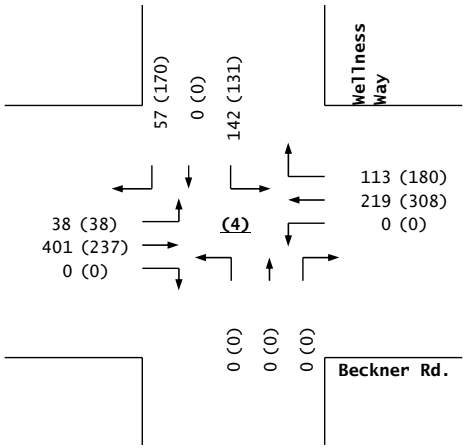
AM Peak - Other Developments

Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	5	0	0	0	0	15	0	0	0	49	0	18
Hevenly Santa Fe Trips	0	8	0	0	25	12	0	0	0	4	0	0
Presbyterian Medical Offices	0	36	0	0	9	4	0	0	0	16	0	0
5407 Beckner Rd. Trips	0	30	0	0	52	0	0	0	0	0	0	34
Subtotal (AM Peak) - Projects Above -	5	97	0	0	94	31	0	0	0	69	0	52

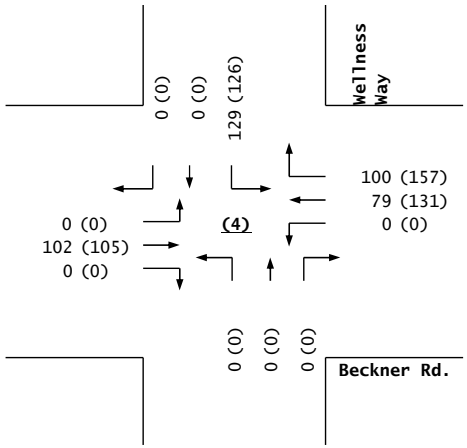
PM Peak - Other Developments

Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	11	0	0	6	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	17	0	0	0	0	46	0	0	0	27	0	10
Hevenly Santa Fe Trips	0	28	0	0	16	8	0	0	0	13	0	0
Presbyterian Medical Offices	0	16	0	0	44	20	0	0	0	8	0	0
5407 Beckner Rd. Trips	0	30	0	0	50	0	0	0	0	0	0	34
Subtotal (PM Peak) - Projects Above -	17	96	0	0	128	74	0	0	0	48	0	44

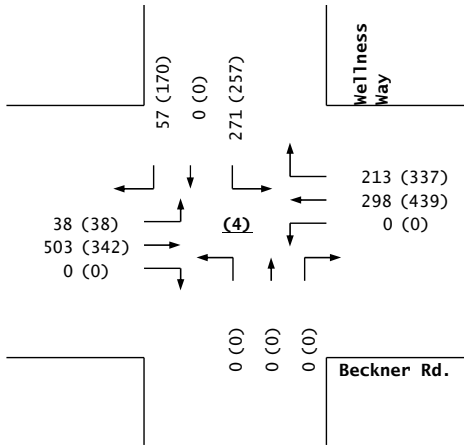
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Wellness Way

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Las Soleras Dr.

INTERSECTION: E-W Street: **Beckner Rd.** (5)

N-S Street: **Las Soleras Dr.**

Year of Existing Counts 2022

Horizon Year **2035**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Las Soleras Dr.)**			**Southbound (Las Soleras Dr.)**		
	Left	Thru	Right	Left*	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	150	0	0	140	1	0	0	0	1	0	2
Background Traffic Growth	1	39	0	0	36	0	0	0	0	0	0	1
Subtotal	5	189	0	0	176	1	0	0	0	1	0	3
Medical Office Buiding Trips	0	105	0	0	14	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	3	112	9	29	103	0	16	0	4	7	44	8
Subtotal (NO BUILD - A.M.)	***8***	***434***	***9***	***29***	***315***	***1***	***16***	***0***	***4***	***8***	***44***	***11***
Percent Residential Trips Generated(Entering)	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***63.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***63.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***60.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	229	0	0	170	1	0	0	0	1	0	0
Total AM Peak Hour BUILD Volumes	**8**	**663**	**9**	**29**	**485**	**2**	**16**	**0**	**4**	**9**	**44**	**11**

*** - 4 LT / 25 U-TURNS**

	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Las Soleras Dr.)**			**Southbound (Las Soleras Dr.)**		
	Left	Thru	Right	Left*	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	130	0	0	95	10	0	0	0	7	0	5
Background Traffic Growth	2	34	0	0	25	3	0	0	0	2	0	1
Subtotal	9	164	0	0	120	13	0	0	0	9	0	6
Medical Office Buiding Trips	0	41	0	0	102	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	9	106	44	20	139	0	60	0	12	4	20	5
Subtotal (NO BUILD - P.M.)	***18***	***328***	***44***	***20***	***373***	***13***	***60***	***0***	***12***	***13***	***20***	***11***
Percent Residential Trips Generated(Entering)	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***63.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***63.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***60.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	231	0	0	242	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**18**	**559**	**44**	**20**	**615**	**13**	**60**	**0**	**12**	**13**	**20**	**11**

*** - 4 LT / 16 U-TURNS**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

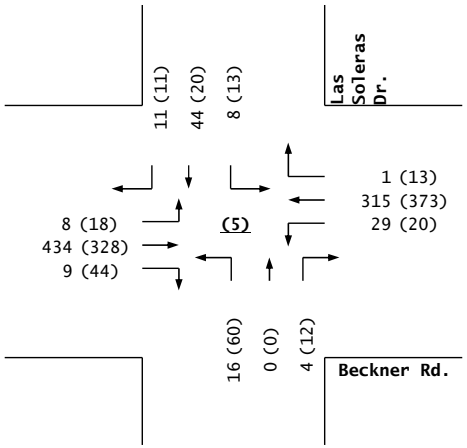
AM Peak - Other Developments

Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	49	0	0	15	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	3	10	0	25	28	0	0	0	0	7	0	8
Presbyterian Medical Offices	0	0	9	4	0	0	16	0	4	0	44	0
5407 Beckner Rd. Trips	0	30	0	0	52	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	3	112	9	29	103	0	16	0	4	7	44	8

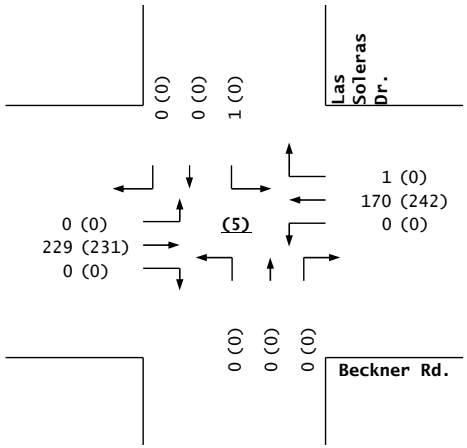
PM Peak - Other Developments

Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	6	0	0	12	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	27	0	0	46	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	9	32	0	16	19	0	0	0	0	4	0	5
Presbyterian Medical Offices	0	0	44	4	0	0	60	0	12	0	20	0
5407 Beckner Rd. Trips	0	30	0	0	50	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	9	106	44	20	139	0	60	0	12	4	20	5

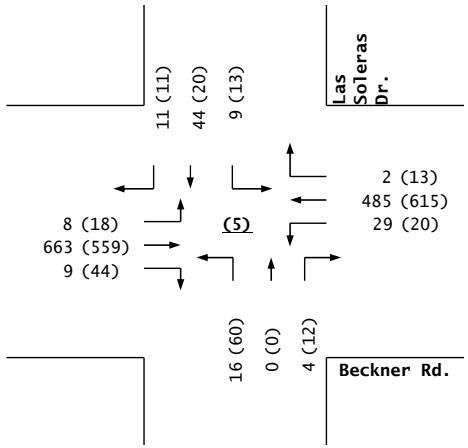
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Las Soleras Dr.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Rail Runner Rd.

INTERSECTION: E-W Street: **Beckner Rd.** (6)

N-S Street: **Rail Runner Rd.**

Year of Existing Counts 2022

Horizon Year **2035**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Rail Runner Rd.)**			**Southbound (Rail Runner Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	27	122	0	0	110	60	0	0	0	17	0	29
Background Traffic Growth	7	32	0	0	29	16	0	0	0	4	0	8
Subtotal	34	154	0	0	139	76	0	0	0	21	0	37
Medical Office Buiding Trips	0	105	0	0	14	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	21	91	0	0	84	6	0	0	0	17	0	18
Subtotal (NO BUILD - A.M.)	***55***	***378***	***0***	***0***	***259***	***82***	***0***	***0***	***0***	***38***	***0***	***55***
Percent Residential Trips Generated(Entering)	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***64.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***13.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***64.00%***	***13.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***80.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	230	0	0	180	23	0	0	0	23	0	0
Total AM Peak Hour BUILD Volumes	**55**	**608**	**0**	**0**	**439**	**105**	**0**	**0**	**0**	**61**	**0**	**55**

	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Rail Runner Rd.)**			**Southbound (Rail Runner Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	122	0	0	90	30	0	0	0	21	0	19
Background Traffic Growth	4	32	0	0	23	8	0	0	0	5	0	5
Subtotal	21	154	0	0	113	38	0	0	0	26	0	24
Medical Office Buiding Trips	0	41	0	0	102	0	0	0	0	0	0	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	24	66	0	0	141	19	0	0	0	11	0	27
Subtotal (NO BUILD - P.M.)	***45***	***278***	***0***	***0***	***368***	***57***	***0***	***0***	***0***	***37***	***0***	***51***
Percent Residential Trips Generated(Entering)	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***8.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	***8.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	***64.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***13.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***64.00%***	***13.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***4.00%***	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***80.00%***	***4.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	231	0	0	288	23	0	0	0	24	0	0
Total PM Peak Hour BUILD Volumes	**45**	**509**	**0**	**0**	**656**	**80**	**0**	**0**	**0**	**61**	**0**	**51**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

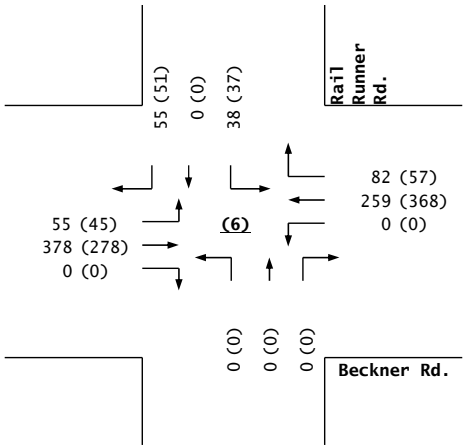
AM Peak - Other Developments

Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	49	0	0	15	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	21	15	0	0	5	6	0	0	0	17	0	18
Presbyterian Medical Offices	0	4	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	52	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	21	91	0	0	84	6	0	0	0	17	0	18

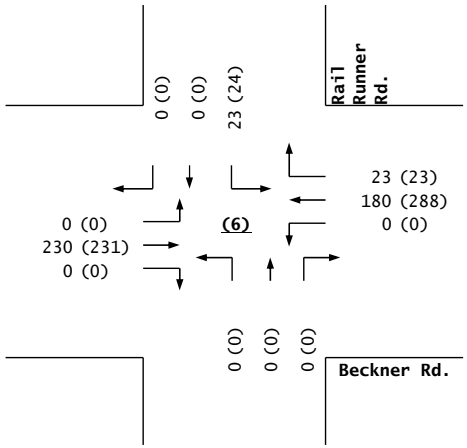
PM Peak - Other Developments

Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	6	0	0	12	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	27	0	0	46	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	24	10	0	0	17	19	0	0	0	11	0	27
Presbyterian Medical Offices	0	12	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	50	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	24	66	0	0	141	19	0	0	0	11	0	27

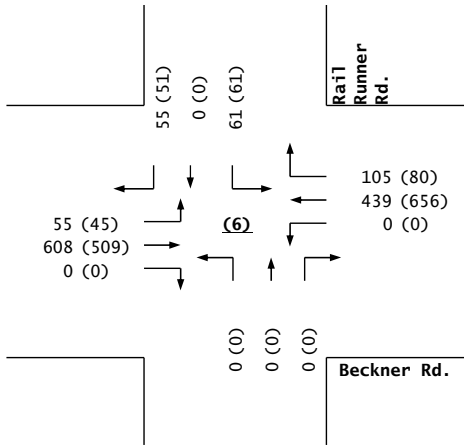
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Rail Runner Rd.

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Walking Rain

INTERSECTION: E-W Street: **Beckner Rd.** (7)

N-S Street: **Walking Rain**

Year of Existing Counts 2022

Horizon Year **2035**

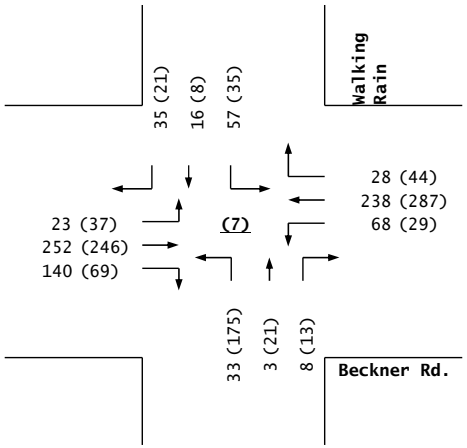
Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Walking Rain)**			**Southbound (Walking Rain)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	18	77	0	0	100	22	0	0	0	44	0	28
Background Traffic Growth	5	20	0	0	26	6	0	0	0	11	0	7
Subtotal	23	97	0	0	126	28	0	0	0	55	0	35
Medical Office Buiding Trips	0	19	140	68	0	0	33	3	8	2	16	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	0	108	0	0	90	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***23***	***252***	***140***	***68***	***238***	***28***	***33***	***3***	***8***	***57***	***16***	***35***
Percent Residential Trips Generated(Entering)	*0.00%*	***77.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***77.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***77.00%***	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***77.00%***	***1.00%***	***22.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***34.00%***	***50.00%***	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***84.00%***	***1.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	94	160	47	97	1	106	1	24	1	0	0
Subtotal AM Pk Hr. BUILD Volumes	**23**	**346**	**300**	**115**	**335**	**29**	**139**	**4**	**32**	**58**	**16**	**35**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**23**	**346**	**300**	**115**	**335**	**29**	**139**	**4**	**32**	**58**	**16**	**35**

	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Walking Rain)**			**Southbound (Walking Rain)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	29	112	0	0	91	35	0	0	0	27	0	17
Background Traffic Growth	8	29	0	0	24	9	0	0	0	7	0	4
Subtotal	37	141	0	0	115	44	0	0	0	34	0	21
Medical Office Buiding Trips	0	11	69	29	0	0	175	21	13	1	8	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	0	77	0	0	160	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***37***	***246***	***69***	***29***	***287***	***44***	***175***	***21***	***13***	***35***	***8***	***21***
Percent Residential Trips Generated(Entering)	*0.00%*	***77.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***77.00%***	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	***77.00%***	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***77.00%***	***1.00%***	***22.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	***34.00%***	***50.00%***	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***84.00%***	***1.00%***	***10.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	169	87	26	81	1	232	2	34	2	0	0
Total PM Peak Hour BUILD Volumes	**37**	**415**	**156**	**55**	**368**	**45**	**407**	**23**	**47**	**37**	**8**	**21**

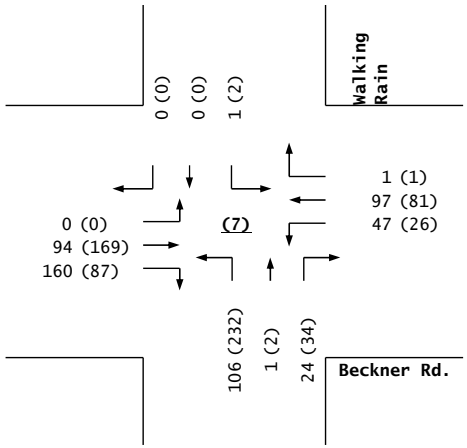
	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

AM Peak - Other Developments												
Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	49	0	0	15	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	32	0	0	11	0	0	0	0	0	0	0
Presbyterian Medical Offices	0	4	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	52	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	0	108	0	0	90	0	0	0	0	0	0	0
PM Peak - Other Developments												
Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	6	0	0	12	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	27	0	0	46	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	21	0	0	36	0	0	0	0	0	0	0
Presbyterian Medical Offices	0	12	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	50	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	0	77	0	0	160	0	0	0	0	0	0	0

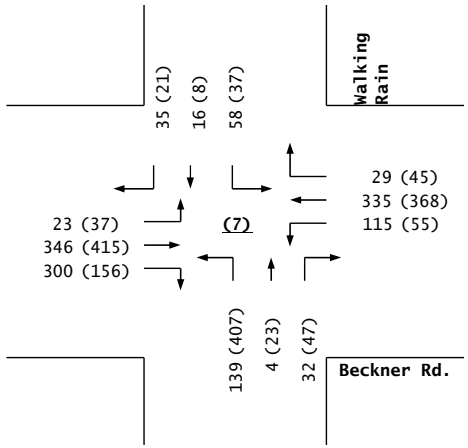
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Walking Rain

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Driveway "A"

INTERSECTION: E-W Street: **Beckner Rd.** (8)

N-S Street: **Driveway "A"** **(Right-in, right-out ONLY)**

Year of Existing Counts 2022

Horizon Year **2035**

Growth Rates	**2.00%**			**2.00%**			**2.00%**			**2.00%**		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Driveway "A")**			**Southbound (Driveway "A")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	121	0	0	122	0	0	0	0	0	0	0
Background Traffic Growth	0	31	0	0	32	0	0	0	0	0	0	0
Subtotal	0	152	0	0	154	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	8	21	0	68	0	0	0	19	0	0	0
Vista de la Sierra Trips	0	28	0	0	22	0	0	0	0	0	0	0
Other Developments (See Below)	0	108	0	0	90	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***296***	***21***	***0***	***334***	***0***	***0***	***0***	***19***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***78.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***78.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*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%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	***35.00%***	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	39	61	0	145	0	0	0	2	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**335**	**82**	**0**	**479**	**0**	**0**	**0**	**21**	**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**	**335**	**82**	**0**	**479**	**0**	**0**	**0**	**21**	**0**	**0**	**0**

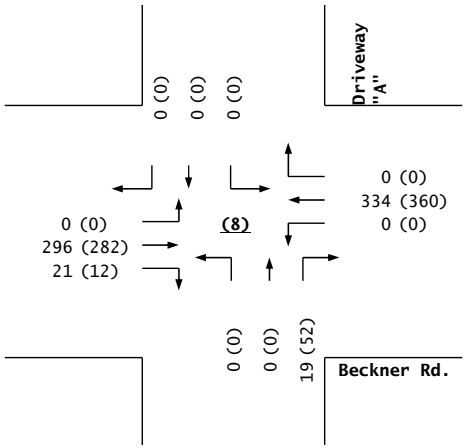
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Driveway "A")**			**Southbound (Driveway "A")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	139	0	0	126	0	0	0	0	0	0	0
Background Traffic Growth	0	36	0	0	33	0	0	0	0	0	0	0
Subtotal	0	175	0	0	159	0	0	0	0	0	0	0
Medical Office Buiding Trips	0	13	12	0	29	0	0	0	52	0	0	0
Vista de la Sierra Trips	0	17	0	0	12	0	0	0	0	0	0	0
Other Developments (See Below)	0	77	0	0	160	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***282***	***12***	***0***	***360***	***0***	***0***	***0***	***52***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***78.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***78.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*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%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	***35.00%***	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	161	34	0	108	0	0	0	12	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**443**	**46**	**0**	**468**	**0**	**0**	**0**	**64**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

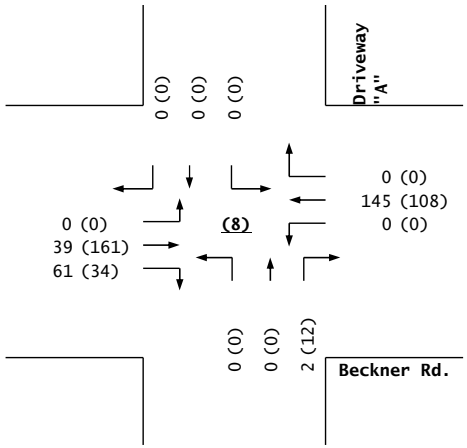
AM Peak - Other Developments												
Cielo Apts. Trips	0	14	0	0	5	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	9	0	0	3	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	49	0	0	15	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	32	0	0	11	0	0	0	0	0	0	0
Presbyterian Medical Offices	0	4	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	52	0	0	0	0	0	0	0
Subtotal (AM Peak) - Projects Above -	0	108	0	0	90	0	0	0	0	0	0	0

PM Peak - Other Developments												
Cielo Apts. Trips	0	11	0	0	12	0	0	0	0	0	0	0
Village at Las Soleras Trip	0	0	0	0	0	0	0	0	0	0	0	0
Cavan Development Trips	0	6	0	0	12	0	0	0	0	0	0	0
5201 Beckner Rd. Trips	0	27	0	0	46	0	0	0	0	0	0	0
Hevenly Santa Fe Trips	0	21	0	0	36	0	0	0	0	0	0	0
Presbyterian Medical Offices	0	12	0	0	4	0	0	0	0	0	0	0
5407 Beckner Rd. Trips	0	0	0	0	50	0	0	0	0	0	0	0
Subtotal (PM Peak) - Projects Above -	0	77	0	0	160	0	0	0	0	0	0	0

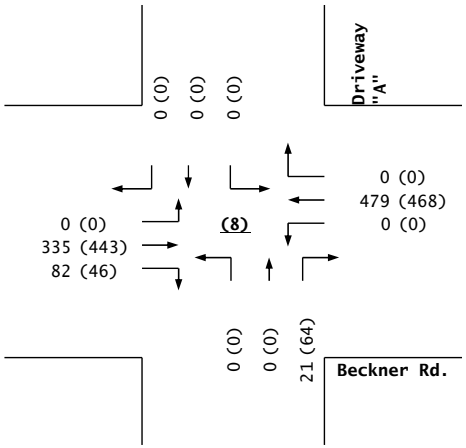
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Driveway "A"

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Driveway "B"

INTERSECTION: E-W Street: **Beckner Rd.** (9)

N-S Street: **Driveway "B"**

Year of Existing Counts 2022

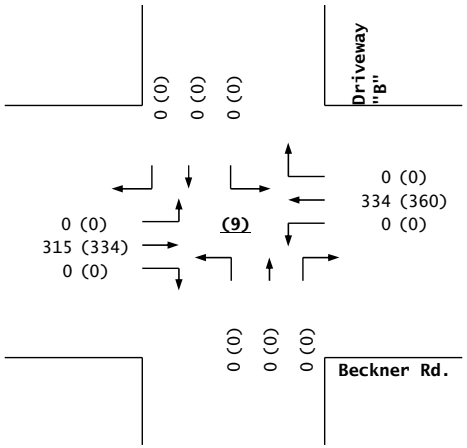
Horizon Year **2035**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Driveway "B")**			**Southbound (Driveway "B")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal (NO BUILD - A.M.)	***0***	***315***	***0***	***0***	***334***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***52.00%***	***26.00%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	49	11	45	47	0	33	0	9	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**364**	**11**	**45**	**381**	**0**	**33**	**0**	**9**	**0**	**0**	**0**

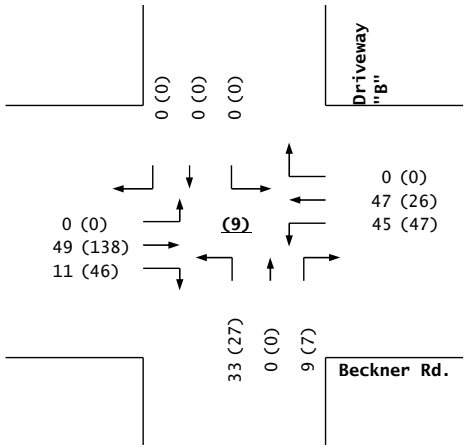
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Driveway "B")**			**Southbound (Driveway "B")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal (NO BUILD - P.M.)	***0***	***334***	***0***	***0***	***360***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***52.00%***	***26.00%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	138	46	47	26	0	27	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**472**	**46**	**47**	**386**	**0**	**27**	**0**	**7**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	100% Residential Development
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

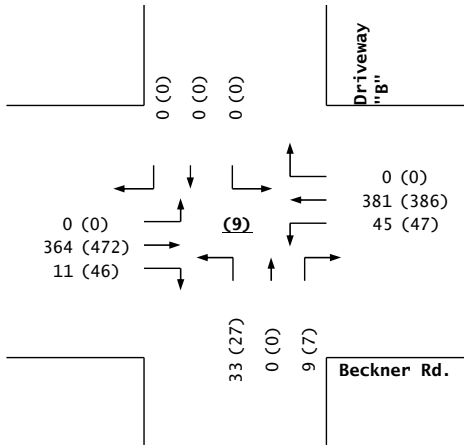
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Driveway "B"

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Driveway "C"

INTERSECTION: E-W Street: **Beckner Rd.** (10)

N-S Street: **Driveway "C"**

Year of Existing Counts 2022

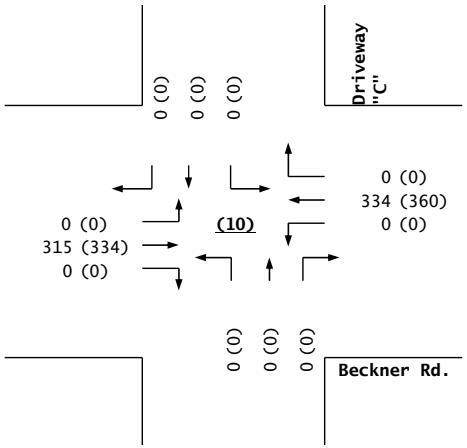
Horizon Year **2035**

Growth Rates	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Driveway "C")**			**Southbound (Driveway "C")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal (NO BUILD - A.M.)	***0***	***315***	***0***	***0***	***334***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***26.00%***	***26.00%***	***7.00%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	37	11	45	50	0	33	0	9	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**352**	**11**	**45**	**384**	**0**	**33**	**0**	**9**	**0**	**0**	**0**

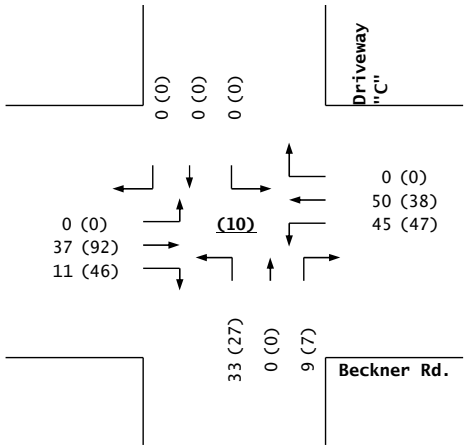
	Eastbound (Beckner Rd.)			**Westbound (Beckner Rd.)**			**Northbound (Driveway "C")**			**Southbound (Driveway "C")**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal (NO BUILD - P.M.)	***0***	***334***	***0***	***0***	***360***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***26.00%***	***26.00%***	***7.00%***	***7.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	92	46	47	38	0	27	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**426**	**46**	**47**	**398**	**0**	**27**	**0**	**7**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

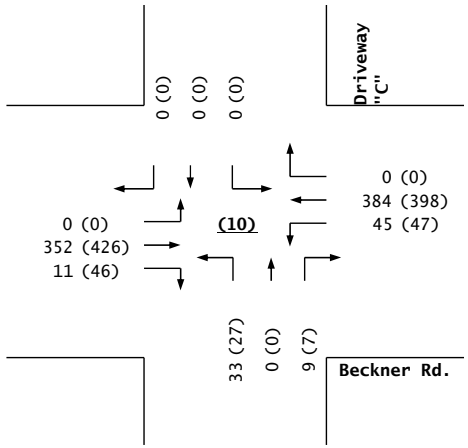
2035
NO BUILD



Trips



2035
BUILD



Beckner Rd. / Driveway "C"

Las Soleras, Tracts 18A & 18B

Projected Turning Movements Worksheet

Beckner Rd. / Driveway "D"

INTERSECTION: E-W Street: **Beckner Rd.** (11)

N-S Street: **Driveway "D"**

Year of Existing Counts 2022

Horizon Year **2035**

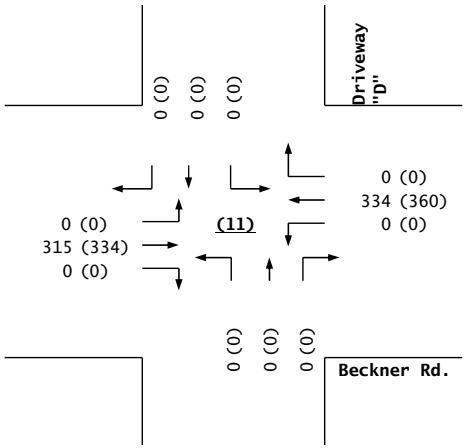
Growth Rates 2.00% 2.00% 2.00% 2.00%

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "D")			Southbound (Driveway "D")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal (NO BUILD - A.M.)	***0***	***315***	***0***	***0***	***334***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***26.00%***	***8.00%***	***14.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	26	11	46	53	0	33	0	9	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**341**	**11**	**46**	**387**	**0**	**33**	**0**	**9**	**0**	**0**	**0**

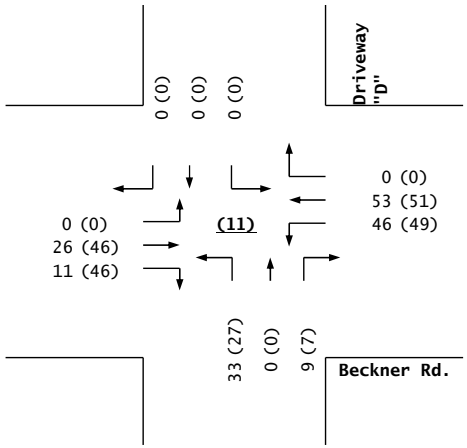
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Driveway "D")			Southbound (Driveway "D")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal (NO BUILD - P.M.)	***0***	***334***	***0***	***0***	***360***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***26.00%***	***8.00%***	***14.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***33.00%***	*0.00%*	*0.00%*	***26.00%***	*0.00%*	***7.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	***22.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Office Trips Generated(Exiting)	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	46	46	49	51	0	27	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**380**	**46**	**49**	**411**	**0**	**27**	**0**	**7**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**126**	**44**	A.M.	
	177	**105**	P.M.	
Number of Commercial Trips Generated	**94**	**87**	A.M.	100% Commercial Development
	49	**49**	P.M.	
Number of Office Trips Generated	**175**	**46**	A.M.	100% Office Development
	98	**231**	P.M.	

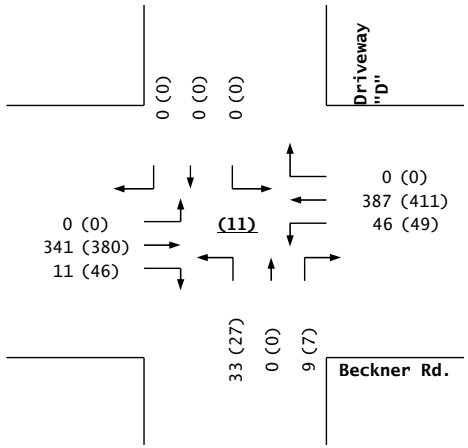
2035
NO BUILD



Trips



2035
BUILD



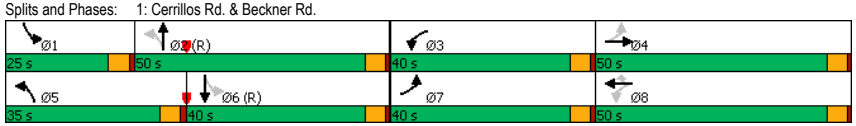
Beckner Rd. / Driveway "D"

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	302	61	70	74	30	21	70	1149	23	725	153
Future Volume (vph)	302	61	70	74	30	21	70	1149	23	725	153
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	50.0		40.0	50.0	50.0	35.0	50.0	25.0	40.0	
Total Split (%)	24.2%	30.3%		24.2%	30.3%	30.3%	21.2%	30.3%	15.2%	24.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	61	70	74	30	21	70	1149	132	23	725	153
Future Volume (veh/h)	302	61	70	74	30	21	70	1149	132	23	725	153
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	351	71	0	86	35	24	81	1336	153	27	843	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	301		376	170	144	535	2485	285	281	1814	
Arrive On Green	0.19	0.16	0.00	0.12	0.09	0.09	0.09	0.53	0.53	0.13	1.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4647	532	1781	3554	1585
Grp Volume(v), veh/h	351	71	0	86	35	24	81	979	510	27	843	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1775	1781	1777	1585
Q Serve(g_s), s	28.7	5.5	0.0	6.6	2.9	2.3	3.1	31.0	31.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	28.7	5.5	0.0	6.6	2.9	2.3	3.1	31.0	31.0	1.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	479	301		376	170	144	535	1820	949	281	1814	
V/C Ratio(X)	0.73	0.24		0.23	0.21	0.17	0.15	0.54	0.54	0.10	0.46	
Avail Cap(c_a), veh/h	520	510		542	510	432	701	1820	949	382	1814	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	51.7	60.4	0.0	54.1	69.5	69.2	13.5	25.1	25.1	16.3	0.0	0.0
Incr Delay (d2), s/veh	4.9	0.4	0.0	0.3	0.6	0.5	0.1	1.1	2.2	0.1	0.8	0.0
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(50%),veh/ln	13.3	2.6	0.0	3.0	1.4	1.0	1.2	12.5	13.3	0.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	60.8	0.0	54.4	70.1	69.8	13.6	26.2	27.3	16.4	0.8	0.0
LnGrp LOS	E	E		D	E	E	B	C	C	B	A	
Approach Vol, veh/h		422			145			1570			870	
Approach Delay, s/veh		57.2			60.8			25.9			1.3	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	93.2	24.6	31.5	19.6	89.2	36.1	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	45.0	35.0	45.0	30.0	35.0	35.0	45.0
Max Q Clear Time (g_c+I1), s	3.0	33.0	8.6	7.5	5.1	2.0	30.7	4.9
Green Ext Time (p_c), s	0.0	7.1	0.2	0.3	0.2	6.1	0.4	0.2

Intersection Summary

HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

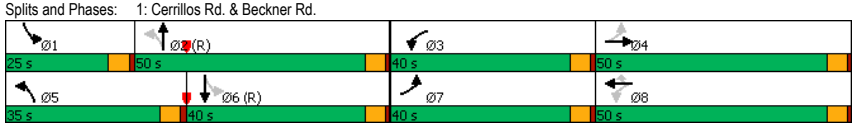
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	376	113	78	203	72	50	77	1254	45	778	159
Future Volume (vph)	376	113	78	203	72	50	77	1254	45	778	159
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	50.0		40.0	50.0	50.0	35.0	50.0	25.0	40.0	
Total Split (%)	24.2%	30.3%		24.2%	30.3%	30.3%	21.2%	30.3%	15.2%	24.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	113	78	203	72	50	77	1254	272	45	778	159
Future Volume (veh/h)	376	113	78	203	72	50	77	1254	272	45	778	159
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	437	131	0	236	84	58	90	1458	316	52	905	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	482	317		396	170	144	494	2073	448	250	1728	
Arrive On Green	0.21	0.17	0.00	0.13	0.09	0.09	0.09	0.49	0.49	0.17	0.97	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4203	908	1781	3554	1585
Grp Volume(v), veh/h	437	131	0	236	84	58	90	1180	594	52	905	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1707	1781	1777	1585
Q Serve(g_s), s	35.0	10.3	0.0	19.5	7.1	5.7	3.7	44.4	44.6	2.0	2.3	0.0
Cycle Q Clear(g_c), s	35.0	10.3	0.0	19.5	7.1	5.7	3.7	44.4	44.6	2.0	2.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	482	317		396	170	144	494	1679	842	250	1728	
V/C Ratio(X)	0.91	0.41		0.60	0.49	0.40	0.18	0.70	0.71	0.21	0.52	
Avail Cap(c_a), veh/h	482	510		536	510	432	658	1679	842	319	1728	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	52.1	61.2	0.0	57.2	71.4	70.8	15.7	32.4	32.5	20.7	1.2	0.0
Incr Delay (d2), s/veh	20.9	0.9	0.0	1.4	2.2	1.8	0.2	2.5	4.9	0.3	1.0	0.0
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	26.0	8.6	0.0	13.7	6.2	4.3	2.7	25.4	26.3	1.5	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	62.1	0.0	58.6	73.6	72.6	15.8	34.9	37.4	21.0	2.2	0.0
LnGrp LOS	E	E		E	E	E	B	C	D	C	A	
Approach Vol, veh/h		568			378			1864			957	
Approach Delay, s/veh		70.5			64.1			34.8			3.2	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	86.4	27.1	32.9	19.8	85.2	40.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	45.0	35.0	45.0	30.0	35.0	35.0	45.0
Max Q Clear Time (g_c+I1), s	4.0	46.6	21.5	12.3	5.7	4.3	37.0	9.1
Green Ext Time (p_c), s	0.1	0.0	0.5	0.6	0.2	6.6	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

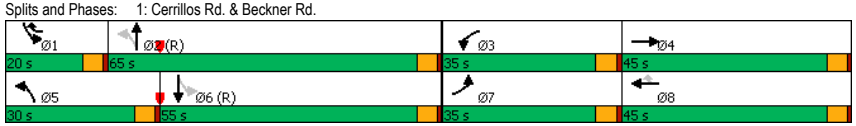
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	376	113	78	203	72	50	77	1254	45	778	159
Future Volume (vph)	376	113	78	203	72	50	77	1254	45	778	159
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8	1	5	2	1	6	
Permitted Phases			Free			8	2		6		Free
Detector Phase	7	4		3	8	1	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	20.0	30.0	35.0	20.0	35.0	
Total Split (s)	35.0	45.0		35.0	45.0	20.0	30.0	65.0	20.0	55.0	
Total Split (%)	21.2%	27.3%		21.2%	27.3%	12.1%	18.2%	39.4%	12.1%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	113	78	203	72	50	77	1254	272	45	778	159
Future Volume (veh/h)	376	113	78	203	72	50	77	1254	272	45	778	159
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	437	131	0	236	84	58	90	1458	316	52	905	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	628	283		419	170	275	521	2200	475	263	1836	
Arrive On Green	0.18	0.15	0.00	0.12	0.09	0.09	0.09	0.52	0.52	0.17	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	4203	908	1781	3554	1585
Grp Volume(v), veh/h	437	131	0	236	84	58	90	1180	594	52	905	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1702	1707	1781	1777	1585
Q Serve(g_s), s	19.5	10.5	0.0	10.6	7.1	5.2	3.5	41.7	42.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	19.5	10.5	0.0	10.6	7.1	5.2	3.5	41.7	42.0	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	628	283		419	170	275	521	1782	894	263	1836	
V/C Ratio(X)	0.70	0.46		0.56	0.49	0.21	0.17	0.66	0.66	0.20	0.49	
Avail Cap(c_a), veh/h	628	453		628	453	515	632	1782	894	278	1836	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	63.2	63.9	0.0	68.4	71.4	58.5	13.5	28.7	28.7	18.0	0.0	0.0
Incr Delay (d2), s/veh	3.3	1.2	0.0	1.2	2.2	0.4	0.2	2.0	3.9	0.3	0.8	0.0
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	13.6	8.8	0.0	8.3	6.2	3.8	2.5	23.8	24.5	1.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	65.0	0.0	69.6	73.6	58.9	13.6	30.6	32.6	18.3	0.8	0.0
LnGrp LOS	E	E		E	E	E	B	C	C	B	A	
Approach Vol, veh/h		568			378			1864			957	
Approach Delay, s/veh		66.2			68.8			30.4			1.8	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	91.4	25.0	30.0	19.8	90.2	35.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	60.0	30.0	40.0	25.0	50.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	3.9	44.0	12.6	12.5	5.5	2.0	21.5	9.1
Green Ext Time (p_c), s	0.1	10.2	0.7	0.6	0.2	7.0	1.0	0.6

Intersection Summary			
HCM 6th Ctrl Delay		32.4	
HCM 6th LOS		C	

Notes

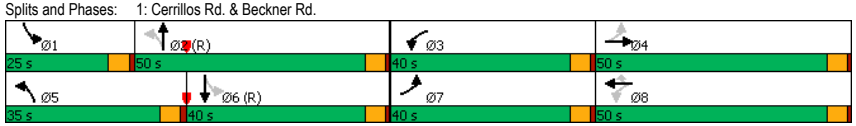
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	376	116	78	227	74	101	77	1254	108	778	159
Future Volume (vph)	376	116	78	227	74	101	77	1254	108	778	159
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	50.0		40.0	50.0	50.0	35.0	50.0	25.0	40.0	
Total Split (%)	24.2%	30.3%		24.2%	30.3%	30.3%	21.2%	30.3%	15.2%	24.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	116	78	227	74	101	77	1254	307	108	778	159
Future Volume (veh/h)	376	116	78	227	74	101	77	1254	307	108	778	159
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	437	135	0	264	86	117	90	1458	357	126	905	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	290		419	170	144	494	1987	484	256	1728	
Arrive On Green	0.21	0.16	0.00	0.15	0.09	0.09	0.09	0.49	0.49	0.18	0.97	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4096	998	1781	3554	1585
Grp Volume(v), veh/h	437	135	0	264	86	117	90	1210	605	126	905	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1691	1781	1777	1585
Q Serve(g_s), s	35.0	10.8	0.0	21.9	7.2	12.0	3.7	46.9	47.3	5.2	2.3	0.0
Cycle Q Clear(g_c), s	35.0	10.8	0.0	21.9	7.2	12.0	3.7	46.9	47.3	5.2	2.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	477	290		419	170	144	494	1651	820	256	1728	
V/C Ratio(X)	0.92	0.47		0.63	0.51	0.81	0.18	0.73	0.74	0.49	0.52	
Avail Cap(c_a), veh/h	477	510		534	510	432	658	1651	820	311	1728	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.00
Uniform Delay (d), s/veh	52.2	63.5	0.0	56.1	71.5	73.6	15.7	33.9	34.0	25.2	1.2	0.0
Incr Delay (d2), s/veh	22.4	1.2	0.0	1.6	2.3	10.4	0.2	2.9	5.9	1.2	0.9	0.0
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	26.2	9.0	0.0	15.0	6.4	9.0	2.8	26.7	27.5	3.6	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	64.6	0.0	57.7	73.8	84.0	15.9	36.9	39.9	26.4	2.1	0.0
LnGrp LOS	E	E		E	E	F	B	D	D	C	A	
Approach Vol, veh/h		572			467			1905			1031	
Approach Delay, s/veh		72.3			67.2			36.8			5.1	
Approach LOS		E			E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	85.0	29.4	30.6	19.8	85.2	40.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	45.0	35.0	45.0	30.0	35.0	35.0	45.0
Max Q Clear Time (g_c+I1), s	7.2	49.3	23.9	12.8	5.7	4.3	37.0	14.0
Green Ext Time (p_c), s	0.2	0.0	0.5	0.6	0.2	6.6	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

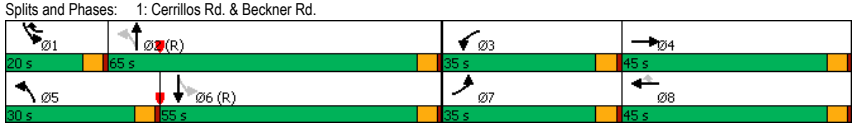
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	376	116	78	227	74	101	77	1254	108	778	159
Future Volume (vph)	376	116	78	227	74	101	77	1254	108	778	159
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8	1	5	2	1	6	
Permitted Phases			Free			8	2		6		Free
Detector Phase	7	4		3	8	1	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	20.0	30.0	35.0	20.0	35.0	
Total Split (s)	35.0	45.0		35.0	45.0	20.0	30.0	65.0	20.0	55.0	
Total Split (%)	21.2%	27.3%		21.2%	27.3%	12.1%	18.2%	39.4%	12.1%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	116	78	227	74	101	77	1254	307	108	778	159
Future Volume (veh/h)	376	116	78	227	74	101	77	1254	307	108	778	159
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	437	135	0	264	86	117	90	1458	357	126	905	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	628	283		419	170	288	520	2111	515	268	1836	
Arrive On Green	0.18	0.15	0.00	0.12	0.09	0.09	0.09	0.52	0.52	0.18	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	4096	998	1781	3554	1585
Grp Volume(v), veh/h	437	135	0	264	86	117	90	1210	605	126	905	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1702	1691	1781	1777	1585
Q Serve(g_s), s	19.5	10.9	0.0	12.0	7.2	10.8	3.5	44.1	44.5	4.8	0.0	0.0
Cycle Q Clear(g_c), s	19.5	10.9	0.0	12.0	7.2	10.8	3.5	44.1	44.5	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	628	283		419	170	288	520	1755	871	268	1836	
V/C Ratio(X)	0.70	0.48		0.63	0.51	0.41	0.17	0.69	0.69	0.47	0.49	
Avail Cap(c_a), veh/h	628	453		628	453	528	631	1755	871	269	1836	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	63.2	64.0	0.0	69.0	71.5	59.7	13.6	30.1	30.2	22.0	0.0	0.0
Incr Delay (d2), s/veh	3.3	1.2	0.0	1.6	2.3	0.9	0.2	2.2	4.5	1.1	0.8	0.0
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	13.6	9.0	0.0	9.1	6.4	7.8	2.5	25.0	25.7	3.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	65.3	0.0	70.6	73.8	60.6	13.7	32.3	34.7	23.1	0.8	0.0
LnGrp LOS	E	E		E	E	E	B	C	C	C	A	
Approach Vol, veh/h		572			467			1905			1031	
Approach Delay, s/veh		66.3			68.7			32.2			3.5	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	90.0	25.0	30.0	19.8	90.2	35.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	60.0	30.0	40.0	25.0	50.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.8	46.5	14.0	12.9	5.5	2.0	21.5	12.8
Green Ext Time (p_c), s	0.2	9.2	0.8	0.6	0.2	7.0	1.0	0.8

Intersection Summary

HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	221	17	47	133	27	55	68	958	30	1218	270
Future Volume (vph)	221	17	47	133	27	55	68	958	30	1218	270
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	35.0		30.0	25.0	25.0	25.0	95.0	25.0	95.0	
Total Split (%)	21.6%	18.9%		16.2%	13.5%	13.5%	13.5%	51.4%	13.5%	51.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	17	47	133	27	55	68	958	72	30	1218	270
Future Volume (veh/h)	221	17	47	133	27	55	68	958	72	30	1218	270
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	230	18	0	139	28	57	71	998	75	31	1269	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	253		344	152	129	428	2830	212	404	2024	
Arrive On Green	0.16	0.14	0.00	0.11	0.08	0.08	0.08	0.58	0.58	0.13	1.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4845	364	1781	3554	1585
Grp Volume(v), veh/h	230	18	0	139	28	57	71	701	372	31	1269	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1805	1781	1777	1585
Q Serve(g_s), s	20.5	1.6	0.0	12.7	2.6	6.3	2.7	19.9	20.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	20.5	1.6	0.0	12.7	2.6	6.3	2.7	19.9	20.0	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	416	253		344	152	129	428	1988	1054	404	2024	
V/C Ratio(X)	0.55	0.07		0.40	0.18	0.44	0.17	0.35	0.35	0.08	0.63	
Avail Cap(c_a), veh/h	464	303		393	202	171	480	1988	1054	482	2024	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.00
Uniform Delay (d), s/veh	59.2	69.8	0.0	66.0	79.3	81.0	11.9	20.2	20.2	12.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.1	0.0	0.8	0.6	2.4	0.2	0.5	0.9	0.1	1.1	0.0
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(50%),veh/ln	9.3	0.8	0.0	5.8	1.3	2.7	1.1	8.0	8.6	0.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	70.0	0.0	66.7	79.9	83.4	12.1	20.6	21.1	12.6	1.1	0.0
LnGrp LOS	E	E		E	E	F	B	C	C	B	A	
Approach Vol, veh/h		248			224			1144			1300	
Approach Delay, s/veh		61.0			72.6			20.3			1.4	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	113.0	25.0	30.0	19.6	110.4	35.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	90.0	25.0	30.0	20.0	90.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	3.1	22.0	14.7	3.6	4.7	2.0	22.5	8.3
Green Ext Time (p_c), s	0.0	8.1	0.2	0.0	0.1	12.1	0.5	0.2

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	279	47	52	303	90	116	82	1085	60	1280	305
Future Volume (vph)	279	47	52	303	90	116	82	1085	60	1280	305
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	35.0		30.0	25.0	25.0	25.0	95.0	25.0	95.0	
Total Split (%)	21.6%	18.9%		16.2%	13.5%	13.5%	13.5%	51.4%	13.5%	51.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	47	52	303	90	116	82	1085	172	60	1280	305
Future Volume (veh/h)	279	47	52	303	90	116	82	1085	172	60	1280	305
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	291	49	0	316	94	121	85	1130	179	62	1333	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	253		426	202	171	404	2417	383	341	1925	
Arrive On Green	0.16	0.14	0.00	0.14	0.11	0.11	0.08	0.54	0.54	0.16	1.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4444	704	1781	3554	1585
Grp Volume(v), veh/h	291	49	0	316	94	121	85	865	444	62	1333	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1744	1781	1777	1585
Q Serve(g_s), s	26.0	4.3	0.0	25.0	8.7	13.6	3.5	28.8	28.8	2.4	0.0	0.0
Cycle Q Clear(g_c), s	26.0	4.3	0.0	25.0	8.7	13.6	3.5	28.8	28.8	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	399	253		426	202	171	404	1851	948	341	1925	
V/C Ratio(X)	0.73	0.19		0.74	0.46	0.71	0.21	0.47	0.47	0.18	0.69	
Avail Cap(c_a), veh/h	447	303		426	202	171	454	1851	948	395	1925	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	57.6	71.1	0.0	64.5	77.5	79.7	13.9	25.8	25.8	15.0	0.0	0.0
Incr Delay (d2), s/veh	5.3	0.4	0.0	6.8	1.7	12.4	0.3	0.9	1.7	0.2	1.5	0.0
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	17.9	3.7	0.0	20.7	7.7	10.2	2.6	17.4	18.0	1.7	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	71.4	0.0	71.3	79.1	92.1	14.2	26.7	27.5	15.2	1.5	0.0
LnGrp LOS	E	E		E	E	F	B	C	C	B	A	
Approach Vol, veh/h		340			531			1394			1395	
Approach Delay, s/veh		64.1			77.4			26.2			2.1	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	105.6	30.0	30.0	19.8	105.2	35.0	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	90.0	25.0	30.0	20.0	90.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	4.4	30.8	27.0	6.3	5.5	2.0	28.0	15.6
Green Ext Time (p_c), s	0.1	11.1	0.0	0.2	0.1	13.3	0.5	0.3

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

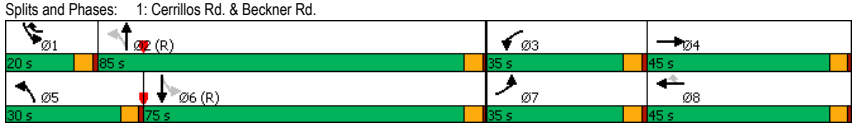
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	279	47	52	303	90	116	82	1085	60	1280	305
Future Volume (vph)	279	47	52	303	90	116	82	1085	60	1280	305
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8	1	5	2	1	6	
Permitted Phases			Free			8	2		6		Free
Detector Phase	7	4		3	8	1	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	20.0	30.0	35.0	20.0	35.0	
Total Split (s)	35.0	45.0		35.0	45.0	20.0	30.0	85.0	20.0	75.0	
Total Split (%)	18.9%	24.3%		18.9%	24.3%	10.8%	16.2%	45.9%	10.8%	40.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	47	52	303	90	116	82	1085	172	60	1280	305
Future Volume (veh/h)	279	47	52	303	90	116	82	1085	172	60	1280	305
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	291	49	0	316	94	121	85	1130	179	62	1333	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	560	259		374	158	257	414	2523	399	354	2009	
Arrive On Green	0.16	0.14	0.00	0.11	0.08	0.08	0.08	0.57	0.57	0.16	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	4444	704	1781	3554	1585
Grp Volume(v), veh/h	291	49	0	316	94	121	85	865	444	62	1333	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1702	1744	1781	1777	1585
Q Serve(g_s), s	14.3	4.3	0.0	16.6	9.0	12.8	3.3	27.3	27.3	2.3	0.0	0.0
Cycle Q Clear(g_c), s	14.3	4.3	0.0	16.6	9.0	12.8	3.3	27.3	27.3	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	560	259		374	158	257	414	1932	990	354	2009	
V/C Ratio(X)	0.52	0.19		0.85	0.60	0.47	0.21	0.45	0.45	0.18	0.66	
Avail Cap(c_a), veh/h	560	404		560	404	466	512	1932	990	360	2009	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.00
Uniform Delay (d), s/veh	70.9	70.5	0.0	81.0	81.7	70.3	12.2	23.2	23.2	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.4	0.0	7.5	3.6	1.3	0.2	0.8	1.5	0.2	1.3	0.0
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	10.5	3.7	0.0	12.3	7.9	9.0	2.4	16.5	17.1	1.6	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	70.9	0.0	88.5	85.2	71.7	12.5	23.9	24.7	13.4	1.3	0.0
LnGrp LOS	E	E		F	F	E	B	C	C	B	A	
Approach Vol, veh/h		340			531			1394			1395	
Approach Delay, s/veh		71.6			84.1			23.5			1.8	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	110.0	25.0	30.6	19.8	109.6	35.0	20.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	80.0	30.0	40.0	25.0	70.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.3	29.3	18.6	6.3	5.3	2.0	16.3	14.8
Green Ext Time (p_c), s	0.1	10.9	0.8	0.2	0.2	13.1	0.8	0.8

Intersection Summary

HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	322	53	61	380	98	204	95	1273	131	1518	358
Future Volume (vph)	322	53	61	380	98	204	95	1273	131	1518	358
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	35.0		30.0	25.0	25.0	25.0	95.0	25.0	95.0	
Total Split (%)	21.6%	18.9%		16.2%	13.5%	13.5%	13.5%	51.4%	13.5%	51.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	53	61	380	98	204	95	1273	224	131	1518	358
Future Volume (veh/h)	322	53	61	380	98	204	95	1273	224	131	1518	358
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	335	55	0	396	102	212	99	1326	233	136	1581	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	278		425	202	171	353	2302	404	289	1874	
Arrive On Green	0.18	0.15	0.00	0.14	0.11	0.11	0.08	0.53	0.53	0.16	1.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4369	767	1781	3554	1585
Grp Volume(v), veh/h	335	55	0	396	102	212	99	1033	526	136	1581	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1732	1781	1777	1585
Q Serve(g_s), s	30.2	4.8	0.0	25.0	9.5	20.0	4.3	38.1	38.1	6.0	0.0	0.0
Cycle Q Clear(g_c), s	30.2	4.8	0.0	25.0	9.5	20.0	4.3	38.1	38.1	6.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	412	278		425	202	171	353	1794	913	289	1874	
V/C Ratio(X)	0.81	0.20		0.93	0.50	1.24	0.28	0.58	0.58	0.47	0.84	
Avail Cap(c_a), veh/h	436	303		425	202	171	402	1794	913	338	1874	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.38	0.38	0.00
Uniform Delay (d), s/veh	57.2	69.1	0.0	69.1	77.8	82.5	15.1	29.7	29.7	19.8	0.0	0.0
Incr Delay (d2), s/veh	10.7	0.3	0.0	27.1	2.0	146.6	0.4	1.4	2.6	0.5	1.9	0.0
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	21.0	4.1	0.0	14.4	8.2	23.3	3.2	22.2	23.0	3.8	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	69.4	0.0	96.2	79.8	229.1	15.5	31.1	32.4	20.2	1.9	0.0
LnGrp LOS	E	E		F	E	F	B	C	C	C	A	
Approach Vol, veh/h		390			710			1658			1717	
Approach Delay, s/veh		68.1			133.5			30.5			3.4	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	102.5	30.0	32.5	19.9	102.6	37.5	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	90.0	25.0	30.0	20.0	90.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	8.0	40.1	27.0	6.8	6.3	2.0	32.2	22.0
Green Ext Time (p_c), s	0.2	14.5	0.0	0.2	0.2	18.7	0.3	0.0

Intersection Summary

HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

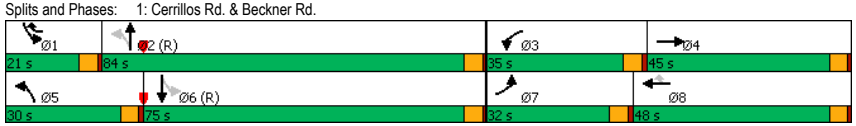
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	322	53	61	380	98	204	95	1273	131	1518	358
Future Volume (vph)	322	53	61	380	98	204	95	1273	131	1518	358
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8	1	5	2	1	6	
Permitted Phases			Free			8	2		6		Free
Detector Phase	7	4		3	8	1	5	2	1	6	
Switch Phase											
Minimum Initial (s)	27.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	32.0	45.0		35.0	30.0	20.0	30.0	35.0	20.0	35.0	
Total Split (s)	32.0	45.0		35.0	48.0	21.0	30.0	84.0	21.0	75.0	
Total Split (%)	17.3%	24.3%		18.9%	25.9%	11.4%	16.2%	45.4%	11.4%	40.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	53	61	380	98	204	95	1273	224	131	1518	358
Future Volume (veh/h)	322	53	61	380	98	204	95	1273	224	131	1518	358
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	335	55	0	396	102	212	99	1326	233	136	1581	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	504	290		443	257	346	353	2305	405	290	1876	
Arrive On Green	0.15	0.16	0.00	0.13	0.14	0.14	0.08	0.53	0.53	0.16	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	4369	767	1781	3554	1585
Grp Volume(v), veh/h	335	55	0	396	102	212	99	1033	526	136	1581	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1702	1732	1781	1777	1585
Q Serve(g_s), s	17.0	4.7	0.0	20.9	9.2	22.3	4.3	38.1	38.1	5.9	0.0	0.0
Cycle Q Clear(g_c), s	17.0	4.7	0.0	20.9	9.2	22.3	4.3	38.1	38.1	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	504	290		443	257	346	353	1796	914	290	1876	
V/C Ratio(X)	0.66	0.19		0.89	0.40	0.61	0.28	0.58	0.58	0.47	0.84	
Avail Cap(c_a), veh/h	504	404		560	435	497	450	1796	914	299	1876	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	74.7	68.0	0.0	79.4	72.8	65.2	15.0	29.6	29.6	19.7	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.3	0.0	14.3	1.0	1.8	0.4	1.3	2.6	0.5	2.2	0.0
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	12.3	4.1	0.0	15.3	7.9	14.1	3.2	22.2	22.9	3.9	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	68.3	0.0	93.7	73.8	67.0	15.5	31.0	32.3	20.2	2.2	0.0
LnGrp LOS	E	E		F	E	E	B	C	C	C	A	
Approach Vol, veh/h		390			710			1658			1717	
Approach Delay, s/veh		76.6			82.9			30.5			3.7	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	102.6	28.7	33.7	19.9	102.7	32.0	30.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	79.0	30.0	40.0	25.0	70.0	27.0	43.0
Max Q Clear Time (g_c+I1), s	7.9	40.1	22.9	6.7	6.3	2.0	19.0	24.3
Green Ext Time (p_c), s	0.2	13.7	0.8	0.2	0.2	18.2	0.7	1.1

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

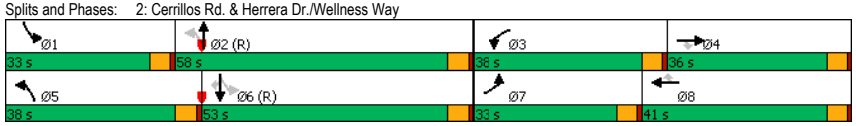
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	124	64	161	84	86	38	240	1073	47	684	63
Future Volume (vph)	124	64	161	84	86	38	240	1073	47	684	63
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	33.0	36.0	36.0	38.0	41.0	41.0	38.0	58.0	33.0	53.0	53.0
Total Split (%)	20.0%	21.8%	21.8%	23.0%	24.8%	24.8%	23.0%	35.2%	20.0%	32.1%	32.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	64	161	84	86	38	240	1073	95	47	684	63
Future Volume (veh/h)	124	64	161	84	86	38	240	1073	95	47	684	63
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	146	75	189	99	101	45	282	1262	112	55	805	74
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	475	212	414	305	258	486	2585	229	392	1791	799
Arrive On Green	0.09	0.13	0.13	0.12	0.16	0.16	0.24	1.00	1.00	0.08	0.50	0.50
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4774	424	1781	3554	1585
Grp Volume(v), veh/h	146	75	189	99	101	45	282	900	474	55	805	74
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1794	1781	1777	1585
Q Serve(g_s), s	6.6	3.1	19.3	4.3	7.9	4.0	12.0	0.0	0.0	2.2	24.0	4.0
Cycle Q Clear(g_c), s	6.6	3.1	19.3	4.3	7.9	4.0	12.0	0.0	0.0	2.2	24.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	314	475	212	414	305	258	486	1843	972	392	1791	799
V/C Ratio(X)	0.47	0.16	0.89	0.24	0.33	0.17	0.58	0.49	0.49	0.14	0.45	0.09
Avail Cap(c_a), veh/h	586	668	298	691	408	346	626	1843	972	545	1791	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	63.2	70.3	65.8	61.1	59.5	14.1	0.0	0.0	14.5	26.3	21.3
Incr Delay (d2), s/veh	1.1	0.2	20.9	0.3	0.6	0.3	0.9	0.7	1.4	0.2	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.4	9.1	1.9	3.8	1.7	3.8	0.2	0.4	0.9	10.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	63.4	91.1	66.1	61.7	59.8	15.0	0.7	1.4	14.6	27.1	21.5
LnGrp LOS	E	E	F	E	E	E	B	A	A	B	C	C
Approach Vol, veh/h		410			245			1656			934	
Approach Delay, s/veh		79.3			63.1			3.4			25.9	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	94.3	24.8	27.1	25.0	88.1	20.0	31.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	53.0	33.0	31.0	33.0	48.0	28.0	36.0
Max Q Clear Time (g_c+I1), s	4.2	2.0	6.3	21.3	14.0	26.0	8.6	9.9
Green Ext Time (p_c), s	0.1	11.7	0.3	0.7	0.7	5.5	0.4	0.7

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	129	121	184	92	131	68	275	1160	87	738	66
Future Volume (vph)	129	121	184	92	131	68	275	1160	87	738	66
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	33.0	36.0	36.0	38.0	41.0	41.0	38.0	58.0	33.0	53.0	53.0
Total Split (%)	20.0%	21.8%	21.8%	23.0%	24.8%	24.8%	23.0%	35.2%	20.0%	32.1%	32.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	121	184	92	131	68	275	1160	151	87	738	66
Future Volume (veh/h)	129	121	184	92	131	68	275	1160	151	87	738	66
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	152	142	216	108	154	80	324	1365	178	102	868	78
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	538	240	416	339	287	449	2363	308	367	1726	770
Arrive On Green	0.09	0.15	0.15	0.12	0.18	0.18	0.24	1.00	1.00	0.09	0.49	0.49
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4571	596	1781	3554	1585
Grp Volume(v), veh/h	152	142	216	108	154	80	324	1016	527	102	868	78
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1763	1781	1777	1585
Q Serve(g_s), s	6.9	5.8	22.1	4.7	12.1	7.2	15.5	0.0	0.0	4.3	27.4	4.4
Cycle Q Clear(g_c), s	6.9	5.8	22.1	4.7	12.1	7.2	15.5	0.0	0.0	4.3	27.4	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	314	538	240	416	339	287	449	1759	911	367	1726	770
V/C Ratio(X)	0.48	0.26	0.90	0.26	0.45	0.28	0.72	0.58	0.58	0.28	0.50	0.10
Avail Cap(c_a), veh/h	586	668	298	691	408	346	589	1759	911	509	1726	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.3	61.9	68.8	65.9	60.3	58.3	17.1	0.0	0.0	15.7	28.9	23.0
Incr Delay (d2), s/veh	1.2	0.3	24.7	0.3	1.0	0.5	1.8	0.8	1.6	0.4	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	4.8	16.0	3.8	9.9	5.3	7.6	0.4	0.7	3.2	17.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	62.1	93.5	66.2	61.3	58.8	19.0	0.8	1.6	16.2	29.9	23.2
LnGrp LOS	E	E	F	E	E	E	B	A	A	B	C	C
Approach Vol, veh/h		510			342			1867			1048	
Approach Delay, s/veh		78.5			62.2			4.2			28.1	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	90.3	24.9	30.0	25.0	85.1	20.0	34.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	53.0	33.0	31.0	33.0	48.0	28.0	36.0
Max Q Clear Time (g_c+I1), s	6.3	2.0	6.7	24.1	17.5	29.4	8.9	14.1
Green Ext Time (p_c), s	0.2	14.3	0.3	0.9	0.8	5.6	0.4	1.1

Intersection Summary

HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	129	121	184	92	131	68	275	1160	87	738	66
Future Volume (vph)	129	121	184	92	131	68	275	1160	87	738	66
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	5	3	8	1	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	20.0	20.0	20.0	15.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	25.0	25.0	25.0	20.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	33.0	36.0	38.0	38.0	41.0	33.0	38.0	58.0	33.0	53.0	53.0
Total Split (%)	20.0%	21.8%	23.0%	23.0%	24.8%	20.0%	23.0%	35.2%	20.0%	32.1%	32.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	121	184	92	131	68	275	1160	151	87	738	66
Future Volume (veh/h)	129	121	184	92	131	68	275	1160	151	87	738	66
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	152	142	216	108	154	80	324	1365	178	102	868	78
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	484	408	416	310	405	461	2433	317	372	1781	794
Arrive On Green	0.09	0.14	0.14	0.12	0.17	0.17	0.24	1.00	1.00	0.09	0.50	0.50
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4571	596	1781	3554	1585
Grp Volume(v), veh/h	152	142	216	108	154	80	324	1016	527	102	868	78
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1763	1781	1777	1585
Q Serve(g_s), s	6.9	5.9	19.3	4.7	12.4	6.5	14.9	0.0	0.0	4.1	26.6	4.3
Cycle Q Clear(g_c), s	6.9	5.9	19.3	4.7	12.4	6.5	14.9	0.0	0.0	4.1	26.6	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	314	484	408	416	310	405	461	1812	938	372	1781	794
V/C Ratio(X)	0.48	0.29	0.53	0.26	0.50	0.20	0.70	0.56	0.56	0.27	0.49	0.10
Avail Cap(c_a), veh/h	586	668	490	691	408	489	601	1812	938	514	1781	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.3	64.1	52.7	65.9	62.6	48.1	15.9	0.0	0.0	14.6	27.2	21.6
Incr Delay (d2), s/veh	1.2	0.3	1.1	0.3	1.2	0.2	1.7	0.8	1.6	0.4	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	4.9	12.5	3.8	10.1	4.8	7.4	0.4	0.8	3.0	16.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	64.5	53.8	66.2	63.8	48.4	17.6	0.8	1.6	15.0	28.1	21.8
LnGrp LOS	E	E	D	E	E	D	B	A	A	B	C	C
Approach Vol, veh/h		510			342			1867			1048	
Approach Delay, s/veh		62.3			61.0			4.0			26.4	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	92.8	24.9	27.5	25.0	87.7	20.0	32.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	53.0	33.0	31.0	33.0	48.0	28.0	36.0
Max Q Clear Time (g_c+I1), s	6.1	2.0	6.7	21.3	16.9	28.6	8.9	14.4
Green Ext Time (p_c), s	0.2	14.3	0.3	1.1	0.8	5.7	0.4	1.1

Intersection Summary

HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	129	156	214	92	145	120	275	1177	186	801	66
Future Volume (vph)	129	156	214	92	145	120	275	1177	186	801	66
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	33.0	36.0	36.0	38.0	41.0	41.0	38.0	58.0	33.0	53.0	53.0
Total Split (%)	20.0%	21.8%	21.8%	23.0%	24.8%	24.8%	23.0%	35.2%	20.0%	32.1%	32.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	156	214	92	145	120	275	1177	151	186	801	66
Future Volume (veh/h)	129	156	214	92	145	120	275	1177	151	186	801	66
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	152	184	252	108	171	141	324	1385	178	219	942	78
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	613	273	416	378	320	410	2267	291	359	1651	737
Arrive On Green	0.09	0.17	0.17	0.12	0.20	0.20	0.24	0.99	0.99	0.09	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4580	588	1781	3554	1585
Grp Volume(v), veh/h	152	184	252	108	171	141	324	1029	534	219	942	78
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1764	1781	1777	1585
Q Serve(g_s), s	6.9	7.5	25.8	4.7	13.2	12.9	16.3	1.3	1.3	10.3	31.9	4.6
Cycle Q Clear(g_c), s	6.9	7.5	25.8	4.7	13.2	12.9	16.3	1.3	1.3	10.3	31.9	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	314	613	273	416	378	320	410	1685	873	359	1651	737
V/C Ratio(X)	0.48	0.30	0.92	0.26	0.45	0.44	0.79	0.61	0.61	0.61	0.57	0.11
Avail Cap(c_a), veh/h	586	668	298	691	408	346	550	1685	873	499	1651	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.53	0.53	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.3	59.6	67.2	65.9	57.8	57.7	20.4	0.4	0.4	18.6	32.2	24.9
Incr Delay (d2), s/veh	1.2	0.3	31.2	0.3	0.8	1.0	3.0	0.9	1.7	1.7	1.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	6.2	18.7	3.8	10.6	9.1	8.0	0.7	1.1	7.8	19.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	59.8	98.3	66.2	58.7	58.6	23.4	1.3	2.1	20.3	33.6	25.2
LnGrp LOS	E	E	F	E	E	E	C	A	A	C	C	C
Approach Vol, veh/h		588			420			1887			1239	
Approach Delay, s/veh		79.6			60.6			5.3			30.7	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	86.7	24.9	33.5	25.0	81.7	20.0	38.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	53.0	33.0	31.0	33.0	48.0	28.0	36.0
Max Q Clear Time (g_c+I1), s	12.3	3.3	6.7	27.8	18.3	33.9	8.9	15.2
Green Ext Time (p_c), s	0.5	14.5	0.3	0.7	0.8	5.4	0.4	1.4

Intersection Summary

HCM 6th Ctrl Delay 29.1
HCM 6th LOS C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	129	156	214	92	145	120	275	1177	186	801	66
Future Volume (vph)	129	156	214	92	145	120	275	1177	186	801	66
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	5	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	20.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	25.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	20.0	31.0	41.0	25.0	36.0	36.0	41.0	76.0	33.0	68.0	68.0
Total Split (%)	12.1%	18.8%	24.8%	15.2%	21.8%	21.8%	24.8%	46.1%	20.0%	41.2%	41.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	156	214	92	145	120	275	1177	151	186	801	66
Future Volume (veh/h)	129	156	214	92	145	120	275	1177	151	186	801	66
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	152	184	252	108	171	141	324	1385	178	219	942	78
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	538	432	416	338	287	426	2364	304	366	1726	770
Arrive On Green	0.09	0.15	0.15	0.12	0.18	0.18	0.24	1.00	1.00	0.09	0.49	0.49
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4580	588	1781	3554	1585
Grp Volume(v), veh/h	152	184	252	108	171	141	324	1029	534	219	942	78
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1764	1781	1777	1585
Q Serve(g_s), s	6.9	7.6	22.7	4.7	13.6	13.2	15.5	0.0	0.0	9.8	30.6	4.4
Cycle Q Clear(g_c), s	6.9	7.6	22.7	4.7	13.6	13.2	15.5	0.0	0.0	9.8	30.6	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	314	538	432	416	338	287	426	1757	911	366	1726	770
V/C Ratio(X)	0.48	0.34	0.58	0.26	0.51	0.49	0.76	0.59	0.59	0.60	0.55	0.10
Avail Cap(c_a), veh/h	314	560	442	419	351	298	598	1757	911	506	1726	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.3	62.7	51.9	65.9	60.9	60.7	18.5	0.0	0.0	16.9	29.7	22.9
Incr Delay (d2), s/veh	1.2	0.4	1.9	0.3	1.2	1.3	2.4	1.0	1.8	1.6	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	6.3	14.4	3.8	10.9	9.3	7.8	0.4	0.8	7.4	19.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	63.0	53.8	66.2	62.1	62.1	20.9	1.0	1.8	18.4	30.9	23.2
LnGrp LOS	E	E	D	E	E	E	C	A	A	B	C	C
Approach Vol, veh/h		588			420			1887			1239	
Approach Delay, s/veh		61.5			63.1			4.6			28.2	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	90.2	24.9	30.0	25.0	85.2	20.0	34.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	71.0	20.0	26.0	36.0	63.0	15.0	31.0
Max Q Clear Time (g_c+I1), s	11.8	2.0	6.7	24.7	17.5	32.6	8.9	15.6
Green Ext Time (p_c), s	0.5	15.2	0.2	0.3	0.9	7.2	0.2	1.2

Intersection Summary

HCM 6th Ctrl Delay 25.7
HCM 6th LOS C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	86	57	190	126	66	70	211	936	27	1212	54
Future Volume (vph)	86	57	190	126	66	70	211	936	27	1212	54
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	25.0	30.0	30.0	30.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	13.5%	16.2%	16.2%	16.2%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	57	190	126	66	70	211	936	54	27	1212	54
Future Volume (veh/h)	86	57	190	126	66	70	211	936	54	27	1212	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	91	60	200	133	69	74	222	985	57	28	1276	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	384	171	373	254	215	365	3032	175	456	2017	900
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.22	1.00	1.00	0.06	0.57	0.57
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4938	285	1781	3554	1585
Grp Volume(v), veh/h	91	60	200	133	69	74	222	679	363	28	1276	57
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1819	1781	1777	1585
Q Serve(g_s), s	4.6	2.8	20.0	6.6	6.1	7.8	8.5	0.0	0.0	1.1	44.8	3.0
Cycle Q Clear(g_c), s	4.6	2.8	20.0	6.6	6.1	7.8	8.5	0.0	0.0	1.1	44.8	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	278	384	171	373	254	215	365	2090	1117	456	2017	900
V/C Ratio(X)	0.33	0.16	1.17	0.36	0.27	0.34	0.61	0.32	0.33	0.06	0.63	0.06
Avail Cap(c_a), veh/h	374	384	171	467	254	215	413	2090	1117	539	2017	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.4	74.8	82.5	76.5	71.7	72.5	19.1	0.0	0.0	12.9	27.0	17.9
Incr Delay (d2), s/veh	0.7	0.2	120.9	0.6	0.6	0.9	1.9	0.4	0.7	0.1	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.3	14.0	3.0	3.0	3.3	3.7	0.1	0.2	0.4	19.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.0	75.0	203.4	77.1	72.3	73.4	21.0	0.4	0.7	13.0	28.5	18.1
LnGrp LOS	F	E	F	E	E	E	C	A	A	B	C	B
Approach Vol, veh/h		351			276			1264			1361	
Approach Delay, s/veh		149.7			74.9			4.1			27.7	
Approach LOS		F			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	118.6	25.0	25.0	25.0	110.0	19.9	30.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	3.1	2.0	8.6	22.0	10.5	46.8	6.6	9.8
Green Ext Time (p_c), s	0.0	7.8	0.3	0.0	0.5	12.0	0.2	0.4

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	89	100	214	134	128	144	246	1036	71	1277	56
Future Volume (vph)	89	100	214	134	128	144	246	1036	71	1277	56
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	25.0	30.0	30.0	30.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	13.5%	16.2%	16.2%	16.2%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	100	214	134	128	144	246	1036	110	71	1277	56
Future Volume (veh/h)	89	100	214	134	128	144	246	1036	110	71	1277	56
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	94	105	225	141	135	152	259	1091	116	75	1344	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	384	171	373	254	215	349	2795	297	443	2017	900
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.22	1.00	1.00	0.08	0.57	0.57
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4687	498	1781	3554	1585
Grp Volume(v), veh/h	94	105	225	141	135	152	259	792	415	75	1344	59
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1781	1781	1777	1585
Q Serve(g_s), s	4.8	5.0	20.0	7.0	12.4	17.0	10.4	0.0	0.0	2.9	48.6	3.1
Cycle Q Clear(g_c), s	4.8	5.0	20.0	7.0	12.4	17.0	10.4	0.0	0.0	2.9	48.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	278	384	171	373	254	215	349	2030	1062	443	2017	900
V/C Ratio(X)	0.34	0.27	1.31	0.38	0.53	0.71	0.74	0.39	0.39	0.17	0.67	0.07
Avail Cap(c_a), veh/h	374	384	171	467	254	215	397	2030	1062	494	2017	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.4	75.8	82.5	76.7	74.5	76.4	23.9	0.0	0.0	12.0	27.8	18.0
Incr Delay (d2), s/veh	0.7	0.4	176.1	0.6	2.1	10.1	5.5	0.5	0.9	0.2	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	4.2	25.8	5.7	10.3	12.1	10.2	0.2	0.5	2.1	28.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	76.2	258.6	77.4	76.6	86.5	29.4	0.5	0.9	12.2	29.6	18.1
LnGrp LOS	F	E	F	E	E	F	C	A	A	B	C	B
Approach Vol, veh/h		424			428			1466			1478	
Approach Delay, s/veh		174.1			80.4			5.7			28.2	
Approach LOS		F			F			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	115.3	25.0	25.0	25.0	110.0	19.9	30.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	4.9	2.0	9.0	22.0	12.4	50.6	6.8	19.0
Green Ext Time (p_c), s	0.1	9.8	0.4	0.0	0.6	12.9	0.2	0.6

Intersection Summary

HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	89	100	214	134	128	144	246	1036	71	1277	56
Future Volume (vph)	89	100	214	134	128	144	246	1036	71	1277	56
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	5	3	8	1	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	20.0	20.0	20.0	15.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	25.0	25.0	25.0	20.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	30.0	30.0	30.0	25.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	16.2%	16.2%	16.2%	13.5%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	100	214	134	128	144	246	1036	110	71	1277	56
Future Volume (veh/h)	89	100	214	134	128	144	246	1036	110	71	1277	56
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	94	105	225	141	135	152	259	1091	116	75	1344	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	384	343	373	254	341	349	2795	297	443	2017	900
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.22	1.00	1.00	0.08	0.57	0.57
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4687	498	1781	3554	1585
Grp Volume(v), veh/h	94	105	225	141	135	152	259	792	415	75	1344	59
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1781	1781	1777	1585
Q Serve(g_s), s	4.8	5.0	20.0	7.0	12.4	15.4	10.4	0.0	0.0	2.9	48.6	3.1
Cycle Q Clear(g_c), s	4.8	5.0	20.0	7.0	12.4	15.4	10.4	0.0	0.0	2.9	48.6	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	278	384	343	373	254	341	349	2030	1062	443	2017	900
V/C Ratio(X)	0.34	0.27	0.66	0.38	0.53	0.45	0.74	0.39	0.39	0.17	0.67	0.07
Avail Cap(c_a), veh/h	374	384	343	467	254	341	397	2030	1062	494	2017	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.4	75.8	66.2	76.7	74.5	63.0	23.9	0.0	0.0	12.0	27.8	18.0
Incr Delay (d2), s/veh	0.7	0.4	4.5	0.6	2.1	0.9	5.7	0.5	1.0	0.2	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	4.2	15.5	5.7	10.3	10.5	10.3	0.3	0.5	2.1	28.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	76.2	70.7	77.4	76.6	64.0	29.6	0.5	1.0	12.2	29.6	18.1
LnGrp LOS	F	E	E	E	E	E	C	A	A	B	C	B
Approach Vol, veh/h		424			428			1466			1478	
Approach Delay, s/veh		74.4			72.4			5.8			28.2	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	115.3	25.0	25.0	25.0	110.0	19.9	30.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	4.9	2.0	9.0	22.0	12.4	50.6	6.8	17.4
Green Ext Time (p_c), s	0.1	9.8	0.4	0.0	0.6	12.9	0.2	0.7

Intersection Summary

HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	106	140	268	159	177	259	288	1230	175	1580	67
Future Volume (vph)	106	140	268	159	177	259	288	1230	175	1580	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	25.0	30.0	30.0	30.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	13.5%	16.2%	16.2%	16.2%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	140	268	159	177	259	288	1230	121	175	1580	67
Future Volume (veh/h)	106	140	268	159	177	259	288	1230	121	175	1580	67
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	112	147	282	167	186	273	303	1295	127	184	1663	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	384	171	374	253	215	316	2811	276	388	1926	859
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.27	1.00	1.00	0.08	0.54	0.54
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4727	464	1781	3554	1585
Grp Volume(v), veh/h	112	147	282	167	186	273	303	932	490	184	1663	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1787	1781	1777	1585
Q Serve(g_s), s	5.7	7.1	20.0	8.4	17.7	25.0	22.7	0.0	0.0	8.0	74.5	4.0
Cycle Q Clear(g_c), s	5.7	7.1	20.0	8.4	17.7	25.0	22.7	0.0	0.0	8.0	74.5	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	279	384	171	374	253	215	316	2024	1063	388	1926	859
V/C Ratio(X)	0.40	0.38	1.65	0.45	0.73	1.27	0.96	0.46	0.46	0.47	0.86	0.08
Avail Cap(c_a), veh/h	374	384	171	467	253	215	318	2024	1063	436	1926	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.8	76.8	82.5	77.3	76.8	80.0	47.6	0.0	0.0	14.7	36.5	20.3
Incr Delay (d2), s/veh	0.9	0.6	315.2	0.8	10.6	153.8	32.8	0.6	1.1	0.9	5.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	6.0	36.6	6.9	14.3	29.6	20.3	0.3	0.6	6.0	42.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	77.4	397.7	78.2	87.3	233.8	80.4	0.6	1.1	15.6	41.9	20.5
LnGrp LOS	F	E	F	E	F	F	F	A	A	B	D	C
Approach Vol, veh/h		541			626			1725			1918	
Approach Delay, s/veh		245.3			148.7			14.7			38.6	
Approach LOS		F			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	115.0	25.0	25.0	29.7	105.3	20.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	10.4	22.0	24.7	76.5	7.7	27.0
Green Ext Time (p_c), s	0.3	12.9	0.4	0.0	0.0	11.6	0.2	0.0

Intersection Summary

HCM 6th Ctrl Delay	67.6
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	106	140	268	159	177	259	288	1230	175	1580	67
Future Volume (vph)	106	140	268	159	177	259	288	1230	175	1580	67
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	5	3	8	1	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	20.0	20.0	20.0	15.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	25.0	25.0	25.0	20.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	30.0	30.0	30.0	25.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	16.2%	16.2%	16.2%	13.5%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

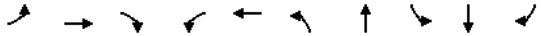
Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	140	268	159	177	259	288	1230	121	175	1580	67
Future Volume (veh/h)	106	140	268	159	177	259	288	1230	121	175	1580	67
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	112	147	282	167	186	273	303	1295	127	184	1663	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	384	383	374	253	343	316	2811	276	388	1926	859
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.27	1.00	1.00	0.08	0.54	0.54
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4727	464	1781	3554	1585
Grp Volume(v), veh/h	112	147	282	167	186	273	303	932	490	184	1663	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1787	1781	1777	1585
Q Serve(g_s), s	5.7	7.1	20.0	8.4	17.7	25.0	22.7	0.0	0.0	8.0	74.5	4.0
Cycle Q Clear(g_c), s	5.7	7.1	20.0	8.4	17.7	25.0	22.7	0.0	0.0	8.0	74.5	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	279	384	383	374	253	343	316	2024	1063	388	1926	859
V/C Ratio(X)	0.40	0.38	0.74	0.45	0.73	0.80	0.96	0.46	0.46	0.47	0.86	0.08
Avail Cap(c_a), veh/h	374	384	383	467	253	343	318	2024	1063	436	1926	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.8	76.8	64.7	77.3	76.8	68.6	47.6	0.0	0.0	14.7	36.5	20.3
Incr Delay (d2), s/veh	0.9	0.6	7.2	0.8	10.6	12.3	33.9	0.6	1.1	0.9	5.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	6.0	19.1	6.9	14.3	19.5	20.5	0.3	0.6	6.0	42.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	77.4	71.9	78.2	87.3	80.9	81.5	0.6	1.1	15.6	41.9	20.5
LnGrp LOS	F	E	E	E	F	F	F	A	A	B	D	C
Approach Vol, veh/h		541			626			1725			1918	
Approach Delay, s/veh		75.4			82.1			14.9			38.6	
Approach LOS		E			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	115.0	25.0	25.0	29.7	105.3	20.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	10.4	22.0	24.7	76.5	7.7	27.0
Green Ext Time (p_c), s	0.3	12.9	0.4	0.0	0.0	11.6	0.2	0.0

Intersection Summary

HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

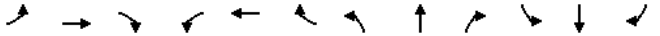


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	66	20	63	6	8	51	354	92	334	81
Future Volume (vph)	66	20	63	6	8	51	354	92	334	81
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	20	63	6	8	97	51	354	22	92	334	81
Future Volume (veh/h)	66	20	63	6	8	97	51	354	22	92	334	81
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	97	29	93	9	12	143	75	521	32	135	491	119
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	374	412	358	25	296	476	829	51	468	917	777
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.06	0.48	0.48	0.07	0.49	0.49
Sat Flow, veh/h	1232	1870	1585	1269	124	1480	1781	1744	107	1781	1870	1585
Grp Volume(v), veh/h	97	29	93	9	0	155	75	0	553	135	491	119
Grp Sat Flow(s),veh/h/ln	1232	1870	1585	1269	0	1604	1781	0	1851	1781	1870	1585
Q Serve(g_s), s	4.5	0.8	2.8	0.3	0.0	5.1	1.2	0.0	13.4	2.2	10.9	2.5
Cycle Q Clear(g_c), s	9.7	0.8	2.8	1.1	0.0	5.1	1.2	0.0	13.4	2.2	10.9	2.5
Prop In Lane	1.00		1.00	1.00		0.92	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	261	374	412	358	0	321	476	0	880	468	917	777
V/C Ratio(X)	0.37	0.08	0.23	0.03	0.00	0.48	0.16	0.00	0.63	0.29	0.54	0.15
Avail Cap(c_a), veh/h	384	561	570	485	0	481	519	0	880	484	917	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	19.5	17.5	19.9	0.0	21.2	7.7	0.0	11.8	8.4	10.6	8.4
Incr Delay (d2), s/veh	0.9	0.1	0.3	0.0	0.0	1.1	0.2	0.0	3.4	0.3	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.9	0.1	0.0	1.8	0.4	0.0	5.3	0.7	4.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	19.6	17.7	20.0	0.0	22.4	7.8	0.0	15.2	8.7	12.8	8.8
LnGrp LOS	C	B	B	B	A	C	A	A	B	A	B	A
Approach Vol, veh/h		219			164			628			745	
Approach Delay, s/veh		21.8			22.2			14.3			11.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	33.5		17.0	8.6	34.4		17.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	4.2	15.4		11.7	3.2	12.9		7.1				
Green Ext Time (p_c), s	0.0	1.9		0.4	0.0	2.3		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	168	32	114	6	22	111	368	95	347	191
Future Volume (vph)	168	32	114	6	22	111	368	95	347	191
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	32	114	6	22	101	111	368	23	95	347	191
Future Volume (veh/h)	168	32	114	6	22	101	111	368	23	95	347	191
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	247	47	168	9	32	149	163	541	34	140	510	281
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	561	607	449	86	402	357	653	41	332	687	582
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1203	1870	1585	1166	288	1341	1781	1741	109	1781	1870	1585
Grp Volume(v), veh/h	247	47	168	9	0	181	163	0	575	140	510	281
Grp Sat Flow(s),veh/h/ln	1203	1870	1585	1166	0	1629	1781	0	1851	1781	1870	1585
Q Serve(g_s), s	12.2	1.1	4.4	0.3	0.0	5.3	3.3	0.0	16.9	2.9	14.2	8.2
Cycle Q Clear(g_c), s	17.5	1.1	4.4	1.4	0.0	5.3	3.3	0.0	16.9	2.9	14.2	8.2
Prop In Lane	1.00		1.00	1.00		0.82	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	376	561	607	449	0	489	357	0	694	332	687	582
V/C Ratio(X)	0.66	0.08	0.28	0.02	0.00	0.37	0.46	0.00	0.83	0.42	0.74	0.48
Avail Cap(c_a), veh/h	376	561	607	449	0	489	357	0	694	346	687	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	15.1	12.8	15.6	0.0	16.5	12.2	0.0	17.0	12.8	16.5	14.6
Incr Delay (d2), s/veh	4.1	0.1	0.2	0.0	0.0	0.5	0.9	0.0	11.0	0.9	7.1	2.9
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	6.1	0.7	2.3	0.1	0.0	3.1	2.1	0.0	12.9	1.8	10.8	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	15.1	13.0	15.6	0.0	17.0	13.1	0.0	28.0	13.7	23.6	17.5
LnGrp LOS	C	B	B	B	A	B	B	A	C	B	C	B
Approach Vol, veh/h		462			190			738			931	
Approach Delay, s/veh		21.0			16.9			24.7			20.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	27.5		23.0	10.0	27.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	4.9	18.9		19.5	5.3	16.2		7.3				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	2.1		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	21.6	
HCM 6th LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	168	32	114	6	22	111	368	95	347	191
Future Volume (vph)	168	32	114	6	22	111	368	95	347	191
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	32	114	6	22	101	111	368	23	95	347	191
Future Volume (veh/h)	168	32	114	6	22	101	111	368	23	95	347	191
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	247	47	168	9	32	149	163	541	34	140	510	281
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	561	607	449	86	402	357	653	41	332	687	582
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1203	1870	1585	1166	288	1341	1781	1741	109	1781	1870	1585
Grp Volume(v), veh/h	247	47	168	9	0	181	163	0	575	140	510	281
Grp Sat Flow(s),veh/h/ln	1203	1870	1585	1166	0	1629	1781	0	1851	1781	1870	1585
Q Serve(g_s), s	12.2	1.1	4.4	0.3	0.0	5.3	3.3	0.0	16.9	2.9	14.2	8.2
Cycle Q Clear(g_c), s	17.5	1.1	4.4	1.4	0.0	5.3	3.3	0.0	16.9	2.9	14.2	8.2
Prop In Lane	1.00		1.00	1.00		0.82	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	376	561	607	449	0	489	357	0	694	332	687	582
V/C Ratio(X)	0.66	0.08	0.28	0.02	0.00	0.37	0.46	0.00	0.83	0.42	0.74	0.48
Avail Cap(c_a), veh/h	376	561	607	449	0	489	357	0	694	346	687	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	15.1	12.8	15.6	0.0	16.5	12.2	0.0	17.0	12.8	16.5	14.6
Incr Delay (d2), s/veh	4.1	0.1	0.2	0.0	0.0	0.5	0.9	0.0	11.0	0.9	7.1	2.9
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	6.1	0.7	2.3	0.1	0.0	3.1	2.1	0.0	12.9	1.8	10.8	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	15.1	13.0	15.6	0.0	17.0	13.1	0.0	28.0	13.7	23.6	17.5
LnGrp LOS	C	B	B	B	A	B	B	A	C	B	C	B
Approach Vol, veh/h		462			190			738			931	
Approach Delay, s/veh		21.0			16.9			24.7			20.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	27.5		23.0	10.0	27.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	4.9	18.9		19.5	5.3	16.2		7.3				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	2.1		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	21.6	
HCM 6th LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	204	34	129	6	25	128	368	95	347	227
Future Volume (vph)	204	34	129	6	25	128	368	95	347	227
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	34	129	6	25	101	128	368	23	95	347	227
Future Volume (veh/h)	204	34	129	6	25	101	128	368	23	95	347	227
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	300	50	190	9	37	149	188	541	34	140	510	334
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	561	608	440	98	393	353	653	41	332	686	581
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1198	1870	1585	1140	325	1309	1781	1741	109	1781	1870	1585
Grp Volume(v), veh/h	300	50	190	9	0	186	188	0	575	140	510	334
Grp Sat Flow(s),veh/h/ln	1198	1870	1585	1140	0	1635	1781	0	1851	1781	1870	1585
Q Serve(g_s), s	12.6	1.2	5.0	0.3	0.0	5.4	3.9	0.0	16.9	2.9	14.2	10.1
Cycle Q Clear(g_c), s	18.0	1.2	5.0	1.5	0.0	5.4	3.9	0.0	16.9	2.9	14.2	10.1
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	372	561	608	440	0	490	353	0	694	332	686	581
V/C Ratio(X)	0.81	0.09	0.31	0.02	0.00	0.38	0.53	0.00	0.83	0.42	0.74	0.57
Avail Cap(c_a), veh/h	372	561	608	440	0	490	353	0	694	346	686	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	15.1	13.0	15.6	0.0	16.6	12.5	0.0	17.0	12.8	16.5	15.2
Incr Delay (d2), s/veh	12.4	0.1	0.3	0.0	0.0	0.5	1.5	0.0	11.0	0.9	7.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	0.8	2.7	0.1	0.0	3.2	2.5	0.0	12.9	1.8	10.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	15.2	13.3	15.7	0.0	17.1	14.1	0.0	28.0	13.7	23.7	19.3
LnGrp LOS	D	B	B	B	A	B	B	A	C	B	C	B
Approach Vol, veh/h		540			195			763			984	
Approach Delay, s/veh		26.7			17.0			24.6			20.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	27.5		23.0	10.0	27.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	4.9	18.9		20.0	5.9	16.2		7.4				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	2.2		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		22.9	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	204	34	129	6	25	128	368	95	347	227
Future Volume (vph)	204	34	129	6	25	128	368	95	347	227
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	34	129	6	25	101	128	368	23	95	347	227
Future Volume (veh/h)	204	34	129	6	25	101	128	368	23	95	347	227
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	300	50	190	9	37	149	188	541	34	140	510	334
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	561	608	440	98	393	353	653	41	332	686	581
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1198	1870	1585	1140	325	1309	1781	1741	109	1781	1870	1585
Grp Volume(v), veh/h	300	50	190	9	0	186	188	0	575	140	510	334
Grp Sat Flow(s),veh/h/ln	1198	1870	1585	1140	0	1635	1781	0	1851	1781	1870	1585
Q Serve(g_s), s	12.6	1.2	5.0	0.3	0.0	5.4	3.9	0.0	16.9	2.9	14.2	10.1
Cycle Q Clear(g_c), s	18.0	1.2	5.0	1.5	0.0	5.4	3.9	0.0	16.9	2.9	14.2	10.1
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	372	561	608	440	0	490	353	0	694	332	686	581
V/C Ratio(X)	0.81	0.09	0.31	0.02	0.00	0.38	0.53	0.00	0.83	0.42	0.74	0.57
Avail Cap(c_a), veh/h	372	561	608	440	0	490	353	0	694	346	686	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	15.1	13.0	15.6	0.0	16.6	12.5	0.0	17.0	12.8	16.5	15.2
Incr Delay (d2), s/veh	12.4	0.1	0.3	0.0	0.0	0.5	1.5	0.0	11.0	0.9	7.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	0.8	2.7	0.1	0.0	3.2	2.5	0.0	12.9	1.8	10.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	15.2	13.3	15.7	0.0	17.1	14.1	0.0	28.0	13.7	23.7	19.3
LnGrp LOS	D	B	B	B	A	B	B	A	C	B	C	B
Approach Vol, veh/h		540			195			763			984	
Approach Delay, s/veh		26.7			17.0			24.6			20.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	27.5		23.0	10.0	27.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	4.9	18.9		20.0	5.9	16.2		7.4				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	2.2		0.7				

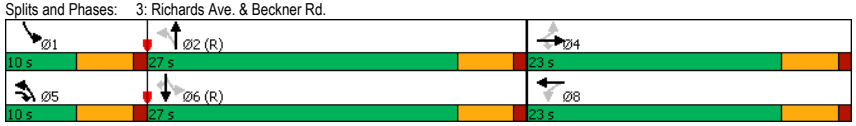
Intersection Summary		
HCM 6th Ctrl Delay	22.9	
HCM 6th LOS	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	75	3	62	1	2	41	324	9	357	96
Future Volume (vph)	75	3	62	1	2	41	324	9	357	96
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	3	62	1	2	4	41	324	1	9	357	96
Future Volume (veh/h)	75	3	62	1	2	4	41	324	1	9	357	96
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	78	3	65	1	2	4	43	338	1	9	372	100
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	164	206	235	49	97	680	1213	4	738	1159	982
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.04	0.65	0.65	0.01	0.62	0.62
Sat Flow, veh/h	1410	1870	1585	1333	557	1113	1781	1864	6	1781	1870	1585
Grp Volume(v), veh/h	78	3	65	1	0	6	43	0	339	9	372	100
Grp Sat Flow(s),veh/h/ln	1410	1870	1585	1333	0	1670	1781	0	1869	1781	1870	1585
Q Serve(g_s), s	3.2	0.1	2.2	0.0	0.0	0.2	0.5	0.0	4.6	0.1	5.7	1.5
Cycle Q Clear(g_c), s	3.4	0.1	2.2	0.1	0.0	0.2	0.5	0.0	4.6	0.1	5.7	1.5
Prop In Lane	1.00		1.00	1.00		0.67	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	164	206	235	0	146	680	0	1217	738	1159	982
V/C Ratio(X)	0.33	0.02	0.32	0.00	0.00	0.04	0.06	0.00	0.28	0.01	0.32	0.10
Avail Cap(c_a), veh/h	538	561	543	518	0	501	753	0	1217	866	1159	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	25.0	23.7	25.1	0.0	25.1	3.8	0.0	4.5	4.2	5.4	4.6
Incr Delay (d2), s/veh	0.8	0.0	0.9	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.8	0.0	0.0	0.1	0.1	0.0	1.3	0.0	1.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	25.1	24.5	25.1	0.0	25.2	3.8	0.0	5.0	4.2	6.1	4.8
LnGrp LOS	C	C	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		146			7			382			481	
Approach Delay, s/veh		26.1			25.2			4.9			5.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	44.1		10.3	7.6	42.2		10.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.1	6.6		5.4	2.5	7.7		2.2				
Green Ext Time (p_c), s	0.0	1.7		0.3	0.0	2.1		0.0				

Intersection Summary

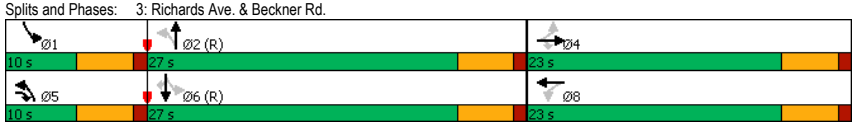
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	178	9	107	1	9	125	337	10	371	277
Future Volume (vph)	178	9	107	1	9	125	337	10	371	277
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	9	107	1	9	4	125	337	1	10	371	277
Future Volume (veh/h)	178	9	107	1	9	4	125	337	1	10	371	277
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	185	9	111	1	9	4	130	351	1	10	386	289
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	326	394	337	214	95	536	1049	3	617	938	795
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.56	0.56	0.01	0.50	0.50
Sat Flow, veh/h	1401	1870	1585	1272	1227	545	1781	1864	5	1781	1870	1585
Grp Volume(v), veh/h	185	9	111	1	0	13	130	0	352	10	386	289
Grp Sat Flow(s),veh/h/ln	1401	1870	1585	1272	0	1772	1781	0	1869	1781	1870	1585
Q Serve(g_s), s	7.6	0.2	3.4	0.0	0.0	0.4	2.0	0.0	6.1	0.2	7.8	6.7
Cycle Q Clear(g_c), s	8.0	0.2	3.4	0.3	0.0	0.4	2.0	0.0	6.1	0.2	7.8	6.7
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	326	394	337	0	309	536	0	1052	617	938	795
V/C Ratio(X)	0.52	0.03	0.28	0.00	0.00	0.04	0.24	0.00	0.33	0.02	0.41	0.36
Avail Cap(c_a), veh/h	532	561	592	496	0	532	553	0	1052	743	938	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	20.5	18.2	20.7	0.0	20.6	6.2	0.0	7.1	7.2	9.4	9.1
Incr Delay (d2), s/veh	1.2	0.0	0.4	0.0	0.0	0.1	0.2	0.0	0.9	0.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.2	2.0	0.0	0.0	0.2	1.0	0.0	3.7	0.1	5.2	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	20.6	18.6	20.7	0.0	20.6	6.5	0.0	7.9	7.2	10.7	10.4
LnGrp LOS	C	C	B	C	A	C	A	A	A	A	B	B
Approach Vol, veh/h		305			14			482			685	
Approach Delay, s/veh		22.6			20.6			7.5			10.5	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	38.8		15.5	9.4	35.1		15.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	8.1		10.0	4.0	9.8		2.4				
Green Ext Time (p_c), s	0.0	1.7		0.6	0.0	2.7		0.0				

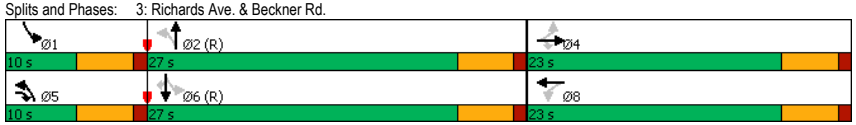
Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	178	9	107	1	9	125	337	10	371	277
Future Volume (vph)	178	9	107	1	9	125	337	10	371	277
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	9	107	1	9	4	125	337	1	10	371	277
Future Volume (veh/h)	178	9	107	1	9	4	125	337	1	10	371	277
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	185	9	111	1	9	4	130	351	1	10	386	289
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	326	394	337	214	95	536	1049	3	617	938	795
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.56	0.56	0.01	0.50	0.50
Sat Flow, veh/h	1401	1870	1585	1272	1227	545	1781	1864	5	1781	1870	1585
Grp Volume(v), veh/h	185	9	111	1	0	13	130	0	352	10	386	289
Grp Sat Flow(s),veh/h/ln	1401	1870	1585	1272	0	1772	1781	0	1869	1781	1870	1585
Q Serve(g_s), s	7.6	0.2	3.4	0.0	0.0	0.4	2.0	0.0	6.1	0.2	7.8	6.7
Cycle Q Clear(g_c), s	8.0	0.2	3.4	0.3	0.0	0.4	2.0	0.0	6.1	0.2	7.8	6.7
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	326	394	337	0	309	536	0	1052	617	938	795
V/C Ratio(X)	0.52	0.03	0.28	0.00	0.00	0.04	0.24	0.00	0.33	0.02	0.41	0.36
Avail Cap(c_a), veh/h	532	561	592	496	0	532	553	0	1052	743	938	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	20.5	18.2	20.7	0.0	20.6	6.2	0.0	7.1	7.2	9.4	9.1
Incr Delay (d2), s/veh	1.2	0.0	0.4	0.0	0.0	0.1	0.2	0.0	0.9	0.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.2	2.0	0.0	0.0	0.2	1.0	0.0	3.7	0.1	5.2	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	20.6	18.6	20.7	0.0	20.6	6.5	0.0	7.9	7.2	10.7	10.4
LnGrp LOS	C	C	B	C	A	C	A	A	A	A	B	B
Approach Vol, veh/h		305			14			482			685	
Approach Delay, s/veh		22.6			20.6			7.5			10.5	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	38.8		15.5	9.4	35.1		15.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	8.1		10.0	4.0	9.8		2.4				
Green Ext Time (p_c), s	0.0	1.7		0.6	0.0	2.7		0.0				

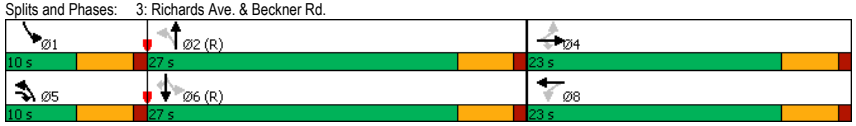
Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	240	13	136	1	13	148	401	11	441	341
Future Volume (vph)	240	13	136	1	13	148	401	11	441	341
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	13	136	1	13	5	148	401	1	11	441	341
Future Volume (veh/h)	240	13	136	1	13	5	148	401	1	11	441	341
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	250	14	142	1	14	5	154	418	1	11	459	355
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	418	476	388	294	105	439	956	2	505	841	713
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.51	0.51	0.01	0.45	0.45
Sat Flow, veh/h	1393	1870	1585	1231	1316	470	1781	1865	4	1781	1870	1585
Grp Volume(v), veh/h	250	14	142	1	0	19	154	0	419	11	459	355
Grp Sat Flow(s),veh/h/ln	1393	1870	1585	1231	0	1786	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	10.3	0.4	4.1	0.0	0.0	0.5	2.6	0.0	8.4	0.2	10.7	9.5
Cycle Q Clear(g_c), s	10.8	0.4	4.1	0.4	0.0	0.5	2.6	0.0	8.4	0.2	10.7	9.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	418	476	388	0	399	439	0	958	505	841	713
V/C Ratio(X)	0.60	0.03	0.30	0.00	0.00	0.05	0.35	0.00	0.44	0.02	0.55	0.50
Avail Cap(c_a), veh/h	526	561	597	482	0	536	450	0	958	628	841	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	18.2	16.1	18.4	0.0	18.3	8.4	0.0	9.2	8.9	12.0	11.7
Incr Delay (d2), s/veh	1.4	0.0	0.3	0.0	0.0	0.0	0.5	0.0	1.5	0.0	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.2	2.3	0.0	0.0	0.3	1.5	0.0	5.6	0.1	7.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	18.3	16.5	18.4	0.0	18.3	8.9	0.0	10.6	8.9	14.6	14.2
LnGrp LOS	C	B	B	B	A	B	A	A	B	A	B	B
Approach Vol, veh/h		406			20			573			825	
Approach Delay, s/veh		21.1			18.3			10.2			14.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	35.8		18.4	9.6	32.0		18.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	10.4		12.8	4.6	12.7		2.5				
Green Ext Time (p_c), s	0.0	1.9		0.6	0.0	2.9		0.0				

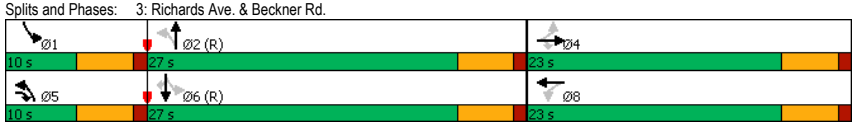
Intersection Summary		
HCM 6th Ctrl Delay	14.6	
HCM 6th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	240	13	136	1	13	148	401	11	441	341
Future Volume (vph)	240	13	136	1	13	148	401	11	441	341
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	13	136	1	13	5	148	401	1	11	441	341
Future Volume (veh/h)	240	13	136	1	13	5	148	401	1	11	441	341
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	250	14	142	1	14	5	154	418	1	11	459	355
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	418	476	388	294	105	439	956	2	505	841	713
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.51	0.51	0.01	0.45	0.45
Sat Flow, veh/h	1393	1870	1585	1231	1316	470	1781	1865	4	1781	1870	1585
Grp Volume(v), veh/h	250	14	142	1	0	19	154	0	419	11	459	355
Grp Sat Flow(s),veh/h/ln	1393	1870	1585	1231	0	1786	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	10.3	0.4	4.1	0.0	0.0	0.5	2.6	0.0	8.4	0.2	10.7	9.5
Cycle Q Clear(g_c), s	10.8	0.4	4.1	0.4	0.0	0.5	2.6	0.0	8.4	0.2	10.7	9.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	418	476	388	0	399	439	0	958	505	841	713
V/C Ratio(X)	0.60	0.03	0.30	0.00	0.00	0.05	0.35	0.00	0.44	0.02	0.55	0.50
Avail Cap(c_a), veh/h	526	561	597	482	0	536	450	0	958	628	841	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	18.2	16.1	18.4	0.0	18.3	8.4	0.0	9.2	8.9	12.0	11.7
Incr Delay (d2), s/veh	1.4	0.0	0.3	0.0	0.0	0.0	0.5	0.0	1.5	0.0	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.2	2.3	0.0	0.0	0.3	1.5	0.0	5.6	0.1	7.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	18.3	16.5	18.4	0.0	18.3	8.9	0.0	10.6	8.9	14.6	14.2
LnGrp LOS	C	B	B	B	A	B	A	A	B	A	B	B
Approach Vol, veh/h		406			20			573			825	
Approach Delay, s/veh		21.1			18.3			10.2			14.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	35.8		18.4	9.6	32.0		18.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	10.4		12.8	4.6	12.7		2.5				
Green Ext Time (p_c), s	0.0	1.9		0.6	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	14.6	
HCM 6th LOS	B	

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	231	186	67
Demand Flow Rate, veh/h	236	190	68
Vehicles Circulating, veh/h	62	39	102
Vehicles Exiting, veh/h	108	259	127
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.3	3.2
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.470	0.530	0.468	0.532	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	111	125	89	101	68
Cap Entry Lane, veh/h	1275	1347	1302	1374	1302
Entry HV Adj Factor	0.979	0.980	0.982	0.976	0.985
Flow Entry, veh/h	109	123	87	99	67
Cap Entry, veh/h	1248	1320	1279	1341	1283
V/C Ratio	0.087	0.093	0.068	0.074	0.052
Control Delay, s/veh	3.6	3.5	3.4	3.3	3.2
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.0
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	565	425	264
Demand Flow Rate, veh/h	576	434	270
Vehicles Circulating, veh/h	190	47	291
Vehicles Exiting, veh/h	371	719	190
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.4	4.1	5.6
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.470	0.530	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	271	305	204	230	270
Cap Entry Lane, veh/h	1133	1208	1293	1364	1109
Entry HV Adj Factor	0.979	0.981	0.980	0.980	0.978
Flow Entry, veh/h	265	299	200	225	264
Cap Entry, veh/h	1110	1186	1267	1337	1084
V/C Ratio	0.239	0.252	0.158	0.169	0.243
Control Delay, s/veh	5.5	5.3	4.2	4.1	5.6
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	707	673	443
Demand Flow Rate, veh/h	721	687	452
Vehicles Circulating, veh/h	372	47	402
Vehicles Exiting, veh/h	482	1046	332
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.6	5.0	8.8
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.470	0.530	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	339	382	323	364	452
Cap Entry Lane, veh/h	959	1035	1293	1364	1009
Entry HV Adj Factor	0.980	0.981	0.979	0.980	0.980
Flow Entry, veh/h	332	375	316	357	443
Cap Entry, veh/h	939	1015	1266	1337	989
V/C Ratio	0.354	0.369	0.250	0.267	0.448
Control Delay, s/veh	7.7	7.5	5.0	5.0	8.8
LOS	A	A	A	A	A
95th %tile Queue, veh	2	2	1	1	2

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	95	159	184
Demand Flow Rate, veh/h	97	162	187
Vehicles Circulating, veh/h	69	19	102
Vehicles Exiting, veh/h	220	147	79
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.1	3.2	4.0
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.474	0.526	0.469	0.531	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	46	51	76	86	187
Cap Entry Lane, veh/h	1267	1339	1326	1397	1302
Entry HV Adj Factor	0.975	0.992	0.983	0.980	0.984
Flow Entry, veh/h	45	51	75	84	184
Cap Entry, veh/h	1236	1329	1304	1369	1281
V/C Ratio	0.036	0.038	0.057	0.062	0.144
Control Delay, s/veh	3.2	3.0	3.2	3.1	4.0
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	1

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	295	524	306
Demand Flow Rate, veh/h	301	535	312
Vehicles Circulating, veh/h	139	41	338
Vehicles Exiting, veh/h	511	399	238
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.0	4.4	6.3
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.468	0.532	0.469	0.531	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	141	160	251	284	312
Cap Entry Lane, veh/h	1188	1262	1300	1371	1065
Entry HV Adj Factor	0.983	0.977	0.982	0.979	0.981
Flow Entry, veh/h	139	156	246	278	306
Cap Entry, veh/h	1168	1233	1276	1342	1045
V/C Ratio	0.119	0.127	0.193	0.207	0.293
Control Delay, s/veh	4.1	4.0	4.5	4.4	6.3
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1

Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	414	852	450
Demand Flow Rate, veh/h	422	869	459
Vehicles Circulating, veh/h	286	41	490
Vehicles Exiting, veh/h	663	667	420
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	5.7	10.1
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.469	0.531	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	198	224	408	461	459
Cap Entry Lane, veh/h	1038	1114	1300	1371	936
Entry HV Adj Factor	0.982	0.978	0.982	0.980	0.980
Flow Entry, veh/h	194	219	401	452	450
Cap Entry, veh/h	1019	1090	1276	1344	918
V/C Ratio	0.191	0.201	0.314	0.336	0.490
Control Delay, s/veh	5.3	5.1	5.7	5.7	10.1
LOS	A	A	A	A	B
95th %tile Queue, veh	1	1	1	1	3

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	181	165	0	3
Demand Flow Rate, veh/h	185	168	0	3
Vehicles Circulating, veh/h	1	5	186	167
Vehicles Exiting, veh/h	169	181	0	6
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.1	0.0	2.9
Approach LOS	A	A	-	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	87	98	79	89	0	3
Cap Entry Lane, veh/h	1349	1419	1344	1414	1212	1232
Entry HV Adj Factor	0.980	0.981	0.980	0.981	1.000	1.000
Flow Entry, veh/h	85	96	77	87	0	3
Cap Entry, veh/h	1322	1393	1317	1387	1212	1232
V/C Ratio	0.065	0.069	0.059	0.063	0.000	0.002
Control Delay, s/veh	3.2	3.1	3.2	3.1	3.0	2.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	0

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	482	363	23	71
Demand Flow Rate, veh/h	491	371	23	72
Vehicles Circulating, veh/h	94	26	518	388
Vehicles Exiting, veh/h	366	515	67	9
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	3.8	4.2	4.2
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	231	260	174	197	23	72
Cap Entry Lane, veh/h	1238	1311	1318	1389	914	1021
Entry HV Adj Factor	0.980	0.982	0.983	0.979	1.000	0.986
Flow Entry, veh/h	226	255	171	193	23	71
Cap Entry, veh/h	1213	1287	1295	1360	914	1007
V/C Ratio	0.187	0.198	0.132	0.142	0.025	0.071
Control Delay, s/veh	4.6	4.5	3.9	3.8	4.2	4.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	746	559	23	72
Demand Flow Rate, veh/h	761	571	23	73
Vehicles Circulating, veh/h	95	26	789	586
Vehicles Exiting, veh/h	564	786	67	10
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	4.5	5.3	5.0
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	358	403	268	303	23	73
Cap Entry Lane, veh/h	1237	1310	1318	1389	726	863
Entry HV Adj Factor	0.980	0.982	0.982	0.979	1.000	0.986
Flow Entry, veh/h	351	396	263	297	23	72
Cap Entry, veh/h	1212	1286	1294	1361	726	851
V/C Ratio	0.289	0.308	0.203	0.218	0.032	0.085
Control Delay, s/veh	5.6	5.6	4.5	4.5	5.3	5.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	222	170	0	31
Demand Flow Rate, veh/h	226	173	0	31
Vehicles Circulating, veh/h	11	11	237	157
Vehicles Exiting, veh/h	177	226	0	27
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.2	0.0	3.1
Approach LOS	A	A	-	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.468	0.532	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	106	120	81	92	0	31
Cap Entry Lane, veh/h	1336	1407	1336	1407	1161	1243
Entry HV Adj Factor	0.983	0.980	0.986	0.979	1.000	1.000
Flow Entry, veh/h	104	118	80	90	0	31
Cap Entry, veh/h	1314	1378	1317	1377	1161	1243
V/C Ratio	0.079	0.085	0.061	0.065	0.000	0.025
Control Delay, s/veh	3.4	3.3	3.2	3.1	3.1	3.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	574	602	116	89
Demand Flow Rate, veh/h	586	613	118	91
Vehicles Circulating, veh/h	73	124	548	693
Vehicles Exiting, veh/h	711	542	110	44
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	5.2	5.4	5.8
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	275	311	288	325	118	91
Cap Entry Lane, veh/h	1262	1335	1204	1278	891	788
Entry HV Adj Factor	0.982	0.979	0.982	0.981	0.983	0.982
Flow Entry, veh/h	270	304	283	319	116	89
Cap Entry, veh/h	1239	1307	1182	1253	876	774
V/C Ratio	0.218	0.233	0.239	0.254	0.132	0.115
Control Delay, s/veh	4.8	4.8	5.2	5.1	5.4	5.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	941	986	116	89
Demand Flow Rate, veh/h	960	1005	118	91
Vehicles Circulating, veh/h	73	124	922	1085
Vehicles Exiting, veh/h	1103	916	110	44
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.3	7.0	7.8	8.5
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	451	509	472	533	118	91
Cap Entry Lane, veh/h	1262	1335	1204	1278	649	565
Entry HV Adj Factor	0.981	0.980	0.982	0.980	0.983	0.982
Flow Entry, veh/h	442	499	463	522	116	89
Cap Entry, veh/h	1238	1308	1182	1253	637	554
V/C Ratio	0.357	0.381	0.392	0.417	0.182	0.161
Control Delay, s/veh	6.3	6.3	7.0	7.0	7.8	8.5
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	2	2	1	1

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	195	222	60
Demand Flow Rate, veh/h	199	227	61
Vehicles Circulating, veh/h	22	37	147
Vehicles Exiting, veh/h	186	184	117
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.2	3.5
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	199	227	61
Cap Entry Lane, veh/h	1349	1329	1188
Entry HV Adj Factor	0.979	0.978	0.984
Flow Entry, veh/h	195	222	60
Cap Entry, veh/h	1321	1300	1168
V/C Ratio	0.147	0.171	0.051
Control Delay, s/veh	3.9	4.2	3.5
LOS	A	A	A
95th %tile Queue, veh	1	1	0

Intersection	
Intersection Delay, s/veh	6.1
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	517	394	108
Demand Flow Rate, veh/h	527	402	110
Vehicles Circulating, veh/h	46	65	310
Vehicles Exiting, veh/h	374	508	157
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.6	5.7	4.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	527	402	110
Cap Entry Lane, veh/h	1317	1291	1006
Entry HV Adj Factor	0.981	0.980	0.982
Flow Entry, veh/h	517	394	108
Cap Entry, veh/h	1291	1265	988
V/C Ratio	0.400	0.311	0.109
Control Delay, s/veh	6.6	5.7	4.6
LOS	A	A	A
95th %tile Queue, veh	2	1	0

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	811	654	137
Demand Flow Rate, veh/h	827	667	139
Vehicles Circulating, veh/h	75	65	546
Vehicles Exiting, veh/h	610	837	186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.2	8.4	6.5
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	827	667	139
Cap Entry Lane, veh/h	1278	1291	791
Entry HV Adj Factor	0.981	0.981	0.986
Flow Entry, veh/h	811	654	137
Cap Entry, veh/h	1254	1267	779
V/C Ratio	0.647	0.517	0.176
Control Delay, s/veh	11.2	8.4	6.5
LOS	B	A	A
95th %tile Queue, veh	5	3	1

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	166	144	47
Demand Flow Rate, veh/h	169	147	48
Vehicles Circulating, veh/h	25	20	110
Vehicles Exiting, veh/h	132	174	57
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.6	3.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	169	147	48
Cap Entry Lane, veh/h	1345	1352	1233
Entry HV Adj Factor	0.983	0.979	0.979
Flow Entry, veh/h	166	144	47
Cap Entry, veh/h	1322	1323	1208
V/C Ratio	0.126	0.109	0.039
Control Delay, s/veh	3.7	3.6	3.3
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	347	472	94
Demand Flow Rate, veh/h	354	481	96
Vehicles Circulating, veh/h	40	50	420
Vehicles Exiting, veh/h	476	344	111
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.1	6.2	5.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	354	481	96
Cap Entry Lane, veh/h	1325	1311	899
Entry HV Adj Factor	0.980	0.981	0.979
Flow Entry, veh/h	347	472	94
Cap Entry, veh/h	1299	1286	880
V/C Ratio	0.267	0.367	0.107
Control Delay, s/veh	5.1	6.2	5.1
LOS	A	A	A
95th %tile Queue, veh	1	2	0

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	618	838	122
Demand Flow Rate, veh/h	630	855	124
Vehicles Circulating, veh/h	68	50	766
Vehicles Exiting, veh/h	822	648	139
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.0	11.1	8.2
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	630	855	124
Cap Entry Lane, veh/h	1287	1311	632
Entry HV Adj Factor	0.980	0.980	0.984
Flow Entry, veh/h	618	838	122
Cap Entry, veh/h	1262	1285	622
V/C Ratio	0.489	0.652	0.196
Control Delay, s/veh	8.0	11.1	8.2
LOS	A	B	A
95th %tile Queue, veh	3	5	1

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	104	134	0	79
Demand Flow Rate, veh/h	106	136	0	81
Vehicles Circulating, veh/h	49	19	155	112
Vehicles Exiting, veh/h	144	136	0	43
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.5	0.0	3.5
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	106	136	0	81
Cap Entry Lane, veh/h	1313	1353	1178	1231
Entry HV Adj Factor	0.984	0.984	1.000	0.975
Flow Entry, veh/h	104	134	0	79
Cap Entry, veh/h	1291	1332	1178	1201
V/C Ratio	0.081	0.100	0.000	0.066
Control Delay, s/veh	3.4	3.5	3.1	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	426	332	47	102
Demand Flow Rate, veh/h	434	339	48	104
Vehicles Circulating, veh/h	145	59	334	349
Vehicles Exiting, veh/h	308	323	245	48
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.7	5.1	4.2	4.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	434	339	48	104
Cap Entry Lane, veh/h	1190	1299	982	967
Entry HV Adj Factor	0.981	0.980	0.978	0.978
Flow Entry, veh/h	426	332	47	102
Cap Entry, veh/h	1168	1274	960	945
V/C Ratio	0.365	0.261	0.049	0.108
Control Delay, s/veh	6.7	5.1	4.2	4.8
LOS	A	A	A	A
95th %tile Queue, veh	2	1	0	0

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	699	489	187	103
Demand Flow Rate, veh/h	712	499	191	105
Vehicles Circulating, veh/h	198	176	438	624
Vehicles Exiting, veh/h	531	453	472	51
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.8	7.8	6.4	6.6
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	712	499	191	105
Cap Entry Lane, veh/h	1128	1153	883	730
Entry HV Adj Factor	0.982	0.980	0.979	0.978
Flow Entry, veh/h	699	489	187	103
Cap Entry, veh/h	1107	1131	864	714
V/C Ratio	0.631	0.433	0.216	0.144
Control Delay, s/veh	11.8	7.8	6.4	6.6
LOS	B	A	A	A
95th %tile Queue, veh	5	2	1	1

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	152	136	0	47
Demand Flow Rate, veh/h	155	139	0	48
Vehicles Circulating, veh/h	30	33	185	100
Vehicles Exiting, veh/h	118	152	0	72
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.6	0.0	3.3
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	155	139	0	48
Cap Entry Lane, veh/h	1338	1334	1143	1246
Entry HV Adj Factor	0.978	0.979	1.000	0.979
Flow Entry, veh/h	152	136	0	47
Cap Entry, veh/h	1309	1306	1143	1220
V/C Ratio	0.116	0.104	0.000	0.039
Control Delay, s/veh	3.7	3.6	3.2	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	5.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	342	352	220	59
Demand Flow Rate, veh/h	349	360	224	60
Vehicles Circulating, veh/h	73	244	308	508
Vehicles Exiting, veh/h	495	288	114	96
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.3	6.8	5.8	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	349	360	224	60
Cap Entry Lane, veh/h	1281	1076	1008	822
Entry HV Adj Factor	0.981	0.979	0.980	0.981
Flow Entry, veh/h	342	352	220	59
Cap Entry, veh/h	1256	1053	988	806
V/C Ratio	0.272	0.335	0.222	0.073
Control Delay, s/veh	5.3	6.8	5.8	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	0

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	611	465	501	61
Demand Flow Rate, veh/h	623	474	511	62
Vehicles Circulating, veh/h	102	495	491	870
Vehicles Exiting, veh/h	830	507	234	99
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.4	12.9	14.1	7.8
Approach LOS	A	B	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	623	474	511	62
Cap Entry Lane, veh/h	1244	833	836	568
Entry HV Adj Factor	0.980	0.980	0.980	0.981
Flow Entry, veh/h	611	465	501	61
Cap Entry, veh/h	1219	816	819	558
V/C Ratio	0.501	0.569	0.611	0.109
Control Delay, s/veh	8.4	12.9	14.1	7.8
LOS	A	B	B	A
95th %tile Queue, veh	3	4	4	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	311	82	0	454	0	21
Future Vol, veh/h	311	82	0	454	0	21
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	346	91	0	504	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	346
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	697
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	697
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	697	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-
HCM Control Delay (s)	10.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	254	12	0	335	0	52
Future Vol, veh/h	254	12	0	335	0	52
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	13	0	372	0	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	282
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	757
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	757
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

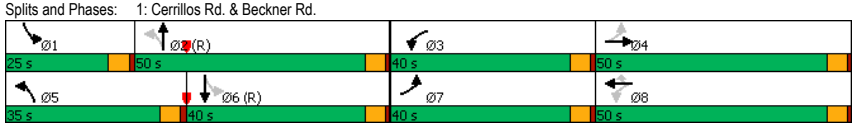
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	757	-	-	-
HCM Lane V/C Ratio	0.076	-	-	-
HCM Control Delay (s)	10.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	435	125	92	218	78	54	91	1479	50	920	189
Future Volume (vph)	435	125	92	218	78	54	91	1479	50	920	189
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	50.0		40.0	50.0	50.0	35.0	50.0	25.0	40.0	
Total Split (%)	24.2%	30.3%		24.2%	30.3%	30.3%	21.2%	30.3%	15.2%	24.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	435	125	92	218	78	54	91	1479	298	50	920	189
Future Volume (veh/h)	435	125	92	218	78	54	91	1479	298	50	920	189
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	506	145	0	253	91	63	106	1720	347	58	1070	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	301		409	170	144	367	2097	418	223	1726	
Arrive On Green	0.21	0.16	0.00	0.14	0.09	0.09	0.09	0.49	0.49	0.11	0.65	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4270	852	1781	3554	1585
Grp Volume(v), veh/h	506	145	0	253	91	63	106	1367	700	58	1070	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1717	1781	1777	1585
Q Serve(g_s), s	35.0	11.6	0.0	20.9	7.7	6.2	4.4	56.4	57.7	2.3	29.4	0.0
Cycle Q Clear(g_c), s	35.0	11.6	0.0	20.9	7.7	6.2	4.4	56.4	57.7	2.3	29.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	476	301		409	170	144	367	1672	843	223	1726	
V/C Ratio(X)	1.06	0.48		0.62	0.54	0.44	0.29	0.82	0.83	0.26	0.62	
Avail Cap(c_a), veh/h	476	510		534	510	432	530	1672	843	288	1726	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	54.7	63.0	0.0	56.5	71.7	71.0	19.1	35.7	36.0	28.4	20.2	0.0
Incr Delay (d2), s/veh	58.8	1.2	0.0	1.5	2.6	2.1	0.4	4.6	9.3	0.4	1.2	0.0
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	16.4	9.5	0.0	14.5	6.8	4.6	3.3	31.6	33.8	1.8	15.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.5	64.2	0.0	58.1	74.3	73.1	19.5	40.3	45.3	28.9	21.5	0.0
LnGrp LOS	F	E		E	E	E	B	D	D	C	C	
Approach Vol, veh/h		651			407			2173			1128	
Approach Delay, s/veh		102.5			64.0			40.9			21.8	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	86.1	28.5	31.5	19.9	85.1	40.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	45.0	35.0	45.0	30.0	35.0	35.0	45.0
Max Q Clear Time (g_c+I1), s	4.3	59.7	22.9	13.6	6.4	31.4	37.0	9.7
Green Ext Time (p_c), s	0.1	0.0	0.5	0.7	0.2	2.2	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

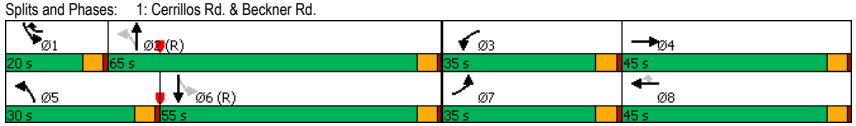
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	435	125	92	218	78	54	91	1479	50	920	189
Future Volume (vph)	435	125	92	218	78	54	91	1479	50	920	189
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8	1	5	2	1	6	
Permitted Phases			Free			8	2		6		Free
Detector Phase	7	4		3	8	1	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	20.0	30.0	35.0	20.0	35.0	
Total Split (s)	35.0	45.0		35.0	45.0	20.0	30.0	65.0	20.0	55.0	
Total Split (%)	21.2%	27.3%		21.2%	27.3%	12.1%	18.2%	39.4%	12.1%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	435	125	92	218	78	54	91	1479	298	50	920	189
Future Volume (veh/h)	435	125	92	218	78	54	91	1479	298	50	920	189
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	506	145	0	253	91	63	106	1720	347	58	1070	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	628	283		419	170	278	476	2227	444	233	1833	
Arrive On Green	0.18	0.15	0.00	0.12	0.09	0.09	0.09	0.52	0.52	0.17	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	4270	852	1781	3554	1585
Grp Volume(v), veh/h	506	145	0	253	91	63	106	1367	700	58	1070	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1702	1717	1781	1777	1585
Q Serve(g_s), s	23.2	11.8	0.0	11.5	7.7	5.6	4.1	53.0	54.3	2.1	0.0	0.0
Cycle Q Clear(g_c), s	23.2	11.8	0.0	11.5	7.7	5.6	4.1	53.0	54.3	2.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	628	283		419	170	278	476	1775	895	233	1833	
V/C Ratio(X)	0.81	0.51		0.60	0.54	0.23	0.22	0.77	0.78	0.25	0.58	
Avail Cap(c_a), veh/h	628	453		628	453	518	586	1775	895	244	1833	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	64.7	64.4	0.0	68.7	71.7	58.4	13.6	31.6	31.9	22.9	0.0	0.0
Incr Delay (d2), s/veh	7.6	1.4	0.0	1.4	2.6	0.4	0.2	3.3	6.7	0.4	1.1	0.0
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	16.1	9.6	0.0	8.8	6.8	4.1	3.0	29.5	31.3	1.5	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	65.8	0.0	70.2	74.3	58.8	13.8	34.9	38.6	23.4	1.1	0.0
LnGrp LOS	E	E		E	E	E	B	C	D	C	A	
Approach Vol, veh/h		651			407			2173			1128	
Approach Delay, s/veh		70.8			69.3			35.0			2.2	
Approach LOS		E			E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	91.1	25.0	30.0	19.9	90.1	35.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	60.0	30.0	40.0	25.0	50.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.1	56.3	13.5	13.8	6.1	2.0	25.2	9.7
Green Ext Time (p_c), s	0.1	3.2	0.7	0.7	0.2	8.9	0.9	0.6

Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

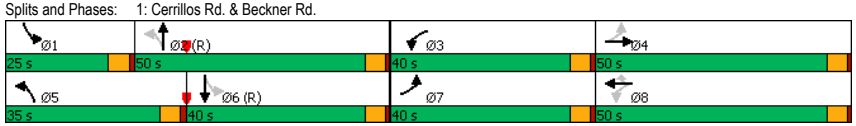
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	435	128	92	242	80	105	91	1479	113	920	189
Future Volume (vph)	435	128	92	242	80	105	91	1479	113	920	189
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	50.0		40.0	50.0	50.0	35.0	50.0	25.0	40.0	
Total Split (%)	24.2%	30.3%		24.2%	30.3%	30.3%	21.2%	30.3%	15.2%	24.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	435	128	92	242	80	105	91	1479	333	113	920	189
Future Volume (veh/h)	435	128	92	242	80	105	91	1479	333	113	920	189
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	506	149	0	281	93	122	106	1720	387	131	1070	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	283		418	178	151	363	2010	446	226	1710	
Arrive On Green	0.21	0.15	0.00	0.16	0.10	0.10	0.09	0.48	0.48	0.12	0.64	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4180	927	1781	3554	1585
Grp Volume(v), veh/h	506	149	0	281	93	122	106	1396	711	131	1070	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1703	1781	1777	1585
Q Serve(g_s), s	35.0	12.1	0.0	23.1	7.8	12.4	4.5	59.6	61.4	5.6	29.8	0.0
Cycle Q Clear(g_c), s	35.0	12.1	0.0	23.1	7.8	12.4	4.5	59.6	61.4	5.6	29.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	477	283		418	178	151	363	1637	819	226	1710	
V/C Ratio(X)	1.06	0.53		0.67	0.52	0.81	0.29	0.85	0.87	0.58	0.63	
Avail Cap(c_a), veh/h	477	510		518	510	432	526	1637	819	281	1710	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	54.2	64.5	0.0	55.0	71.1	73.2	19.5	37.7	38.2	32.8	20.8	0.0
Incr Delay (d2), s/veh	58.1	1.5	0.0	2.5	2.4	9.8	0.4	5.9	12.0	1.5	1.2	0.0
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	16.4	9.8	0.0	15.9	6.9	9.2	3.3	33.5	36.0	4.4	15.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.2	66.0	0.0	57.4	73.4	83.0	19.9	43.6	50.2	34.4	21.9	0.0
LnGrp LOS	F	E		E	E	F	B	D	D	C	C	
Approach Vol, veh/h		655			496			2213			1201	
Approach Delay, s/veh		101.7			66.7			44.6			23.3	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	84.3	30.7	30.0	19.9	84.4	40.0	20.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	45.0	35.0	45.0	30.0	35.0	35.0	45.0
Max Q Clear Time (g_c+I1), s	7.6	63.4	25.1	14.1	6.5	31.8	37.0	14.4
Green Ext Time (p_c), s	0.2	0.0	0.6	0.7	0.2	1.9	0.0	0.8

Intersection Summary

HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

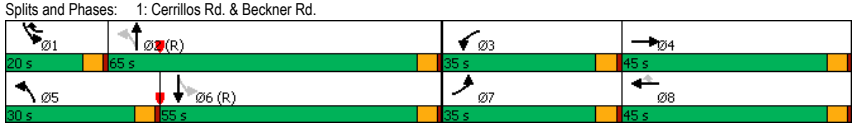
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	435	128	92	242	80	105	91	1479	113	920	189
Future Volume (vph)	435	128	92	242	80	105	91	1479	113	920	189
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8	1	5	2	1	6	
Permitted Phases			Free			8	2		6		Free
Detector Phase	7	4		3	8	1	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	20.0	30.0	35.0	20.0	35.0	
Total Split (s)	35.0	45.0		35.0	45.0	20.0	30.0	65.0	20.0	55.0	
Total Split (%)	21.2%	27.3%		21.2%	27.3%	12.1%	18.2%	39.4%	12.1%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	435	128	92	242	80	105	91	1479	333	113	920	189
Future Volume (veh/h)	435	128	92	242	80	105	91	1479	333	113	920	189
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	506	149	0	281	93	122	106	1720	387	131	1070	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	628	283		419	170	288	476	2154	478	238	1833	
Arrive On Green	0.18	0.15	0.00	0.12	0.09	0.09	0.09	0.52	0.52	0.18	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	4180	927	1781	3554	1585
Grp Volume(v), veh/h	506	149	0	281	93	122	106	1396	711	131	1070	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1702	1703	1781	1777	1585
Q Serve(g_s), s	23.2	12.1	0.0	12.8	7.8	11.3	4.1	55.6	57.3	5.0	0.0	0.0
Cycle Q Clear(g_c), s	23.2	12.1	0.0	12.8	7.8	11.3	4.1	55.6	57.3	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	628	283		419	170	288	476	1754	878	238	1833	
V/C Ratio(X)	0.81	0.53		0.67	0.55	0.42	0.22	0.80	0.81	0.55	0.58	
Avail Cap(c_a), veh/h	628	453		628	453	528	585	1754	878	238	1833	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.00
Uniform Delay (d), s/veh	64.7	64.5	0.0	69.4	71.7	59.9	13.6	32.8	33.3	28.7	0.0	0.0
Incr Delay (d2), s/veh	7.6	1.5	0.0	1.9	2.7	1.0	0.2	3.8	8.0	2.0	1.0	0.0
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	16.1	9.8	0.0	9.7	6.9	8.1	3.0	30.9	32.9	4.5	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	66.0	0.0	71.2	74.5	60.9	13.9	36.7	41.2	30.7	1.0	0.0
LnGrp LOS	E	E		E	E	E	B	D	D	C	A	
Approach Vol, veh/h		655			496			2213			1201	
Approach Delay, s/veh		70.9			69.3			37.1			4.3	
Approach LOS		E			E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	90.0	25.0	30.0	19.9	90.1	35.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	60.0	30.0	40.0	25.0	50.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	7.0	59.3	14.8	14.1	6.1	2.0	25.2	13.3
Green Ext Time (p_c), s	0.2	0.7	0.8	0.7	0.2	8.9	0.9	0.8

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	322	50	61	329	95	127	95	1273	66	1518	358
Future Volume (vph)	322	50	61	329	95	127	95	1273	66	1518	358
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	35.0		30.0	25.0	25.0	25.0	95.0	25.0	95.0	
Total Split (%)	21.6%	18.9%		16.2%	13.5%	13.5%	13.5%	51.4%	13.5%	51.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	50	61	329	95	127	95	1273	186	66	1518	358
Future Volume (veh/h)	322	50	61	329	95	127	95	1273	186	66	1518	358
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	335	52	0	343	99	132	99	1326	194	69	1581	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	257		407	176	149	357	2432	356	299	1915	
Arrive On Green	0.18	0.14	0.00	0.14	0.09	0.09	0.08	0.54	0.54	0.16	1.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4498	658	1781	3554	1585
Grp Volume(v), veh/h	335	52	0	343	99	132	99	1003	517	69	1581	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1752	1781	1777	1585
Q Serve(g_s), s	30.7	4.6	0.0	25.0	9.4	15.2	4.1	35.5	35.5	2.7	0.0	0.0
Cycle Q Clear(g_c), s	30.7	4.6	0.0	25.0	9.4	15.2	4.1	35.5	35.5	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	406	257		407	176	149	357	1841	947	299	1915	
V/C Ratio(X)	0.82	0.20		0.84	0.56	0.88	0.28	0.55	0.55	0.23	0.83	
Avail Cap(c_a), veh/h	426	303		407	202	171	406	1841	947	351	1915	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	59.0	70.8	0.0	68.4	80.1	82.8	14.2	27.7	27.7	16.6	0.0	0.0
Incr Delay (d2), s/veh	12.0	0.4	0.0	14.7	2.8	35.0	0.4	1.2	2.3	0.2	2.0	0.0
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(50%),veh/ln	15.1	2.2	0.0	4.8	4.6	7.6	1.7	14.5	15.3	1.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	71.2	0.0	83.1	82.9	117.7	14.6	28.8	29.9	16.8	2.0	0.0
LnGrp LOS	E	E		F	F	F	B	C	C	B	A	
Approach Vol, veh/h		387			574			1619			1650	
Approach Delay, s/veh		71.0			91.1			28.3			2.6	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	105.0	30.0	30.4	19.9	104.7	38.0	22.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	90.0	25.0	30.0	20.0	90.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	4.7	37.5	27.0	6.6	6.1	2.0	32.7	17.2
Green Ext Time (p_c), s	0.1	14.0	0.0	0.2	0.2	18.7	0.2	0.2

Intersection Summary

HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

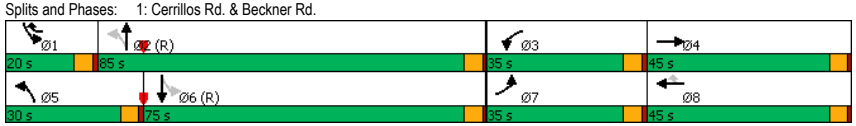
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	322	50	61	329	95	127	95	1273	66	1518	358
Future Volume (vph)	322	50	61	329	95	127	95	1273	66	1518	358
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8	1	5	2	1	6	
Permitted Phases			Free			8	2		6		Free
Detector Phase	7	4		3	8	1	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	20.0	30.0	35.0	20.0	35.0	
Total Split (s)	35.0	45.0		35.0	45.0	20.0	30.0	85.0	20.0	75.0	
Total Split (%)	18.9%	24.3%		18.9%	24.3%	10.8%	16.2%	45.9%	10.8%	40.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	50	61	329	95	127	95	1273	186	66	1518	358
Future Volume (veh/h)	322	50	61	329	95	127	95	1273	186	66	1518	358
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	335	52	0	343	99	132	99	1326	194	69	1581	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	560	262		391	170	269	363	2520	369	308	1984	
Arrive On Green	0.16	0.14	0.00	0.11	0.09	0.09	0.08	0.56	0.56	0.16	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	4498	658	1781	3554	1585
Grp Volume(v), veh/h	335	52	0	343	99	132	99	1003	517	69	1581	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1702	1752	1781	1777	1585
Q Serve(g_s), s	16.6	4.6	0.0	18.1	9.4	14.0	3.9	34.0	34.0	2.6	0.0	0.0
Cycle Q Clear(g_c), s	16.6	4.6	0.0	18.1	9.4	14.0	3.9	34.0	34.0	2.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	560	262		391	170	269	363	1907	981	308	1984	
V/C Ratio(X)	0.60	0.20		0.88	0.58	0.49	0.27	0.53	0.53	0.22	0.80	
Avail Cap(c_a), veh/h	560	404		560	404	468	460	1907	981	312	1984	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.51	0.51	0.00
Uniform Delay (d), s/veh	71.9	70.4	0.0	80.8	80.7	69.6	12.8	25.4	25.4	15.0	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.4	0.0	10.8	3.1	1.4	0.4	1.0	2.0	0.2	1.8	0.0
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(50%),veh/ln	7.5	2.2	0.0	8.6	4.7	5.7	1.6	13.8	14.5	1.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	70.7	0.0	91.6	83.9	71.0	13.2	26.4	27.4	15.2	1.8	0.0
LnGrp LOS	E	E		F	F	E	B	C	C	B	A	
Approach Vol, veh/h		387			574			1619			1650	
Approach Delay, s/veh		73.3			85.5			25.9			2.3	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	108.6	25.9	30.9	19.9	108.3	35.0	21.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	15.0	80.0	30.0	40.0	25.0	70.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.6	36.0	20.1	6.6	5.9	2.0	18.6	16.0
Green Ext Time (p_c), s	0.1	13.5	0.8	0.2	0.2	18.2	0.9	0.8

Intersection Summary

HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	322	53	61	380	98	204	95	1273	131	1518	358
Future Volume (vph)	322	53	61	380	98	204	95	1273	131	1518	358
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases	4		Free	8		8	2		6		Free
Detector Phase	7	4		3	8	8	5	2	1	6	
Switch Phase											
Minimum Initial (s)	30.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	35.0	45.0		35.0	30.0	30.0	30.0	35.0	20.0	35.0	
Total Split (s)	40.0	35.0		30.0	25.0	25.0	25.0	95.0	25.0	95.0	
Total Split (%)	21.6%	18.9%		16.2%	13.5%	13.5%	13.5%	51.4%	13.5%	51.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	53	61	380	98	204	95	1273	224	131	1518	358
Future Volume (veh/h)	322	53	61	380	98	204	95	1273	224	131	1518	358
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	335	55	0	396	102	212	99	1326	233	136	1581	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	278		425	202	171	353	2302	404	289	1874	
Arrive On Green	0.18	0.15	0.00	0.14	0.11	0.11	0.08	0.53	0.53	0.16	1.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	4369	767	1781	3554	1585
Grp Volume(v), veh/h	335	55	0	396	102	212	99	1033	526	136	1581	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1732	1781	1777	1585
Q Serve(g_s), s	30.2	4.8	0.0	25.0	9.5	20.0	4.3	38.1	38.1	6.0	0.0	0.0
Cycle Q Clear(g_c), s	30.2	4.8	0.0	25.0	9.5	20.0	4.3	38.1	38.1	6.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	412	278		425	202	171	353	1794	913	289	1874	
V/C Ratio(X)	0.81	0.20		0.93	0.50	1.24	0.28	0.58	0.58	0.47	0.84	
Avail Cap(c_a), veh/h	436	303		425	202	171	402	1794	913	338	1874	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.38	0.38	0.00
Uniform Delay (d), s/veh	57.2	69.1	0.0	69.1	77.8	82.5	15.1	29.7	29.7	19.8	0.0	0.0
Incr Delay (d2), s/veh	10.7	0.3	0.0	27.1	2.0	146.6	0.4	1.4	2.6	0.5	1.9	0.0
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	21.0	4.1	0.0	14.4	8.2	23.3	3.2	22.2	23.0	3.8	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	69.4	0.0	96.2	79.8	229.1	15.5	31.1	32.4	20.2	1.9	0.0
LnGrp LOS	E	E		F	E	F	B	C	C	C	A	
Approach Vol, veh/h		390			710			1658			1717	
Approach Delay, s/veh		68.1			133.5			30.5			3.4	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	102.5	30.0	32.5	19.9	102.6	37.5	25.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	90.0	25.0	30.0	20.0	90.0	35.0	20.0
Max Q Clear Time (g_c+I1), s	8.0	40.1	27.0	6.8	6.3	2.0	32.2	22.0
Green Ext Time (p_c), s	0.2	14.5	0.0	0.2	0.2	18.7	0.3	0.0

Intersection Summary

HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

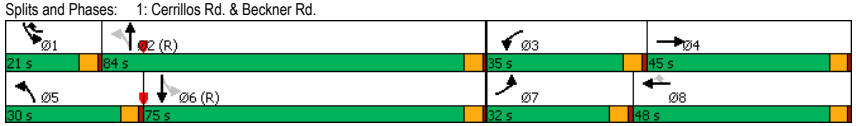
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	322	53	61	380	98	204	95	1273	131	1518	358
Future Volume (vph)	322	53	61	380	98	204	95	1273	131	1518	358
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Free
Protected Phases	7	4		3	8	1	5	2	1	6	
Permitted Phases			Free			8	2		6		Free
Detector Phase	7	4		3	8	1	5	2	1	6	
Switch Phase											
Minimum Initial (s)	27.0	25.0		20.0	15.0	15.0	15.0	30.0	15.0	30.0	
Minimum Split (s)	32.0	45.0		35.0	30.0	20.0	30.0	35.0	20.0	35.0	
Total Split (s)	32.0	45.0		35.0	48.0	21.0	30.0	84.0	21.0	75.0	
Total Split (%)	17.3%	24.3%		18.9%	25.9%	11.4%	16.2%	45.4%	11.4%	40.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None		None	None	None	None	C-Max	None	C-Max	

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 75 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: Cerrillos Rd. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	53	61	380	98	204	95	1273	224	131	1518	358
Future Volume (veh/h)	322	53	61	380	98	204	95	1273	224	131	1518	358
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	335	55	0	396	102	212	99	1326	233	136	1581	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	504	290		443	257	346	353	2305	405	290	1876	
Arrive On Green	0.15	0.16	0.00	0.13	0.14	0.14	0.08	0.53	0.53	0.16	1.00	0.00
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	1781	4369	767	1781	3554	1585
Grp Volume(v), veh/h	335	55	0	396	102	212	99	1033	526	136	1581	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1781	1702	1732	1781	1777	1585
Q Serve(g_s), s	17.0	4.7	0.0	20.9	9.2	22.3	4.3	38.1	38.1	5.9	0.0	0.0
Cycle Q Clear(g_c), s	17.0	4.7	0.0	20.9	9.2	22.3	4.3	38.1	38.1	5.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	504	290		443	257	346	353	1796	914	290	1876	
V/C Ratio(X)	0.66	0.19		0.89	0.40	0.61	0.28	0.58	0.58	0.47	0.84	
Avail Cap(c_a), veh/h	504	404		560	435	497	450	1796	914	299	1876	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.00
Uniform Delay (d), s/veh	74.7	68.0	0.0	79.4	72.8	65.2	15.0	29.6	29.6	19.7	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.3	0.0	14.3	1.0	1.8	0.4	1.3	2.6	0.5	2.2	0.0
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	12.3	4.1	0.0	15.3	7.9	14.1	3.2	22.2	22.9	3.9	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	68.3	0.0	93.7	73.8	67.0	15.5	31.0	32.3	20.2	2.2	0.0
LnGrp LOS	E	E		F	E	E	B	C	C	C	A	
Approach Vol, veh/h		390			710			1658			1717	
Approach Delay, s/veh		76.6			82.9			30.5			3.7	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	102.6	28.7	33.7	19.9	102.7	32.0	30.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	79.0	30.0	40.0	25.0	70.0	27.0	43.0
Max Q Clear Time (g_c+I1), s	7.9	40.1	22.9	6.7	6.3	2.0	19.0	24.3
Green Ext Time (p_c), s	0.2	13.7	0.8	0.2	0.2	18.2	0.7	1.1

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	154	133	216	108	148	76	322	1371	96	872	78
Future Volume (vph)	154	133	216	108	148	76	322	1371	96	872	78
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	33.0	36.0	36.0	38.0	41.0	41.0	38.0	58.0	33.0	53.0	53.0
Total Split (%)	20.0%	21.8%	21.8%	23.0%	24.8%	24.8%	23.0%	35.2%	20.0%	32.1%	32.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	133	216	108	148	76	322	1371	169	96	872	78
Future Volume (veh/h)	154	133	216	108	148	76	322	1371	169	96	872	78
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	181	156	254	127	174	89	379	1613	199	113	1026	92
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	616	275	418	380	322	406	2276	280	319	1573	702
Arrive On Green	0.09	0.17	0.17	0.12	0.20	0.20	0.28	0.99	0.99	0.09	0.44	0.44
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4606	567	1781	3554	1585
Grp Volume(v), veh/h	181	156	254	127	174	89	379	1191	621	113	1026	92
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1768	1781	1777	1585
Q Serve(g_s), s	8.3	6.3	26.0	5.5	13.5	7.8	20.6	2.2	2.2	5.2	37.3	5.7
Cycle Q Clear(g_c), s	8.3	6.3	26.0	5.5	13.5	7.8	20.6	2.2	2.2	5.2	37.3	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	314	616	275	418	380	322	406	1683	874	319	1573	702
V/C Ratio(X)	0.58	0.25	0.92	0.30	0.46	0.28	0.93	0.71	0.71	0.35	0.65	0.13
Avail Cap(c_a), veh/h	586	668	298	691	408	346	509	1683	874	460	1573	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.0	59.0	67.1	66.2	57.7	55.5	23.8	0.5	0.5	19.2	36.0	27.2
Incr Delay (d2), s/veh	1.7	0.2	31.9	0.4	0.9	0.5	10.8	1.0	1.9	0.7	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	5.2	18.9	4.5	10.7	5.8	9.6	0.9	1.3	4.0	22.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	59.2	99.1	66.6	58.6	55.9	34.6	1.5	2.4	19.9	38.1	27.6
LnGrp LOS	E	E	F	E	E	E	C	A	A	B	D	C
Approach Vol, veh/h		591			390			2191			1231	
Approach Delay, s/veh		80.7			60.6			7.5			35.7	
Approach LOS		F			E			A			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	86.6	24.9	33.6	28.4	78.1	20.0	38.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	53.0	33.0	31.0	33.0	48.0	28.0	36.0
Max Q Clear Time (g_c+I1), s	7.2	4.2	7.5	28.0	22.6	39.3	10.3	15.5
Green Ext Time (p_c), s	0.2	18.6	0.4	0.6	0.8	4.4	0.5	1.2

Intersection Summary

HCM 6th Ctrl Delay 29.9
HCM 6th LOS C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	154	133	216	108	148	76	322	1371	96	872	78
Future Volume (vph)	154	133	216	108	148	76	322	1371	96	872	78
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	5	3	8	1	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	20.0	20.0	20.0	15.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	25.0	25.0	25.0	20.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	33.0	36.0	38.0	38.0	41.0	33.0	38.0	58.0	33.0	53.0	53.0
Total Split (%)	20.0%	21.8%	23.0%	23.0%	24.8%	20.0%	23.0%	35.2%	20.0%	32.1%	32.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	133	216	108	148	76	322	1371	169	96	872	78
Future Volume (veh/h)	154	133	216	108	148	76	322	1371	169	96	872	78
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	181	156	254	127	174	89	379	1613	199	113	1026	92
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	546	461	418	344	435	414	2366	291	326	1660	740
Arrive On Green	0.09	0.15	0.15	0.12	0.18	0.18	0.27	1.00	1.00	0.09	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4606	567	1781	3554	1585
Grp Volume(v), veh/h	181	156	254	127	174	89	379	1191	621	113	1026	92
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1768	1781	1777	1585
Q Serve(g_s), s	8.3	6.4	22.3	5.5	13.8	7.1	19.7	0.0	0.0	4.9	35.7	5.4
Cycle Q Clear(g_c), s	8.3	6.4	22.3	5.5	13.8	7.1	19.7	0.0	0.0	4.9	35.7	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	314	546	461	418	344	435	414	1749	909	326	1660	740
V/C Ratio(X)	0.58	0.29	0.55	0.30	0.51	0.20	0.92	0.68	0.68	0.35	0.62	0.12
Avail Cap(c_a), veh/h	586	668	515	691	408	489	526	1749	909	467	1660	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.51	0.51	0.51	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.0	61.8	49.4	66.2	60.6	46.1	22.4	0.0	0.0	17.2	32.9	24.9
Incr Delay (d2), s/veh	1.7	0.3	1.0	0.4	1.2	0.2	10.5	1.1	2.1	0.6	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	5.3	14.0	4.5	11.0	5.2	10.2	0.5	1.0	3.7	21.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	62.1	50.4	66.6	61.8	46.3	33.0	1.1	2.1	17.9	34.7	25.2
LnGrp LOS	E	E	D	E	E	D	C	A	A	B	C	C
Approach Vol, veh/h		591			390			2191			1231	
Approach Delay, s/veh		60.6			59.8			6.9			32.4	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	89.8	24.9	30.4	27.6	82.1	20.0	35.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	53.0	33.0	31.0	33.0	48.0	28.0	36.0
Max Q Clear Time (g_c+I1), s	6.9	2.0	7.5	24.3	21.7	37.7	10.3	15.8
Green Ext Time (p_c), s	0.2	18.9	0.4	1.0	0.9	4.9	0.5	1.2

Intersection Summary

HCM 6th Ctrl Delay 25.9
HCM 6th LOS C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	154	168	246	108	162	128	322	1388	195	935	78
Future Volume (vph)	154	168	246	108	162	128	322	1388	195	935	78
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	33.0	36.0	36.0	38.0	41.0	41.0	38.0	58.0	33.0	53.0	53.0
Total Split (%)	20.0%	21.8%	21.8%	23.0%	24.8%	24.8%	23.0%	35.2%	20.0%	32.1%	32.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	168	246	108	162	128	322	1388	169	195	935	78
Future Volume (veh/h)	154	168	246	108	162	128	322	1388	169	195	935	78
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	181	198	289	127	191	151	379	1633	199	229	1100	92
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	668	298	418	407	345	396	2210	269	310	1461	652
Arrive On Green	0.09	0.19	0.19	0.12	0.22	0.22	0.32	0.96	0.96	0.09	0.41	0.41
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4613	561	1781	3554	1585
Grp Volume(v), veh/h	181	198	289	127	191	151	379	1204	628	229	1100	92
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1769	1781	1777	1585
Q Serve(g_s), s	8.3	7.9	29.9	5.5	14.7	13.6	23.5	8.3	8.4	12.1	43.6	6.0
Cycle Q Clear(g_c), s	8.3	7.9	29.9	5.5	14.7	13.6	23.5	8.3	8.4	12.1	43.6	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	314	668	298	418	407	345	396	1631	848	310	1461	652
V/C Ratio(X)	0.58	0.30	0.97	0.30	0.47	0.44	0.96	0.74	0.74	0.74	0.75	0.14
Avail Cap(c_a), veh/h	586	668	298	691	408	346	469	1631	848	450	1461	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.27	0.27	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.0	57.6	66.5	66.2	56.2	55.8	29.1	2.0	2.0	23.5	41.4	30.4
Incr Delay (d2), s/veh	1.7	0.2	44.0	0.4	0.8	0.9	11.9	0.8	1.6	3.7	3.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	6.5	22.3	4.5	11.5	9.5	10.7	2.1	2.5	9.2	26.6	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	57.9	110.5	66.6	57.1	56.7	41.1	2.8	3.6	27.1	45.1	30.8
LnGrp LOS	E	E	F	E	E	E	D	A	A	C	D	C
Approach Vol, veh/h		668			469			2211			1421	
Approach Delay, s/veh		84.9			59.5			9.6			41.3	
Approach LOS		F			E			A			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	84.1	24.9	36.0	31.2	72.8	20.0	40.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	53.0	33.0	31.0	33.0	48.0	28.0	36.0
Max Q Clear Time (g_c+I1), s	14.1	10.4	7.5	31.9	25.5	45.6	10.3	16.7
Green Ext Time (p_c), s	0.5	18.1	0.4	0.0	0.7	1.6	0.5	1.5

Intersection Summary

HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	154	168	246	108	162	128	322	1388	195	935	78
Future Volume (vph)	154	168	246	108	162	128	322	1388	195	935	78
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	5	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	20.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	25.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	20.0	31.0	41.0	25.0	36.0	36.0	41.0	76.0	33.0	68.0	68.0
Total Split (%)	12.1%	18.8%	24.8%	15.2%	21.8%	21.8%	24.8%	46.1%	20.0%	41.2%	41.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 165
Actuated Cycle Length: 165
Offset: 40 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	168	246	108	162	128	322	1388	169	195	935	78
Future Volume (veh/h)	154	168	246	108	162	128	322	1388	169	195	935	78
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	181	198	289	127	191	151	379	1633	199	229	1100	92
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	560	474	418	351	297	397	2350	286	322	1631	727
Arrive On Green	0.09	0.16	0.16	0.12	0.19	0.19	0.28	1.00	1.00	0.09	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4613	561	1781	3554	1585
Grp Volume(v), veh/h	181	198	289	127	191	151	379	1204	628	229	1100	92
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1769	1781	1777	1585
Q Serve(g_s), s	8.3	8.2	25.8	5.5	15.2	14.1	20.4	0.0	0.0	11.0	40.0	5.5
Cycle Q Clear(g_c), s	8.3	8.2	25.8	5.5	15.2	14.1	20.4	0.0	0.0	11.0	40.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	314	560	474	418	351	297	397	1734	901	322	1631	727
V/C Ratio(X)	0.58	0.35	0.61	0.30	0.54	0.51	0.95	0.69	0.70	0.71	0.67	0.13
Avail Cap(c_a), veh/h	314	560	474	419	351	298	534	1734	901	462	1631	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.0	62.0	49.6	66.2	60.7	60.2	24.9	0.0	0.0	19.2	35.0	25.6
Incr Delay (d2), s/veh	2.6	0.4	2.3	0.4	1.7	1.4	14.5	1.1	2.2	2.9	2.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	6.8	16.0	4.5	12.0	9.8	10.4	0.5	1.0	8.3	24.3	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.5	62.4	51.8	66.6	62.4	61.6	39.4	1.1	2.2	22.1	37.2	26.0
LnGrp LOS	E	E	D	E	E	E	D	A	A	C	D	C
Approach Vol, veh/h		668			469			2211			1421	
Approach Delay, s/veh		61.1			63.3			8.0			34.1	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	89.1	24.9	31.0	28.3	80.7	20.0	35.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	71.0	20.0	26.0	36.0	63.0	15.0	31.0
Max Q Clear Time (g_c+I1), s	13.0	2.0	7.5	27.8	22.4	42.0	10.3	17.2
Green Ext Time (p_c), s	0.5	20.7	0.3	0.0	0.9	7.8	0.2	1.3

Intersection Summary

HCM 6th Ctrl Delay 28.6
HCM 6th LOS C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	106	112	251	159	141	158	288	1220	76	1515	67
Future Volume (vph)	106	112	251	159	141	158	288	1220	76	1515	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	25.0	30.0	30.0	30.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	13.5%	16.2%	16.2%	16.2%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	112	251	159	141	158	288	1220	121	76	1515	67
Future Volume (veh/h)	106	112	251	159	141	158	288	1220	121	76	1515	67
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	112	118	264	167	148	166	303	1284	127	80	1595	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	384	171	374	253	215	317	2815	278	391	1956	873
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.25	1.00	1.00	0.08	0.55	0.55
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4723	467	1781	3554	1585
Grp Volume(v), veh/h	112	118	264	167	148	166	303	925	486	80	1595	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1786	1781	1777	1585
Q Serve(g_s), s	5.7	5.7	20.0	8.4	13.7	18.7	21.0	0.0	0.0	3.2	67.7	3.9
Cycle Q Clear(g_c), s	5.7	5.7	20.0	8.4	13.7	18.7	21.0	0.0	0.0	3.2	67.7	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	279	384	171	374	253	215	317	2029	1065	391	1956	873
V/C Ratio(X)	0.40	0.31	1.54	0.45	0.58	0.77	0.96	0.46	0.46	0.20	0.82	0.08
Avail Cap(c_a), veh/h	374	384	171	467	253	215	335	2029	1065	441	1956	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.8	76.1	82.5	77.3	75.1	77.2	44.2	0.0	0.0	13.2	33.9	19.6
Incr Delay (d2), s/veh	0.9	0.4	270.2	0.8	3.4	16.0	31.1	0.6	1.1	0.3	3.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.6	21.1	3.8	6.9	8.7	14.7	0.2	0.3	1.3	29.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	76.6	352.7	78.2	78.5	93.2	75.3	0.6	1.1	13.5	37.8	19.7
LnGrp LOS	F	E	F	E	E	F	E	A	A	B	D	B
Approach Vol, veh/h		494			481			1714			1746	
Approach Delay, s/veh		225.3			83.5			13.9			35.9	
Approach LOS		F			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	115.2	25.0	25.0	28.2	106.8	20.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	5.2	2.0	10.4	22.0	23.0	69.7	7.7	20.7
Green Ext Time (p_c), s	0.1	12.8	0.4	0.0	0.2	13.4	0.2	0.5

Intersection Summary

HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	106	112	251	159	141	158	288	1220	76	1515	67
Future Volume (vph)	106	112	251	159	141	158	288	1220	76	1515	67
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	5	3	8	1	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	20.0	20.0	20.0	15.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	25.0	25.0	25.0	20.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	30.0	30.0	30.0	25.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	16.2%	16.2%	16.2%	13.5%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	112	251	159	141	158	288	1220	121	76	1515	67
Future Volume (veh/h)	106	112	251	159	141	158	288	1220	121	76	1515	67
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	112	118	264	167	148	166	303	1284	127	80	1595	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	384	370	374	253	341	317	2815	278	391	1956	873
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.25	1.00	1.00	0.08	0.55	0.55
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4723	467	1781	3554	1585
Grp Volume(v), veh/h	112	118	264	167	148	166	303	925	486	80	1595	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1786	1781	1777	1585
Q Serve(g_s), s	5.7	5.7	20.0	8.4	13.7	17.0	21.0	0.0	0.0	3.2	67.7	3.9
Cycle Q Clear(g_c), s	5.7	5.7	20.0	8.4	13.7	17.0	21.0	0.0	0.0	3.2	67.7	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	279	384	370	374	253	341	317	2029	1065	391	1956	873
V/C Ratio(X)	0.40	0.31	0.71	0.45	0.58	0.49	0.96	0.46	0.46	0.20	0.82	0.08
Avail Cap(c_a), veh/h	374	384	370	467	253	341	335	2029	1065	441	1956	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.8	76.1	65.2	77.3	75.1	63.6	44.2	0.0	0.0	13.2	33.9	19.6
Incr Delay (d2), s/veh	0.9	0.4	6.4	0.8	3.4	1.1	32.6	0.6	1.2	0.3	3.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.6	12.2	3.8	6.9	7.0	14.8	0.2	0.3	1.3	29.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	76.6	71.6	78.2	78.5	64.7	76.8	0.6	1.2	13.5	37.8	19.7
LnGrp LOS	F	E	E	E	E	E	E	A	A	B	D	B
Approach Vol, veh/h		494			481			1714			1746	
Approach Delay, s/veh		75.1			73.6			14.2			35.9	
Approach LOS		E			E			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	115.2	25.0	25.0	28.2	106.8	20.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	5.2	2.0	10.4	22.0	23.0	69.7	7.7	19.0
Green Ext Time (p_c), s	0.1	12.8	0.4	0.0	0.2	13.4	0.2	0.7

Intersection Summary

HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	106	140	268	159	177	259	288	1230	175	1580	67
Future Volume (vph)	106	140	268	159	177	259	288	1230	175	1580	67
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	20.0	20.0	20.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	23.0	25.0	25.0	25.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	25.0	30.0	30.0	30.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	13.5%	16.2%	16.2%	16.2%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	140	268	159	177	259	288	1230	121	175	1580	67
Future Volume (veh/h)	106	140	268	159	177	259	288	1230	121	175	1580	67
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	112	147	282	167	186	273	303	1295	127	184	1663	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	384	171	374	253	215	316	2811	276	388	1926	859
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.27	1.00	1.00	0.08	0.54	0.54
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4727	464	1781	3554	1585
Grp Volume(v), veh/h	112	147	282	167	186	273	303	932	490	184	1663	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1787	1781	1777	1585
Q Serve(g_s), s	5.7	7.1	20.0	8.4	17.7	25.0	22.7	0.0	0.0	8.0	74.5	4.0
Cycle Q Clear(g_c), s	5.7	7.1	20.0	8.4	17.7	25.0	22.7	0.0	0.0	8.0	74.5	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	279	384	171	374	253	215	316	2024	1063	388	1926	859
V/C Ratio(X)	0.40	0.38	1.65	0.45	0.73	1.27	0.96	0.46	0.46	0.47	0.86	0.08
Avail Cap(c_a), veh/h	374	384	171	467	253	215	318	2024	1063	436	1926	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.8	76.8	82.5	77.3	76.8	80.0	47.6	0.0	0.0	14.7	36.5	20.3
Incr Delay (d2), s/veh	0.9	0.6	315.2	0.8	10.6	153.8	32.8	0.6	1.1	0.9	5.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	6.0	36.6	6.9	14.3	29.6	20.3	0.3	0.6	6.0	42.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	77.4	397.7	78.2	87.3	233.8	80.4	0.6	1.1	15.6	41.9	20.5
LnGrp LOS	F	E	F	E	F	F	F	A	A	B	D	C
Approach Vol, veh/h		541			626			1725			1918	
Approach Delay, s/veh		245.3			148.7			14.7			38.6	
Approach LOS		F			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	115.0	25.0	25.0	29.7	105.3	20.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	10.4	22.0	24.7	76.5	7.7	27.0
Green Ext Time (p_c), s	0.3	12.9	0.4	0.0	0.0	11.6	0.2	0.0

Intersection Summary

HCM 6th Ctrl Delay	67.6
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	106	140	268	159	177	259	288	1230	175	1580	67
Future Volume (vph)	106	140	268	159	177	259	288	1230	175	1580	67
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2	1	6	
Permitted Phases			4			8	2		6		6
Detector Phase	7	4	5	3	8	1	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	15.0	15.0	20.0	20.0	20.0	15.0	20.0	40.0	15.0	35.0	35.0
Minimum Split (s)	20.0	23.0	25.0	25.0	25.0	20.0	25.0	45.0	20.0	40.0	40.0
Total Split (s)	25.0	25.0	30.0	30.0	30.0	25.0	30.0	105.0	25.0	100.0	100.0
Total Split (%)	13.5%	13.5%	16.2%	16.2%	16.2%	13.5%	16.2%	56.8%	13.5%	54.1%	54.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 185
Actuated Cycle Length: 185
Offset: 60 (32%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Description: Wellness Way (Herrera)

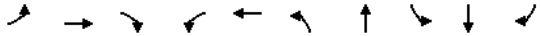
Splits and Phases: 2: Cerrillos Rd. & Herrera Dr./Wellness Way

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	140	268	159	177	259	288	1230	121	175	1580	67
Future Volume (veh/h)	106	140	268	159	177	259	288	1230	121	175	1580	67
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	112	147	282	167	186	273	303	1295	127	184	1663	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	384	383	374	253	343	316	2811	276	388	1926	859
Arrive On Green	0.08	0.11	0.11	0.11	0.14	0.14	0.27	1.00	1.00	0.08	0.54	0.54
Sat Flow, veh/h	3456	3554	1585	3456	1870	1585	1781	4727	464	1781	3554	1585
Grp Volume(v), veh/h	112	147	282	167	186	273	303	932	490	184	1663	71
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1870	1585	1781	1702	1787	1781	1777	1585
Q Serve(g_s), s	5.7	7.1	20.0	8.4	17.7	25.0	22.7	0.0	0.0	8.0	74.5	4.0
Cycle Q Clear(g_c), s	5.7	7.1	20.0	8.4	17.7	25.0	22.7	0.0	0.0	8.0	74.5	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	279	384	383	374	253	343	316	2024	1063	388	1926	859
V/C Ratio(X)	0.40	0.38	0.74	0.45	0.73	0.80	0.96	0.46	0.46	0.47	0.86	0.08
Avail Cap(c_a), veh/h	374	384	383	467	253	343	318	2024	1063	436	1926	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.8	76.8	64.7	77.3	76.8	68.6	47.6	0.0	0.0	14.7	36.5	20.3
Incr Delay (d2), s/veh	0.9	0.6	7.2	0.8	10.6	12.3	33.9	0.6	1.1	0.9	5.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	6.0	19.1	6.9	14.3	19.5	20.5	0.3	0.6	6.0	42.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	77.4	71.9	78.2	87.3	80.9	81.5	0.6	1.1	15.6	41.9	20.5
LnGrp LOS	F	E	E	E	F	F	F	A	A	B	D	C
Approach Vol, veh/h		541			626			1725			1918	
Approach Delay, s/veh		75.4			82.1			14.9			38.6	
Approach LOS		E			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	115.0	25.0	25.0	29.7	105.3	20.0	30.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	20.0	100.0	25.0	20.0	25.0	95.0	20.0	25.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	10.4	22.0	24.7	76.5	7.7	27.0
Green Ext Time (p_c), s	0.3	12.9	0.4	0.0	0.0	11.6	0.2	0.0

Intersection Summary

HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

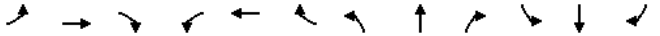


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	181	36	126	8	24	121	437	113	412	207
Future Volume (vph)	181	36	126	8	24	121	437	113	412	207
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	36	126	8	24	120	121	437	28	113	412	207
Future Volume (veh/h)	181	36	126	8	24	120	121	437	28	113	412	207
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	266	53	185	12	35	176	178	643	41	166	606	304
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	561	608	439	81	407	307	638	41	268	686	581
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1171	1870	1585	1142	270	1356	1781	1739	111	1781	1870	1585
Grp Volume(v), veh/h	266	53	185	12	0	211	178	0	684	166	606	304
Grp Sat Flow(s),veh/h/ln	1171	1870	1585	1142	0	1626	1781	0	1850	1781	1870	1585
Q Serve(g_s), s	11.7	1.2	4.9	0.5	0.0	6.3	3.7	0.0	22.0	3.4	18.2	9.0
Cycle Q Clear(g_c), s	18.0	1.2	4.9	1.7	0.0	6.3	3.7	0.0	22.0	3.4	18.2	9.0
Prop In Lane	1.00		1.00	1.00		0.83	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	349	561	608	439	0	488	307	0	678	268	686	581
V/C Ratio(X)	0.76	0.09	0.30	0.03	0.00	0.43	0.58	0.00	1.01	0.62	0.88	0.52
Avail Cap(c_a), veh/h	349	561	608	439	0	488	307	0	678	268	686	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	15.1	12.9	15.7	0.0	16.9	13.7	0.0	19.0	14.0	17.8	14.9
Incr Delay (d2), s/veh	9.5	0.1	0.3	0.0	0.0	0.6	2.7	0.0	36.6	4.3	15.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	0.8	2.6	0.2	0.0	3.7	2.6	0.0	21.3	2.6	14.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	15.2	13.2	15.8	0.0	17.5	16.4	0.0	55.6	18.3	33.2	18.2
LnGrp LOS	C	B	B	B	A	B	B	A	F	B	C	B
Approach Vol, veh/h		504			223			862			1076	
Approach Delay, s/veh		24.6			17.4			47.5			26.7	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	27.0		23.0	10.0	27.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	5.4	24.0		20.0	5.7	20.2		8.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.9		0.8				

Intersection Summary

HCM 6th Ctrl Delay		32.2	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	181	36	126	8	24	121	437	113	412	207
Future Volume (vph)	181	36	126	8	24	121	437	113	412	207
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	36	126	8	24	120	121	437	28	113	412	207
Future Volume (veh/h)	181	36	126	8	24	120	121	437	28	113	412	207
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	266	53	185	12	35	176	178	643	41	166	606	304
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	561	608	439	81	407	307	638	41	268	686	581
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1171	1870	1585	1142	270	1356	1781	1739	111	1781	1870	1585
Grp Volume(v), veh/h	266	53	185	12	0	211	178	0	684	166	606	304
Grp Sat Flow(s),veh/h/ln	1171	1870	1585	1142	0	1626	1781	0	1850	1781	1870	1585
Q Serve(g_s), s	11.7	1.2	4.9	0.5	0.0	6.3	3.7	0.0	22.0	3.4	18.2	9.0
Cycle Q Clear(g_c), s	18.0	1.2	4.9	1.7	0.0	6.3	3.7	0.0	22.0	3.4	18.2	9.0
Prop In Lane	1.00		1.00	1.00		0.83	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	349	561	608	439	0	488	307	0	678	268	686	581
V/C Ratio(X)	0.76	0.09	0.30	0.03	0.00	0.43	0.58	0.00	1.01	0.62	0.88	0.52
Avail Cap(c_a), veh/h	349	561	608	439	0	488	307	0	678	268	686	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	15.1	12.9	15.7	0.0	16.9	13.7	0.0	19.0	14.0	17.8	14.9
Incr Delay (d2), s/veh	9.5	0.1	0.3	0.0	0.0	0.6	2.7	0.0	36.6	4.3	15.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	0.8	2.6	0.2	0.0	3.7	2.6	0.0	21.3	2.6	14.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	15.2	13.2	15.8	0.0	17.5	16.4	0.0	55.6	18.3	33.2	18.2
LnGrp LOS	C	B	B	B	A	B	B	A	F	B	C	B
Approach Vol, veh/h		504			223			862			1076	
Approach Delay, s/veh		24.6			17.4			47.5			26.7	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	27.0		23.0	10.0	27.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	5.4	24.0		20.0	5.7	20.2		8.3				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.9		0.8				

Intersection Summary

HCM 6th Ctrl Delay		32.2	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	217	38	141	8	27	138	437	113	412	243
Future Volume (vph)	217	38	141	8	27	138	437	113	412	243
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	38	141	8	27	120	138	437	28	113	412	243
Future Volume (veh/h)	217	38	141	8	27	120	138	437	28	113	412	243
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	319	56	207	12	40	176	203	643	41	166	606	357
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	561	608	431	91	399	305	638	41	268	686	581
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1165	1870	1585	1116	302	1329	1781	1739	111	1781	1870	1585
Grp Volume(v), veh/h	319	56	207	12	0	216	203	0	684	166	606	357
Grp Sat Flow(s),veh/h/ln	1165	1870	1585	1116	0	1631	1781	0	1850	1781	1870	1585
Q Serve(g_s), s	11.6	1.3	5.6	0.5	0.0	6.4	4.2	0.0	22.0	3.4	18.2	11.0
Cycle Q Clear(g_c), s	18.0	1.3	5.6	1.8	0.0	6.4	4.2	0.0	22.0	3.4	18.2	11.0
Prop In Lane	1.00		1.00	1.00		0.81	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	345	561	608	431	0	489	305	0	678	268	686	581
V/C Ratio(X)	0.92	0.10	0.34	0.03	0.00	0.44	0.67	0.00	1.01	0.62	0.88	0.61
Avail Cap(c_a), veh/h	345	561	608	431	0	489	305	0	678	268	686	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	15.2	13.1	15.8	0.0	16.9	13.9	0.0	19.0	14.0	17.8	15.5
Incr Delay (d2), s/veh	29.9	0.1	0.3	0.0	0.0	0.6	5.4	0.0	36.6	4.3	15.4	4.8
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	11.4	0.9	3.0	0.2	0.0	3.8	3.3	0.0	21.3	2.6	14.7	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	15.2	13.5	15.8	0.0	17.6	19.3	0.0	55.6	18.3	33.2	20.3
LnGrp LOS	E	B	B	B	A	B	B	A	F	B	C	C
Approach Vol, veh/h		582			228			887			1129	
Approach Delay, s/veh		36.9			17.5			47.3			26.9	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	27.0		23.0	10.0	27.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	5.4	24.0		20.0	6.2	20.2		8.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	1.0		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			34.6									
HCM 6th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	217	38	141	8	27	138	437	113	412	243
Future Volume (vph)	217	38	141	8	27	138	437	113	412	243
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: Richards Ave. & Beckner Rd.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	38	141	8	27	120	138	437	28	113	412	243
Future Volume (veh/h)	217	38	141	8	27	120	138	437	28	113	412	243
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	319	56	207	12	40	176	203	643	41	166	606	357
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	561	608	431	91	399	305	638	41	268	686	581
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1165	1870	1585	1116	302	1329	1781	1739	111	1781	1870	1585
Grp Volume(v), veh/h	319	56	207	12	0	216	203	0	684	166	606	357
Grp Sat Flow(s),veh/h/ln	1165	1870	1585	1116	0	1631	1781	0	1850	1781	1870	1585
Q Serve(g_s), s	11.6	1.3	5.6	0.5	0.0	6.4	4.2	0.0	22.0	3.4	18.2	11.0
Cycle Q Clear(g_c), s	18.0	1.3	5.6	1.8	0.0	6.4	4.2	0.0	22.0	3.4	18.2	11.0
Prop In Lane	1.00		1.00	1.00		0.81	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	345	561	608	431	0	489	305	0	678	268	686	581
V/C Ratio(X)	0.92	0.10	0.34	0.03	0.00	0.44	0.67	0.00	1.01	0.62	0.88	0.61
Avail Cap(c_a), veh/h	345	561	608	431	0	489	305	0	678	268	686	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	15.2	13.1	15.8	0.0	16.9	13.9	0.0	19.0	14.0	17.8	15.5
Incr Delay (d2), s/veh	29.9	0.1	0.3	0.0	0.0	0.6	5.4	0.0	36.6	4.3	15.4	4.8
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	11.4	0.9	3.0	0.2	0.0	3.8	3.3	0.0	21.3	2.6	14.7	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	15.2	13.5	15.8	0.0	17.6	19.3	0.0	55.6	18.3	33.2	20.3
LnGrp LOS	E	B	B	B	A	B	B	A	F	B	C	C
Approach Vol, veh/h		582			228			887			1129	
Approach Delay, s/veh		36.9			17.5			47.3			26.9	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	27.0		23.0	10.0	27.0		23.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	5.4	24.0		20.0	6.2	20.2		8.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	1.0		0.8				

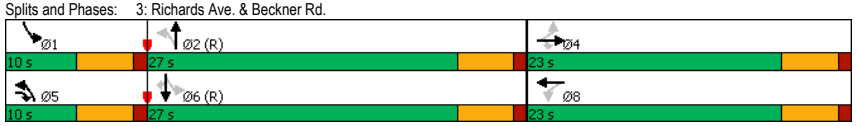
Intersection Summary			
HCM 6th Ctrl Delay		34.6	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	193	10	119	1	10	133	401	11	441	295
Future Volume (vph)	193	10	119	1	10	133	401	11	441	295
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	10	119	1	10	5	133	401	1	11	441	295
Future Volume (veh/h)	193	10	119	1	10	5	133	401	1	11	441	295
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	201	10	124	1	10	5	139	418	1	11	459	307
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	351	416	350	220	110	479	1023	2	550	912	773
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.08	0.55	0.55	0.01	0.49	0.49
Sat Flow, veh/h	1398	1870	1585	1256	1176	588	1781	1865	4	1781	1870	1585
Grp Volume(v), veh/h	201	10	124	1	0	15	139	0	419	11	459	307
Grp Sat Flow(s),veh/h/ln	1398	1870	1585	1256	0	1764	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	8.3	0.3	3.8	0.0	0.0	0.4	2.2	0.0	7.8	0.2	10.0	7.4
Cycle Q Clear(g_c), s	8.7	0.3	3.8	0.3	0.0	0.4	2.2	0.0	7.8	0.2	10.0	7.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	351	416	350	0	331	479	0	1026	550	912	773
V/C Ratio(X)	0.54	0.03	0.30	0.00	0.00	0.05	0.29	0.00	0.41	0.02	0.50	0.40
Avail Cap(c_a), veh/h	530	561	595	491	0	529	494	0	1026	673	912	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	19.9	17.7	20.0	0.0	20.0	7.1	0.0	7.9	7.6	10.4	9.8
Incr Delay (d2), s/veh	1.2	0.0	0.4	0.0	0.0	0.1	0.3	0.0	1.2	0.0	2.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.1	1.2	0.0	0.0	0.2	0.6	0.0	2.7	0.1	3.8	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	19.9	18.1	20.0	0.0	20.0	7.4	0.0	9.1	7.7	12.4	11.3
LnGrp LOS	C	B	B	C	A	C	A	A	A	A	B	B
Approach Vol, veh/h		335			16			558			777	
Approach Delay, s/veh		22.1			20.0			8.7			11.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	37.9		16.2	9.5	34.2		16.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	9.8		10.7	4.2	12.0		2.4				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.0	2.9		0.0				

Intersection Summary

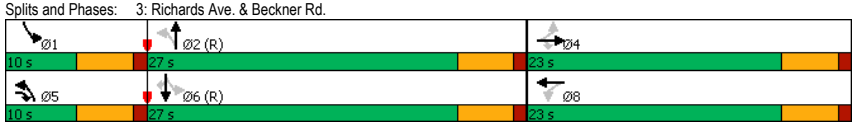
HCM 6th Ctrl Delay		13.0	
HCM 6th LOS		B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	193	10	119	1	10	133	401	11	441	295
Future Volume (vph)	193	10	119	1	10	133	401	11	441	295
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	10	119	1	10	5	133	401	1	11	441	295
Future Volume (veh/h)	193	10	119	1	10	5	133	401	1	11	441	295
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	201	10	124	1	10	5	139	418	1	11	459	307
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	351	416	350	220	110	479	1023	2	550	912	773
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.08	0.55	0.55	0.01	0.49	0.49
Sat Flow, veh/h	1398	1870	1585	1256	1176	588	1781	1865	4	1781	1870	1585
Grp Volume(v), veh/h	201	10	124	1	0	15	139	0	419	11	459	307
Grp Sat Flow(s),veh/h/ln	1398	1870	1585	1256	0	1764	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	8.3	0.3	3.8	0.0	0.0	0.4	2.2	0.0	7.8	0.2	10.0	7.4
Cycle Q Clear(g_c), s	8.7	0.3	3.8	0.3	0.0	0.4	2.2	0.0	7.8	0.2	10.0	7.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	351	416	350	0	331	479	0	1026	550	912	773
V/C Ratio(X)	0.54	0.03	0.30	0.00	0.00	0.05	0.29	0.00	0.41	0.02	0.50	0.40
Avail Cap(c_a), veh/h	530	561	595	491	0	529	494	0	1026	673	912	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	19.9	17.7	20.0	0.0	20.0	7.1	0.0	7.9	7.6	10.4	9.8
Incr Delay (d2), s/veh	1.2	0.0	0.4	0.0	0.0	0.1	0.3	0.0	1.2	0.0	2.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.1	1.2	0.0	0.0	0.2	0.6	0.0	2.7	0.1	3.8	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	19.9	18.1	20.0	0.0	20.0	7.4	0.0	9.1	7.7	12.4	11.3
LnGrp LOS	C	B	B	C	A	C	A	A	A	A	B	B
Approach Vol, veh/h		335			16			558			777	
Approach Delay, s/veh		22.1			20.0			8.7			11.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	37.9		16.2	9.5	34.2		16.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	9.8		10.7	4.2	12.0		2.4				
Green Ext Time (p_c), s	0.0	2.0		0.6	0.0	2.9		0.0				

Intersection Summary

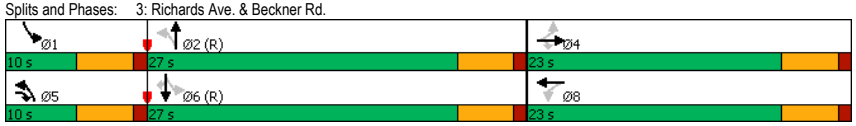
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	240	13	136	1	13	148	401	11	441	341
Future Volume (vph)	240	13	136	1	13	148	401	11	441	341
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	13	136	1	13	5	148	401	1	11	441	341
Future Volume (veh/h)	240	13	136	1	13	5	148	401	1	11	441	341
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	250	14	142	1	14	5	154	418	1	11	459	355
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	418	476	388	294	105	439	956	2	505	841	713
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.51	0.51	0.01	0.45	0.45
Sat Flow, veh/h	1393	1870	1585	1231	1316	470	1781	1865	4	1781	1870	1585
Grp Volume(v), veh/h	250	14	142	1	0	19	154	0	419	11	459	355
Grp Sat Flow(s),veh/h/ln	1393	1870	1585	1231	0	1786	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	10.3	0.4	4.1	0.0	0.0	0.5	2.6	0.0	8.4	0.2	10.7	9.5
Cycle Q Clear(g_c), s	10.8	0.4	4.1	0.4	0.0	0.5	2.6	0.0	8.4	0.2	10.7	9.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	418	476	388	0	399	439	0	958	505	841	713
V/C Ratio(X)	0.60	0.03	0.30	0.00	0.00	0.05	0.35	0.00	0.44	0.02	0.55	0.50
Avail Cap(c_a), veh/h	526	561	597	482	0	536	450	0	958	628	841	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	18.2	16.1	18.4	0.0	18.3	8.4	0.0	9.2	8.9	12.0	11.7
Incr Delay (d2), s/veh	1.4	0.0	0.3	0.0	0.0	0.0	0.5	0.0	1.5	0.0	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.2	2.3	0.0	0.0	0.3	1.5	0.0	5.6	0.1	7.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	18.3	16.5	18.4	0.0	18.3	8.9	0.0	10.6	8.9	14.6	14.2
LnGrp LOS	C	B	B	B	A	B	A	A	B	A	B	B
Approach Vol, veh/h		406			20			573			825	
Approach Delay, s/veh		21.1			18.3			10.2			14.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	35.8		18.4	9.6	32.0		18.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	10.4		12.8	4.6	12.7		2.5				
Green Ext Time (p_c), s	0.0	1.9		0.6	0.0	2.9		0.0				

Intersection Summary

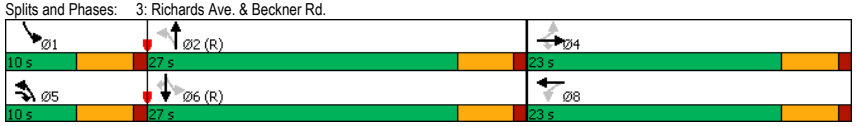
HCM 6th Ctrl Delay	14.6	
HCM 6th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	240	13	136	1	13	148	401	11	441	341
Future Volume (vph)	240	13	136	1	13	148	401	11	441	341
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4	5		8	5	2	1	6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	5	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	23.0	10.0	23.0	23.0
Total Split (s)	23.0	23.0	10.0	23.0	23.0	10.0	27.0	10.0	27.0	27.0
Total Split (%)	38.3%	38.3%	16.7%	38.3%	38.3%	16.7%	45.0%	16.7%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Description: Beckner Rd.

Splits and Phases: 3: Richards Ave. & Beckner Rd.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	13	136	1	13	5	148	401	1	11	441	341
Future Volume (veh/h)	240	13	136	1	13	5	148	401	1	11	441	341
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	250	14	142	1	14	5	154	418	1	11	459	355
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	418	476	388	294	105	439	956	2	505	841	713
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.51	0.51	0.01	0.45	0.45
Sat Flow, veh/h	1393	1870	1585	1231	1316	470	1781	1865	4	1781	1870	1585
Grp Volume(v), veh/h	250	14	142	1	0	19	154	0	419	11	459	355
Grp Sat Flow(s),veh/h/ln	1393	1870	1585	1231	0	1786	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	10.3	0.4	4.1	0.0	0.0	0.5	2.6	0.0	8.4	0.2	10.7	9.5
Cycle Q Clear(g_c), s	10.8	0.4	4.1	0.4	0.0	0.5	2.6	0.0	8.4	0.2	10.7	9.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	418	476	388	0	399	439	0	958	505	841	713
V/C Ratio(X)	0.60	0.03	0.30	0.00	0.00	0.05	0.35	0.00	0.44	0.02	0.55	0.50
Avail Cap(c_a), veh/h	526	561	597	482	0	536	450	0	958	628	841	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	18.2	16.1	18.4	0.0	18.3	8.4	0.0	9.2	8.9	12.0	11.7
Incr Delay (d2), s/veh	1.4	0.0	0.3	0.0	0.0	0.0	0.5	0.0	1.5	0.0	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.2	2.3	0.0	0.0	0.3	1.5	0.0	5.6	0.1	7.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	18.3	16.5	18.4	0.0	18.3	8.9	0.0	10.6	8.9	14.6	14.2
LnGrp LOS	C	B	B	B	A	B	A	A	B	A	B	B
Approach Vol, veh/h		406			20			573			825	
Approach Delay, s/veh		21.1			18.3			10.2			14.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	35.8		18.4	9.6	32.0		18.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	22.0		18.0	5.0	22.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	10.4		12.8	4.6	12.7		2.5				
Green Ext Time (p_c), s	0.0	1.9		0.6	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	14.6	
HCM 6th LOS	B	

Intersection	
Intersection Delay, s/veh	5.2
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	610	461	276
Demand Flow Rate, veh/h	622	470	282
Vehicles Circulating, veh/h	201	54	310
Vehicles Exiting, veh/h	391	769	214
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.7	4.3	5.8
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.469	0.531	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	292	330	221	249	282
Cap Entry Lane, veh/h	1122	1197	1284	1356	1091
Entry HV Adj Factor	0.982	0.979	0.980	0.981	0.979
Flow Entry, veh/h	287	323	217	244	276
Cap Entry, veh/h	1101	1172	1259	1331	1068
V/C Ratio	0.260	0.276	0.172	0.184	0.258
Control Delay, s/veh	5.7	5.6	4.3	4.2	5.8
LOS	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	752	710	455
Demand Flow Rate, veh/h	767	724	465
Vehicles Circulating, veh/h	384	54	422
Vehicles Exiting, veh/h	503	1097	356
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.0	5.2	9.3
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.469	0.531	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	360	407	340	384	465
Cap Entry Lane, veh/h	948	1025	1284	1356	992
Entry HV Adj Factor	0.982	0.979	0.981	0.980	0.978
Flow Entry, veh/h	353	399	334	376	455
Cap Entry, veh/h	931	1003	1260	1329	971
V/C Ratio	0.380	0.397	0.265	0.283	0.469
Control Delay, s/veh	8.1	7.9	5.2	5.2	9.3
LOS	A	A	A	A	A
95th %tile Queue, veh	2	2	1	1	3

Intersection	
Intersection Delay, s/veh	5.1
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	312	555	342
Demand Flow Rate, veh/h	318	566	349
Vehicles Circulating, veh/h	152	44	357
Vehicles Exiting, veh/h	554	426	253
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.1	4.6	6.9
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.469	0.531	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	149	169	266	300	349
Cap Entry Lane, veh/h	1174	1248	1296	1368	1048
Entry HV Adj Factor	0.983	0.977	0.981	0.980	0.980
Flow Entry, veh/h	146	165	261	294	342
Cap Entry, veh/h	1154	1220	1271	1341	1027
V/C Ratio	0.127	0.135	0.205	0.219	0.333
Control Delay, s/veh	4.2	4.1	4.6	4.5	6.9
LOS	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	432	882	485
Demand Flow Rate, veh/h	441	900	495
Vehicles Circulating, veh/h	298	44	509
Vehicles Exiting, veh/h	706	695	435
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.4	5.8	11.2
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left
Designated Moves	LT	TR	LT	TR	LR
Assumed Moves	LT	TR	LT	TR	LR
RT Channelized					
Lane Util	0.469	0.531	0.470	0.530	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	207	234	423	477	495
Cap Entry Lane, veh/h	1026	1102	1296	1368	921
Entry HV Adj Factor	0.981	0.979	0.980	0.980	0.980
Flow Entry, veh/h	203	229	415	467	485
Cap Entry, veh/h	1007	1079	1270	1341	903
V/C Ratio	0.202	0.212	0.326	0.349	0.537
Control Delay, s/veh	5.5	5.3	5.8	5.9	11.2
LOS	A	A	A	A	B
95th %tile Queue, veh	1	1	1	2	3

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	518	395	23	73
Demand Flow Rate, veh/h	528	402	23	74
Vehicles Circulating, veh/h	93	27	550	419
Vehicles Exiting, veh/h	400	546	71	10
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.7	3.9	4.3	4.3
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	248	280	189	213	23	74
Cap Entry Lane, veh/h	1239	1312	1317	1388	890	995
Entry HV Adj Factor	0.982	0.981	0.981	0.981	1.000	0.986
Flow Entry, veh/h	243	275	185	209	23	73
Cap Entry, veh/h	1217	1287	1291	1362	890	981
V/C Ratio	0.200	0.213	0.144	0.153	0.026	0.074
Control Delay, s/veh	4.7	4.6	4.0	3.9	4.3	4.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	781	591	23	74
Demand Flow Rate, veh/h	796	603	23	75
Vehicles Circulating, veh/h	95	27	824	619
Vehicles Exiting, veh/h	599	820	67	11
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	4.6	5.4	5.2
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	374	422	283	320	23	75
Cap Entry Lane, veh/h	1237	1310	1317	1388	705	839
Entry HV Adj Factor	0.981	0.981	0.982	0.979	1.000	0.986
Flow Entry, veh/h	367	414	278	313	23	74
Cap Entry, veh/h	1214	1284	1293	1359	705	828
V/C Ratio	0.302	0.322	0.215	0.231	0.033	0.089
Control Delay, s/veh	5.8	5.7	4.6	4.6	5.4	5.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	620	636	116	97
Demand Flow Rate, veh/h	632	648	118	99
Vehicles Circulating, veh/h	77	129	599	724
Vehicles Exiting, veh/h	746	588	110	53
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.3	5.7	6.1
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.471	0.529	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	297	335	305	343	118	99
Cap Entry Lane, veh/h	1258	1330	1199	1273	853	767
Entry HV Adj Factor	0.980	0.980	0.980	0.982	0.983	0.983
Flow Entry, veh/h	291	328	299	337	116	97
Cap Entry, veh/h	1233	1304	1175	1250	839	755
V/C Ratio	0.236	0.252	0.254	0.270	0.138	0.129
Control Delay, s/veh	5.0	4.9	5.4	5.3	5.7	6.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	986	1026	116	97
Demand Flow Rate, veh/h	1006	1047	118	99
Vehicles Circulating, veh/h	83	129	960	1122
Vehicles Exiting, veh/h	1138	949	129	53
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	7.3	8.1	9.1
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	473	533	492	555	118	99
Cap Entry Lane, veh/h	1251	1323	1199	1273	628	547
Entry HV Adj Factor	0.980	0.981	0.980	0.980	0.983	0.983
Flow Entry, veh/h	464	523	482	544	116	97
Cap Entry, veh/h	1226	1298	1175	1247	617	538
V/C Ratio	0.378	0.403	0.410	0.436	0.188	0.181
Control Delay, s/veh	6.6	6.6	7.2	7.3	8.1	9.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	2	2	1	1

Intersection	
Intersection Delay, s/veh	6.5
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	556	437	120
Demand Flow Rate, veh/h	567	446	122
Vehicles Circulating, veh/h	50	72	339
Vehicles Exiting, veh/h	411	545	179
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.1	6.1	4.9
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	567	446	122
Cap Entry Lane, veh/h	1311	1282	977
Entry HV Adj Factor	0.981	0.981	0.984
Flow Entry, veh/h	556	437	120
Cap Entry, veh/h	1286	1257	961
V/C Ratio	0.432	0.348	0.125
Control Delay, s/veh	7.1	6.1	4.9
LOS	A	A	A
95th %tile Queue, veh	2	2	0

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	850	698	149
Demand Flow Rate, veh/h	867	712	152
Vehicles Circulating, veh/h	80	72	574
Vehicles Exiting, veh/h	646	875	210
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.2	9.2	6.9
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	867	712	152
Cap Entry Lane, veh/h	1272	1282	768
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	850	698	149
Cap Entry, veh/h	1247	1256	753
V/C Ratio	0.682	0.555	0.198
Control Delay, s/veh	12.2	9.2	6.9
LOS	B	A	A
95th %tile Queue, veh	6	4	1

Intersection	
Intersection Delay, s/veh	6.0
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	380	500	104
Demand Flow Rate, veh/h	388	510	106
Vehicles Circulating, veh/h	45	54	442
Vehicles Exiting, veh/h	503	379	122
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.4	6.6	5.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	388	510	106
Cap Entry Lane, veh/h	1318	1306	879
Entry HV Adj Factor	0.981	0.981	0.981
Flow Entry, veh/h	380	500	104
Cap Entry, veh/h	1292	1281	863
V/C Ratio	0.294	0.391	0.121
Control Delay, s/veh	5.4	6.6	5.3
LOS	A	A	A
95th %tile Queue, veh	1	2	0

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	652	866	132
Demand Flow Rate, veh/h	665	883	134
Vehicles Circulating, veh/h	73	54	787
Vehicles Exiting, veh/h	848	684	150
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.5	11.8	8.6
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	665	883	134
Cap Entry Lane, veh/h	1281	1306	618
Entry HV Adj Factor	0.980	0.980	0.985
Flow Entry, veh/h	652	866	132
Cap Entry, veh/h	1256	1280	609
V/C Ratio	0.519	0.676	0.217
Control Delay, s/veh	8.5	11.8	8.6
LOS	A	B	A
95th %tile Queue, veh	3	6	1

Intersection	
Intersection Delay, s/veh	6.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	447	359	47	116
Demand Flow Rate, veh/h	456	366	48	118
Vehicles Circulating, veh/h	153	64	363	371
Vehicles Exiting, veh/h	336	347	245	59
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	5.4	4.3	5.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	456	366	48	118
Cap Entry Lane, veh/h	1180	1293	953	945
Entry HV Adj Factor	0.979	0.981	0.978	0.980
Flow Entry, veh/h	447	359	47	116
Cap Entry, veh/h	1156	1268	932	926
V/C Ratio	0.386	0.283	0.050	0.125
Control Delay, s/veh	7.0	5.4	4.3	5.1
LOS	A	A	A	A
95th %tile Queue, veh	2	1	0	0

Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	720	515	187	117
Demand Flow Rate, veh/h	734	525	191	119
Vehicles Circulating, veh/h	206	181	467	645
Vehicles Exiting, veh/h	558	477	472	61
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.6	8.2	6.6	7.0
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	734	525	191	119
Cap Entry Lane, veh/h	1118	1147	857	715
Entry HV Adj Factor	0.980	0.981	0.979	0.980
Flow Entry, veh/h	720	515	187	117
Cap Entry, veh/h	1096	1125	839	701
V/C Ratio	0.656	0.458	0.223	0.166
Control Delay, s/veh	12.6	8.2	6.6	7.0
LOS	B	A	A	A
95th %tile Queue, veh	5	2	1	1

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	371	379	220	67
Demand Flow Rate, veh/h	378	387	224	68
Vehicles Circulating, veh/h	78	250	342	528
Vehicles Exiting, veh/h	518	316	114	109
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	7.2	6.0	5.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	378	387	224	68
Cap Entry Lane, veh/h	1274	1069	974	805
Entry HV Adj Factor	0.981	0.979	0.980	0.983
Flow Entry, veh/h	371	379	220	67
Cap Entry, veh/h	1250	1047	954	792
V/C Ratio	0.297	0.362	0.230	0.084
Control Delay, s/veh	5.6	7.2	6.0	5.4
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	0

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	640	492	501	69
Demand Flow Rate, veh/h	653	502	511	70
Vehicles Circulating, veh/h	107	501	526	891
Vehicles Exiting, veh/h	854	536	234	112
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.9	14.1	15.2	8.2
Approach LOS	A	B	C	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	653	502	511	70
Cap Entry Lane, veh/h	1237	828	807	556
Entry HV Adj Factor	0.980	0.981	0.980	0.983
Flow Entry, veh/h	640	492	501	69
Cap Entry, veh/h	1213	812	790	547
V/C Ratio	0.528	0.606	0.633	0.126
Control Delay, s/veh	8.9	14.1	15.2	8.2
LOS	A	B	C	A
95th %tile Queue, veh	3	4	5	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	296	21	0	334	0	19
Future Vol, veh/h	296	21	0	334	0	19
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	329	23	0	371	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	329
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	712
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	712
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	712	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	335	82	0	479	0	21
Future Vol, veh/h	335	82	0	479	0	21
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	372	91	0	532	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	372
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	674
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	674
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	674	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-
HCM Control Delay (s)	10.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	282	12	0	360	0	52
Future Vol, veh/h	282	12	0	360	0	52
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	313	13	0	400	0	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	313
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	727
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	727
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	727	-	-	-
HCM Lane V/C Ratio	0.079	-	-	-
HCM Control Delay (s)	10.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	443	46	0	468	0	64
Future Vol, veh/h	443	46	0	468	0	64
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	492	51	0	520	0	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	492
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	577
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	577
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	577	-	-	-
HCM Lane V/C Ratio	0.123	-	-	-
HCM Control Delay (s)	12.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Future Theoretical
Conceptual Driveways
for Tract 18A

HCS Two-Way Stop-Control Report

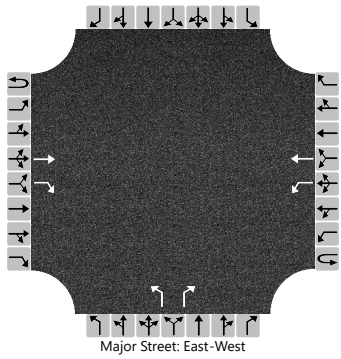
General Information

Analyst	tob
Agency/Co.	Tierra West, LLC
Date Performed	1/7/2024
Analysis Year	2025
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Las Soleras, Tracts 18A & 18B

Site Information

Intersection	Beckner Rd. / Driveway "B" ("C")
Jurisdiction	City of Santa Fe
East/West Street	Beckner Rd.
North/South Street	Driveway "B" ("C")
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			350	11		45	310			33		9				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						49				36		10				
Capacity, c (veh/h)						1161				449		664				
v/c Ratio						0.04				0.08		0.01				
95% Queue Length, Q_{95} (veh)						0.1				0.3		0.0				
Control Delay (s/veh)						8.2				13.7		10.5				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						1.0				13.0						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

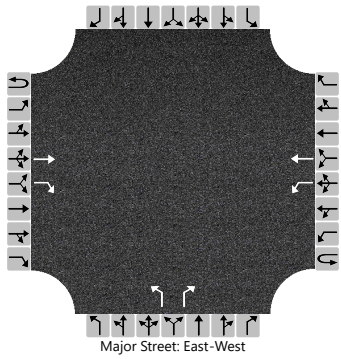
General Information

Analyst	tob
Agency/Co.	Tierra West, LLC
Date Performed	1/7/2024
Analysis Year	2025
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Las Soleras, Tracts 18A & 18B

Site Information

Intersection	Beckner Rd. / Driveway "B" ("C")
Jurisdiction	City of Santa Fe
East/West Street	Beckner Rd.
North/South Street	Driveway "B" ("C")
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			450	50		50	361			27		7				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						54				29		8				
Capacity, c (veh/h)						1020				388		577				
v/c Ratio						0.05				0.08		0.01				
95% Queue Length, Q_{95} (veh)						0.2				0.2		0.0				
Control Delay (s/veh)						8.7				15.0		11.3				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						1.1				14.3						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

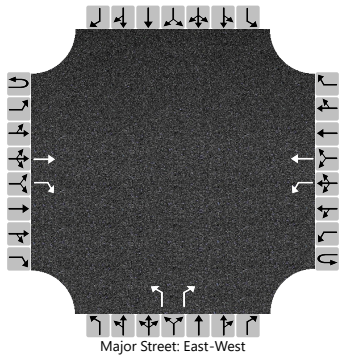
General Information

Analyst	tob
Agency/Co.	Tierra West, LLC
Date Performed	1/7/2024
Analysis Year	2025
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Las Soleras, Tracts 18A & 18B

Site Information

Intersection	Beckner Rd. / Driveway "B" ("C")
Jurisdiction	City of Santa Fe
East/West Street	Beckner Rd.
North/South Street	Driveway "B" ("C")
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			400	11		45	400			33		9				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						49				36		10				
Capacity, c (veh/h)						1108				396		619				
v/c Ratio						0.04				0.09		0.02				
95% Queue Length, Q_{95} (veh)						0.1				0.3		0.0				
Control Delay (s/veh)						8.4				15.0		10.9				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						0.8				14.1						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

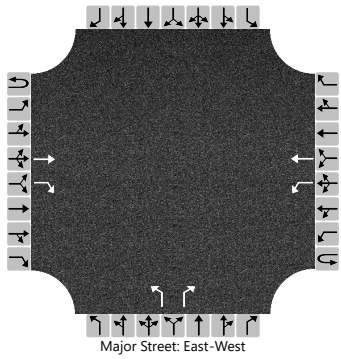
General Information

Analyst	tob
Agency/Co.	Tierra West, LLC
Date Performed	1/7/2024
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Las Soleras, Tracts 18A & 18B

Site Information

Intersection	Beckner Rd. / Driveway "B" ("C")
Jurisdiction	City of Santa Fe
East/West Street	Beckner Rd.
North/South Street	Driveway "B" ("C")
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			500	50		50	400			27		7				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						54				29		8				
Capacity, c (veh/h)						974				360		537				
v/c Ratio						0.06				0.08		0.01				
95% Queue Length, Q_{95} (veh)						0.2				0.3		0.0				
Control Delay (s/veh)						8.9				15.9		11.8				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						1.0				15.1						
Approach LOS						A				C						

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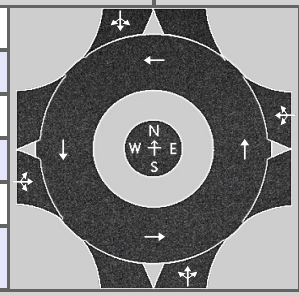
HCS Roundabouts Report

General Information

Analyst	tob
Agency or Co.	Tierra West, LLC
Date Performed	1/7/2024
Analysis Year	2025
Time Analyzed	AM
Project Description	



Site Information

Intersection	Beckner Rd. / Driveway "D"
E/W Street Name	Beckner Rd.
N/S Street Name	Driveway "D" (Calle de Alegr...
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	City of Santa Fe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	50	300	15	0	50	400	50	0	40	5	10	0	50	5	50
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	56	336	17	0	56	448	56	0	45	6	11	0	56	6	56
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		409			560			62			118	
Entry Volume, veh/h		397			544			60			115	
Circulating Flow (v_c), pc/h	118			107			448			549		
Exiting Flow (v_{ex}), pc/h	403			549			118			79		
Capacity (c_{pce}), pc/h		1224			1237			874			788	
Capacity (c), veh/h		1188			1201			848			765	
v/c Ratio (x)		0.33			0.45			0.07			0.15	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.2			7.7			4.9			6.3	
Lane LOS		A			A			A			A	
95% Queue, veh		1.5			2.4			0.2			0.5	
Approach Delay, s/veh | LOS	6.2	A		7.7	A		4.9	A		6.3	A	
Intersection Delay, s/veh | LOS	6.9						A					

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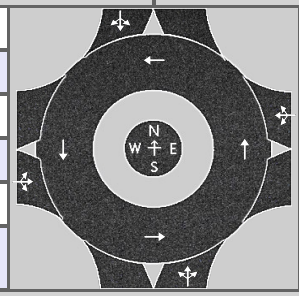
HCS Roundabouts Report

General Information

Analyst	tob
Agency or Co.	Tierra West, LLC
Date Performed	1/7/2024
Analysis Year	2025
Time Analyzed	AM
Project Description	



Site Information

Intersection	Beckner Rd. / Driveway "D"
E/W Street Name	Beckner Rd.
N/S Street Name	Driveway "D" (Calle de Alegr...
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	City of Santa Fe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	50	300	15	0	50	400	50	0	40	5	10	0	50	5	50
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	56	336	17	0	56	448	56	0	45	6	11	0	56	6	56
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		409			560			62			118	
Entry Volume, veh/h		397			544			60			115	
Circulating Flow (v_c), pc/h	118			107			448			549		
Exiting Flow (v_{ex}), pc/h	403			549			118			79		
Capacity (c_{pce}), pc/h		1224			1237			874			788	
Capacity (c), veh/h		1188			1201			848			765	
v/c Ratio (x)		0.33			0.45			0.07			0.15	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.2			7.7			4.9			6.3	
Lane LOS		A			A			A			A	
95% Queue, veh		1.5			2.4			0.2			0.5	
Approach Delay, s/veh | LOS	6.2	A		7.7	A		4.9	A		6.3	A	
Intersection Delay, s/veh | LOS	6.9						A					

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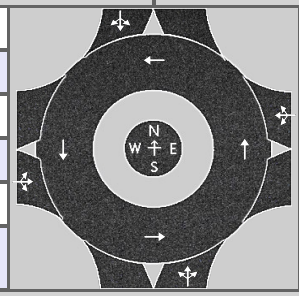
HCS Roundabouts Report

General Information

Analyst	tob
Agency or Co.	Tierra West, LLC
Date Performed	1/7/2024
Analysis Year	2025
Time Analyzed	PM
Project Description	



Site Information

Intersection	Beckner Rd. / Driveway "D"
E/W Street Name	Beckner Rd.
N/S Street Name	Driveway "D" (Calle de Alegr...
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	City of Santa Fe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	50	320	15	0	50	370	50	0	35	5	10	0	50	5	50
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	56	358	17	0	56	414	56	0	39	6	11	0	56	6	56
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		431			526			56			118	
Entry Volume, veh/h		418			511			54			115	
Circulating Flow (v_c), pc/h	118			101			470			509		
Exiting Flow (v_{ex}), pc/h	425			509			118			79		
Capacity (c_{pce}), pc/h		1224			1245			854			821	
Capacity (c), veh/h		1188			1209			830			797	
v/c Ratio (x)		0.35			0.42			0.07			0.14	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.4			7.3			5.0			6.0	
Lane LOS		A			A			A			A	
95% Queue, veh		1.6			2.1			0.2			0.5	
Approach Delay, s/veh | LOS	6.4	A		7.3	A		5.0	A		6.0	A	
Intersection Delay, s/veh | LOS	6.7						A					

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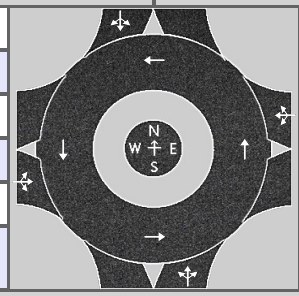
HCS Roundabouts Report

General Information

Analyst	tob
Agency or Co.	Tierra West, LLC
Date Performed	1/7/2024
Analysis Year	2035
Time Analyzed	PM
Project Description	



Site Information

Intersection	Beckner Rd. / Driveway "D"
E/W Street Name	Beckner Rd.
N/S Street Name	Driveway "D" (Calle de Alegr...
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	City of Santa Fe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	50	400	50	0	50	450	50	0	30	5	10	0	50	5	50
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	56	448	56	0	56	504	56	0	34	6	11	0	56	6	56
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		560			616			51			118	
Entry Volume, veh/h		544			598			50			115	
Circulating Flow (v_c), pc/h	118			96			560			594		
Exiting Flow (v_{ex}), pc/h	515			594			118			118		
Capacity (c_{pce}), pc/h		1224			1251			779			753	
Capacity (c), veh/h		1188			1215			757			731	
v/c Ratio (x)		0.46			0.49			0.07			0.16	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.9			8.3			5.4			6.6	
Lane LOS		A			A			A			A	
95% Queue, veh		2.5			2.8			0.2			0.6	
Approach Delay, s/veh | LOS	7.9	A		8.3	A		5.4	A		6.6	A	
Intersection Delay, s/veh | LOS	7.8						A					

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Data Entry Sheet

Determination of Warrants for Deceleration Lanes

NM DOT State Access Management Manual Criteria

Driveway "A" / Beckner Rd.

Project Information:

Project Name:	Las Soleras, Tracts 18A & 18B
Project Location:	Beckner Rd. / Walking Rain Rd.
Implemenation Year:	2025
Project Environment:	Urban Two-Lane

Street Information:

Major Street Name:	Beckner Rd.
Minor Street Name:	Driveway "A"

Intersection Information:

	Orientation	Prevailing Speed	No. Lanes Each Direction
Driveway "A"	Northbound	25	N/A
Beckner Rd.	East-West	45	1

Determine Case:

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

Beckner Rd. is Case	1
Speed Category	45 to 55

EB Right Turn Volumes		EB Thru Volumes
2025 AM Pk. Hr. NO BUILD	21	272
2025 AM Pk. Hr. BUILD	82	311
2025 PM Pk. Hr. NO BUILD	12	254
2025 PM Pk. Hr. BUILD	46	415

WB Left Turn Volumes		WB Thru Volumes
2025 AM Pk. Hr. NO BUILD	0	309
2025 AM Pk. Hr. BUILD	0	454
2025 PM Pk. Hr. NO BUILD	0	335
2025 PM Pk. Hr. BUILD	0	443

Determination of Warrants for Auxiliary Lanes

Project Name: **Las Soleras, Tracts 18A & 18B**
Name of Highway: **Beckner Rd.**
Name of Cross Street: **Driveway "A"**

Determination of Warrants for: **Northbound Driveway**

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

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2025**	21	136	272	✓	370	1.00	-	**370**	**12.5:1**
AM Peak Hour BUILD	**2025**	82	1	311	✓	370	1.00	-	**370**	**12.5:1**
PM Peak Hour NO BUILD	**2025**	12	212	254	✓	370	1.00	-	**370**	**12.5:1**
PM Peak Hour BUILD	**2025**	46	1	415	✓	370	1.00	-	**370**	**12.5:1**

Based on Table 17.B-1 (Criteria for Deceleration Lanes on Urban Two-Lane Highways)

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	**2025**	-	-	309		N/A		N/A	**N/A**	**N/A**
AM Peak Hour BUILD	**2025**	-	-	454		N/A		N/A	**N/A**	**N/A**
PM Peak Hour NO BUILD	**2025**	-	-	335		N/A		N/A	**N/A**	**N/A**
PM Peak Hour BUILD	**2025**	-	-	443		N/A		N/A	**N/A**	**N/A**

Based on Table 17.B-1 (Criteria for Deceleration Lanes on Urban Two-Lane Highways)

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

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

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

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

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

Notes and Comments:

1. This warrant sheet is for 100% Development of the Project

Table 17.B-1
Criteria For Deceleration Lanes On
URBAN TWO-LANE HIGHWAYS

Turning Volume[1] (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Directional Volume in the Through Lane (vphpl)[2]			Minimum Directional Volume in the Through Lane (vphpl)[2]		
	≤30 mph	35 to 40 mph	45 to 55 mph	≤30 mph	35 to 40 mph	45 to 55 mph
<5	**Not Required**	**Not Required**	**Not Required**	**Not Required**	**Not Required**	**Not Required**
5	**510**	**450**	**330**	**1,080**	**610**	**360**
10	**390**	**330**	**210**	**700**	**400**	**240**
15	**320**	**250**	**150**	**500**	**280**	**170**
20	**270**	**200**	**120**	**380**	**210**	**140**
25	**230**	**160**	**100**	**300**	**180**	**120**
30	**200**	**130**	**Required**	**250**	**160**	**110**
35	**170**	**110**	**Required**	**220**	**150**	**100**
40	**150**	**Required**	**Required**	**200**	**140**	**Required**
45	**130**	**Required**	**Required**	**190**	**Required**	**Required**
≥46	**Required**	**Required**	**Required**	**Required**	**Required**	**Required**
	Left-turn Deceleratаion Lanes are Required on Urban Two-lane Highways for the following Left-turn Volumes: • ≤30 mph : 46 vph or more • 35 to 40 mph : 36 vph or more • 45 to 55 mph : 26 vph or more			***Right-turn Deceleratаion Lanes are Required on Urban Two-lane Highways for the following Right-turn Volumes:*** • ≤30 mph : 46 vph or more • 35 to 40 mph : 41 vph or more • 45 to 55 mph : 36 vph or more		

Notes:

1. *Use linear interpolation for turning volumes between 5 and 45 vph.*
2. *The directional volume in the through lane includes through vehicles and turning vehicles.*

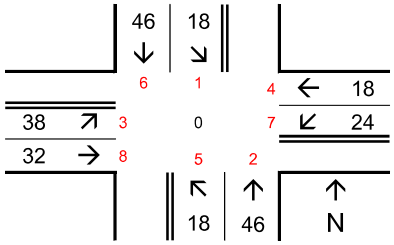
Table 18.K-1
Deceleration and Acceleration Lengths (feet)

Speed Change Lane Condition	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
Deceleration Distance										
Stop Condition	150	200	250	325	400	475	550	650	725	850
Slow to 15 MPH	130	175	230	300	370	450	525	620	700	820
Deceleration Taper										
Length for 12-foot Lane	50	75	100	125	150	175	200	225	250	250
Straight Line Ratios (L:W)	4:1	6:1	8:1	10.5:1	12.5:1	14.5:1	16.5:1	18.5:1	21:1	21:1
Acceleration Lane Length	N/A	190	270	380	550	760	960	1,170	1,380	1,590
Acceleration Taper										
Length of 12-foot Lane	N/A	100	120	150	170	180	230	270	300	300
Straight Line Ratios (L:W)	N/A	8:1	10:1	12.5:1	14:1	15:1	19:1	22.5:1	25:1	25:1

LOCATION: RT-14 (CERRILLOS RD) & BECKNER RD LAST REVISION: 11/21/2023

PLAN-1 [MORNING PEAK]

BECKNER RD



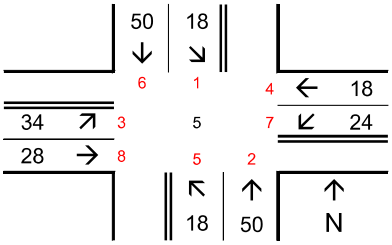
NOTES:

RT-14 (CERRILLOS RD) & BECKNER RD OFFSET: - 0 SEC [0%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	15	30	30	15	15	30	20	25	25%	90
NOMINAL	18	46	38	18	18	46	24	32	53%	120
MAXIMUM	25	65	45	25	25	65	30	40	33%	160
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	2
SEQUENCE	LEAD	LAG	LEAD	LAG	LEAD	LAG	LEAD	LAG	SEQ:	1

PLAN-2 [MIDDAY PEAK]

BECKNER RD



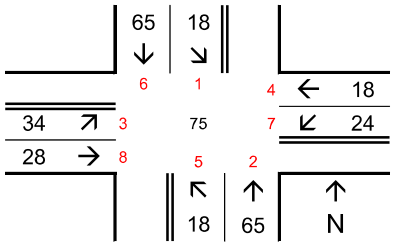
NOTES:

RT-14 (CERRILLOS RD) & BECKNER RD OFFSET: - 5 SEC [4%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	15	35	25	15	15	35	20	20	25%	90
NOMINAL	18	50	34	18	18	50	24	28	57%	120
MAXIMUM	25	70	40	25	25	70	30	35	33%	160
CONTROL	ACT	HLD	ACT	ACT	ACT	HLD	ACT	ACT	MAX:	2
SEQUENCE	LEAD	LAG	LEAD	LAG	LEAD	LAG	LEAD	LAG	SEQ:	1

PLAN-3 [AFTERNOON PEAK]

BECKNER RD



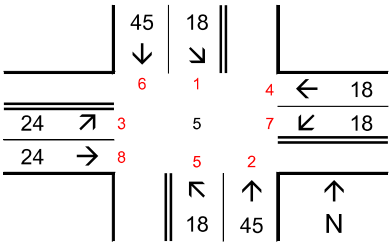
NOTES:

RT-14 (CERRILLOS RD) & BECKNER RD OFFSET: - 75 SEC [56%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	15	45	25	15	15	45	20	20	26%	100
NOMINAL	18	65	34	18	18	65	24	28	61%	135
MAXIMUM	25	90	40	25	25	90	30	35	33%	180
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	2
SEQUENCE	LEAD	LAG	LEAD	LAG	LEAD	LAG	LEAD	LAG	SEQ:	1

PLAN-4 [OFF-PEAK]

BECKNER RD



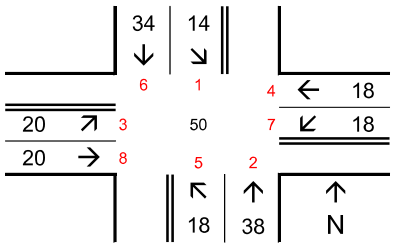
NOTES:

RT-14 (CERRILLOS RD) & BECKNER RD OFFSET: - 5 SEC [5%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	15	30	20	15	15	30	15	20	24%	80
NOMINAL	18	45	24	18	18	45	18	24	60%	105
MAXIMUM	25	65	30	25	25	65	25	30	38%	145
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	1
SEQUENCE	LEAD	LAG	LEAD	LAG	LEAD	LAG	LEAD	LAG	SEQ:	1

PLAN-5 [LATE NIGHT]

BECKNER RD



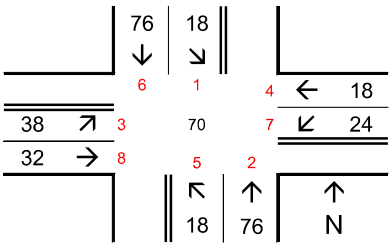
NOTES:

RT-14 (CERRILLOS RD) & BECKNER RD OFFSET: - 50 SEC [56%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	10	25	15	15	15	20	15	15	28%	65
NOMINAL	14	38	20	18	18	34	18	20	58%	90
MAXIMUM	20	55	25	25	25	50	25	25	39%	125
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	1
SEQUENCE	LEAD	LAG	LEAD	LAG	LEAD	LAG	LEAD	LAG	SEQ:	1

PLAN-6 [FRIDAY PEAK]

BECKNER RD



NOTES:

RT-14 (CERRILLOS RD) & BECKNER RD OFFSET: - 70 SEC [47%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	15	50	30	15	15	50	20	25	27%	110
NOMINAL	18	76	38	18	18	76	24	32	63%	150
MAXIMUM	25	105	45	25	25	105	30	40	33%	200
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	2
SEQUENCE	LEAD	LAG	LEAD	LAG	LEAD	LAG	LEAD	LAG	SEQ:	1

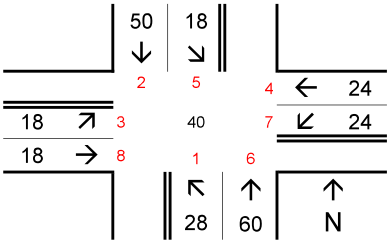
PROGRAM CREATED BY ERIC J. NELSON - ADVANCED TRAFFIC SOLUTIONS, LLC

NOTES:

LOCATION: RT-14 (CERRILLOS RD) & WELLNESS WAY — LAST REVISION: 11/21/2023

PLAN-1 [MORNING PEAK]

WELLNESS WAY



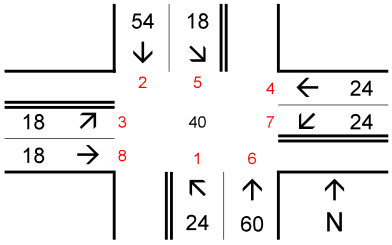
NOTES:

RT-14 (CERRILLOS RD) & WELLNESS WAY — OFFSET: - 40 SEC [33%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	20	35	15	20	15	40	20	15	25%	90
NOMINAL	28	50	18	24	18	60	24	18	65%	120
MAXIMUM	35	75	25	30	25	85	30	25	38%	165
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	2
SEQUENCE	LEAD	LAG	LAG	LEAD	LAG	LEAD	LEAD	LAG	SEQ:	7

PLAN-2 [MIDDAY PEAK]

WELLNESS WAY



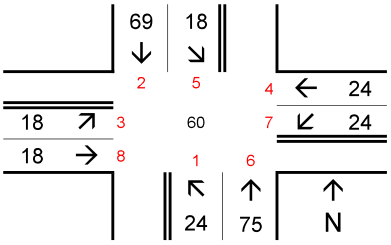
NOTES:

RT-14 (CERRILLOS RD) & WELLNESS WAY — OFFSET: - 40 SEC [33%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	20	35	15	20	15	40	20	15	25%	90
NOMINAL	24	54	18	24	18	60	24	18	65%	120
MAXIMUM	30	80	25	30	25	85	30	25	38%	165
CONTROL	ACT	CRD	ACT	ACT	ACT	HLD	ACT	ACT	MAX:	2
SEQUENCE	LEAD	LAG	LAG	LEAD	LAG	LEAD	LEAD	LAG	SEQ:	7

PLAN-3 [AFTERNOON PEAK]

WELLNESS WAY



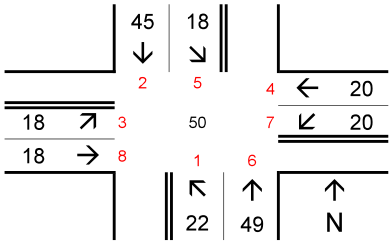
NOTES:

RT-14 (CERRILLOS RD) & WELLNESS WAY — OFFSET: - 60 SEC [44%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	20	45	15	20	15	50	20	15	26%	100
NOMINAL	24	69	18	24	18	75	24	18	69%	135
MAXIMUM	30	100	25	30	25	105	30	25	37%	185
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	2
SEQUENCE	LEAD	LAG	LEAD	LAG	LEAD	LAG	LEAD	LAG	SEQ:	1

PLAN-4 [OFF-PEAK]

WELLNESS WAY



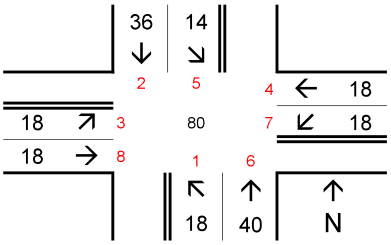
NOTES:

RT-14 (CERRILLOS RD) & WELLNESS WAY — OFFSET: - 50 SEC [48%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	15	30	15	15	15	30	15	15	29%	75
NOMINAL	22	46	18	20	18	49	20	18	64%	105
MAXIMUM	30	65	25	25	25	70	25	25	38%	145
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	1
SEQUENCE	LEAD	LAG	LAG	LEAD	LAG	LEAD	LEAD	LAG	SEQ:	7

PLAN-5 [LATE NIGHT]

WELLNESS WAY



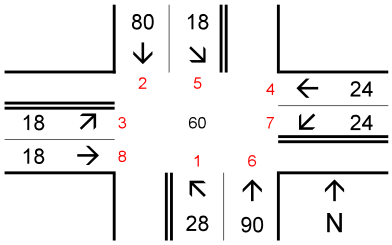
NOTES:

RT-14 (CERRILLOS RD) & WELLNESS WAY — OFFSET: - 80 SEC [89%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	15	25	15	15	10	30	15	15	22%	70
NOMINAL	18	36	18	18	14	40	18	18	60%	90
MAXIMUM	25	50	25	25	20	55	25	25	39%	125
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	1
SEQUENCE	LEAD	LAG	LAG	LEAD	LAG	LEAD	LEAD	LAG	SEQ:	7

PLAN-6 [FRIDAY PEAK]

WELLNESS WAY



NOTES:

RT-14 (CERRILLOS RD) & WELLNESS WAY — OFFSET: - 60 SEC [40%]

PHASE ->	1	2	3	4	5	6	7	8	TRN	CYC
MINIMUM	20	55	15	20	15	60	20	15	27%	110
NOMINAL	28	80	18	24	18	90	24	18	72%	150
MAXIMUM	35	115	25	30	25	125	30	25	37%	205
CONTROL	ACT	CRD	ACT	ACT	ACT	CRD	ACT	ACT	MAX:	2
SEQUENCE	LEAD	LAG	LEAD	LAG	LEAD	LAG	LEAD	LAG	SEQ:	1

PROGRAM CREATED BY ERIC J. NELSON - ADVANCED TRAFFIC SOLUTIONS, LLC

NOTES:

TIERRA WEST, LLC

5571 Midway Park Pl. NE Albuquerque, NM 87109
(505) 858-3100 fax (505) 858-1118 1 (800) 245-3102
tierrawestllc.com

Traffic Impact Study Scoping Letter

Project Name:	[2022040.1] - 4200 Beckner Rd. – Santa Fe
Location:	Beckner Rd. / Walking Rain Rd. – Santa Fe, NM
Project Descr.	Medical Office / Retail
Date / Time:	07/27/2023 – 1:30 PM
Attendees:	Leroy Pacheco & Phil Gallegos (representing City of Santa Fe), Ronald Rd. Bohannan, Derek Bohannan, Amanda Herrera, and Terry Brown (Tierra West)

Scope of Report:

Traffic Data Collection:	For this Study, collect all new traffic count data.
Peak Hour / Peak15 x 4	Peak Hour – apply peak hour factor
Demand Volumes?	No
Traffic Count Data:	7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM
Trip Generation:	ITE Trip Generation, 11th Edition (see attached)
Growth Rates:	Based on NM DOT AADT data
Minimum Growth Rate:	1% - Use 2%
Implementation Year:	2025
Horizon Year:	2035
Trip Distribution:	Based on Santa Fe MPO Socioeconomic data (2040 data set) regionally inversely proportional to the distance of the subarea from the project.
Other Projects:	Medical Office Building (Meridian) Havenly Santa Fe (Keystone Homes) Vista de la Sierra Cielo Apartments 5407 Beckner / 5201 Beckner Cavan Keystone (all the developments in the Keystone Study)

Study Area:

Intersection	Count?	Control	Comment
Beckner Rd. / Cerrillos Rd.	7-9 AM / 4-6 PM	Signalized	
Wellness Way / Cerrillos Rd.	7-9 AM / 4-6 PM	Signalized	
Beckner Rd. / Wellness Way	7-9 AM / 4-6 PM	Roundabout	
Beckner Rd. / Railrunner Rd.	7-9 AM / 4-6 PM	Roundabout	
Beckner Rd. / Walking Rain Rd.	7-9 AM / 4-6 PM	Roundabout	
Beckner Rd. / Richards Ave.	7-9 AM / 4-6 PM	Signalized	Temporary Signal

Analysis Conditions Required:

	Condition	Yes / No	Year
	Existing Analysis	Yes	2023
	Implementation Year Analysis (AM/PM)	Yes	2025
	Horizon Year Analysis (AM/PM)	Yes	2035

Crash Analysis: Crash Analysis for 5-years (update previous)

Report Submittals:

To:	Hard Copies	Electronic Copy
City (Leroy Pacheco & Phil Gallegos)	-	Yes
	-	

Comments: Address walking trail along I-25.

NOTE: Address Multi-modal issues.

Traffic Signal Timing Sheets Needed?: Yes

Intersection	Agency
Beckner Rd. / Cerrillos Rd.	City of Santa Fe
Wellness Way / Cerrillos Rd.	City of Santa Fe
Beckner Rd. / Richards Ave.	City of Santa Fe

Site Plan Received from Developer? Y / **N**

Land Use List Received from Developer? Y / **N**

Traffic Count Data Sheet

Year Counts Taken: **2022**

E-W Street **Beckner Rd.**

N-S Street: **Cerrillos Rd.**

Speed Limit (Beckner Rd.)= **45** MPH

Speed Limit (Cerrillos Rd.)= **45** MPH

Signalized

5/19/22

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~43~~	~~5~~	~~12~~	~~12~~	~~3~~	~~8~~	~~7~~	~~171~~	~~28~~	~~1~~	~~116~~	~~18~~
7:15 AM	7:30 AM	~~63~~	~~9~~	~~15~~	~~22~~	~~2~~	~~4~~	~~6~~	~~241~~	~~20~~	~~7~~	~~146~~	~~24~~
7:30 AM	7:45 AM	**81**	**18**	**20**	**21**	**11**	**6**	**11**	**255**	**25**	**3**	**156**	**22**
7:45 AM	8:00 AM	**73**	**19**	**18**	**20**	**6**	**4**	**24**	**342**	**44**	**3**	**203**	**47**
8:00 AM	8:15 AM	**62**	**15**	**19**	**12**	**8**	**5**	**23**	**285**	**28**	**9**	**180**	**44**
8:15 AM	8:30 AM	**80**	**8**	**12**	**20**	**4**	**6**	**11**	**244**	**32**	**8**	**172**	**37**
8:30 AM	8:45 AM	~~72~~	~~12~~	~~12~~	~~13~~	~~4~~	~~11~~	~~12~~	~~222~~	~~24~~	~~9~~	~~187~~	~~34~~
8:45 AM	9:00 AM	~~44~~	~~9~~	~~14~~	~~20~~	~~6~~	~~10~~	~~12~~	~~264~~	~~21~~	~~18~~	~~169~~	~~33~~
AM Peak Hour Volumes		**296**	**60**	**69**	**73**	**29**	**21**	**69**	**1126**	**129**	**23**	**711**	**150**

			Intersection		
AM Peak Hour Factor	*0.89*	*0.81*	**0.86**	*0.81*	*0.87*

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~49~~	~~7~~	~~9~~	~~26~~	~~10~~	~~18~~	~~9~~	~~195~~	~~25~~	~~14~~	~~272~~	~~72~~
4:15 PM	4:30 PM	~~40~~	~~3~~	~~11~~	~~30~~	~~10~~	~~19~~	~~13~~	~~236~~	~~18~~	~~7~~	~~271~~	~~61~~
4:30 PM	4:45 PM	**54**	**4**	**16**	**39**	**4**	**9**	**17**	**218**	**16**	**9**	**316**	**65**
4:45 PM	5:00 PM	**50**	**3**	**7**	**29**	**4**	**16**	**11**	**247**	**20**	**6**	**256**	**53**
5:00 PM	5:15 PM	**61**	**6**	**14**	**34**	**10**	**11**	**22**	**228**	**12**	**3**	**324**	**64**
5:15 PM	5:30 PM	**52**	**4**	**9**	**28**	**8**	**18**	**17**	**246**	**23**	**11**	**298**	**83**
5:30 PM	5:45 PM	~~51~~	~~4~~	~~13~~	~~19~~	~~4~~	~~7~~	~~18~~	~~225~~	~~10~~	~~11~~	~~327~~	~~61~~
5:45 PM	6:00 PM	~~51~~	~~4~~	~~8~~	~~20~~	~~6~~	~~12~~	~~11~~	~~164~~	~~20~~	~~5~~	~~261~~	~~52~~
PM Peak Hour Volumes		**217**	**17**	**46**	**130**	**26**	**54**	**67**	**939**	**71**	**29**	**1194**	**265**

			Intersection		
PM Peak Hour Factor	*0.86*	*0.95*	**0.96**	*0.94*	*0.95*

Traffic Count Data Sheet

Year Counts Taken: **2022**

E-W Street **Wellness Way**
N-S Street: **Cerrillos Rd.**

Speed Limit (Wellness Way)= **30**
Speed Limit (Cerrillos Rd.)= **45**

Signalized

5/19/22

Begin Time	End Time	Eastbound (Wellness Way)			Westbound (Wellness Way)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~9~~	~~5~~	~~15~~	~~19~~	~~6~~	~~10~~	~~28~~	~~169~~	~~17~~	~~2~~	~~99~~	~~8~~
7:15 AM	7:30 AM	~~6~~	~~12~~	~~22~~	~~22~~	~~6~~	~~7~~	~~51~~	~~230~~	~~17~~	~~6~~	~~131~~	~~8~~
7:30 AM	7:45 AM	~~19~~	~~18~~	~~53~~	~~18~~	~~19~~	~~5~~	~~58~~	~~256~~	~~15~~	~~8~~	~~120~~	~~16~~
7:45 AM	8:00 AM	**41**	**19**	**56**	**20**	**28**	**10**	**85**	**316**	**23**	**12**	**166**	**19**
8:00 AM	8:15 AM	**30**	**19**	**36**	**20**	**13**	**7**	**46**	**266**	**25**	**13**	**173**	**11**
8:15 AM	8:30 AM	**19**	**11**	**37**	**19**	**25**	**9**	**54**	**247**	**25**	**12**	**169**	**18**
8:30 AM	8:45 AM	**32**	**14**	**29**	**23**	**18**	**11**	**50**	**223**	**20**	**9**	**163**	**14**
8:45 AM	9:00 AM	~~28~~	~~7~~	~~33~~	~~32~~	~~8~~	~~17~~	~~40~~	~~255~~	~~24~~	~~11~~	~~158~~	~~20~~
AM Peak Hour Volumes		**122**	**63**	**158**	**82**	**84**	**37**	**235**	**1052**	**93**	**46**	**671**	**62**
Approach Total			343			203			1380			779	
							Intersection						
AM Peak Hour Factor			*0.74*			*0.88*	0.85		*0.81*			*0.98*	

Begin Time	End Time	Eastbound (Wellness Way)			Westbound (Wellness Way)			Northbound (Cerrillos Rd.)			Southbound (Cerrillos Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~55~~	~~27~~	~~67~~	~~25~~	~~15~~	~~18~~	~~40~~	~~200~~	~~11~~	~~9~~	~~272~~	~~14~~
4:15 PM	4:30 PM	~~16~~	~~19~~	~~57~~	~~24~~	~~15~~	~~23~~	~~42~~	~~236~~	~~15~~	~~10~~	~~256~~	~~12~~
4:30 PM	4:45 PM	**33**	**11**	**53**	**24**	**18**	**17**	**40**	**209**	**13**	**7**	**313**	**8**
4:45 PM	5:00 PM	**14**	**18**	**35**	**27**	**20**	**20**	**67**	**236**	**12**	**7**	**244**	**14**
5:00 PM	5:15 PM	**16**	**19**	**58**	**33**	**14**	**23**	**46**	**235**	**11**	**8**	**323**	**13**
5:15 PM	5:30 PM	**21**	**8**	**40**	**40**	**13**	**9**	**54**	**238**	**17**	**4**	**308**	**18**
5:30 PM	5:45 PM	~~11~~	~~7~~	~~48~~	~~32~~	~~21~~	~~14~~	~~44~~	~~210~~	~~15~~	~~4~~	~~313~~	~~7~~
5:45 PM	6:00 PM	~~20~~	~~10~~	~~47~~	~~29~~	~~18~~	~~16~~	~~34~~	~~172~~	~~15~~	~~8~~	~~258~~	~~18~~
PM Peak Hour Volumes		**84**	**56**	**186**	**124**	**65**	**69**	**207**	**918**	**53**	**26**	**1188**	**53**
Approach Total			326			258			1178			1267	
							Intersection						
PM Peak Hour Factor			*0.84*			*0.92*	0.95		*0.93*			*0.92*	

Traffic Count Data Sheet

Year Counts Taken: **2022**

E-W Street **Beckner Rd.**

N-S Street: **Richards Ave.**

Speed Limit (Beckner Rd.)= **45** MPH

Speed Limit (Richards Ave.)= **35** MPH

Signalized

5/18/22

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~14~~	~~1~~	~~3~~	~~0~~	~~1~~	~~1~~	~~6~~	~~32~~	~~0~~	~~6~~	~~40~~	~~12~~
7:15 AM	7:30 AM	~~16~~	~~1~~	~~14~~	~~1~~	~~1~~	~~11~~	~~6~~	~~52~~	~~2~~	~~13~~	~~53~~	~~7~~
7:30 AM	7:45 AM	**20**	**5**	**13**	**2**	**0**	**28**	**14**	**86**	**6**	**29**	**95**	**12**
7:45 AM	8:00 AM	**26**	**10**	**20**	**2**	**7**	**49**	**16**	**120**	**13**	**45**	**97**	**24**
8:00 AM	8:15 AM	**9**	**3**	**16**	**1**	**1**	**16**	**9**	**64**	**2**	**16**	**65**	**27**
8:15 AM	8:30 AM	**10**	**2**	**13**	**1**	**0**	**2**	**11**	**77**	**1**	**0**	**70**	**16**
8:30 AM	8:45 AM	~~15~~	~~1~~	~~13~~	~~0~~	~~0~~	~~3~~	~~11~~	~~74~~	~~0~~	~~1~~	~~97~~	~~18~~
8:45 AM	9:00 AM	~~11~~	~~0~~	~~20~~	~~1~~	~~0~~	~~1~~	~~18~~	~~107~~	~~0~~	~~2~~	~~116~~	~~15~~
AM Peak Hour Volumes		**65**	**20**	**62**	**6**	**8**	**95**	**50**	**347**	**22**	**90**	**327**	**79**

				Intersection			
AM Peak Hour Factor	*0.66*		*0.47*	**0.68**	*0.70*		*0.75*

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:45 PM	4:00 PM	~~16~~	~~1~~	~~10~~	~~0~~	~~0~~	~~2~~	~~7~~	~~67~~	~~0~~	~~0~~	~~59~~	~~25~~
4:00 PM	4:15 PM	~~4~~	~~1~~	~~7~~	~~3~~	~~8~~	~~6~~	~~21~~	~~89~~	~~0~~	~~3~~	~~72~~	~~25~~
4:15 PM	4:30 PM	~~12~~	~~0~~	~~5~~	~~0~~	~~0~~	~~2~~	~~9~~	~~88~~	~~0~~	~~2~~	~~90~~	~~23~~
4:30 PM	4:45 PM	**25**	**0**	**10**	**0**	**0**	**1**	**3**	**94**	**0**	**0**	**89**	**26**
4:45 PM	5:00 PM	**19**	**0**	**19**	**0**	**0**	**1**	**10**	**79**	**0**	**0**	**88**	**16**
5:00 PM	5:15 PM	**15**	**0**	**13**	**0**	**0**	**0**	**12**	**72**	**0**	**1**	**97**	**32**
5:15 PM	5:30 PM	**15**	**3**	**19**	**0**	**2**	**2**	**15**	**73**	**0**	**8**	**76**	**20**
5:30 PM	5:45 PM	~~11~~	~~1~~	~~8~~	~~0~~	~~3~~	~~7~~	~~10~~	~~44~~	~~1~~	~~4~~	~~84~~	~~26~~
PM Peak Hour Volumes		**74**	**3**	**61**	**0**	**2**	**4**	**40**	**318**	**0**	**9**	**350**	**94**

				Intersection			
PM Peak Hour Factor	*0.91*		*0.38*	**0.96**	*0.92*		*0.87*

Traffic Count Data Sheet

Year Counts Taken: **2022**

E-W Street **Beckner Rd.**

N-S Street: **Wellness Way**

Speed Limit (Beckner Rd.)= **45** MPH

Speed Limit (Wellness Way)= **35** MPH

Roundabout

5/18/22

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~9~~	~~16~~	~~0~~	~~0~~	~~14~~	~~8~~	~~0~~	~~0~~	~~0~~	~~4~~	~~0~~	~~4~~
7:15 AM	7:30 AM	~~9~~	~~29~~	~~0~~	~~0~~	~~16~~	~~9~~	~~0~~	~~0~~	~~0~~	~~8~~	~~0~~	~~2~~
7:30 AM	7:45 AM	~~3~~	~~31~~	~~0~~	~~0~~	~~16~~	~~12~~	~~0~~	~~0~~	~~0~~	~~7~~	~~0~~	~~0~~
7:45 AM	8:00 AM	**3**	**48**	**0**	**0**	**29**	**21**	**0**	**0**	**0**	**17**	**0**	**0**
8:00 AM	8:15 AM	**5**	**27**	**0**	**0**	**15**	**16**	**0**	**0**	**0**	**11**	**0**	**3**
8:15 AM	8:30 AM	**4**	**26**	**0**	**0**	**9**	**12**	**0**	**0**	**0**	**7**	**0**	**0**
8:30 AM	8:45 AM	**14**	**35**	**0**	**0**	**18**	**12**	**0**	**0**	**0**	**8**	**0**	**1**
8:45 AM	9:00 AM	~~10~~	~~27~~	~~0~~	~~0~~	~~17~~	~~16~~	~~0~~	~~0~~	~~0~~	~~10~~	~~0~~	~~5~~
AM Peak Hour Volumes		**26**	**136**	**0**	**0**	**71**	**61**	**0**	**0**	**0**	**43**	**0**	**4**

AM Peak Hour Factor			*0.79*			*0.66*	**Intersection 0.72**		*#DIV/0!*			*0.69*	

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Wellness Way)			Southbound (Wellness Way)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~7~~	~~6~~	~~0~~	~~0~~	~~20~~	~~8~~	~~0~~	~~0~~	~~0~~	~~15~~	~~0~~	~~7~~
4:15 PM	4:30 PM	~~5~~	~~4~~	~~0~~	~~0~~	~~27~~	~~22~~	~~0~~	~~0~~	~~0~~	~~12~~	~~0~~	~~5~~
4:30 PM	4:45 PM	~~8~~	~~8~~	~~0~~	~~0~~	~~24~~	~~8~~	~~0~~	~~0~~	~~0~~	~~8~~	~~0~~	~~5~~
4:45 PM	5:00 PM	**5**	**16**	**0**	**0**	**23**	**13**	**0**	**0**	**0**	**12**	**0**	**3**
5:00 PM	5:15 PM	**7**	**19**	**0**	**0**	**20**	**12**	**0**	**0**	**0**	**19**	**0**	**7**
5:15 PM	5:30 PM	**3**	**12**	**0**	**0**	**25**	**12**	**0**	**0**	**0**	**15**	**0**	**2**
5:30 PM	5:45 PM	**2**	**19**	**0**	**0**	**18**	**14**	**0**	**0**	**0**	**13**	**0**	**4**
5:45 PM	6:00 PM	~~3~~	~~14~~	~~0~~	~~0~~	~~8~~	~~13~~	~~0~~	~~0~~	~~0~~	~~7~~	~~0~~	~~6~~
PM Peak Hour Volumes		**17**	**66**	**0**	**0**	**86**	**51**	**0**	**0**	**0**	**59**	**0**	**16**

PM Peak Hour Factor			*0.80*			*0.93*	**Intersection 0.88**		*#DIV/0!*			*0.72*	

Traffic Count Data Sheet

Year Counts Taken: **2023**

E-W Street **Beckner Rd.**

N-S Street: **Las Soleras Dr**

Speed Limit (Beckner Rd.)= **45** MPH

Speed Limit (Las Soleras Dr)= **30** MPH

Roundabout

1/5/23

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Las Soleras Dr)			Southbound (Las Soleras Dr)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~0~~	~~1~~	~~0~~	~~0~~	~~12~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~
7:15 AM	7:30 AM	~~1~~	~~3~~	~~0~~	~~0~~	~~9~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
7:30 AM	7:45 AM	~~0~~	~~12~~	~~0~~	~~0~~	~~17~~	~~1~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~
7:45 AM	8:00 AM	~~0~~	~~14~~	~~0~~	~~0~~	~~25~~	~~1~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~1~~
8:00 AM	8:15 AM	**2**	**24**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	8:30 AM	**0**	**27**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
8:30 AM	8:45 AM	**0**	**36**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	9:00 AM	**2**	**23**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour Volumes		**4**	**110**	**0**	**0**	**98**	**1**	**0**	**0**	**0**	**1**	**0**	**2**

				Intersection			
AM Peak Hour Factor	*0.79*		*0.92*	0.87	*#DIV/0!*		*0.38*

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Las Soleras Dr)			Southbound (Las Soleras Dr)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:45 PM	4:00 PM	**2**	**18**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**2**
4:00 PM	4:15 PM	**1**	**17**	**0**	**0**	**52**	**2**	**0**	**0**	**0**	**2**	**0**	**0**
4:15 PM	4:30 PM	**1**	**21**	**0**	**0**	**19**	**3**	**0**	**0**	**0**	**2**	**0**	**2**
4:30 PM	4:45 PM	**3**	**11**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**2**	**0**	**1**
4:45 PM	5:00 PM	~~1~~	~~14~~	~~0~~	~~0~~	~~11~~	~~2~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~1~~
5:00 PM	5:15 PM	~~1~~	~~23~~	~~0~~	~~0~~	~~12~~	~~2~~	~~0~~	~~0~~	~~0~~	~~4~~	~~0~~	~~1~~
5:15 PM	5:30 PM	~~1~~	~~17~~	~~0~~	~~0~~	~~10~~	~~3~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
5:30 PM	5:45 PM	~~1~~	~~13~~	~~0~~	~~0~~	~~11~~	~~1~~	~~0~~	~~0~~	~~0~~	~~4~~	~~0~~	~~0~~
PM Peak Hour Volumes		**7**	**67**	**0**	**0**	**95**	**5**	**0**	**0**	**0**	**7**	**0**	**5**

				Intersection			
PM Peak Hour Factor	*0.84*		*0.46*	0.63	*#DIV/0!*		*0.75*

Traffic Count Data Sheet

Year Counts Taken: **2022**

E-W Street **Beckner Rd.**

N-S Street: **Rail Runner Rd.**

Speed Limit (Beckner Rd.)= **45** MPH

Speed Limit (Rail Runner Rd.)= **35** MPH

Roundabout

5/17/22

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Rail Runner Rd.)			Southbound (Rail Runner Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~2~~	~~7~~	~~0~~	~~0~~	~~16~~	~~1~~	~~0~~	~~0~~	~~0~~	~~2~~	~~0~~	~~1~~
7:15 AM	7:30 AM	~~2~~	~~22~~	~~0~~	~~0~~	~~18~~	~~6~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~6~~
7:30 AM	7:45 AM	~~3~~	~~27~~	~~0~~	~~0~~	~~26~~	~~3~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~5~~
7:45 AM	8:00 AM	**9**	**38**	**0**	**0**	**37**	**3**	**0**	**0**	**0**	**3**	**0**	**15**
8:00 AM	8:15 AM	**1**	**29**	**0**	**0**	**28**	**9**	**0**	**0**	**0**	**5**	**0**	**3**
8:15 AM	8:30 AM	**6**	**22**	**0**	**0**	**18**	**5**	**0**	**0**	**0**	**4**	**0**	**6**
8:30 AM	8:45 AM	**11**	**33**	**0**	**0**	**27**	**7**	**0**	**0**	**0**	**5**	**0**	**5**
8:45 AM	9:00 AM	~~5~~	~~32~~	~~0~~	~~0~~	~~25~~	~~1~~	~~0~~	~~0~~	~~0~~	~~1~~	~~0~~	~~8~~
AM Peak Hour Volumes		**27**	**122**	**0**	**0**	**110**	**24**	**0**	**0**	**0**	**17**	**0**	**29**

AM Peak Hour Factor			*0.79*			*0.84*	**Intersection 0.78**		*#DIV/0!*			*0.64*	

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Rail Runner Rd.)			Southbound (Rail Runner Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~3~~	~~18~~	~~0~~	~~0~~	~~15~~	~~3~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~5~~
4:15 PM	4:30 PM	~~4~~	~~17~~	~~0~~	~~0~~	~~38~~	~~3~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~6~~
4:30 PM	4:45 PM	~~1~~	~~13~~	~~0~~	~~0~~	~~17~~	~~9~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~8~~
4:45 PM	5:00 PM	**7**	**24**	**0**	**0**	**25**	**4**	**0**	**0**	**0**	**2**	**0**	**4**
5:00 PM	5:15 PM	**4**	**40**	**0**	**0**	**20**	**3**	**0**	**0**	**0**	**8**	**0**	**9**
5:15 PM	5:30 PM	**2**	**27**	**0**	**0**	**24**	**6**	**0**	**0**	**0**	**7**	**0**	**4**
5:30 PM	5:45 PM	**4**	**31**	**0**	**0**	**21**	**2**	**0**	**0**	**0**	**4**	**0**	**2**
5:45 PM	6:00 PM	~~4~~	~~20~~	~~0~~	~~0~~	~~24~~	~~3~~	~~0~~	~~0~~	~~0~~	~~14~~	~~0~~	~~1~~
PM Peak Hour Volumes		**17**	**122**	**0**	**0**	**90**	**15**	**0**	**0**	**0**	**21**	**0**	**19**

PM Peak Hour Factor			*0.79*			*0.88*	**Intersection 0.85**		*#DIV/0!*			*0.59*	

Traffic Count Data Sheet

Year Counts Taken: **2022**

E-W Street **Beckner Rd.**

N-S Street: **Walking Rain**

Speed Limit (Beckner Rd.)= **45** MPH

Speed Limit (Walking Rain)= **30** MPH

Roundabout

5/18/22

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Walking Rain)			Southbound (Walking Rain)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~1~~	~~6~~	~~0~~	~~0~~	~~13~~	~~1~~	~~0~~	~~0~~	~~0~~	~~11~~	~~0~~	~~5~~
7:15 AM	7:30 AM	~~0~~	~~26~~	~~0~~	~~0~~	~~16~~	~~1~~	~~0~~	~~0~~	~~0~~	~~12~~	~~0~~	~~7~~
7:30 AM	7:45 AM	**2**	**21**	**0**	**0**	**29**	**3**	**0**	**0**	**0**	**16**	**0**	**7**
7:45 AM	8:00 AM	**5**	**18**	**0**	**0**	**28**	**5**	**0**	**0**	**0**	**6**	**0**	**7**
8:00 AM	8:15 AM	**6**	**22**	**0**	**0**	**17**	**8**	**0**	**0**	**0**	**8**	**0**	**3**
8:15 AM	8:30 AM	**5**	**16**	**0**	**0**	**26**	**6**	**0**	**0**	**0**	**14**	**0**	**11**
8:30 AM	8:45 AM	~~19~~	~~14~~	~~0~~	~~0~~	~~17~~	~~6~~	~~0~~	~~0~~	~~0~~	~~13~~	~~0~~	~~8~~
8:45 AM	9:00 AM	~~14~~	~~17~~	~~0~~	~~0~~	~~16~~	~~4~~	~~0~~	~~0~~	~~0~~	~~9~~	~~0~~	~~9~~
AM Peak Hour Volumes		**18**	**77**	**0**	**0**	**100**	**22**	**0**	**0**	**0**	**44**	**0**	**28**

AM Peak Hour Factor	*0.85*		*0.92*	**Intersection 0.93**	*#DIV/0!*	*0.72*

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Walking Rain)			Southbound (Walking Rain)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~4~~	~~18~~	~~0~~	~~0~~	~~17~~	~~6~~	~~0~~	~~0~~	~~0~~	~~6~~	~~0~~	~~1~~
4:15 PM	4:30 PM	~~7~~	~~12~~	~~0~~	~~0~~	~~36~~	~~16~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~3~~
4:30 PM	4:45 PM	~~4~~	~~12~~	~~0~~	~~0~~	~~26~~	~~3~~	~~0~~	~~0~~	~~0~~	~~5~~	~~0~~	~~2~~
4:45 PM	5:00 PM	**4**	**23**	**0**	**0**	**24**	**8**	**0**	**0**	**0**	**12**	**0**	**5**
5:00 PM	5:15 PM	**11**	**34**	**0**	**0**	**17**	**9**	**0**	**0**	**0**	**5**	**0**	**2**
5:15 PM	5:30 PM	**4**	**28**	**0**	**0**	**29**	**6**	**0**	**0**	**0**	**1**	**0**	**9**
5:30 PM	5:45 PM	**10**	**27**	**0**	**0**	**21**	**12**	**0**	**0**	**0**	**9**	**0**	**1**
5:45 PM	6:00 PM	~~4~~	~~14~~	~~0~~	~~0~~	~~21~~	~~9~~	~~0~~	~~0~~	~~0~~	~~3~~	~~0~~	~~2~~
PM Peak Hour Volumes		**29**	**112**	**0**	**0**	**91**	**35**	**0**	**0**	**0**	**27**	**0**	**17**

PM Peak Hour Factor	*0.78*		*0.90*	**Intersection 0.97**	*#DIV/0!*	*0.65*

CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD, 2016 - 2020

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD, 2016 - 2020

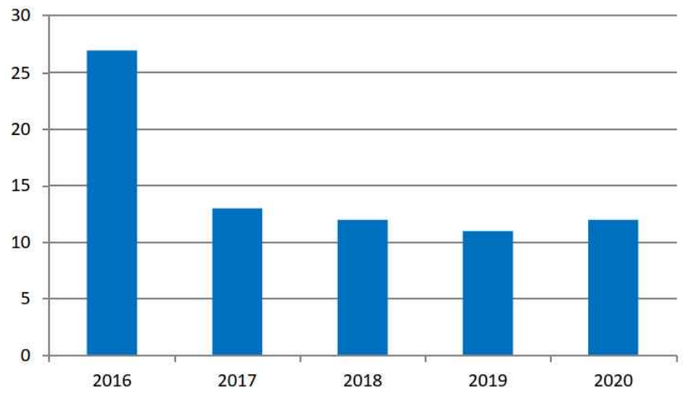


TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD BY SEVERITY OF INJURY, 2016 - 2020

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	2	40.0%	11	5.3%	68	32.9%	81	39.1%
2017	0	0.0%	0	0.0%	1	20.0%	4	9.5%	26	16.4%	31	15.0%
2018	0	0.0%	0	0.0%	0	0.0%	5	11.9%	28	17.6%	33	15.9%
2019	0	0.0%	0	0.0%	1	20.0%	14	33.3%	16	10.1%	31	15.0%
2020	0	0.0%	1	100.0%	1	20.0%	8	19.0%	21	13.2%	31	15.0%

TABLE 3: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD BY CRASH CLASSIFICATION, 2016 - 2020

CRASH CLASSIFICATION	2016	2017	2018	2019	2020	5-YEAR TOTAL
OTHER VEHICLE	24	11	11	10	6	62
FIXED OBJECT	2	2	1	0	1	6
ANIMAL	1	0	0	0	0	1
OVERTURN/ROLLOVER	0	0	0	1	0	1
LEFT BLANK	0	0	0	0	5	5
GRAND TOTAL	27	13	12	11	12	75

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD, 2016 - 2020

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	7	25.0%	20	42.6%	27	36.0%
2017	0	0.0%	4	14.3%	9	19.1%	13	17.3%
2018	0	0.0%	4	14.3%	8	17.0%	12	16.0%
2019	0	0.0%	7	25.0%	4	8.5%	11	14.7%
2020	0	0.0%	6	21.4%	6	12.8%	12	16.0%
GRAND TOTAL	0	0.0%	28	100.0%	47	100.0%	75	100.0%

NMDOT CRASH DATA

CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY, 2016 - 2020

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY, 2016 - 2020

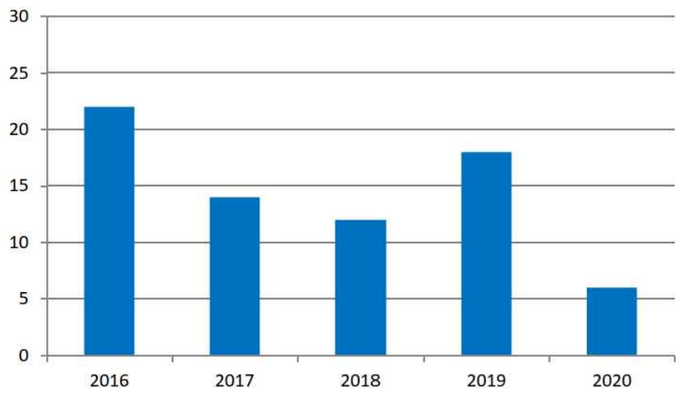


TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY BY SEVERITY OF INJURY, 2016 - 2020

	FATALITIES		SUSPECTED SERIOUS INJURIES		SUSPECTED MINOR INJURIES		POSSIBLE INJURIES		NO APPARENT INJURIES		TOTAL PEOPLE IN CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	0	0.0%	1	14.3%	5	17.9%	53	31.2%	59	28.6%
2017	0	0.0%	0	0.0%	3	42.9%	3	10.7%	34	20.0%	40	19.4%
2018	0	0.0%	0	0.0%	2	28.6%	7	25.0%	19	11.2%	28	13.6%
2019	1	100.0%	0	0.0%	1	14.3%	7	25.0%	45	26.5%	54	26.2%
2020	0	0.0%	0	0.0%	0	0.0%	6	21.4%	19	11.2%	25	12.1%

TABLE 3: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY BY CRASH CLASSIFICATION, 2016 - 2020

CRASH CLASSIFICATION	2016	2017	2018	2019	2020	5-YEAR TOTAL
OTHER VEHICLE	20	14	11	15	4	64
FIXED OBJECT	2	0	1	1	0	4
OTHER (OBJECT)	0	0	0	1	0	1
OVERTURN / ROLLOVER	0	0	0	1	0	1
LEFT BLANK	0	0	0	0	2	2
GRAND TOTAL	22	14	12	18	6	72

FIGURE 1: CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY, 2016 - 2020

	FATAL CRASHES		INJURY CRASHES		PROPERTY DAMAGE ONLY CRASHES		TOTAL CRASHES	
YEAR	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
2016	0	0.0%	5	20.8%	17	36.2%	22	30.6%
2017	0	0.0%	3	12.5%	11	23.4%	14	19.4%
2018	0	0.0%	6	25.0%	6	12.8%	12	16.7%
2019	1	100.0%	6	25.0%	11	23.4%	18	25.0%
2020	0	0.0%	4	16.7%	2	4.3%	6	8.3%
GRAND TOTAL	1	100.0%	24	100.0%	47	100.0%	72	100.0%

NMDOT CRASH DATA

CONCEPTUAL
DRAINAGE REPORT

For

FINAL PLAT
TRACT 18-B, LAS SOLERAS
SANTA FE, NEW MEXICO

Prepared by

Tierra West, LLC
5571 Midway Park Place NE
Albuquerque, New Mexico 87109

Prepared for

Meridian Buildings for Life
Dallas, TX

AUGUST 9, 2024

RONALD R BOHANNAN, PE #7868

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LOCATION

A subdivision of Tract 18B is proposed for property located off Beckner Road east of Cerrillos Road, in the Las Soleras master plan area in Santa Fe, New Mexico. It is comprised of approximately 18 acres zoned Commercial. Included with this replat is Tract 18-A which is comprised of 9.817 acres. This report represents conceptual drainage management and conceptual grading plan for approval by the City of Santa Fe, for Preliminary/Final Plat submittal.

DRAINAGE BASIN DESIGNATION

The drainage basins for proposed conditions are as indicated on the BASIN MAPs included in this report. Under existing conditions, the site is composed of one developed basin (Tract 18-B2) and five undeveloped basins (Tracts 18-A, 18-B1, 18-B3, 18-B4 & 18-B5). Under proposed developed conditions, Basins 18-B1, 18-B3, 18-B4 & 18-B5 will be developed. Tract 18-A is to be developed under a different, future phase with proposed drainage patterns to be determined at the time of development.

EXISTING DRAINGE CONDITIONS

All basins within the subject site are currently undeveloped with the exception of Basin 18-B2, which was recently developed with a medical office building (MOB) use. Tracts 18-B1 and 18-B3 generally drain southeast to northwest into the adjacent Tract 19 to the west of the subject site. Developed Tract 18-B2 drains to 3 detention ponds within the tract and ultimately outfalls to the west. Runoff from Tracts 18-B1, 18-B2 and 18-B3 is conveyed west, into Tract 19, to the existing intake drainage structure located south of Beckner Road. The structure drains to an existing storm drain main in Beckner Road. The property to the west of the subject site (Tract 19) also drains to this intake structure. Tracts 18-B4, 18-B5 and the western portion of 18-A drain generally from southwest to northeast to a second intake drainage structure located south of Beckner Road and into the storm drain main in Beckner Road. The eastern portion of Tract 18-A drains to a third intake drainage structure located south of Beckner.

The site is bordered by Interstate 25 right of way to the south. Drainage from the majority of the Tracts 18-B2 and 18-B3 fronting portion of the right of way drains to the west, around the subject site and through Tract 19 to the western most Beckner storm drain intake structure noted above. The remaining portion drains to the east, primarily through Tract 19A. These offsite flows drain via surface flows to the second Beckner storm drain inlet structures mentioned above.

Runoff from the existing Beckner Road and the road roundabout drains to the existing storm drain main in the roadway via surface flow and existing curb drop inlets.

FIRM MAP

The site is not located in a designated flood plain as shown on the attached Flood Hazard Zone Map No. 35049C0507E dated 12/4/2012.

DESIGN-CRITERIA

The drainage plan presented in this report was prepared in accordance with the City of Santa Fe Terrain and Stormwater Management Ordinances, Section 14-8.2. The hydrological analysis is based on the 100-year frequency, 24-hour duration storm, as Represented in the ordinance with point precipitation frequency data taken from NOAA Atlas 14, Volume 1, Version 5 for Santa Fe 2 Station ID: 29-8085.

The ultimate drainage plan will include detention of the storm water developed runoff in proposed on-site landscaped areas and in storm water detention ponds. The plan complies with the Terrain and Stormwater Management Ordinance requirement for release of peak flow rates not to exceed predevelopment conditions for a storm event up to the one percent change, twenty-four-hour storm event.

DEVELOPED-DRAINAGE CONDITIONS

The proposed preliminary/final plat includes subdividing existing Tract 18B into 5 tracts. The recent development of the Medical Office Building (MOB) a 95,000 sf, 3-story building with associated parking, drive aisles, landscaping and storm drainage

detention pond is included in Tract 18-B2. Surface runoff in **Tract 18B-2** will be routed through existing landscape swales and open areas as a passive water harvesting measure. Drainage from the south parking field and from approximately one half of the north parking field, along with runoff from the north half of the office building roof will drain via surface flow and storm drains to the Northwest Pond. Drainage from the south half of the office building roof and the landscaped areas to the south and east of the building will drain via surface flow and storm drain to the East Pond. Flows from the East Pond will be detained and routed through a storm drain to the Northwest Pond. Drainage from the east half of the north parking field will drain via surface flow to the Northeast Pond. Flows from the Northeast Pond will be detained and routed through a storm drain to the Northwest Pond. All flows routed through the Northwest Pond will discharge through a water quality structure and into a storm drain that will be placed under the proposed south leg of the roadway roundabout where it will be released to surface flow. The runoff will continue on its historic flow path to the west and into an existing storm drain intake structure which will convey flows to the existing storm drain main in Beckner Road. The peak flow rates from the Northwest Pond outfall and the un-detained runoff from Basing 4 will not exceed predevelopment conditions for a storm event up to the one percent change, twenty-four-hour storm event.

Runoff from **Tract 18-B1** and **Tract 18-B3** will be routed through landscape areas or swales as passive water harvesting measures and then routed via surface flows or storm drains to storm water detention ponds to be constructed within each tract. Each pond will be sized to detain runoff and to ensure the flows leaving each tract will not exceed predevelopment conditions for a storm event up to the one percent change, twenty-four-hour storm event. The outfall of the ponds will release runoff westerly to the existing Beckner Road storm drain inlet structure located within the adjacent Tract 19. The routing of the runoff will be along historic flow paths to the inlet structure.

Similarly, runoff from **Tract 18-B4** and **Tract 18-B5** will be routed through landscape areas or swales as passive water harvesting measures and then routed via surface flows or storm drains to a shared storm water detention pond to be constructed within Tract 18-B4. The pond will be sized to detain runoff and to ensure the flows leaving the pond will not exceed predevelopment conditions for a storm event up to the one percent change, twenty-four-hour storm event for the combined Tract 18-B4 and

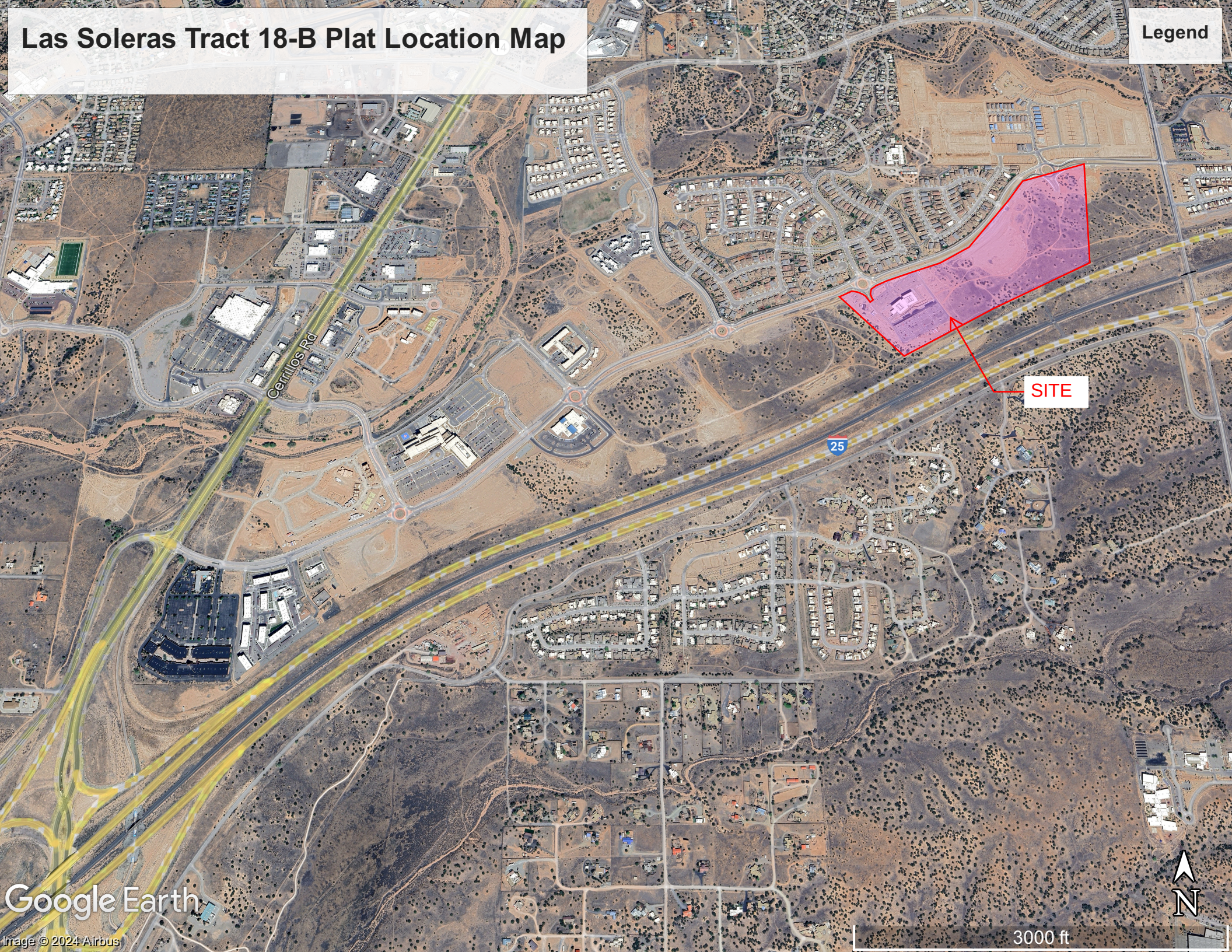
Tract 18-B5. The outfall of the ponds will release runoff easterly to the existing Beckner Road storm drain inlet structure located within the adjacent Tract 18A. The routing of the runoff will be along historic flow paths to the inlet structure.

Runoff from Tract **18-A** will continue as it currently drains today under undeveloped conditions, where flows are routed to existing Beckner Road storm drain inlet structures. The proposed developed runoff will be set in the future as the tract is developed, with runoff out falling to the existing Beckner Road storm drain.

SUMMARY

The proposed grading and drainage plan for the proposed development of a portion of the existing undeveloped Lot 18, Las Soleras property includes runoff conveyed via onsite surface flows and storm drains to onsite storm water detention ponds. The pond will detain the developed flow and release them to historic flow paths at or below predevelopment flow rates.

Las Soleras Tract 18-B Plat Location Map



BECKNER ROAD

TRACT 18B-1
1.570 AC

MEDICAL OFFICE BUILDING
3 LEVELS 95,000 BGSF
C-2 HEIGHT COMPLIANT

TRACT 18B-2
9.737 AC

TRACT 18B-3
2.064 AC

TRACT 18B-4
2.366 AC

TRACT 18B-5
2.677 AC

TRACT 18A
(FUTURE PHASE)
29.817 AC

OPEN SPACE
0.631 AC

OPEN SPACE
1.3 AC

OPEN SPACE
0.734 AC

FUTURE TRAIL

OPEN SPACE
3.026 AC

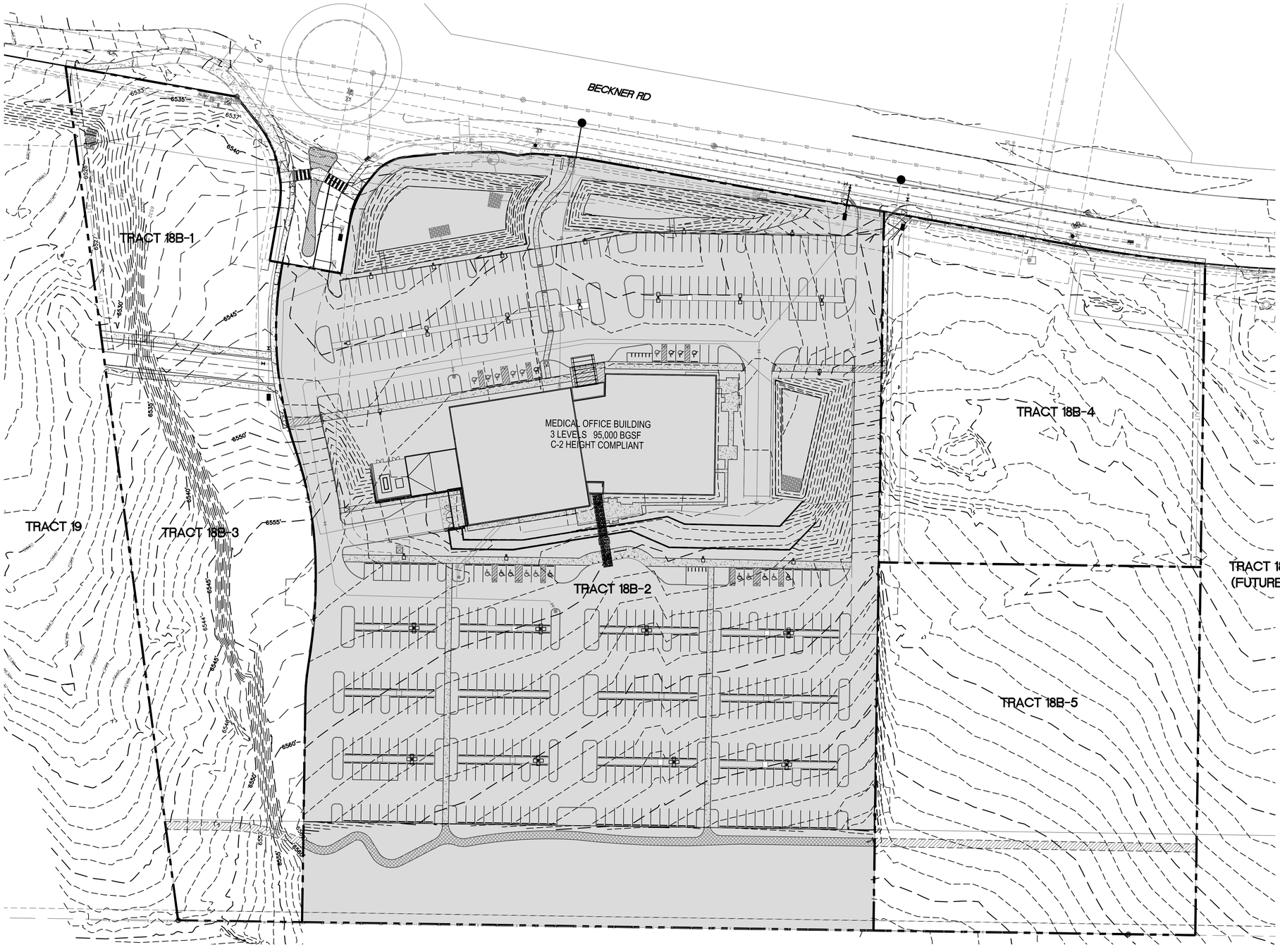
INTERSTATE 25 SBL'S

GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

TRACT 18A & 18B
LAS SOLERAS
CONCEPTUAL
DRAINAGE BASIN EXHIBIT



GRAPHIC SCALE

50 0 25 50

(IN FEET)

1 inch = 50 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

7-12-24

RONALD R. BOHANNAN P.E. #7868

LAS SOLERAS TRACT 18-B SERIAL SUBDIVISION

EXISTING SURVEY

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

DRAWN BY: PM

DATE: 7-12-24

DRAWING: 2022040

SHEET #: 1

JOB #: 2022040

BECKNER RD

TRACT 18B-1
1.570 AC

TRACT 18B-2
9.737 AC

TRACT 18B-3
2.064 AC

TRACT 18B-4
2.366 AC
FF=6551.00

TRACT 18B-5
2.677 AC
FF=6570.50

TRACT 18A
29.817 AC

MEDICAL OFFICE BUILDING
3 LEVELS 95,000 BGSF
C-2 HEIGHT COMPLIANT
FF=6549.80

EXISTING DETENTION POND

EXISTING DETENTION POND

PROPOSED DETENTION POND

EXISTING STORM DRAIN INLET STRUCTURE

NOTE
FINAL GRADING AND STORM SEWER PROFILES TO BE DETERMINED BY FUTURE DEVELOPMENT PLAN AND PERMIT SETS

GRAPHIC SCALE
50 0 25 50
(IN FEET)
1 inch = 50 ft.

ENGINEER'S SEAL
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER
7-12-24
RONALD R. BOHANNAN P.E. #7868

LAS SOLERAS TRACT 18-B SERIAL SUBDIVISION

CONCEPTUAL GRADING PLAN

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

DRAWN BY: PM
DATE: 7-12-24
DRAWING: 2022040
SHEET #: 7
JOB #: 2022040

National Flood Hazard Layer FIRMette

FEMA

106°0'52"W 35°37'25"N

106°0'15"W 35°36'56"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/14/2022 at 3:18 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

NOAA Atlas 14, Volume 1, Version 5 SANTA FE 2
Station ID: 29-8085
Location name: Santa Fe, New Mexico, USA*
Latitude: 35.6194°, Longitude: -105.9753°
Elevation:
Elevation (station metadata): 6718 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.196** (0.171-0.223)	**0.254** (0.222-0.290)	**0.337** (0.293-0.384)	**0.400** (0.349-0.456)	**0.488** (0.422-0.552)	**0.554** (0.478-0.629)	**0.625** (0.536-0.708)	**0.696** (0.593-0.791)	**0.795** (0.670-0.901)	**0.871** (0.729-0.988)
10-min	**0.298** (0.260-0.339)	**0.387** (0.338-0.442)	**0.514** (0.446-0.583)	**0.609** (0.531-0.694)	**0.742** (0.643-0.841)	**0.843** (0.727-0.957)	**0.951** (0.815-1.08)	**1.06** (0.902-1.20)	**1.21** (1.02-1.37)	**1.33** (1.11-1.50)
15-min	**0.370** (0.323-0.420)	**0.479** (0.419-0.548)	**0.636** (0.553-0.723)	**0.755** (0.658-0.860)	**0.920** (0.797-1.04)	**1.05** (0.902-1.19)	**1.18** (1.01-1.34)	**1.31** (1.12-1.49)	**1.50** (1.26-1.70)	**1.64** (1.37-1.87)
30-min	**0.498** (0.435-0.566)	**0.645** (0.564-0.738)	**0.857** (0.745-0.974)	**1.02** (0.886-1.16)	**1.24** (1.07-1.40)	**1.41** (1.21-1.60)	**1.59** (1.36-1.80)	**1.77** (1.51-2.01)	**2.02** (1.70-2.29)	**2.21** (1.85-2.51)
60-min	**0.616** (0.538-0.700)	**0.798** (0.698-0.913)	**1.06** (0.922-1.21)	**1.26** (1.10-1.43)	**1.53** (1.33-1.74)	**1.74** (1.50-1.98)	**1.97** (1.68-2.23)	**2.19** (1.86-2.49)	**2.50** (2.11-2.84)	**2.74** (2.29-3.11)
2-hr	**0.741** (0.642-0.853)	**0.940** (0.816-1.09)	**1.24** (1.08-1.43)	**1.47** (1.27-1.69)	**1.80** (1.54-2.06)	**2.05** (1.74-2.34)	**2.32** (1.96-2.64)	**2.60** (2.19-2.96)	**2.98** (2.48-3.40)	**3.29** (2.71-3.75)
3-hr	**0.786** (0.693-0.902)	**0.999** (0.874-1.14)	**1.30** (1.13-1.47)	**1.53** (1.33-1.74)	**1.86** (1.61-2.11)	**2.12** (1.83-2.40)	**2.39** (2.05-2.70)	**2.68** (2.28-3.03)	**3.07** (2.58-3.48)	**3.39** (2.83-3.83)
6-hr	**0.906** (0.804-1.02)	**1.14** (1.01-1.28)	**1.45** (1.27-1.64)	**1.69** (1.48-1.90)	**2.03** (1.77-2.27)	**2.29** (1.98-2.57)	**2.56** (2.21-2.87)	**2.84** (2.43-3.18)	**3.22** (2.73-3.60)	**3.52** (2.95-3.95)
12-hr	**1.04** (0.932-1.18)	**1.31** (1.17-1.48)	**1.64** (1.46-1.85)	**1.90** (1.69-2.14)	**2.26** (2.01-2.55)	**2.53** (2.23-2.85)	**2.82** (2.46-3.17)	**3.10** (2.70-3.50)	**3.48** (3.01-3.92)	**3.78** (3.24-4.26)
24-hr	**1.22** (1.12-1.33)	**1.52** (1.40-1.66)	**1.89** (1.74-2.06)	**2.19** (2.01-2.38)	**2.58** (2.37-2.81)	**2.89** (2.64-3.15)	**3.21** (2.92-3.48)	**3.53** (3.20-3.83)	**3.95** (3.56-4.29)	**4.28** (3.84-4.64)
2-day	**1.38** (1.26-1.51)	**1.72** (1.57-1.89)	**2.14** (1.95-2.34)	**2.47** (2.25-2.70)	**2.91** (2.65-3.18)	**3.25** (2.95-3.55)	**3.60** (3.26-3.92)	**3.95** (3.56-4.31)	**4.41** (3.95-4.81)	**4.77** (4.24-5.22)
3-day	**1.50** (1.37-1.64)	**1.87** (1.70-2.05)	**2.32** (2.11-2.54)	**2.67** (2.43-2.92)	**3.15** (2.86-3.44)	**3.52** (3.18-3.84)	**3.89** (3.52-4.24)	**4.27** (3.84-4.65)	**4.77** (4.26-5.20)	**5.15** (4.58-5.63)
4-day	**1.62** (1.47-1.78)	**2.02** (1.84-2.21)	**2.50** (2.28-2.74)	**2.88** (2.61-3.15)	**3.39** (3.07-3.70)	**3.78** (3.42-4.12)	**4.18** (3.77-4.56)	**4.58** (4.12-5.00)	**5.13** (4.58-5.59)	**5.54** (4.93-6.04)
7-day	**1.89** (1.73-2.06)	**2.35** (2.15-2.56)	**2.89** (2.64-3.15)	**3.30** (3.02-3.59)	**3.86** (3.51-4.20)	**4.28** (3.89-4.65)	**4.70** (4.27-5.10)	**5.12** (4.64-5.57)	**5.67** (5.11-6.19)	**6.09** (5.46-6.64)
10-day	**2.12** (1.95-2.34)	**2.65** (2.43-2.91)	**3.26** (2.99-3.58)	**3.74** (3.43-4.10)	**4.38** (4.00-4.80)	**4.87** (4.44-5.35)	**5.36** (4.88-5.90)	**5.86** (5.31-6.44)	**6.51** (5.87-7.16)	**7.01** (6.30-7.73)
20-day	**2.82** (2.58-3.13)	**3.51** (3.22-3.90)	**4.28** (3.91-4.74)	**4.86** (4.45-5.39)	**5.61** (5.13-6.23)	**6.16** (5.62-6.84)	**6.70** (6.09-7.45)	**7.22** (6.55-8.04)	**7.89** (7.13-8.78)	**8.37** (7.55-9.33)
30-day	**3.46** (3.21-3.74)	**4.30** (3.99-4.65)	**5.20** (4.82-5.62)	**5.87** (5.44-6.34)	**6.71** (6.21-7.25)	**7.32** (6.77-7.92)	**7.92** (7.30-8.57)	**8.48** (7.80-9.18)	**9.17** (8.40-9.96)	**9.68** (8.83-10.5)
45-day	**4.31** (4.04-4.62)	**5.34** (5.00-5.73)	**6.40** (5.98-6.85)	**7.17** (6.70-7.66)	**8.11** (7.58-8.66)	**8.77** (8.19-9.37)	**9.39** (8.75-10.0)	**9.96** (9.28-10.6)	**10.7** (9.90-11.4)	**11.1** (10.3-11.9)
60-day	**4.98** (4.66-5.32)	**6.19** (5.78-6.62)	**7.40** (6.94-7.93)	**8.28** (7.75-8.87)	**9.35** (8.75-10.0)	**10.1** (9.44-10.8)	**10.8** (10.1-11.6)	**11.4** (10.7-12.3)	**12.2** (11.4-13.1)	**12.7** (11.8-13.7)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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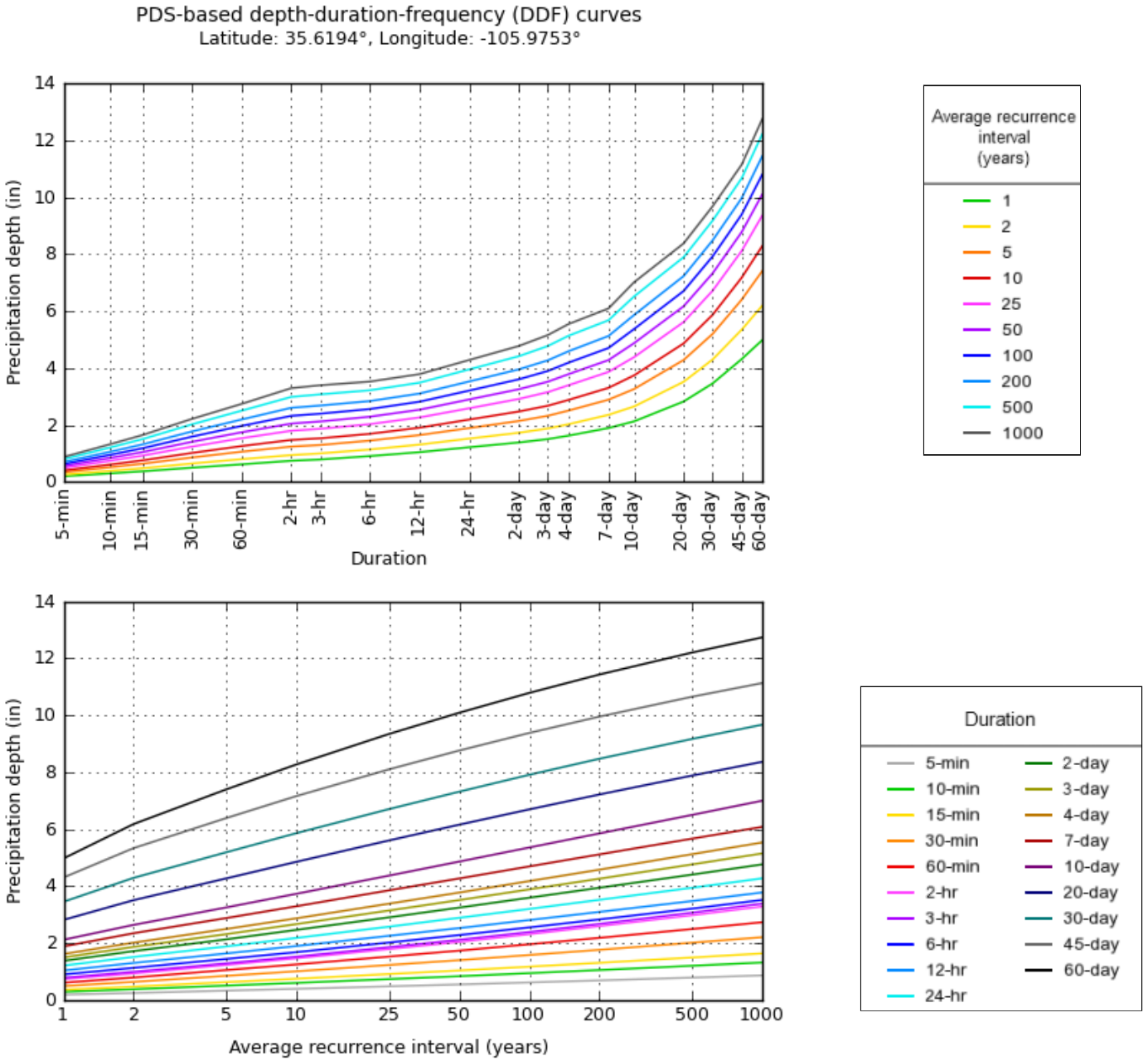
PF graphical



NOAA Atlas 14, Volume 1, Version 5

Created (GMT): Thu Jun 30 21:56:13 2022

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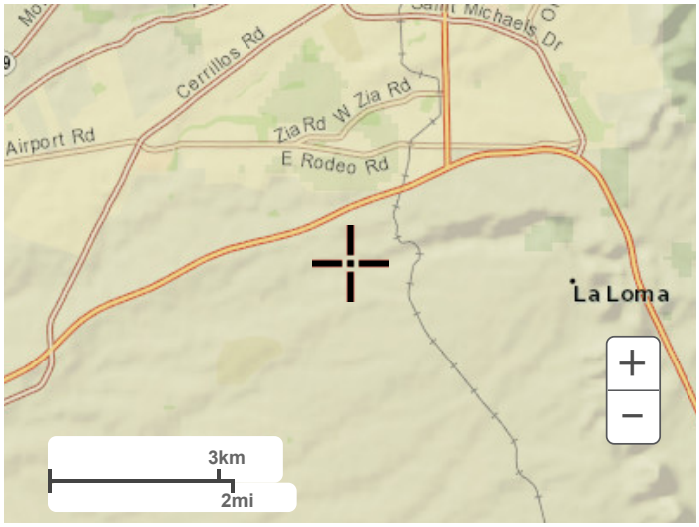
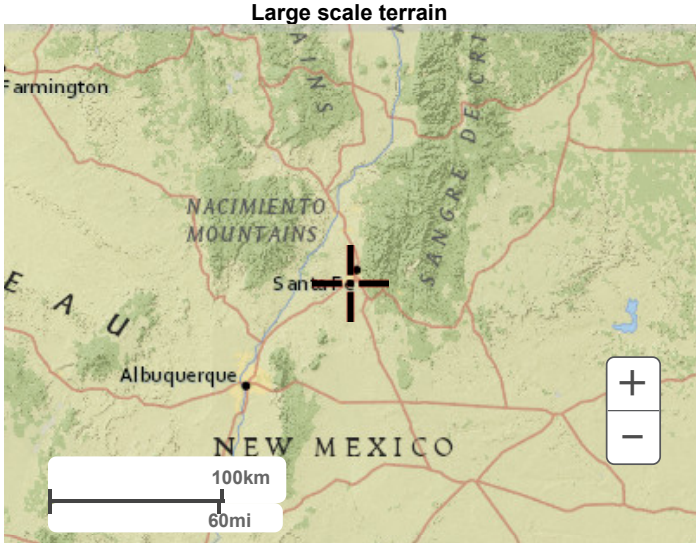
Maps & aerials

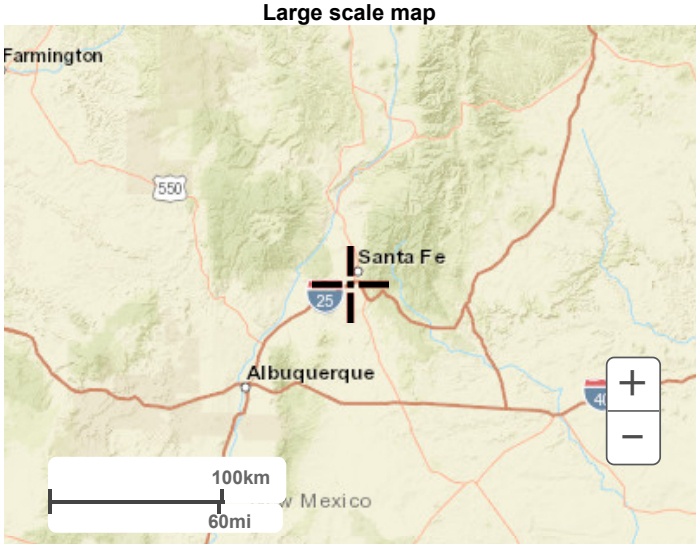
Small scale terrain



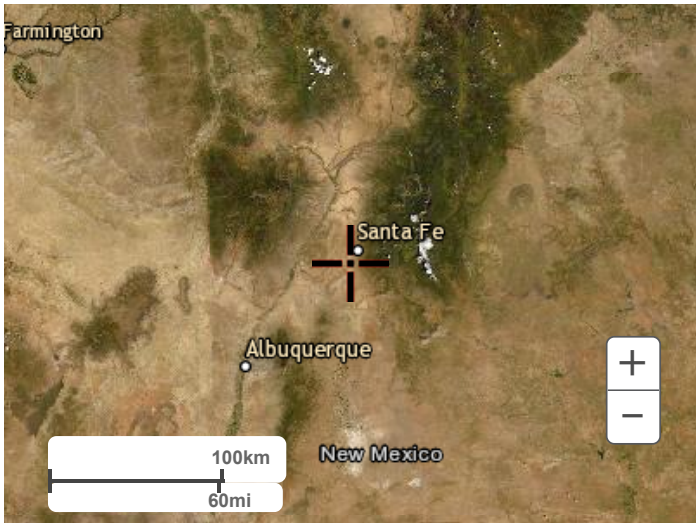
Large scale terrain



Large scale map



Large scale aerial



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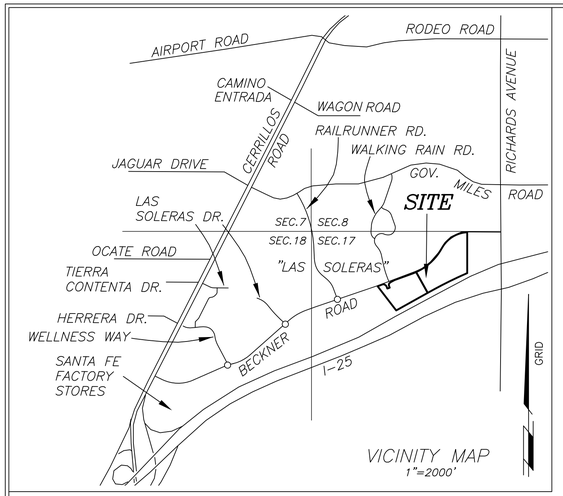
US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer



DEDICATION AND AFFIDAVIT

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) HAVE CAUSED TO BE SUBDIVIDED THOSE LANDS SHOWN HEREON. THIS SAID REPLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNER(S). THIS REPLAT CONTAINS 47.819 ACRES, MORE OR LESS. THIS LOT SPLIT LIES WITHIN THE PLATTING JURISDICTION OF THE CITY OF SANTA FE, N.M.

PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT ARE GRANTED FOR THE COMMON AND JOINT USE OF:
–PUBLIC SERVICE COMPANY OF NEW MEXICO ("PNM"), A NEW MEXICO CORPORATION, (PNM ELECTRIC) FOR INSTALLATION, MAINTENANCE, AND SERVICE OF OVERHEAD AND UNDERGROUND ELECTRICAL LINES, TRANSFORMERS, AND OTHER EQUIPMENT AND RELATED FACILITIES REASONABLY NECESSARY TO PROVIDE ELECTRICAL SERVICES. EASEMENTS FOR ELECTRIC TRANSFORMERS/SWITCHGEARS, AS INSTALLED, SHALL EXTEND TEN (10) FEET IN FRONT OF TRANSFORMERS/SWITCHGEAR DOORS AND FIVE (5) FEET ON EACH SIDE.
–NEW MEXICO GAS COMPANY FOR INSTALLATION, MAINTENANCE, AND SERVICE FOR NATURAL GAS LINES, VALVES AND OTHER EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE NATURAL GAS SERVICES.
–QWEST CORPORATION D/B/A CENTURY LINK QC FOR THE INSTALLATION, MAINTENANCE, AND SERVICE OF SUCH LINES, CABLE, AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE COMMUNICATION SERVICES.
–COMCAST FOR THE INSTALLATION, MAINTENANCE, AND SERVICE SUCH LINES, CABLE AND OTHER RELATED EQUIPMENT AND FACILITIES REASONABLY NECESSARY TO PROVIDE CABLE SERVICES.

INCLUDED IS THE RIGHT TO BUILD, REBUILD, CONSTRUCT, RECONSTRUCT, LOCATE, RELOCATE WITHIN THE EASEMENT, CHANGE, REMOVE, REPLACE, MODIFY, RENEW, OPERATE AND MAINTAIN FACILITIES FOR PURPOSES DESCRIBED ABOVE, TOGETHER WITH FREE ACCESS TO, FROM, AND OVER SAID EASEMENT, WITH THE RIGHT AND PRIVILEGE OF GOING UPON, OVER AND ACROSS ADJOINING LANDS OF GRANTOR FOR THE PURPOSES SET FORTH HEREIN AND WITH THE RIGHT TO UTILIZE THE RIGHT OF WAY AND EASEMENT TO EXTEND SERVICES TO CUSTOMERS OF GRANTEE, INCLUDING SUFFICIENT WORKING AREA SPACE FOR ELECTRICAL TRANSFORMERS, WITH THE RIGHT AND PRIVILEGE TO TRIM AND REMOVE TREES, SHRUBS OR BUSHES WHICH INTERFERE WITH THE PURPOSES SET FORTH HEREIN. NO BUILDING, SIGN POOL (ABOVEGROUND OR SUBSURFACE), HOT TUB, CONCRETE OR WOOD POOL DECKING, OR OTHER STRUCTURE SHALL BE ERECTED OR CONSTRUCTED ON SAID EASEMENTS, NOR SHALL ANY WELL BE DRILLED OR OPERATED THEREON. PROPERTY OWNERS SHALL BE SOLELY RESPONSIBLE FOR CORRECTING ANY VIOLATIONS OF NATIONAL ELECTRICAL SAFETY CODE BY CONSTRUCTION OF POOLS, DECKING, OR ANY STRUCTURES ADJACENT TO OR NEAR EASEMENTS SHOWN ON THIS PLAT.

PRIVATE ACCESS EASEMENTS, AS SHOWN AS PAE, ARE HEREBY GRANTED FOR USE BY THE OWNERS AND TENANTS OF TRACTS 18B–1 AND 18B–3 THROUGH 18B–5 AS INDICATED AND SHOWN HEREON FOR INGRESS & EGRESS, INCLUDING BUT NOT LIMITED TO CONSTRUCTION & MAINTENANCE OF SAID SHARED ACCESS. MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE LAND OWNER OR OWNERS ASSOCIATION. THESE ROADS ARE NOT DEDICATED TO THE PUBLIC EXCEPT FOR EMERGENCY TYPE VEHICLES

EASEMENTS SHALL BE BINDING UPON THE UNDERSIGNED AND THEIR SUCCESSORS AND ASSIGNS

STORMWATER AGREEMENT:
PROPERTY OWNER(S) HEREBY AGREE THAT ALL STORM WATER EASEMENTS AND ANY OTHER DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY WILL BE MAINTAINED AND KEPT FULLY FUNCTIONAL AS ORIGINALLY DESIGNED AND CONSTRUCTED WITHIN PRIVATE PROPERTY BOUNDARIES BY BECKNER ROAD EQUITIES, INC. LOT OWNERS ASSOCIATION(OWNER) AND SUBSEQUENT HEIRS, ASSIGNS, AND FUTURE OWNERS. THE CITY IS HEREBY GRANTED THE FOLLOWING: (1) ACCESS FOR INSPECTION OF SAID IMPROVEMENTS; (2) IN THE EVENT OF DRAINAGE FACILITY MAINTENANCE DEFICIENCY AND AFTER TEN (10) DAYS WRITTEN NOTICE TO THE RESPECTIVE PROPERTY OWNER, TO ENTER AND RESTORE FULL FUNCTIONAL CAPACITY OF THE DRAINAGE IMPROVEMENTS; AND (3) TO LIEN THE PROPERTY FOR BOTH DIRECT AND INDIRECT COSTS ASSOCIATED WITH SUCH WORK. BY SIGNATURE AFFIXED TO THIS INSTRUMENT, THE PROPERTY OWNER(S) APPROVE AND AGREE THAT THIS AGREEMENT IS BINDING PERPETUALLY, RUNNING WITH THE LAND, ON PRESENT AND FUTURE OWNERS, HEIRS, AND ASSIGNS.

OWNERS TRACT 18A: LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO.,

_____
GORDON L. SKARSGARD, MANAGING MEMBER

STATE OF NEW MEXICO)
)SS
COUNTY OF)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY GORDON L. SKARSGARD, MANAGING MEMBER, LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., ON THIS ____ DAY OF _____, 2024

_____
NOTARY PUBLIC COMMISSION EXPIRES

_____
JUNE GARDNER, MANAGING MEMBER

STATE OF NEW MEXICO)
)SS
COUNTY OF)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JUNE GARDNER, MANAGING MEMBER, LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., ON THIS ____ DAY OF _____, 2024

_____
NOTARY PUBLIC COMMISSION EXPIRES

TRACT 18: LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY

_____
BY: **GORDON L. SKARSGARD,** OVERSIGHT MANAGER

STATE OF NEW MEXICO)
)SS
COUNTY OF)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY GORDON L. SKARSGARD, OVERSIGHT MANAGER OF LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY, ON THIS ____ DAY OF _____, 2024

_____
NOTARY PUBLIC MY COMMISSION EXPIRES

_____
BY: **RANDALL W. EAKIN,** OVERSIGHT MANAGER

STATE OF NEW MEXICO)
)SS
COUNTY OF)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY RANDALL W. EAKIN, OVERSIGHT MANAGER OF LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY, ON THIS ____ DAY OF _____, 2024.

_____
NOTARY PUBLIC COMMISSION EXPIRES

TRACT 18B: SANTA FE LAS SOLERAS MEDICAL DEVELOPMENT LLC., A DELAWARE LIMITED LIABILITY COMPANY

_____
BY: **MIKE CONN,** AUTHORIZED SIGNER

STATE OF NEW MEXICO)
)SS
COUNTY)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY MIKE CONN, AUTHORIZED SIGNER FOR SANTA FE LAS SOLERAS MEDICAL DEVELOPMENT LLC., A DELAWARE LIMITED LIABILITY COMPANY, ON THIS ____ DAY OF _____, 2024

_____
NOTARY PUBLIC MY COMMISSION EXPIRES

_____
JOHN M. MAHONEY, MANAGING MEMBER

STATE OF NEW MEXICO)
)SS
COUNTY OF)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JOHN M. MAHONEY, MANAGING MEMBER, LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., ON THIS ____ DAY OF _____, 2024

_____
NOTARY PUBLIC COMMISSION EXPIRES

_____
J. HARMON BURTTRAM, OVERSIGHT MANAGER

STATE OF NEW MEXICO)
)SS
COUNTY OF)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J. HARMON BURTTRAM, OVERSIGHT MANAGER, LAS SOLERAS VILLAGE LLC, A N.M. LIMITED LIABILITY CO., ON THIS ____ DAY OF _____, 2024

_____
NOTARY PUBLIC COMMISSION EXPIRES

_____
BY: **J. HARMON BURTTRAM,** OVERSIGHT MANAGER

STATE OF NEW MEXICO)
)SS
COUNTY OF)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY J. HARMON BURTTRAM, OVERSIGHT MANAGER OF LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY, ON THIS ____ DAY OF _____, 2024.

_____
NOTARY PUBLIC COMMISSION EXPIRES

_____
BY: **JUNE GARDNER,** OVERSIGHT MANAGER

STATE OF NEW MEXICO)
)SS
COUNTY OF)
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED AND SUBSCRIBED BEFORE ME BY JUNE GARDNER, OVERSIGHT MANAGER OF LAS SOLERAS CENTER, LLC., A NEW MEXICO LIMITED LIABILITY COMPANY, ON THIS ____ DAY OF _____, 2024.

_____
NOTARY PUBLIC COMMISSION EXPIRES

UTILITY COMPANIES

_____
COMCAST DATE

IN APPROVING THIS PLAT, PUBLIC SERVICE COMPANY OF NEW MEXICO (PNM), NEW MEXICO GAS COMPANY (NMGC) AND QWEST CORPORATION d/b/a CENTURYLINK (QWEST) DID NOT CONDUCT A TITLE SEARCH OF THE PROPERTIES SHOWN HEREON. CONSEQUENTLY, PNM, NMGC AND QWEST DO NOT WAIVE OR RELEASE ANY EASEMENT OR EASEMENT RIGHTS WHICH MAY HAVE BEEN GRANTED BY PRIOR PLAT, REPLAT, OR OTHER DOCUMENT AND WHICH ARE NOT SHOWN ON THIS PLAT.

_____
PNM ELECTRIC SERVICE DATE

_____
NM GAS COMPANY DATE

CENTURY LINK DISCLAIMER.

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE TELEPHONE SERVICE TO THE SUBDIVISION.

_____
QWEST CORPORATION d/b/a CENTURY LINK(QWEST) DATE

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE REPRESENTATION OF A SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION ON THE 19TH DAY OF MAY, 2023 TO THE BEST OF MY KNOWLEDGE, THE SURVEY AND PLAT ARE CORRECT, TRUE AND MEET THE MINIMUM STANDARDS FOR LAND SURVEYS IN NEW MEXICO.

_____
DIEGO J. SISNEROS, NMPS#13986, / /2024

_____
SANTA FE COUNTY TREASURER DATE

COUNTY OF SANTA FE)SS
STATE OF NEW MEXICO)
I hereby certify that this instrument was filed for record on the_____day of _____ 202_ A.D. at _____ o'clock_____, and was duly recorded in book_____, page(s)_____of the records of Santa Fe County.

Witness my Hand and Seal of office
KATHARINE E. CLARK
County Clerk, Santa Fe county, N.M.

_____
Deputy

PRELIMINARY SERIAL SUBDIVISION PLAT
LAS SOLERAS TRACT 18B
PREPARED FOR
SANTA FE LAS SOLERAS MEDICAL DEVELOPMENT LLC, A DELAWARE LIMITED LIABILITY COMPANY

LYING WITHIN SECTION 17, T.16N., R.9E., N.M.P.M.
CITY AND COUNTY OF SANTA FE, N.M.

PURPOSE: TO CREATE 4 ADDITIONAL COMMERCIAL LOTS

CITY OF SANTA FE APPROVAL CASE#2024–

_____
CITY ENGINEER FOR LAND USE DATE

_____
CITY PLANNER DATE

CITY OF SANTA FE NOTES AND CONDITIONS

1. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH APPLICABLE PROVISIONS OF CHAPTER 14. LAND DEVELOPMENT CODE, SFCC 2001 AND SUBSEQUENT AMENDMENTS.

2. PROPERTY DEVELOPMENT IS REQUIRED TO COMPLY WITH THE PROVISIONS OF EACH CITY OF SANTA FE ORDINANCE ADOPTED PRIOR TO PLAT AND OR DEVELOPMENT PLAN RECORDING WITH THE COUNTY CLERK OR SUBMITTAL FOR A BUILDING PERMIT APPLICATION THAT MODIFIES ANY PROVISION OF CHAPTER 14, LAND DEVELOPMENT CODE, SFCC 1987 AND SUBSEQUENT AMENDMENTS.

3. BUILDABLE AREAS FOR PLATTED PARCELS WILL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION AS DETAILED IN THE LAND DEVELOPMENT CODE.

4. DEVELOPMENT OF TRACT 18 SHALL BE IN COMPLIANCE WITH ALL CONDITIONS OF APPROVAL FOR LAS SOLERAS CASE M–2008–27, M–2008–28, SD 2008–15, AND ZA–2008–11, AS WELL AS WITH THE ANNEXATION AGREEMENT RECORDED ON 3/04/2010.

5. PRIOR TO NEW CONSTRUCTION, PLAT WILL BE SUBMITTED TO FIRE DEPARTMENT FOR COMPLIANCE WITH THE INTERNATIONAL FIRE CODE. ACCESS GREATER THAN 150 FEET LONG MUST PROVIDE AN EASEMENT OF 20 FEET WIDE AND PROVIDE A FIRE TURNAROUND. (MUST COMPLY WITH APPENDIX D OF IFC 2006 EDITION).

6. ALL FIRE DEPARTMENT ACCESS SHALL BE NO GREATER THAN A 10% GRADE THROUGHOUT AND MAINTAIN 20' MINIMUM WIDTH.

7. FIRE DEPARTMENT ACCESS SHALL NOT BE LESS THAN 20 FEET WIDTH TO ANY NEW CONSTRUCTION.

8. FIRE DEPARTMENT SHALL HAVE 150 FEET DISTANCE TO ANY PORTION OF THE BUILDING ON ANY NEW CONSTRUCTION.

9. SHALL HAVE WATER SUPPLY THAT MEETS FIRE FLOW REQUIREMENTS AS PER IFC OR INSTALL AN AUTOMATIC SPRINKLER SYSTEM.

10. EACH LOT SHALL BE SERVED WITH SEPARATE SEWER AND WATER SERVICES.

11. THE PROPERTY AND STRUCTURES SHALL BE CONNECTED TO THE CITY'S PUBLIC SEWER COLLECTION SYSTEM.

12. 100 FOOT PRIVATE OPEN SPACE EASEMENT WITH FLOATING 20' NON MOTORIZED TRAIL EASEMENT TO BE GRANTED TO THE CITY OF SANTA FE. SAID TRAIL TO BE CONSTRUCTED WITH DEVELOPMENT OF LOTS.

13. ANY AND ALL DEVELOPMENT SHALL MEET THE IFC CODE REQUIREMENTS 2009 EDITION OR THE MOST CURRENT EDITION THE GOVERNING BODY HAS ADOPTED AT THE TIME OF PERMITTING.

14. THIS DEVELOPMENT SHALL COMPLY WITH THE FOLLOWING IFC 2009 EDITIONS FOR ACCESS.
. CHAPTER 5
. APPENDIX D

FLOOD ZONE

THIS PROPERTY LIES WITHIN OTHER AREAS "ZONE X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN ON FIRM MAP No. 35049C0507E, EFFECTIVE DECEMBER 4, 2012.

"TITLE AND INDEXING INFORMATION FOR COUNTY CLERK"

OWNERS TRACT 18A: LAS SOLERAS VILLAGE LLC & LAS SOLERAS CENTER LLC,
OWNERS TRACT 18B: SANTA FE LAS SOLERAS MEDICAL DEVELOPMENT LLC, A DELAWARE LIMITED LIABILITY COMPANY
PARENT PARCEL: TRACT 18A AND TRACTS 18B,
"LOT SPLIT PLAT PREPARED FOR LAS SOLERAS LLC & LAS SOLERAS CENTER LLC OF TRACT 18 LAS SOLERAS", RECORDED AS INST.#2002919 IN BOOK 698 PAGES 7–8.

TRACT 18A UPC#: 1–050–094–338–410
TRACT 18B UPC#:1–050–094–266–364
PLSS LOCATION: SECTION 17, T16N, R09E, NMPM,
CITY: SANTA FE
COUNTY: SANTA FE
STATE: NEW MEXICO

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
S.F., N.M., 87507 PH505–471–6660
FILE# 10831SS DATE: 1/8/2024

REFERENCE DOCUMENTS

1. "LOT SPLIT SURVEY PLAT PREPARED FOR LAS SOLERAS VILLAGE LLC & LAS SOLERAS CENTER LLC OF TRACT 18 LAS SOLERAS.." BY DIEGO J. SISNEROS, NMPS 13986. PLAT RECORDED AS INSTRUMENT NUMBER 2002919 ON THE 12th DAY OF DECEMBER, 2022 IN PLAT BOOK 898 PAGES 7–8, IN THE SANTA FE COUNTY CLERKS OFFICE.

2. EASEMENT SURVEY PLAT PREPARED FOR VDLS LLC, A NEW MEXICO LIMITED LIABILITY COMPANY OF TRACT 17 AND TRACT 18 LAS SOLERAS, PREPARED BY DIEGO J. SISNEROS, NMPLS 13986, RECORDED ON THE 17TH DAY OF AUGUST, 2021 AS INST.#1962900 IN BOOK 881 PAGE 08–09.

3. BECKNER ROAD DEDICATION PLAT PREPARED FOR PRESBYTERIAN HEALTHCARE SERVICES, SPECTRUM ACQUISITION SANTA FE LLC, LAS SOLERAS VILLAGE, LLC; LAS SOLERAS CENTER, LLC AND BECKNER ROAD EQUITIES, INC. BY DIEGO J. SISNEROS, NMPS 13986. PLAT RECORDED AS INSTRUMENT NUMBER 1808503 ON THE 31ST DAY OF OCTOBER, 2016 IN PLAT BOOK 809 PAGES 3–4, IN THE SANTA FE COUNTY CLERKS OFFICE.

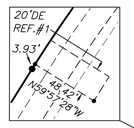
ALL OTHER REFERENCE DOCUMENTS AS NOTED HEREON.

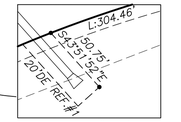
CONTROL SUMMARY

BEARINGS ARE GRID. DISTANCES ARE REFERRED TO 6800' AMSL. TO CONVERT TO NMSPC CENTRAL ZONE GRID DISTANCES, MULTIPLY BY THE COMBINED SCALE FACTOR OF 0.99958383. VERTICAL DATUM IS NAVD88. ALL DATA IS DERIVED FROM CONTROL ESTABLISHED USING THE NMSP NAD83 PROJECTION FROM THE CARLSON SURVCE2 DATA COLLECTION PROGRAM USING RTK BASE STATION "DAWSON2", ESTABLISHED FROM '92 NGS AND SANTA FE COUNTY G.I.S. CONTROL STATIONS: GRID N1687626.87027, GRID E 1708833.475 AND AN ELEVATION OF 6572.376 VIA STATIC OBSERVATION. A BEARING OF S60°50'03"W WAS ESTABLISHED ON THE SOUTH BOUNDARY BETWEEN NMSHD R/W RAILS

LEGEND

- ● DENOTES #4 REBAR, 13986 OR AS NOTED.
- ○ DENOTES 1/2" REBAR WITH CAP 13986 TO BE SET
- • DENOTES CALCULATED POINT, NOT SET.
- SAS DENOTES SANITARY SEWER
- PUE DENOTES PUBLIC UTILITY EASEMENT
- SE DENOTES SLOPE EASEMENT
- PAE DENOTES PRIVATE ACCESS EASEMENT
- ..... DENOTES EASEMENT VACATED BY THIS PLAT
- ——— DENOTES BOUNDARY OF LANDS DEALT WITH BY THIS PLAT. INFORMATION OUTSIDE OF THIS BOUNDARY IS BACKGROUND INFORMATION ONLY, NOT VERIFIED FOR ACCURACY AND IS NOT PART OF THIS PLAT.





DETAIL 1"=50'

LINE	BEARING	DIST.
L1	N19°55'24"W	53.23'
L2	N70°04'36"E	12.87'
L3	N19°57'33"W	10.26'
L4	N70°04'36"E	59.12'
L5	S20°32'01"E	49.22'
L6	S08°51'27"W	16.53'
L7	S70°18'02"W	17.92'
L8	S52°31'39"W	13.10'

CURVE	RADIUS	DELTA	ARC	CHORD	BEARING
C1	363.52'	14°24'07"	91.37'	91.13'	S27°58'44"E
C2	105.00'	48°16'26"	88.47'	85.87'	S44°03'37"E
C3	200.50'	8°50'56"	30.97'	30.94'	N24°44'02"W
C4	531.69'	11°36'40"	107.75	107.56	N26°12'27"W
C5	369.50'	16°50'15"	108.58	108.19	N40°25'55"W
C6	363.52'	13°40'14"	86.74'	86.53'	N42°00'55"W
C7	65.00'	35°54'20"	40.73'	40.07'	N09°05'44"W
C8	45.00'	44°01'17"	34.57'	33.73'	N30°52'05"E
C9	663.00'	8°14'54"	95.45'	95.36'	N57°00'10"E
C10	476.02'	8°02'02"	66.75'	66.69'	N66°03'35"E
C11	1548.99'	4°28'32"	121.00	120.97	N67°50'20"E
C12	11609.16'	5°35'01"	1131.31	1130.87	S63°37'45"W
C13	1549.00'	35°33'17"	961.23	945.88	N47°49'25"E
C14	851.00'	57°11'38"	849.49	814.65	N58°38'36"E

PRELIMINARY SERIAL SUBDIVISION PLAT
LAS SOLERAS TRACT 18B
PREPARED FOR
SANTA FE LAS SOLERAS MEDICAL DEVELOPMENT LLC,
A DELAWARE LIMITED LIABILITY COMPANY

LYING WITHIN SECTION 17, T.16N., R.9E., N.M.P.M.
CITY AND COUNTY OF SANTA FE, N.M.

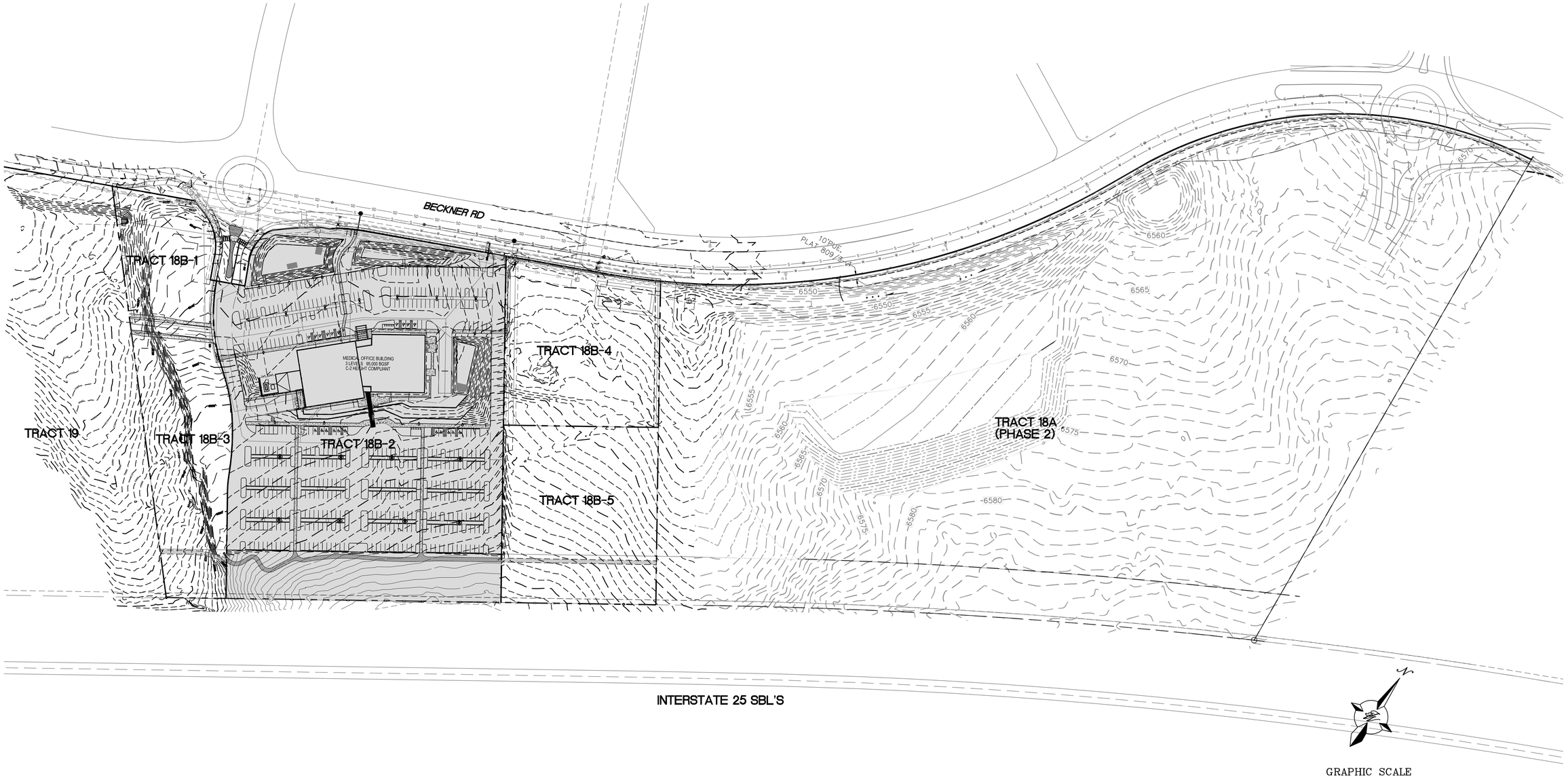
PURPOSE: TO CREATE 4 ADDITIONAL COMMERCIAL LOTS

GRID

SCALE 1" = 100' FEET
100 0 100

DIEGO J. SISNEROS, NMPLS#13986 / /2024

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
S.F., N.M., 87507 PH505-471-6660
FILE# 10831SS DATE: 1/8/2024



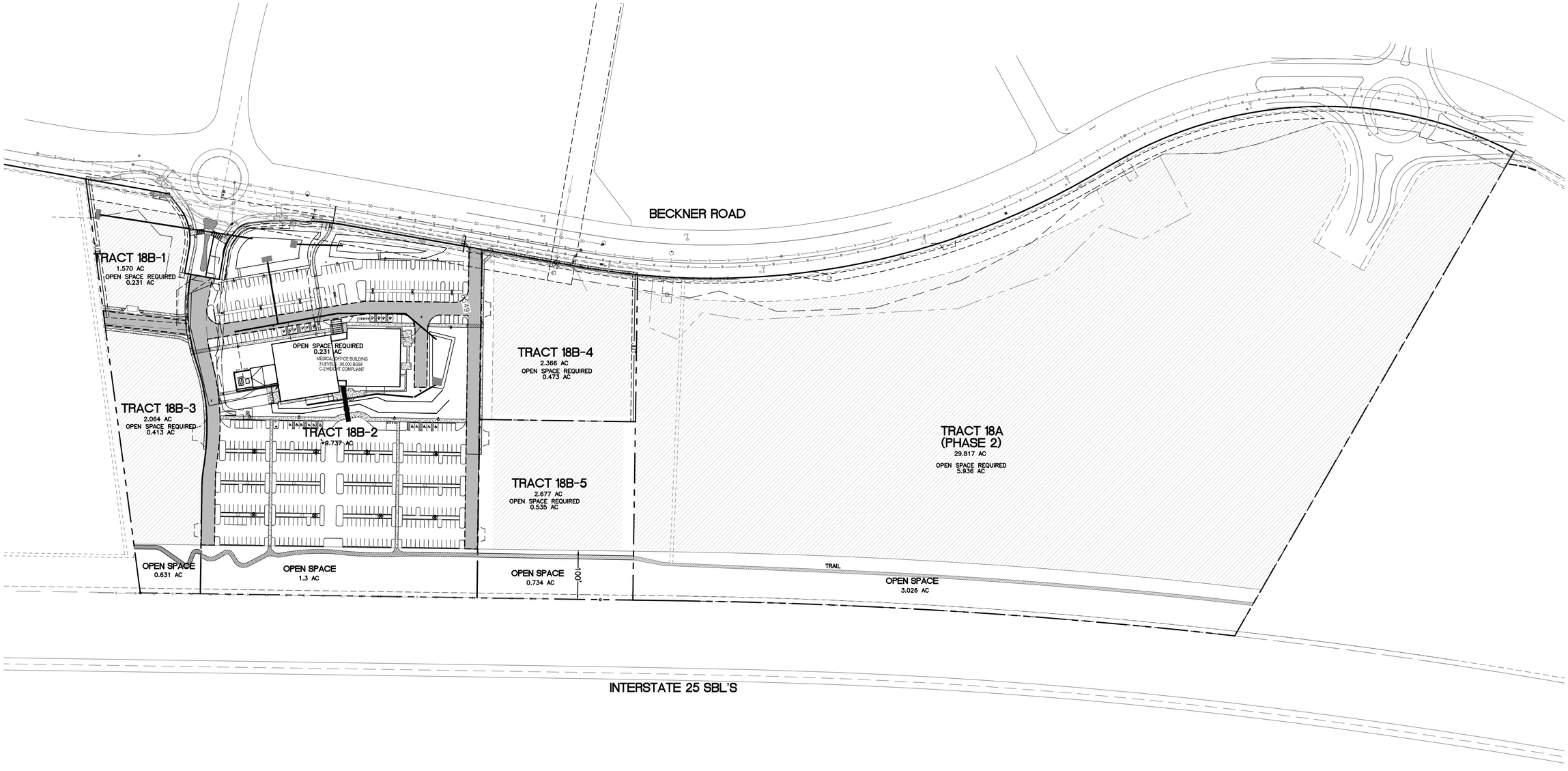
GRAPHIC SCALE

100 0 50 100

(IN FEET)

1 inch = 100 ft.

ENGINEER'S SEAL	LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION	DRAWN BY PM
RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 10-3-24	EXISTING SURVEY AND CONDITIONS	DATE 10-3-24
RONALD R. BOHANNAN P.E. #7868		DRAWING 2022040
	TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	SHEET # 1
		JOB # 2022040



GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

NOTES

1. TRACTS 18B-1, 18B-2, 18B-3, 18B-4 AND 18B-5 ARE INCLUDED AS PHASE 1
2. TRACT 18-A IS INCLUDED AS PHASE 2
3. TRACT 18-B2 IS EXISTING DEVELOPED MEDICAL OFFICE BUILDING (MOB)
4. BUILDABLE AREAS SHOWN FOR TRACTS 18-A,B1,3,4 AND 5. 25% REQUIRED OPEN SPACE CAN BE ATTAINED GIVEN THE 60% LIMIT ON LOT COVERAGE FOR BUILDINGS AND AMENITIES AND GIVEN THE EXISTING 100' OPEN SPACE ALONG THE SOUTHERN EDGE OF TRACTS 18B-3 AND 18B-5
5. PARKING WILL MEET CITY STANDARDS FOR PROPOSED USES (TBD)

BUILDABLE AREA

Open Space Calculations				
Tract	Acreage	25% Open Space Required (Acres)	20% Open Space Required with passive water harvesting credit (Acres)	Notes
18 B-1	1.157	0.289	0.231	
18 B-2	9.737	-	1.947	Parcel built out - passive water harvesting employe
18 B-3	2.0639	0.516	0.413	
18 B-4	2.366	0.592	0.473	
18 B-5	2.677	0.669	0.535	
18 A	29.817	7.454	5.963	

SETBACK

STREET (FRONT) 15'
SIDE YARD 0'
REAR YARD 10'

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

10-3-24

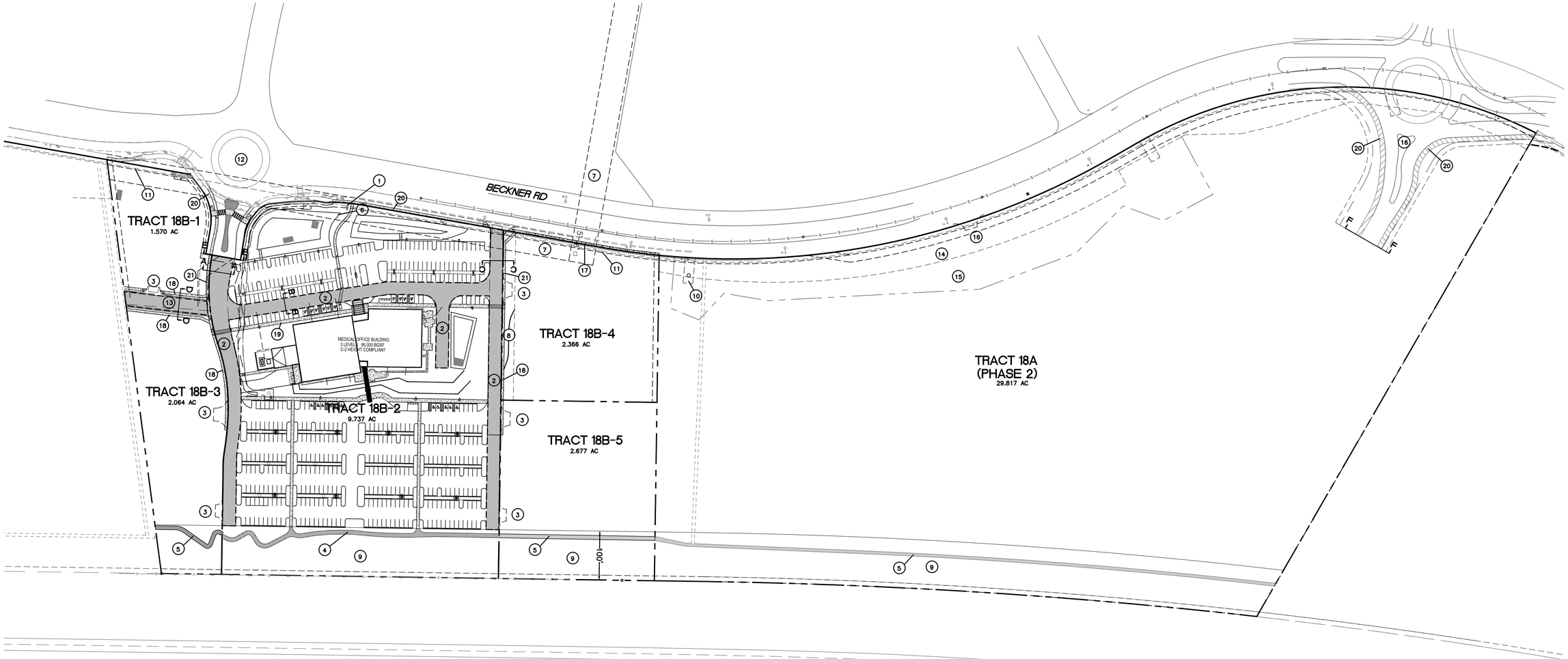
RONALD R. BOHANNAN
P.E. #7868

LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION

OVERALL LAYOUT AND PHASING PLAN

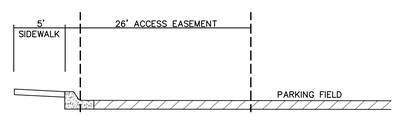
TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: PM
DATE: 10-3-24
DRAWING: 2022040
SHEET #: 2
JOB #: 2022040

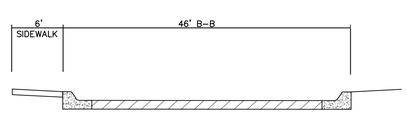


KEYED NOTES

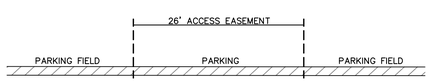
1. MONUMENT SIGN
2. ACCESS EASEMENT AND FIRE LANE, 26' MINIMUM (EXISTING)
3. CURB CUTS FOR LOT ACCESS (PHASE 1)
4. EXISTING PAVED TRAIL
5. PROPOSED PAVED TRAIL
6. PNM EASEMENT, WIDTH VARIES
7. 50' PNM TRANSMISSION EASEMENT
8. 20' WATER AND SANITARY SEWER EASEMENT
9. 100' OPEN SPACE
10. 20' DRAINAGE EASEMENT
11. 10' PUE
12. BECKNER RD/WALKING RAIN ROUNDABOUT
13. ACCESS EASEMENT AND FIRE LANE, 26' MINIMUM (FUTURE)
14. SLOPE EASEMENT, WIDTH VARIES
15. TEMPORARY DRAINAGE EASEMENT
16. FUTURE CURB CUT, PHASE 2 (FINAL LOCATION TO BE DETERMINED W/DEVELOPMENT PLAN)
17. NEW 6' CONCRETE SIDEWALK
18. NEW 5' CONCRETE SIDEWALK
19. EXISTING 7' CONCRETE SIDEWALK
20. EXISTING 6' CONCRETE SIDEWALK (MINIMUM)
21. EXISTING 5.5' CONCRETE SIDEWALK



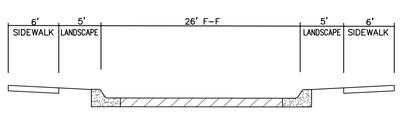
SECTION A-A, C-C



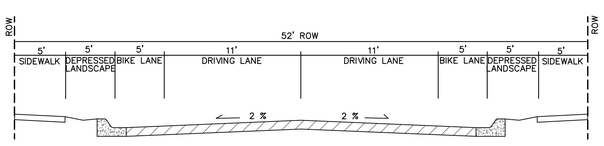
SECTION E-E



SECTION B-B

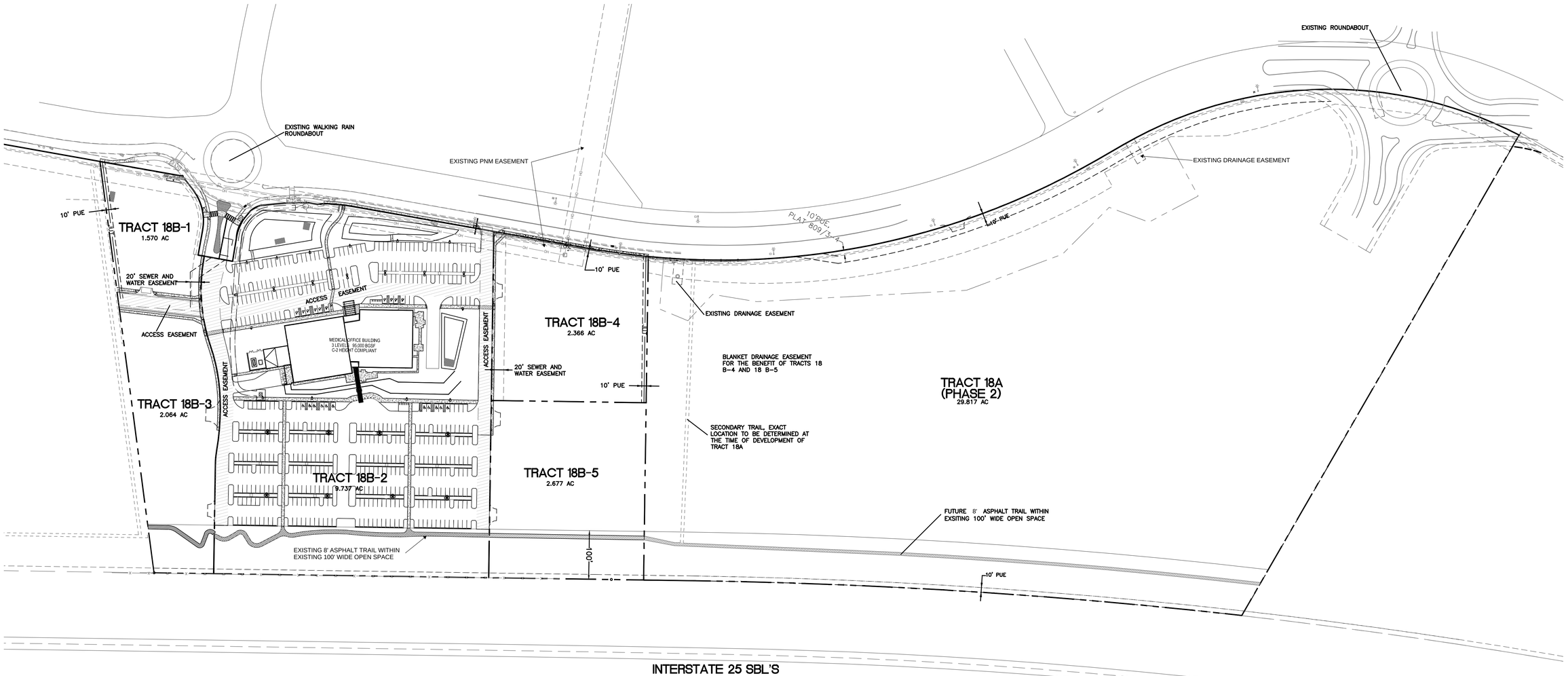


SECTION F-F



SECTION D-D

ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 10-3-24 RONALD R. BOHANNAN P.E. #7868	LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION ACCESS EXHIBIT	DRAWN BY PM DATE 10-3-24 DRAWING 2022040
	TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	SHEET # 3 JOB # 2022040



NOTES

1. BECKNER ROAD OFF SITE IMPROVEMENTS FRONTING TRACT 18A TO BE DESIGNED AND BUILT WITH FUTURE APPROVED DEVELOPMENT PLAN ONCE A USE/PROJECT HAS BEEN DEFINED FOR THAT PARCEL
2. TRACT 18A TRAILS TO BE INSTALLED AT THE TIME OF DEVELOPMENT PLAN SUBMITTAL PER THE LAS SOLERAS MASTER PLAN TRAILS EXHIBIT ONCE A USE/PROJECT HAS BEEN DEFINED

GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

10-3-24

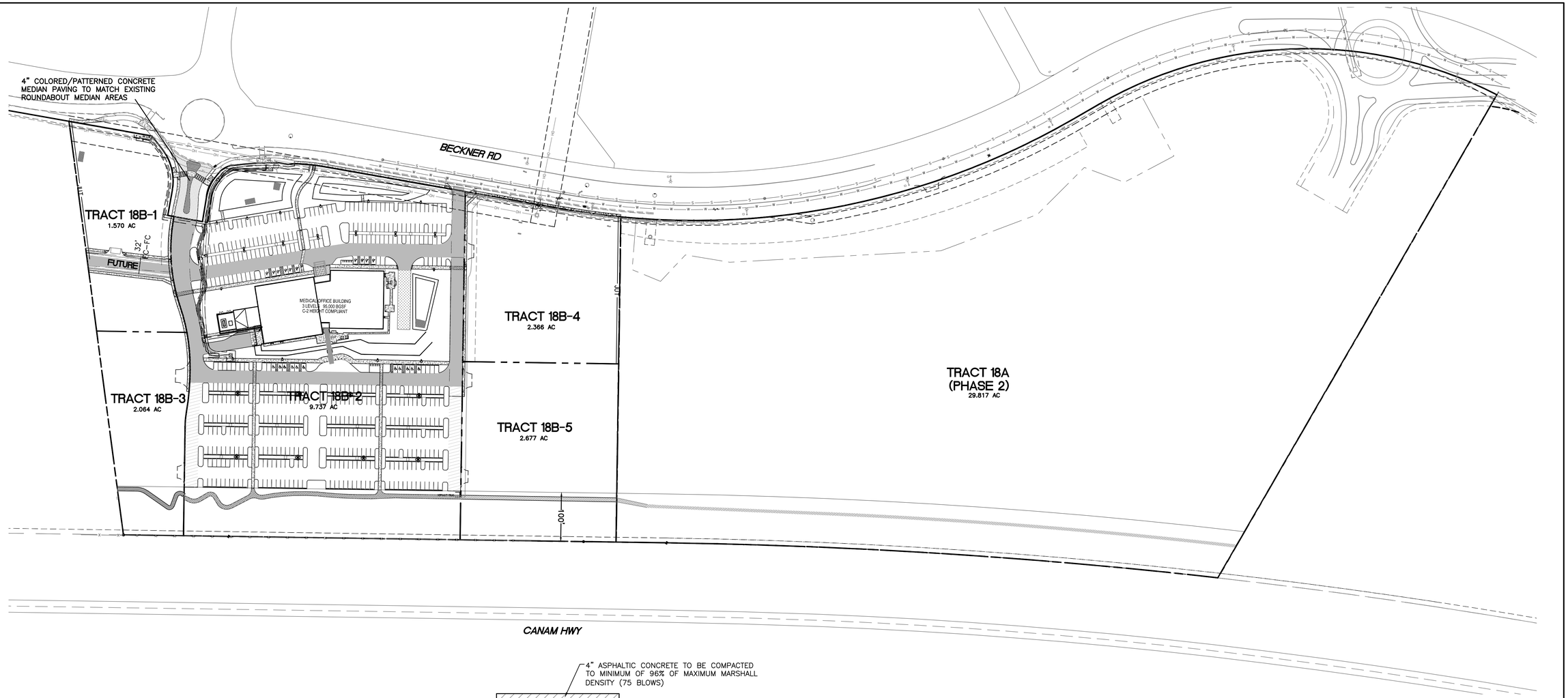
RONALD R. BOHANNAN P.E. #7868

LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION

VEHICLE AND PEDESTRIANCIRCULATION AND UTILITY EASEMENT EXHIBIT

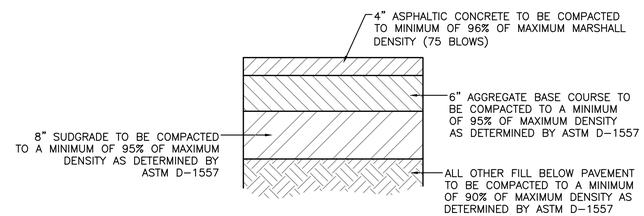
TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: PM
DATE: 10-3-24
DRAWING: 2022040
SHEET #: 3-A
JOB #: 2022040



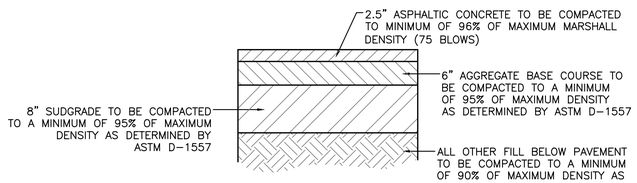
LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- CONCRETE
- HEAVY DUTY PAVING
- LIGHT DUTY PAVING
- ASPHALT PAVING (ADD ALT GRASSCRETE PAVING)
- RURAL PAVING



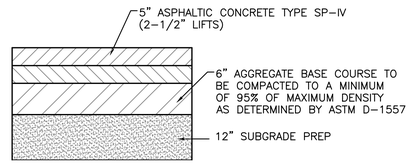
AUTOMOBILE DRIVEWAYS AND AREAS SUBJECT TO SEMI-TRUCKS TYPICAL PAVING SECTION

1" = 1' DESIGNATED BY TERRACON



AUTOMOBILE PARKING TYPICAL PAVING SECTION

1" = 1' DESIGNATED BY TERRACON



RURAL PAVING TYPICAL SECTION

1" = 1' DESIGNATED BY TERRACON

NOTE

PAVING SECTIONS SHALL BE CONFIRMED WITH RECOMMENDATION PROVIDED IN THE GEOTECHNICAL REPORT PREPARED BY TERRACON (9-14-22)

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

10-3-24

RONALD R. BOHANNAN P.E. #7868

LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION

PAVING PLAN

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

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DATE 10-3-24

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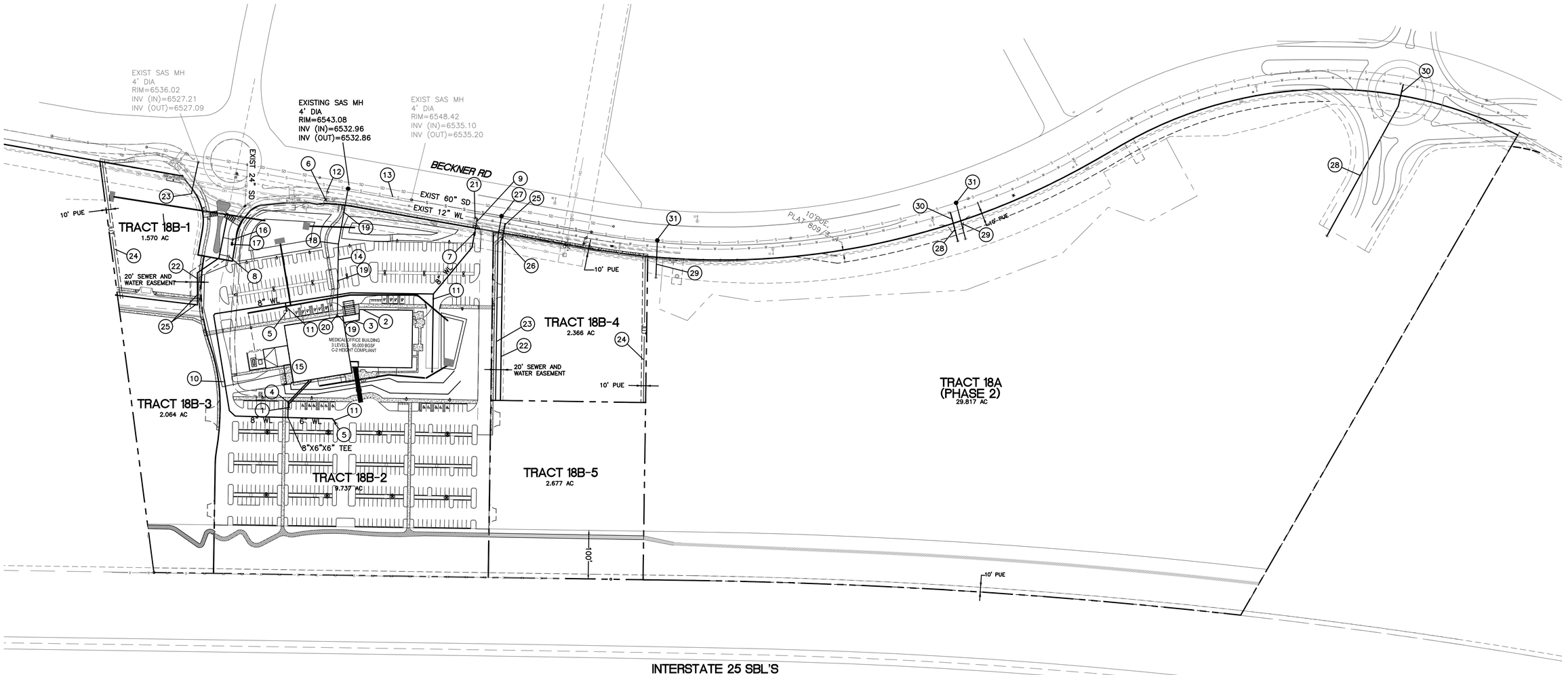
SHEET # PAV-1

JOB # 2022040



KEYED NOTES

EXISTING UTILITY IMPROVEMENTS

1. REMOTE FDC W/4" CONNECTION TO BUILDING
2. BUILDING ADDRESS
3. KNOX BOX
4. PIV
5. NEW FIRE HYDRANT (PRIVATE)
6. EXISTING FIRE HYDRANT (PUBLIC)
7. 8" BACKFLOW PREVENTER W/HOT BOX
8. 3" DOMESTIC SERVICE METER
9. 8" GATE VALVE (PUBLIC)
10. 8" GATE VALVE (PRIVATE)
11. 6" GATE VALVE (PRIVATE)
12. EXISTING 6" GATE VALVE (PUBLIC)
13. EXISTING 10" SAS SDR26, S=1.75%
14. 6" SAS SERVICE, SCHEDULE 40 PVC (PRIVATE)
15. 6" FIRE LINE
16. 1-1/2" IRRIGATION METER/SERVICE
17. BACKFLOW PREVENTER (IRRIGATION)
18. INDUSTRIAL PRE-TREATMENT SAMPLING PORT
19. DOUBLE CLEANOUT
20. SANITARY SEWER BACKWATER VALVE
21. 12" GATE VALVE (PUBLIC)

PROPOSED PHASE 1 UTILITY IMPROVEMENTS

22. 8" WATER LINE
23. 8" SANITARY SEWER LINE
24. ELECTRIC, GAS AND COMMUNICATION LINES (JOINT TRENCH)
25. 8" GATE VALVE (PUBLIC)
26. 8" BACKFLOW PREVENTER W/HOT BOX
27. 4' DIAMETER MANHOLE

FUTURE PHASE 2 UTILITY IMPROVEMENTS

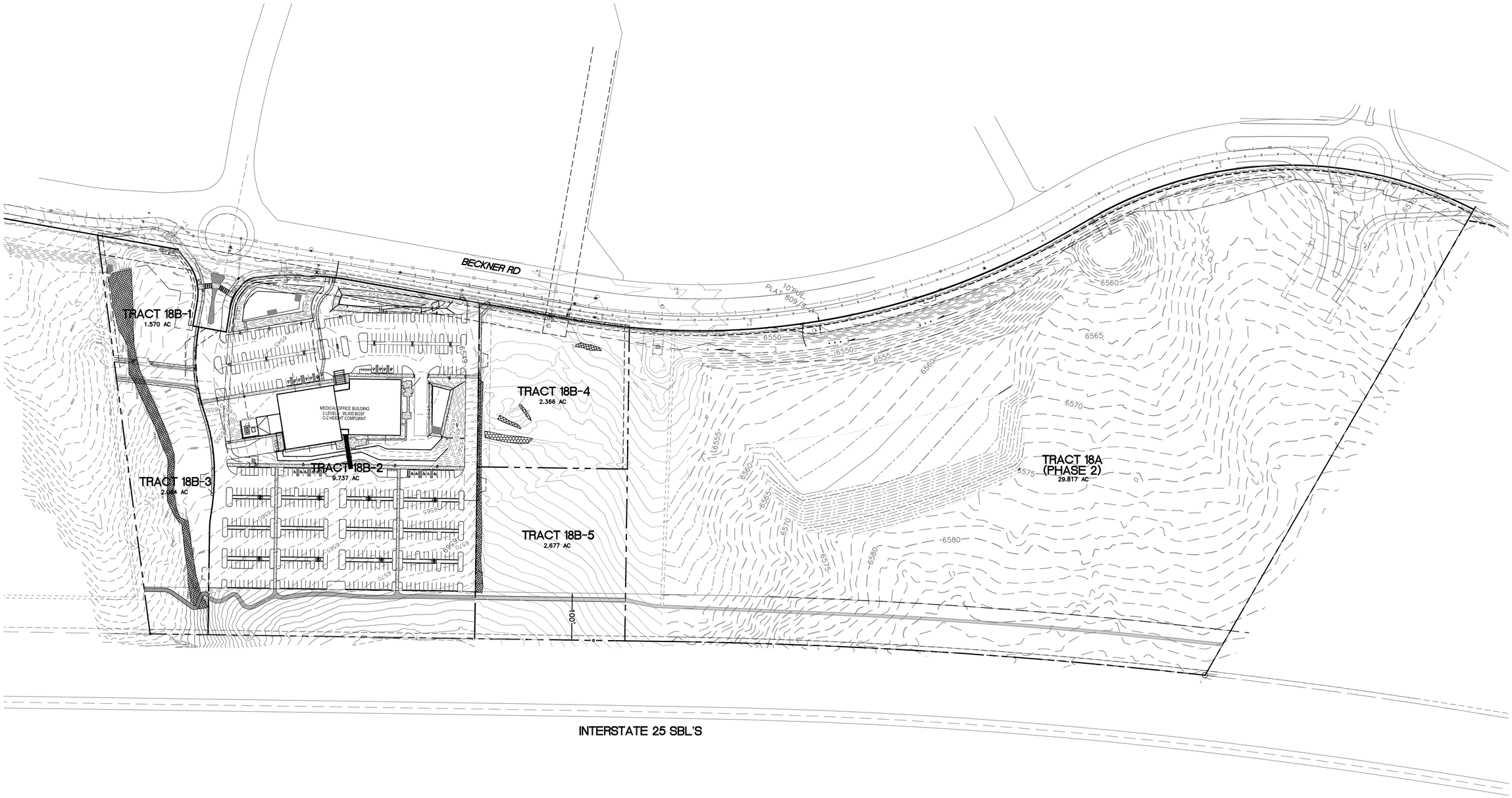
28. 8" WATER LINE
29. 8" SANITARY SEWER LINE
30. 8" GATE VALVE (PUBLIC)
31. 4' DIA SAS MANHOLE

GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 10-3-24 RONALD R. BOHANNAN P.E. #7868	LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION UTILITY EXHIBIT PHASE 1 TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	DRAWN BY PM DATE 10-3-24 DRAWING 2022040 SHEET # 4 JOB # 2022040



LEGEND

- AREA OF 30% OR GREATER (NATURAL)
- AREA OF 30% OR GREATER (MAN MADE/DISTURBED) PREVIOUSLY APPROVED FOR TRACT 18B-2. DOES NOT INCLUDE AREAS WITHIN CONSTRUCTED/EXISTING TRACT 18B-2 PREVIOUSLY APPROVED WITH MOB DEVELOPMENT
- AREA OF 20% TO 30% (NATURAL)

NOTE

BASED OF TOPOGRAPHIC AND AS BUILT SURVEY WITH 1 FOOT CONTOUR INTERVALS, AS SHOWN, LESS THAN ONE TENTH OF A PERCENT OF (0.1%) OF THE PROPERTY (TRACT 18B) CONSISTS OF NATURAL SLOPES GREATER THAN THIRTY PERCENT (30%)

ALL MANMADE SLOPES WITHIN THE PROPERTY WERE PREVIOUSLY APPROVED FOR THE EXISTING DEVELOPMENT WITHIN TRACT 18B-2

GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

10-3-24

RONALD R. BOHANNAN
P.E. #7868

LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION

TERRAIN MANAGEMENT PLAN

TIERRA WEST, LLC
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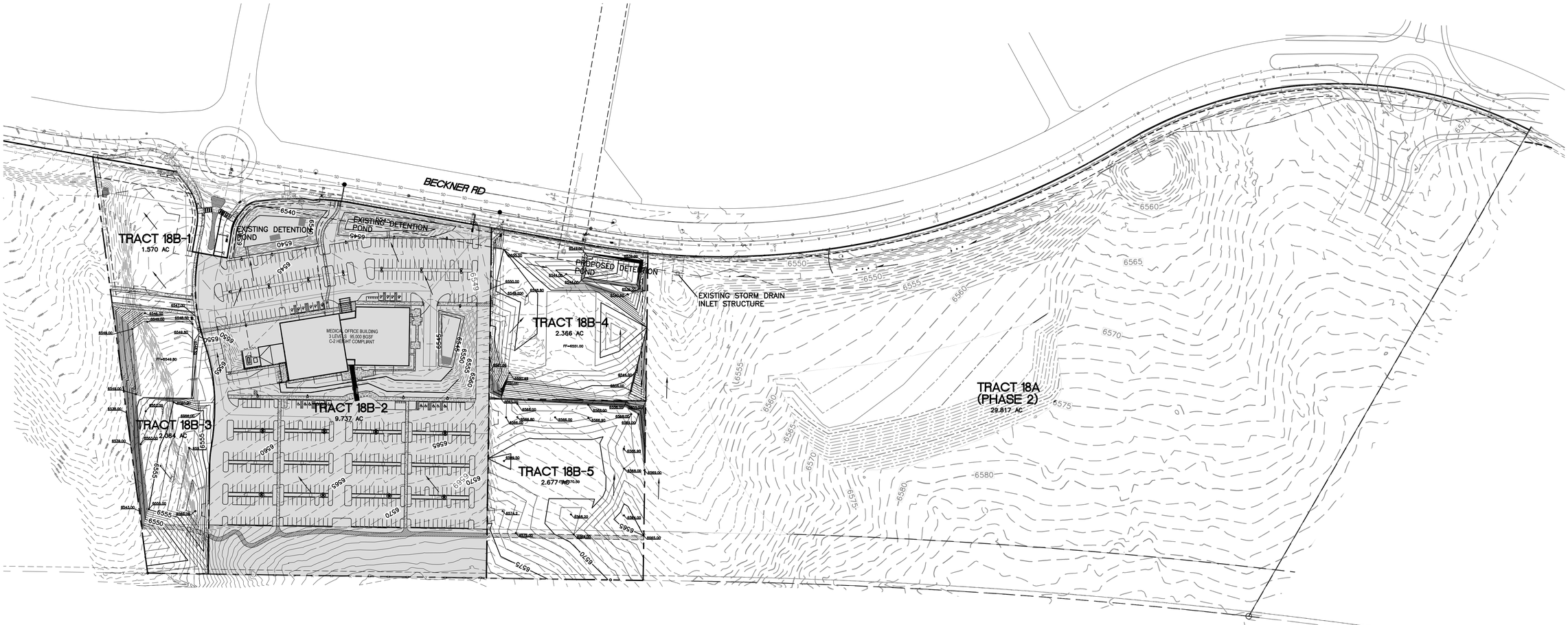
JOB #: 2022040



NOTE

FINAL GRADING AND STORM SEWER PROFILES TO BE DETERMINED BY FUTURE DEVELOPMENT PLAN AND PERMIT SETS

GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN
NEW MEXICO
7868
PROFESSIONAL ENGINEER

10-3-24

RONALD R. BOHANNAN
P.E. #7868

LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION

GRADING PLAN

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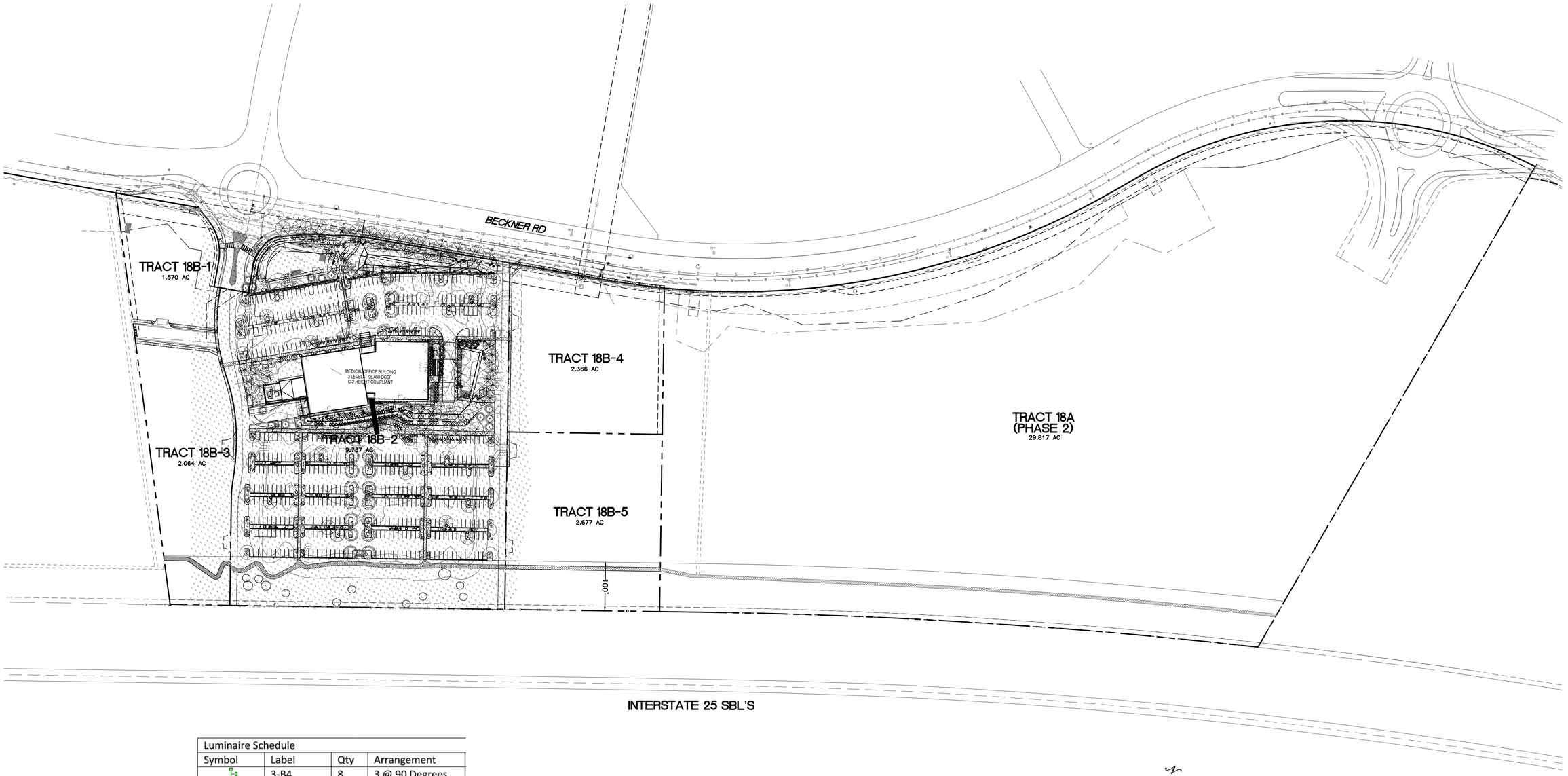
SHEET #: 6
JOB #: 2022040



Luminaire Schedule			
Symbol	Label	Qty	Arrangement
	3-B4	8	3 @ 90 Degrees
	A4	8	Single
	A5	1	Single
	A6	6	Single
	B3	4	Single
	C4	7	Single
	L	2	Single
	M_DIMMED 50%	11	Single

GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

10-3-24

RONALD R. BOHANNAN
P.E. #7868

LAS SOLERAS TRACTS 18-A AND B
SERIAL SUBDIVISION

LIGHTING EXHIBIT
(EXISTING)

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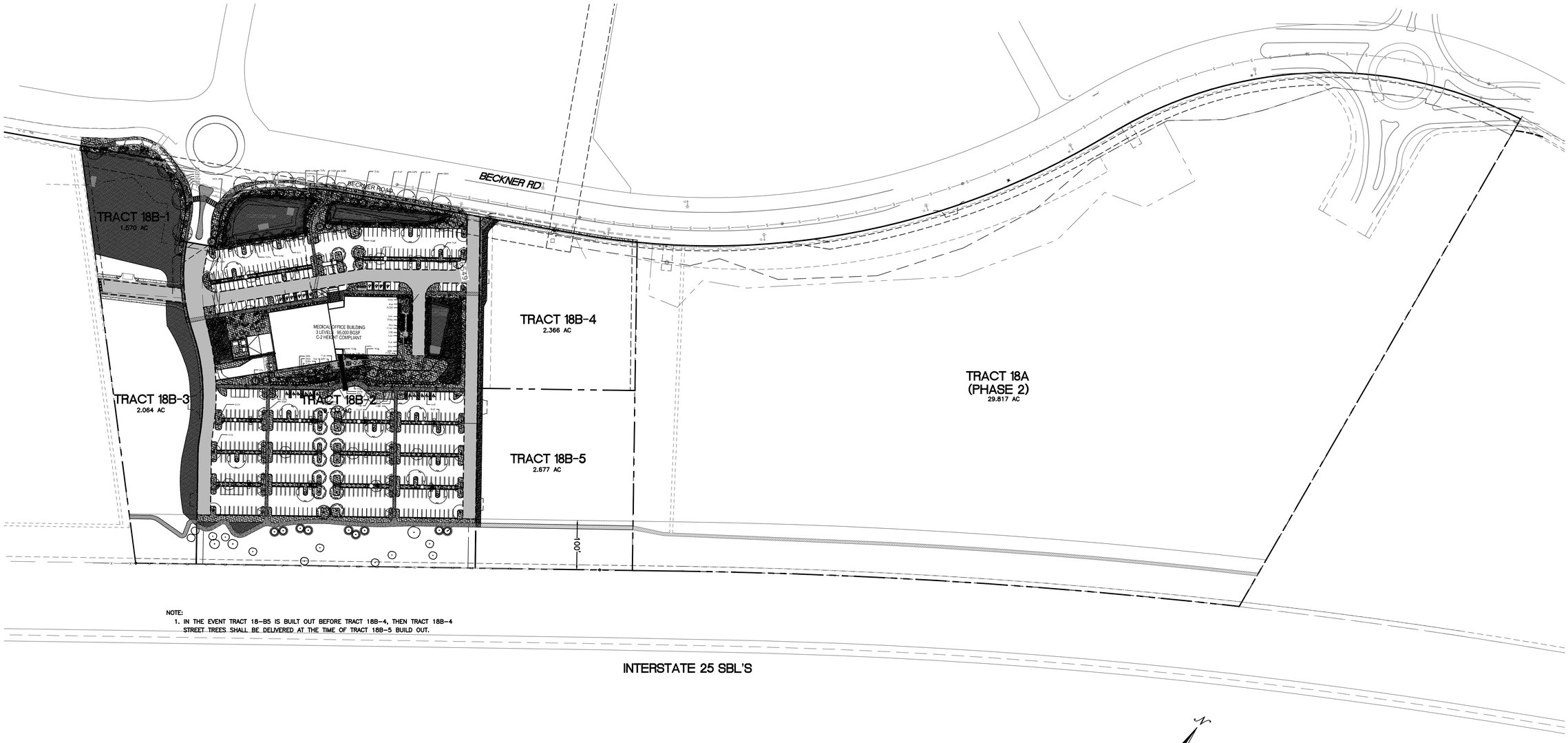
DRAWING
2022040

SHEET #
7

JOB #
2022040



NOTE:
1. IN THE EVENT TRACT 18-B5 IS BUILT OUT BEFORE TRACT 18B-4, THEN TRACT 18B-4 STREET TREES SHALL BE DELIVERED AT THE TIME OF TRACT 18B-5 BUILD OUT.

GRAPHIC SCALE

100 0 50 100

(IN FEET)
1 inch = 100 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

10-3-24

RONALD R. BOHANNAN
P.E. #7868

LAS SOLERAS TRACTS 18-A AND B
SERIAL SUBDIVISION

LANDSCAPE EXHIBIT
(EXISTING)

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5571 MIDWAY PARK PL NE
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(505) 858-3100
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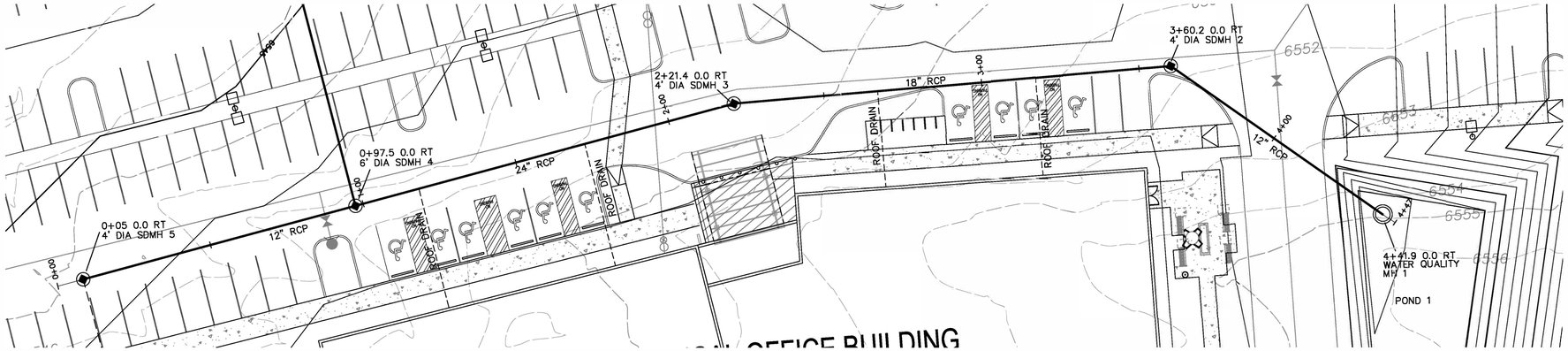
10-3-24

DRAWING
2022040

SHEET #
8

JOB #
2022040



GRAPHIC SCALE

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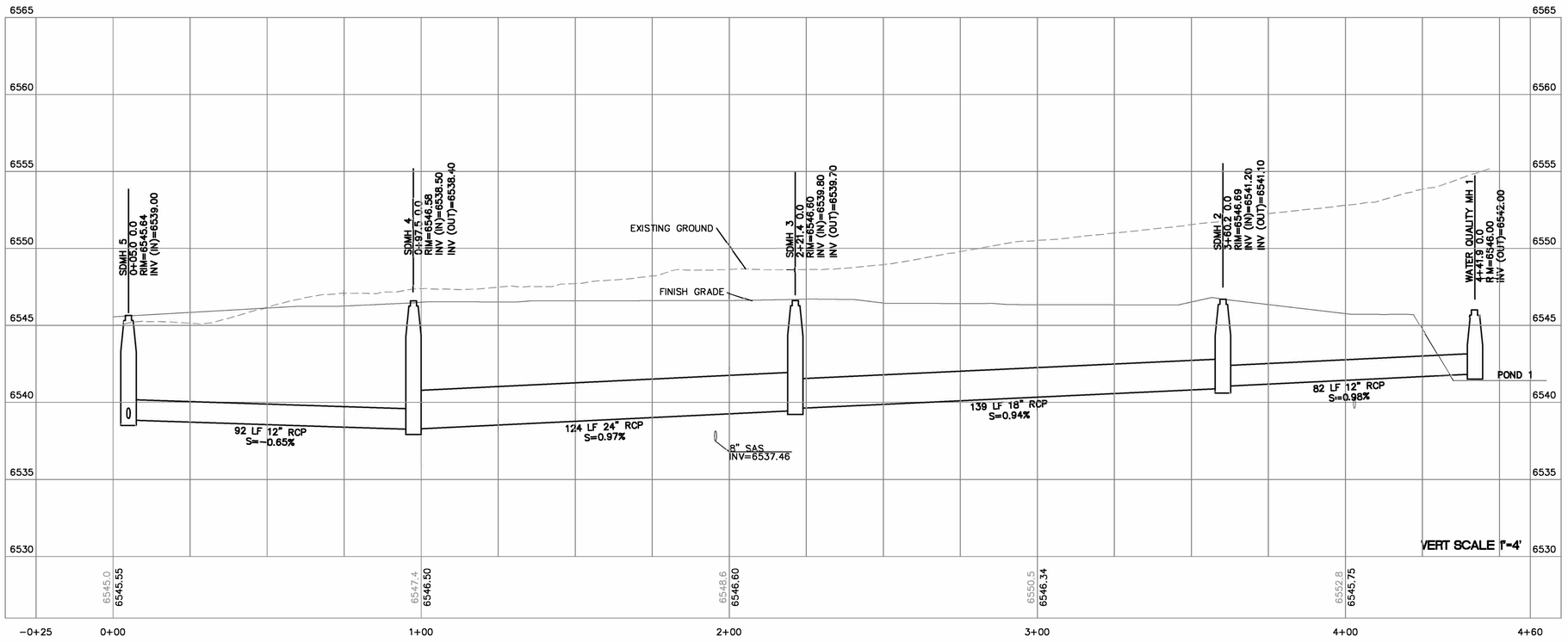
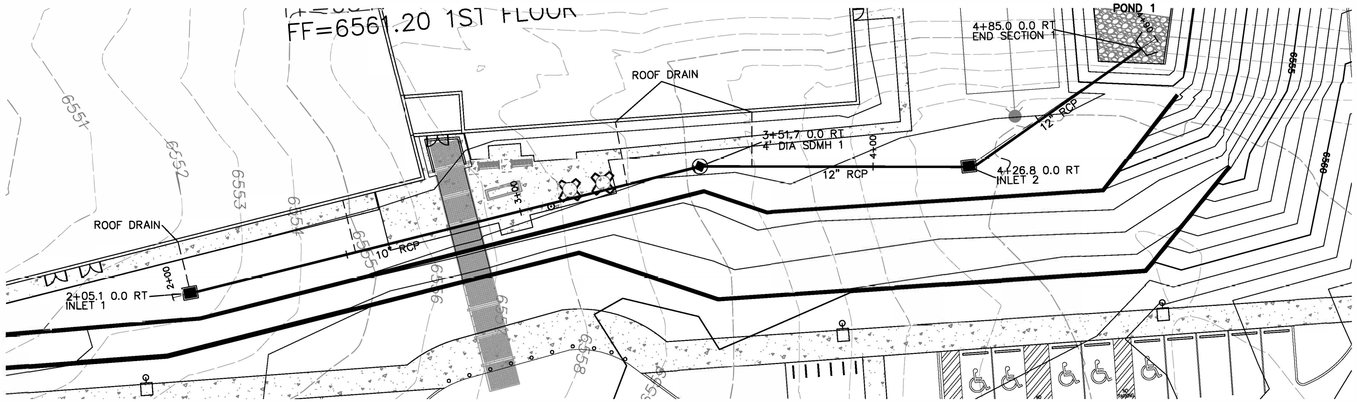
(IN FEET)
1 inch = 20 ft.



ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 12-12-22 RONALD R. BOHANNAN P.E. #7868	MERIDIAN MEDICAL OFFICE BUILDING 4200 BECKNER RD SANTA FE, NM 87507 STORM SEWER PLAN AND PROFILE (EXISTING) TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	DRAWN BY pm DATE 12-12-22 DRAWING 2022040-GR SHEET # GR-5 JOB # 2022040



GRAPHIC SCALE

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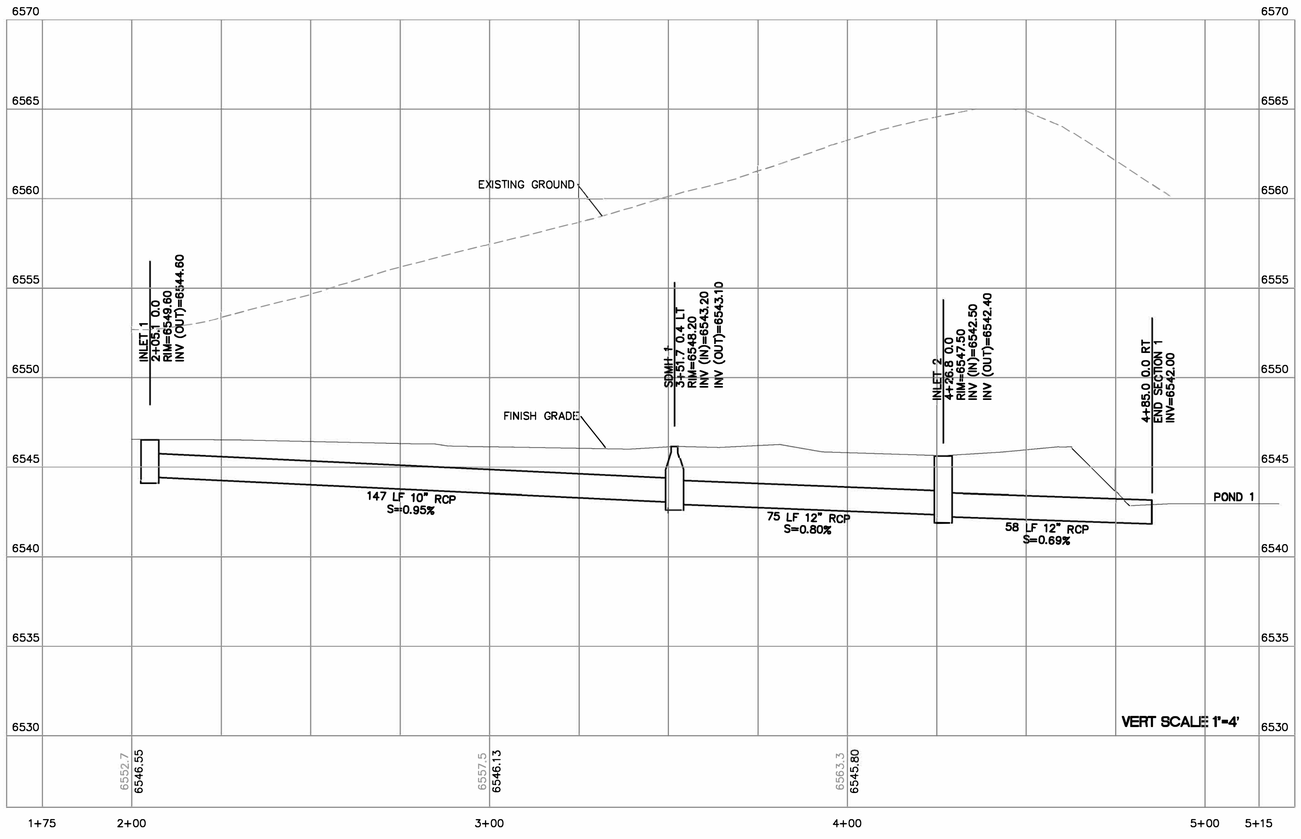
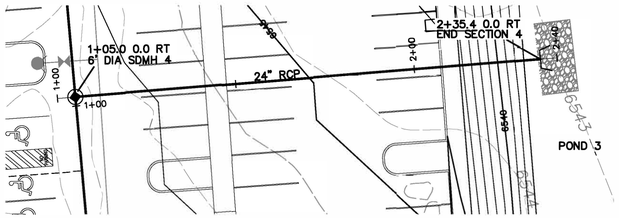
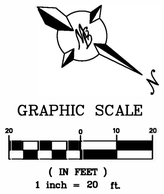
(IN FEET)

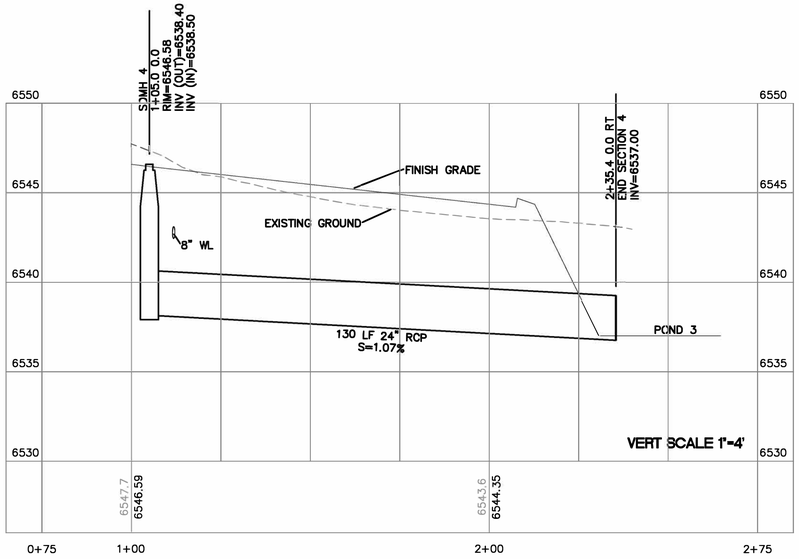
1 inch = 20 ft.

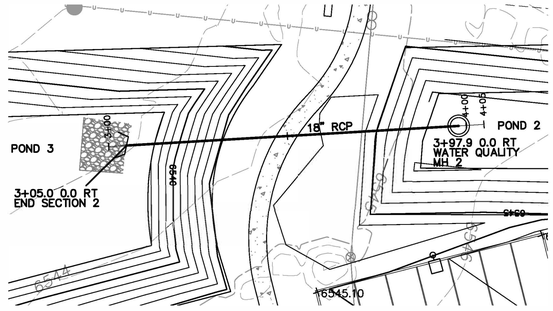


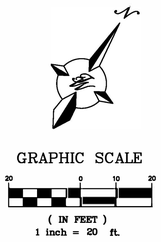
ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 12-12-22 RONALD R. BOHANNAN P.E. #7868	MERIDIAN MEDICAL OFFICE BUILDING 4200 BECKNER RD SANTA FE, NM 87507 STORM SEWER PLAN AND PROFILE (EXISTING)	DRAWN BY pm DATE 12-12-22 DRAWING 2022040-GR SHEET # GR-6 JOB # 2022040
	TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	

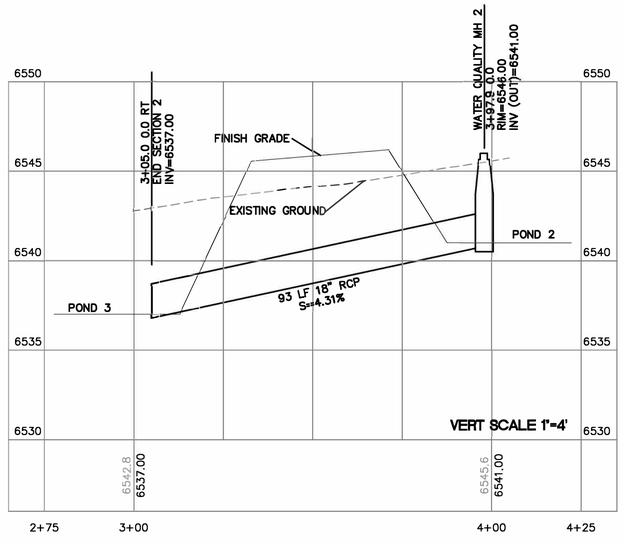




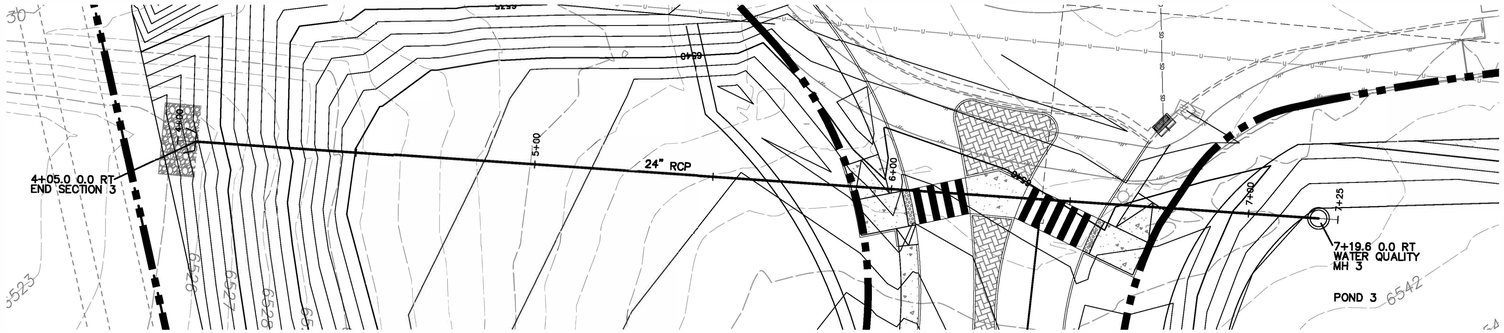








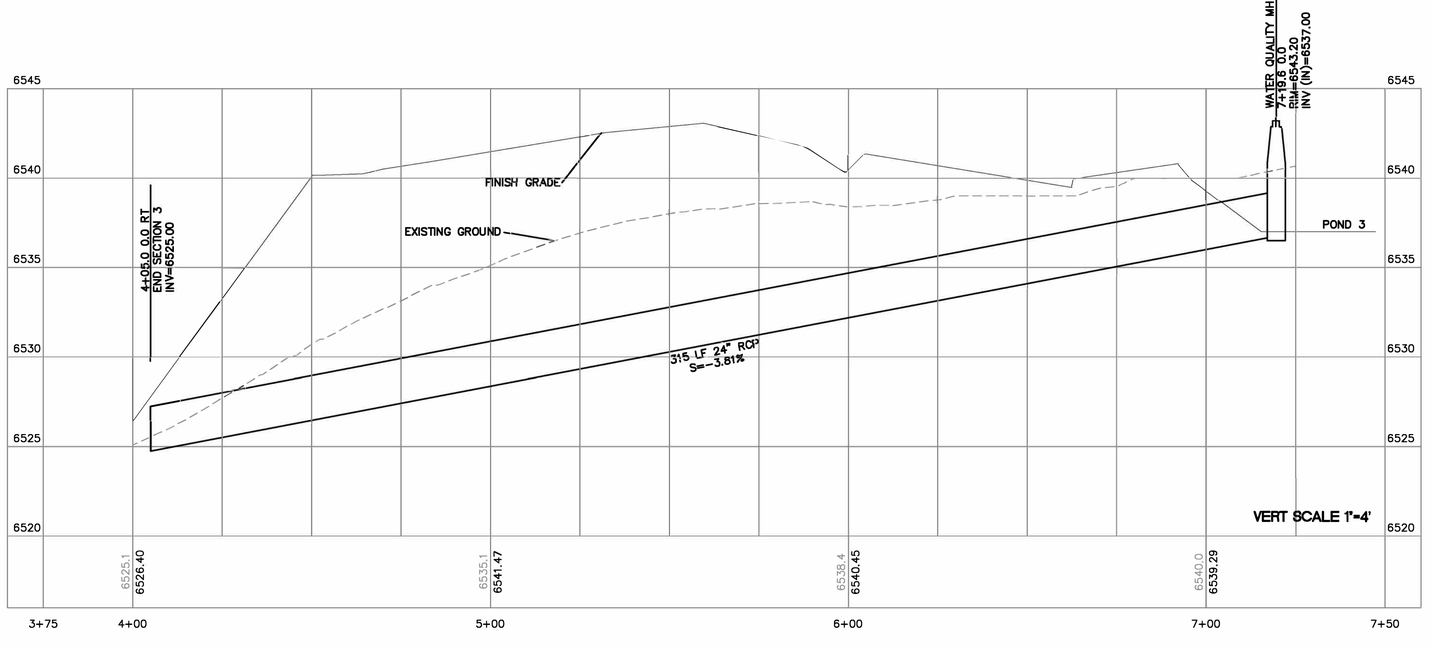
ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 12-12-22 RONALD R. BOHANNAN P.E. #7868	MERIDIAN MEDICAL OFFICE BUILDING 4200 BECKNER RD SANTA FE, NM 87507 STORM SEWER PLAN AND PROFILE (EXISTING) TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	DRAWN BY pm DATE 12-12-22 DRAWING 2022040-GR SHEET # GR-7 JOB # 2022040



GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.



ENGINEER'S SEAL RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER 12-12-22 RONALD R. BOHANNAN P.E. #7868	MERIDIAN MEDICAL OFFICE BUILDING 4200 BECKNER RD SANTA FE, NM 87507 STORM SEWER PLAN AND PROFILE (EXISTING) TIERRA WEST, LLC 5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com	DRAWN BY pm DATE 12-12-22 DRAWING 2022040-GR SHEET # GR-8 JOB # 2022040