March 6, 2025

# Planning Commission

Case 2023-9585: 4000 & 4200 Beckner Road Meridian Final 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

November 11, 2024

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

**RE: Las Soleras Meridian Medical Center Final 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. Aside from the Meridian Medical Office Building on Tract 18B-2, which is currently built and operational, an ambulatory surgical center being designed on Tract 18B-5. No other uses or projects have been identified for the other lots created by the subdivision.

**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 | 1.156 | 2,500 w/ 1 drive-thru |
| 2 | 18 B-2 | Medical Office (Developed) | 9.743 | 95,000 |
| 3 | 18 B-3 | Medical/Dental Office | 2.059 | 20,000 |
| 4 | 18 B-4 | Medical/Dental Office | 2.303 | 20,000 |
| 5 | 18 B-5 | Medical Center | 2.7404 | 20,000 |
| 6 | 18 A | Undetermined (Phase II) | 29.817 | - |

The proposed usage is assumed and 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, and construction of trails along 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 18A & 18B adheres to the standards outlined in Chapter 14, Article 9. The Final plat includes the identification of existing and proposed roadway improvements, wet and dry utility connections and lines, and utility easements, as required. While specific land uses for the proposed lots are not included at this time, future compliance with infrastructure elements such as parking area configurations will be ensured during the review of construction drawings for specific developments. Additionally, all conditions of approval and technical corrections outlined in the Preliminary Plat process have been addressed for the Final Plat to fully meet the requirements of Chapter 14, Article 9.

(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%. 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 non-residential 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 that 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 550ft. 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. Final Subdivision Application
2. Special Warranty Deed
3. Legal Lot of Record

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X | Letter of Application (intent, location, acreage) | X | Legal Lot of Record, Legal Description | X | Preliminary Plat or Final Plat | X | Landscape, Parking and Lighting Plan, Signage Specifications | X | Terrain Management Plans (as required by Section 14-8.2 SFCC 2001) |
| X | Traffic Impact Analysis (if required) | X | Sewer and Water Plan (Profiles and details – Final Plat only) | X | Phasing Plan (if applicable) | X | Archaeological Clearance (if applicable) | X | 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: 11/8/2024

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

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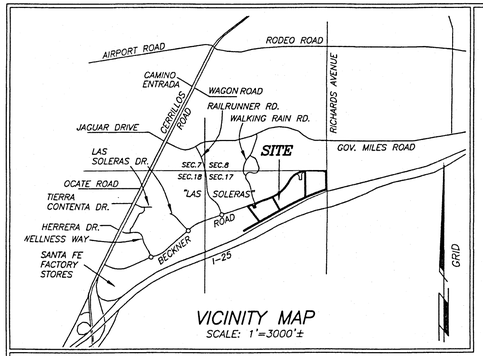



VICINITY MAP
SCALE: 1"=3000'±

## 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 100' DEDICATED R/W PLAT 804/9-10

#4 REBAR 13986

RIGHT OF WAY REFER TO PLAT 823/37-39

98' R/W

N66°59'19"E 189.25'

C2

38'SLE, PLAT 809/3-4 L:186.89'

8.73'

20'DE, REF.#1

10' PUE RESERVATION REF.#2

PUBLIC ACCESS EASEMENT PLAT REF.#2

DETAIL 1"=50'

20'DE, REF.#1

3.93'

48°57'18"W

L:304.46

S 47°51'52" E 50.75'

20'DE, REF.#1

DETAIL 1"=50'

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

ESTANCIAS DE LAS SOLERAS UNIT 2A

PLAT 823/37-39

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

N37°02'47"E 62.89'

S59°18'09"E 33.32

N31°41'47"E 8.66

N59°00'26"E 114.95'

SLE, PLAT 809/3-4

N42°09'02"E 151.29'

N45°44'05"E 80.37'

N31°44'20"E 146.71

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

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

TRACT 17 LAS SOLERAS PLAT 714/14-26

S00°00'00"E 1142.31'

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

10'PUE, PLAT 809/3-4

C1

20' DE, PLAT 809/3-4

TRACT 18A

29.817 Ac.±

26.791 Ac.± w/o OPEN SPACE

#4000 BECKNER ROAD

L:174.56'

C8

22.24'

40.41'

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".

L=9.83'

℄ T-RAIL 680+00

#4 REBAR L.S. 7014

TRANSFORMER/ SWITCHGEAR EASEMENT, REF.#1

4.5'

8'

20'

OH

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

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

490.00' N70°04'36"E

9.56'

N70°32'24"E 197.22

S19°55'24"E 27.17'

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

10' PUE, REF.#1

172.21' S70°04'36"W

L1

C3

C4

C5

C6

L5

L6

L7

C7

10' PUE, PLAT 809/3-4

5' TRAIL EASEMENT PLAT 809/3-4

L2

L3

L4

(22.77') 18.55'

S50°20'16"E 96.96'

S71°54'43"E 68.11'

N70°04'36"E 25.78'

10'

5' TRAIL EASEMENT PLAT 809/3-4

SLE, PLAT 809/3-4

38'SLE PLAT 809/3-4

TRACT 18B

18.001 Ac.±

15.797 Ac.± w/o OPEN SPACE

#4200 BECKNER ROAD

N23°09'21"W 666.03'

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

100' OPEN SPACE EASEMENT, REFER TO NOTE 12.

103.63' BACK, T-RAIL 688+28.92

S60°50'03"W

SOUTHBOUND LANES

INTERSTATE 25

RIGHT OF WAY MAP

NEW MEXICO PROJECT NO.

I-025-5(36)272

JUNE 18, 1971

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

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**

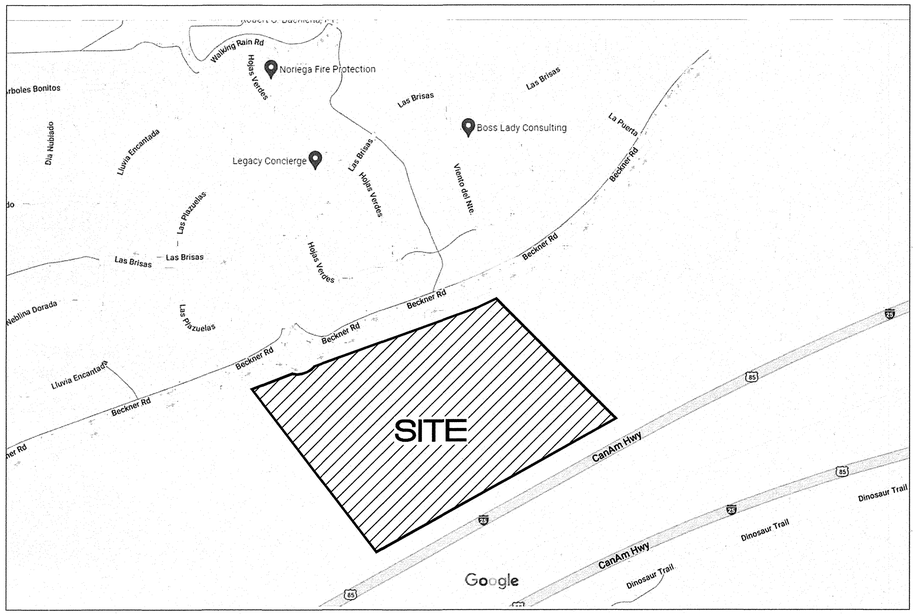
____ Date Final Report Due ____ Date Final Report Received

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<br>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<br>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.

GRAPHIC SCALE

384 0 192 384

( IN FEET )
1 inch = 384 ft.

COUNTY CLERK'S OFFICE — KATHARINE E. CLARK — SANTA FE COUNTY

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

**SHEET 1 of 3**

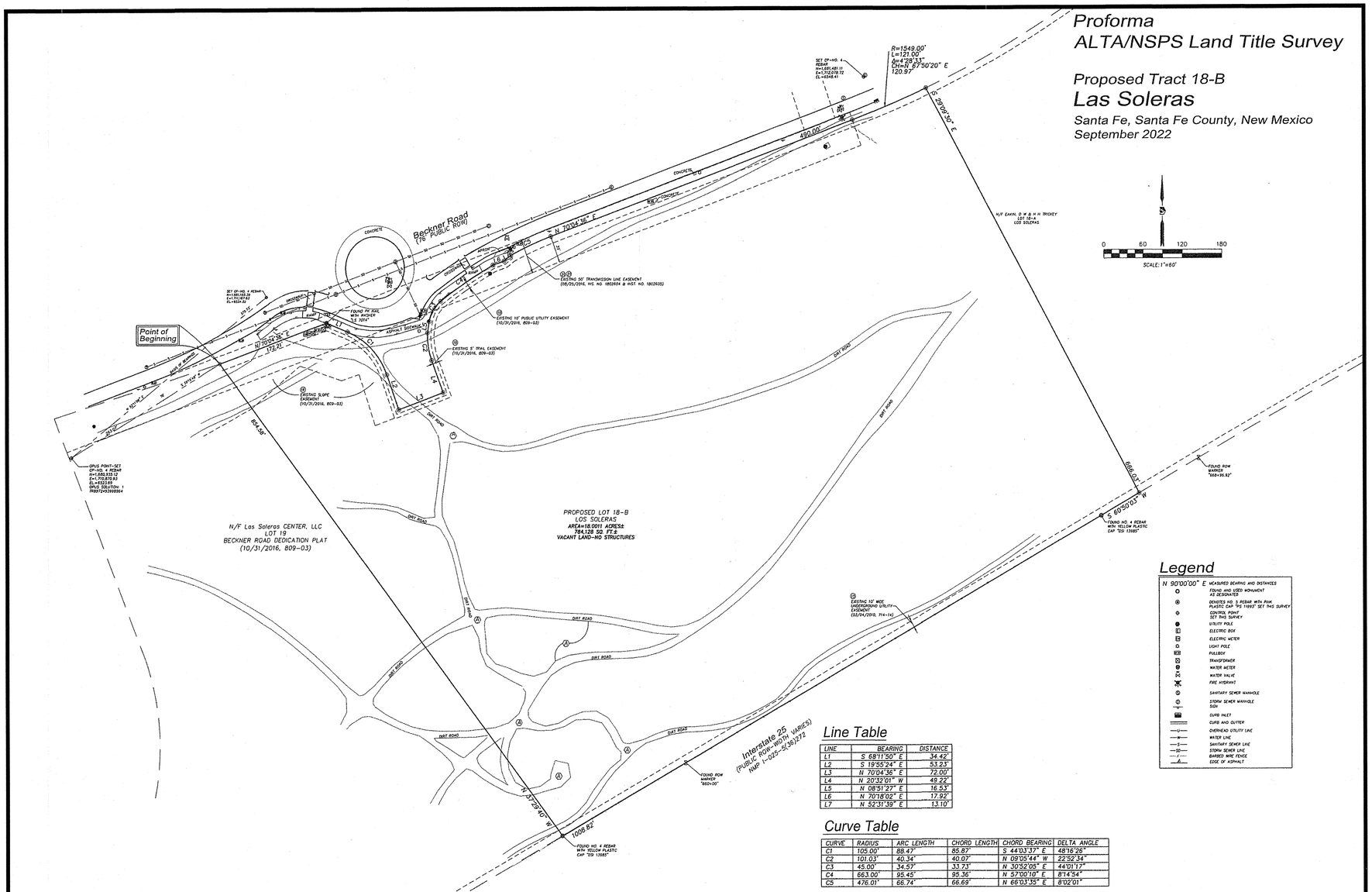
2023.10

# 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




## 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 |
| ◇ | CONTROL POINT SET THIS SURVEY |
| ● | UTILITY POLE |
| E | ELECTRIC BOX |
| E | ELECTRIC METER |
| ○ | LIGHT POLE |
| T | PULLBOX |
| T | TRANSFORMER |
| W | WATER METER |
| W | WATER VALVE |
| | FIRE HYDRANT |
| S | SANITARY SEWER MANHOLE |
| S | STORM SEWER MANHOLE |
| | SIGN |
| | CURB INLET |
| | CURB AND GUTTER |
| OHU | OVERHEAD UTILITY LINE |
| W | WATER LINE |
| S | SANITARY SEWER LINE |
| SD | STORM SEWER LINE |
| | BARBED WIRE FENCE |
| | EDGE OF ASPHALT |

## 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" |

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" | TEXTSIZES DRAWING UNITS: YES
CONTROL 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 | BEARING ANNOTATION: GRID | ELEVATION TRANSLATION: 0.00' | 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

PROPERTY INFORMATION
PROPERTY OWNER: LAS SOLERAS CENTER, LLC-38% LAS SOLERAS VILLAGE, LLC-62%
SUBDIVISION NAME: LAS SOLERAS | ADDRESS: 4000 BECKNER ROAD
UPC: 1050094338410000000

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 2

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

# PROPERTY INFORMATION

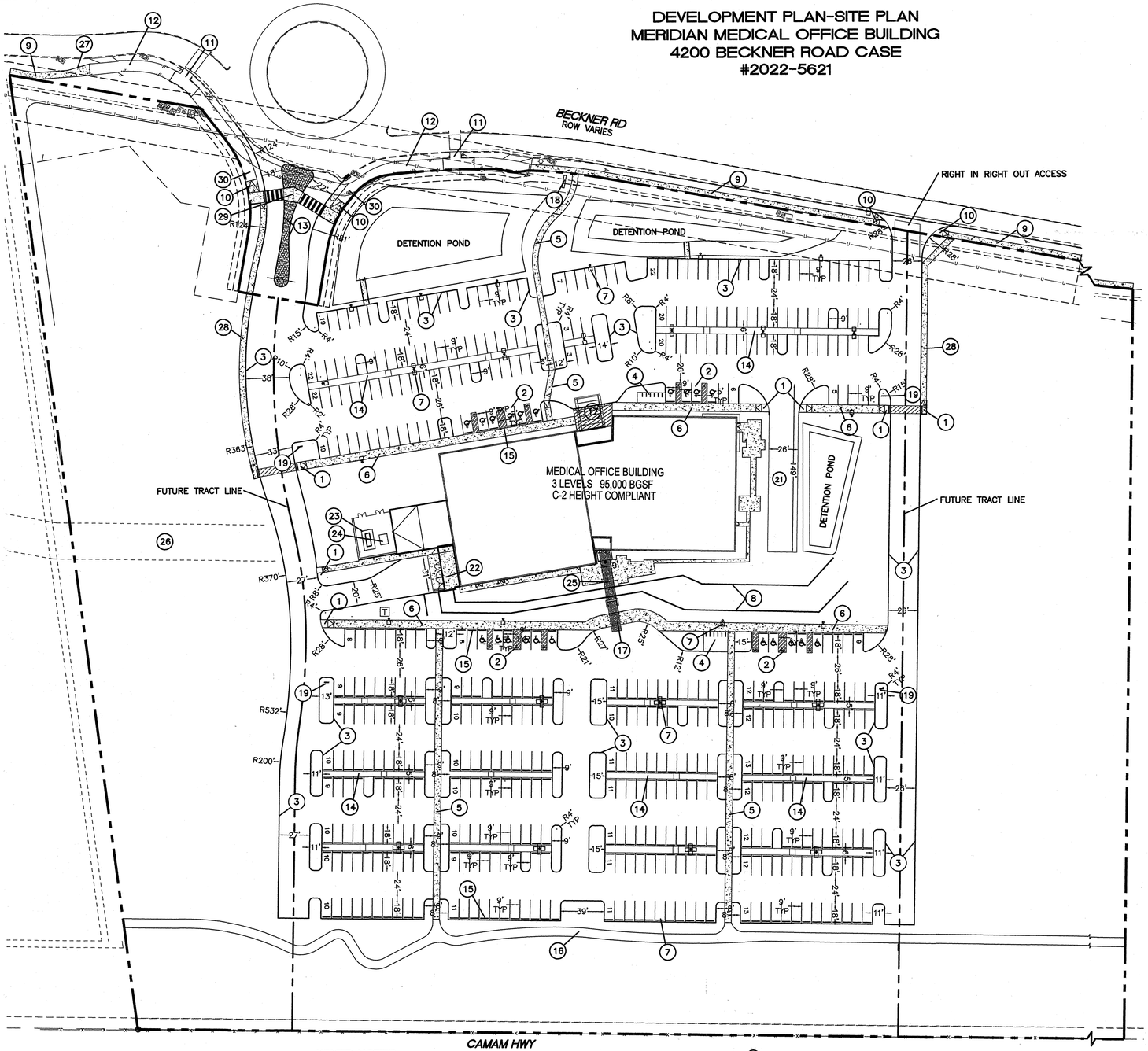
| | |
|---|---|
| ZONING: | C-2 |
| OVERLAYS: | N/A |
| HISTORICAL STATUS: | N/A |
| LOT(S) SIZE: | 18.001 ACRES |
| EXISTING STRUCTURE SQ.FT.: | NONE |
| EXISTING UTILITIES: | NONE |
| FLOOD ZONE: | ZONE X |
| MASTER PLAN: | Las Soleras<br>*Last Amendment Recorded July 17, 2018 Instrument # 1862707, 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

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

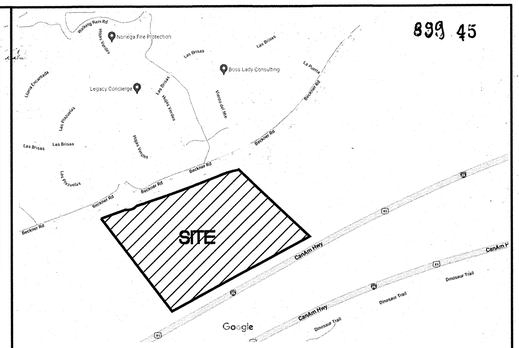
PROPOSED USAGE COMMERCIAL
LOT AREA 421765 SF (9.68 ACRES)
ZONING C-2
BUILDING AREA 95000 GSF (89050 NLSF)
BUILDING COVERAGE 36%

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




VICINITY MAP

**LEGAL DESCRIPTION:**

PORTION OF LOT 18, LOS SOLARES

GRAPHIC SCALE

50 0 25 50
( IN FEET )
1 inch = 50 ft.

| | | |
|---|---|---|
| ENGINEER'S SEAL<br>RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER<br>1-6-23<br>RONALD R. BOHANNAN P.E. #7868 | MERIDIAN MEDICAL OFFICE BUILDING<br>4200 BECKNER RD SANTA FE, NM 87507<br>DEVELOPMENT PLAN<br>TIERRA WEST, LLC<br>5571 MIDWAY PARK PL NE<br>ALBUQUERQUE, NEW MEXICO 87109<br>(505) 858-3100<br>www.tierrawestllc.com | DRAWN BY pm<br>DATE 1-6-23<br>DRAWING<br>SHEET # DP-1<br>SHEET 3 of 3<br>JOB # 2022040 |

2023-10

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

## Executive Summary

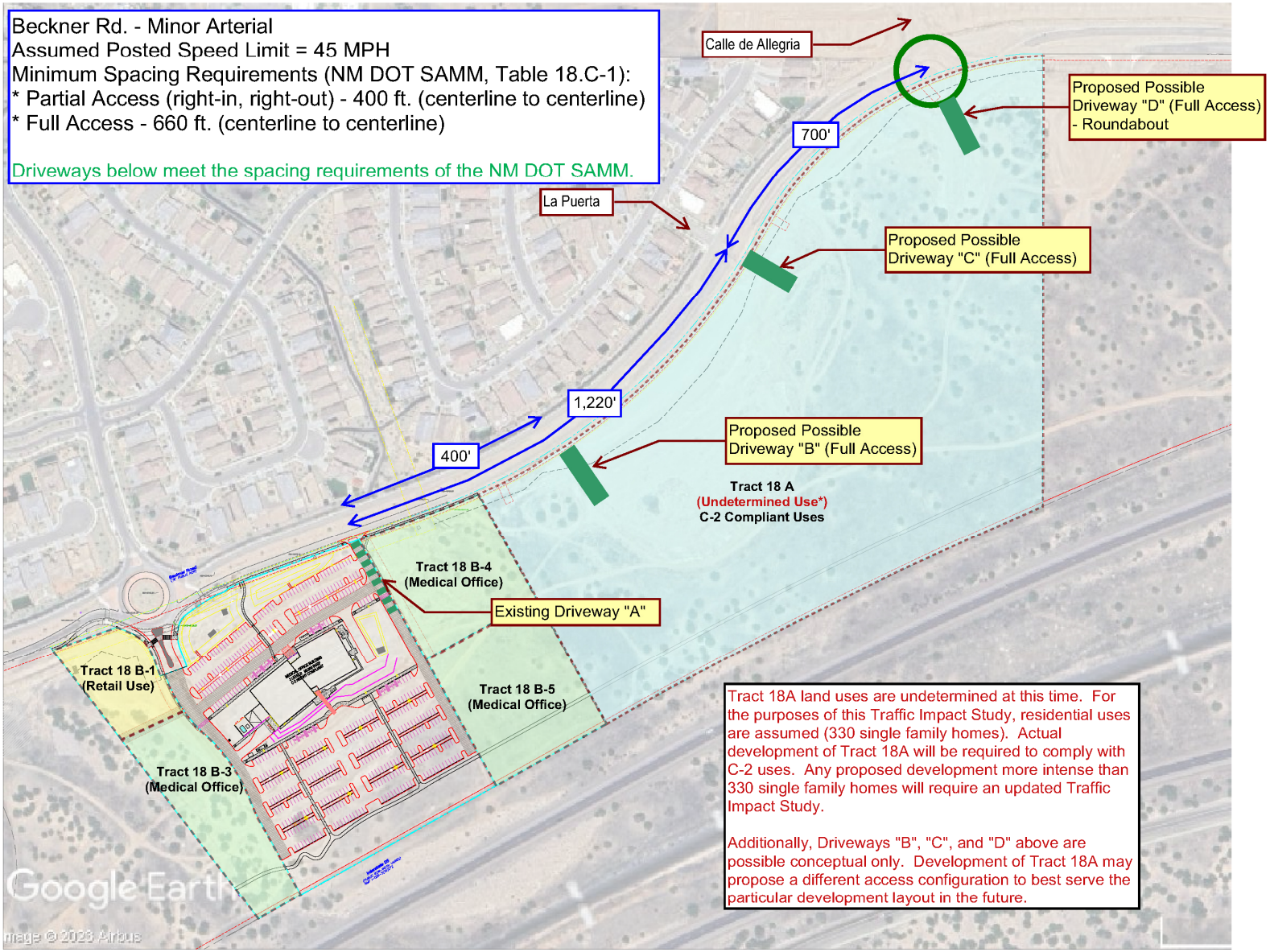
The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed development of Tracts 18A & 18B of the Las Soleras Masterplanned Community to determine the impact of the project on the adjacent transportation system and recommend 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)
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.
Google Earth
Image © 2023 Airbus

# *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.

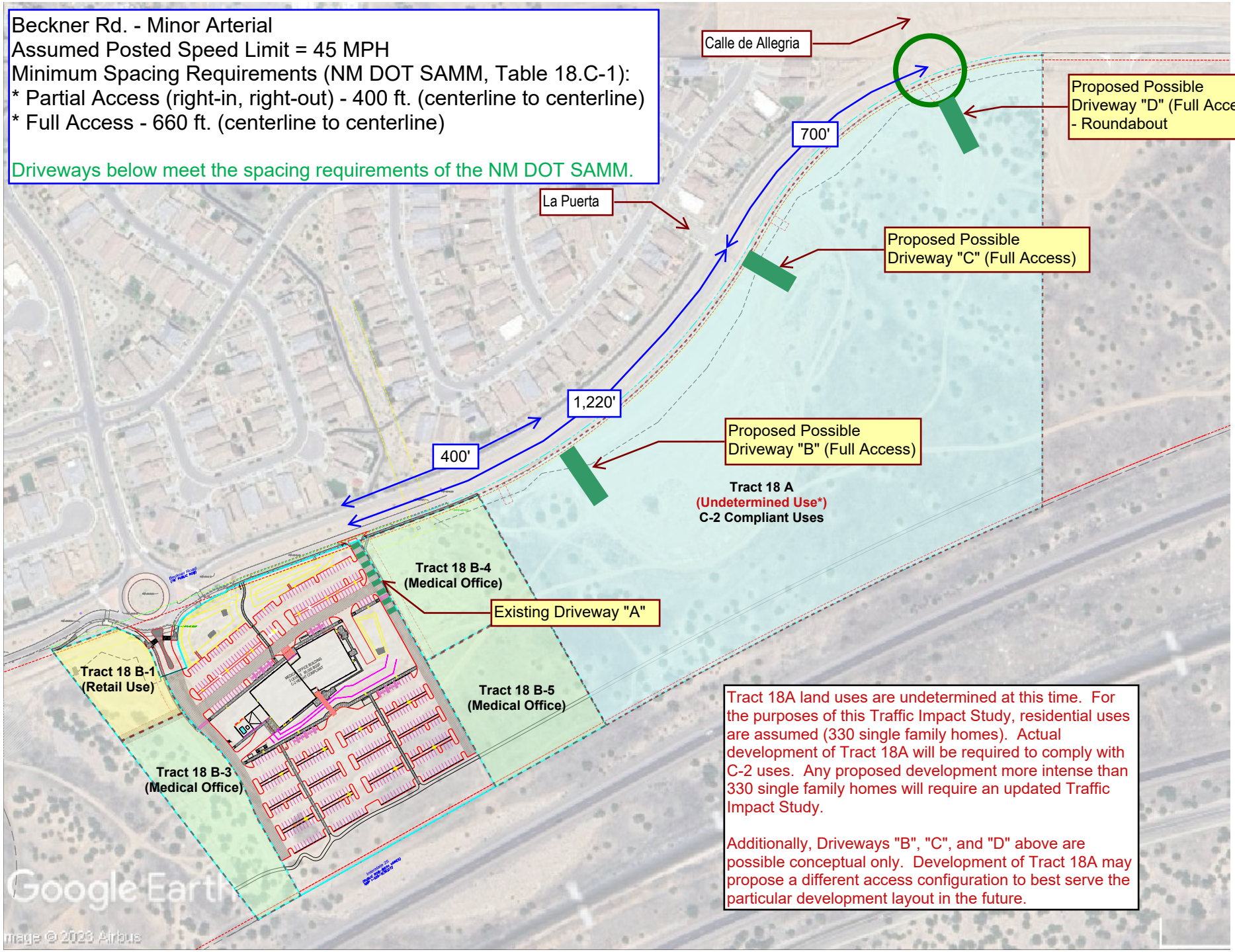
Driveways "B", "C", and "D" are future conceptual theoretical driveways that are not to be constructed until such time and the nature and land uses for Tract 18A are determined. Based on the conceptual theoretical access concept, Driveways "B" and "C" are fully expected to warrant both right turn and 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:**
Leroy Pacheco, P.E.
City of Santa Fe, NM
&
Phil Gallegos, P.E.
City of Santa Fe, NM

Terry O. Brown, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 883-8807

Ronald R. Bohannan, P.E.
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 883-8807

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

## Executive Summary

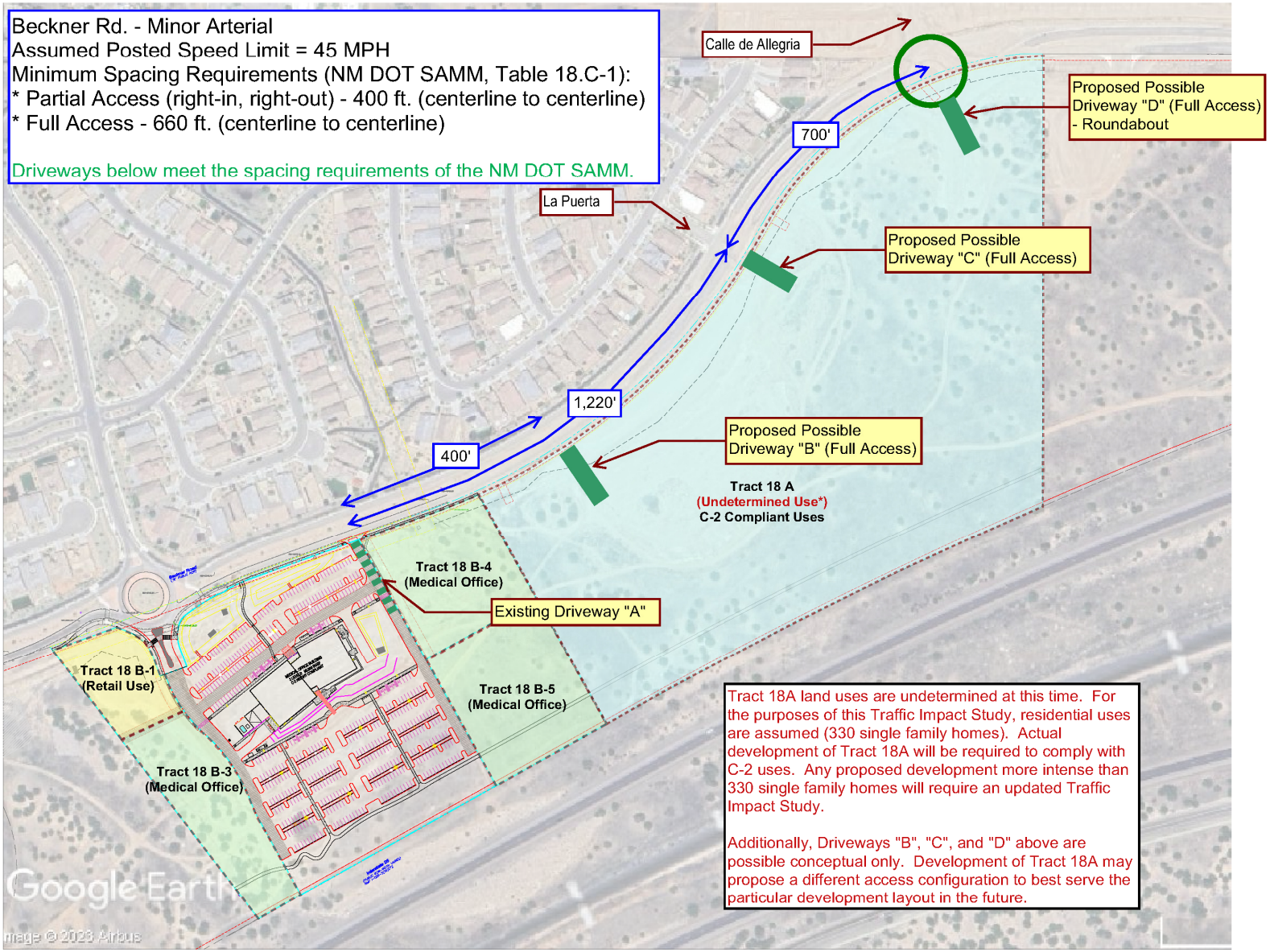
The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed development of Tracts 18A & 18B of the Las Soleras Masterplanned Community to determine the impact of the project on the adjacent transportation system and recommend 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):
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Driveways below meet the spacing requirements of the NM DOT SAMM.
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Proposed Possible Driveway "C" (Full Access)
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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)
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.
Google Earth
Image © 2023 Airbus

# *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 | |
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| 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.)**
**Traffic Impact Study** Contents


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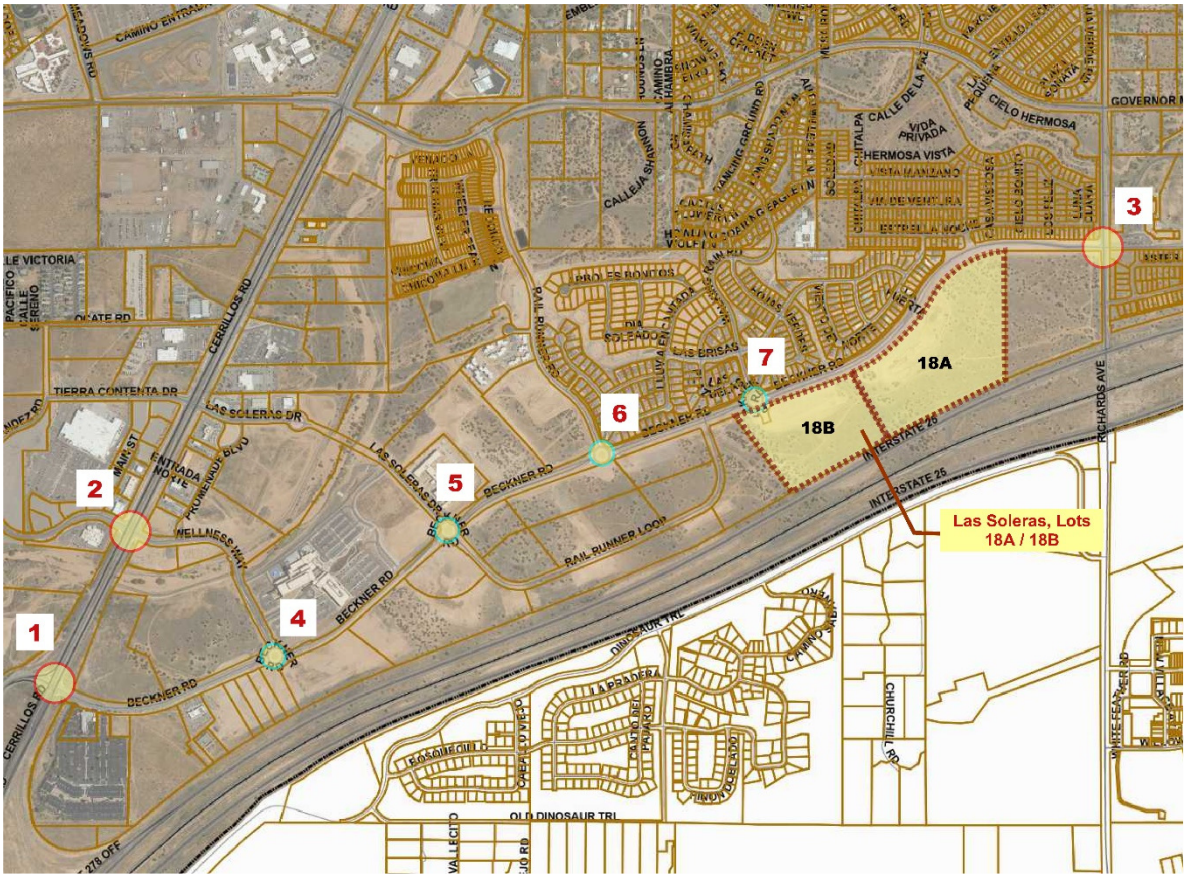
**Las Soleras, Tracts 18A & 18B (Santa Fe, NM)**
**(Beckner Road/Walking Rain Rd.)**
**Traffic Impact Study**

## 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 (11$^{TH}$ 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.

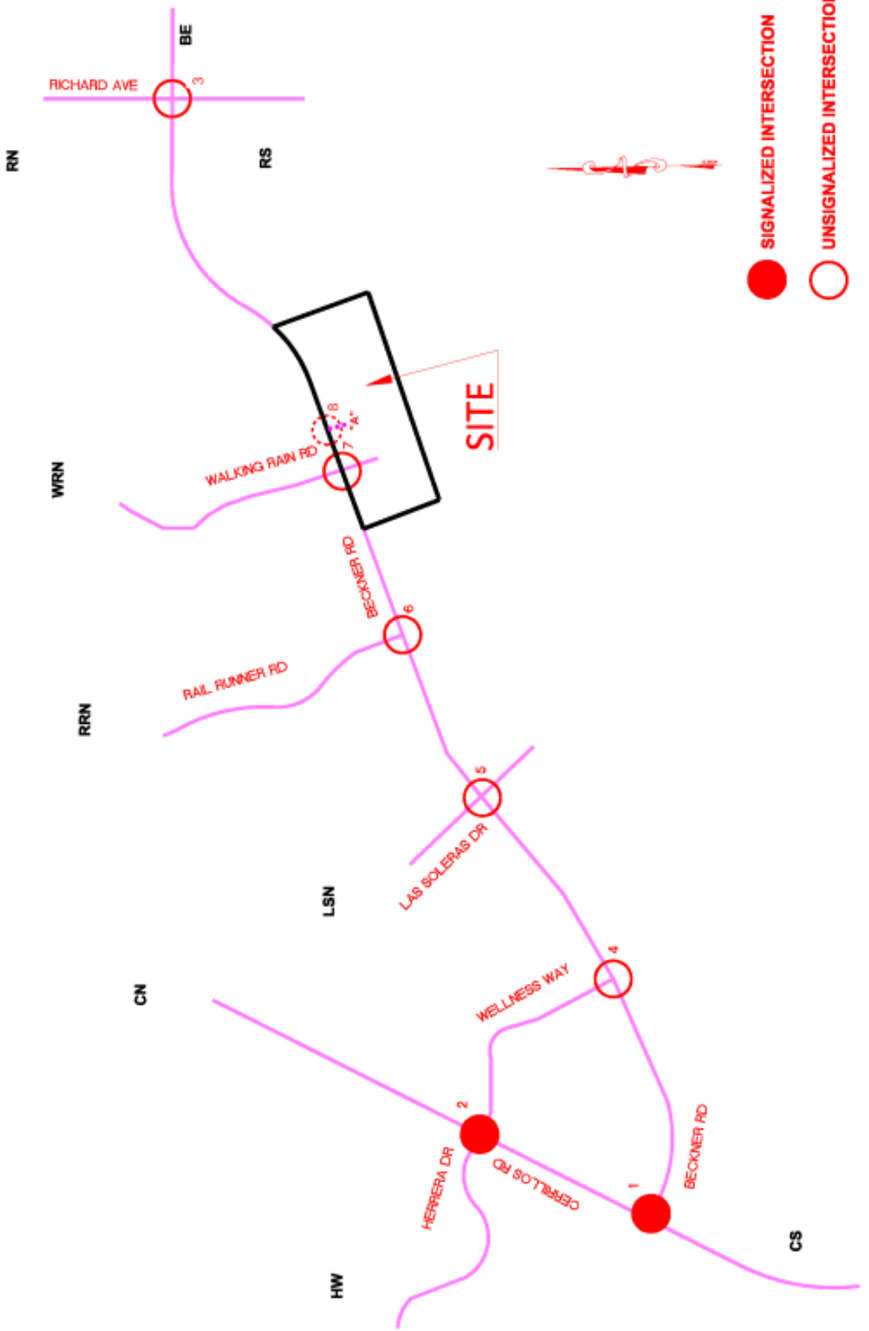
## Traffic Analysis

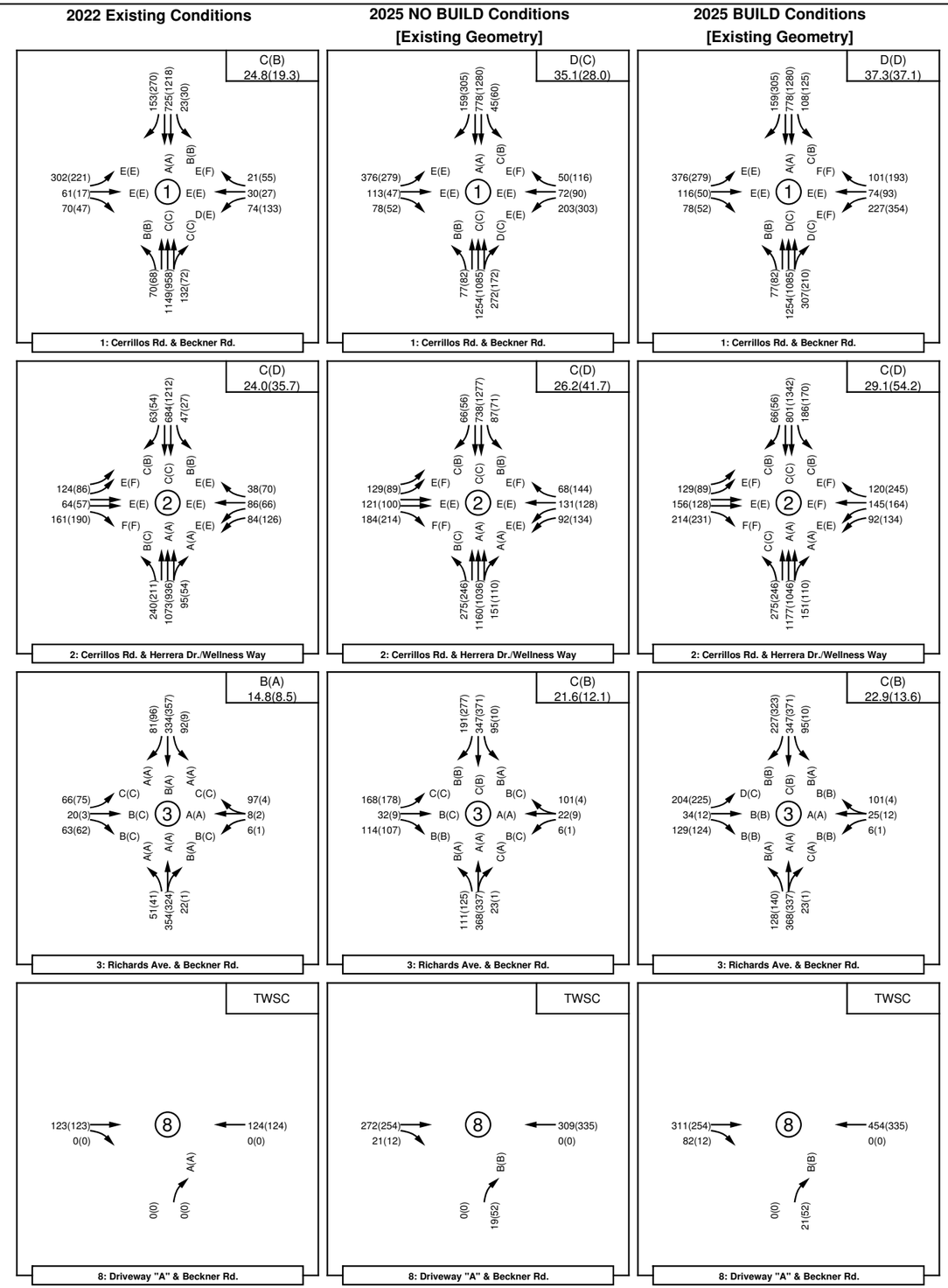
A capacity analysis was conducted for the following NO BUILD and BUILD conditions:

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



**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**

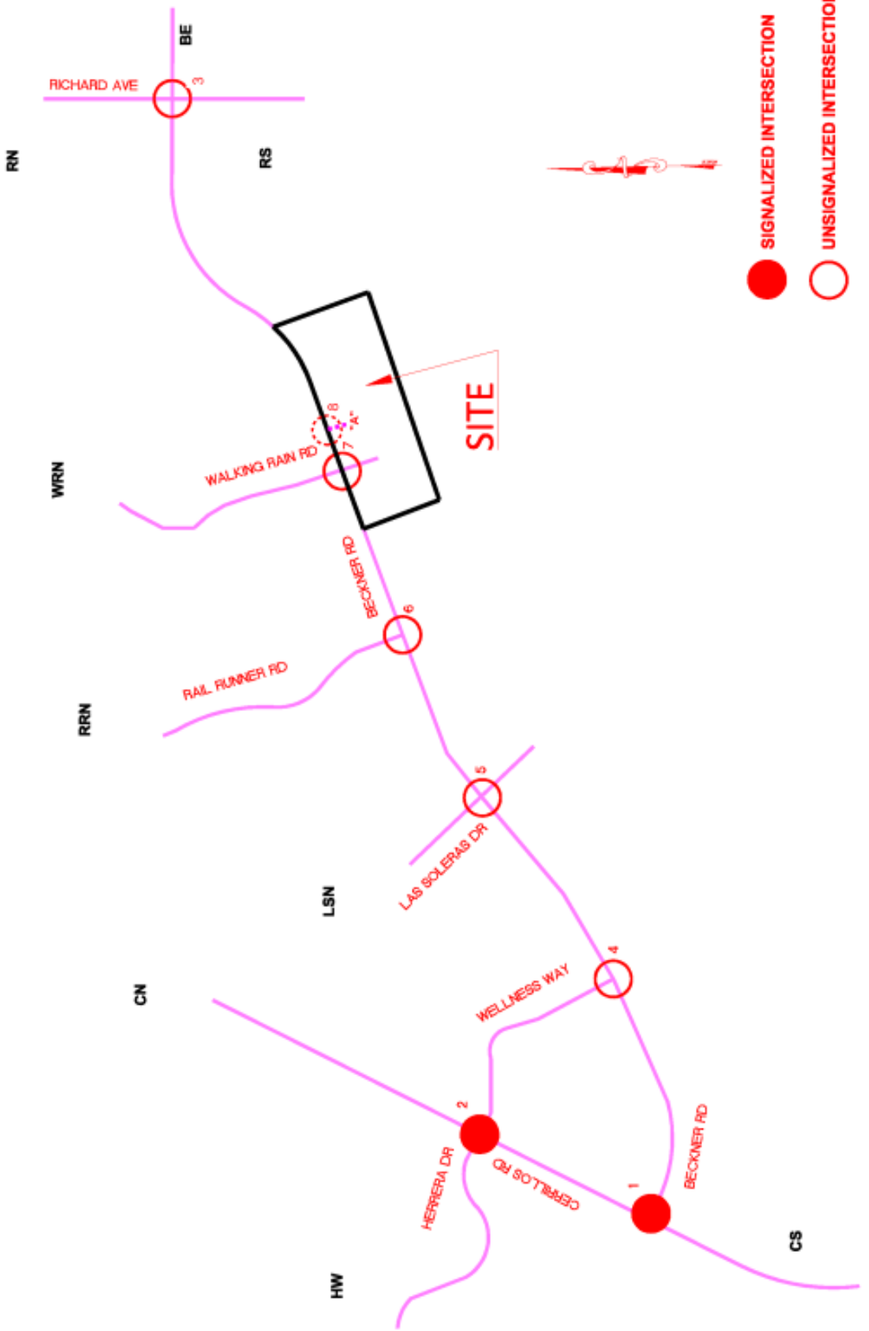


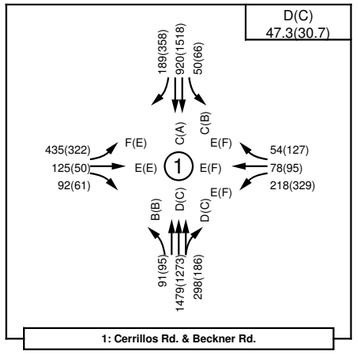
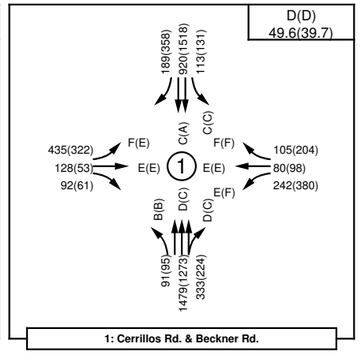
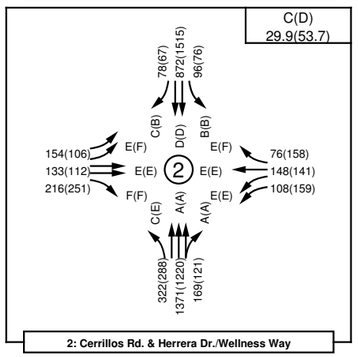
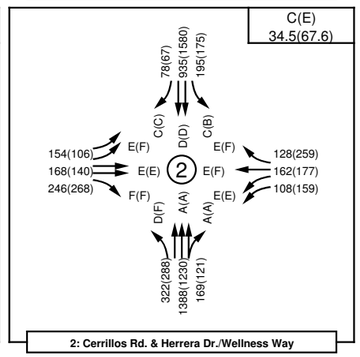
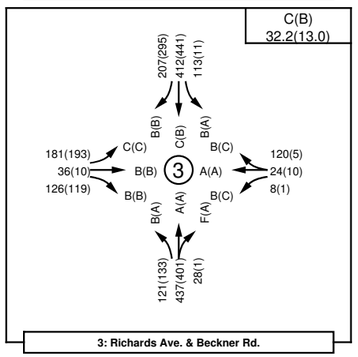
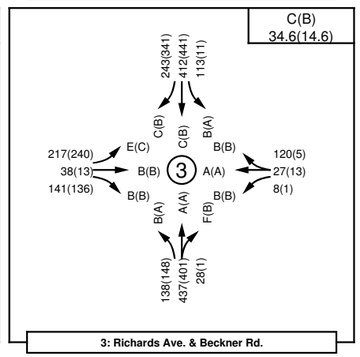
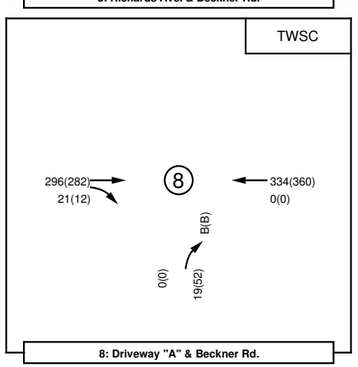
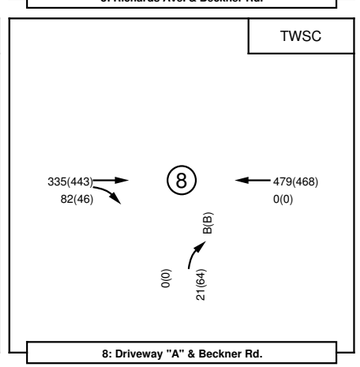

**NO RECOMMENDATIONS**

***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]**







**2035 BUILD Conditions**
**[MITIGATED - by others]**







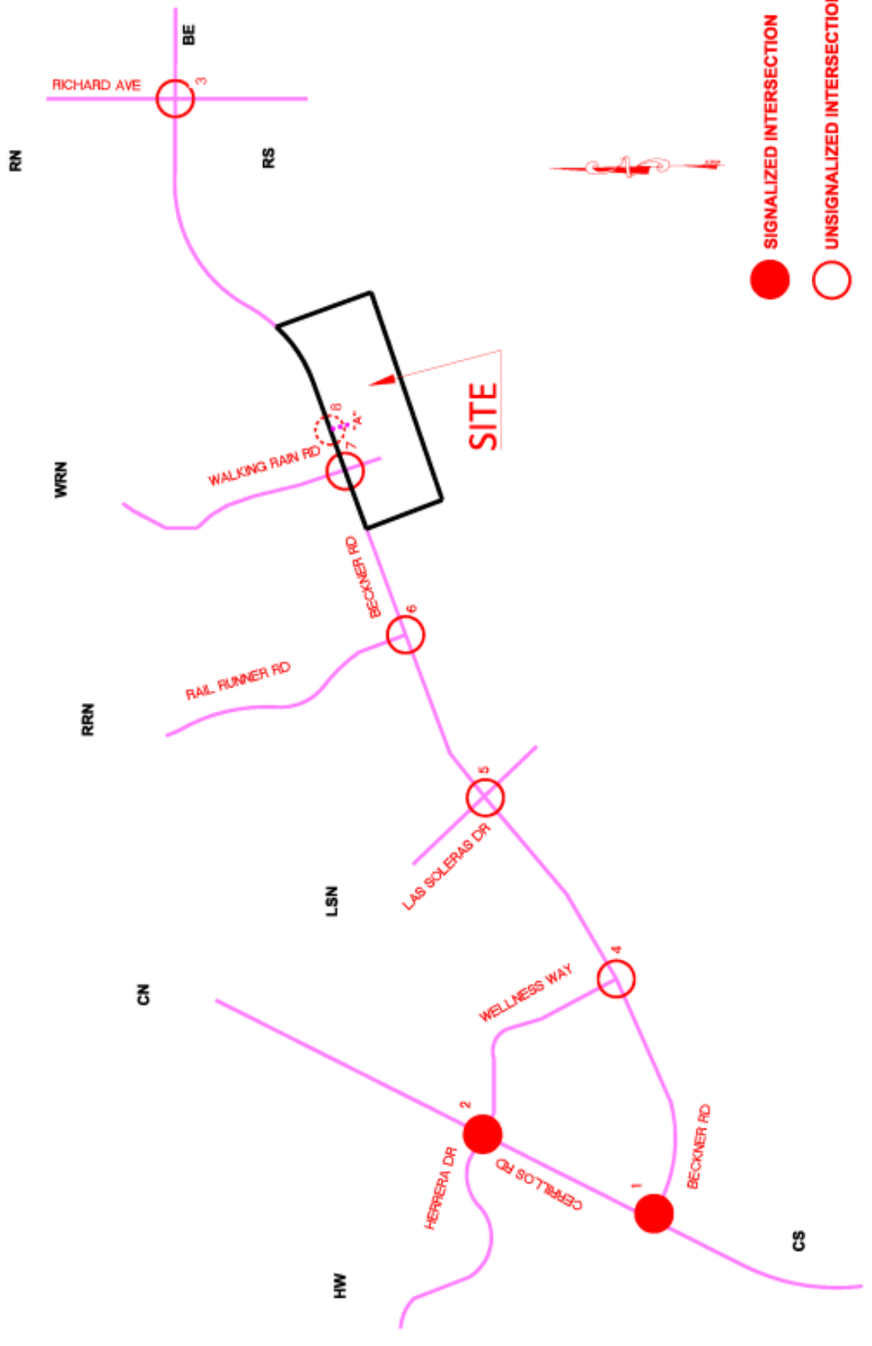
**NO RECOMMENDATIONS**

**NO RECOMMENDATIONS**

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

**AM(PM)**

# 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] | |
|---|---|---|
| Roundabout<br>57(170) 142(131)<br>38(38) 401(237) 4 113(180) 219(308)<br>4: Beckner Rd. & Wellness Way | Roundabout<br>57(170) 271(257)<br>38(38) 503(342) 4 213(337) 298(439)<br>4: Beckner Rd. & Wellness Way | **NO RECOMMENDATIONS** |
| Roundabout<br>11(11) 44(20) 8(13)<br>8(18) 434(328) 9(44) 5 1(13) 315(373) 29(20)<br>16(60) 0(1) 4(12)<br>5: Las Soleras Dr. & Beckner Rd. | Roundabout<br>11(11) 44(20) 9(13)<br>8(18) 663(559) 9(44) 5 2(13) 485(615) 29(20)<br>16(60) 0(1) 4(12)<br>5: Las Soleras Dr. & Beckner Rd. | **NO RECOMMENDATIONS** |
| Roundabout<br>55(51) 38(37)<br>55(45) 378(278) 6 82(57) 259(368)<br>6: Beckner Rd. & Rail Runner Rd. | Roundabout<br>55(51) 61(61)<br>55(45) 608(509) 6 105(80) 439(656)<br>6: Beckner Rd. & Rail Runner Rd. | **NO RECOMMENDATIONS** |
| Roundabout<br>35(21) 16(8) 57(35)<br>23(37) 252(246) 140(69) 7 28(44) 238(287) 68(29)<br>33(175) 3(21) 8(13)<br>7: Walking Rain & Beckner Rd. | Roundabout<br>35(21) 16(8) 58(37)<br>23(37) 346(415) 300(156) 7 29(45) 335(368) 115(55)<br>139(407) 4(23) 32(47)<br>7: Walking Rain & Beckner Rd. | **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<br>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)

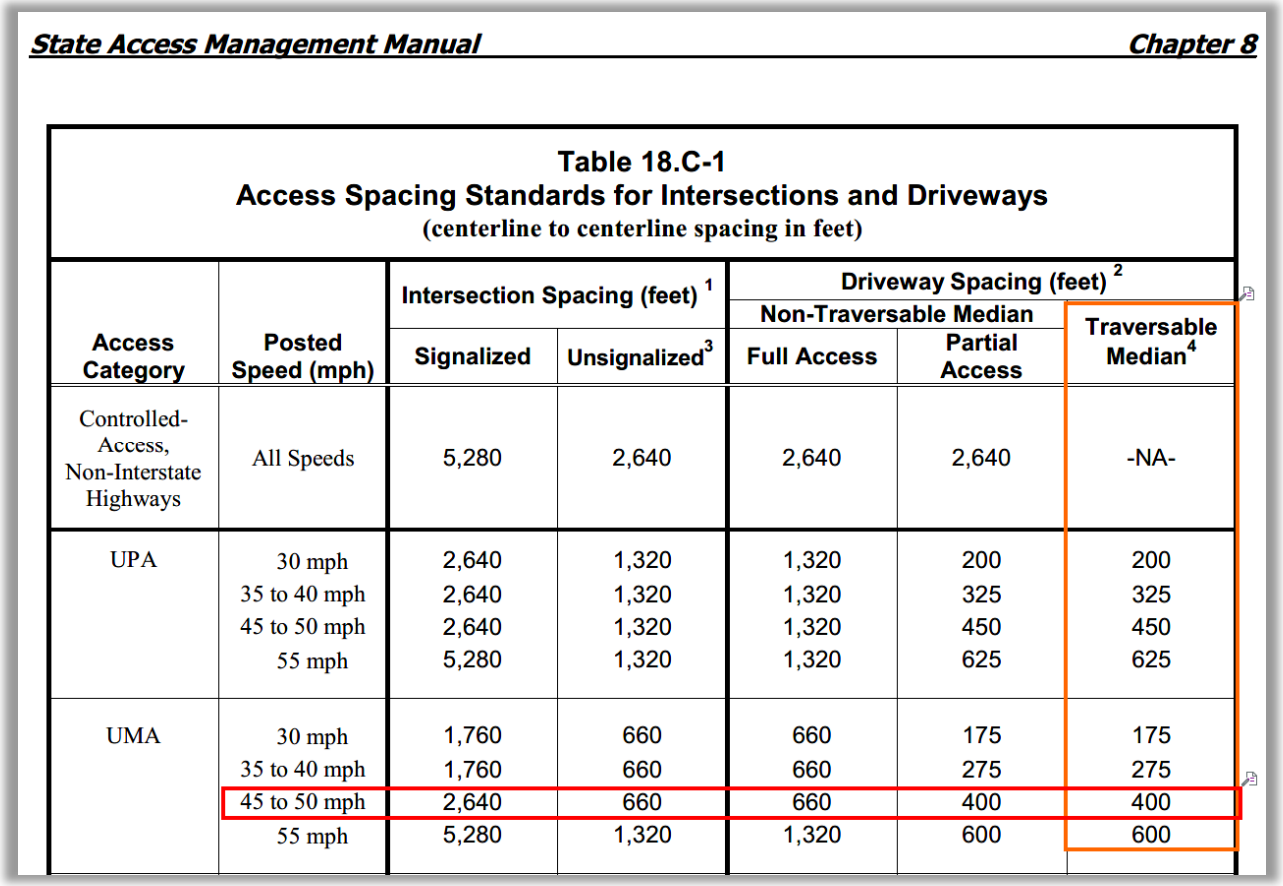
Tract 18A, for the purposes of this Traffic Impact Study is assumed to be developed as residential uses so as to consider trips generated by the parcel. However, the developer has no definite planned uses defined for Tract 18A at this time. Tract 18A is zoned for C-2 uses. Therefore, any development 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.

## *Appendix*


| | |
|---|---|
| ***SITE INFORMATION*** | |
| *Vicinity Map / Study Area Map* | *A-1* |
| *Study Area Map / Intersection Numbers* | *A-2* |
| *Proposed Site Plan* | *A-3* |
| *Other Recently Proposed / Approved Developments in Study Area Map* | *A-4* |
| *Roadway Functional Class Map* | *A-5* |
| *Santa Fe Bikeways and Trails Map* | *A-6* |
| ***BACKGROUND GROWTH*** | |
| *Historic AWDT Data* | *A-7* |
| *Growth Rate Graph* | *A-8* |
| ***TRIP GENERATION*** | |
| *Trip Generation Summary & Worksheets* | *A-10 thru A-12* |
| ***TRIP DISTRIBUTION AND TRIP ASSIGNMENTS*** | |
| *Santa Fe TAZ Map* | *A-13* |
| *Trips Distribution Worksheets (Retail Commercial)* | *A-14 thru A-19* |
| *Santa Fe Subarea Map* | *A-20* |
| *Trips Distribution Worksheets (Office)* | *A-21 thru A-26* |
| *Trip Distribution Map - Commercial (%)* | *A-27* |
| *Trip Assignments Map - Commercial (% Entering)* | *A-28* |
| *Trip Assignments Map - Commercial (% Exiting)* | *A-29* |
| *Trip Distribution Map - Office (%)* | *A-30* |
| *Trip Assignments Map - Office (% Entering)* | *A-31* |
| *Trip Assignments Map - Office (% Exiting)* | *A-32* |
| *Trip Distribution Map – Residential (%)* | *A-13* |
| *Trip Assignments Map – Residential (% Entering)* | *A-34* |
| *Trip Assignments Map – Residential (% Exiting)* | *A-35* |
| ***TURNING MOVEMENTS WORKSHEETS*** | |
| *Implementation Year (2025) Turning Movements Volumes Summary Sheets* | *A-36 thru A-38* |
| *Implementation Year (2025) Turning Movements Volumes Worksheets* | *A-39 thru A-60* |
| *Horizon Year (2035) Turning Movements Volumes Summary Sheets* | *A-61 thru A-63* |
| *Horizon Year (2035) Turning Movements Volumes Worksheets* | *A-64 thru A-85* |
| ***INTERSECTION ANALYSIS – IMPLEMENTATION YEAR (2025)*** | |
| *Intersection 1 – Cerrillos/Beckner - Signalized Intersection Analysis* | *A-86 thru A-95* |
| *Intersection 2 – Herrera (Wellness Way) / Cerrillos Rd - Signalized Intersection* | *A-96 thru A-105* |
| *Intersection 3 – Beckner Rd. / Richards Ave. - Signalized Intersection Analysis* | *A-106 thru A-115* |
| *Intersection 4 – Beckner/Wellness Way - Roundabout Intersection Analysis* | *A-116 thru A-121* |
| *Intersection 5 - Beckner/Las Soleras Dr. - Roundabout Intersection Analysis* | *A-122 thru A-127* |
| *Intersection 6 – Beckner/Rail Runner - Roundabout Intersection Analysis* | *A-128 thru A-133* |
| *Intersection 7 – Beckner Rd. / Walking Rain Rd.* | *A-134 thru A-139* |
| *Intersection 8 – Beckner Rd. / Driveway "A" - Unsignalized Intersection Analysis* | *A-140 thru A-141* |
| ***INTERSECTION ANALYSIS – HORIZON YEAR (2035)*** | |
| *Intersection 1 – Cerrillos/Beckner - Signalized Intersection Analysis* | *A-142 thru A-149* |
| *Intersection 2 – Herrera (Wellness Way) / Cerrillos Rd - Signalized Intersection* | *A-150 thru A-157* |
| *Intersection 3 – Beckner Rd. / Richards Ave. - Signalized Intersection Analysis* | *A-158 thru A-165* |
| *Intersection 4 – Beckner/Wellness Way - Roundabout Intersection Analysis* | *A-166 thru A-169* |
| *Intersection 5 - Beckner/Las Soleras Dr. - Roundabout Intersection Analysis* | *A-170 thru A-173* |

| | |
|---|---|
| *Intersection 6 – Beckner/Rail Runner - Roundabout Intersection Analysis* | *A-174 thru A-177* |
| *Intersection 7 – Beckner Rd. / Walking Rain Rd.* | *A-178 thru A-181* |
| *Intersection 8 – Beckner Rd. / Driveway "A" - Unsignalized Intersection Analysis* | *A-182 thru A-185* |
| *Future Theoretical Conceptual Driveways for Tract 18A* | *A-186 thru A- 194* |
| ***MISCELLANEOUS DATA*** | |
| *Determination of Warrants for Deceleration Lanes* | *A-195 thru A-198* |
| *Signal Timing Sheets / Scoping Letter* | *A-199 thru A-202* |
| *Traffic Count Data Sheets* | *A-203 thru A-209* |
| *NM DOT Crash Data* | *A-210 thru A-211* |

# *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)

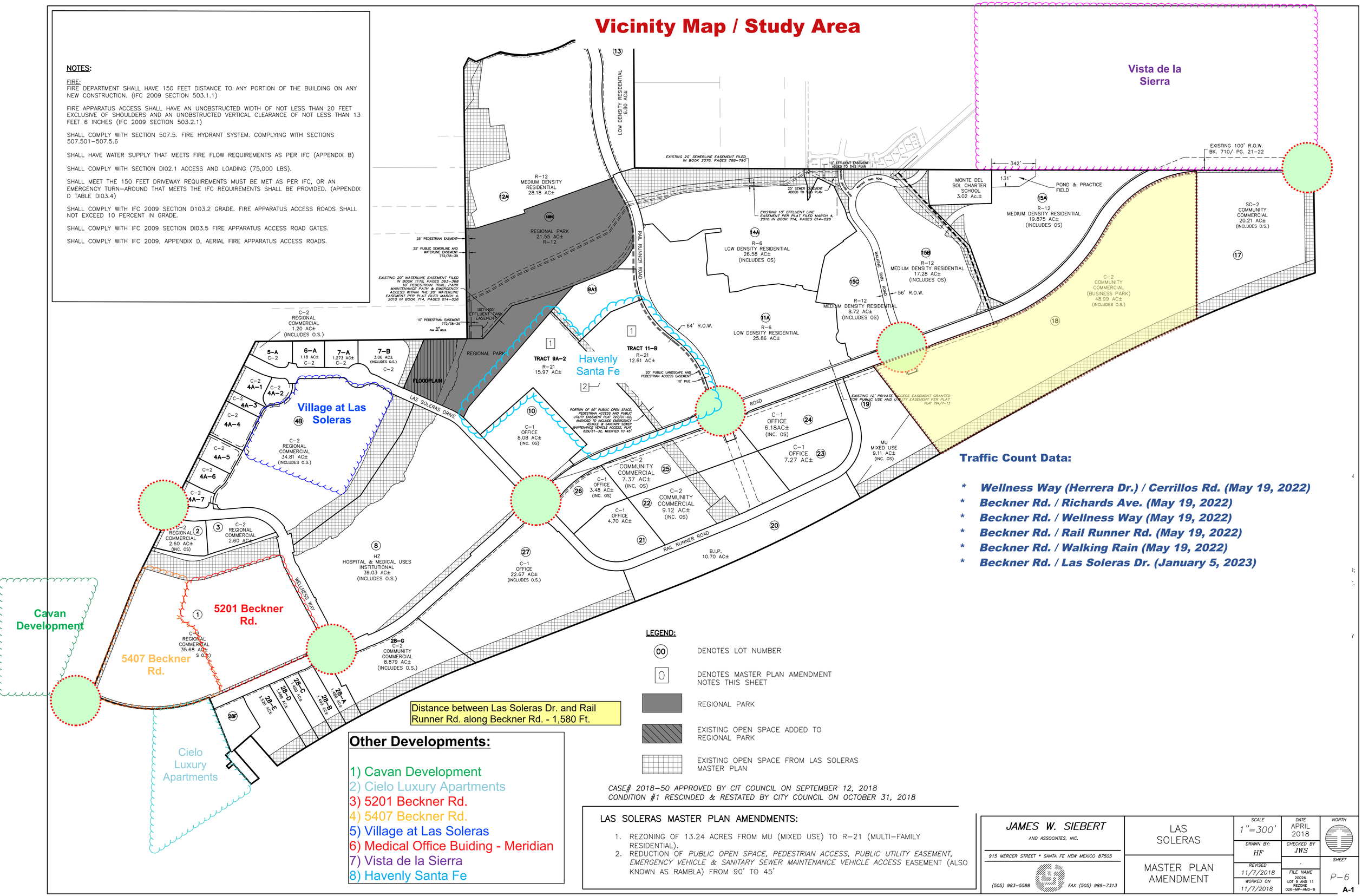
SHALL COMPLY WITH SECTION DI02.1 ACCESS AND LOADING (75,000 LBS).

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

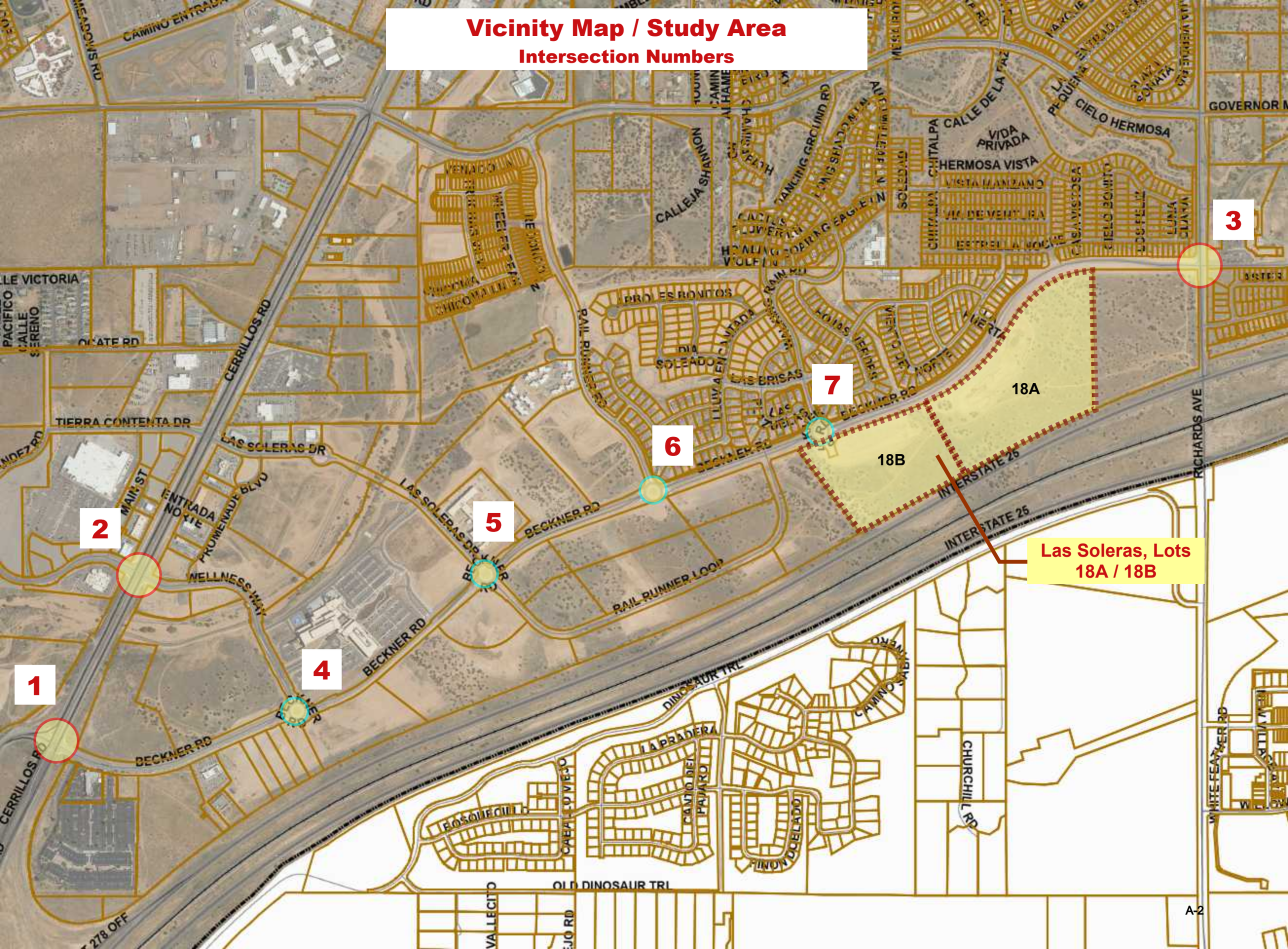
MASTER PLAN AMENDMENT

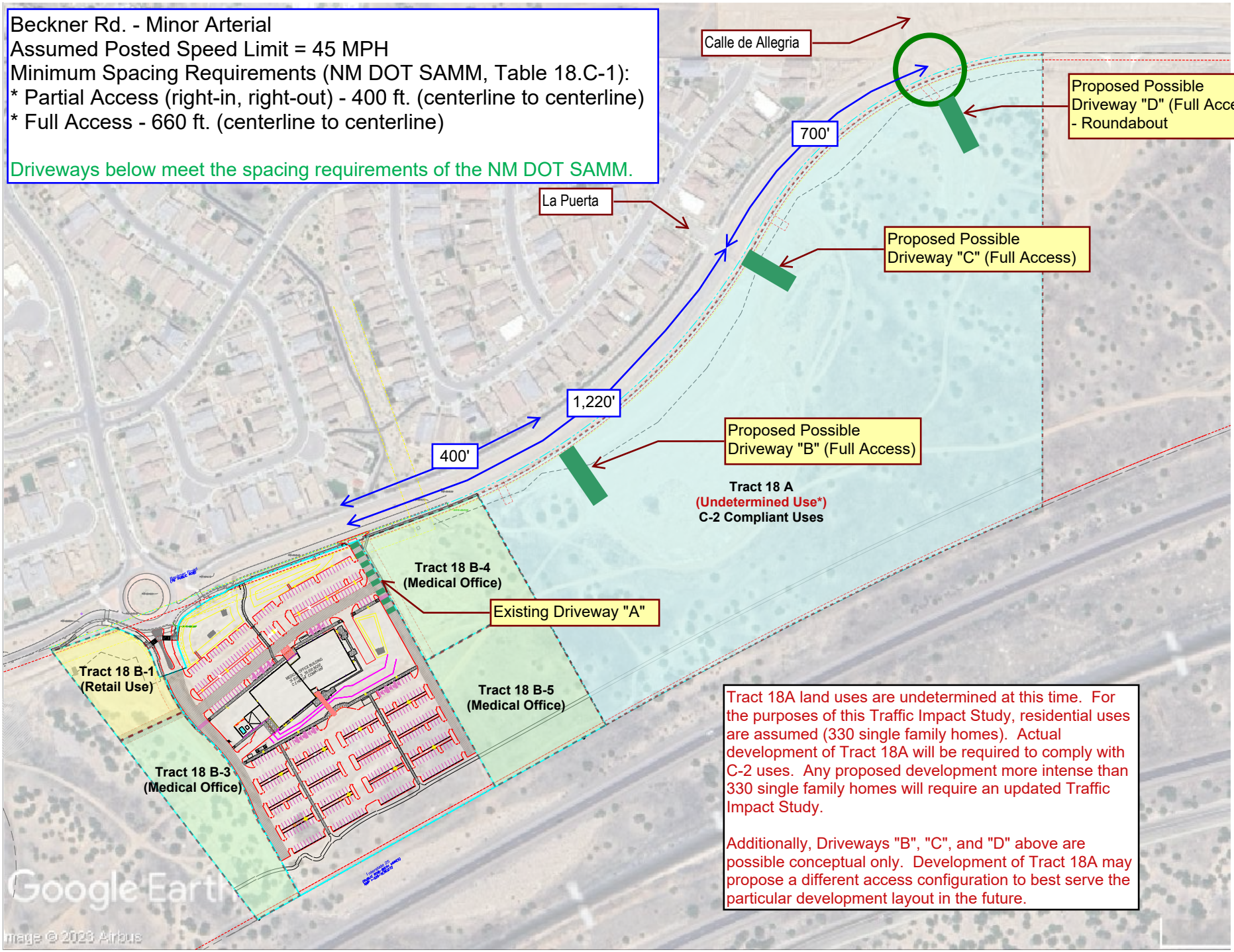
| SCALE | DATE | NORTH |
|---|---|---|
| 1"=300' | APRIL 2018 | |
| DRAWN BY: HF | CHECKED BY JWS | |
| REVISED 11/7/2018 | . | SHEET P–6 |
| WORKED ON 11/7/2018 | FILE NAME 20026 LOT 9 AND 11 REZONE 026–MP–AMD–8 | |

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

**2021**

**A-6**

**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

DISCLAIMER
This map was compiled from information provided by the City of Santa Fe, Santa Fe County, Santa Fe Metropolitan Planning Organization and ESRI. Information on this map is for reference only and cannot be guaranteed for accuracy or quality. The City of Santa Fe assumes no liability for the use of this map or information.

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

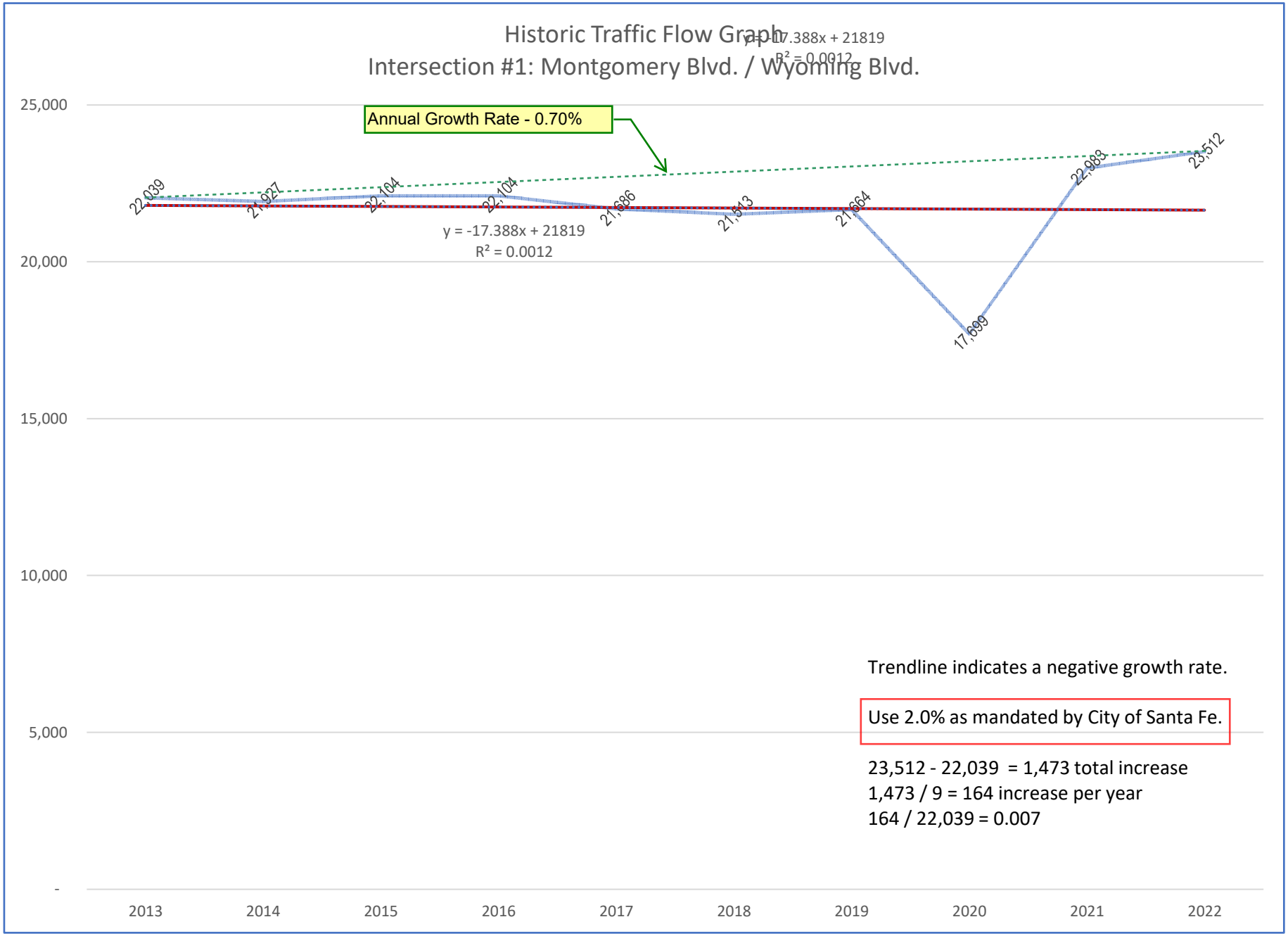
# Historic Growth Data Table

## [#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
22,983
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)

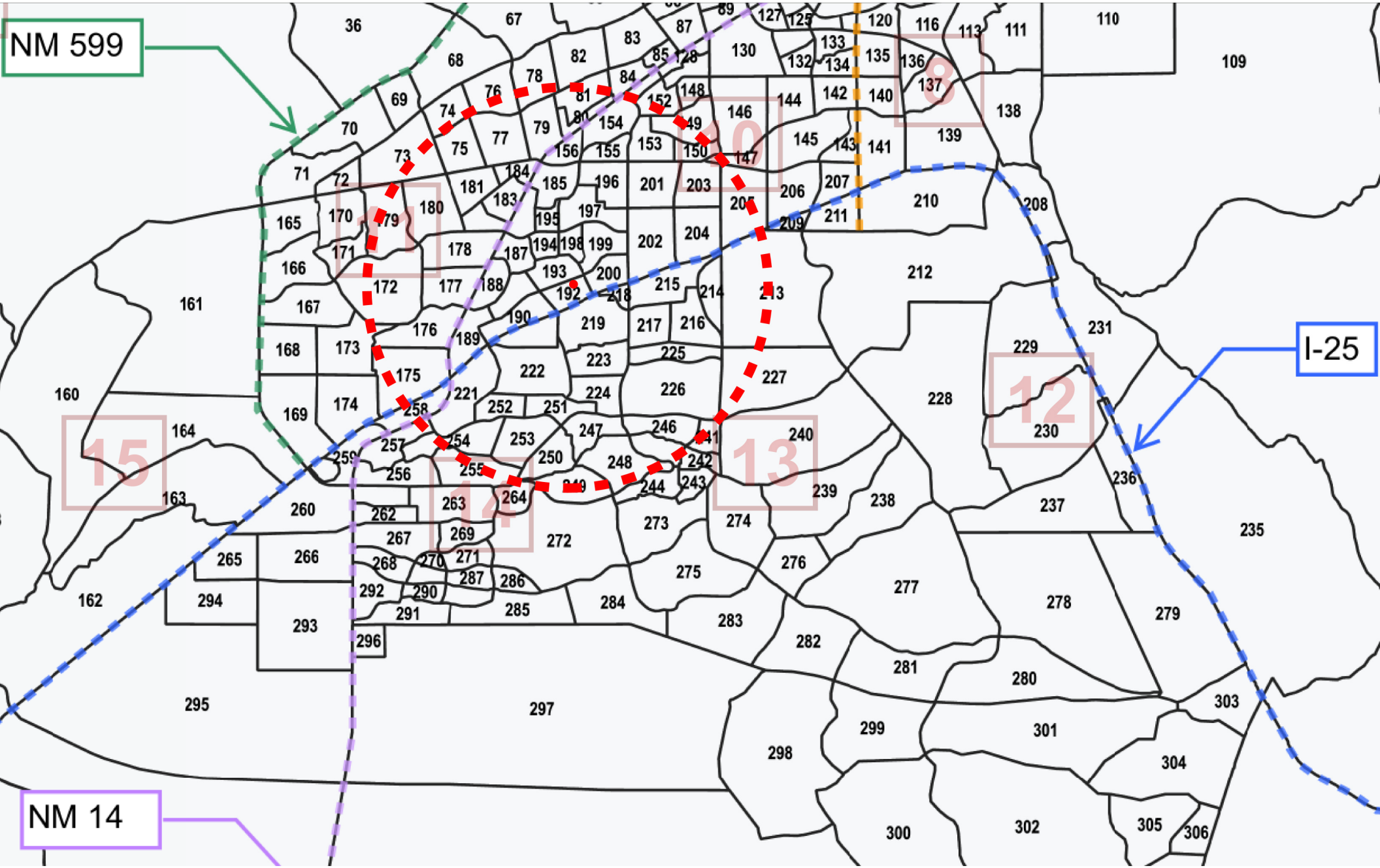
**Ln(T) =** ***0.94*** **Ln(X) +** ***0.27***

***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
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 |

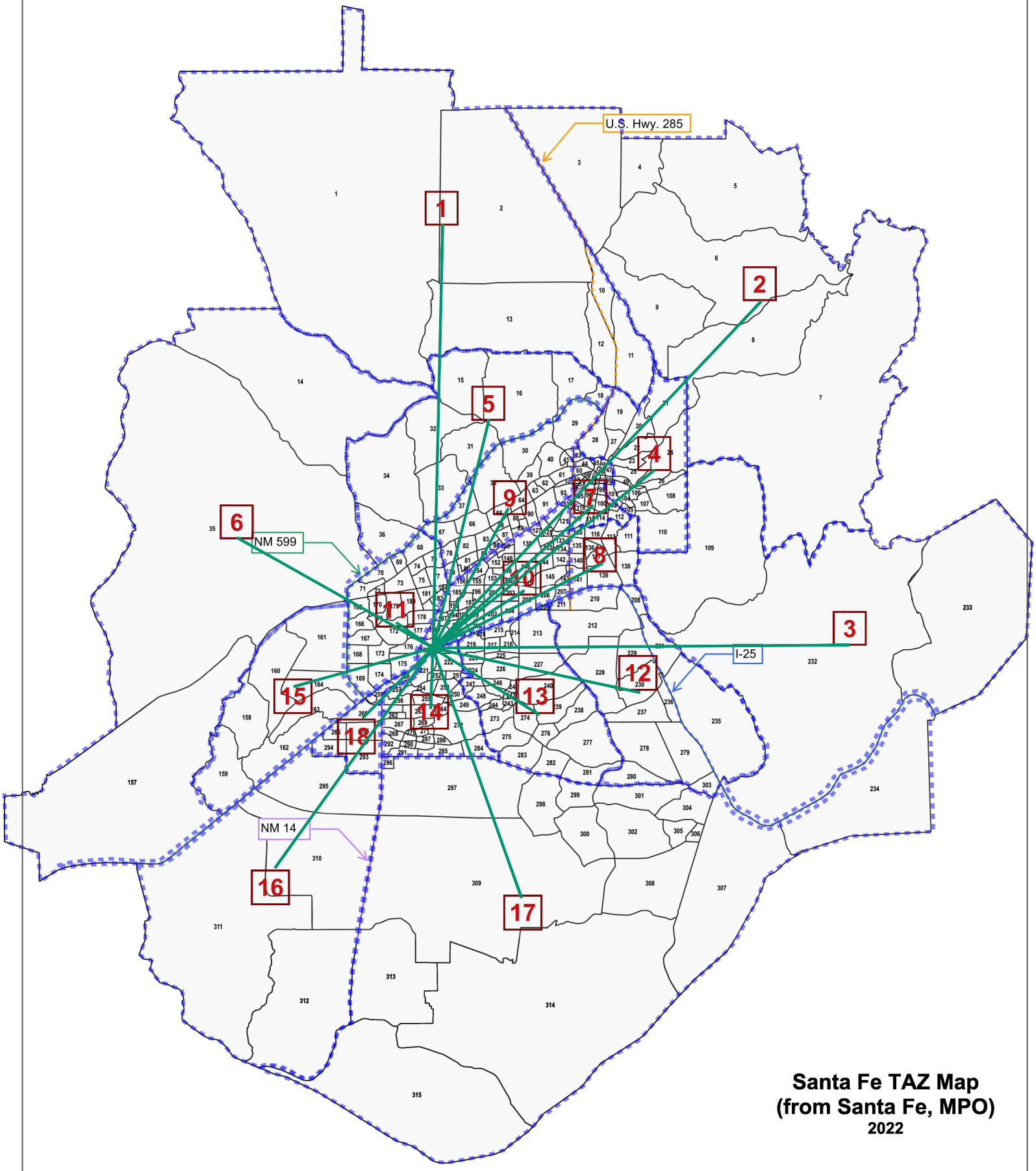
# Trip Distribution Table

## 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

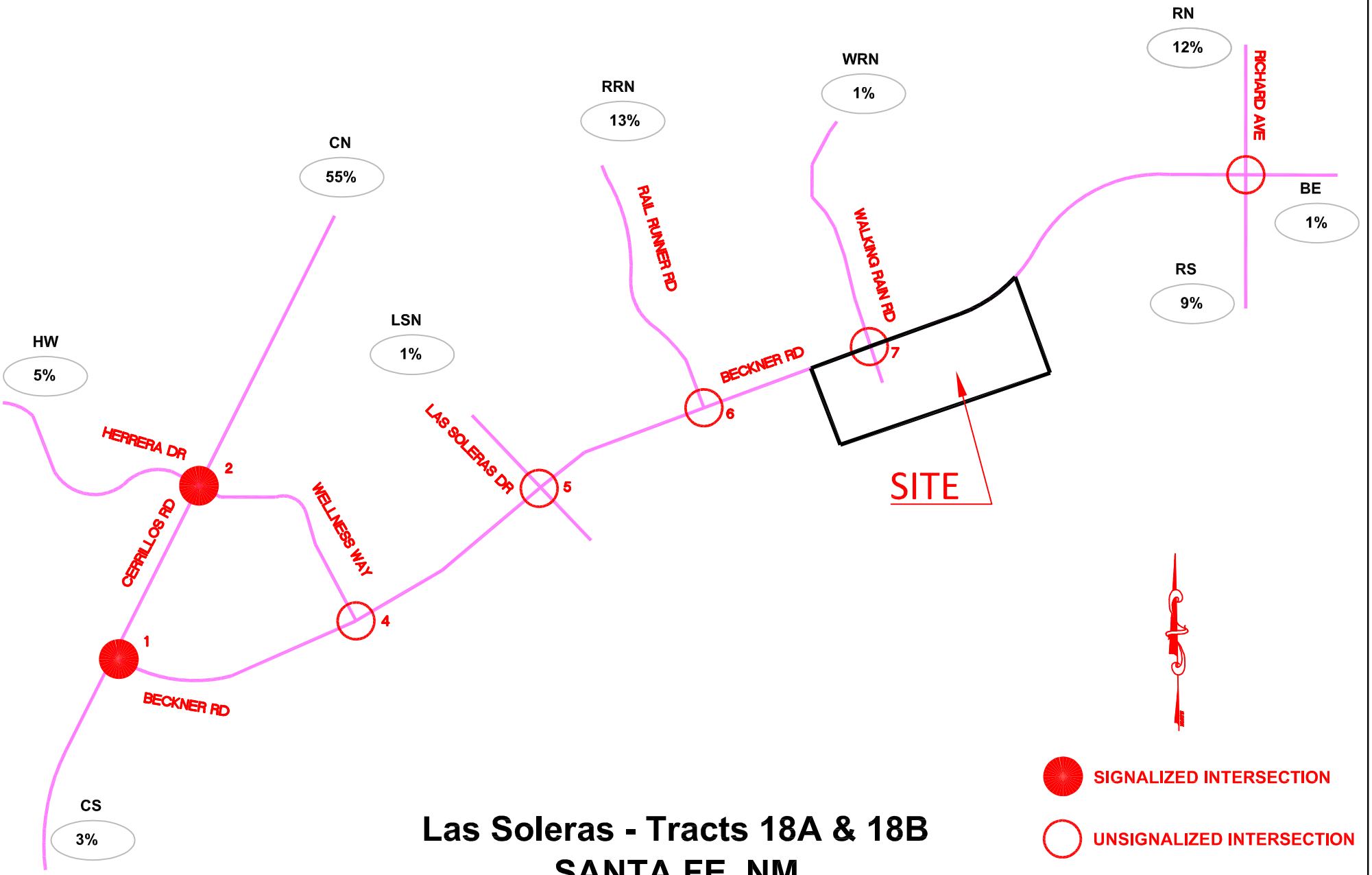
**Las Soleras, Tracts 18A & 18B**

**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*

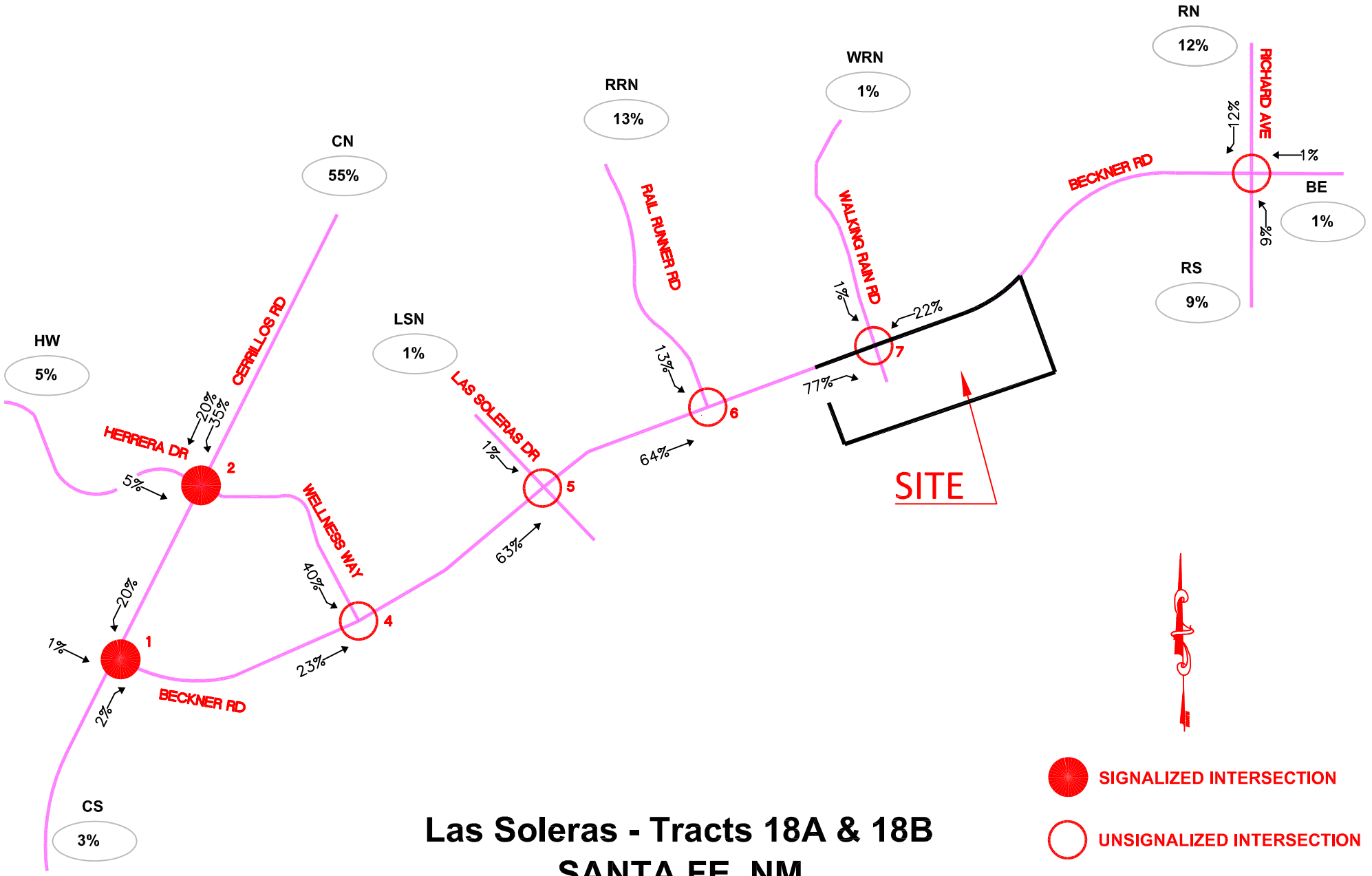
| | | | | | | | | | (BE) Beckner Rd. East | | | (RS) Richards Ave. South | | | (CS) Cerrillos Rd. South | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Sub Area I.D.#** | **% Sub Area in Study** | **2015 Employment** | **2040 Employment** | **Interpolated Employment 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



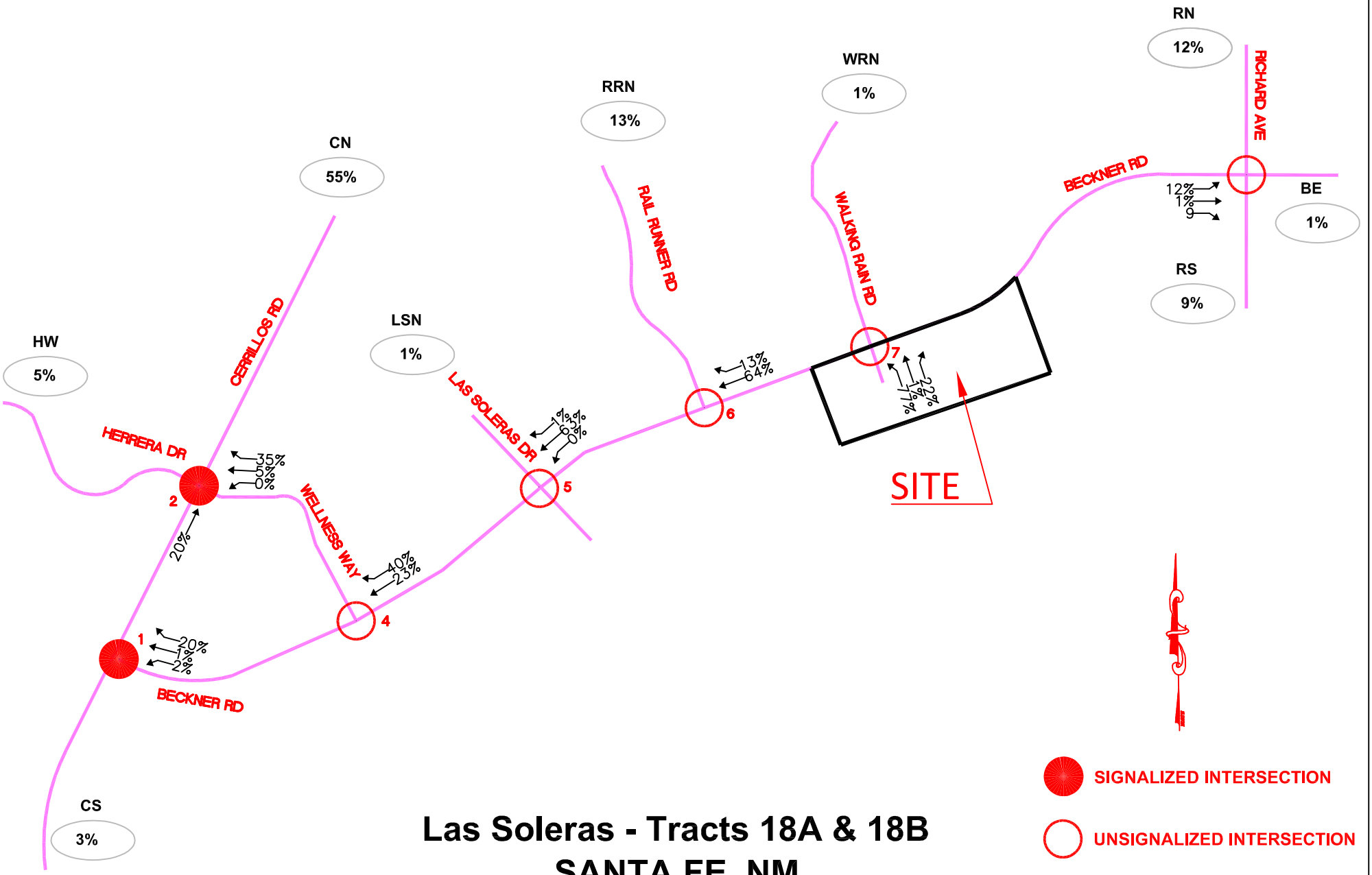

# Las Soleras - Tracts 18A & 18B
# SANTA FE, NM

**(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



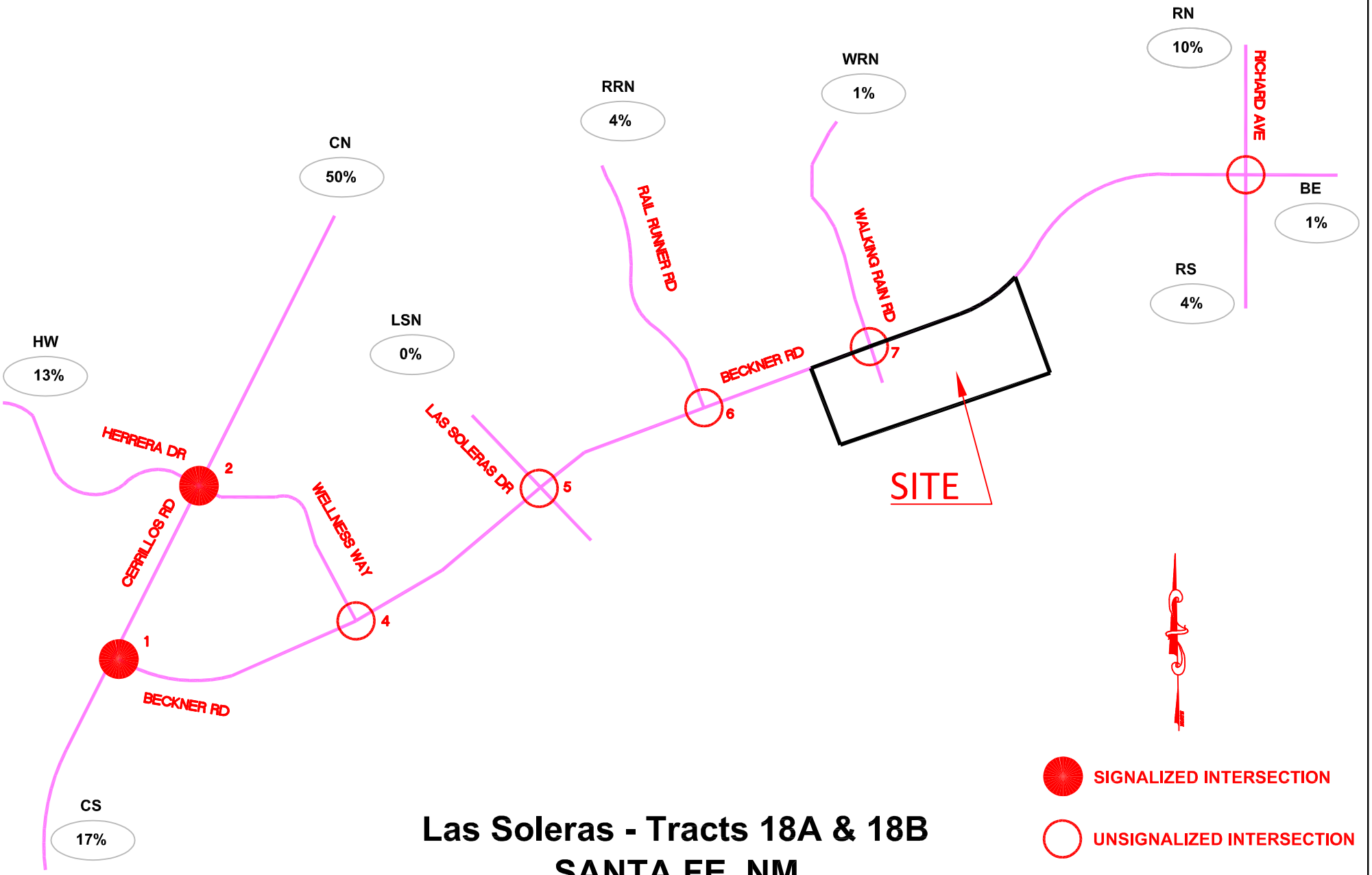

# Las Soleras - Tracts 18A & 18B
# SANTA FE, NM

**(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



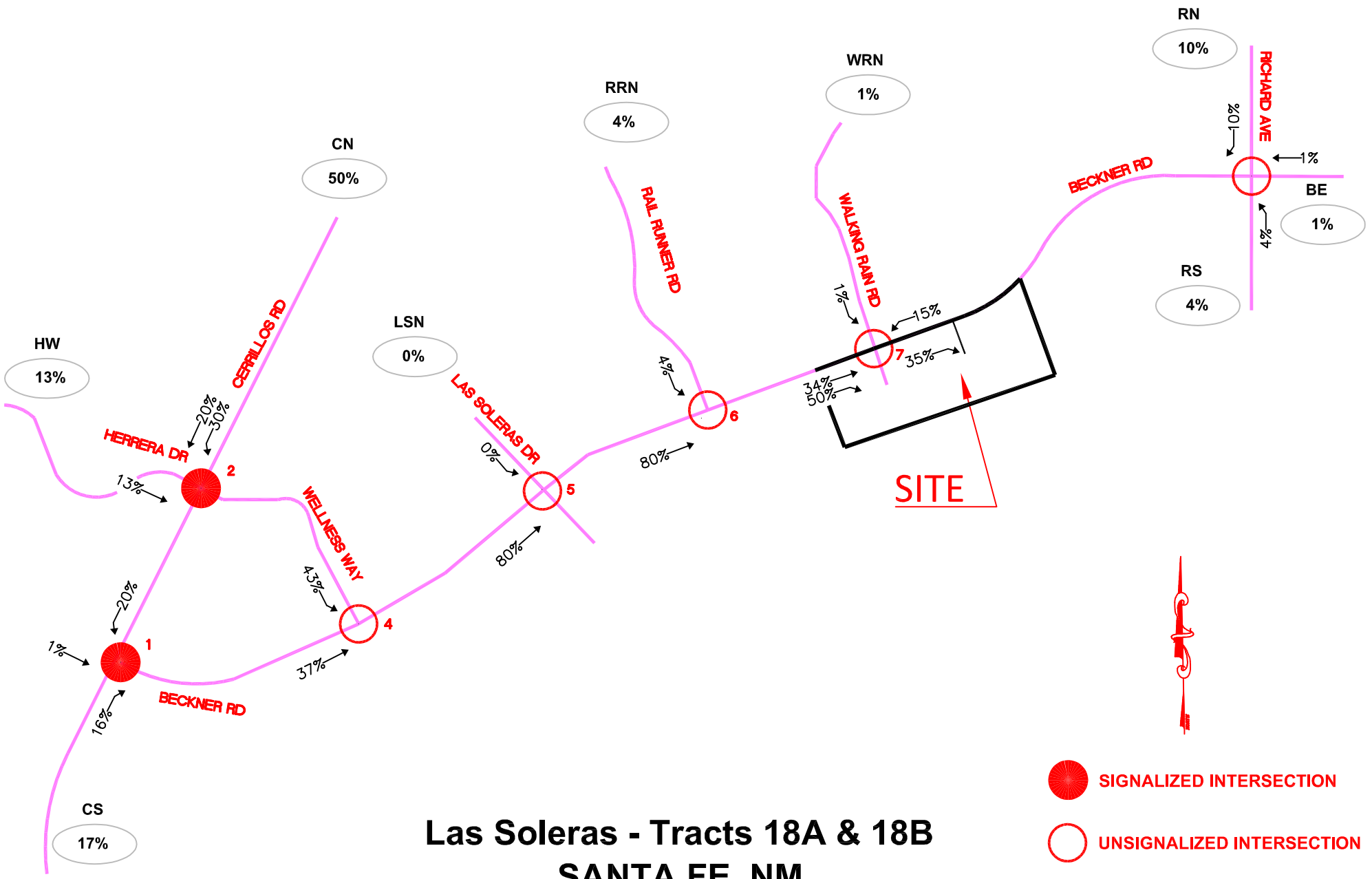

# Las Soleras - Tracts 18A & 18B
# SANTA FE, NM

**(BECKNER RD / WALKING RAIN RD.)**

**Trip Distribution Map (%)**

**OFFICE**

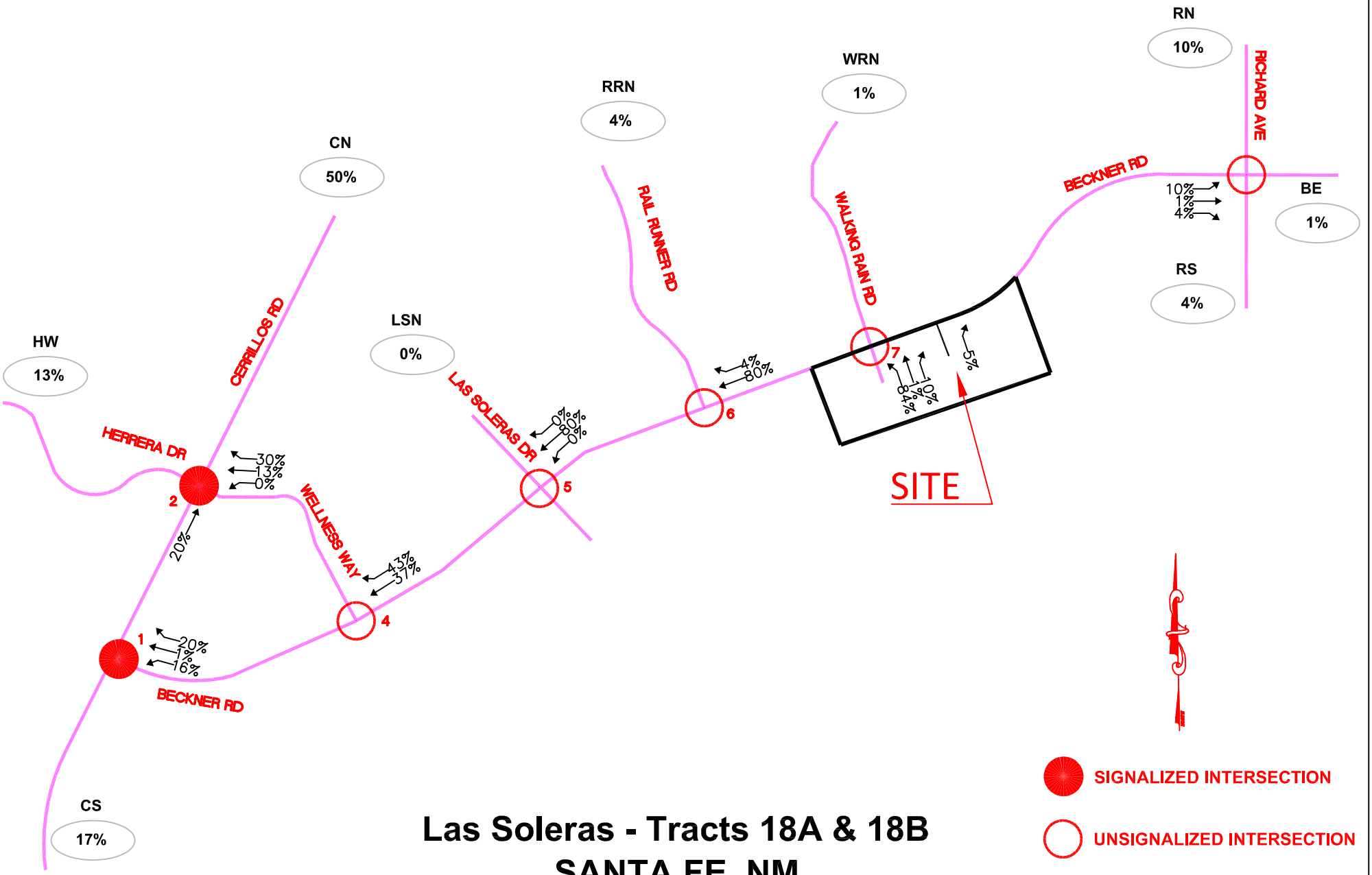
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100




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

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

A-31




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

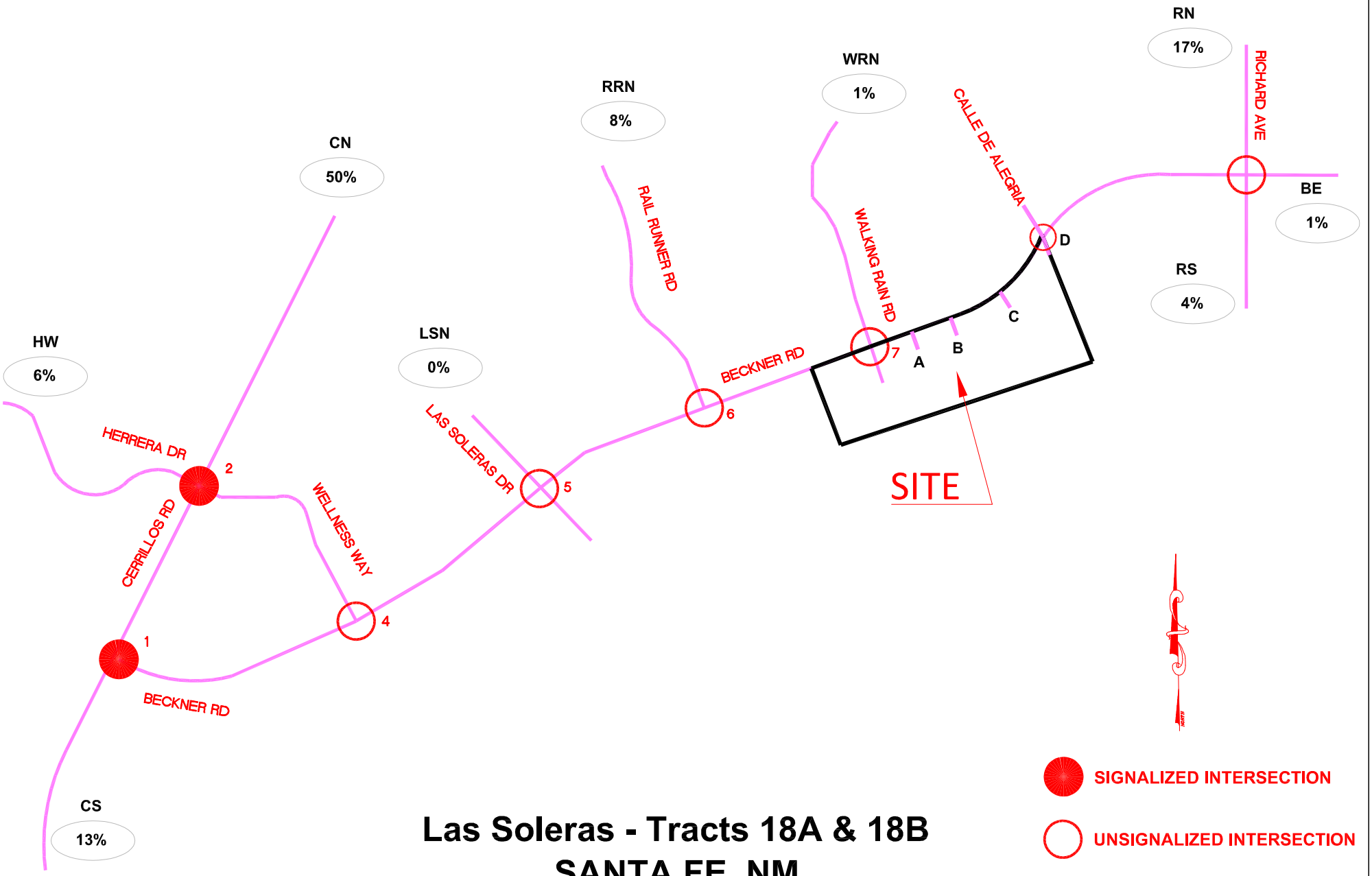
**(BECKNER RD / WALKING RAIN RD.)**

**Trip Assignments Map (% Exiting)**

**OFFICE**

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

A-32



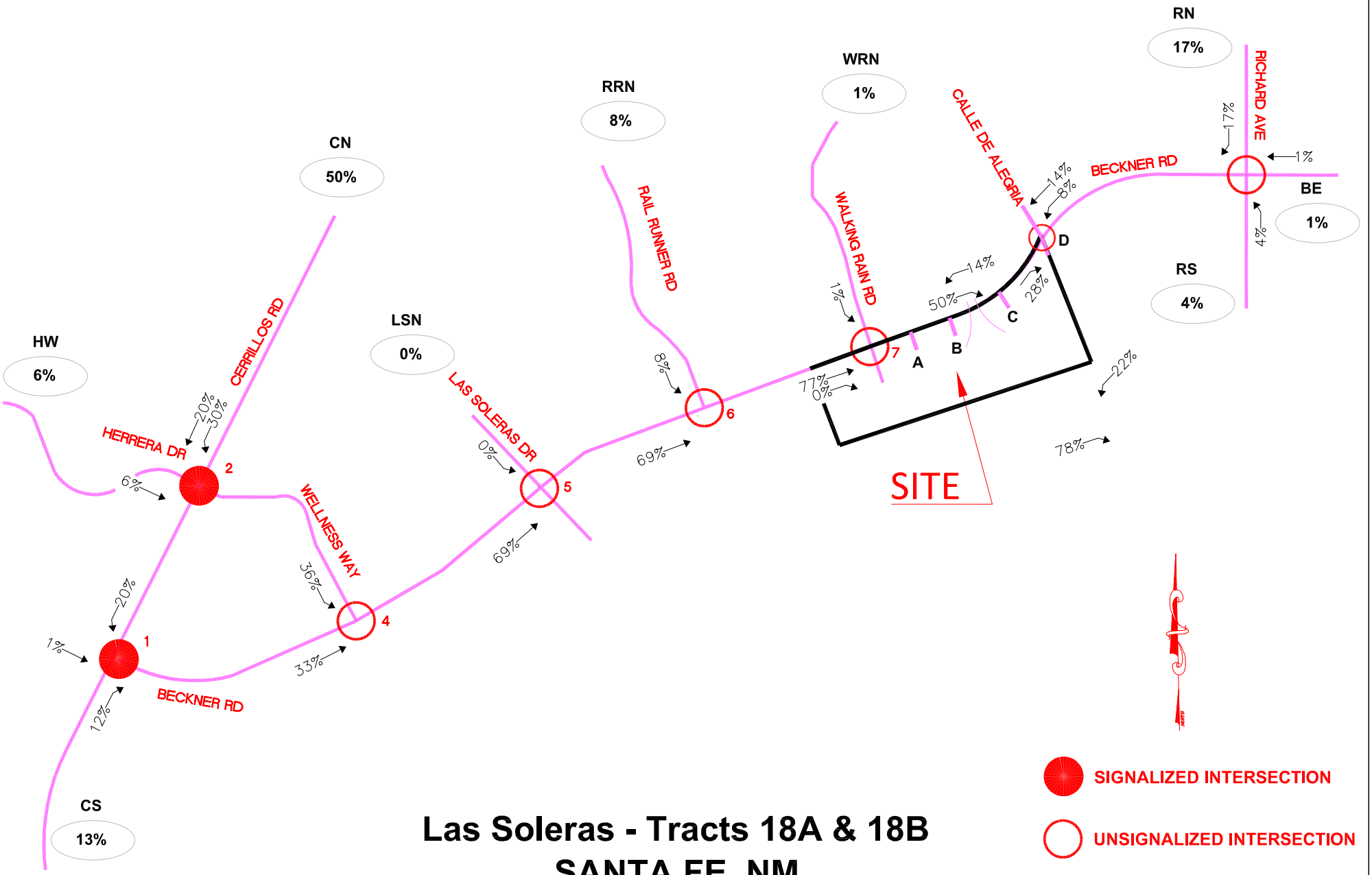

# Las Soleras - Tracts 18A & 18B
# SANTA FE, NM

**(BECKNER RD / WALKING RAIN RD.)**

**Trip Distribution Map (%)**

**RESIDENTIAL**

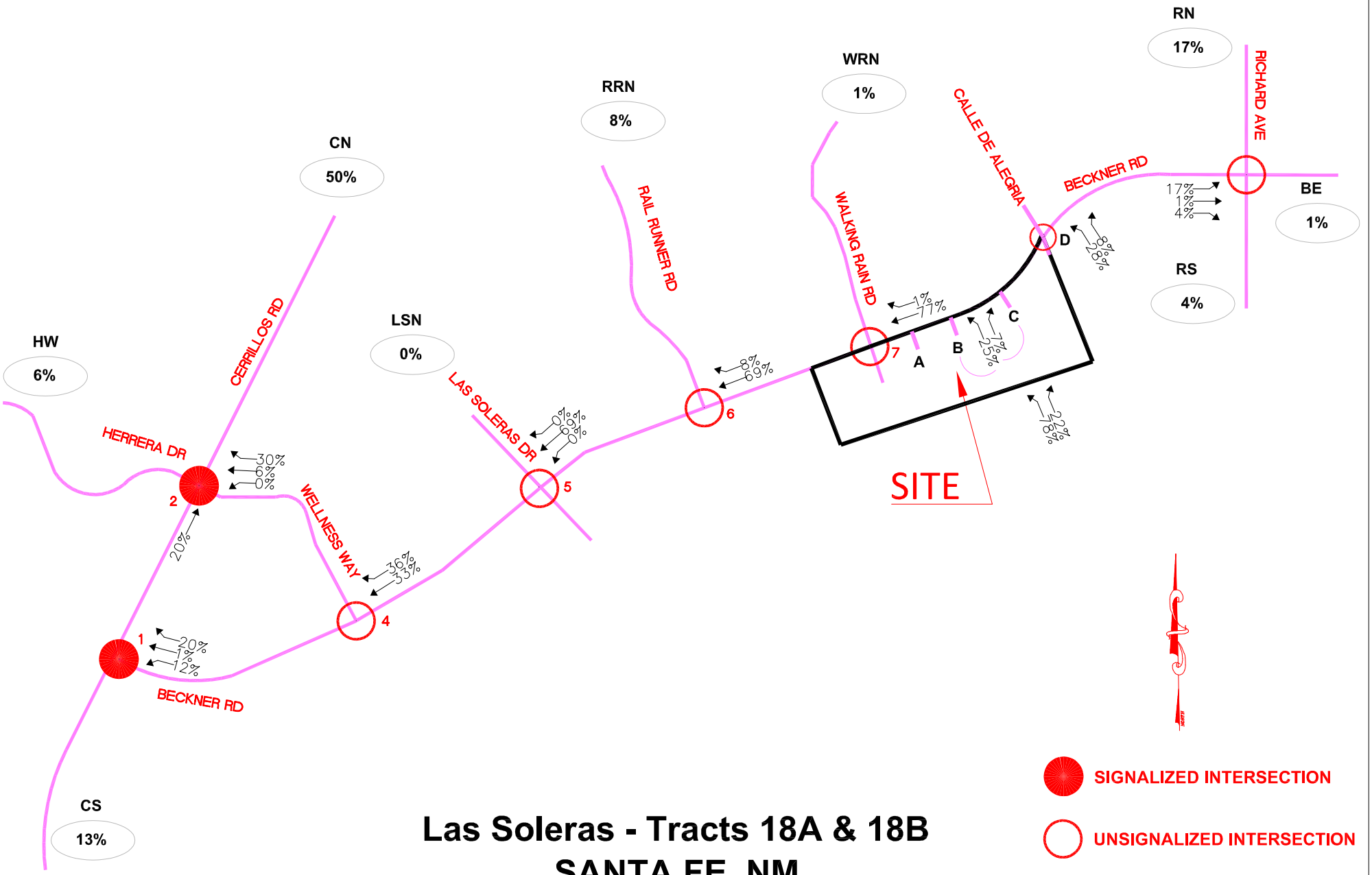
TIERRA WEST, LLC
5571 MIDWAY PARK PLACE NE
ALBUQUERQUE, NEW MEXICO 87109
(505)858-3100




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


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


A-34




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


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


A-35

# *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. | |

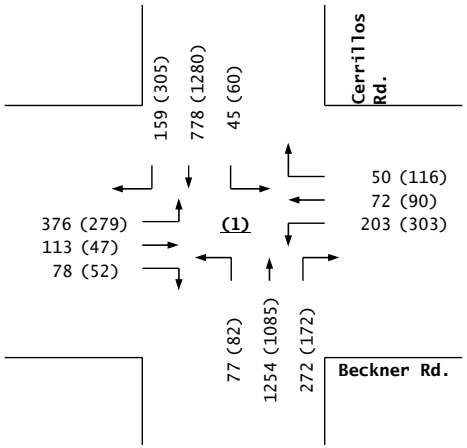
**AM Peak - Other Developments**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

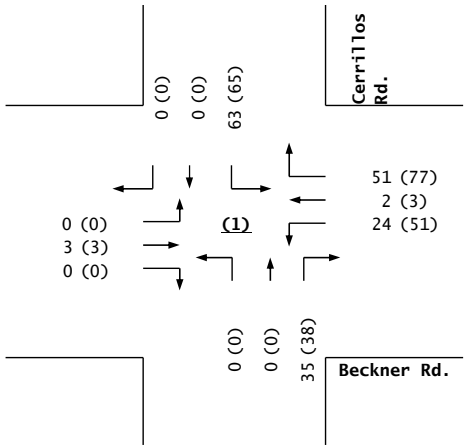
**PM Peak - Other Developments**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

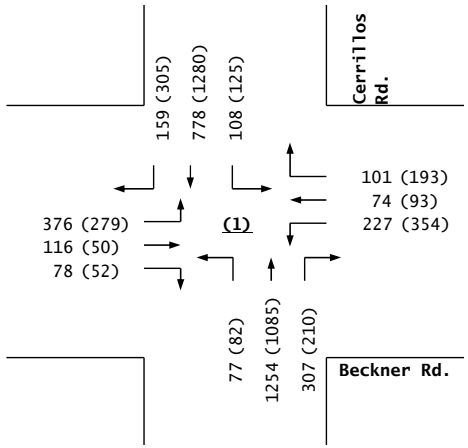
2025
**NO BUILD**




**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** |

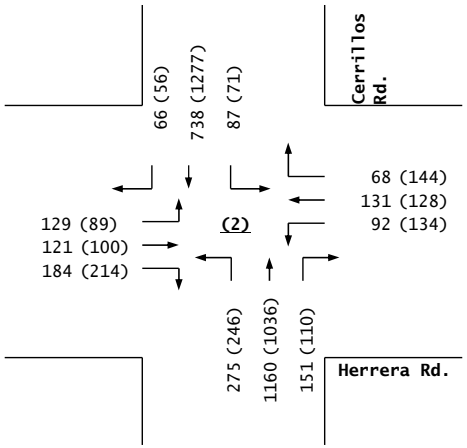
| | **Eastbound (Herrera Rd.)** | | | **Westbound (Herrera Rd.)** | | | **Northbound (Cerrillos Rd.)** | | | **Southbound (Cerrillos Rd.)** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing 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. | |

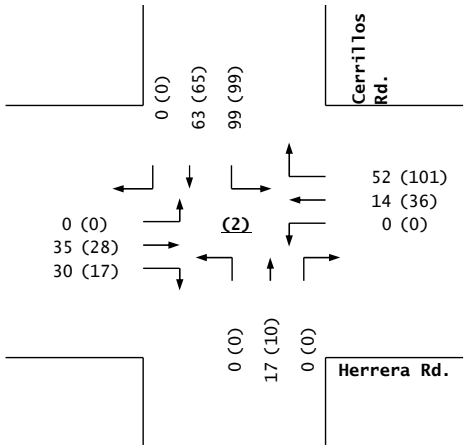
| AM Peak - Other Developments | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cielo Apts. Trips | 0 | 5 | 0 | 0 | 10 | 10 | 0 | 0 | 5 | 5 | 0 | 0 |
| Village at Las Soleras Trip | 0 | 1 | 0 | 5 | 6 | 1 | 0 | 7 | 2 | 1 | 18 | 0 |
| Cavan Development Trips | 0 | 0 | 0 | 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 |

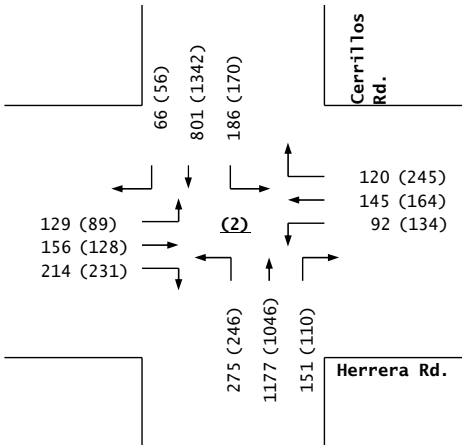
2025
**NO BUILD**




**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. | |

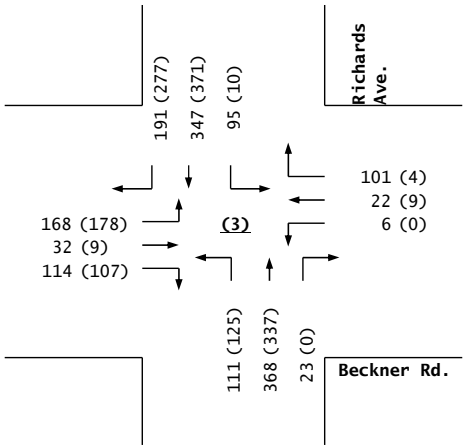
AM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

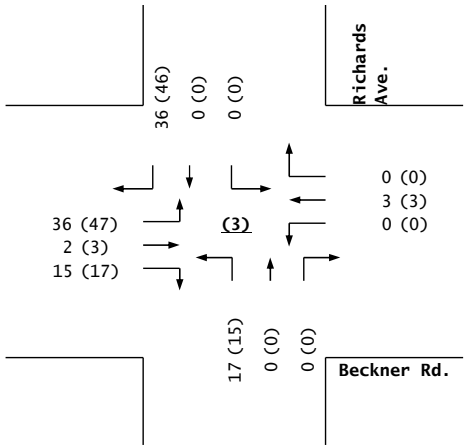
PM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

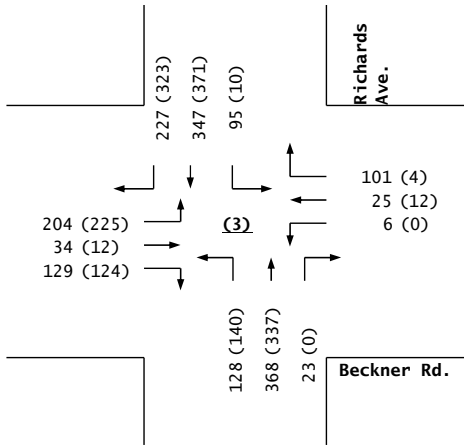
2025
**NO BUILD**




**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** |

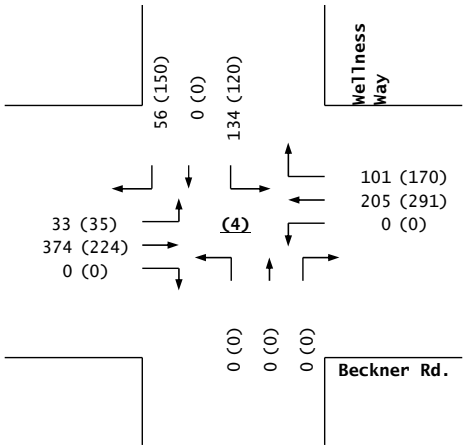
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Wellness Way)** | | | **Southbound (Wellness Way)** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing 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. | |

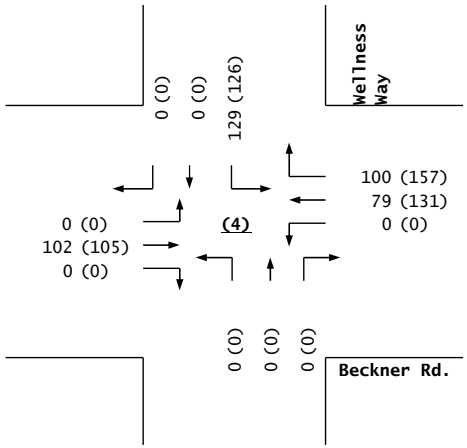
| AM Peak - Other Developments | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cielo Apts. Trips | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Village at Las Soleras Trip | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cavan Development Trips | 0 | 9 | 0 | 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 |

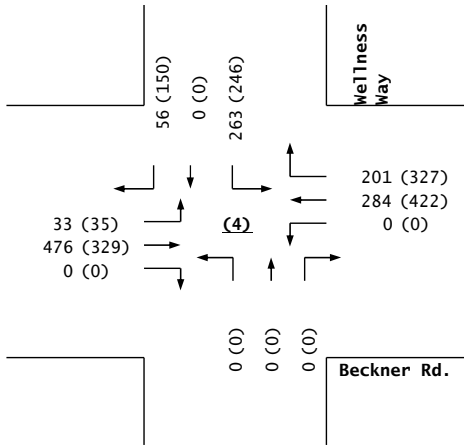
2025
**NO BUILD**




**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. | |

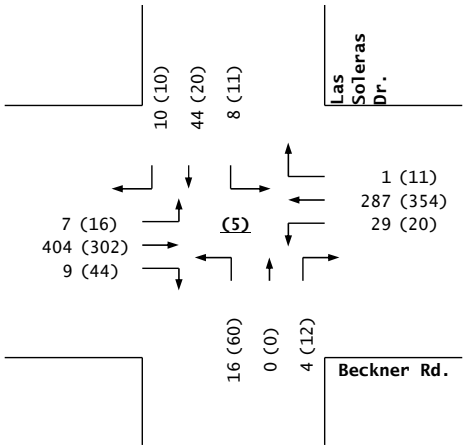
AM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

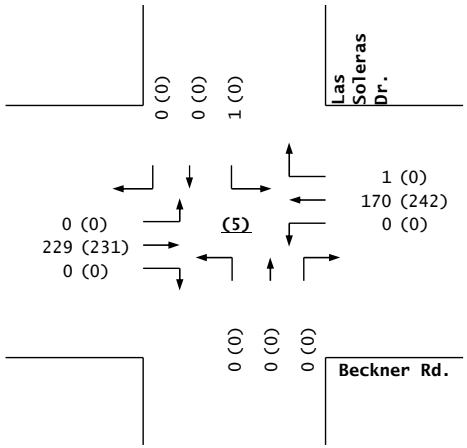
PM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

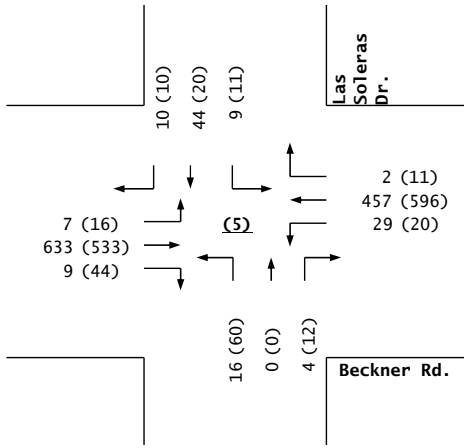
2025
**NO BUILD**




**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** |

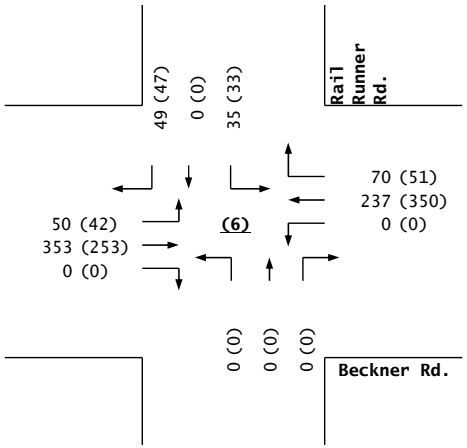
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Rail Runner Rd.)** | | | **Southbound (Rail Runner Rd.)** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing 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. | |

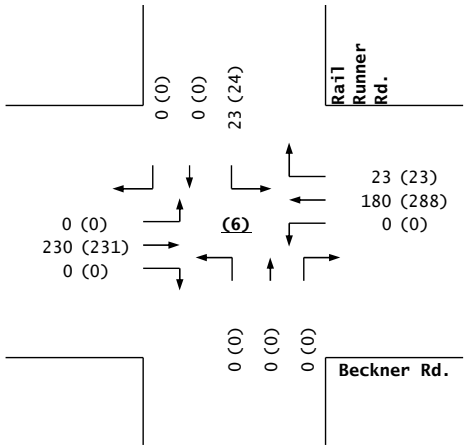
| AM Peak - Other Developments | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cielo Apts. Trips | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Village at Las Soleras Trip | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cavan Development Trips | 0 | 9 | 0 | 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 |

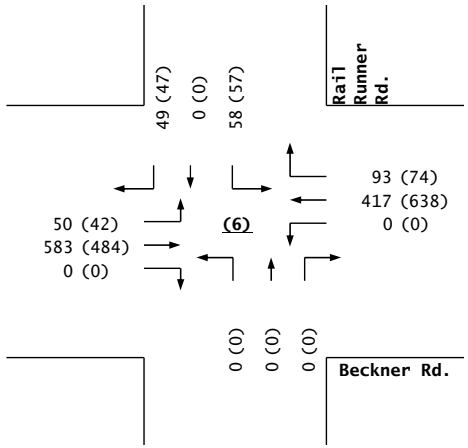
2025
**NO BUILD**




**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**

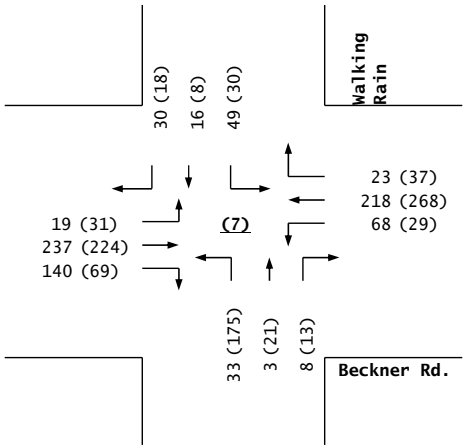
| **Growth Rates** | **2.00%** | | | **2.00%** | | | **2.00%** | | | **2.00%** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Walking Rain)** | | | **Southbound (Walking Rain)** | | |
| | Left | Thru | 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** |

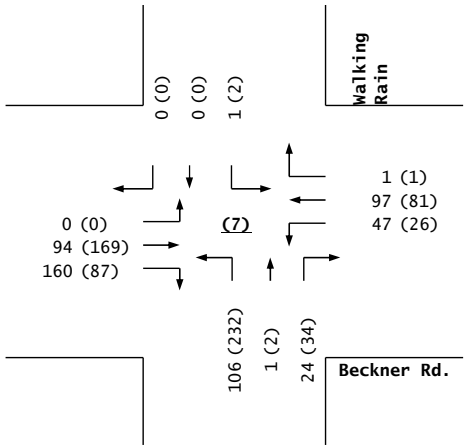
| | Entering | Exiting | | |
|---|---|---|---|---|
| Number of Residential Trips Generated | **126** | **44** | A.M. | 100% Residential Development |
| | **177** | **105** | P.M. | |
| Number of Commercial Trips Generated | **94** | **87** | A.M. | 100% Commercial Development |
| | **49** | **49** | 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 |

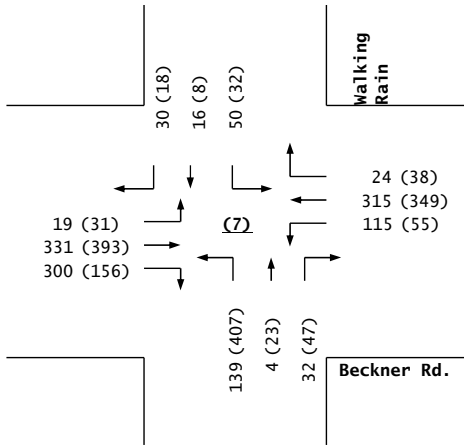
2025
**NO BUILD**




**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** |

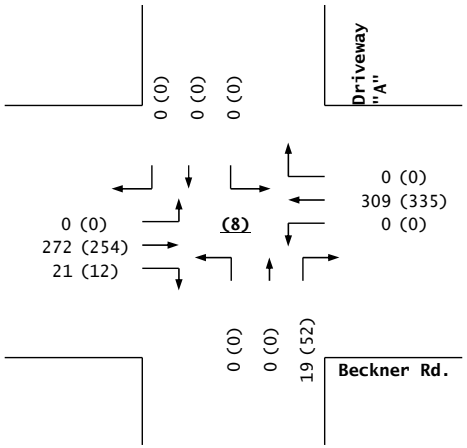
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Driveway "A")** | | | **Southbound (Driveway "A")** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing 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. | |

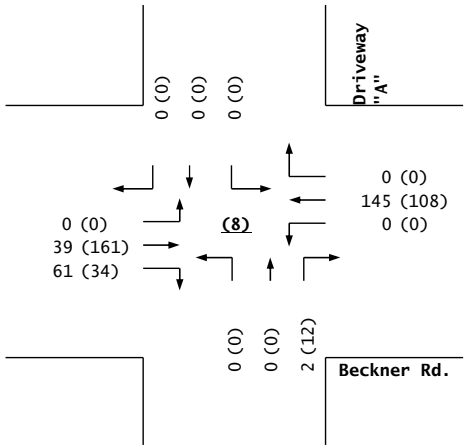
| AM Peak - Other Developments | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cielo Apts. Trips | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Village at Las Soleras Trip | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cavan Development Trips | 0 | 9 | 0 | 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 |

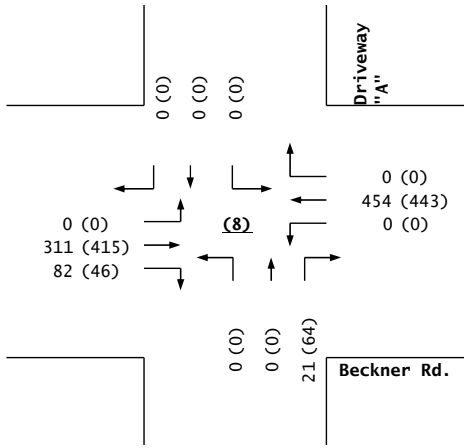
2025
**NO BUILD**




**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** |

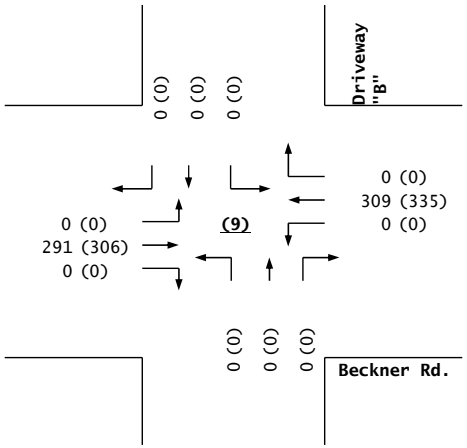
| | Eastbound (Beckner Rd.) | | | Westbound (Beckner Rd.) | | | Northbound (Driveway "B") | | | Southbound (Driveway "B") | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Volumes | 0 | 0 | 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. | |

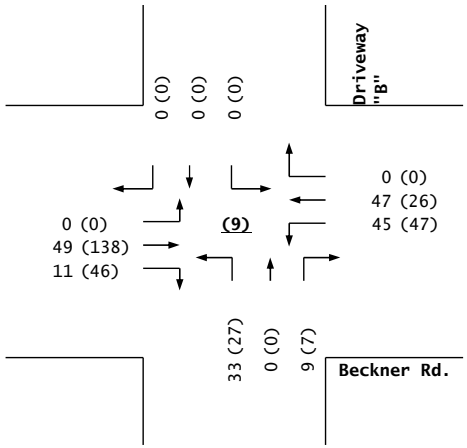
| AM Peak - Other Developments | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cielo Apts. Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Village at Las Soleras Trip | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cavan Development Trips | 0 | 0 | 0 | 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 |

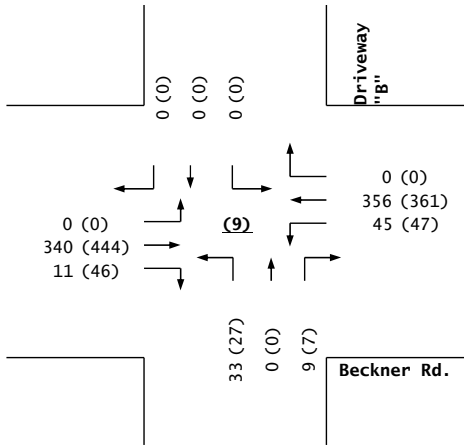
2025
**NO BUILD**




**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**

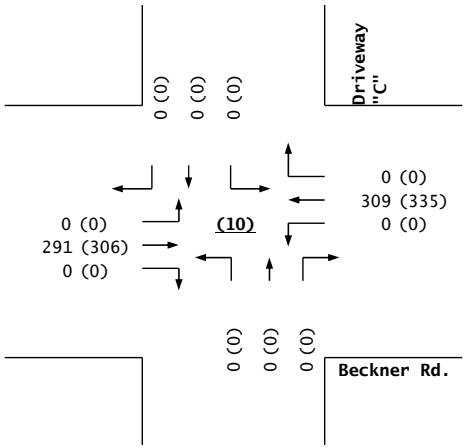
**Growth Rates** 2.00% 2.00% 2.00% 2.00%

| | 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** |

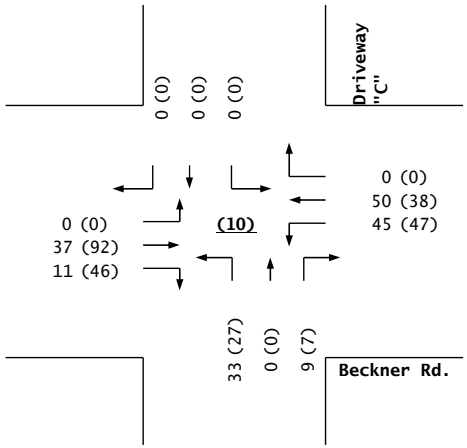
| | Eastbound (Beckner Rd.) | | | Westbound (Beckner Rd.) | | | Northbound (Driveway "C") | | | Southbound (Driveway "C") | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Volumes | 0 | 0 | 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. | |

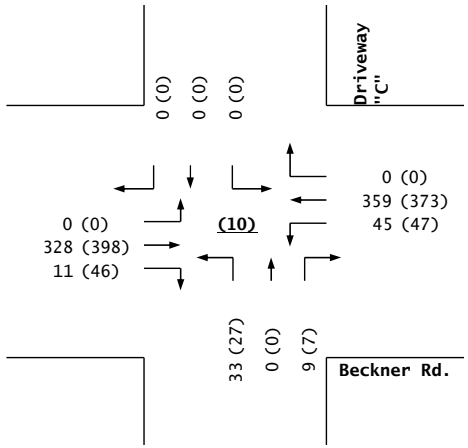
2025
**NO BUILD**




**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**

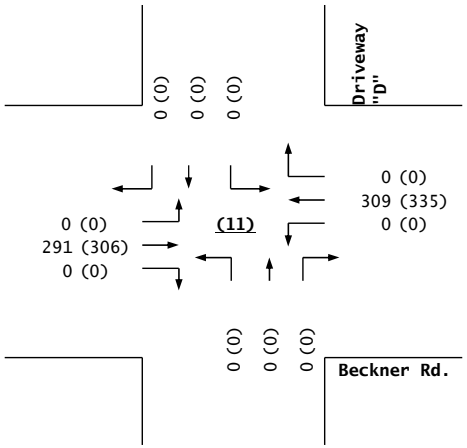
**Growth Rates** 2.00% 2.00% 2.00% 2.00%

| | 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** |

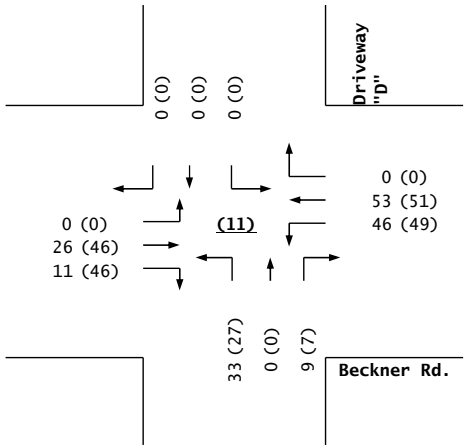
| | Eastbound (Beckner Rd.) | | | Westbound (Beckner Rd.) | | | Northbound (Driveway "D") | | | Southbound (Driveway "D") | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Volumes | 0 | 0 | 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. | |

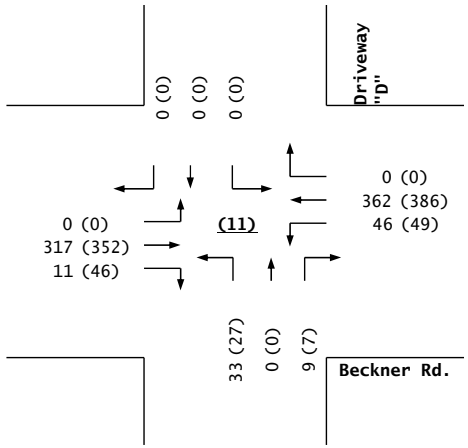
2025
**NO BUILD**




**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) | 0.87 | | | 0.87 | | | 0.87 | | | 0.87 | | | PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound (Beckner Rd.) | | | Westbound (Beckner Rd.) | | | Northbound (Las Soleras Dr.) | | | Southbound (Las Soleras Dr.) | | | |
| 3.0% Truck | 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) | 0.78 | | | 0.78 | | | 0.78 | | | 0.78 | | | PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound (Beckner Rd.) | | | Westbound (Beckner Rd.) | | | Northbound (Rail Runner Rd.) | | | Southbound (Rail Runner Rd.) | | | |
| 3.0% Truck | 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) | 0.93 | | | 0.93 | | | 0.93 | | | 0.93 | | | PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound (Beckner Rd.) | | | Westbound (Beckner Rd.) | | | Northbound (Walking Rain) | | | Southbound (Walking Rain) | | | |
| 3.0% Truck | 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) | 0.93 | | | 0.93 | | | 0.93 | | | 0.93 | | | PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound (Beckner Rd.) | | | Westbound (Beckner Rd.) | | | Northbound (Driveway "A") | | | Southbound (Driveway "A") | | | |
| 3.0% Truck | 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. | |

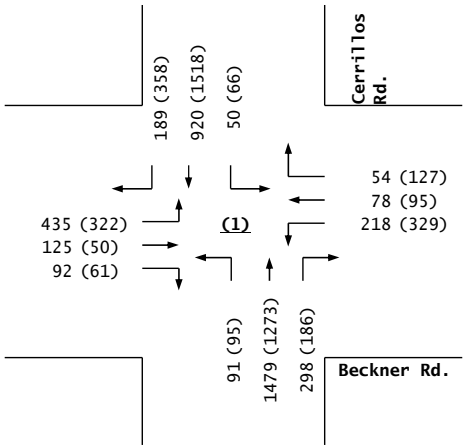
**AM Peak - Other Developments**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

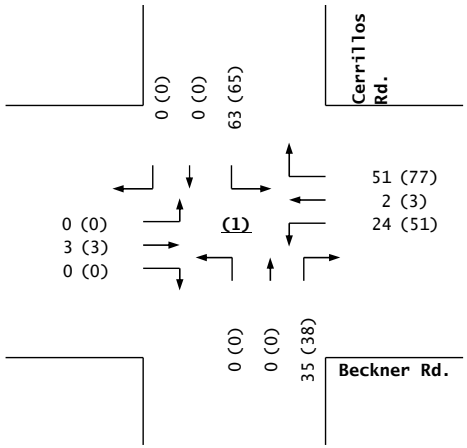
**PM Peak - Other Developments**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

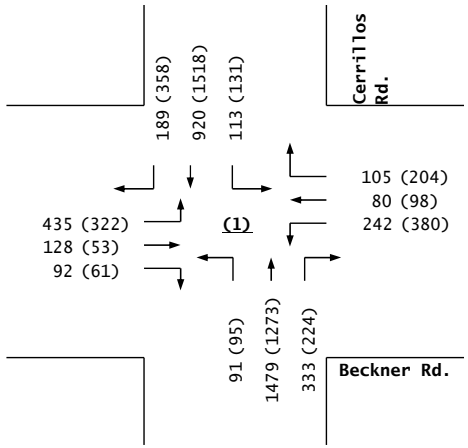
2035
**NO BUILD**




**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. | |

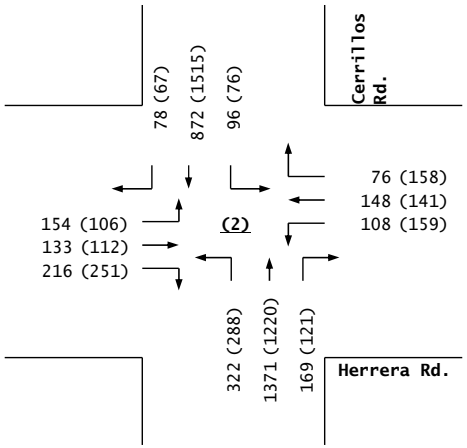
AM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

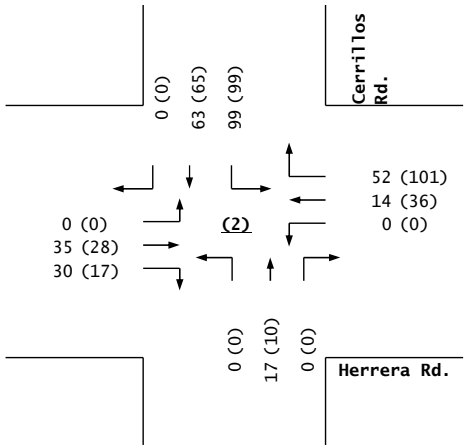
PM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

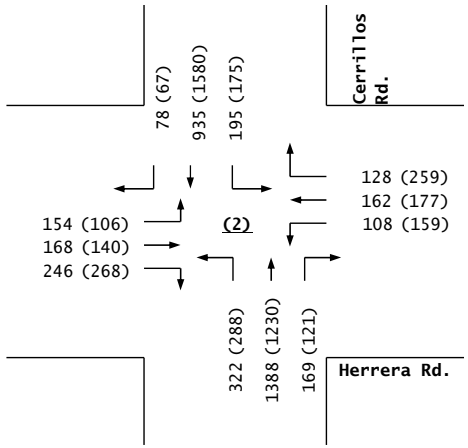
2035
**NO BUILD**




**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. | |

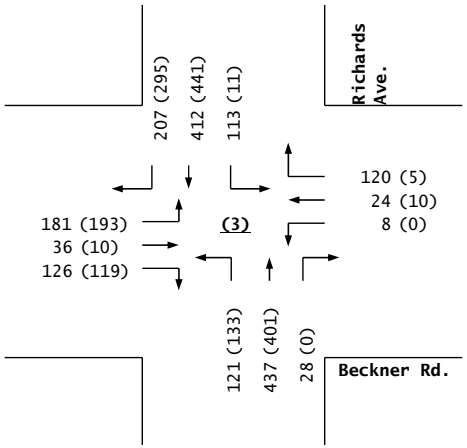
AM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

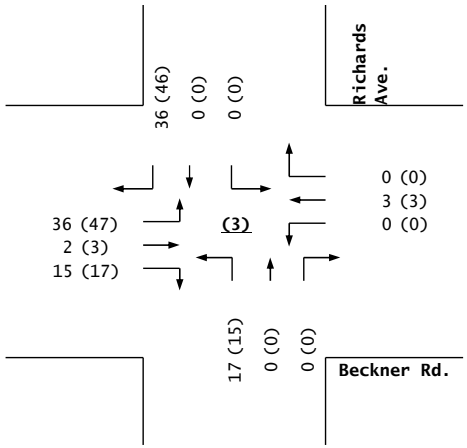
PM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

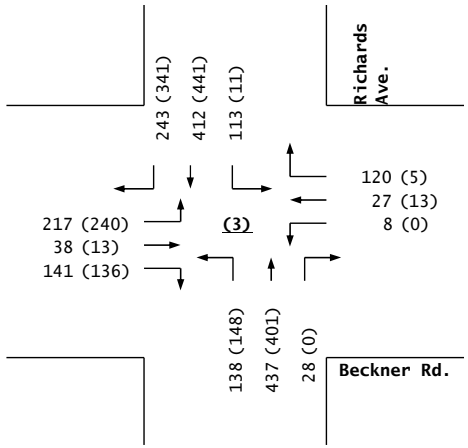
2035
**NO BUILD**




**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. | |

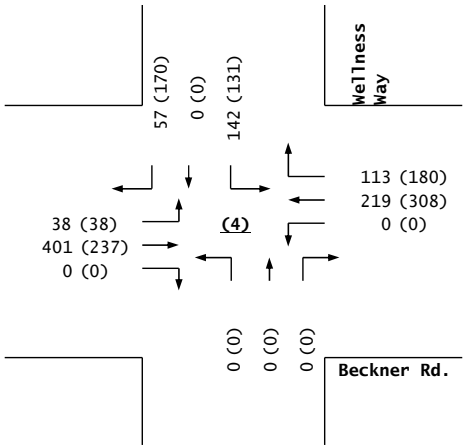
AM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

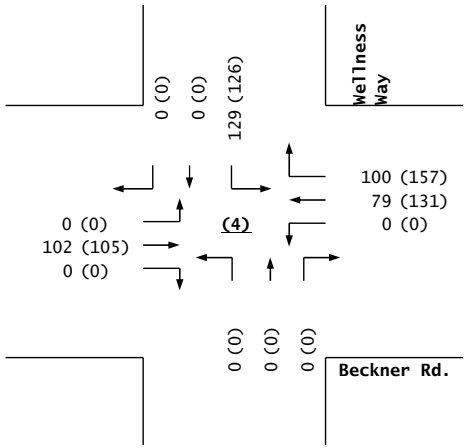
PM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

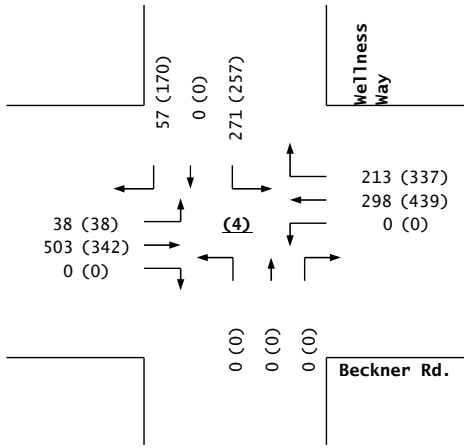
2035
**NO BUILD**




**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**

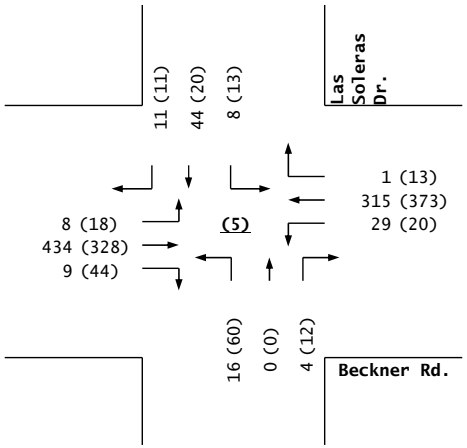
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Las Soleras Dr.)** | | | **Southbound (Las Soleras Dr.)** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left* | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing 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**

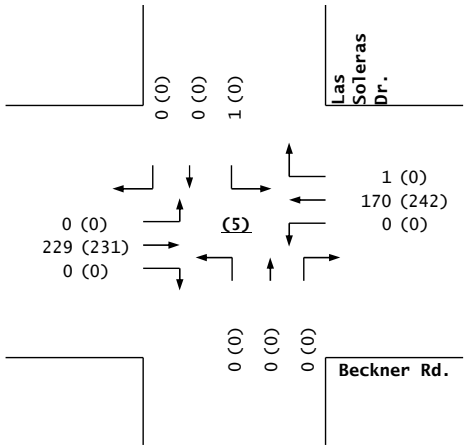
| | Entering | Exiting | | |
|---|---|---|---|---|
| Number of Residential Trips Generated | **126** | **44** | A.M. | 100% Residential Development |
| | **177** | **105** | P.M. | |
| Number of Commercial Trips Generated | **94** | **87** | A.M. | 100% Commercial Development |
| | **49** | **49** | 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 |

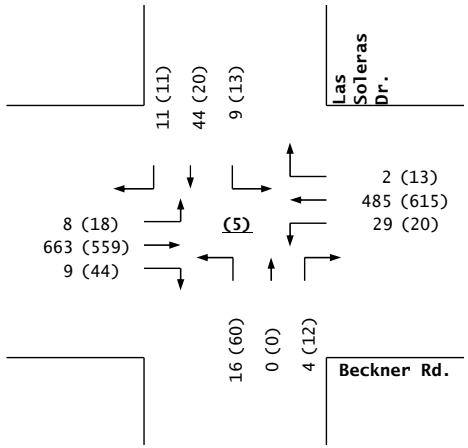
2035
**NO BUILD**




**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. | |

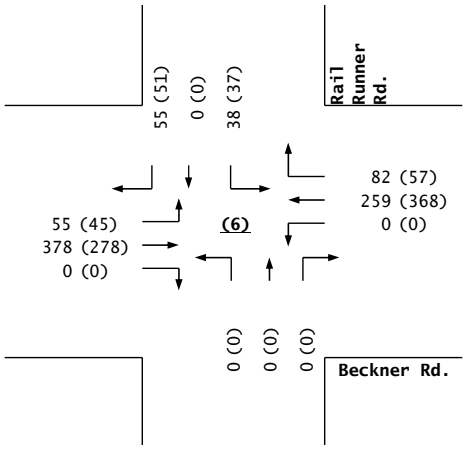
AM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

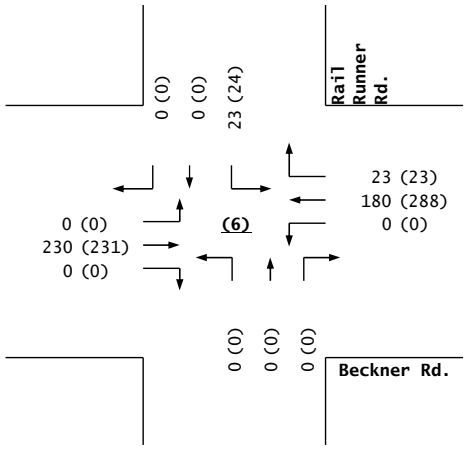
PM Peak - Other Developments

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

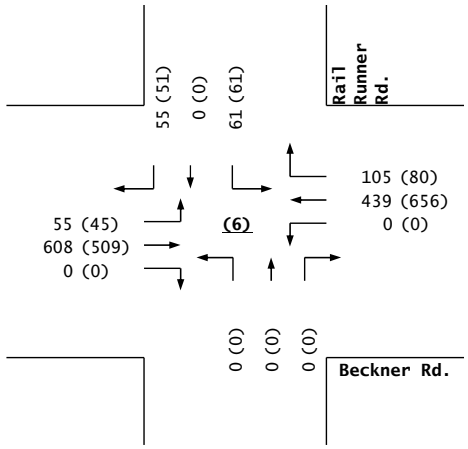
2035
**NO BUILD**




**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**

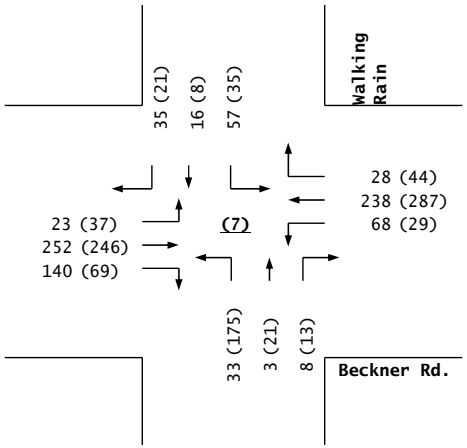
| **Growth Rates** | **2.00%** | | | **2.00%** | | | **2.00%** | | | **2.00%** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Walking Rain)** | | | **Southbound (Walking Rain)** | | |
| | Left | Thru | 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** |

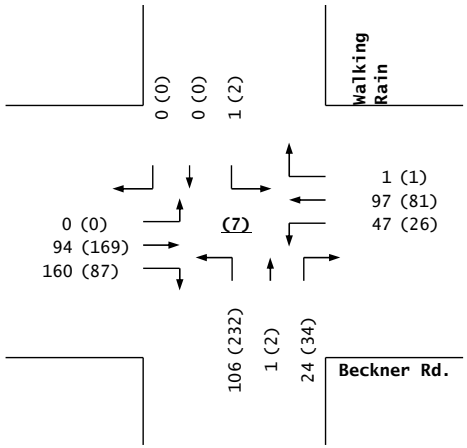
| | Entering | Exiting | | |
|---|---|---|---|---|
| Number of Residential Trips Generated | **126** | **44** | A.M. | 100% Residential Development |
| | **177** | **105** | P.M. | |
| Number of Commercial Trips Generated | **94** | **87** | A.M. | 100% Commercial Development |
| | **49** | **49** | 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 |

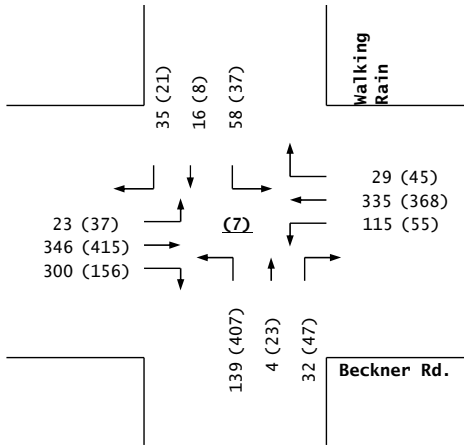
2035
**NO BUILD**




**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** |

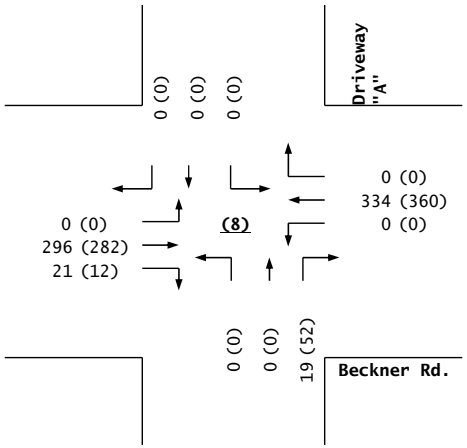
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Driveway "A")** | | | **Southbound (Driveway "A")** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing 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. | |

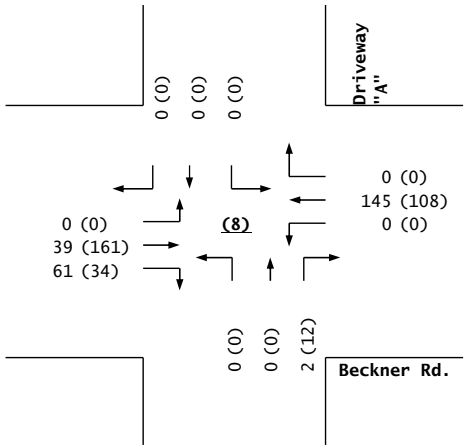
| AM Peak - Other Developments | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cielo Apts. Trips | 0 | 14 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Village at Las Soleras Trip | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cavan Development Trips | 0 | 9 | 0 | 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 |

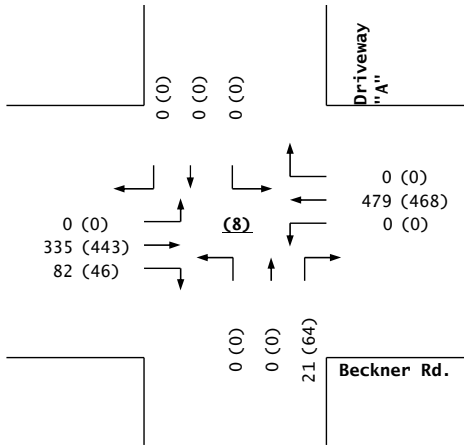
2035
**NO BUILD**




**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

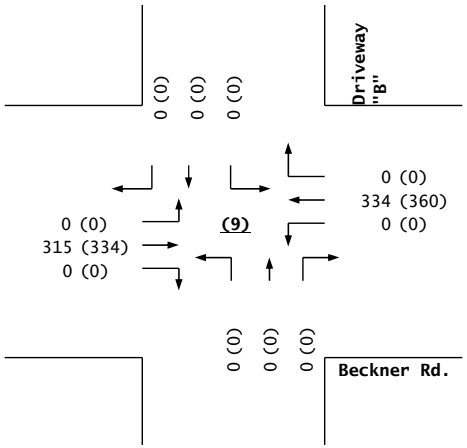
Horizon Year **2035**

| **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** |

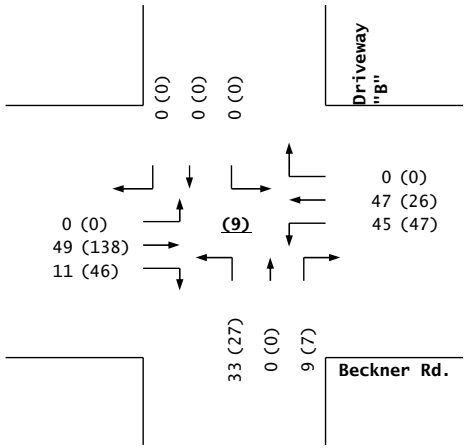
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Driveway "B")** | | | **Southbound (Driveway "B")** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| ***Subtotal (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. | |

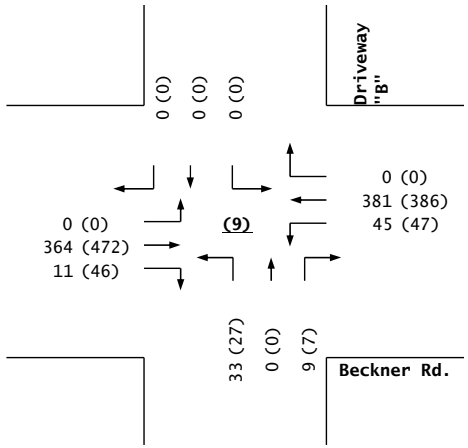
2035
**NO BUILD**




**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

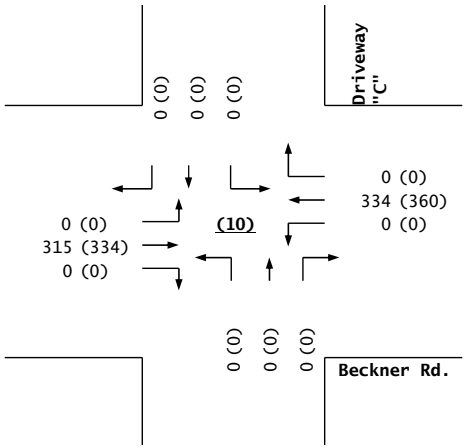
Horizon Year **2035**

| **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** |

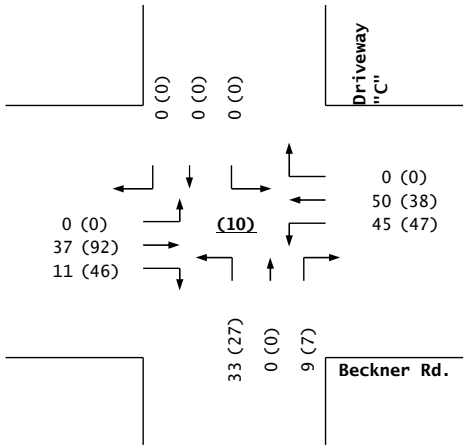
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Driveway "C")** | | | **Southbound (Driveway "C")** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| ***Subtotal (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. | |

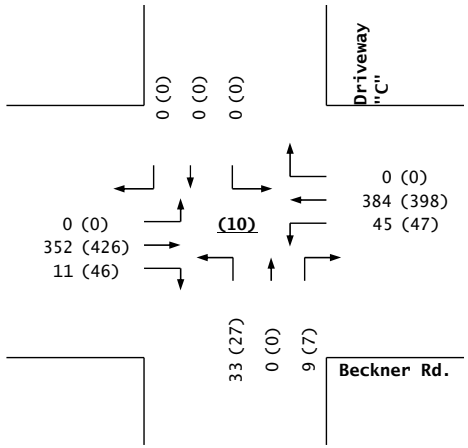
2035
**NO BUILD**




**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

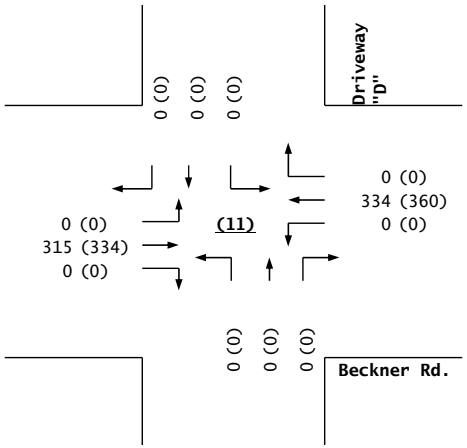
Horizon Year **2035**

| **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** |

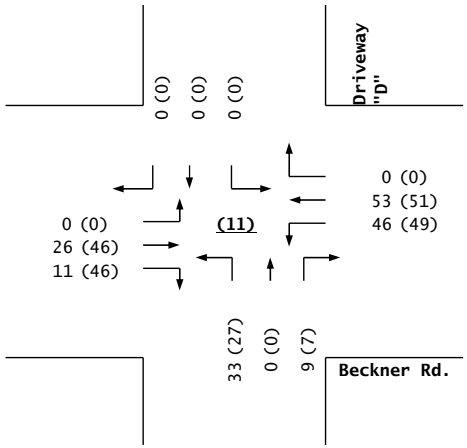
| | **Eastbound (Beckner Rd.)** | | | **Westbound (Beckner Rd.)** | | | **Northbound (Driveway "D")** | | | **Southbound (Driveway "D")** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| ***Subtotal (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. | |

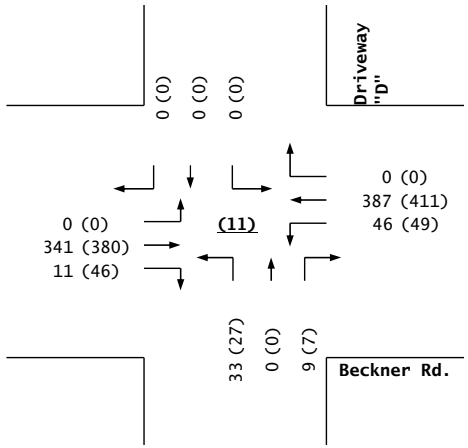
2035
**NO BUILD**




**Trips**




2035
**BUILD**



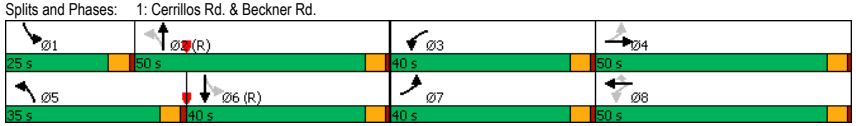

**Beckner Rd. / Driveway "D"**

| 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**

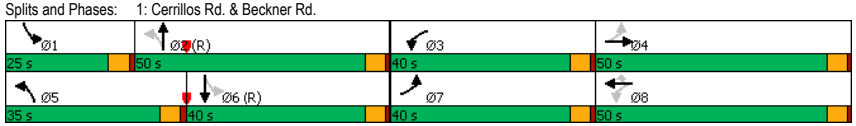
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

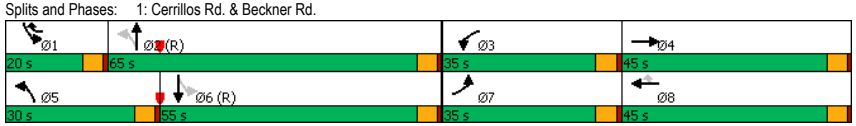
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

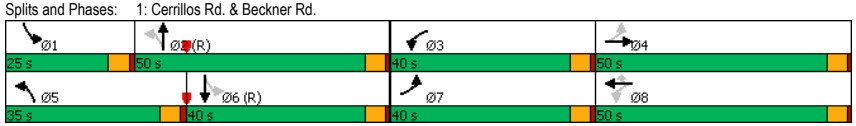
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

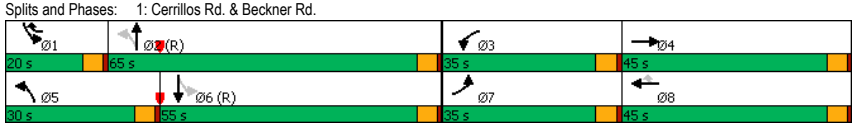
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

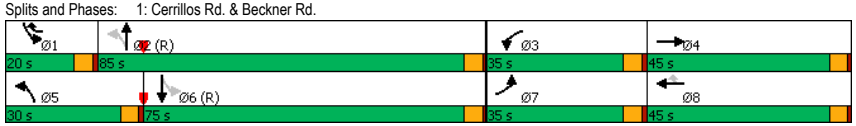
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

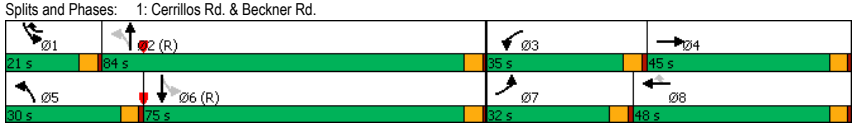
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

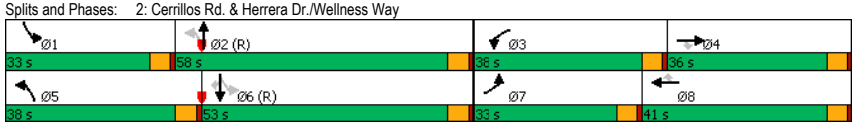
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

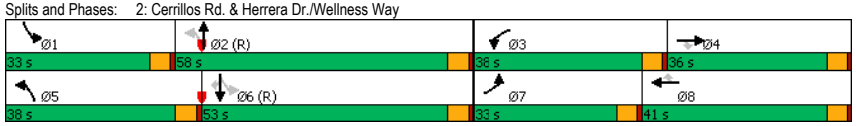
| | |
|---|---|
| HCM 6th Ctrl Delay | 23.3 |
| HCM 6th LOS | C |

| 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 | | | | |

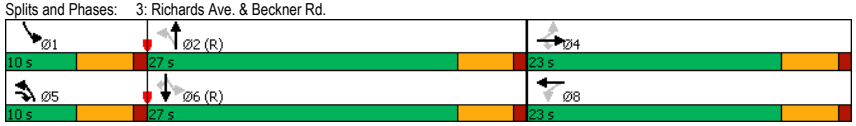
| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 22.9 | |
| HCM 6th LOS | | C | |

| 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 | | | | |

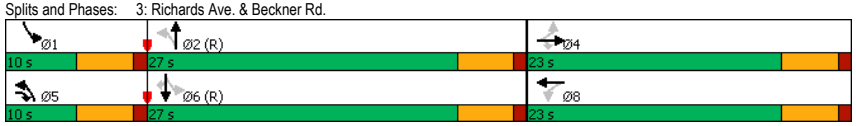
| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | 8.5 | |
| HCM 6th LOS | A | |

| 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 | | | | |

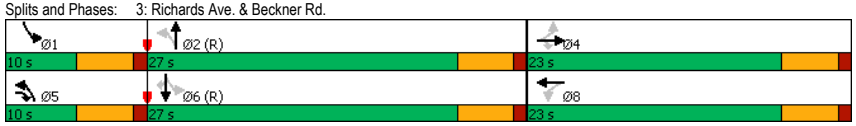
| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | 12.1 | |
| HCM 6th LOS | B | |

| 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**

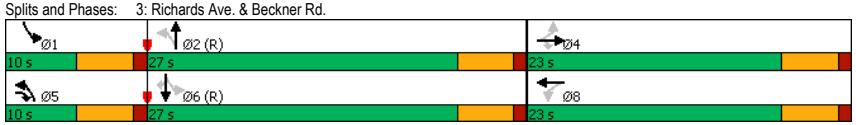
| | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 12.1 | |
| HCM 6th LOS | | B | |

| 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 | | | | |

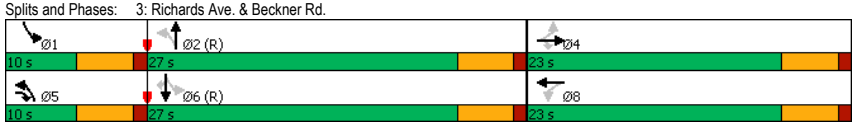
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 14.6 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| 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 |

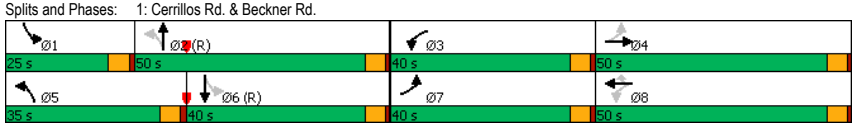
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 757 | - | - | - |
| HCM Lane V/C Ratio | 0.076 | - | - | - |
| HCM Control Delay (s) | 10.1 | - | - | - |
| HCM Lane LOS | B | - | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - |

| 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**

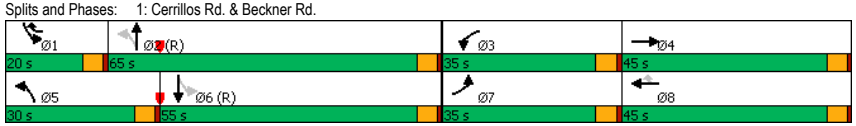
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

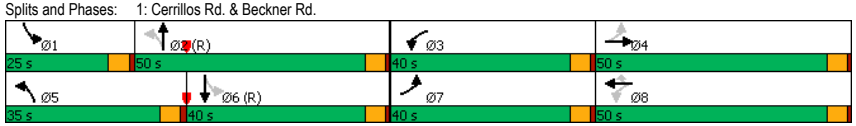
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

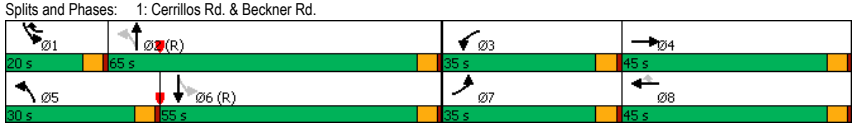
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

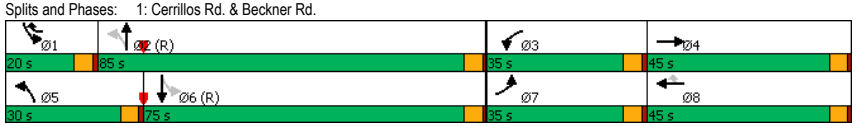
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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**

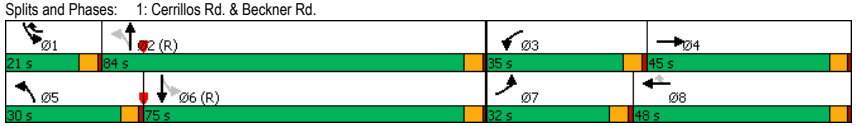
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| 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 |

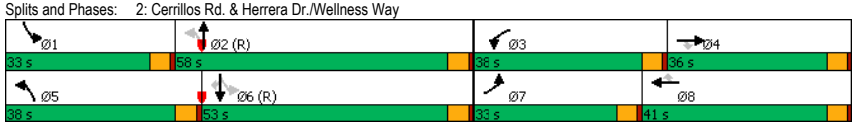
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 25.9 |
| HCM 6th LOS | C |

| 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

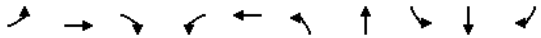
Splits and Phases: 3: Richards Ave. & Beckner Rd.

| 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**

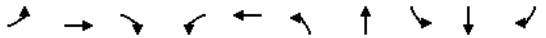
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

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**

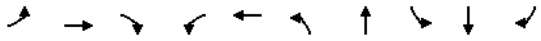
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

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 | | | | | | | | | |

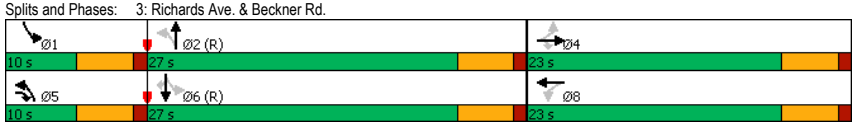


| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 193 | 10 | 119 | 1 | 10 | 133 | 401 | 11 | 441 | 295 |
| Future Volume (vph) | 193 | 10 | 119 | 1 | 10 | 133 | 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 | | | | |

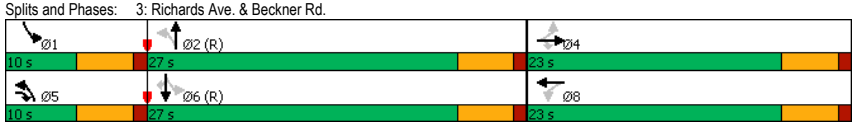
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 13.0 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| 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 | | | | |

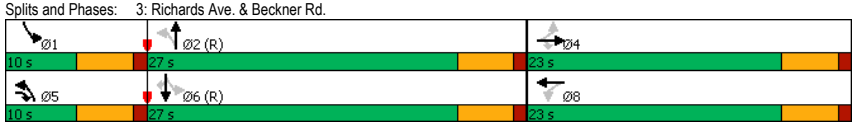
| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | 13.0 | |
| HCM 6th LOS | | B | |

| 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**

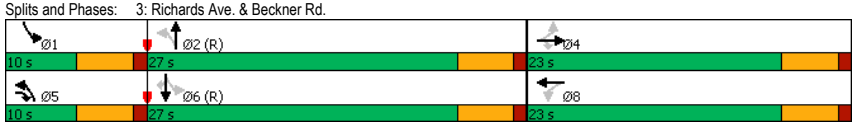
| | | |
|---|---|---|
| HCM 6th Ctrl Delay | 14.6 | |
| HCM 6th LOS | B | |

| 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

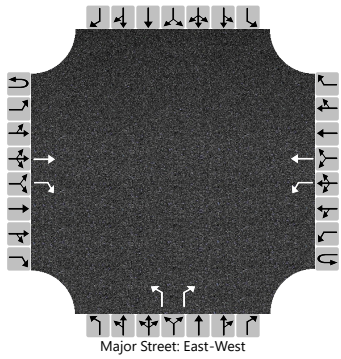
## General Information

| | |
|---|---|
| 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

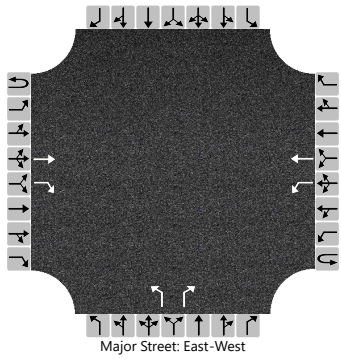
## General Information

| | |
|---|---|
| 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

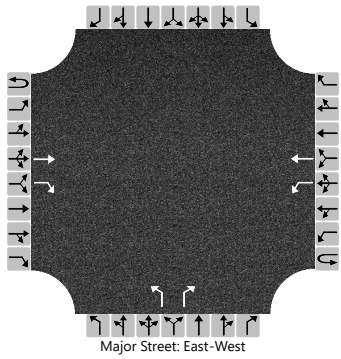
## General Information

| | |
|---|---|
| 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

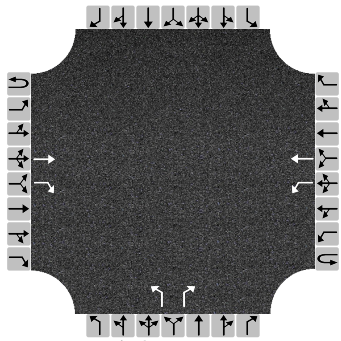
## General Information

| | |
|---|---|
| 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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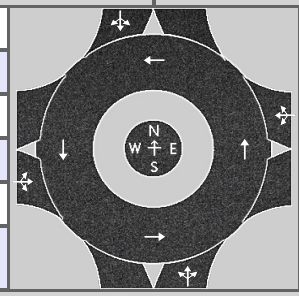
# HCS Roundabouts Report

## 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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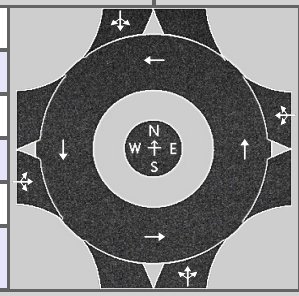
# HCS Roundabouts Report

## 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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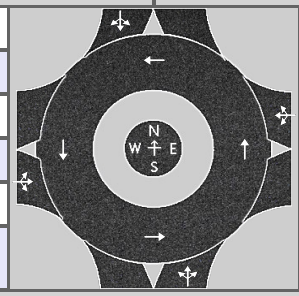
# HCS Roundabouts Report

## 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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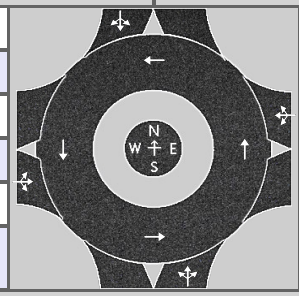
# HCS Roundabouts Report

## 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

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

**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.*

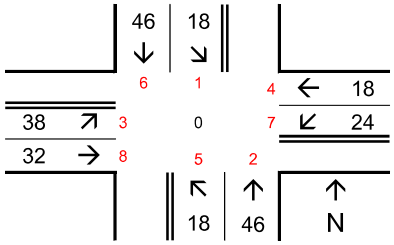
## Table 18.K-1
## Deceleration and Acceleration Lengths (feet)

| 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



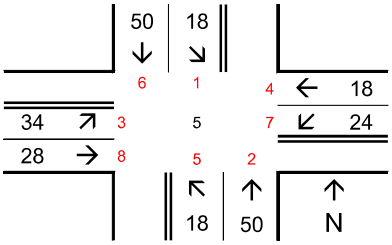

NOTES:

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



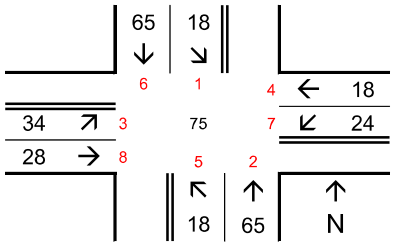

NOTES:

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



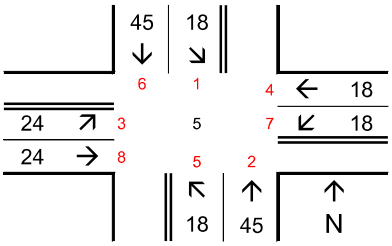

NOTES:

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



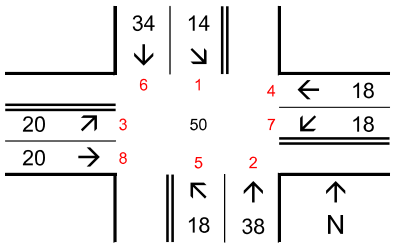

NOTES:

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



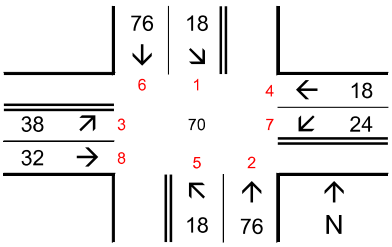

NOTES:

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 |

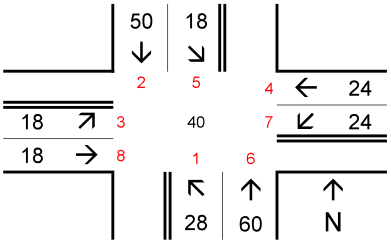
PROGRAM CREATED BY ERIC J. NELSON - ADVANCED TRAFFIC SOLUTIONS, LLC

## NOTES:

# LOCATION: RT-14 (CERRILLOS RD) & WELLNESS WAY LAST REVISION: 11/21/2023

## PLAN-1 [MORNING PEAK]

WELLNESS WAY



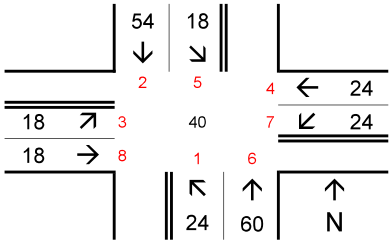

NOTES:

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



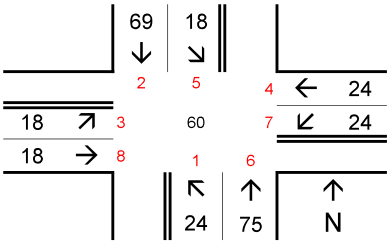

NOTES:

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



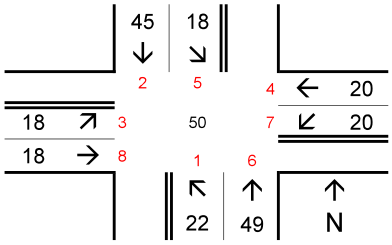

NOTES:

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



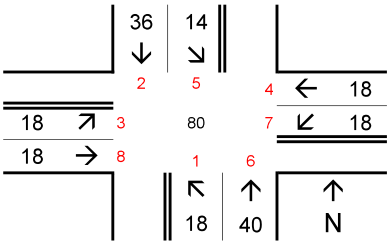

NOTES:

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



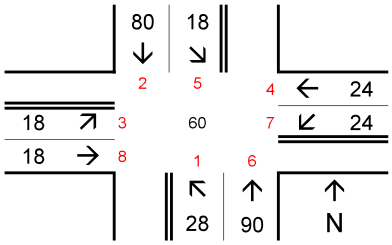

NOTES:

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)<br>Havenly Santa Fe (Keystone Homes)<br>Vista de la Sierra<br>Cielo Apartments<br>5407 Beckner / 5201 Beckner<br>Cavan<br>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** |

| | | | | | |
|---|---|---|---|---|---|
| AM Peak Hour Factor | *0.79* | *0.92* | **Intersection 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** |

| | | | | | |
|---|---|---|---|---|---|
| PM Peak Hour Factor | *0.84* | *0.46* | **Intersection 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

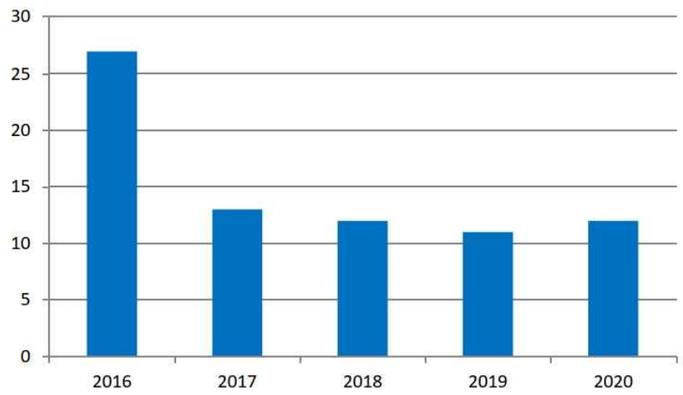



TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND BECKNER ROAD BY SEVERITY OF INJURY, 2016 - 2020

| | 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

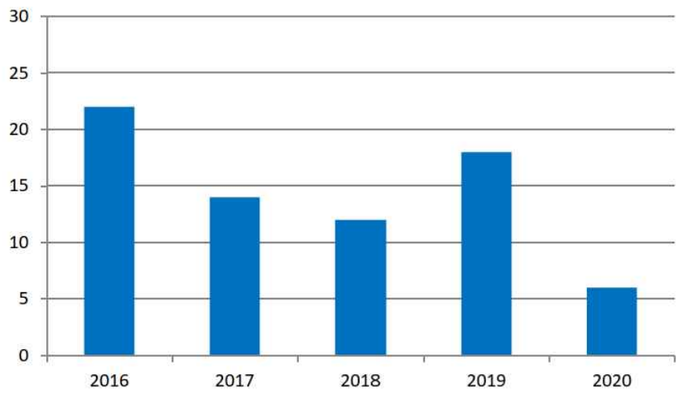



TABLE 2: PEOPLE IN CRASHES NEAR THE INTERSECTION OF CERRILLOS ROAD AND HERRERA DRIVE AND WELLNESS WAY BY SEVERITY OF INJURY, 2016 - 2020

| | 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

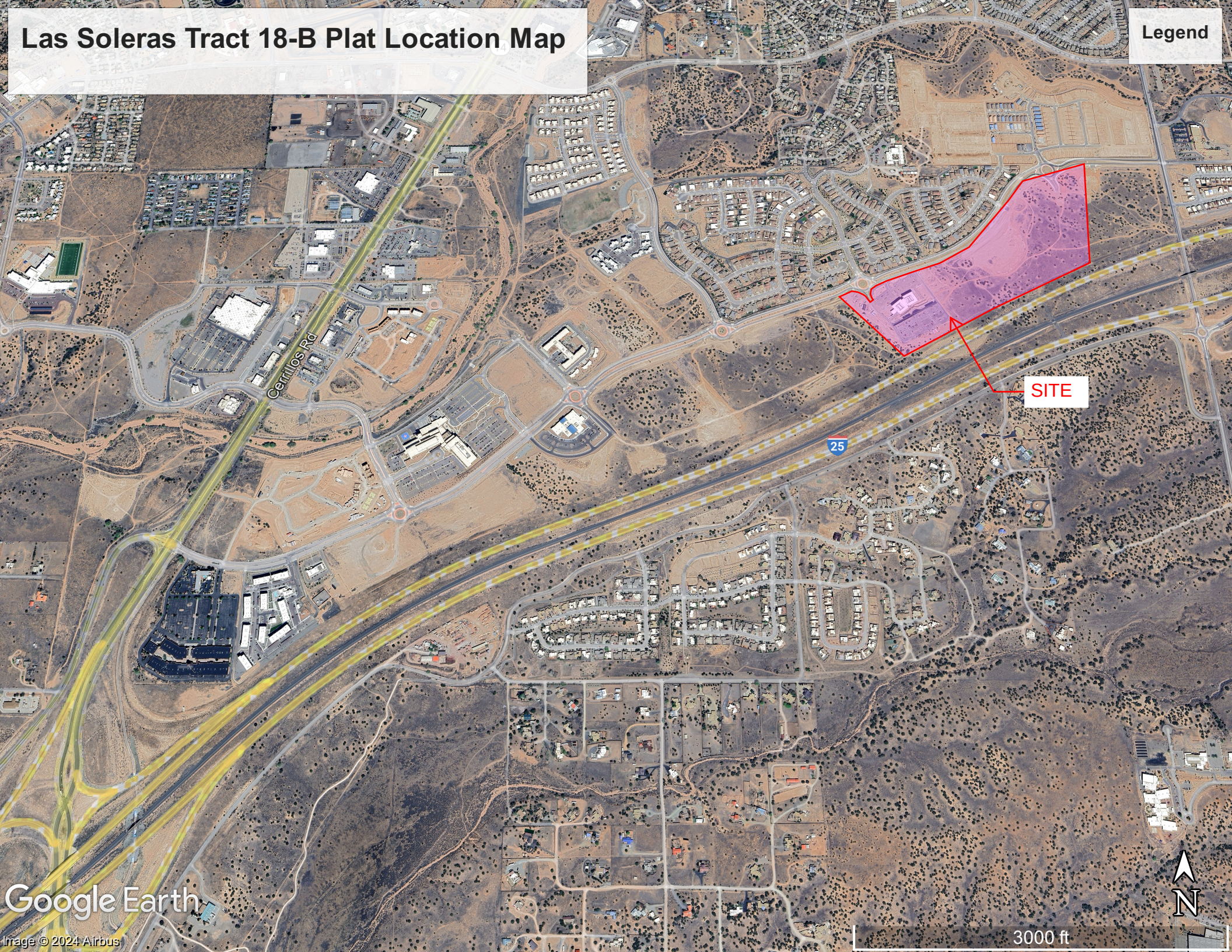
Tract 18-B5. The outfall of the ponds will release runoff easterly to the existing Beckner Road storm drain inlet structure located within the adjacent Tract 18A. The routing of the runoff will be along historic flow paths to the inlet structure.

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

TRACT 18B-3
2.064 AC

MEDICAL OFFICE BUILDING
3 LEVELS 95,000 BGSF
C-2 HEIGHT COMPLIANT

TRACT 18B-2
9.737 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

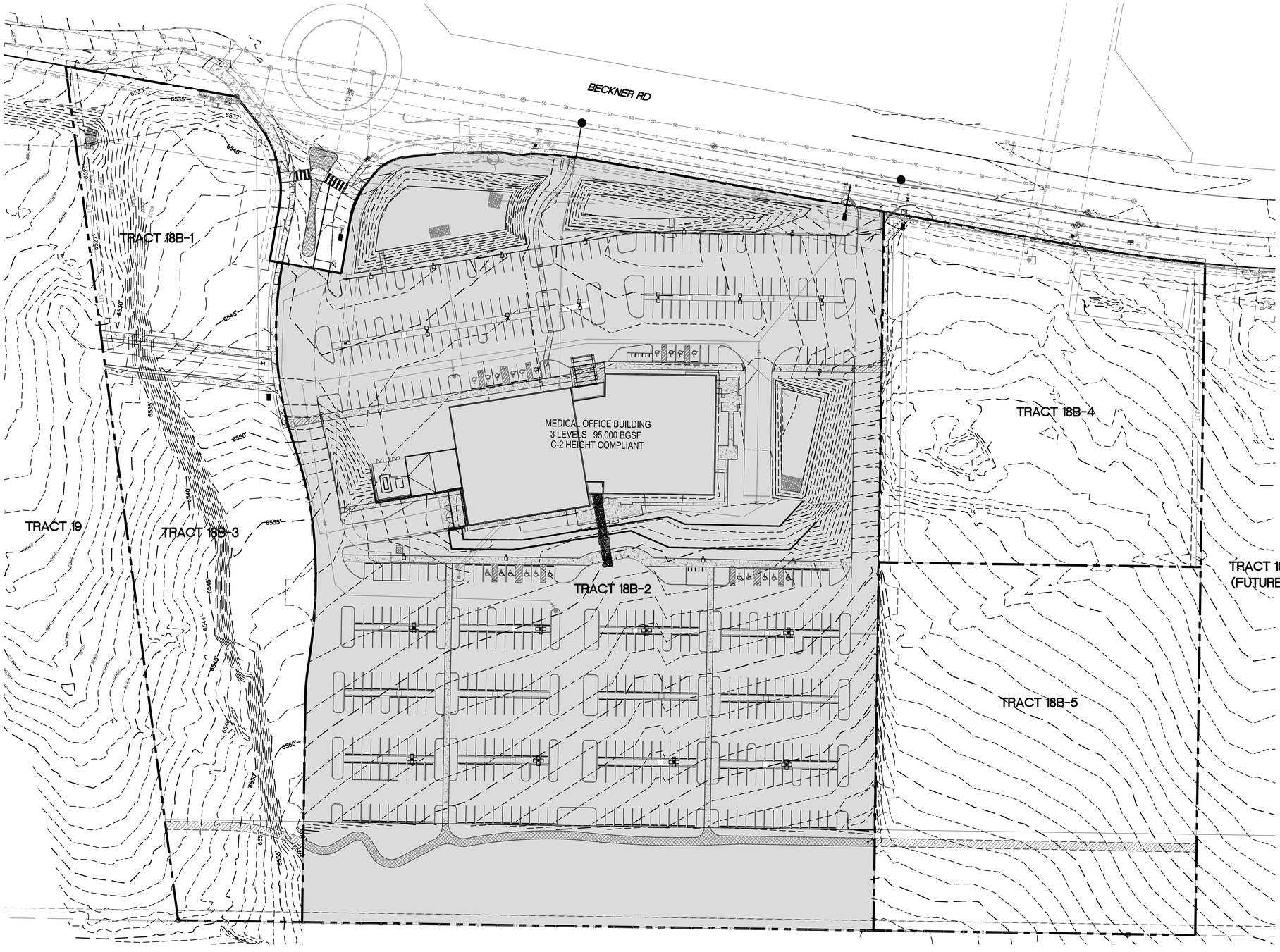
INTERSTATE 25 SBL'S

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

TRACT 18B-5
2.677 AC

TRACT 18A
29.817 AC

EXISTING DETENTION POND

PROPOSED DETENTION POND

MEDICAL OFFICE BUILDING
3 LEVELS 95,000 BGSF
C-2 HEIGHT COMPLIANT

FF=6549.80

FF=6551.00

FF=6570.50

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
- 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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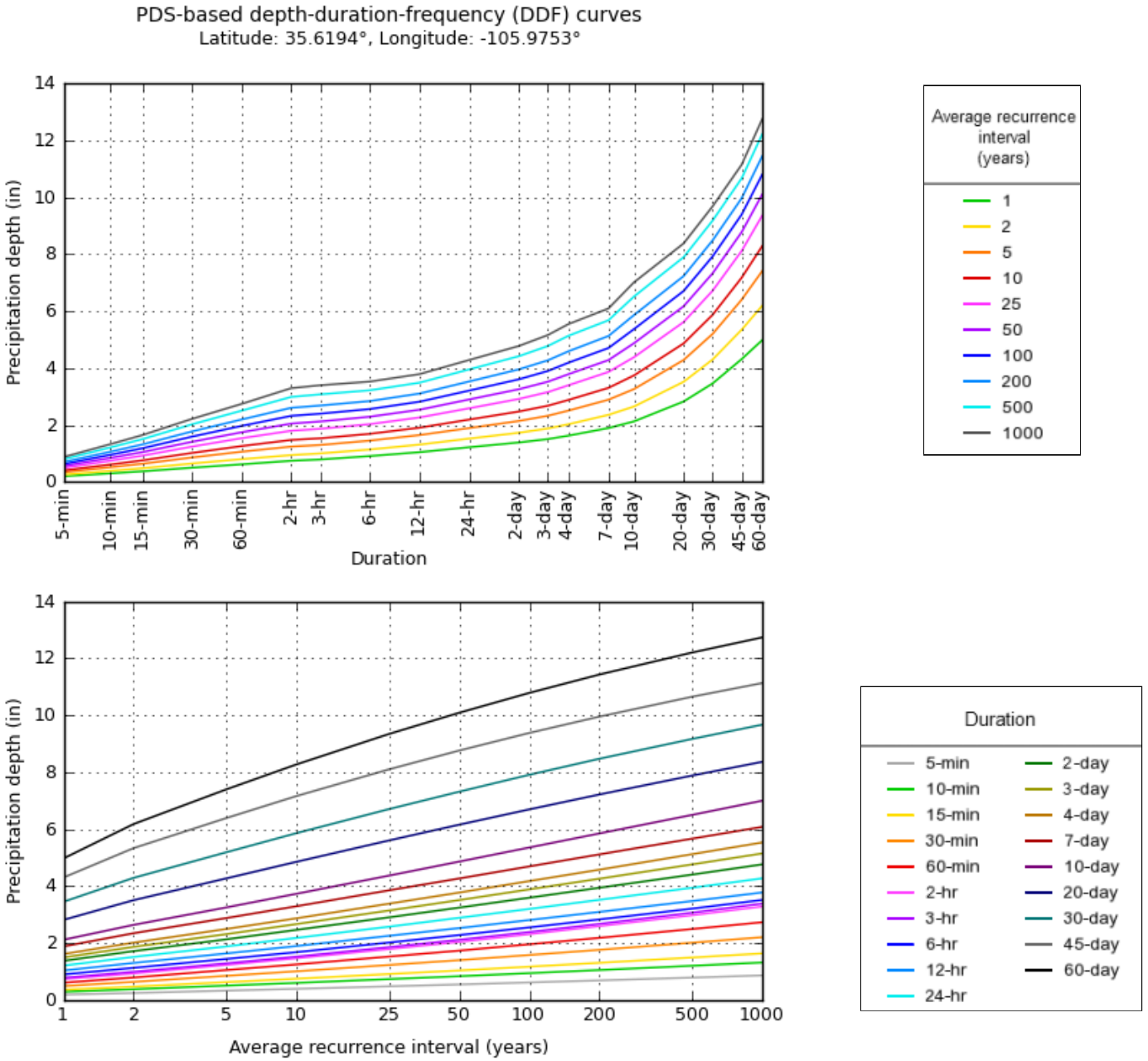
# PF graphical




NOAA Atlas 14, Volume 1, Version 5

Created (GMT): Thu Jun 30 21:56:13 2022

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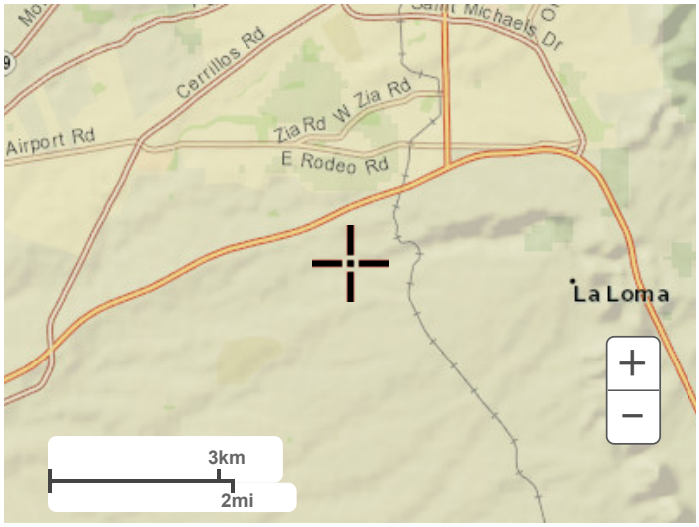
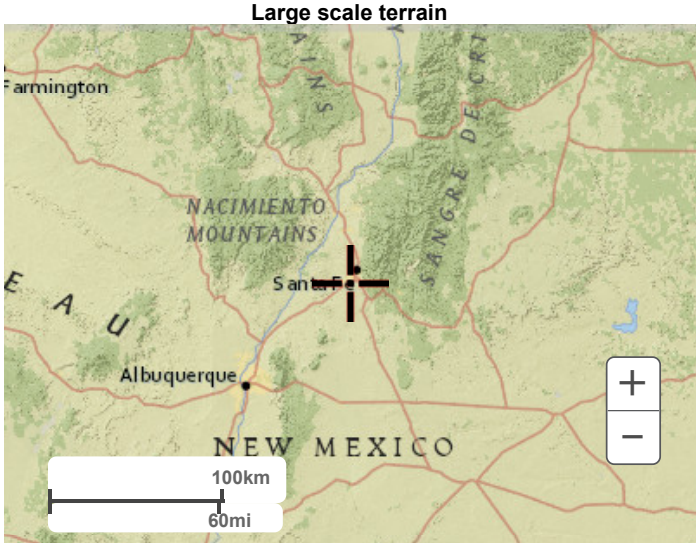
## Maps & aerials

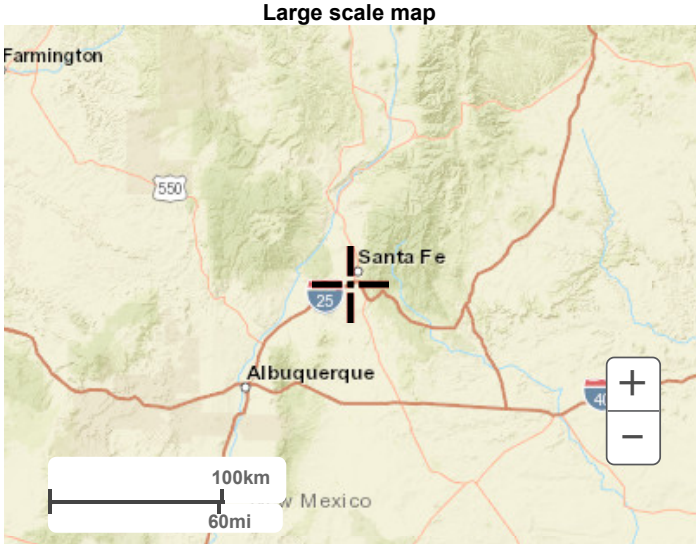
**Small scale terrain**



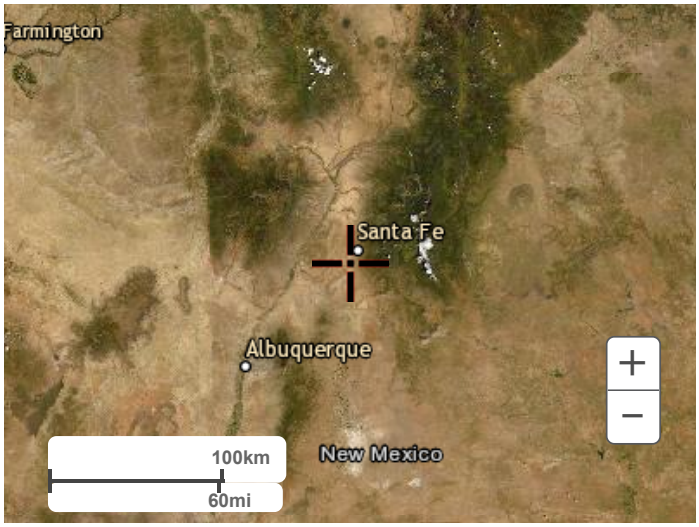

**Large scale terrain**




**Large scale map**




**Large scale aerial**




Back to Top

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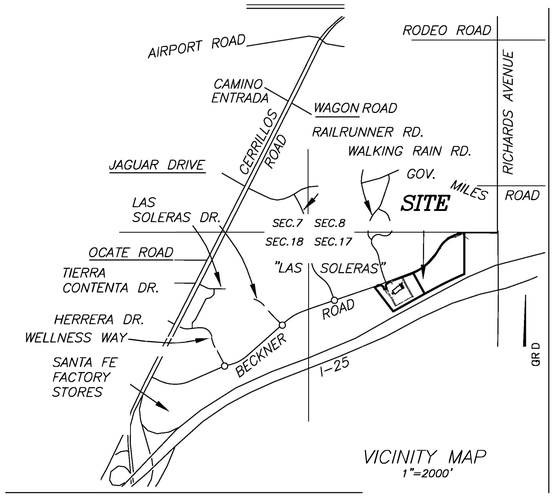
US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer




## 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, 7/7/2025

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

## 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 THROUGH 18B–5 AS INDICATED AND SHOWN HEREON FOR INGRESS & EGRESS, INCLUDING BUT NOT LIMITED TO USE BY EMERGENCY TYPE VEHICLES AND THE IMPROVEMENT, REPAIR AND MAINTENANCE OF SAID EASEMENTS. MAINTENANCE OF SAID EASEMENTS SHALL BE THE RESPONSIBILITY OF AN OWNER'S ASSOCIATION PURSUANT TO SEPARATE INSTRUMENTS.

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 18B: 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**

PUBLIC

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

# FINAL 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#2024–9585

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

15. ALL APPLICATIONS FOR NONRESIDENTIAL CONSTRUCTION, MULTI-STORY MULTIFAMILY DEVELOPMENT, OR ANY DEVELOPMENT THAT REQUIRES A DEVELOPMENT PLAN, WHICH IS LOCATED ADJACENT TO A HIGHWAY CORRIDOR, SHALL INCLUDE VISUAL IMPACT ANALYSES OF VIEWS FROM I-25 BOTH NORTHBOUND AND SOUTHBOUND USING STORY POLES AND/OR COMPUTER AIDED VISUAL SIMULATION TO ADDRESS ALL PROPOSED IMPROVEMENTS LOCATED WITHIN 265 FEET OF THE I-25 RIGHT-OF-WAY.

## 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.

## CASE#2024–9585

"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 898 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 15, 2025

## 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 0.999583883. 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 RAILS

## LEGEND

- ● DENOTES #4 REBAR, 13986 OR AS NOTED.
- ○ DENOTES 1/2" REBAR WITH CAP 13986 TO BE SET
- • DENOTES CALCULATED POINT, NOT SET.
- Ⓢ DENOTES STORM SEWER MANHOLE
- DENOTES UTILITY BOX
- DENOTES UTILITY POLE
- DE DENOTES DRAINAGE EASEMENT
- SAS DENOTES SANITARY SEWER
- PUE DENOTES PUBLIC UTILITY EASEMENT
- SE DENOTES SLOPE EASEMENT
- PAE DENOTES PUBLIC ACCESS EASEMENT
- WSE DENOTES PUBLIC WATER AND SEWER EASEMENT
- OH DENOTES OVERHEAD UTILITY LINE
- 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.





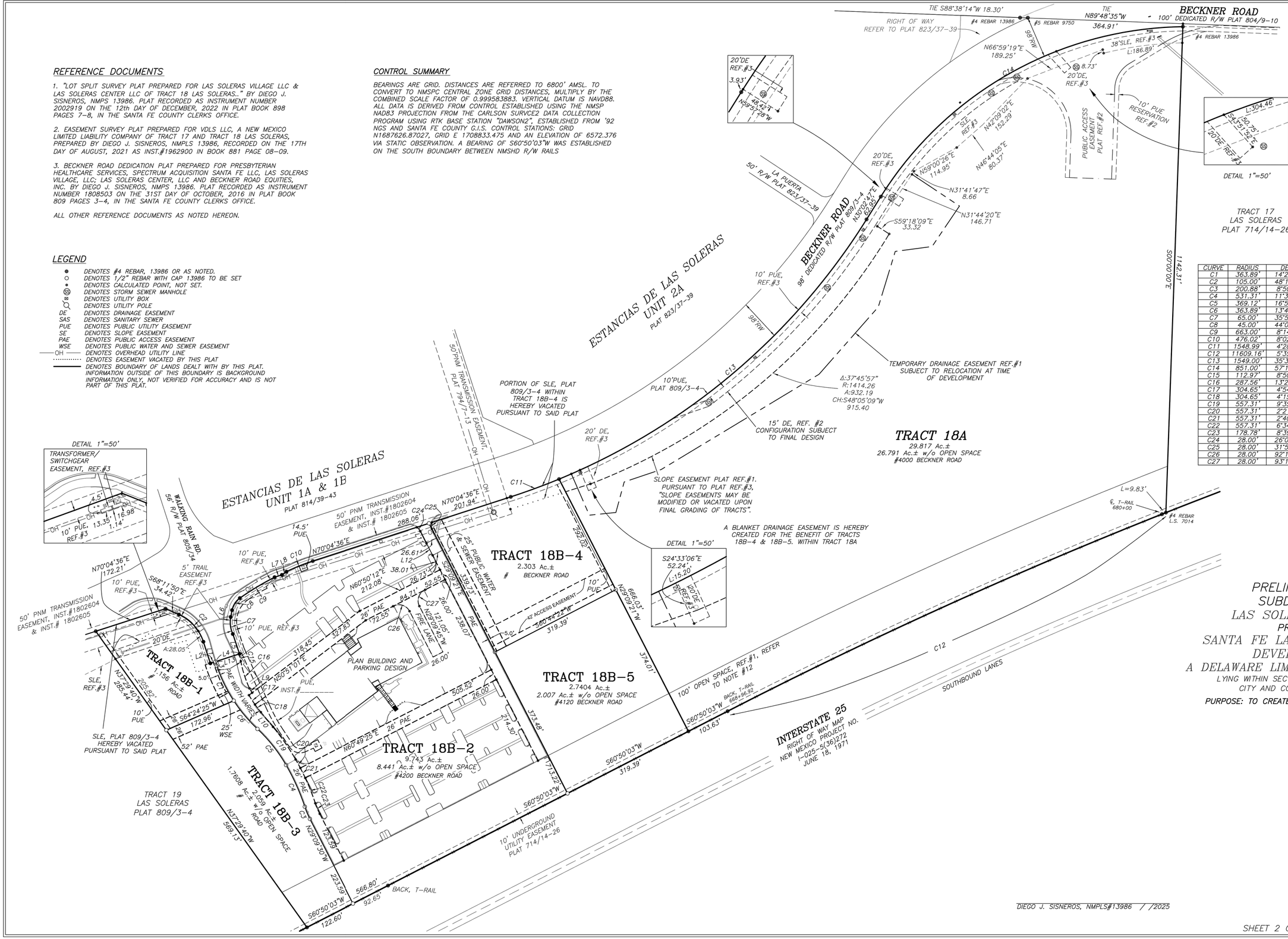





| LINE | BEARING | DIST. |
|---|---|---|
| L1 | N19°55'24"W | 53.23' |
| L2 | N70°04'36"E | 12.87' |
| L3 | N20°58'07"W | 10.27' |
| L4 | S70°04'36"W | 59.68' |
| L5 | S20°32'01"E | 49.22' |
| L6 | S08°51'27"W | 16.53' |
| L7 | S70°18'02"W | 17.92' |
| L8 | S52°31'39"W | 13.10' |
| L9 | S32°55'23"E | 11.97' |
| L10 | S41°36'05"E | 44.93' |
| L11 | S29°31'21"E | 31.37' |
| L12 | S28°56'41"E | 32.01' |
| L13 | S70°04'36"W | 57.93' |

TRACT 17
LAS SOLERAS
PLAT 714/14–26

| CURVE | RADIUS | DELTA | ARC | CHORD | BEARING |
|---|---|---|---|---|---|
| C1 | 363.89' | 14°23'32" | 91.41' | 91.17' | N27°58'26"W |
| C2 | 105.00' | 48°16'26" | 88.47' | 85.87' | N44°03'37"W |
| C3 | 200.88' | 8°50'56" | 31.02' | 30.99' | S24°44'02"E |
| C4 | 531.31' | 11°36'40" | 107.67' | 107.49' | N26°12'27"W |
| C5 | 368.12' | 16°50'15" | 108.47' | 108.08' | N40°25'55"W |
| C6 | 363.89' | 13°40'50" | 86.89' | 86.68' | S42°00'37"E |
| C7 | 65.00' | 35°54'20" | 40.73' | 40.07' | S09°05'44"E |
| C8 | 45.00' | 44°01'17" | 34.57' | 33.73' | S30°52'05"W |
| C9 | 663.00' | 8°14'54" | 95.45' | 95.36' | S57°00'10"W |
| C10 | 476.02' | 8°02'02" | 66.75' | 66.69' | S66°03'35"W |
| C11 | 1548.99' | 4°28'32" | 121.00' | 120.97' | S67°50'20"W |
| C12 | 1609.16' | 5°35'01" | 1131.31' | 1130.87' | S63°37'45"W |
| C13 | 1569.00' | 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 |
| C15 | 112.97' | 8°50'12" | 17.42' | 17.41' | S17°30'18"E |
| C16 | 287.56' | 13°23'53" | 67.24' | 67.09' | S19°47'59"E |
| C17 | 304.65' | 4°54'18" | 26.08' | 26.07' | S34°53'30"E |
| C18 | 304.65' | 4°15'26" | 22.64' | 22.63' | S39°28'22"E |
| C19 | 557.31' | 9°35'18" | 93.26' | 93.15' | N36°48'26"W |
| C20 | 557.31' | 2°21'26" | 22.93' | 22.93' | N30°50'04"W |
| C21 | 557.31' | 2°40'25" | 26.01' | 26.00' | N28°19'09"W |
| C22 | 557.31' | 6°34'57" | 64.03' | 63.99' | N23°41'28"W |
| C23 | 178.78' | 8°39'42" | 27.03' | 27.00' | S24°43'50"E |
| C24 | 28.00' | 26°04'47" | 12.75' | 12.64' | N42°27'44"W |
| C25 | 28.00' | 31°51'11" | 15.57' | 15.37' | S00°21'35"E |
| C26 | 28.00' | 92°13'18" | 45.07' | 40.36' | S75°16'24"E |
| C27 | 28.00' | 93°19'47" | 45.61' | 40.73' | N17°30'09"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

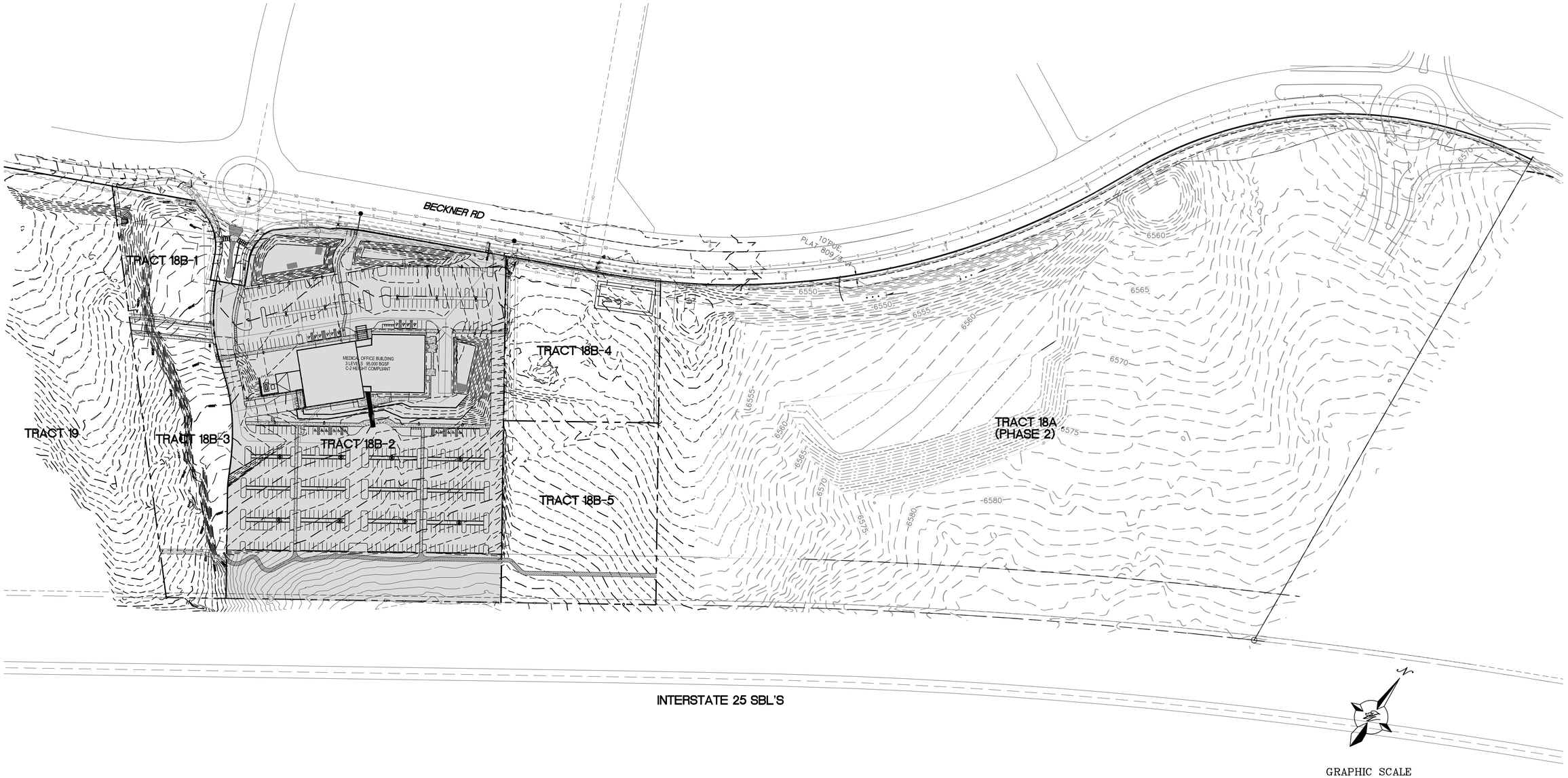
SCALE 1" = 100' FEET
100 0 100

DIEGO J. SISNEROS, NMPLS#13986 / /2025


DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
7505 MALLARD WAY, SUITE A
S.F., N.M., 87507 PH505–471–6660




FILE# 10831SS DATE: 1/16/2025



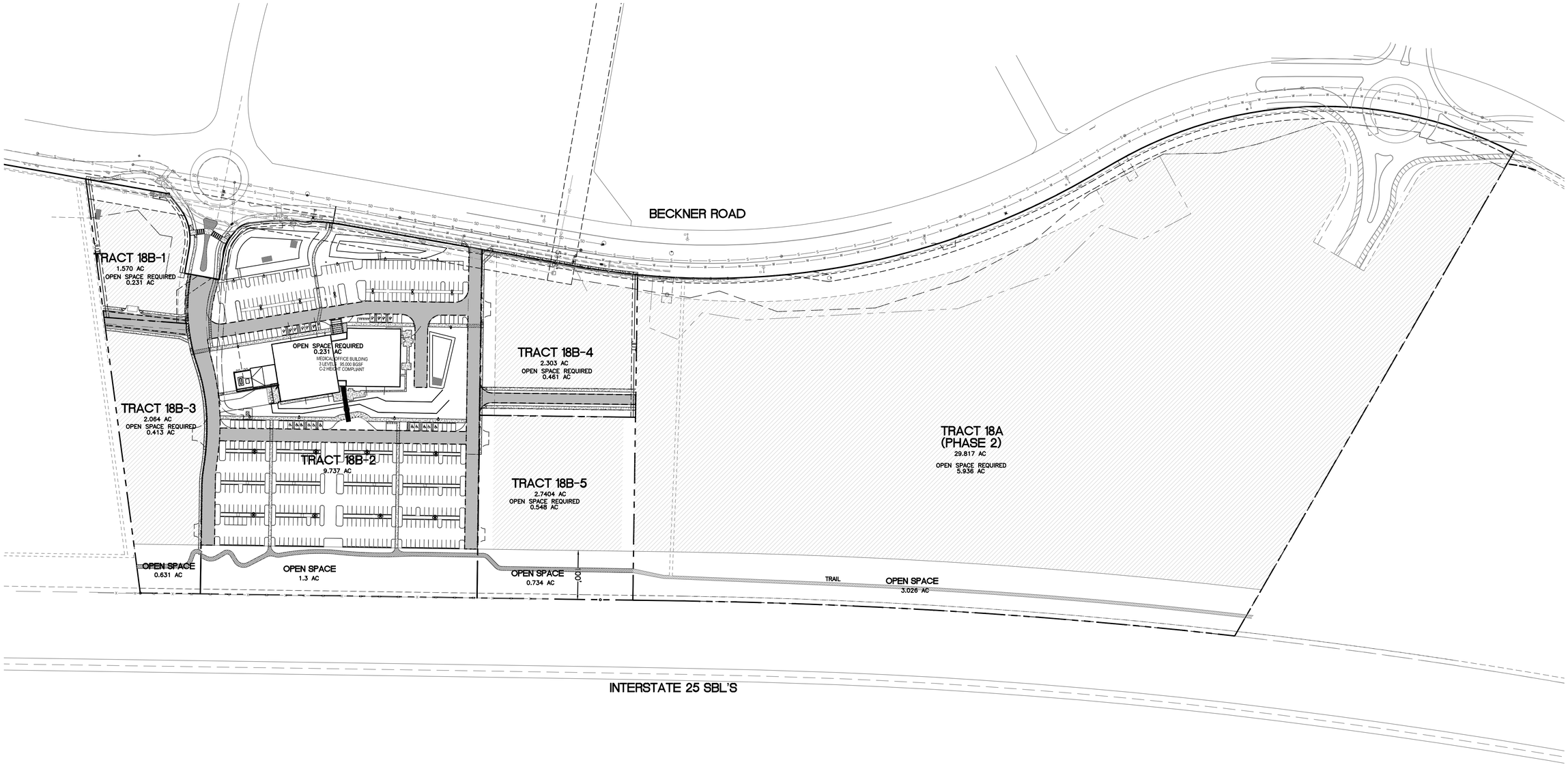

GRAPHIC SCALE

100 0 50 100

( IN FEET )

1 inch = 100 ft.

| | | |
|---|---|---|
| ENGINEER'S SEAL<br>RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER<br>1-15-25<br>RONALD R. BOHANNAN P.E. #7868 | LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION<br>EXISTING SURVEY AND CONDITIONS<br>TIERRA WEST, LLC<br>5571 MIDWAY PARK PL NE<br>ALBUQUERQUE, NEW MEXICO 87109<br>(505) 858-3100<br>www.tierrawestllc.com | DRAWN BY PM<br>DATE 1-15-25<br>DRAWING 2022040<br>SHEET # 1<br>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 |
| 18B-1 | 1.157 | 0.289 | 0.231 | |
| 18B-2 | 9.737 | - | 1.947 | Parcel built out - passive water harvesting employe |
| 18B-3 | 2.0639 | 0.516 | 0.413 | |
| 18B-4 | 2.303 | 0.576 | 0.461 | |
| 18B-5 | 2.7404 | 0.685 | 0.548 | |
| 18A | 29.817 | 7.454 | 5.963 | |

## SETBACK

STREET (FRONT) 15'
SIDE YARD 0'
REAR YARD 10'

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2-12-25
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# LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION

## OVERALL LAYOUT AND PHASING PLAN

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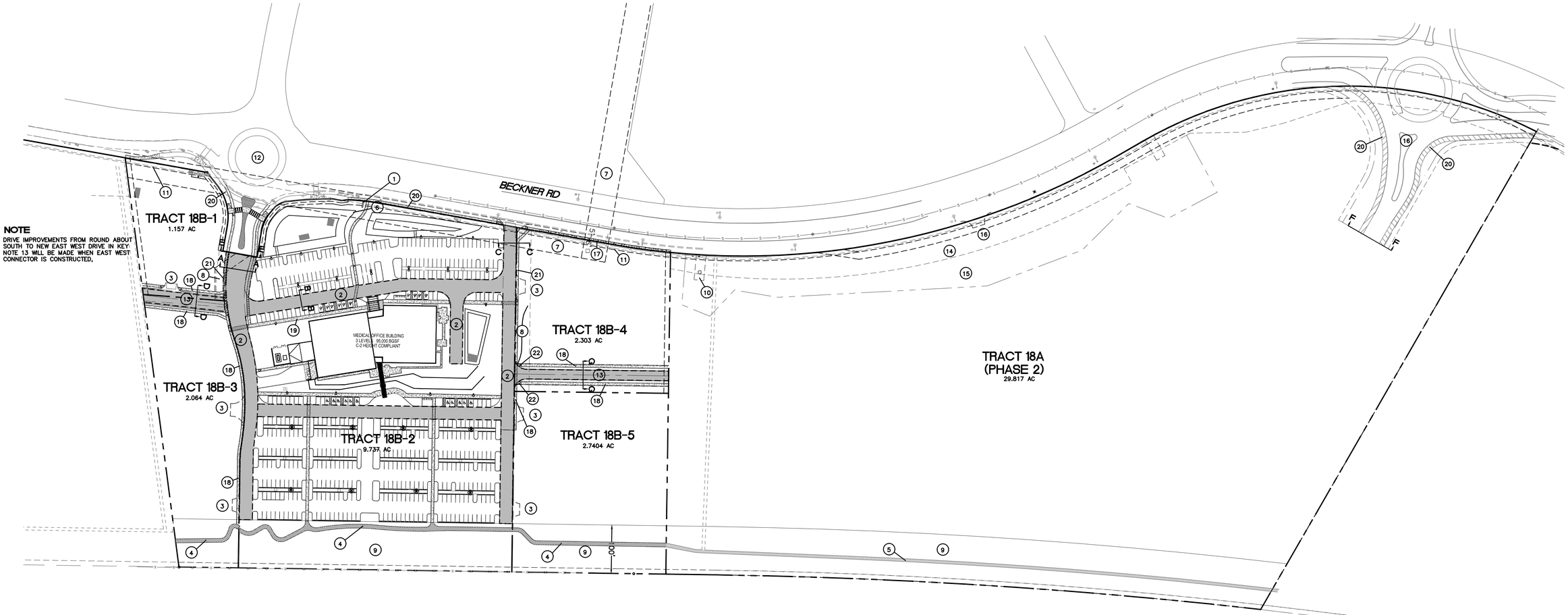
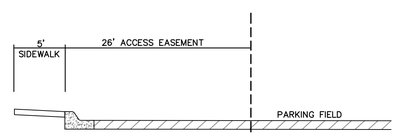



**NOTE**

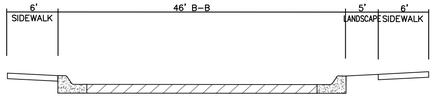
DRIVE IMPROVEMENTS FROM ROUND ABOUT SOUTH TO NEW EAST WEST DRIVE IN KEY NOTE 13 WILL BE MADE WHEN EAST WEST CONNECTOR IS CONSTRUCTED,

**KEYED NOTES**

1. MONUMENT SIGN
2. ACCESS EASEMENT AND FIRE LANE, 26' MINIMUM (EXISTING)
3. CURB CUTS FOR LOT ACCESS (PHASE 1)
4. EXISTING 8' PAVED TRAIL
5. PROPOSED 10' PAVED TRAIL
6. PNM EASEMENT, WIDTH VARIES
7. 50' PNM TRANSMISSION EASEMENT
8. 25' 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, 42' IF SUB-COLLECTOR, 52' IF COLLECTOR
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
22. UNIDIRECTIONAL ACCESSIBLE RAMP




SECTION C-C

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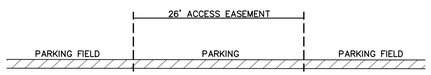
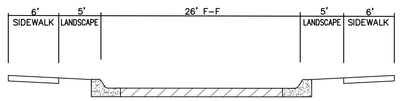



SECTION B-B




SECTION F-F

GRAPHIC SCALE

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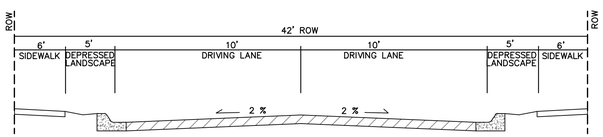
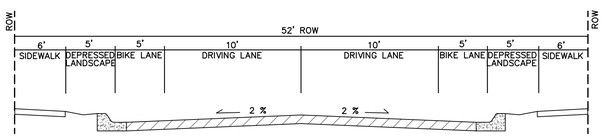
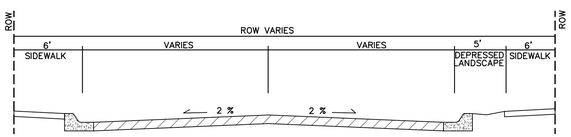
( IN FEET )
1 inch = 100 ft.




SECTION G-G




SECTION D-D




SECTION A-A

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

2-12-25

RONALD R. BOHANNAN
P.E. #7868

**LAS SOLERAS TRACTS 18-A AND B**
**SERIAL SUBDIVISION**

**ACCESS EXHIBIT**

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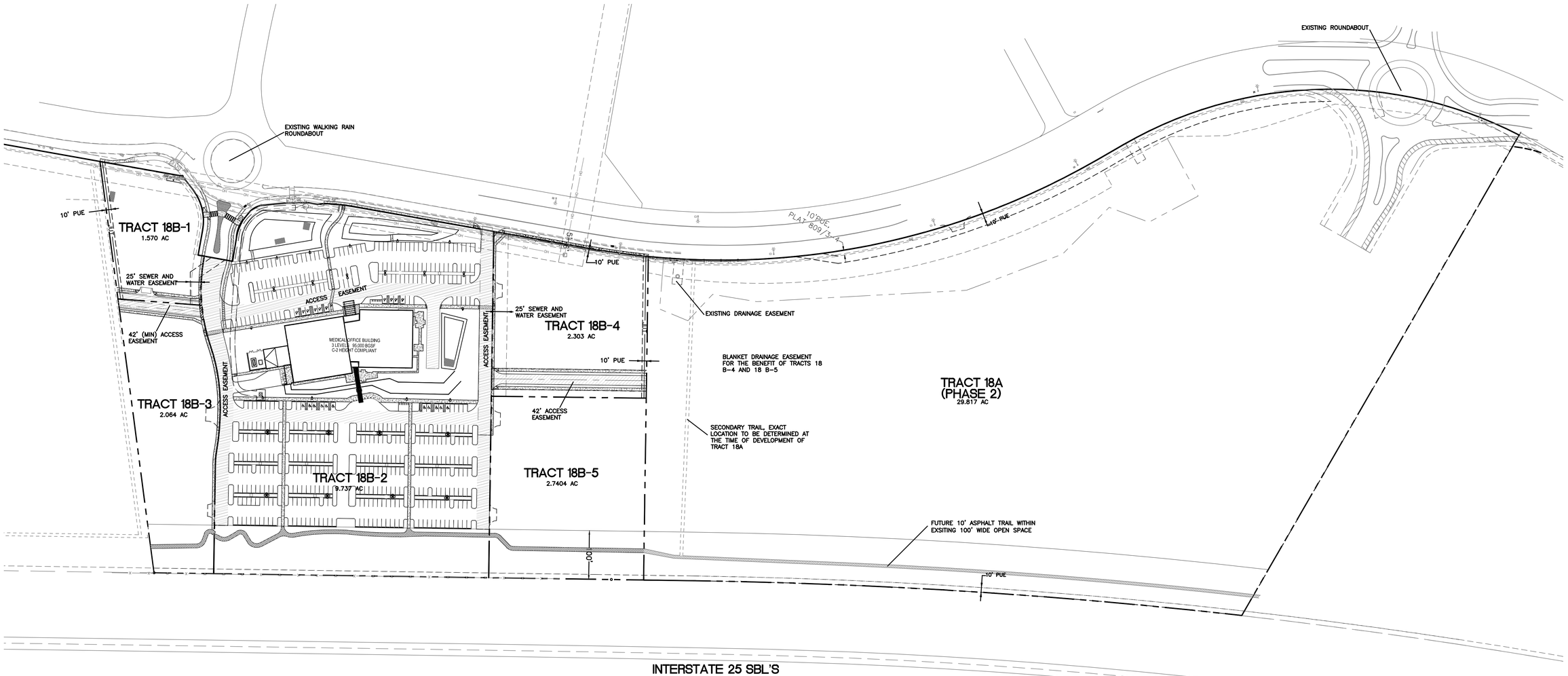


NOTES

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

2-12-25

RONALD R. BOHANNAN P.E. #7868

# LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION

## VEHICLE AND PEDESTRIAN CIRCULATION AND UTILITY EASEMENT EXHIBIT

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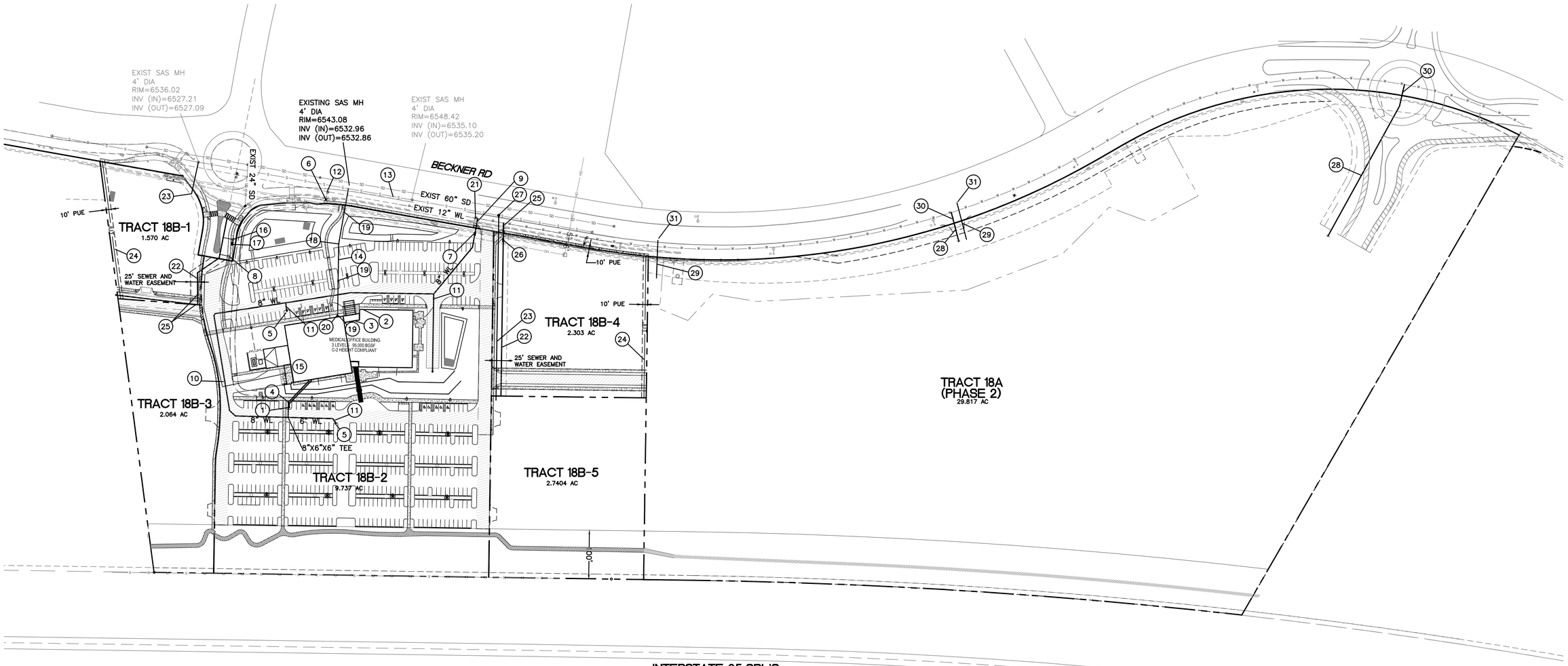


## KEYED NOTES

### 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.

| | | |
|---|---|---|
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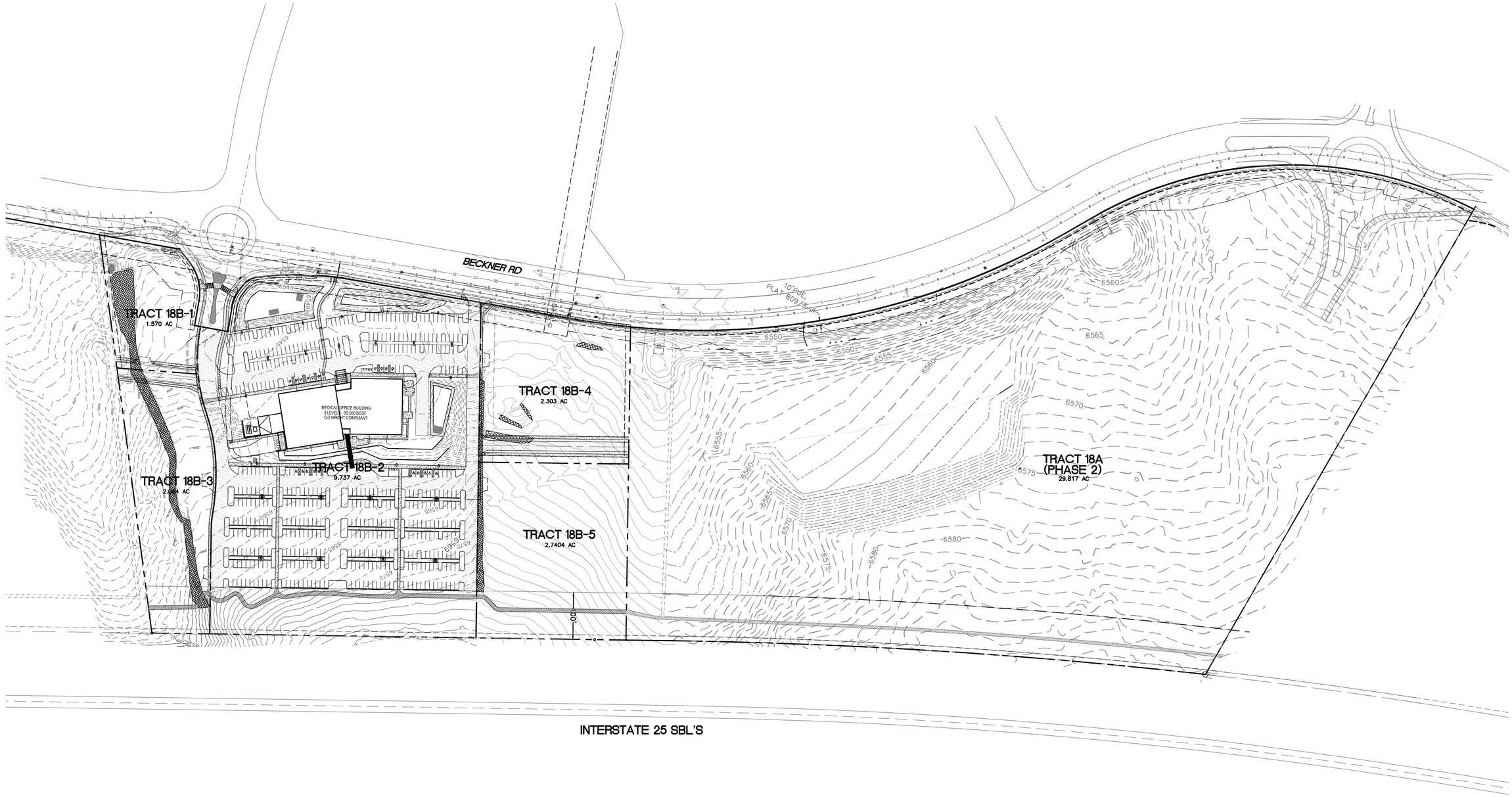


**LEGEND**

- 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 )
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ENGINEER'S SEAL

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2-12-25

RONALD R. BOHANNAN
P.E. #7868

# LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION

## TERRAIN MANAGEMENT PLAN

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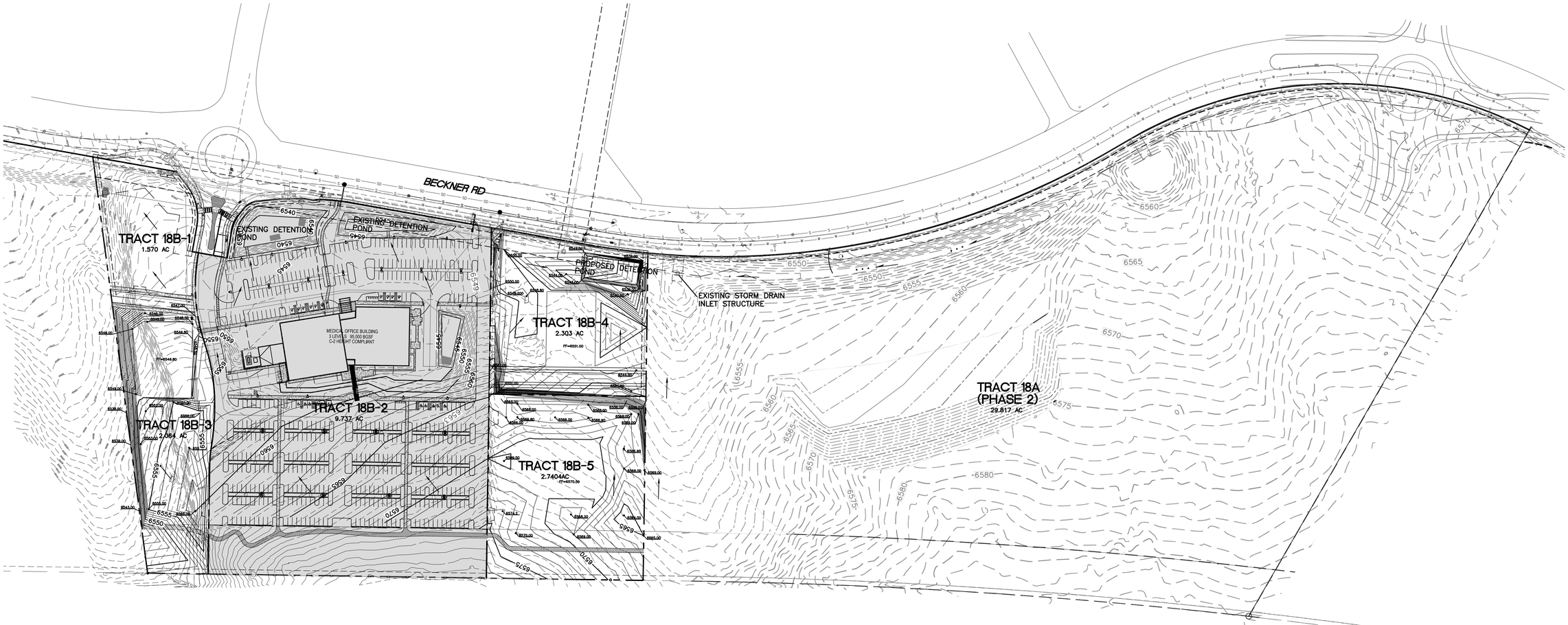


**NOTE**

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

2-12-25

RONALD R. BOHANNAN
P.E. #7868

**LAS SOLERAS TRACTS 18-A AND B SERIAL SUBDIVISION**

**GRADING PLAN**

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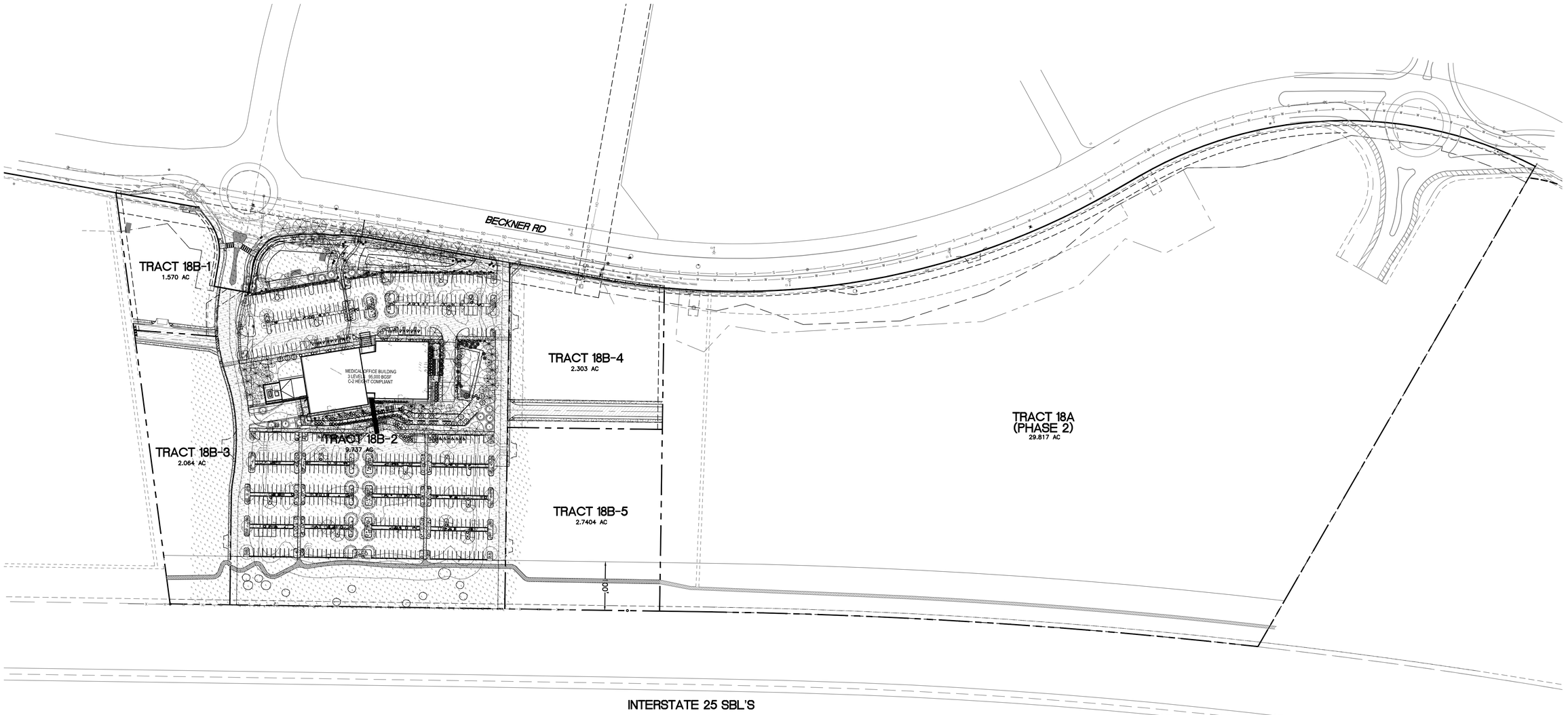


| Luminaire Schedule | | | |
|---|---|---|---|
| Symbol | Label | Qty | Arrangement |
| | 3-B4 | 8 | 3 @ 90 Degrees |
| | A4 | 8 | Single |
| | A5 | 1 | Single |
| | A6 | 6 | Single |
| | B3 | 4 | Single |
| | C4 | 7 | Single |
| | L | 2 | Single |
| | M_DIMMED 50% | 11 | Single |

GRAPHIC SCALE

100 0 50 100

( IN FEET )
1 inch = 100 ft.

ENGINEER'S SEAL

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2-12-25

RONALD R. BOHANNAN
P.E. #7868

LAS SOLERAS TRACTS 18-A AND B
SERIAL SUBDIVISION

LIGHTING EXHIBIT
(EXISTING)

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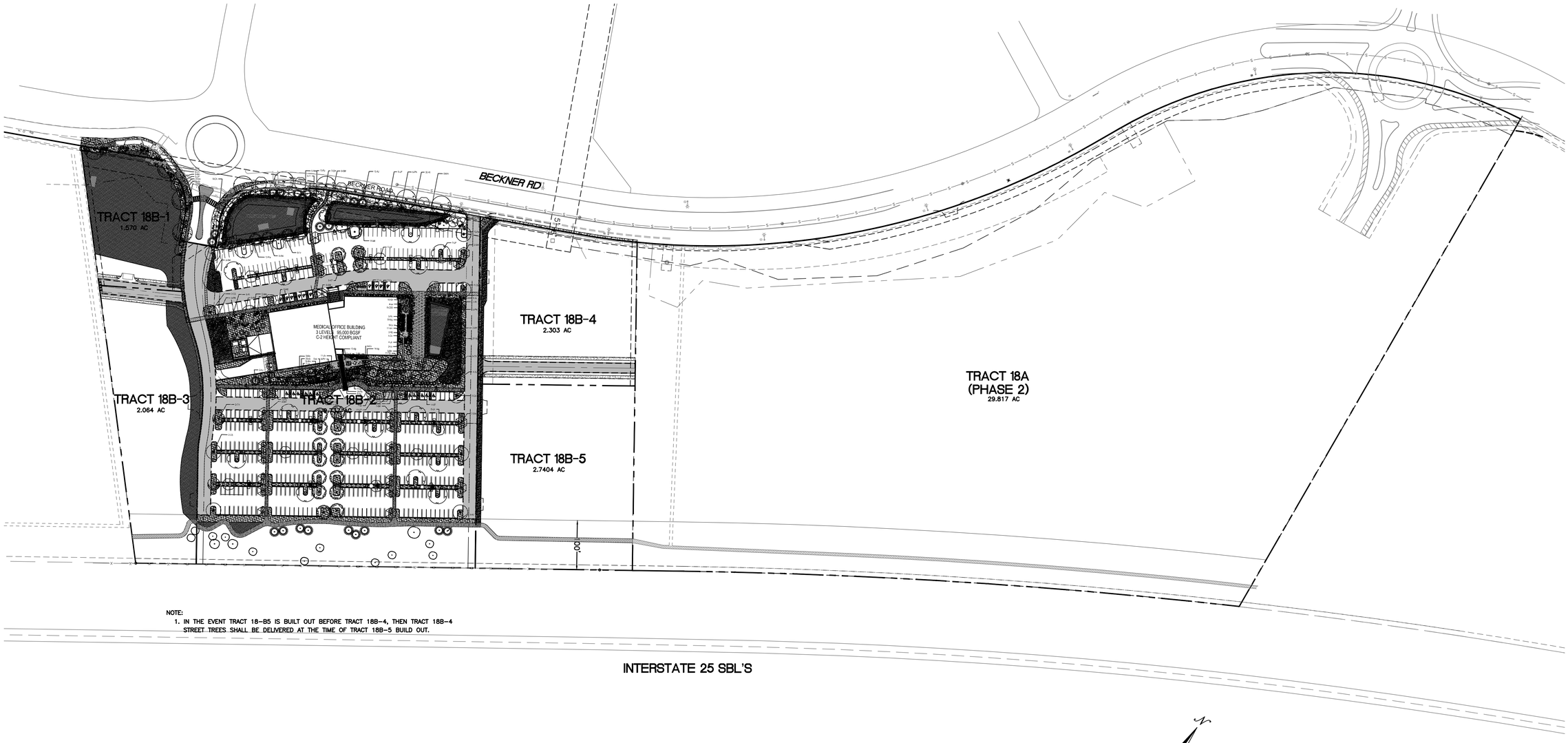


NOTE:
1. IN THE EVENT TRACT 18-B5 IS BUILT OUT BEFORE TRACT 18B-4, THEN TRACT 18B-4 STREET TREES SHALL BE DELIVERED AT THE TIME OF TRACT 18B-5 BUILD OUT.

GRAPHIC SCALE

100 0 50 100

( IN FEET )
1 inch = 100 ft.

ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

2-12-25

RONALD R. BOHANNAN
P.E. #7868

LAS SOLERAS TRACTS 18-A AND B
SERIAL SUBDIVISION

LANDSCAPE EXHIBIT
(EXISTING)

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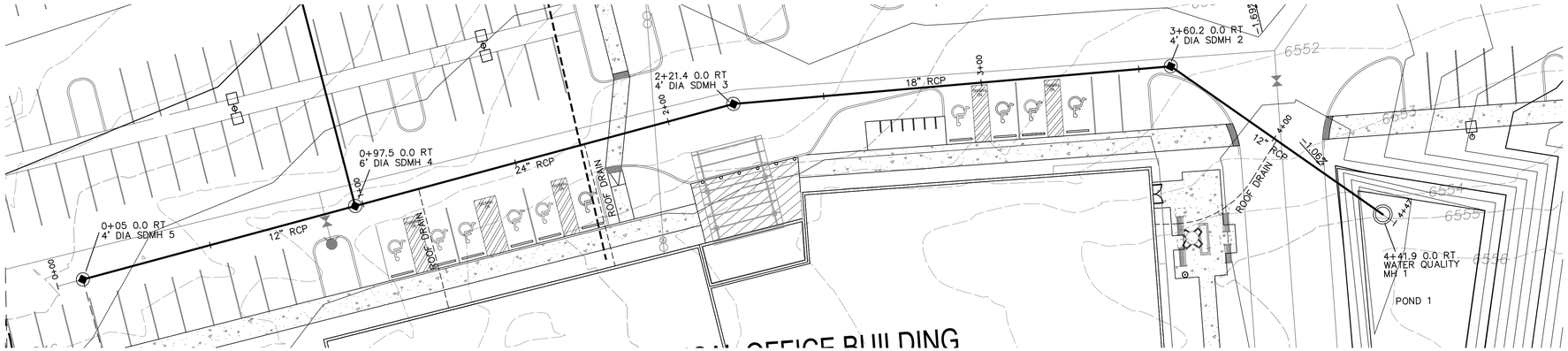
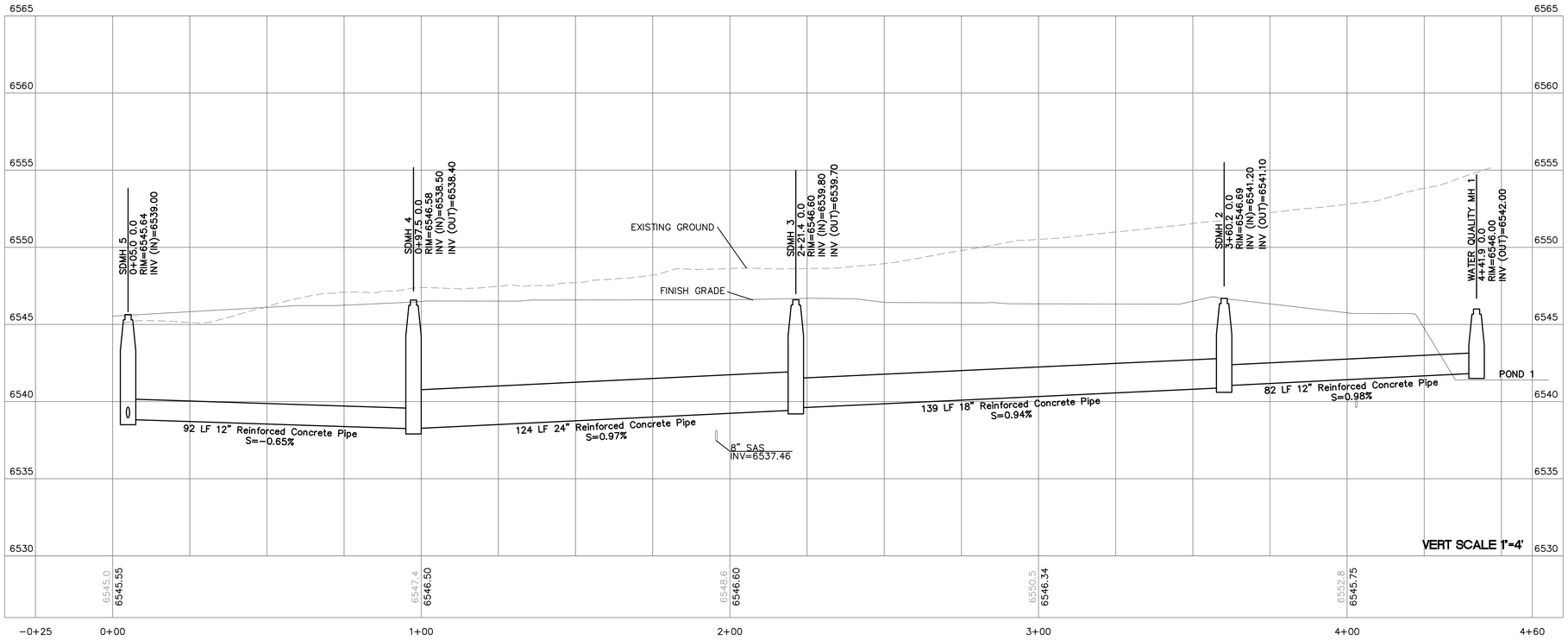
SHEET #
8

JOB #
2022040



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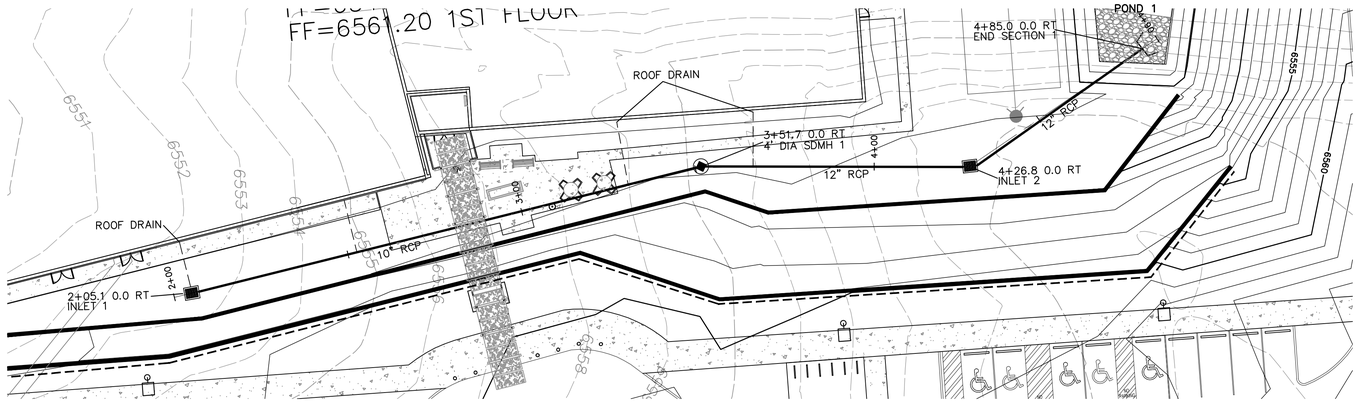


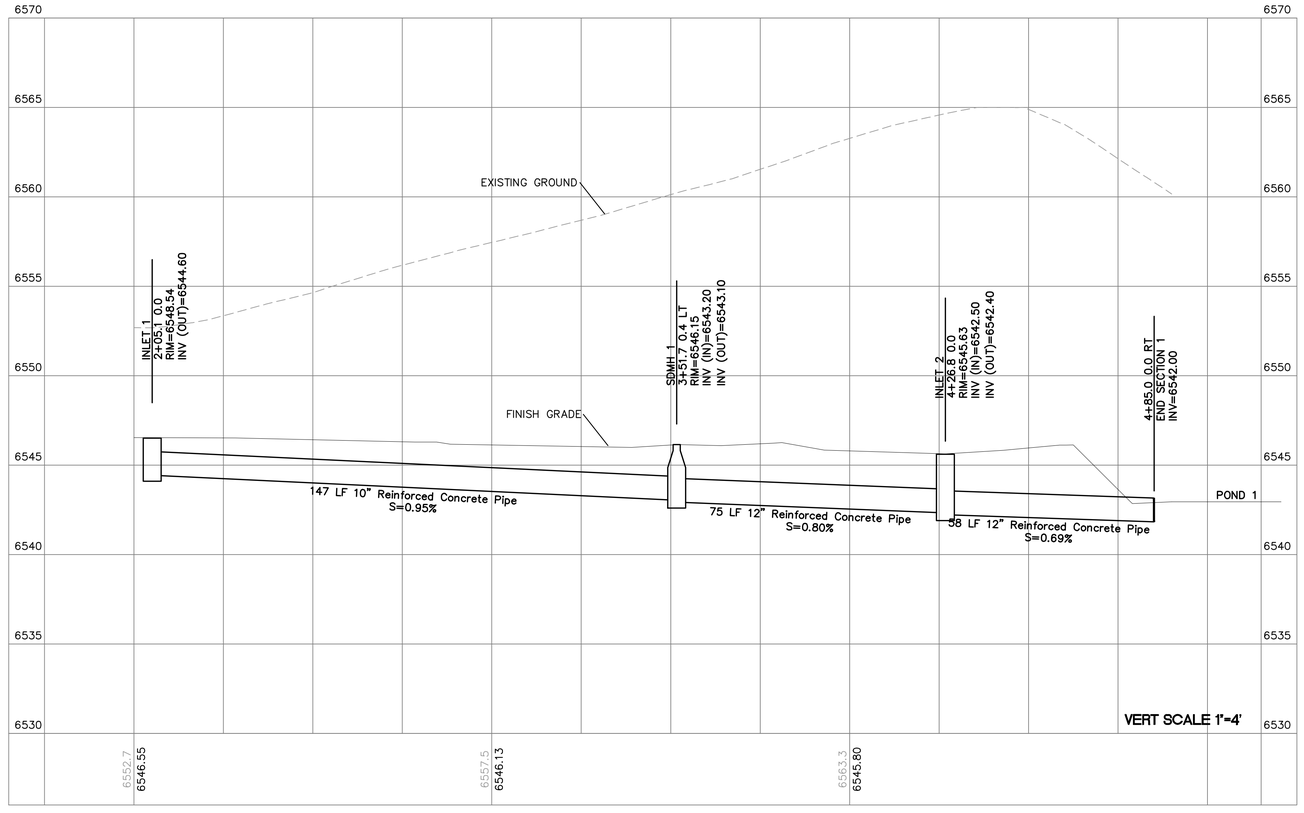

GRAPHIC SCALE

20 0 10 20

( IN FEET )
1 inch = 20 ft.

| | | |
|---|---|---|
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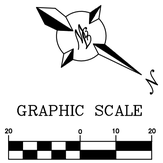


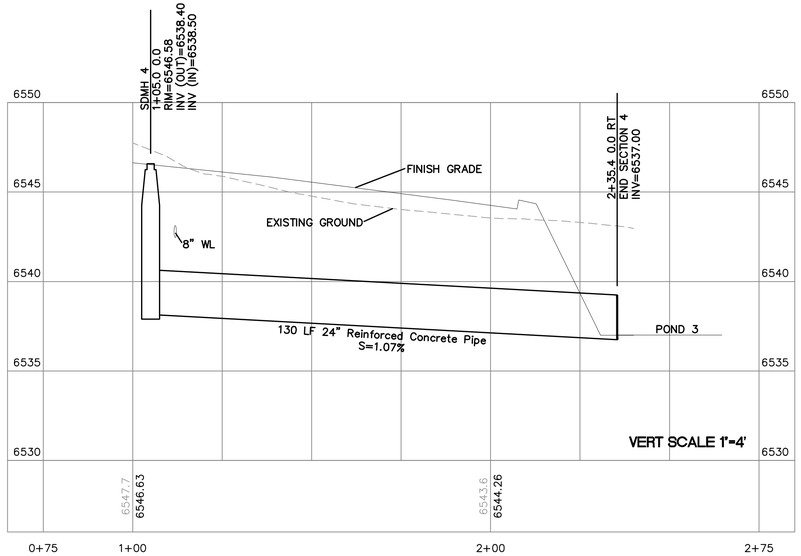


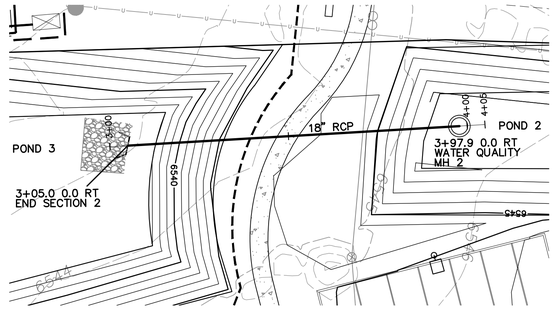


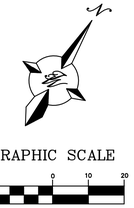


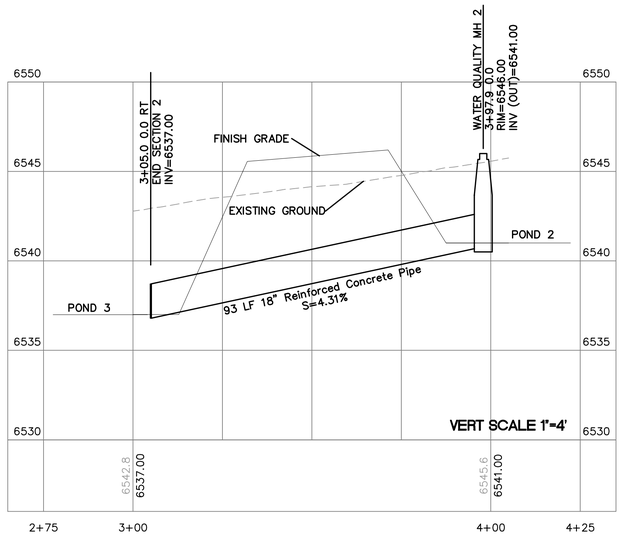


ENGINEER'S SEAL

RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER

1-15-25

RONALD R. BOHANNAN
P.E. #7868

**MERIDIAN MEDICAL OFFICE BUILDING**

**4200 BECKNER RD SANTA FE, NM 87507**

# STORM SEWER PLAN AND PROFILE EXISTING


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5571 MIDWAY PARK PL NE
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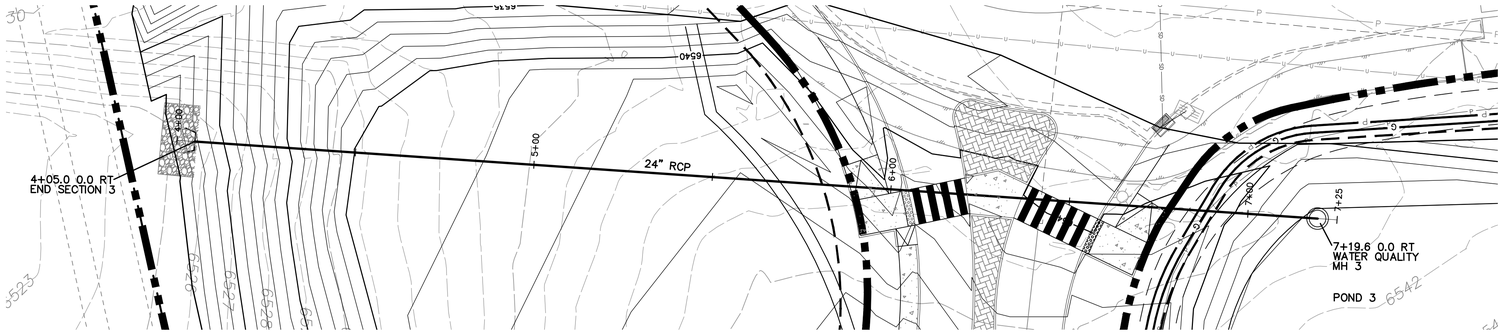
SHEET #: GR-7

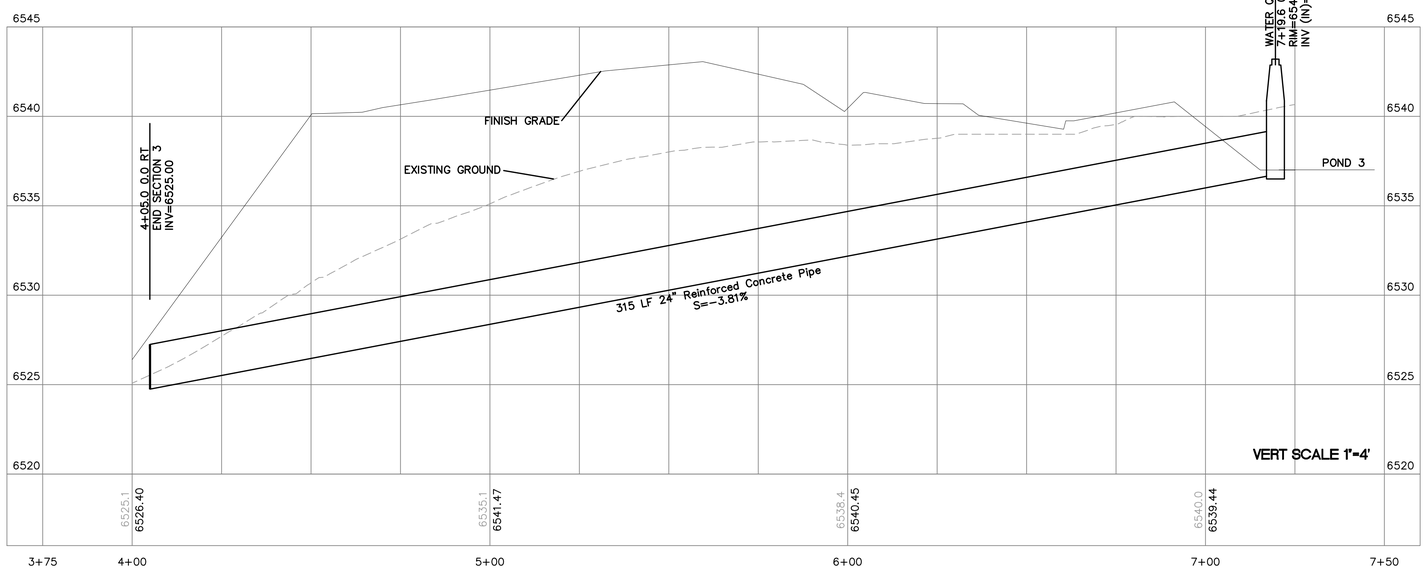
JOB #: 2022040



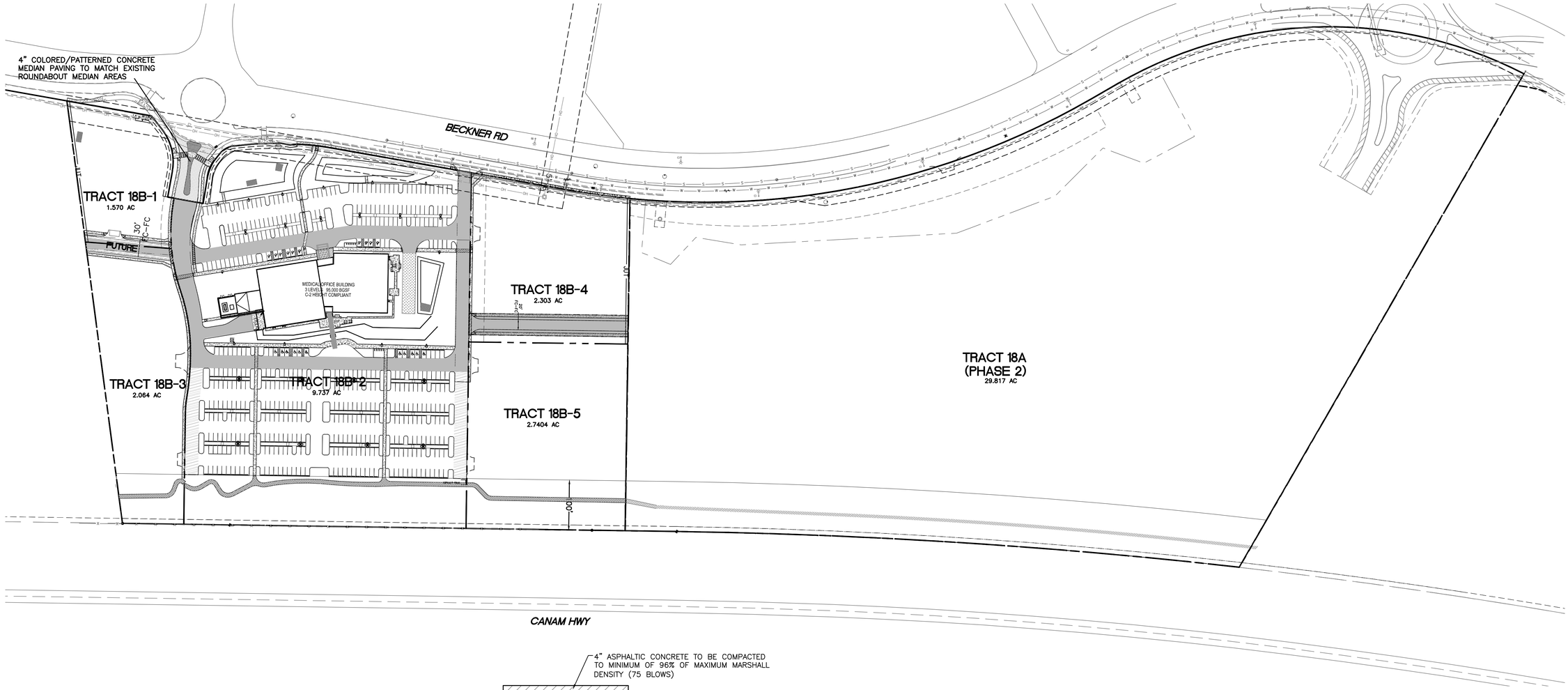
GRAPHIC SCALE

20 0 10 20

( IN FEET )
1 inch = 20 ft.

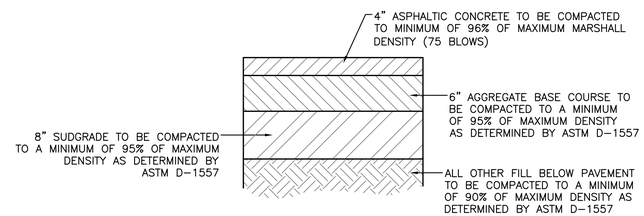



| | | |
|---|---|---|
| ENGINEER'S SEAL<br>RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER<br>1-15-25<br>RONALD R. BOHANNAN<br>P.E. #7868 | **MERIDIAN MEDICAL OFFICE BUILDING**<br>**4200 BECKNER RD SANTA FE, NM 87507**<br>**STORM SEWER PLAN AND PROFILE EXISTING**<br>TIERRA WEST, LLC<br>5571 MIDWAY PARK PL NE<br>ALBUQUERQUE, NEW MEXICO 87109<br>(505) 858-3100<br>www.tierrawestllc.com | DRAWN BY<br>PM<br>DATE<br>1-15-25<br>DRAWING<br>2022040-GR<br>SHEET #<br>GR-8<br>JOB #<br>2022040 |



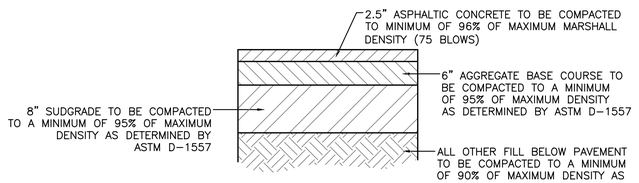

## LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- BUILDING
- EXISTING CURB & GUTTER
- CONCRETE
- HEAVY DUTY PAVING
- LIGHT DUTY PAVING
- ASPHALT PAVING (ADD ALT GRASSCRETE PAVING)
- RURAL PAVING



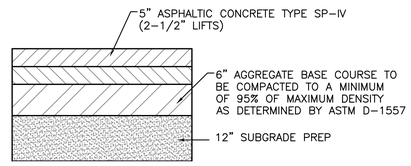

### AUTOMOBILE DRIVEWAYS AND AREAS SUBJECT TO SEMI-TRUCKS TYPICAL PAVING SECTION

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

2-12-25

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

DRAWN BY PM

DATE 2-12-25

DRAWING

SHEET # PAV-1

JOB # 2022040