

City of Santa Fe, New Mexico

Attachment C
Applicant Submittals and
Development Plan

4. Traffic Impact Study

EXHIBIT C

TRAFFIC IMPACT STUDY



Tierra Contenta Apartments (Zorro Blanco Apartments)
Santa Fe, New Mexico

Traffic Impact Study

December 17, 2024

FINAL (Revised)



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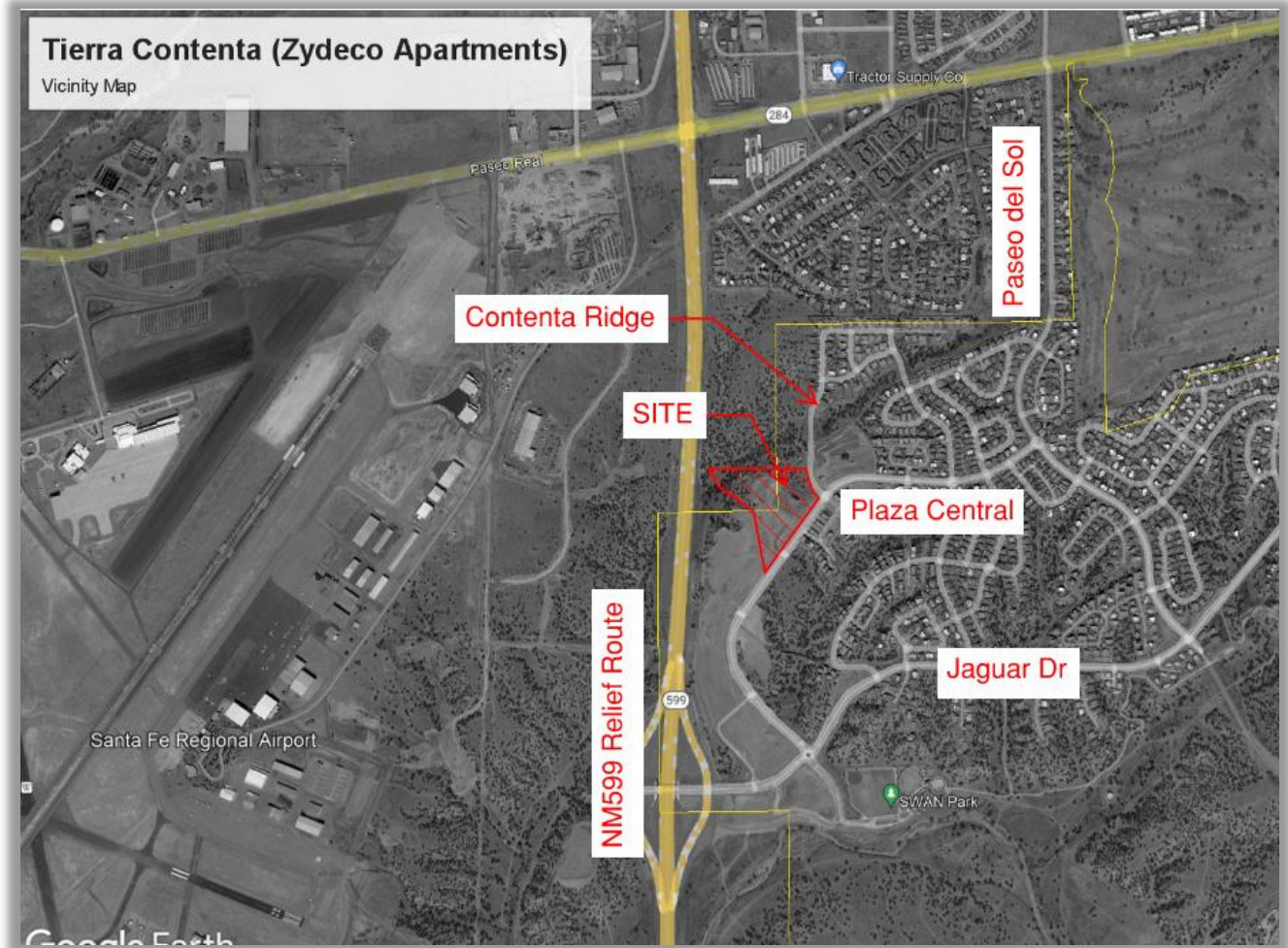
**Tierra Contents Apartments (Zorro Blanco Apartments)
Plaza Central / Contenta Ridge - Santa Fe, NM
Traffic Impact Study**

Executive Summary

The purpose of this Traffic Impact Study (TIS) is to evaluate transportation conditions before and after implementation of the proposed Tierra Contenta Apartments (Zorro Blanco Apartments) to determine the impact of the site 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. The City of Santa Fe scoping letter for this TIS is in Appendix pages A-102 through A-105.

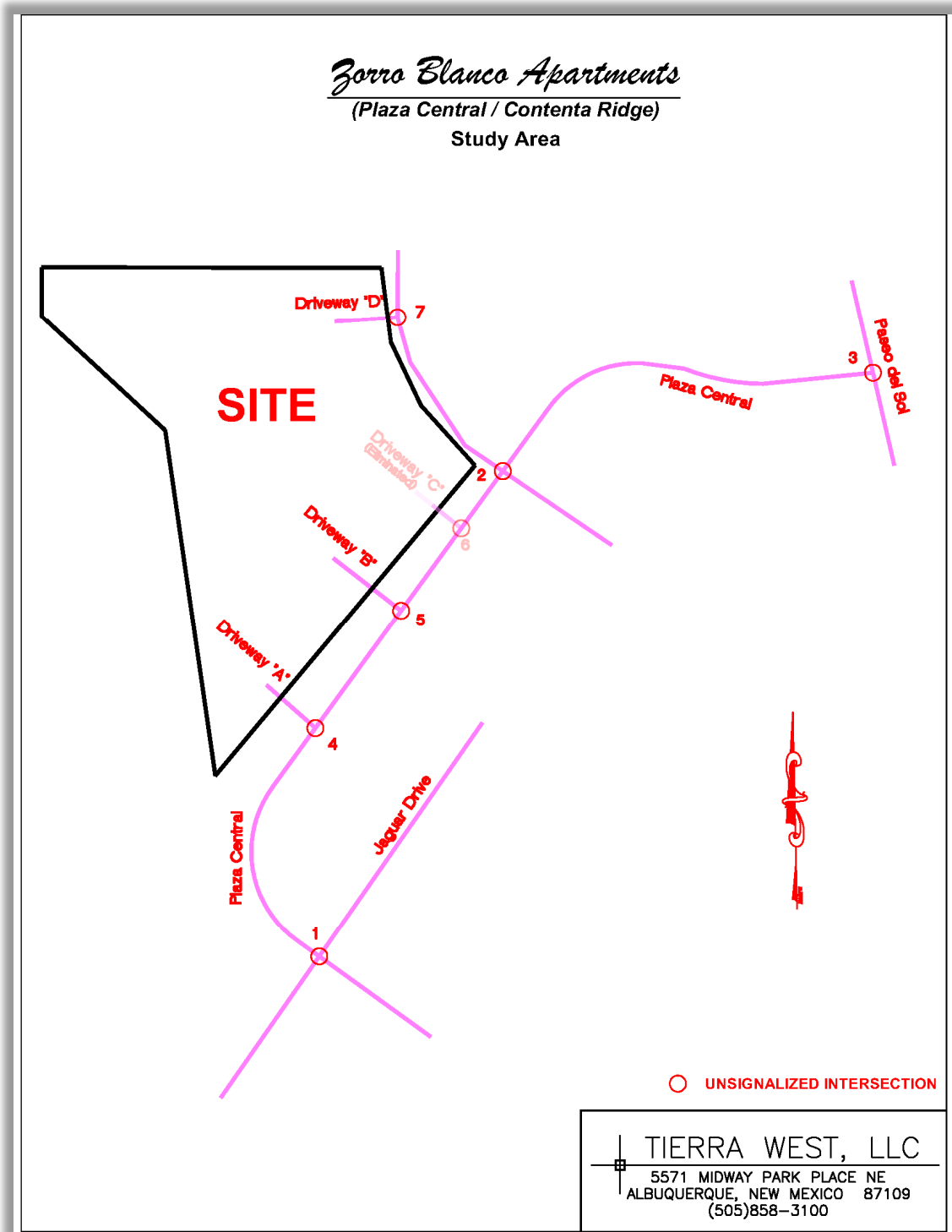
Site Location and Study Area

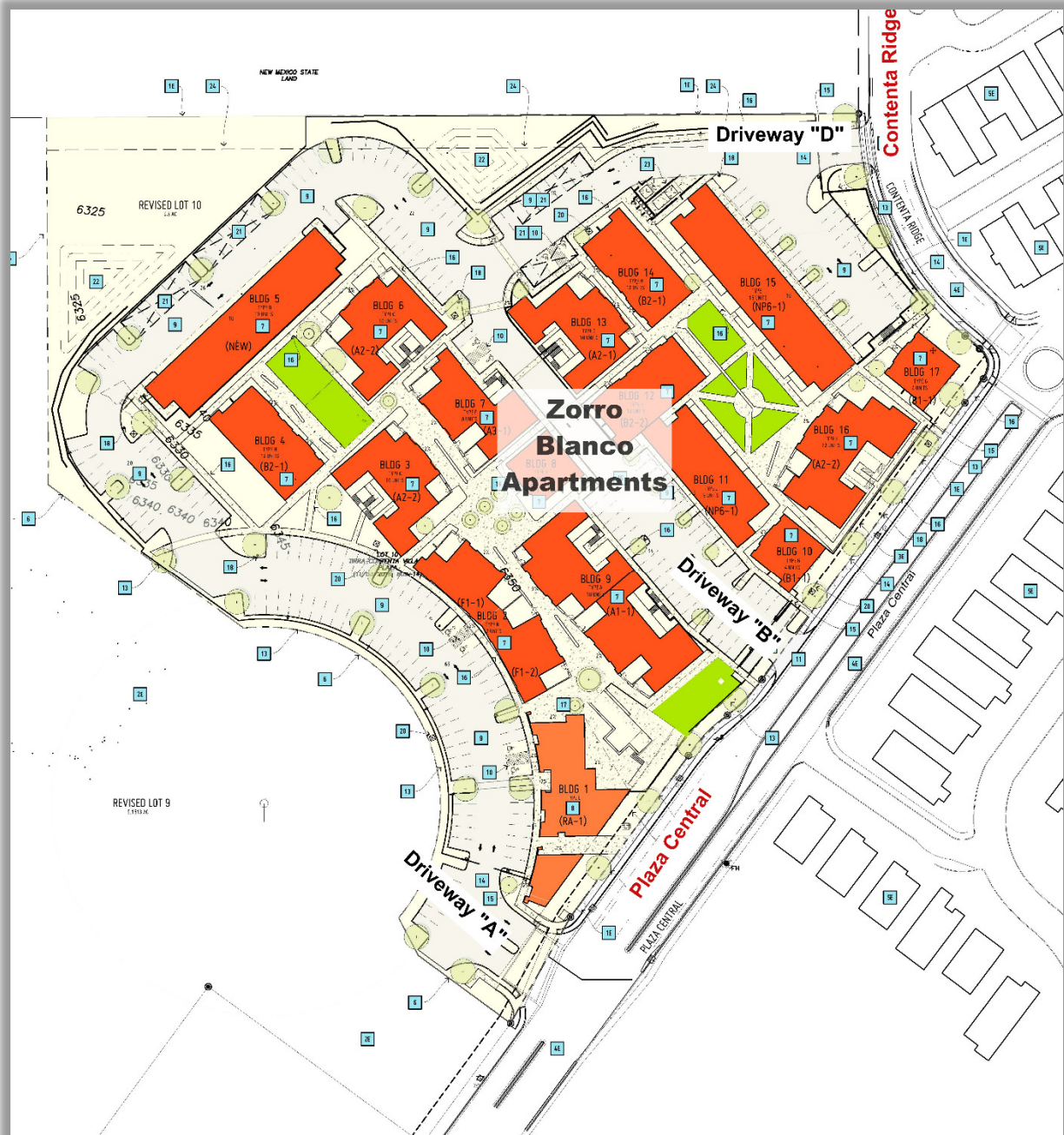
The proposed Tierra Contenta Apartments (Zorro Blanco Apartments) is located at the southwest corner of Plaza Central and Contenta Ridge in the City of Santa Fe, New Mexico. See Vicinity Map below.



The study area includes the three intersections listed below plus the three unsignalized access points for the Development and shown on the following two maps:

1. Plaza Central (Callejon Lechuza) / Jaguar Dr. (Unsignalized - Roundabout)
2. Plaza Central / Contenta Ridge (Unsignalized - Roundabout)
3. Plaza Central / Paseo Del Sol (Unsignalized - Roundabout)
4. Access Driveways (Unsignalized)





NOTE: Driveway "C" was eliminated from the project.

Development Description

The Tierra Contenta Apartments (Zorro Blanco Apartments) is a total of 8-acres that is to be fully developed for the proposed 2026 Implementation Year and 2036 for the Horizon Year. The Site will generate residential traffic for the City of Santa Fe, NM. The site is to be developed into 165 Multi-Family Housing apartments (low-rise). Additionally, considered in this Study will be the 25 additional residential units that will meet the City of Santa Fe's Affordable Housing requirements.

(See the following conceptual Site Development Plan, next page.)



The Implementation Year for this project is 2026 and the Horizon Year is 2036. According to the Institute of Traffic Engineers' trip generation rates for the proposed Tierra Contenta Apartments (Zorro Blanco Apartments), the residential trips were calculated using data for Multifamily Housing (Low-Rise). The ITE Codes 220 were used in the analysis of the residential section and the Trip Generation Data can be found below.

Zorro Blanco - Multi-Family Housing
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						
Multifamily Housing (Low-Rise)	190	1,281	18	58	64	38
Dwelling Units						

Background traffic volumes were calculated by applying historical annual background traffic growth rates (3.0%) to the existing traffic volumes for the implementation year. **Existing traffic volumes** were collected during March of 2023 while school was in session. Summarized Volumes can be found in Appendix A-99 through A-101.

The results of the Implementation Year (2026) and Horizon Year (2036) AM and PM Peak Hour NO BUILD AND BUILD Conditions are summarized in the following table:

Executive Summary Results Table (Synchro 11)						
Tierra Contenta Development (Zorro Blanco Apartments)						
			2026 Conditions		2036 Conditions	
Intersection No. / Name	Intersection Control	Case	AM Peak	PM Peak	AM Peak	PM Peak
1 - Plaza Central & Jaguar Dr.	Roundabout	NO BUILD	A-4.3	A-3.9	A-4.8	A-4.3
		BUILD	A-4.3	A-3.9	A-4.9	A-4.3
2 - Plaza Central & Contenta Ridge	Roundabout	NO BUILD	A-3.0	A-3.3	A-3.1	A-3.5
		BUILD	A-3.1	A-3.5	A-3.2	A-3.7
3 - Plaza Central & Paseo Del Sol	Roundabout	NO BUILD	A-3.6	A-3.9	A-3.9	A-4.3
		BUILD	A-3.7	A-4.1	A-4.0	4.5
4 - Plaza Central & Driveway "A"	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	B-10.6	B-10.8	B-11.3	B-11.5
5 - Plaza Central & Driveway "B"	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	A-9.5	A-9.2	A-9.9	A-9.4
6 - Plaza Central & Driveway "C" (Eliminated)	N/A	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	N/A	N/A	N/A	N/A
7 - Driveway "D" & Contenta Ridge	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	A-8.6	A-8.5	A-8.6	A-8.6

Summary of Impacts, and Recommendations

A summary of the impacts and recommendations based on the results of the Traffic Impact Study can be found below.

Summary of Impacts

The three roundabout intersections (Plaza Central / Jaguar Dr., Plaza Central / Contenta Ridge, and Plaza Central / Paseo Del Sol) and access Driveways (Plaza Central / Driveway "A", Plaza Central / Driveway "B", and Contenta Ridge / Driveway "D") were analyzed using Synchro 12 (Build 12.2.3.12) modeling software. The trips generated from the development demonstrate less than 100 Peak Hour Trips for the AM or PM Peak, and with the findings of this report there are very minimal impacts to the overall traffic network in this area of new development. See Appendix pages A-35 through A-87 and A-72 through A-91 for detailed results of the analysis.

Generally speaking, the operation of the three roundabout intersections and access Driveways demonstrate no significant adverse impacts to the transportation network and all intersections evaluated are projected to operate at an approved Level of service (LOS) as required for the City of Santa Fe. See Mitigations and Recommendations Table below.

Recommendations

Mitigations and Recommendations Summary Table

Tierra Contenta Development (Zorro Blanco Apts) - Plaza Central / Contenta Ridge, Santa Fe, NM

Intersection No. / Name	Signalization	Mitigation	Intersection Recommendations
1 - Plaza Central / Jaguar Dr	Roundabout	None	None
2 - Plaza Central / Contenta Ridge	Roundabout	None	None
3 - Plaza Central / Paseo del Sol	Roundabout	None	None
4 - Plaza Central / Driveway "A"	Unsignalized	Full Access	Full Access
5 - Plaza Central / Driveway "B"	Unsignalized	Right-in, Right-out ONLY	Right-in, Right-out ONLY
6 - Plaza Central / Driveway "C"	Unsignalized	(Driveway "C" Eliminated from Project)	
7 - Plaza Central / Driveway "D"	Unsignalized	Full Access	Full Access

In summary, the proposed Tierra Contenta Apartments (Zorro Blanco Apartments) presents no significant adverse impact on the adjacent transportation system. The roundabouts and unsignalized intersections of Plaza Central / Jaguar Dr., Plaza Central / Contenta Ridge, and Plaza Central / Paseo Del Sol established that not impacts or recommendations are warranted at

these intersections and all measured levels-of-service (LOS) maintain a LOS B or better. Therefore, the only recommendations are as follows:

All design / construction of the Tierra Contenta Apartments (Zorro Blanco Apartments) shall maintain adequate sight distances at driveways and contiguous intersections. Building structure and landscape elements of the design shall not impede safe sight distances at the intersections or driveways.

- Driveway “A” shall be a standard at-grade full-access unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum as located on the site plan on Page A-4 in the Appendix of this Study.
- Driveway “B” shall be a standard at-grade right-in, right-out unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum as located on the site plan on Page A-4 in the Appendix of this Study.
- Driveway “D” shall be a standard at-grade full-access unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum as located on the site plan on Page A-4 in the Appendix of this Study.

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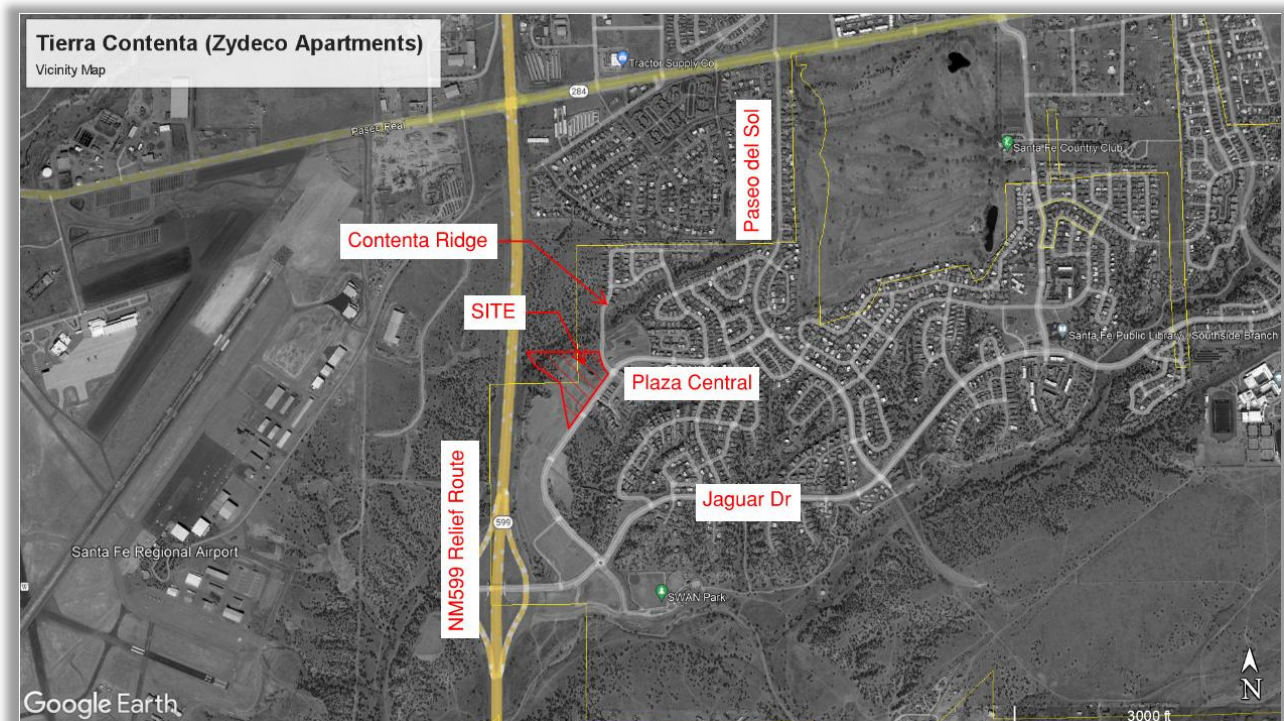
Tierra Contents Apartments (Zorro Blanco Apartments) Plaza Central / Contenta Ridge - Santa Fe, NM Traffic Impact Study

Introduction

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation conditions before and after implementation of the proposed Tierra Contenta Apartments (Zorro Blanco Apartments) to determine the impact of the development on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared in accordance with the requirements of the City of Santa Fe (CoSF). The City of Santa Fe scoping letter for this TIS is in Appendix pages A-102 through A-105.

Description of Proposed Development

The proposed Tierra Contenta Apartments (Zorro Blanco Apartments) project is located at the southwest corner of Plaza Central and Contenta Ridge in the City of Santa Fe, New Mexico. See Vicinity Map below.



Land Use and Intensity

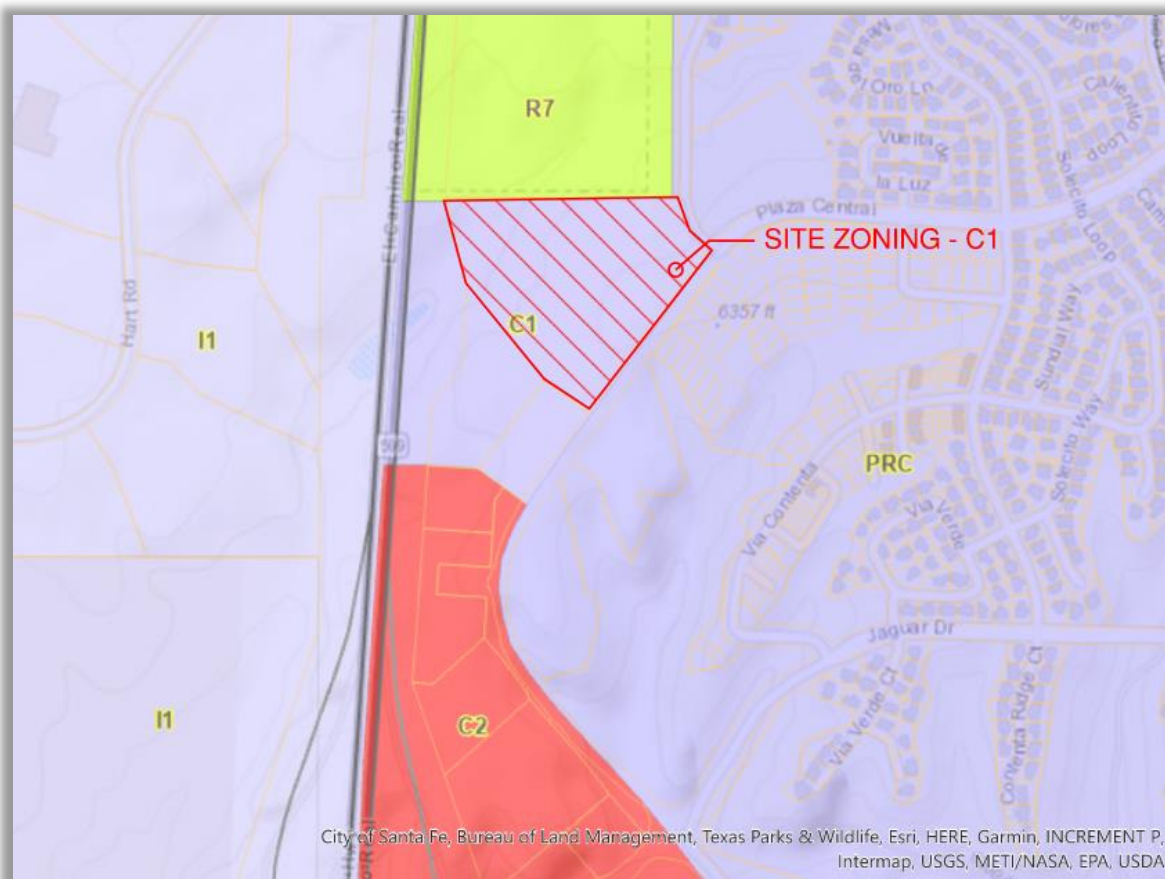
The proposed development is located at 7205 Plaza Central Santa Fe, NM 87507, and consists of approximately 8-acres in total. The legal description is Tierra Contenta Village Plaza LLP. The existing land for the project is undeveloped and fronts Plaza Central and Contenta Ridge. The site is to be developed into 165 Multi-Family Housing apartments (low-rise).

Development Phasing and Timing

The development will be built in one phase. The anticipated Implementation Year for this project is 2026 and the Horizon Year is 2036. The total project proposed will include 165 dwelling units. However, the City of Santa Fe has an Affordable Housing Requirement which the developer proposes to meet by donating land for a future housing project to be comprised of 25 additional apartment type dwelling units. Therefore, this Study will consider the total of 190 dwelling units to allow for the future development of the 25 additional dwelling units.

Existing and Planned Zoning

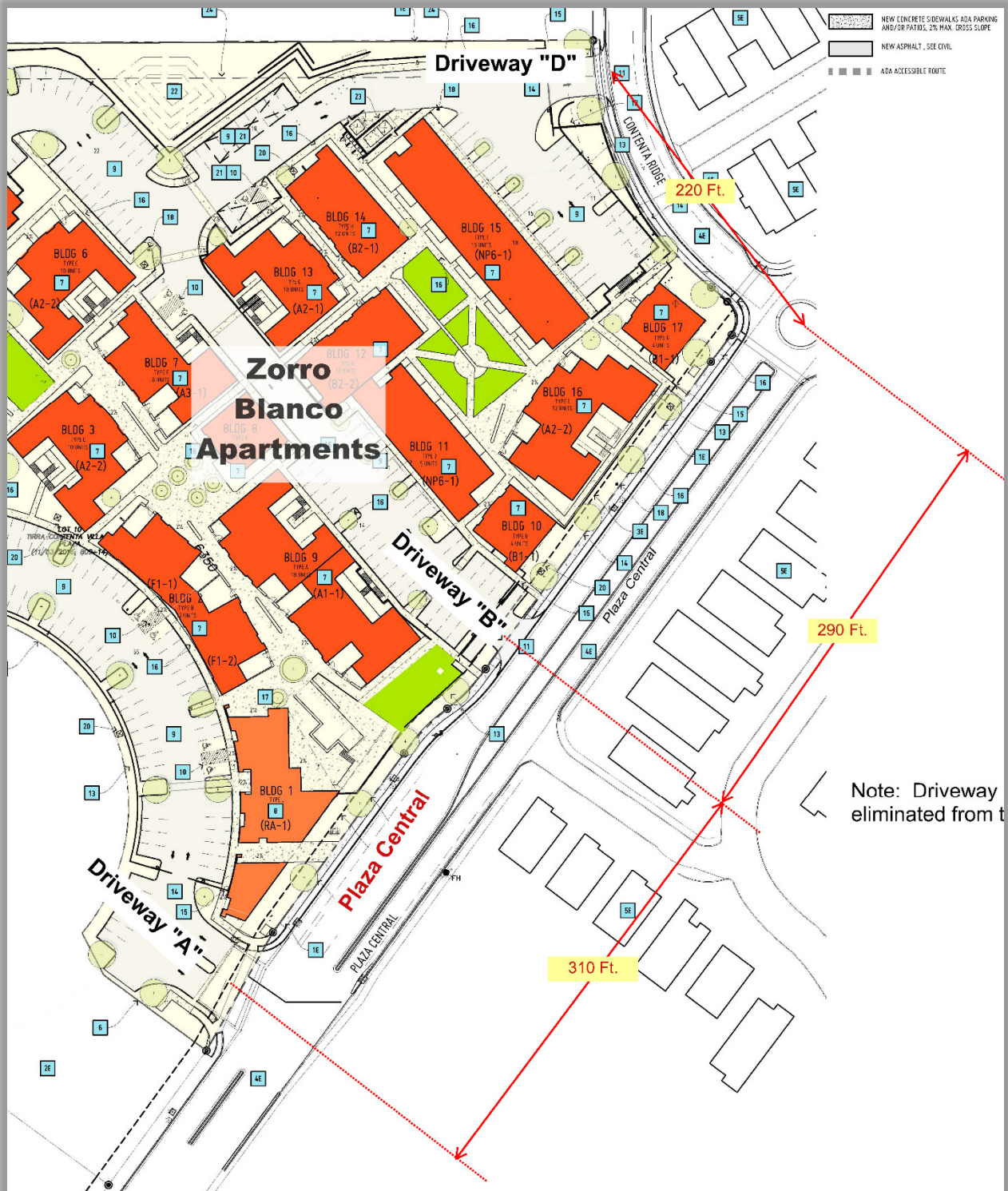
The site zoning C1 serves as a transitional buffer between more intense commercial use districts and residential districts. The permissive uses for Tierra Contenta can also be used for residential dwelling units such as the proposed apartment facility. See City of Santa Fe zoning map below:



Site Access

Three new access driveways (Driveway “A”, Driveway “B”, and Driveway “D”) are proposed for the Tierra Contenta Apartments (Zorro Blanco Apartments). A fourth driveway (Driveway “C”) was proposed previously, but has been eliminated from the project. Driveway “A” is to be a full-access access Driveway “A” is located 600-feet east of Plaza Central and Contenta Ridge (centerline to centerline). Driveway “B” is proposed as a right-in, right-out only access only. Driveway “B” is to be a right-in/right-out Driveway and is located 300-feet east of Plaza Central

and Contenta Ridge (centerline to centerline). Driveway "C" was eliminated from the most recent plan for the project. Driveway "D" is to be a full-access Driveway. Driveway "D" is located 220-foot north of Plaza Central and Contenta Ridge (centerline to centerline). See the proposed site access on the following page.



Forecast volumes at each of the proposed driveways were applied to determine whether or not

left turn and / or right turn deceleration lanes were warranted. The Traffic Impact Study (TIS) was prepared under the TIS guidelines that were in place until August 29, 2024. However, a new set of governing criteria was adopted by the City of Santa Fe effective on August 29, 2024 which changed some of the requirements of a Traffic Impact Study. This Study will generally comply with the older guidelines, but the auxiliary lane warrant analysis will test the driveways using both the old and the new criteria.

The Auxiliary Lane Warrant Analysis is included on Pages A-106 through A-109 in the Appendix of this report. The analysis shows that the warrants for right and left turn deceleration lanes at the three proposed driveways are not met, although the warrant for a left turn deceleration lane on Plaza Central at Driveway "A" is close to meeting the warrant. Both a left turn lane and a right turn lane on Plaza Central have been constructed at Driveway "A". The left turn lane is approximately 250 feet long (including transition) and the right turn lane is approximately 250 feet long (including transition).

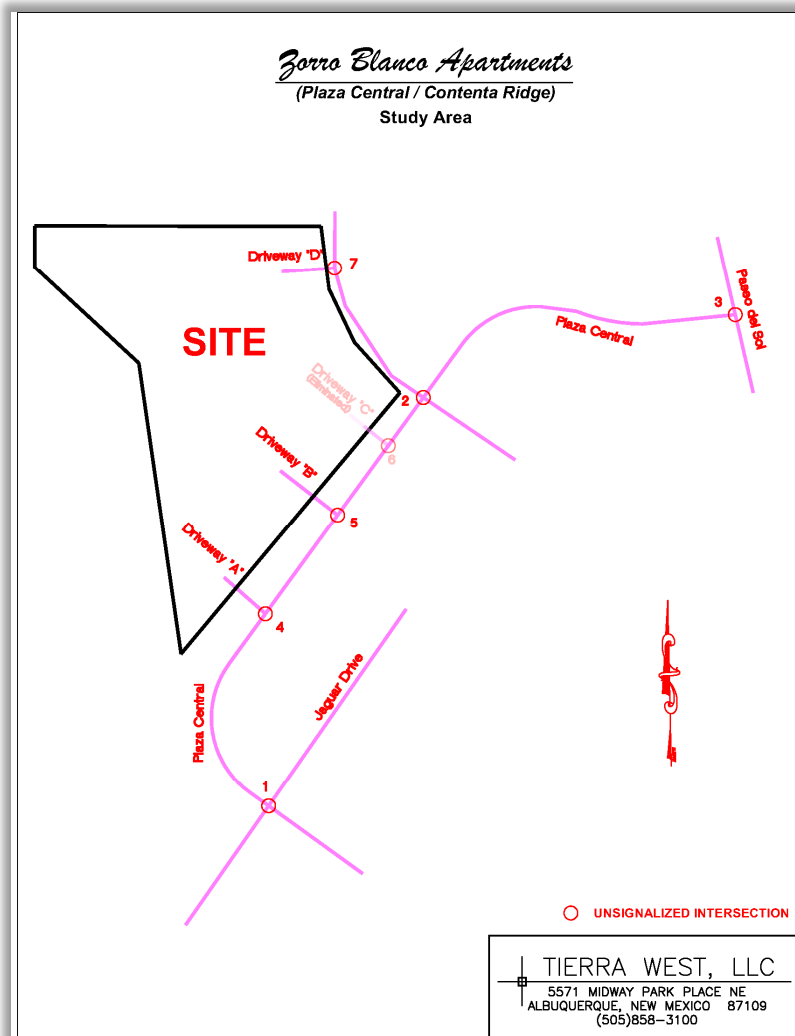
This report makes no recommendations regarding left or right turn auxiliary lanes at the proposed three driveways. No auxiliary lane is warranted based on the forecast volumes, but the existing right turn and left turn lanes on Plaza Central at Driveway "A" should remain in place.

Study Area Conditions

Study Area Definition

A traffic scoping meeting was held on December 9, 2023. The attendees included Leroy Pacheco P.E. & Audra Gallegos, P.E. (Representing the City of Santa Fe), Jennifer Jenkins (Jenkins-Gavan), Jim Belfiore & Chris Hundelt (Keystone Homes), Terry Brown P.E. & Amanda Herrera, P.E., (Tierra West LLC.). At the Scoping Meeting, it was determined that the study area for the TIS would include the three intersections listed below plus the project access points for the Development and shown on the following Map:

1. Plaza Central / Jaguar Dr. (Unsignalized – Roundabout)
2. Plaza Central / Contenta Ridge (Unsignalized – Roundabout)
3. Plaza Central / Paseo Del Sol (Unsignalized – Roundabout)
4. Plaza Central / Driveway "A" (Unsignalized) – project access
5. Plaza Central / Driveway "B" (Unsignalized) – Right-in, Right-out Only
6. Plaza Central / Driveway "C" (Unsignalized) – Eliminated from project
7. Contenta Ridge / Driveway "D" (Unsignalized) – project access



A follow-up meeting was held on August 13, 2024 to update the scoping requirements. The most recent Scoping Letter is attached at the end of the Appendix of this Study.

Existing Land Use

The land is currently undeveloped, and the study area is largely undeveloped with some recently constructed residential lots.

Other Planned or Approved Development and Transportation Improvements

There are one previous development project that need to be included in the background traffic volumes for this Study. That is a 20-lot residential subdivision located along the east side of Plaza Central at the south end of the proposed Zorro Blanco Apartment project.

Existing Roadway System

NM 599 is classified as a Principle Arterial Roadway on the Santa Fe MPO Functional Classification Map. It is generally a four-lane divided roadway with a 35-ft median with no paved trails or sidewalks. The posted speed limit is 65-MPH. See Portion of Futures 2040 Long Range Roadway System Map below.

Jaguar Dr. is classified as a Minor Arterial Roadway on the Santa Fe MPO Functional Classification Map. It is a recently constructed two-lane divided roadway with a 10-ft median with sidewalks along both sides of the corridor. The posted speed limit is 30-MPH.

Plaza Central is classified as a local roadway according to the Santa Fe MPO database. It is a recently constructed two-lane divided roadway with a 10-ft median with sidewalks along both sides of the corridor. The posted speed limit is 30-MPH.

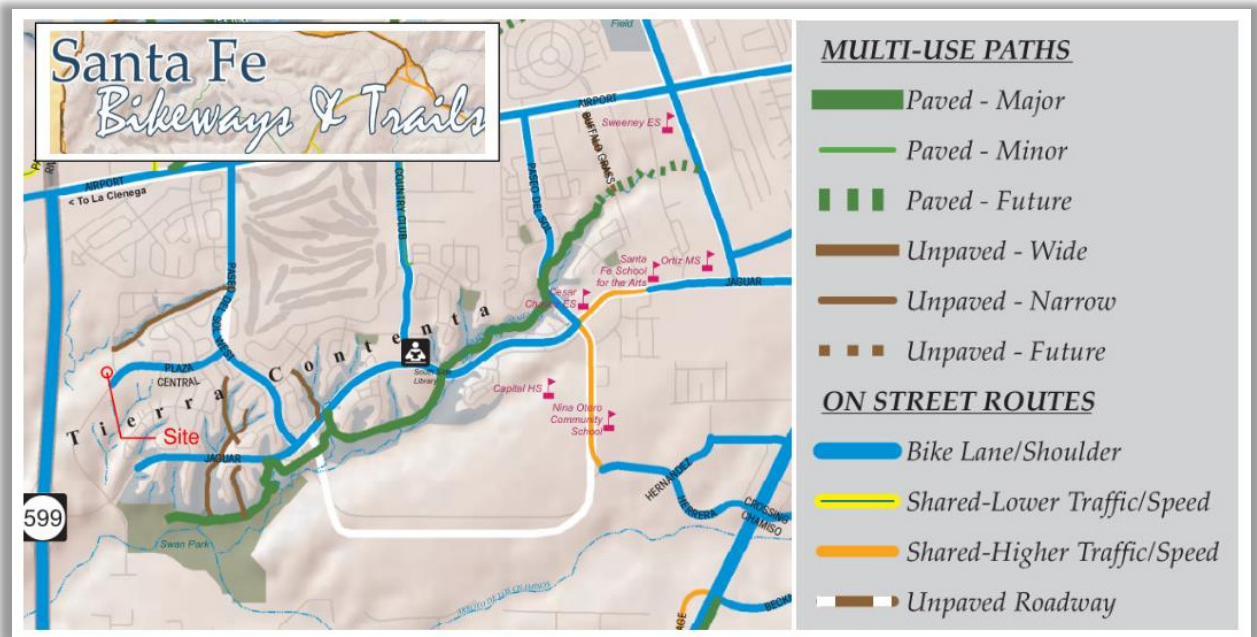
Contenta Ridge is classified as a local roadway according to the Santa Fe MPO database. It is a recently constructed two-lane divided roadway with a 10-ft median with sidewalks along both sides of the corridor. The posted speed limit is 25-MPH.

Alternative Travel Modes

There are no Primary Transit Routes in the area of analysis for the Tierra Contenta Apartments (Zorro Blanco Apartments).

Plaza Central, Jaguar Dr., Paseo Del Sol, and Contenta Ridge all are equipped with bicycle facilities for on-street routes. There is one unpaved trail northeast of the proposed Tierra Contenta Apartments (Zorro Blanco Apartments) according to the 2018 Santa Fe Bikeways and rails Map. See Bike Map below.





Analysis of Existing Conditions

Base traffic volumes were projected from the NMDOT Historical Growth Rate Transportation Data Management Map. Existing volumes were not analyzed since 2026 “No Build” analysis will approximate existing conditions analysis. The Traffic Flows from NMDOT Transportation Data Management Map can be found in Appendix pages A-08 through A-10.

Existing Traffic Volumes

Traffic count data for the study area as defined in the Scoping Meeting was collected in March 2023 while school was in session. Summarized Volumes can be found in Appendix A-99 through A-101. Traffic count data was collected from 7:00 am to 9:00 am to acquire the AM Peak Hour and from 4:00 pm to 6:00 pm to acquire the PM Peak Hour data.

Existing Signal Phasing

The three existing intersections evaluated are roundabouts and no signalized systems were analyzed for this study.

Level of Service (LOS)

The City of Santa Fe generally uses the New Mexico Department of Transportation’s *State Access Management Manual* as a guideline for Traffic Impact Studies. According to the NMDOT State Highway Access Management Requirements, LOS standards are defined by Access Category on page 51. Table 15.C-1 identifies the minimum acceptable LOS standards by access category and facility type as shown below. Level of service (LOS) F shall not be acceptable for individual movements.

Table 15.C-1 Minimum Acceptable Level of Service Standards								
Facility Type ¹	Access Categories (see Sub-Section 10.D)							
	UINT	UPA	UMA	UCOL	RINT	RPA	RMA	RCOL
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	- ²	- ²	- ²	C	- ²	- ²	- ²
Weaving Areas	D	- ²	- ²	- ²	C	- ²	- ²	- ²
Multi-lane Highways	-	D	D	C	-	C	C	B
Two-Lane Highways	-	D	D	C	-	C	C	B
Signalized Intersections	-	D	D	D	-	C	C	C
Unsignalized Intersections	-	D	D	D	-	D	D	C

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

As shown in Table 15.C-1, all Urban Roadways or intersections that are classified within this study should have a LOS D or better or mitigated to maintain the LOS (No Build) condition levels. The three intersections of Plaza Central / Jaguar Dr., Plaza Central / Contenta Ridge, and Plaza Central / Paseo Del Sol demonstrate a LOS “A” for the No Build as well as the Build conditions. Therefore, no mitigations were necessary at any of the identified intersections.

Analysis of Implementation Year and Horizon Year Conditions

Traffic Projections

The anticipated implementation year for this project is 2026 and the Horizon Year is 2036. The NMDOT AADT Historical Growth Rate Transportation Data from 2013 to 2022 was used to determine the historical growth rates. The calculated overall **growth rate** at the intersections is 3.0% for the Implementation Year and Horizon Year. See Appendix A-08 through A-10 for the Historic Growth Rate Data Table.

Background Traffic

Background traffic volumes were calculated by applying historical annual background traffic growth rates to the existing traffic volumes for the implementation year and also the horizon year.

Assumptions

There were no special assumptions identified at the scoping meeting held on December 9, 2023 (as updated by the August 13, 2024 scoping meeting).

Trip Generation

The Implementation Year for this project is 2026 and the Horizon Year is 2036. According to the Institute of Traffic Engineers’ trip generation rates for the proposed Tierra Contenta Apartments (Zorro Blanco Apartments), the residential trips were calculated using data for Multifamily Housing (Low-Rise). The ITE Codes 220 were used in the analysis of the residential section and the Trip Generation Data can be found below.

Zorro Blanco - Multi-Family Housing 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						
Multifamily Housing (Low-Rise)	190	1,281	18	58	64	38
Dwelling Units						

ITE Trip Generation Equations:

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

$$T = 6.74 (X) + 0$$

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)

$$T = 0.4 (X) + 0$$

24% Enter, 76% Exit

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

$$T = 0.43 (X) + 20.55$$

63% Enter, 37% Exit

Comments:

Zorro Blanco + Affordable Housing Requirement (25 Unite)

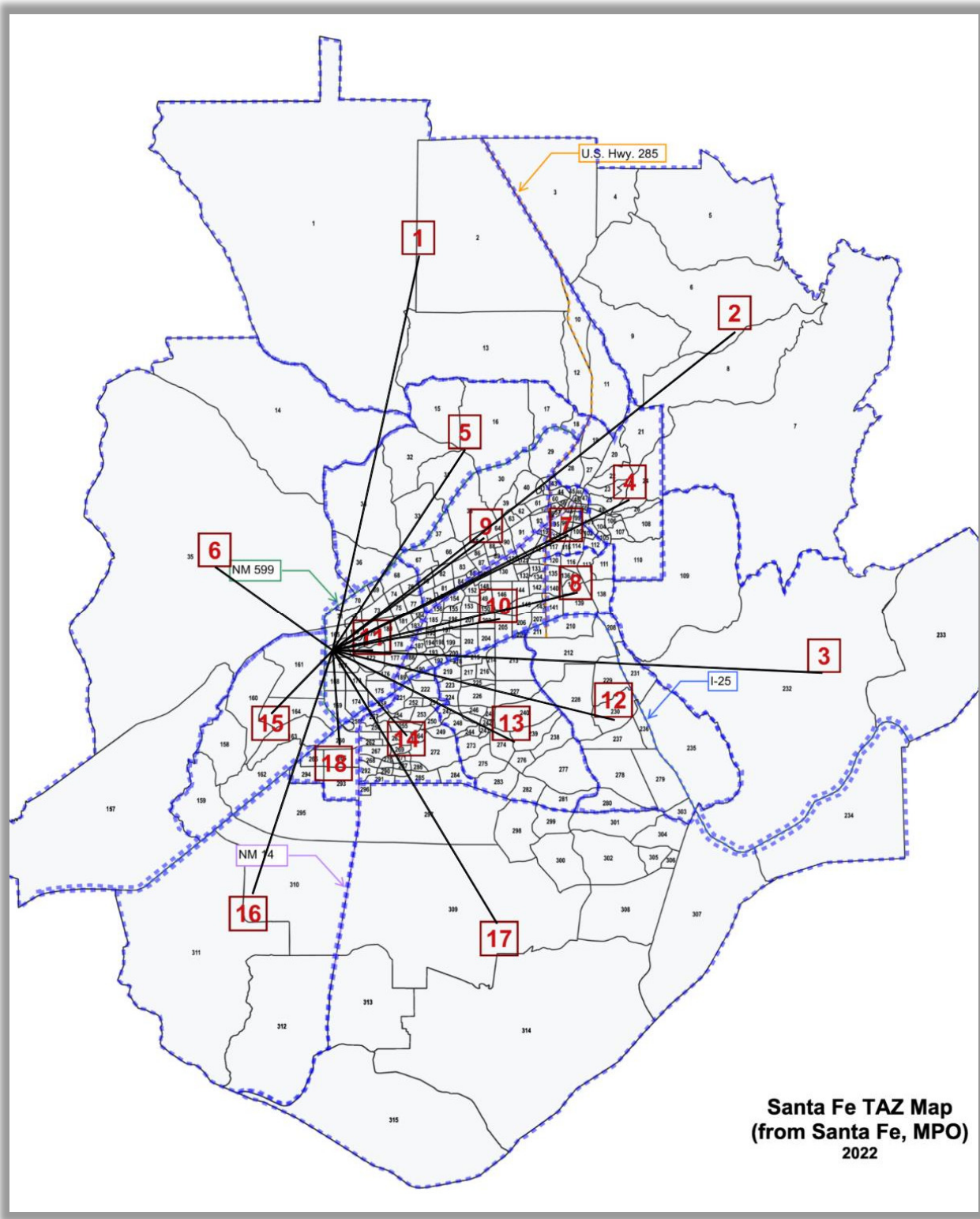
Based on ITE Trip Generation Manual - 11th Edition

No adjustments were made for internal capture trips or pass-by trips.

Trip Distribution and Trip Assignments

Trip assignments percentages for new trips entering and exiting are derived from data established in the trip distribution determination process and logical routing. Residential trips were distributed based on the Santa Fe MPO 2040 data set.

The residential trips were distributed based on the employment distribution regionally inversely proportional to the distance of the subarea from the project. The Residential Trip Distribution Maps can be found on the next page, and the Data Table used to calculate the Residential Trip Distributions percentages can be found in Appendix A-11 through A-17.

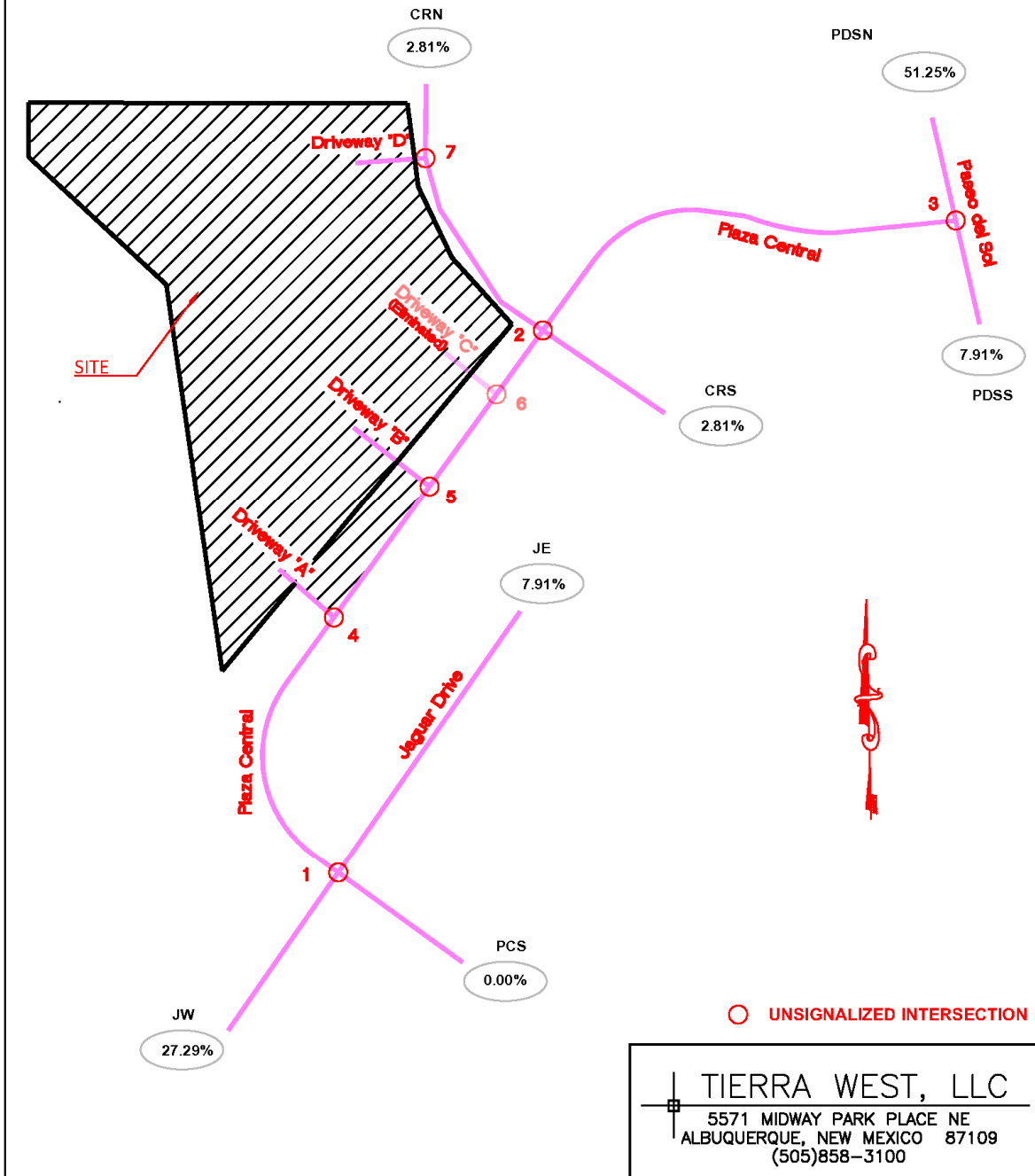


**Santa Fe TAZ Map
(from Santa Fe, MPO)
2022**

Zorro Blanco Apartments

(Plaza Central / Contenta Ridge)

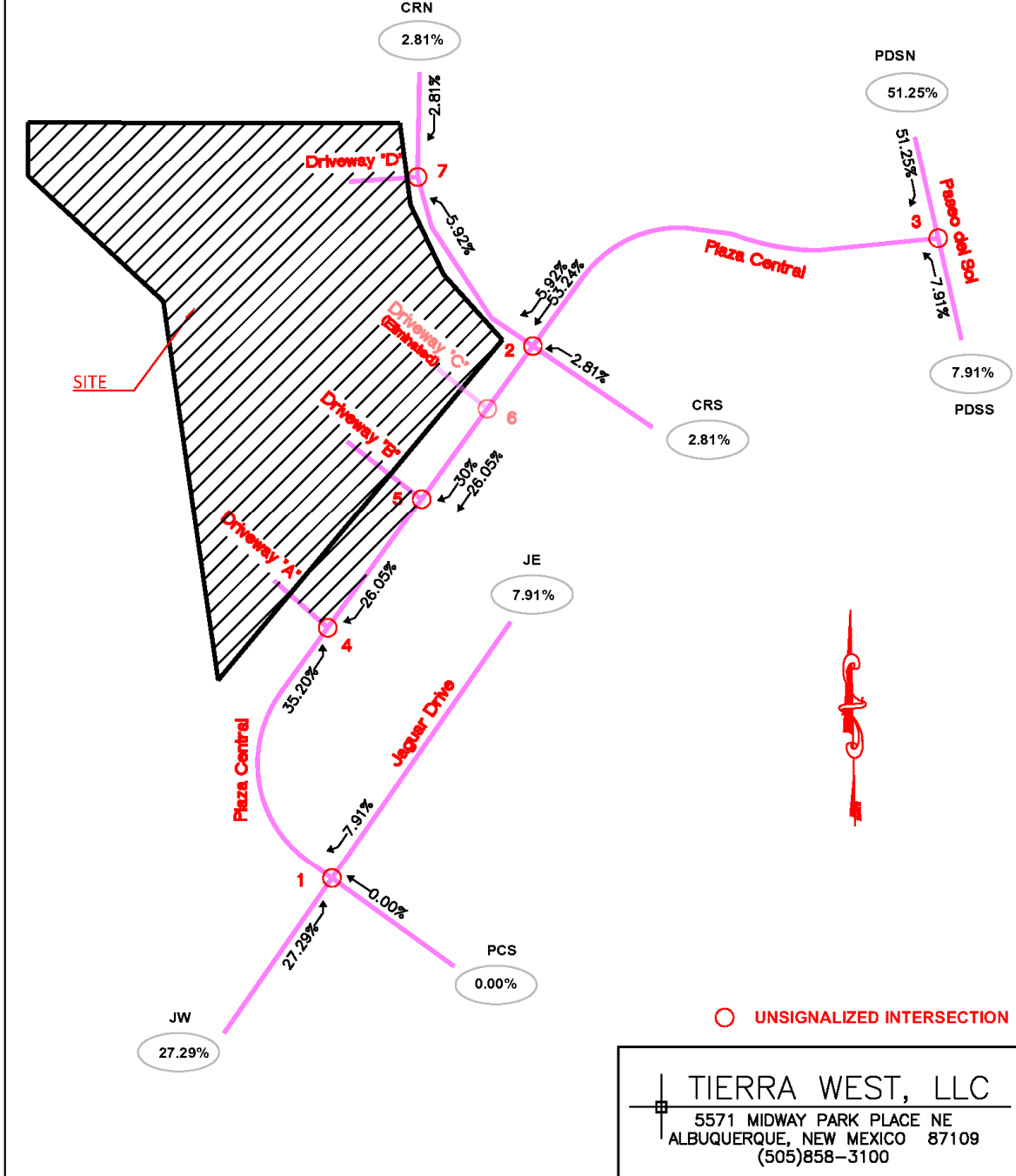
Trip Distribution Map (%)



Zorro Blanco Apartments

(Plaza Central / Contenta Ridge)

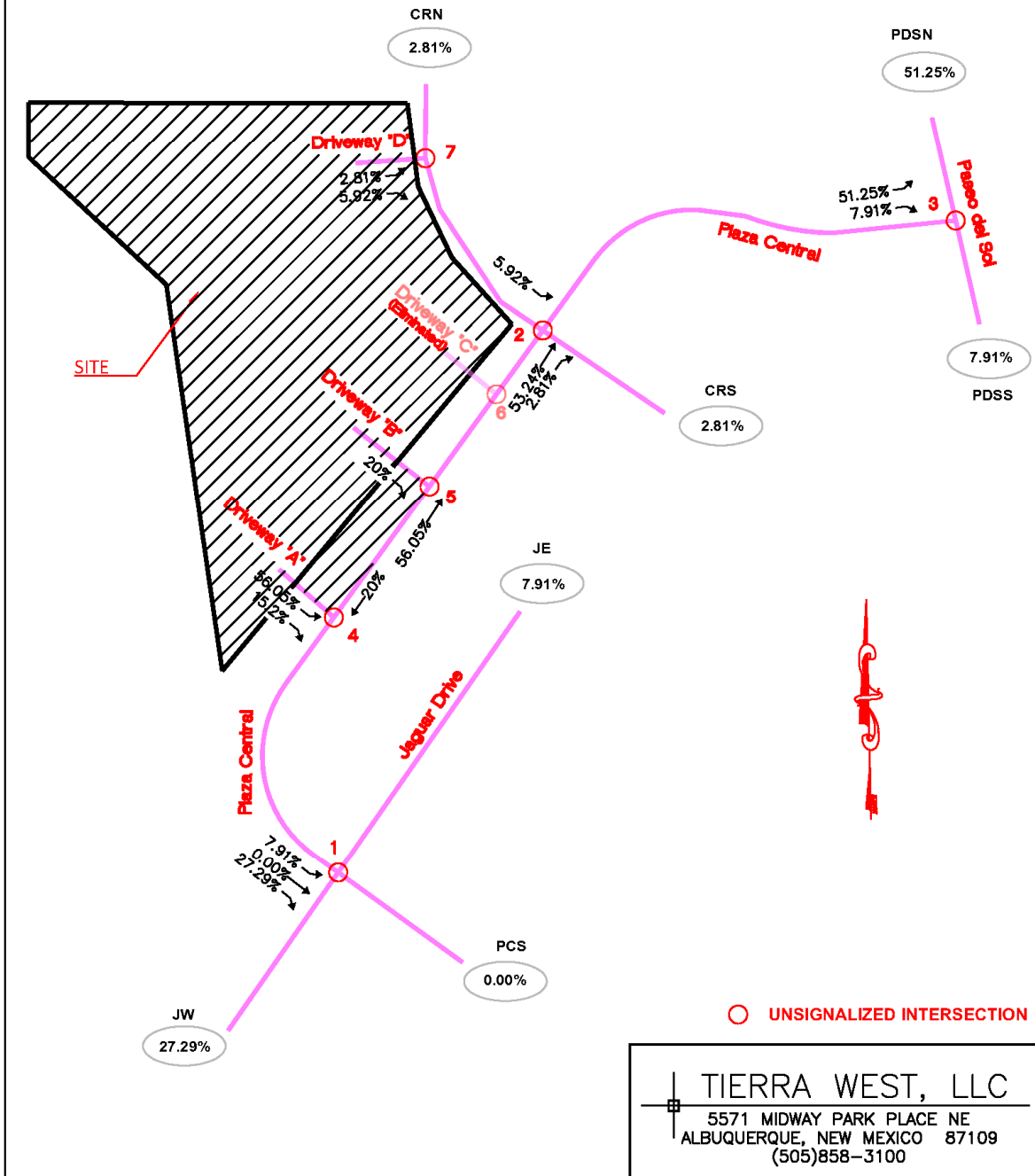
Trips Entering Map (%)



Zorro Blanco Apartments

(Plaza Central / Contenta Ridge)

Trips Exiting Map (%)



NO BUILD and BUILD Traffic Volumes

NO BUILD volumes were generated by growing the existing volumes at the annual background traffic growth rate. Additionally, trips generated by the 20-lot residential subdivision along the east side of Plaza Central at the south end of the proposed Zorro Blanco apartments was added into the background traffic volumes in the NO BUILD analysis. BUILD volumes were calculated by increasing the NO BUILD volumes by the trips generated by the project. The trip assignment percentages were used to distribute the trips generated to the individual traffic movements at each intersection. The turning movement counts for the **2026 and 2036 AM and PM Peak Hour Demand, NO BUILD, and BUILD** conditions for each movement in each intersection the study area are provided in the Appendix on Pages A-18 through A-33 (Implementation Year) and Pages A-55 through A-71 (Horizon Year).

Traffic Analysis

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

- Implementation Year 2026
- Horizon Year 2036

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

Synchro 12 (Build 12.1.2.9) by Trafficware was used for roundabouts and unsignalized intersections. The Lanes / Volume Analysis Maps for the signalized intersections are below.

The three unsignalized intersections of Plaza Central / Jaguar Dr., Plaza Central / Contenta Ridge, and Plaza Central / Paseo Del Sol were conducted using Synchro 11 (Build 11.2.3.12) modeling software. See Appendix pages A-35 through A-54 and A-72 through A-81 for detailed results of the analysis.

The following pages contain the Lanes / Volumes Analysis Tables for this study. The Lanes / Volumes Analysis Tables summarize numerically how this project impacts the roadway adjacent system and how those mitigation measures improve operations, and how the project driveways are expected to perform. Also, the maps show the Implementation Year (2026) and the Horizon Year (2036) NO BUILD and BUILD AM and PM Peak Hour turning movements volumes utilized in the analyses for this Study. Also shown graphically are the intersection geometries (i.e., lane groups). Further detail is found in the individual Intersection analysis summary tables for each intersection in the next section of the report.

#1 – Plaza Central / Jaguar Dr. – Roundabout Intersection



The results of the 2026 (Implementation Year) and 2036 (Horizon Year) analysis of the roundabout intersection of Plaza Central and Jaguar Dr. are summarized in the following tables on Pages A-35 through A-38 and A-72 through A-75:

Jaguar Dr. / Plaza Central 2026 Conditions	EB (Jaguar Dr.)			WB (Jaguar Dr.)			NB (Plaza Central)			SB (Plaza Central)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1>			1>			1>			1>	
AM Peak Hour												
2026 NO BUILD Volumes	2	0	99	1	0	1	16	74	0	0	189	1
V/C Ratio		0.14			0.00			0.09			0.20	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		4.7			3.0			3.4			4.4	
Intersection LOS	A - 4.3 (ROUNDBABOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			1.0	
2026 BUILD Volumes	7	0	99	1	0	2	16	74	0	5	189	17
V/C Ratio		0.14			0.00			0.09			0.22	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		4.8			3.0			3.4			4.5	
Intersection LOS	A - 4.3 (ROUNDBABOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			1.0	

PM Peak Hour												
2026 NO BUILD Volumes	4	2	21	7	2	17	50	132	8	32	78	11
V/C Ratio		0.03			0.03			0.16			0.11	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.3			3.6			4.2			3.7	
Intersection LOS	A - 3.9 (ROUNDBABOUT)											
95th Percentile Queue (veh)		0.0			0.0			1.0			0.0	
2026 BUILD Volumes	21	2	21	7	2	22	50	132	8	35	78	21
V/C Ratio		0.04			0.03			0.17			0.12	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.3			3.6			4.2			3.8	
Intersection LOS	A - 3.9 (ROUNDBABOUT)											
95th Percentile Queue (veh)		0.0			0.0			1.0			0.0	

Jaguar Dr. / Plaza Central 2036 Conditions	EB (Jaguar Dr.)			WB (Jaguar Dr.)			NB (Plaza Central)			SB (Plaza Central)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1>			1>			1>			1>	
AM Peak Hour												
2036 NO BUILD Volumes	2	0	126	1	0	1	21	95	0	0	240	1
V/C Ratio		0.18			0.00			0.12			0.25	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		5.5			3.1			3.7			5.0	
Intersection LOS	A - 4.8 (ROUNDAABOUT)											
95th Percentile Queue (veh)		1.0			0.0			0.0			1.0	
2036 BUILD Volumes	6	0	126	1	0	2	21	95	0	4	240	15
V/C Ratio		0.19			0.00			0.12			0.27	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		5.5			3.1			3.7			5.1	
Intersection LOS	A - 4.9 (ROUNDAABOUT)											
95th Percentile Queue (veh)		1.0			0.0			0.0			1.0	

PM Peak Hour

2036 NO BUILD Volumes	4	3	26	8	3	22	64	168	10	40	100	12
V/C Ratio		0.03			0.04			0.21			0.14	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.5			3.8			4.6			4.0	
Intersection LOS	A - 4.3 (ROUNDAABOUT)											
95th Percentile Queue (veh)		0.0			0.0			1.0			0.0	
2036 BUILD Volumes	20	3	26	8	3	27	64	168	10	43	100	21
V/C Ratio		0.05			0.04			0.21			0.15	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.6			3.9			4.7			4.1	
Intersection LOS	A - 4.3 (ROUNDAABOUT)											
95th Percentile Queue (veh)		0.0			0.0			1.0			1.0	

Both Implementation Year (2026) and the Horizon Year 2036) analysis in the above tables show that the roundabout intersection of Plaza Central and Jaguar Dr. is operating at an acceptable level of service (LOS A) for all conditions evaluated in this study. The new trips generated by the Tierra Contenta present no significant adverse impact to this intersection. Therefore, no recommendation is made.

#2 – Plaza Central / Contenta Ridge – Roundabout Intersection



The results of the 2026 (Implementation Year) and 2036 (Horizon Year) analysis of the roundabout intersection of Plaza Central and Contenta Ridge are summarized in the following tables on Pages A-39 through A-42 and A-76 through A-79:

Plaza Central / Contenta Ridge 2026 Conditions	EB (Plaza Central)			WB (Plaza Central)			NB (Contenta Ridge)			SB (Contenta Ridge)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1>			1>			1>			1>	
AM Peak Hour												
2026 NO BUILD Volumes	3	31	2	8	33	3	2	0	31	11	3	19
V/C Ratio		0.03			0.04			0.03			0.03	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.0			3.0			3.0			3.0	
Intersection LOS	A - 3.0 (ROUNDBOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			0.0	
2026 BUILD Volumes	3	62	4	8	43	4	3	0	31	14	3	19
V/C Ratio		0.06			0.05			0.03			0.03	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.2			3.0			3.2			3.0	
Intersection LOS	A - 3.1 (ROUNDBOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			0.0	

PM Peak Hour												
2026 NO BUILD Volumes	10	43	0	47	43	15	4	3	21	5	2	2
V/C Ratio		0.05			0.09			0.03			0.01	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.2			3.5			3.1			3.0	
Intersection LOS	A - 3.3 (ROUNDBOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			0.0	
2026 BUILD Volumes	10	63	1	47	77	19	6	3	21	7	2	2
V/C Ratio		0.07			0.12			0.03			0.01	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.4			3.7			3.1			3.1	
Intersection LOS	A - 3.5 (ROUNDBOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			0.0	

Plaza Central / Contenta Ridge 2036 Conditions	EB (Plaza Central)			WB (Plaza Central)			NB (Contenta Ridge)			SB (Contenta Ridge)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1>			1>			1>			1>	
AM Peak Hour												
2036 NO BUILD Volumes	4	38	2	10	41	4	3	0	39	14	4	24
V/C Ratio		0.04			0.05			0.04			0.04	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.0			3.0			3.1			3.1	
Intersection LOS	A - 3.1 (ROUNDAABOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			0.0	
2036 BUILD Volumes	4	65	3	10	50	5	3	0	39	17	4	24
V/C Ratio		0.07			0.05			0.04			0.04	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.3			3.1			3.3			3.2	
Intersection LOS	A - 3.2 (ROUNDAABOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			0.0	

PM Peak Hour

2036 NO BUILD Volumes	13	54	0	60	53	19	5	4	26	7	3	2
V/C Ratio		0.06			0.12			0.03			0.01	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.4			3.7			3.2			3.1	
Intersection LOS	A - 3.5 (ROUNDAABOUT)											
95th Percentile Queue (veh)		0.0			0.0			0.0			0.0	
2036 BUILD Volumes	13	72	1	60	84	22	7	4	26	9	3	2
V/C Ratio		0.08			0.15			0.04			0.01	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		3.5			4.0			3.3			3.3	
Intersection LOS	A - 3.7 (ROUNDAABOUT)											
95th Percentile Queue (veh)		0.0			1.0			0.0			0.0	

Both Implementation Year (2026) and the Horizon Year 2036) analysis in the above tables show that the roundabout intersection of Plaza Central and Contenta Ridge is operating at an acceptable level of service (LOS A) for all conditions evaluated in this study. The new trips generated by the Tierra Contenta present no significant adverse impact to this intersection. Therefore, no recommendation is made.

#3 – Plaza Central / Paseo Del Sol – Roundabout Intersection



The results of the 2026 (Implementation Year) and 2036 (Horizon Year) analysis of the roundabout intersection of Plaza Central and Paseo Del Sol are summarized in the following tables on Pages A-43 through A-46 and A-80 through A-83:

Plaza Central / Paseo Del Sol 2026 Conditions	EB (Plaza Central)			NB (Paseo Del Sol)			SB (Paseo Del Sol)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1>			1>			1>	
AM Peak Hour									
2026 NO BUILD Volumes	91	0	26	15	78	0	0	35	25
V/C Ratio		0.11			0.09			0.05	
Level-of-Service		A			A			A	
Control Delay (Seconds)		3.6			3.8			3.2	
Intersection LOS	A - 3.6 (ROUNDBABOUT)								
95th Percentile Queue (veh)		0.0			0.0			0.0	
2026 BUILD Volumes	121	0	31	16	78	0	0	35	34
V/C Ratio		0.14			0.10			0.06	
Level-of-Service		A			A			A	
Control Delay (Seconds)		3.9			3.9			3.2	
Intersection LOS	A - 3.7 (ROUNDBABOUT)								
95th Percentile Queue (veh)		0.0			0.0			0.0	

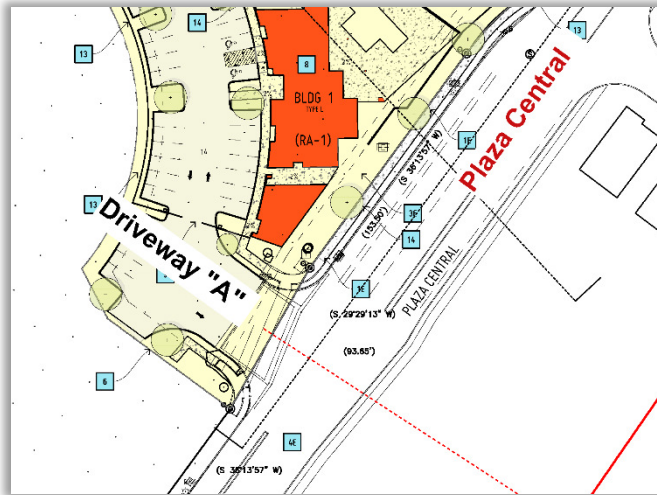
PM Peak Hour									
2026 NO BUILD Volumes	61	0	18	34	55	0	0	82	112
V/C Ratio		0.07			0.08			0.17	
Level-of-Service		A			A			A	
Control Delay (Seconds)		3.6			3.5			4.2	
Intersection LOS	A - 3.9 (ROUNDBABOUT)								
95th Percentile Queue (veh)		0.0			0.0			1.0	
2026 BUILD Volumes	80	0	21	39	55	0	0	82	145
V/C Ratio		0.09			0.09			0.20	
Level-of-Service		A			A			A	
Control Delay (Seconds)		3.7			3.6			4.4	
Intersection LOS	A - 4.1 (ROUNDBABOUT)								
95th Percentile Queue (veh)		0.0			0.0			1.0	

Plaza Central / Paseo Del Sol 2036 Conditions	EB (Plaza Central)			NB (Paseo Del Sol)			SB (Paseo Del Sol)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1>			1>			1>	
AM Peak Hour									
2036 NO BUILD Volumes	115	0	33	19	100	0	0	44	31
V/C Ratio		0.14			0.12			0.07	
Level-of-Service		A			A			A	
Control Delay (Seconds)		4.0			4.1			3.3	
Intersection LOS	A - 3.9 (ROUNDAABOUT)								
95th Percentile Queue (veh)		0.0			0.0			0.0	
2036 BUILD Volumes	141	0	37	20	100	0	0	44	39
V/C Ratio		0.17			0.13			0.08	
Level-of-Service		A			A			A	
Control Delay (Seconds)		4.2			4.2			3.3	
Intersection LOS	A - 4.0 (ROUNDAABOUT)								
95th Percentile Queue (veh)		1.0			0.0			0.0	

PM Peak Hour									
2036 NO BUILD Volumes	76	0	23	43	70	0	0	104	141
V/C Ratio		0.10			0.11			0.22	
Level-of-Service		A			A			A	
Control Delay (Seconds)		3.9			3.8			4.7	
Intersection LOS	A - 4.3 (ROUNDAABOUT)								
95th Percentile Queue (veh)		0.0			0.0			1.0	
2036 BUILD Volumes	93	0	26	48	70	0	0	104	171
V/C Ratio		0.12			0.11			0.25	
Level-of-Service		A			A			A	
Control Delay (Seconds)		4.0			3.9			5.0	
Intersection LOS	A - 4.5 (ROUNDAABOUT)								
95th Percentile Queue (veh)		0.0			0.0			1.0	

Both Implementation Year (2026) and the Horizon Year 2036) analysis in the above tables show that the roundabout intersection of Plaza Central and Paseo Del Sol is operating at an acceptable level of service (LOS A) for all conditions evaluated in this study. The new trips generated by the Tierra Contenta present no significant adverse impact to this intersection. Therefore, no recommendation is made.

#4 – Plaza Central / Driveway “A” – Unsignalized Intersection



The results of the 2026 (Implementation Year) and 2036 (Horizon Year) analysis of the roundabout intersection of Plaza Central and Driveway “A” are summarized in the following tables on Pages A-47 through A-48 and A-84 through A-85:

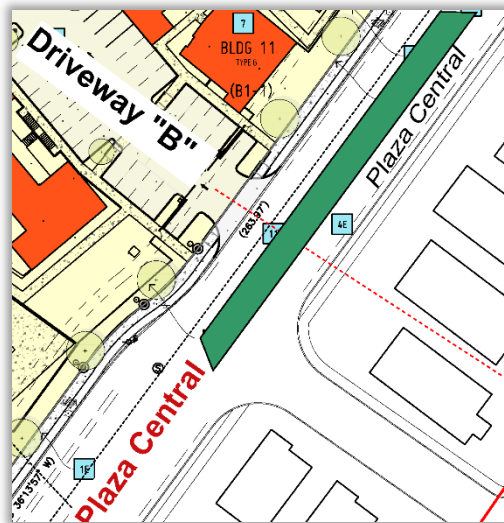
Plaza Central / Driveway "A" 2026 Conditions	EB (Plaza Central)			WB (Plaza Central)			SB (Driveway "A")		
	L	T	R	L	T	R	L	T	R
Proposed Lane Geometry	1	1			1	1		<1>	
AM Peak Hour									
2026 BUILD Volumes	6	75	0	0	189	10	33	0	9
V/C Ratio	0.01						0.07		
Level-of-Service	A						B		
Control Delay (Seconds)	7.7						10.6		
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.0						0.2		
PM Peak Hour									
2026 BUILD Volumes	23	160	0	0	121	36	21	0	6
V/C Ratio	0.02						0.05		
Level-of-Service	A						B		
Control Delay (Seconds)	7.6						10.8		
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.1						0.2		

Plaza Central / Driveway "A" 2036 Conditions	EB (Plaza Central)			WB (Plaza Central)			SB (Driveway "A")		
	L	T	R	L	T	R	L	T	R
Proposed Lane Geometry	1	1			1	1		<1>	
AM Peak Hour									
2036 BUILD Volumes	6	96	0	0	240	9	28	0	8
V/C Ratio	0.01						0.08		
Level-of-Service	A						B		
Control Delay (Seconds)	7.9						11.3		
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.0						0.3		

PM Peak Hour									
2036 BUILD Volumes	20	202	0	0	152	33	19	0	5
V/C Ratio	0.02						0.05		
Level-of-Service	A						B		
Control Delay (Seconds)	7.7						11.5		
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.1						0.2		

The Implementation Year (2026) and the Horizon Year 2036) analysis in the above tables show that the proposed, unsignalized intersection of Plaza Central and Driveway "A" will be operating at an acceptable level of service for all conditions evaluated in this study. Driveway "A" can be designed and constructed as a standard at-grade full-access unsignalized driveway with one lane entering and one lane exiting the development.

#5 – Plaza Central / Driveway "B" – Right-in, Right-out Only Intersection



The results of the 2026 (Implementation Year) and 2036 (Horizon Year) analysis of the roundabout intersection of Plaza Central and Driveway "B" are summarized in the following tables on Pages A-49 through A-50 and A-86 through A-87:

Plaza Central / Driveway "B" 2026 Conditions	EB (Plaza Central)			WB (Plaza Central)			SB (Driveway "B")		
	L	T	R	L	T	R	L	T	R
Proposed Lane Geometry		1			1>				1
AM Peak Hour									
2026 BUILD Volumes	0	108	0	0	194	5	0	0	12
V/C Ratio									0.02
Level-of-Service									A
Control Delay (Seconds)									9.5
Intersection LOS	TWSC								
95th Percentile Queue (veh)									0.1

PM Peak Hour									
2026 BUILD Volumes	0	181	0	0	138	19	0	0	8
V/C Ratio									0.01
Level-of-Service									A
Control Delay (Seconds)									9.2
Intersection LOS	TWSC								
95th Percentile Queue (veh)									0.0

Plaza Central / Driveway "B" 2036 Conditions	EB (Plaza Central)			WB (Plaza Central)			SB (Driveway "B")		
	L	T	R	L	T	R	L	T	R
Proposed Lane Geometry		1			1>				1
AM Peak Hour									
2036 BUILD Volumes	0	124	0	0	244	5	0	0	10
V/C Ratio									0.02
Level-of-Service									A
Control Delay (Seconds)									9.9
Intersection LOS	TWSC								
95th Percentile Queue (veh)									0.0

PM Peak Hour									
2036 BUILD Volumes	0	221	0	0	167	17	0	0	7
V/C Ratio									0.01
Level-of-Service									A
Control Delay (Seconds)									9.4
Intersection LOS	TWSC								
95th Percentile Queue (veh)									0.0

The Implementation Year (2026) and the Horizon Year 2036) analysis in the above tables show that the proposed, unsignalized intersection of Plaza Central and Driveway "B" will be operating at an acceptable level of service for all conditions evaluated in this study. Driveway "B" can be designed and constructed as a standard at-grade right-in, right-out unsignalized driveway with one lane entering and one lane exiting the development.

#6 - Plaza Central / Driveway "C" - Eliminated from project

The intersection of Plaza Central and Driveway "C" was not evaluated as this access has been eliminated in the final plan for the project.

#7 – Contenta Ridge / Driveway “D” – Unsignalized Intersection



The results of the 2026 (Implementation Year) and 2036 (Horizon Year) analysis of the roundabout intersection of Contenta Ridge and Driveway “D” are summarized in the following tables on Pages A-53 through A-54 and A-90 through A-91:

Driveway "D" / Contenta Ridge 2026 Conditions	EB (Driveway "D")			NB (Contenta Ridge)			SB (Contenta Ridge)		
	L	T	R	L	T	R	L	T	R
Proposed Lane Geometry		<1>			<1>			>1>	
AM Peak Hour									
2026 BUILD Volumes	2	0	3	1	6	0	0	33	1
V/C Ratio	0.00			0.01					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.6			7.3	0.0				
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.0			0.0					
PM Peak Hour									
2026 BUILD Volumes	1	0	2	4	28	0	0	9	2
V/C Ratio	0.00			0.00					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.5			7.2	0.0				
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.0			0.0					

Driveway "D" / Contenta Ridge 2036 Conditions	EB (Driveway "D")			NB (Contenta Ridge)			SB (Contenta Ridge)		
	L	T	R	L	T	R	L	T	R
Proposed Lane Geometry		<1>			<1>			1>	
AM Peak Hour									
2036 BUILD Volumes	2		3	1	8			42	1
V/C Ratio	0.00			0.01					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.6			7.3	0.0				
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.0			0.0					

PM Peak Hour									
2036 BUILD Volumes	1		2	3	36			12	2
V/C Ratio	0.00			0.00					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.6			7.3	0.0				
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.0			0.0					

The Implementation Year (2026) and the Horizon Year (2036) analysis in the above tables show that the proposed, unsignalized intersection of Plaza Central and Driveway "D" will be operating at an acceptable level of service for all conditions evaluated in this study. The new trips generated by the Tierra Contenta present no significant adverse impact to this intersection. Driveway "D" can be designed and constructed as a standard at-grade full-access unsignalized driveway with one lane entering and one lane exiting the development.

Crash Analysis

The traffic and safety analysis were performed using the HCS8 Highway Software (HSS) to access the safety performance of the three roundabouts along the corridor of Plaza Central. The intersections included Plaza Central / Jaguar Dr., Plaza Central / Tierra Contenta, and Plaza Central / Paseo Del Sol for No Build and Build conditions. The intersections can be found highlighted below in yellow and the segments analyzed can be found highlighted in green. All three intersections and segments have lighting and no signalization at the intersections.



Crash data on Plaza Central from Jaguar Dr. to Paseo Del Sol was collected for this Study beginning on January 1, 2017, and extending through December 31, 2019 (a three-year period of time). The crash data was derived from the New Mexico Department of Transportation's Safety Bureau Records which collects all reported crash data in the State of New Mexico.

There were 7 recorded crashes in the study area for the three-year study period. HSS predicted crash frequency is calculated using site-based crash frequency estimates at other similar sites and the predictive model found in Part C of the HSM. The HSS model calculates expected crash frequency using the Empirical Bayes methodology which adjusts the predicted crash frequency using the observed crash frequency at the site. When the observed crashes are higher than the predicted crashes, the expected crash frequency is also higher. A summary of the crash frequencies for the "No Build" and "Build" Conditions is presented in the tables on Page 26 and in Appendix A-92 through A-98.

CRASH ANALYSIS Summary Table

Tierra West LLC

HCS7 - Highway Safety Software Facility Report

Project Information

Analyst: Amanda Herrera P.E.

Date: 7/11/2023

Jurisdiction: City of Santa Fe, Count of Santa Fe, NMDOT District 5

Analysis Year: 2023

Urban Facility: Plaza Central from Jaguar Dr to Paseo del Sol

SECT. No.	FACILITY TYPE	MODEL TYPE	NAME	AADT MAJOR STREET		AADT MINOR STREET		LENGTH (MI)	Total Observed Crashes 3 Yr.	AVERAGE OBSERVED CRASHES per year	PREDICTED CRASHES			EXPECTED CRASHES		
				NO BUILD	BUILD	NO BUILD	BUILD				NO BUILD	BUILD	INCREASE	NO BUILD	BUILD	INCREASE
1	Intersection	4SG	Plaza Central / Jaguar Dr	5,420	5,750	1,490	1,750		1	0.33	0.63	0.68	0.04	0.63	0.68	0.04
2	Segment		Plaza Central	2,420	2,750			0.49	1	0.33	0.22	0.25	0.03	0.23	0.27	0.03
3	Intersection	4ST	Plaza Central / Contenta Ridge	2,440	3,480	1,100	1,180		2	0.67	0.41	0.50	0.09	0.41	0.50	0.09
4	Segment		Plaza Central	1,950	2,480			0.21	1	0.33	0.15	0.19	0.04	0.16	0.20	0.04
5	Intersection	3SG	Plaza Central / Paseo del Sol	4,730	5,270	2,070	2,610		2	0.67	0.38	0.42	0.03	0.38	0.42	0.03
				16,960	19,730	4,660	5,540	TOTAL		2.33	1.79	2.03	0.24	1.81	2.05	0.24
				21620	25,270						0.008%	0.008%	13.374%	0.008%	0.008%	13.065%
1.3 times more than predicted																

The analysis shows the additional traffic from the development and projected increase in volumes throughout the corridor increase the number of expected crashes by approximately 13.1%. The average observed crash rate per year (2017-2019) is 1.3 crashes per year for the entire study area. The highest contributing factor was alcohol / drug related with a total of 4 out of 7 crashes. It is common practice in evaluating crash data to exclude alcohol / drug related crashes since there are no design features to remedy such crashes.

Summary of Impacts, and Recommendations

Summary of Impacts

The three roundabout intersections (Plaza Central / Jaguar Dr., Plaza Central / Contenta Ridge, and Plaza Central / Paseo Del Sol) and access Driveways (Plaza Central / Driveway "A", Plaza Central / Driveway "B", and Contenta Ridge / Driveway "D" were analyzed using Synchro 12 (Build 12.2.3.12) modeling software. The trips generated from the development are less than 100 Peak Hour Trips for the AM or PM Peak, and with the findings of this report there are very minimal impacts to the overall traffic network in this area of new development. See Appendix pages A-35 through A-54 and A-72 through A-91 for detailed results of the analysis.

Generally speaking, the operation of the three roundabout intersections and access Driveways demonstrate no significant adverse impacts to the transportation network and all intersections evaluated are an approved Level of service (LOS) as required for the City of Santa Fe. See Mitigations and Recommendations Table below.

Recommendations

Executive Summary Results Table (Synchro 11)						
Tierra Contenta Development (Zorro Blanco Apartments)						
			2026 Conditions		2036 Conditions	
Intersection No. / Name	Intersection Control	Case	AM Peak	PM Peak	AM Peak	PM Peak
1 - Plaza Central & Jaguar Dr.	Roundabout	NO BUILD	A - 4.3	A - 3.9	A - 4.8	A - 4.3
		BUILD	A - 4.3	A - 3.9	A - 4.9	A - 4.3
2 - Plaza Central & Contenta Ridge	Roundabout	NO BUILD	A 3.0	A - 3.3	A - 3.1	A - 3.5
		BUILD	A - 3.1	A - 3.5	A - 3.2	A - 3.7
3 - Plaza Central & Paseo Del Sol	Roundabout	NO BUILD	A - 3.6	A - 3.9	A - 3.9	A - 4.3
		BUILD	A - 3.7	A - 4.1	A - 4.0	4.5
4 - Plaza Central & Driveway "A"	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	B - 10.6	B - 10.8	B - 11.3	B - 11.5
5 - Plaza Central & Driveway "B"	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	A - 9.5	A - 9.2	A - 9.9	A - 9.4
6 - Plaza Central & Driveway "C" (Eliminated)	N/A	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	N/A	N/A	N/A	N/A
7 - Driveway "D" & Contenta Ridge	Unsignalized	NO BUILD	N/A	N/A	N/A	N/A
		BUILD	A - 8.6	A - 8.5	A - 8.6	A - 8.6

In summary, the proposed Tierra Contenta Apartments (Zorro Blanco Apartments) presents no significant adverse impact on the adjacent transportation system. The roundabouts and unsignalized intersections of Plaza Central / Jaguar Dr., Plaza Central / Contenta Ridge, and Plaza Central / Paseo Del Sol established that not impacts or recommendations are warranted at these intersections and all measured levels-of-service (LOS) maintain a LOS B or better. Therefore, the only recommendations are as follows:

All design / construction of the Tierra Contenta Apartments (Zorro Blanco Apartments) shall

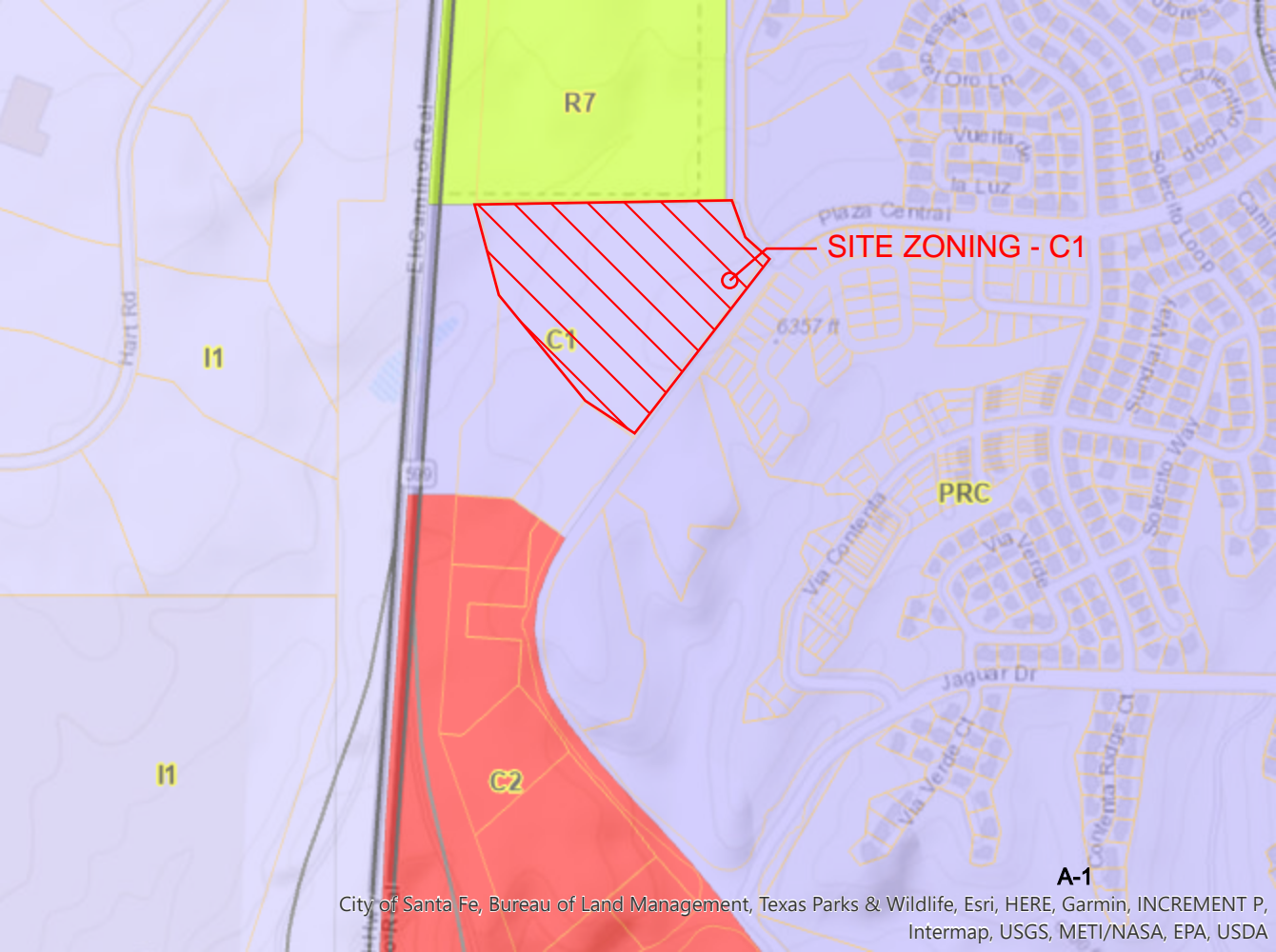
maintain adequate sight distances at driveways and contiguous intersections. Building structure and landscape elements of the design shall not impede safe sight distances at the intersections or driveways.

- Driveway “A” shall be a standard at-grade full-access unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum as located on the site plan on Page A-4 in the Appendix of this Study.
- Driveway “B” shall be a standard at-grade right-in, right-out unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum as located on the site plan on Page A-4 in the Appendix of this Study.
- Driveway “D” shall be a standard at-grade full-access unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum as located on the site plan on Page A-4 in the Appendix of this Study.

<u>Site Information</u>	
Vicinity Map - Zoning Map	A-01
Vicinity Map - Google Earth	A-02
Study Area Map	A-03
Site Plan	A-04
<u>Trip Generation</u>	
Site Threshold Analysis	A-05
Trip Generation Summary & Worksheets	A-06
<u>Background Growth</u>	
Background Growth Worksheet	A-07
Historic Background Growth Graphs	A-08 to A-10
<u>Trip Distribution and Trip Assignments</u>	
Trip Distribution Subarea Map (SFMPO)	A-11 to A-17
Residential Trip Distribution Worksheets	
Residential Trip Distribution Map	
Residential Trip Assignments Map (% Entering)	
Residential Trip Assignments Map (% Exiting)	
<u>2026 Turning Movement Counts</u>	
Turning Movement Volumes Summary Sheet	A-18 to A-34
Intersection 1 - Plaza Central / Jaguar Dr	
Intersection 2 - Plaza Central / Contenta Ridge	
Intersection 3 - Plaza Central / Paseo del Sol	
Intersection 4 - Plaza Central / Driveway A	
Intersection 5 – Plaza Central / Driveway B	
Intersection 6 – Plaza Central / Driveway C (Eliminated)	
Intersection 7 - Contenta Ridge / Driveway D	
Lanes / Volumes / Analysis Map	
<u>Implementation Year 2026 - Intersection Analysis</u>	
Intersection 1 - Plaza Central / Jaguar Dr	A-35 to A-54
Intersection 2 - Plaza Central / Contenta Ridge	
Intersection 3 - Plaza Central / Paseo del Sol	
Intersection 4 - Plaza Central / Driveway A	
Intersection 5 – Plaza Central / Driveway B	

<i>Intersection 6 – Plaza Central / Driveway C (Eliminated)</i>	
<i>Intersection 7 - Contenta Ridge / Driveway D</i>	
<u>2036 Turning Movement Counts</u>	
<i>Turning Movement Volumes Summary Sheet</i>	<i>A-55 to A-71</i>
<i>Intersection 1 - Plaza Central / Jaguar Dr</i>	
<i>Intersection 2 - Plaza Central / Contenta Ridge</i>	
<i>Intersection 3 - Plaza Central / Paseo del Sol</i>	
<i>Intersection 4 - Plaza Central / Driveway A</i>	
<i>Intersection 5 – Plaza Central / Driveway B</i>	
<i>Intersection 6 – Plaza Central / Driveway C (Eliminated)</i>	
<i>Intersection 7 - Contenta Ridge / Driveway D</i>	
<i>Lanes / Volumes / Analysis Map</i>	
<u>Horizon Year 2036 - Intersection Analysis</u>	<i>A-72 to A-91</i>
<i>Intersection 1 - Plaza Central / Jaguar Dr</i>	
<i>Intersection 2 - Plaza Central / Contenta Ridge</i>	
<i>Intersection 3 - Plaza Central / Paseo del Sol</i>	
<i>Intersection 4 - Plaza Central / Driveway A</i>	
<i>Intersection 5 – Plaza Central / Driveway B</i>	
<i>Intersection 6 – Plaza Central / Driveway C (Eliminated)</i>	
<i>Intersection 7 - Contenta Ridge / Driveway D</i>	
<u>Crash Analysis</u>	
<i>HSS Crash Summary & Crash Reports 2026-2036</i>	<i>A-92 to A-98</i>
<u>Traffic Data</u>	
<i>Traffic Count Data Sheets</i>	<i>A-99 to A-101</i>
<i>Traffic Impact Study Scope</i>	<i>A-102 to A-105</i>

APPENDICES



R7

SITE ZONING - C1

C1

PRC

C2

I1

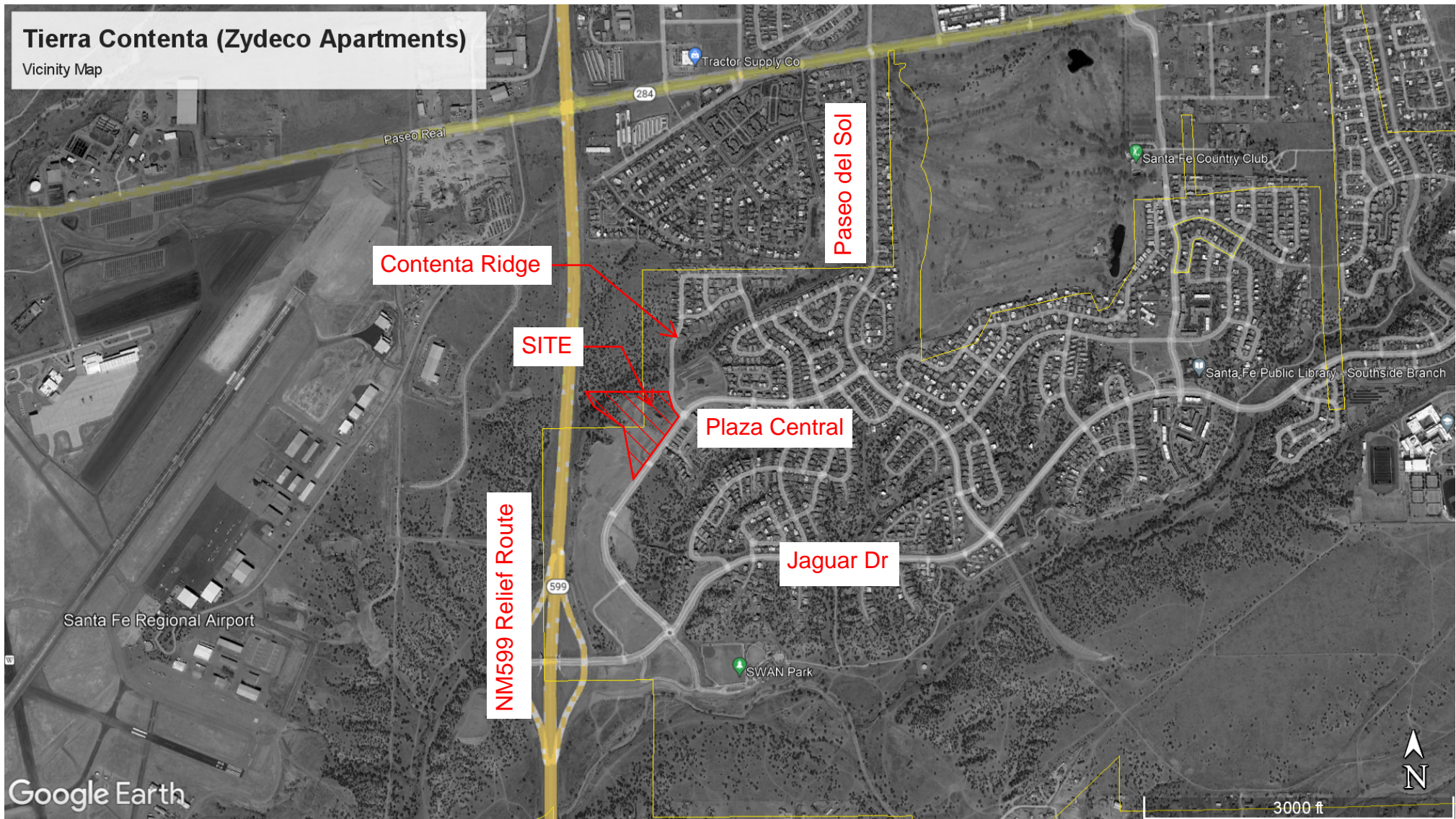
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6357 ft

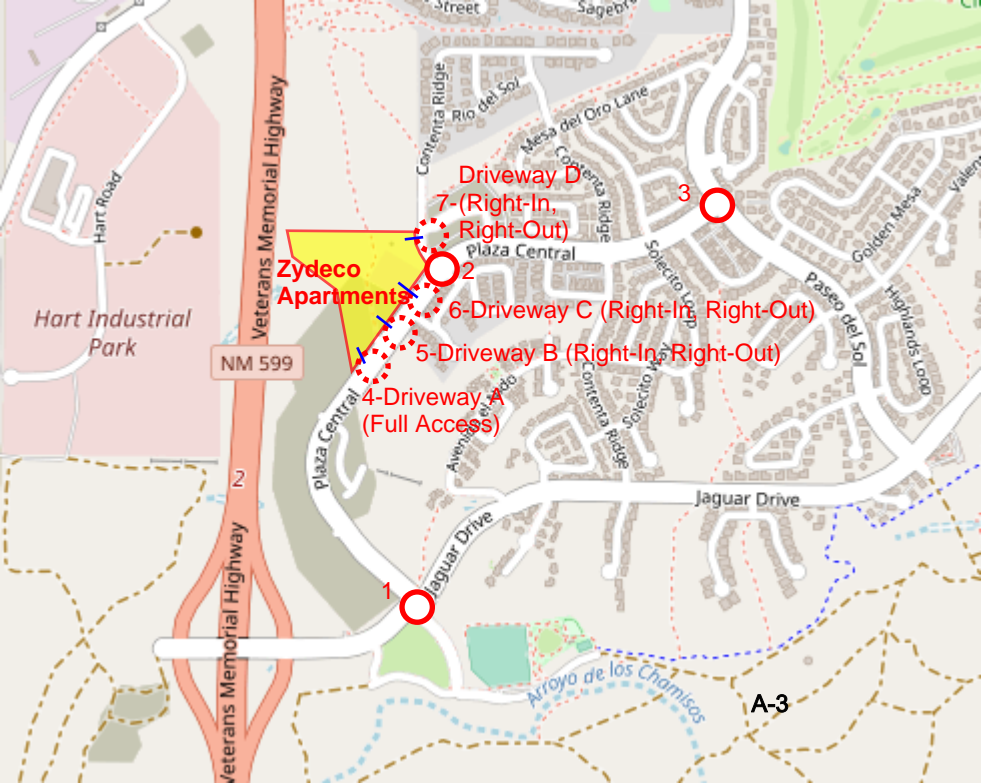
A-1

Tierra Contenta (Zydeco Apartments)

Vicinity Map



Google Earth



**Zydeco
Apartments**

**Driveway D
7-(Right-In,
Right-Out)**

7

2

6-Driveway C (Right-In, Right-Out)

5

Driveway B (Right-In, Right-Out)

4

**Driveway A
(Full Access)**

1

3

A-3



- SITE KEY:**
- NEW BUILDINGS
 - EXISTING BUILDINGS
 - NEW CONCRETE SIDEWALKS ADA PARKING AND/OR PATIOS, 2% MAX. CROSS SLOPE
 - NEW ASPHALT, SEE CIVIL
 - ADA ACCESSIBLE ROUTE
 - NEW PHYSICALLY ACCESSIBLE DWELLING UNIT
 - NEW HEARING/VISION ACCESSIBLE DWELLING UNIT
 - NEW ADA ACCESSIBLE PARKING SPACE
 - NEW FIRE HYDRANT
 - NEW SITE LIGHTING
 - NEW TRANSFORMER

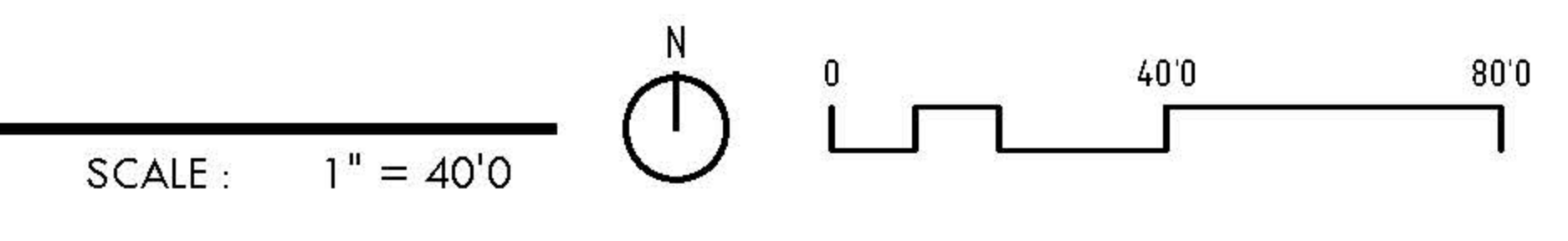
- KEY NOTES:**
- 1E PROPERTY LINE
 - 2E ADJOINING PROPERTY
 - 3E EXISTING UTILITY EASEMENT
 - 4E EXISTING ASPHALT ROAD
 - 5E EXISTING ADJOINING BUILDING
 - 6 REVISED PROPERTY LINE
 - 7 APARTMENT BUILDING, 2 AND 3 STORY
 - 8 COMMUNITY BUILDING AND POOL
 - 9 DRIVE AND PARKING AREA, ASPHALT, SITE PARKING SPACES "STANDARD" 8'4" X 18'0"
 - 10 ACCESSIBLE PARKING AREA, CONCRETE, SITE PARKING SPACES "STANDARD" 8'4" X 18'0"
 - 11 NEW ROAD CURB CUT
 - 12 6'0" H. CMU YARD WALL W/ CAP BLOCK
 - 13 6'0" H. METAL FENCE, VERTICAL PICKETS, PAINT
 - 14 6'0" H. METAL ROLLING GATE, ELEC. OPERATOR, OPTICON, VERTICAL PICKETS, PAINT
 - 15 6'0" H. METAL GATE, CARD READER, VERTICAL PICKETS, PAINT
 - 16 5'0" W. SIDEWALK, CONCRETE
 - 17 BICYCLE PARKING RACK
 - 18 FIRE HYDRANT
 - 19 POLE LIGHT, LED
 - 20 ELECTRICAL TRANSFORMER
 - 21 CARPORT, METAL
 - 22 STORMWATER PONDING
 - 23 TRASH AND RECYCLING ENCLOSURE - (STANDARD DUMPSTER AND DUMPSTER WITH COMPACTOR)
 - 24 25'0" EASEMENT

Note: Driveway "C" has been eliminated from this project.

DATE: 16 SEPT 2024
 REVISION:
 SHEET TITLE: SITE PLAN

1 | SITE PLAN

A_001



LOT 9
 TIERRA CONTENTA VILLAGE
 PLAZA
 (11/03/2016, 809-14)

PLAZA CENTRAL
ZORRO BLANCO
 7205 PLAZA CENTRAL, SANTA FE, NEW MEXICO 87508
 THOMAS GIFFORD ARCHITECT
 ARCHITECTURE URBAN DESIGN
 1700 RIVER DRIVE, SANTA FE, NEW MEXICO 87505
 TEL: 505.820.5888 EMAIL: TGM@THOMASGIFFORD.COM

A_001



Site Threshold Analysis (STA)

According to NMAC 18.31.6.16, a traffic engineering evaluation shall be required for all land development proposals that may directly or indirectly impact a state highway facility. A Site Threshold Analysis (STA) is required of all developing or re-developing properties that directly or indirectly access a state roadway. The STA examines existing roadway volumes and anticipated site trip generation for the purpose of determining if additional analyses are required as defined by the District Traffic Engineer or designee. If the site characteristics and the trip generation estimate for a proposed development are greater than 100 trips in a peak hour, then requirements for a Traffic Impact Analysis (TIA) may be required as determined by the District Traffic Engineer or designee. See TIA outline for that scope.

The STA shall warrant one or all of the following conditions:

- May or may not warrant an additional traffic analysis.
- May or may not warrant off-site improvements.
- May require a TIA, which may or may not require off-site improvements.

If additional analysis is required based on the results of the STA, the District Traffic Engineer or designee, should indicate to the applicant the level of analysis that is required.

Permit Applicant Information

Applicant Name: _____

Business Name: _____

Business Address: _____
Street Address: _____ City: _____ State: _____ Zip Code: _____

Site Information (Attach Site Plan to include length of roadway frontage):

Site Description: _____

Site Address: _____
Street Address: _____ City: _____ State: _____ Zip Code: _____

NMDOT Roadway: _____ Milepost: _____ Roadway ADT: _____

Site Information (commercial, retail, industrial, residential, etc):

Building Size (SF): _____ Parcel Size (acre): _____

Trip Generation:

ITE Trip Generation Land Use Category:

AM Peak Hour Trips Enter: _____ Exit: _____

PM Peak Hour Trips Enter: _____ Exit: _____

Exceeds Threshold for TIA (100 or more peak hour total trips): **Yes**

No

Zorro Blanco - Multi-Family Housing 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
Multifamily Housing (Low-Rise)	190	1,281	18	58	64	38

Units

Dwelling Units

ITE Trip Generation Equations:

NOTE: 190 Dwelling Units included future 25 dwelling units to meet City of Santa Fe's Affordable Housing Requirement.

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

$$T = 6.74 (X) + 0$$

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)

$$T = 0.4 (X) + 0$$

24% Enter, 76% Exit

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

$$T = 0.43 (X) + 20.55$$

63% Enter, 37% Exit

Comments:

Zorro Blanco + Affordable Housing Requirement (25 Unites)

Based on ITE Trip Generation Manual - 11th Edition

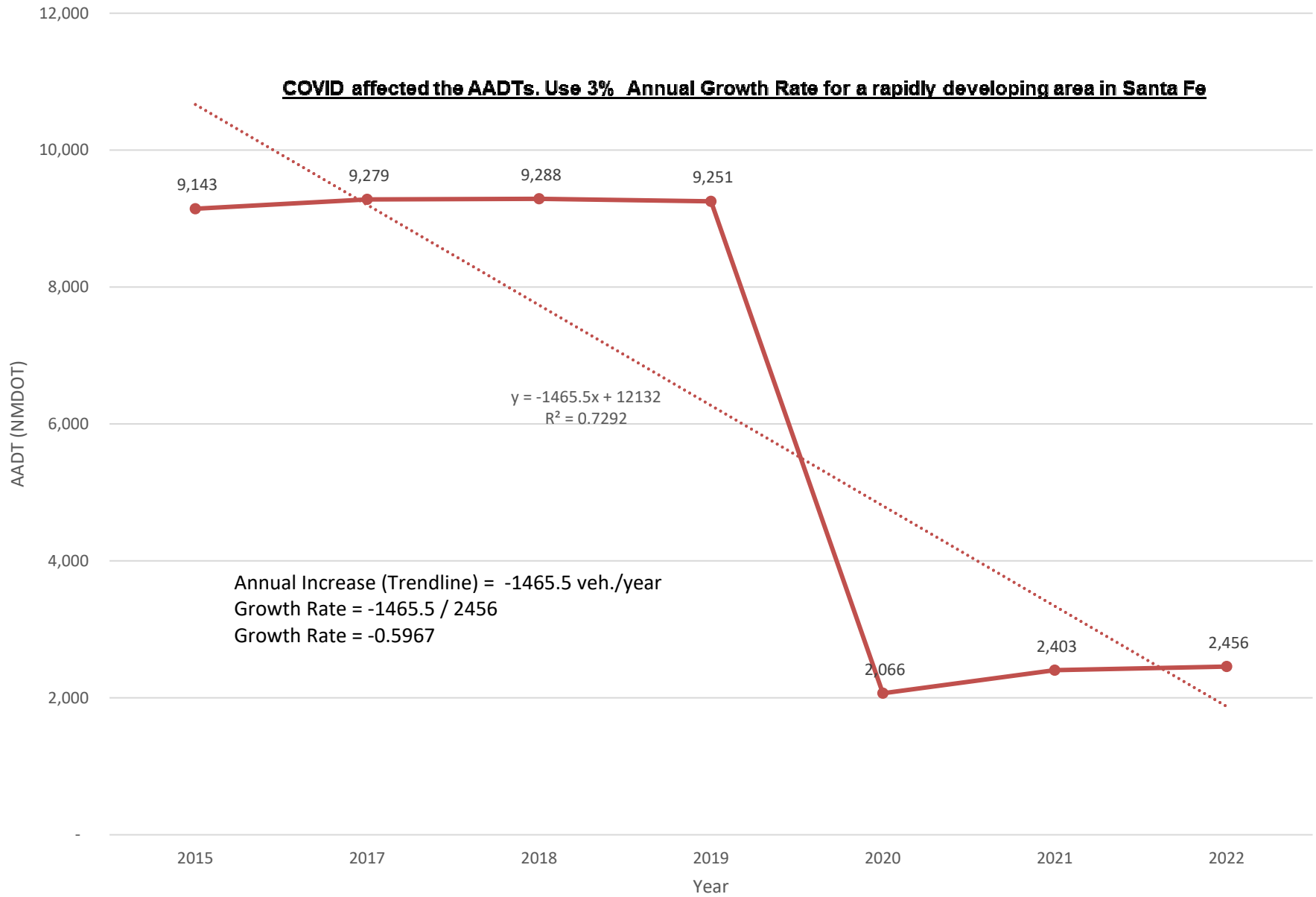
Tierra Contenta (Plaza Central / Contenta Ridge)
Historic Growth Rate Table

Traffic Flows from NMDOT Transportation Data Management Map

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Jaguar Dr	-	-	9,143	-	9,279	9,288	9,251	2,066	2,403	2,456
Paseo del Sol	-	-	4,962	-	5,087	5,158	5,220	1,147	1,305	1,319
NM599	13,462	13,393	13,501	-	16,238	16,108	16,221	10,379	11,822	12,094

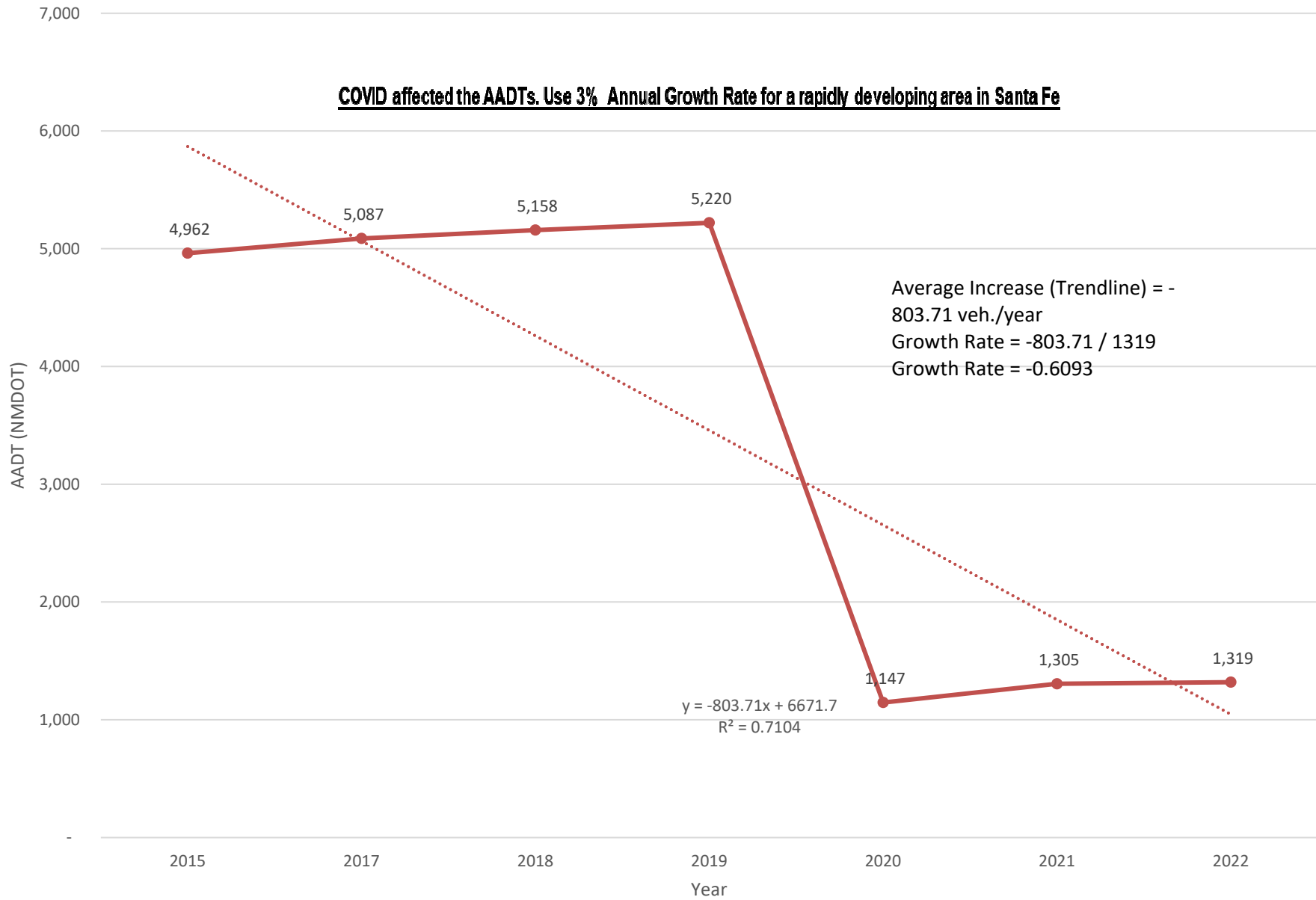
Jaguar Dr

COVID affected the AADTs. Use 3% Annual Growth Rate for a rapidly developing area in Santa Fe

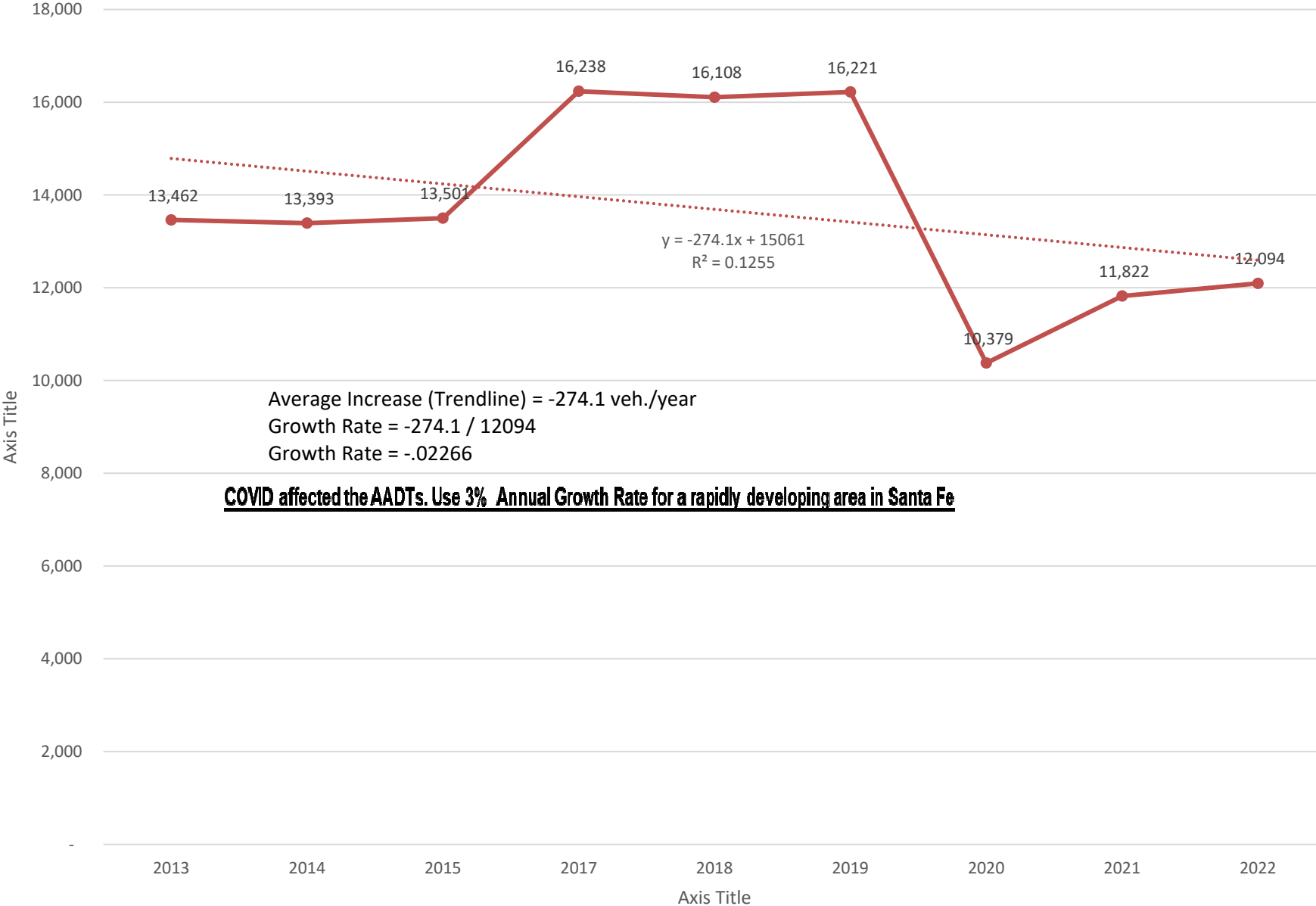


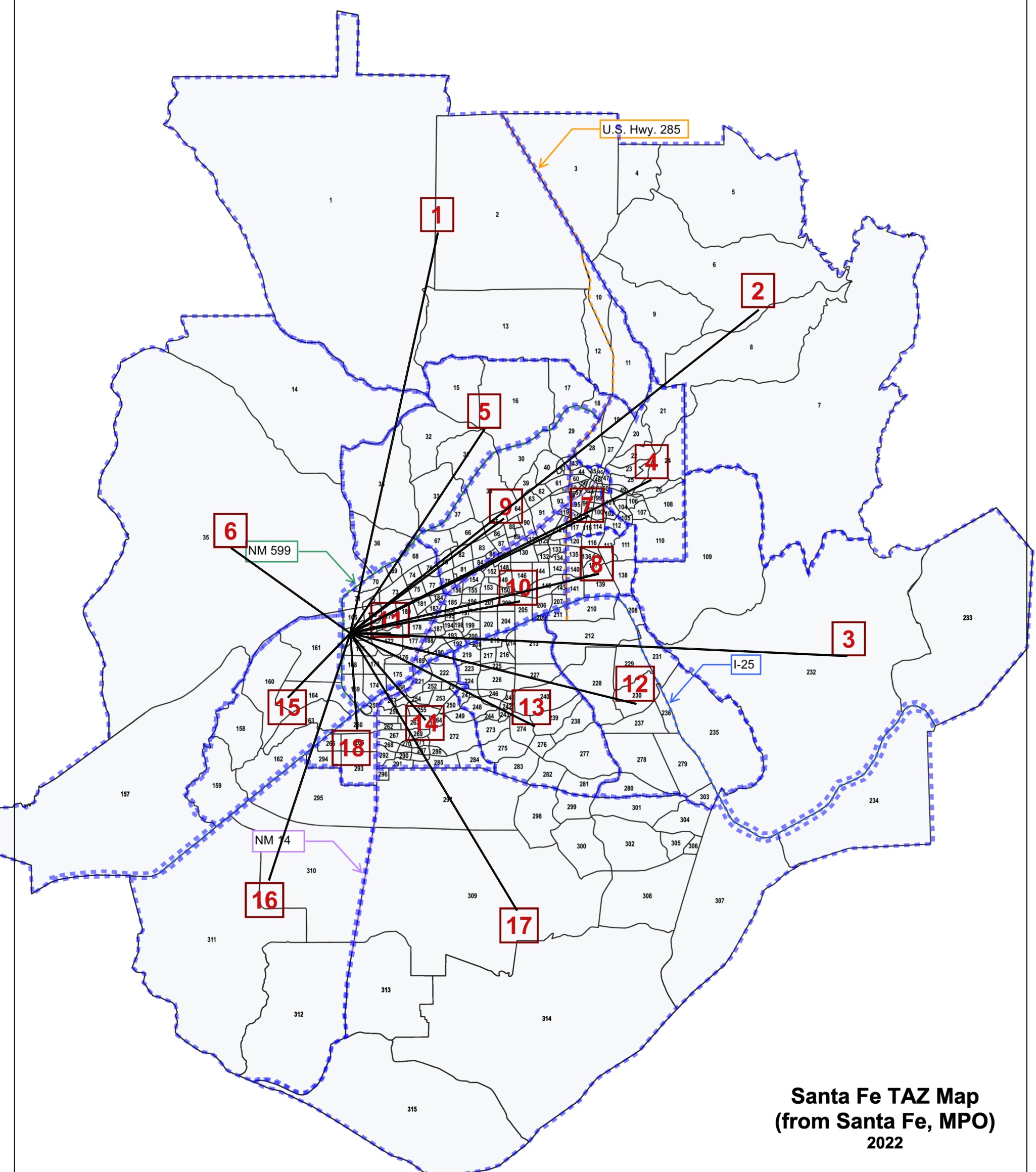
Paseo del Sol

COVID affected the AADTs. Use 3% Annual Growth Rate for a rapidly developing area in Santa Fe



NM599





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

Trip Distribution Table

Tierra Conenta Apartments (Zorro Blanco Apartments)

Sub Area Employment Data:

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

2016 and 2040 Data Taken from Santa Fe MPO 2040 Data Set

Socioeconomic Forecasts by Subareas for Santa Fe

Sub Area I.D.#	% Sub Area in Study	Employment			Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	(PCS) Plaza Central South			(JW) Jaguar Drive West			(JE) Jaguar Drive East		
		2015	2040	Interpolated Employment for the Year 2025					% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
1	100%	508	510	509	509	11.8	43	0.37%	0%	0.00%	0	100%	0.37%	43	0%	0.00%	0
2	100%	553	556	554	554	14.9	37	0.32%	0%	0.00%	0	100%	0.32%	37	0%	0.00%	0
3	100%	101	101	101	101	14.3	7	0.06%	0%	0.00%	0	100%	0.06%	7	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	9.7	214	1.84%	0%	0.00%	0	100%	1.84%	214	0%	0.00%	0
5	100%	476	574	515	515	7	74	0.63%	0%	0.00%	0	100%	0.63%	74	0%	0.00%	0
6	100%	259	463	341	341	4.2	81	0.70%	0%	0.00%	0	100%	0.70%	81	0%	0.00%	0
7	100%	19,795	19,795	19,795	19,795	7.7	2,571	22.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	5,579	5,582	5,580	5,580	7.3	764	6.59%	0%	0.00%	0	100%	6.59%	764	0%	0.00%	0
9	100%	6,135	6,284	6,195	6,195	14.7	421	3.63%	0%	0.00%	0	30%	1.09%	126	0%	0.00%	0
10	100%	12,895	17,616	14,783	14,783	5	2,957	25.49%	0%	0.00%	0	0%	0.00%	0	20%	5.10%	591
11	100%	2,719	5,714	3,917	3,917	1.2	3,264	28.14%	0%	0.00%	0	20%	5.63%	653	10%	2.81%	326
12	100%	540	641	580	580	8.5	68	0.59%	0%	0.00%	0	100%	0.59%	68	0%	0.00%	0
13	100%	555	870	681	681	5.9	115	1.00%	0%	0.00%	0	100%	1.00%	115	0%	0.00%	0
14	100%	1,164	1,613	1,344	1,344	3.3	407	3.51%	0%	0.00%	0	100%	3.51%	407	0%	0.00%	0
15	100%	265	1,651	819	819	2.6	315	2.72%	0%	0.00%	0	100%	2.72%	315	0%	0.00%	0
16	100%	91	91	91	91	7.5	12	0.10%	0%	0.00%	0	100%	0.10%	12	0%	0.00%	0
17	100%	1,452	1,630	1,523	1,523	9.3	164	1.41%	0%	0.00%	0	100%	1.41%	164	0%	0.00%	0
18	100%	197	296	237	237	2.8	85	0.73%	0%	0.00%	0	100%	0.73%	85	0%	0.00%	0
		55,358	66,061	59,639	59,639		11,600	100.00%		0.00%	0		27.29%	3,166		7.91%	918
												0.00%	27.29%			7.91%	

Trip Distribution Table

Tierra Conenta Apartments (Zorro Blanco Apartments)

Sub Area Employment Data:

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

2016 and 2040 Data Taken from Santa Fe MPO 2040 Data Set

Socioeconomic Forecasts by Subareas for Santa Fe

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	(CRN) Contenta Ridge North			(CRS) Contenta Ridge South			(PDSN) Paseo del Sol North		
									% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	2040	2025													
1	100%	508	510	509	509	11.8	43	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	553	556	554	554	14.9	37	0.32%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	101	101	101	101	14.3	7	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	9.7	214	1.84%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	476	574	515	515	7	74	0.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	259	463	341	341	4.2	81	0.70%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	19,795	19,795	19,795	19,795	7.7	2,571	22.16%	0%	0.00%	0	0%	0.00%	0	100%	22.16%	2,571
8	100%	5,579	5,582	5,580	5,580	7.3	764	6.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	6,135	6,284	6,195	6,195	14.7	421	3.63%	0%	0.00%	0	0%	0.00%	0	70%	2.54%	295
10	100%	12,895	17,616	14,783	14,783	5	2,957	25.49%	0%	0.00%	0	0%	0.00%	0	60%	15.29%	1,774
11	100%	2,719	5,714	3,917	3,917	1.2	3,264	28.14%	10%	2.81%	326	10%	2.81%	326	40%	11.26%	1,306
12	100%	540	641	580	580	8.5	68	0.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	555	870	681	681	5.9	115	1.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	1,164	1,613	1,344	1,344	3.3	407	3.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	265	1,651	819	819	2.6	315	2.72%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	91	91	91	91	7.5	12	0.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	1,452	1,630	1,523	1,523	9.3	164	1.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	197	296	237	237	2.8	85	0.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		55,358	66,061	59,639	59,639		11,600	100.00%		2.81%	326		2.81%	326		51.25%	5,945
											2.81%			2.81%			51.25%

Trip Distribution Table

Tierra Conenta Apartments (Zorro Blanco Apartments)

Sub Area Employment Data:

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

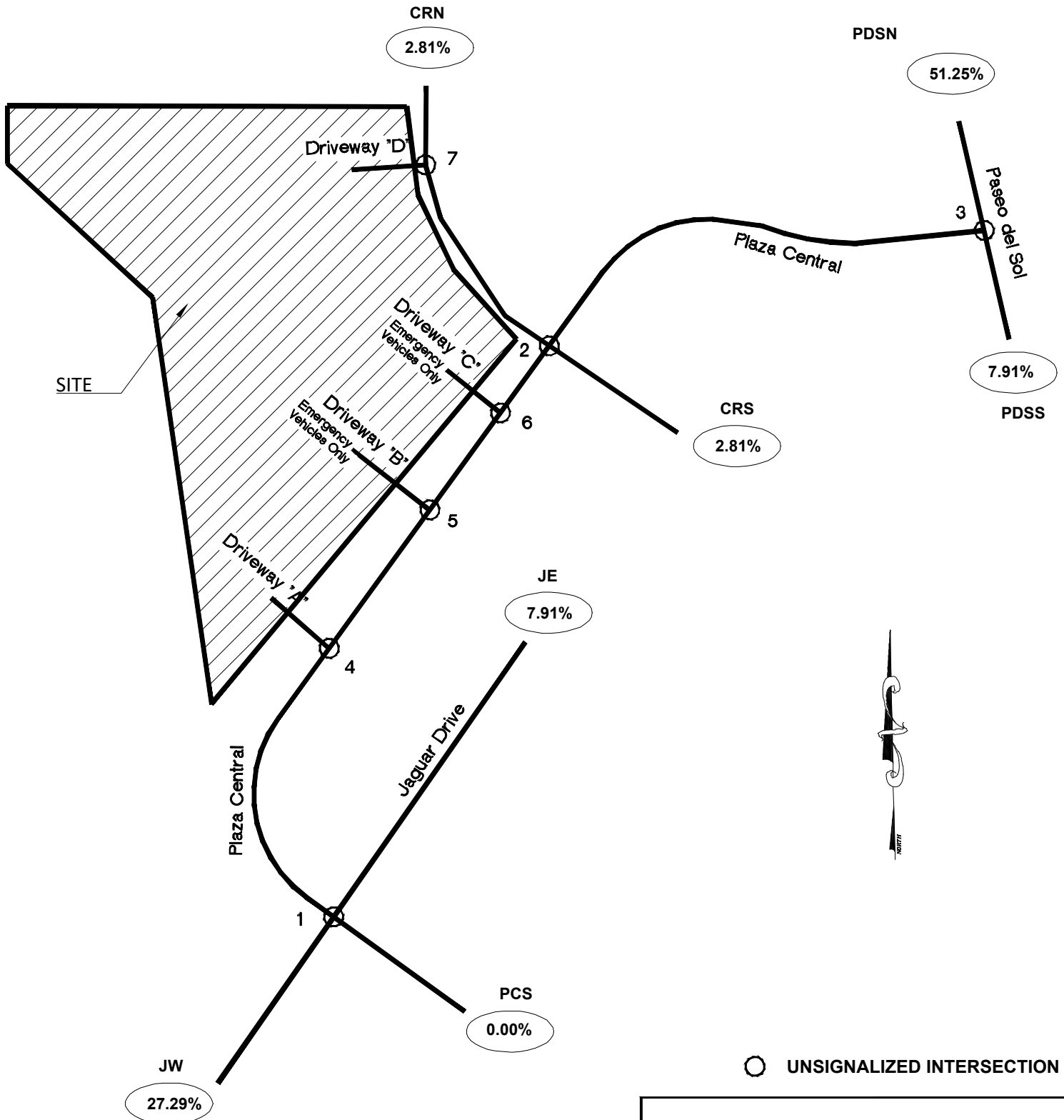
20165and 2040 Data Taken from Santa Fe MPO 2040 Data Set

Socioeconomic Forecasts by Subareas for Santa Fe

Sub Area I.D.#	% Sub Area in Study	Employment		Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	(PDSS) Paseo del Sol South			
		2015	2040					% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	2040	2025							
1	100%	508	510	509	509	11.8	43	0.37%	0%	0.00%	0
2	100%	553	556	554	554	14.9	37	0.32%	0%	0.00%	0
3	100%	101	101	101	101	14.3	7	0.06%	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	9.7	214	1.84%	0%	0.00%	0
5	100%	476	574	515	515	7	74	0.63%	0%	0.00%	0
6	100%	259	463	341	341	4.2	81	0.70%	0%	0.00%	0
7	100%	19,795	19,795	19,795	19,795	7.7	2,571	22.16%	0%	0.00%	0
8	100%	5,579	5,582	5,580	5,580	7.3	764	6.59%	0%	0.00%	0
9	100%	6,135	6,284	6,195	6,195	14.7	421	3.63%	0%	0.00%	0
10	100%	12,895	17,616	14,783	14,783	5	2,957	25.49%	20%	5.10%	591
11	100%	2,719	5,714	3,917	3,917	1.2	3,264	28.14%	10%	2.81%	326
12	100%	540	641	580	580	8.5	68	0.59%	0%	0.00%	0
13	100%	555	870	681	681	5.9	115	1.00%	0%	0.00%	0
14	100%	1,164	1,613	1,344	1,344	3.3	407	3.51%	0%	0.00%	0
15	100%	265	1,651	819	819	2.6	315	2.72%	0%	0.00%	0
16	100%	91	91	91	91	7.5	12	0.10%	0%	0.00%	0
17	100%	1,452	1,630	1,523	1,523	9.3	164	1.41%	0%	0.00%	0
18	100%	197	296	237	237	2.8	85	0.73%	0%	0.00%	0
		55,358	66,061	59,639	59,639		11,600	100.00%		7.91%	918
											7.91%

Tierra Contenta

(Plaza Central / Contenta Ridge)
Trip Distribution Map (%)



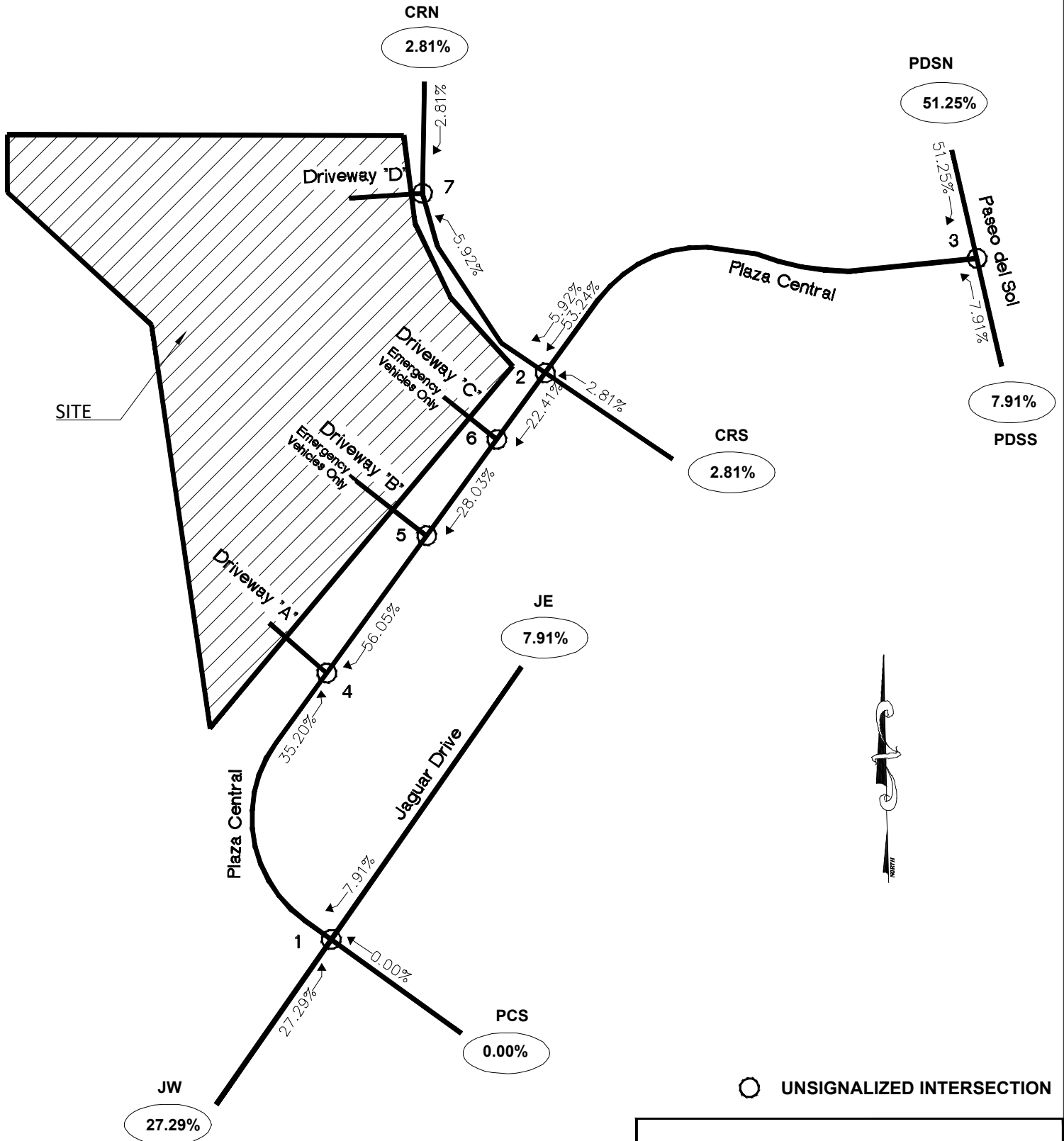
○ UNSIGNALIZED INTERSECTION


TIERRA WEST, LLC
 5571 MIDWAY PARK PLACE NE
 ALBUQUERQUE, NEW MEXICO 87109
 (505)858-3100 **A-15**

Tierra Contenta

(Plaza Central / Contenta Ridge)

Trips Entering Map (%)

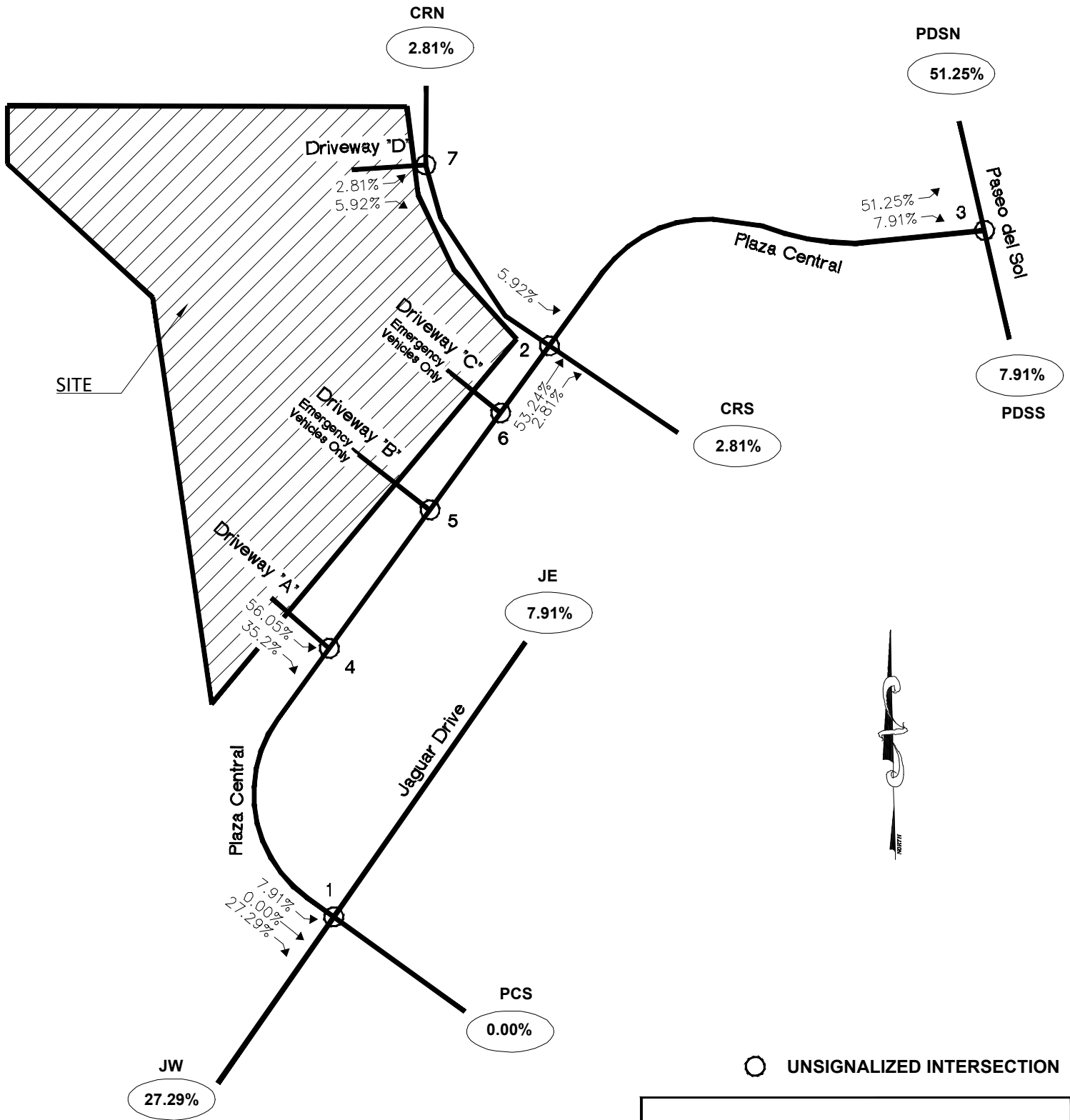


○ UNSIGNALIZED INTERSECTION

TIERRA WEST, LLC
 5571 MIDWAY PARK PLACE NE
 ALBUQUERQUE, NEW MEXICO 87109
 (505)858-3100 **A-16**

Tierra Contenta

(Plaza Central / Contenta Ridge)
Trips Exiting Map (%)



○ UNSIGNALIZED INTERSECTION

TIERRA WEST, LLC
 5571 MIDWAY PARK PLACE NE
 ALBUQUERQUE, NEW MEXICO 87109
 (505)858-3100 A-17

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

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

INTERSECTION : Summary

Jaguar Dr / Plaza Central 0.74 0.74 0.74 0.74 PHF

(1) 3.0% Truck

	Eastbound (Jaguar Dr)			Westbound (Jaguar Dr)			Northbound (Plaza Central)			Southbound (Plaza Central)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	0	94	1	0	0	0	0	0	0	0	0
2026 (NO BUILD - A.M.)	2	0	99	1	0	1	16	74	0	0	189	1
2026 (BUILD - A.M.)	7	0	99	1	0	2	16	74	0	5	189	17

0.91 0.91 0.91 0.91 PHF

	Eastbound (Jaguar Dr)			Westbound (Jaguar Dr)			Northbound (Plaza Central)			Southbound (Plaza Central)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	2	20	6	0	0	0	0	0	0	0	0
2026 (NO BUILD - P.M.)	4	2	21	7	2	17	50	132	8	32	78	11
2026 (BUILD - P.M.)	21	2	21	7	2	22	50	132	8	35	78	21

Plaza Central / Contenta Ridge 0.91 0.91 0.91 0.91 PHF

(2) 3.0% Truck

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	2	24	1	7	29	3	2	0	29	10	3	18
2026 (NO BUILD - A.M.)	3	31	2	8	33	3	2	0	31	11	3	19
2026 (BUILD - A.M.)	3	62	4	8	43	4	3	0	31	14	3	19

0.85 0.85 0.85 0.85 PHF

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	9	36	0	44	34	14	3	3	20	5	2	1
2026 (NO BUILD - P.M.)	10	43	0	47	43	15	4	3	21	5	2	2
2026 (BUILD - P.M.)	10	63	1	47	77	19	6	3	21	7	2	2

Plaza Central / Paseo del Sol 0.85 0.85 0.85 0.85 PHF

(3) 3.0% Truck

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo del Sol)			Southbound (Paseo del Sol)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	81	0	24	0	0	0	14	74	0	0	33	22
2026 (NO BUILD - A.M.)	91	0	26	0	0	0	15	78	0	0	35	25
2026 (BUILD - A.M.)	121	0	31	0	0	0	16	78	0	0	35	34

0.88 0.88 0.88 0.88 PHF

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo del Sol)			Southbound (Paseo del Sol)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	54	0	16	0	0	0	31	52	0	0	77	100
2026 (NO BUILD - P.M.)	61	0	18	0	0	0	34	55	0	0	82	112
2026 (BUILD - P.M.)	80	0	21	0	0	0	39	55	0	0	82	145

Plaza Central / Driveway A 1.00 1.00 1.00 1.00 PHF

(4) 3.0% Truck

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway A)			Southbound (Driveway A)		
	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
2026 (NO BUILD - A.M.)	0	75	0	0	189	0	0	0	0	0	0	0
2026 (BUILD - A.M.)	6	75	0	0	189	10	0	0	0	33	0	9

1.00 1.00 1.00 1.00 PHF

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway A)			Southbound (Driveway A)		
	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
2026 (NO BUILD - P.M.)	0	160	0	0	121	0	0	0	0	0	0	0
2026 (BUILD - P.M.)	23	160	0	0	121	36	0	0	0	21	0	6

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

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

INTERSECTION: Summary

Plaza Central / Driveway B

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway B)			Southbound (Driveway B)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
(5)	3.0% Truck													
Existing (2024)		0	0	0	0	0	0	0	0	0	0	0	0	
2026 (NO BUILD - A.M.)		0	75	0	0	189	0	0	0	0	0	0	0	
2026 (BUILD - A.M.)		0	108	0	0	194	5	0	0	0	0	0	12	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Plaza Central)			Westbound (Plaza Central)			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	
2026 (NO BUILD - P.M.)		0	160	0	0	121	0	0	0	0	0	0	0	
2026 (BUILD - P.M.)		0	181	0	0	138	19	0	0	0	0	0	8	

Plaza Central / Driveway C

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway C)			Southbound (Driveway C)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
(6)	3.0% Truck													
Existing (2024)		0	0	0	0	0	0	0	0	0	0	0	0	
2026 (NO BUILD - A.M.)		0	75	0	0	189	0	0	0	0	0	0	0	
2026 (BUILD - A.M.)		0	108	0	0	199	0	0	0	0	0	0	0	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Plaza Central)			Westbound (Plaza Central)			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	
2026 (NO BUILD - P.M.)		0	160	0	0	121	0	0	0	0	0	0	0	
2026 (BUILD - P.M.)		0	181	0	0	157	0	0	0	0	0	0	0	

Driveway D / Contenta Ridge

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Driveway D)			Westbound (Driveway D)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
(7)	3.0% Truck													
Existing (2024)		0	0	0	0	0	0	0	0	0	0	0	0	
2026 (NO BUILD - A.M.)		0	0	0	0	0	0	0	6	0	0	33	0	
2026 (BUILD - A.M.)		2	0	3	0	0	0	1	6	0	0	33	1	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Driveway D)			Westbound (Driveway D)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)			
		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	
2026 (NO BUILD - P.M.)		0	0	0	0	0	0	0	28	0	0	9	0	
2026 (BUILD - P.M.)		1	0	2	0	0	0	4	28	0	0	9	2	

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)
 Projected Turning Movements Worksheet
Jaguar Dr / Plaza Central

INTERSECTION : E-W Street: **Jaguar Dr** (1)

N-S Street: **Plaza Central**

Year of Existing Counts 2023

Horizon Year **2026**

Growth Rates

3.00%

3.00%

3.00%

3.00%

	Eastbound (Jaguar Dr)			Westbound (Jaguar Dr)			Northbound (Plaza Central)			Southbound (Plaza Central)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	91	1	0	1	15	68	0	0	173	0
Background Traffic Growth	0	0	8	0	0	0	1	6	0	0	16	0
<i>Subtotal</i>	0	0	99	1	0	1	16	74	0	0	189	0
Residential Development (20 lots)	2	0	0	0	0	0	0	0	0	0	0	1
Subtotal (NO BUILD - A.M.)	2	0	99	1	0	1	16	74	0	0	189	1
Percent Residential Trips Generated(Entering)	27.29%	0.00%	0.00%	0.00%	0.00%	7.91%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	7.91%	0.00%	27.29%
Total Trips Generated	5	0	0	0	0	1	0	0	0	5	0	16
Subtotal AM Pk Hr. BUILD Volumes	7	0	99	1	0	2	16	74	0	5	189	17
Total AM Peak Hour BUILD Volumes	7	0	99	1	0	2	16	74	0	5	189	17

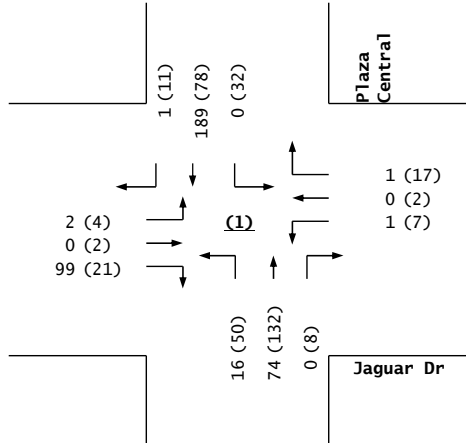
	Eastbound (Jaguar Dr)			Westbound (Jaguar Dr)			Northbound (Plaza Central)			Southbound (Plaza Central)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	2	19	6	2	15	46	121	7	28	72	6
Background Traffic Growth	0	0	2	1	0	1	4	11	1	3	6	1
<i>Subtotal</i>	0	2	21	7	2	16	50	132	8	31	78	7
Residential Development (20 lots)	4	0	0	0	0	1	0	0	0	1	0	4
Subtotal (NO BUILD - P.M.)	4	2	21	7	2	17	50	132	8	32	78	11
Percent Residential Trips Generated(Entering)	27.29%	0.00%	0.00%	0.00%	0.00%	7.91%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	7.91%	0.00%	27.29%
Total Trips Generated	17	0	0	0	0	5	0	0	0	3	0	10
Subtotal PM Pk Hr. BUILD Volumes	21	2	21	7	2	22	50	132	8	35	78	21
Total PM Peak Hour BUILD Volumes	21	2	21	7	2	22	50	132	8	35	78	21

Number of Residential Trips Generated

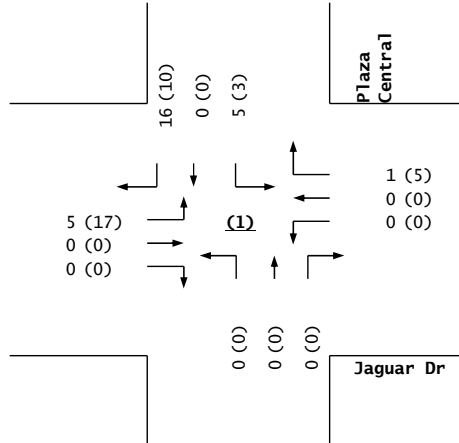
Entering	Exiting	
18	58	A.M.
64	38	P.M.

100% Residential Development

2026
NO BUILD

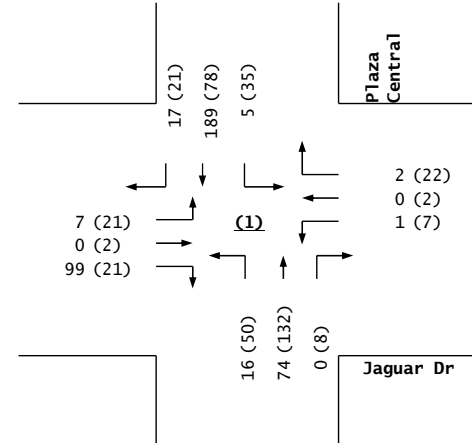


Trips



Jaguar Dr / Plaza Central

2026
BUILD



Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

Projected Turning Movements Worksheet

Plaza Central / Contenta Ridge

INTERSECTION : E-W Street: **Plaza Central** (2)

N-S Street: **Contenta Ridge**

Year of Existing Counts 2023

Horizon Year **2026**

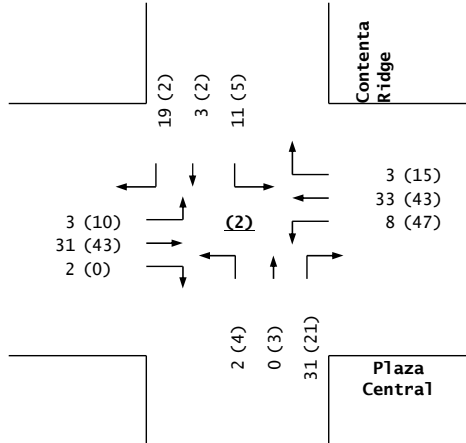
Growth Rates 3.00% 3.00% 3.00% 3.00%

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	23	1	7	28	3	2	0	28	10	3	17
Background Traffic Growth	0	2	0	1	3	0	0	0	3	1	0	2
<i>Subtotal</i>	2	25	1	8	31	3	2	0	31	11	3	19
Residential Development (20 lots)	1	6	1	0	2	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	3	31	2	8	33	3	2	0	31	11	3	19
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	53.24%	5.92%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	53.24%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.92%	0.00%	0.00%
Total Trips Generated	0	31	2	0	10	1	1	0	0	3	0	0
Subtotal AM Pk Hr. BUILD Volumes	3	62	4	8	43	4	3	0	31	14	3	19
Total AM Peak Hour BUILD Volumes	3	62	4	8	43	4	3	0	31	14	3	19

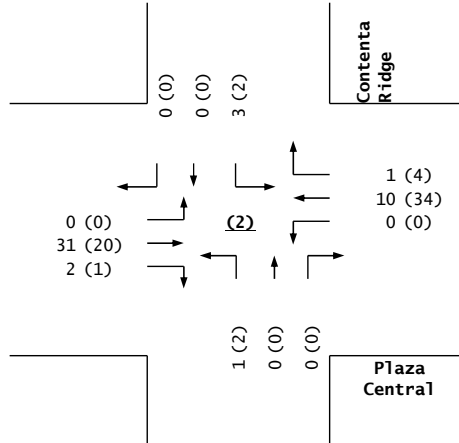
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	35	0	43	33	14	3	3	19	5	2	1
Background Traffic Growth	1	3	0	4	3	1	0	0	2	0	0	0
<i>Subtotal</i>	10	38	0	47	36	15	3	3	21	5	2	1
Residential Development (20 lots)	0	5	0	0	7	0	1	0	0	0	0	1
Subtotal (NO BUILD - P.M.)	10	43	0	47	43	15	4	3	21	5	2	2
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	53.24%	5.92%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	53.24%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.92%	0.00%	0.00%
Total Trips Generated	0	20	1	0	34	4	2	0	0	2	0	0
Subtotal PM Pk Hr. BUILD Volumes	10	63	1	47	77	19	6	3	21	7	2	2
Total PM Peak Hour BUILD Volumes	10	63	1	47	77	19	6	3	21	7	2	2

Number of Residential Trips Generated	Entering	Exiting	A.M.	100% Residential Development
	18	58		
	64	38		

2026
NO BUILD

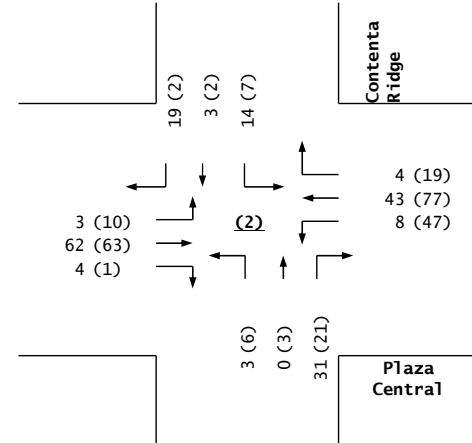


Trips



Plaza Central / Contenta Ridge

2026
BUILD



Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

Projected Turning Movements Worksheet

Plaza Central / Paseo del Sol

INTERSECTION : E-W Street: **Plaza Central** (3)

N-S Street: **Paseo del Sol**

Year of Existing Counts 2023

Horizon Year **2026**

Growth Rates

3.00%

3.00%

3.00%

3.00%

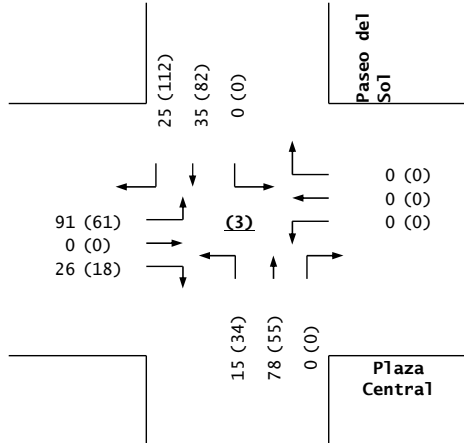
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo del Sol)			Southbound (Paseo del Sol)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	79	0	23	0	0	0	14	72	0	0	32	21
Background Traffic Growth	7	0	2	0	0	0	1	6	0	0	3	2
<i>Subtotal</i>	86	0	25	0	0	0	15	78	0	0	35	23
Residential Development (20 lots)	5	0	1	0	0	0	0	0	0	0	0	2
Subtotal (NO BUILD - A.M.)	91	0	26	0	0	0	15	78	0	0	35	25
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.91%	0.00%	0.00%	0.00%	0.00%	51.25%
Percent Residential Trips Generated(Exiting)	51.25%	0.00%	7.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	30	0	5	0	0	0	1	0	0	0	0	9
Subtotal AM Pk Hr. BUILD Volumes	121	0	31	0	0	0	16	78	0	0	35	34
Total AM Peak Hour BUILD Volumes	121	0	31	0	0	0	16	78	0	0	35	34

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo del Sol)			Southbound (Paseo del Sol)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	52	0	16	0	0	0	30	50	0	0	75	97
Background Traffic Growth	5	0	1	0	0	0	3	5	0	0	7	9
<i>Subtotal</i>	57	0	17	0	0	0	33	55	0	0	82	106
Residential Development (20 lots)	4	0	1	0	0	0	1	0	0	0	0	6
Subtotal (NO BUILD - P.M.)	61	0	18	0	0	0	34	55	0	0	82	112
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.91%	0.00%	0.00%	0.00%	0.00%	51.25%
Percent Residential Trips Generated(Exiting)	51.25%	0.00%	7.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	19	0	3	0	0	0	5	0	0	0	0	33
Subtotal PM Pk Hr. BUILD Volumes	80	0	21	0	0	0	39	55	0	0	82	145
Total PM Peak Hour BUILD Volumes	80	0	21	0	0	0	39	55	0	0	82	145

Number of Residential Trips Generated

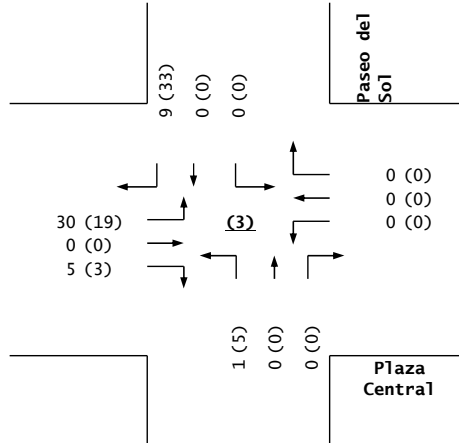
Entering	18	58	A.M.	100% Residential Development
Exiting	64	38	P.M.	

2026
NO BUILD

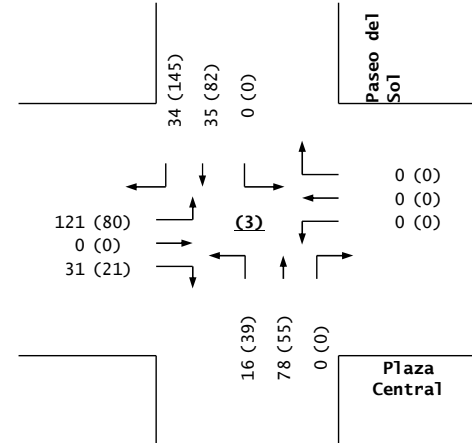


Trips

2026
BUILD



Plaza Central / Paseo del Sol



Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)
 Projected Turning Movements Worksheet
Plaza Central / Driveway A

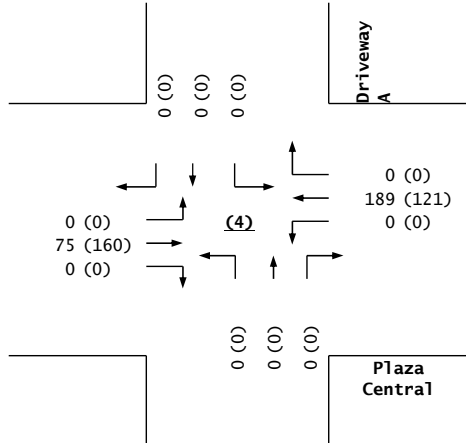
INTERSECTION : E-W Street: **Plaza Central** (4)
 N-S Street: **Driveway A**
 Year of Existing Counts 2023
 Horizon Year **2026**
 Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway A)			Southbound (Driveway A)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	8	0	0	4	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	75	0	0	189	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	35.20%	0.00%	0.00%	0.00%	0.00%	56.05%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	56.05%	0.00%	15.20%
Total Trips Generated	6	0	0	0	0	10	0	0	0	33	0	9
Total AM Peak Hour BUILD Volumes	6	75	0	0	189	10	0	0	0	33	0	9

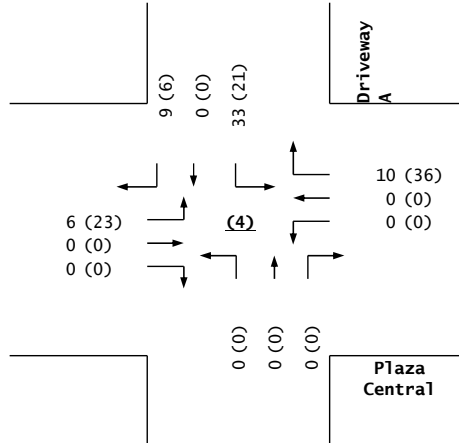
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway A)			Southbound (Driveway A)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	5	0	0	9	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	160	0	0	121	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	35.20%	0.00%	0.00%	0.00%	0.00%	56.05%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	56.05%	0.00%	15.20%
Total Trips Generated	23	0	0	0	0	36	0	0	0	21	0	6
Total PM Peak Hour BUILD Volumes	23	160	0	0	121	36	0	0	0	21	0	6

Number of Residential Trips Generated	Entering	Exiting	A.M.	100% Residential Development
	18	58		
	64	38	P.M.	

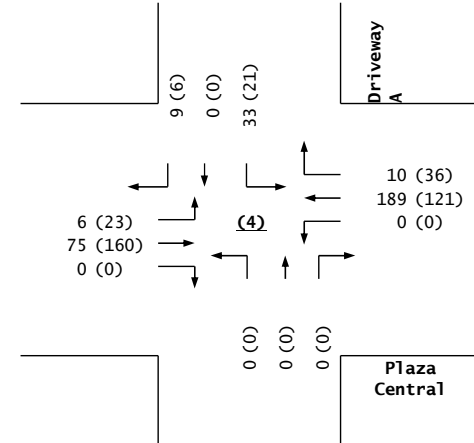
2026
NO BUILD



Trips



2026
BUILD



Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)
 Projected Turning Movements Worksheet
Plaza Central / Driveway B

INTERSECTION : E-W Street: **Plaza Central** (5)
 N-S Street: **Driveway B**

Year of Existing Counts 2023
 Horizon Year 2026

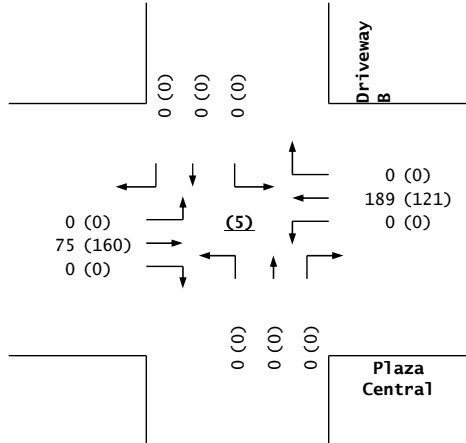
Growth Rates 3.00% 3.00% 3.00% 3.00%

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway B)			Southbound (Driveway B)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	8	0	0	4	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	75	0	0	189	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	26.05%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%
Total Trips Generated	0	33	0	0	5	5	0	0	0	0	0	12
Total AM Peak Hour BUILD Volumes	0	108	0	0	194	5	0	0	0	0	0	12

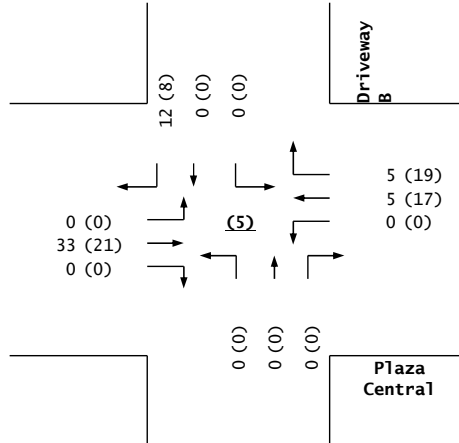
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway B)			Southbound (Driveway B)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	5	0	0	9	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	160	0	0	121	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	26.05%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%
Total Trips Generated	0	21	0	0	17	19	0	0	0	0	0	8
Total PM Peak Hour BUILD Volumes	0	181	0	0	138	19	0	0	0	0	0	8

Number of Residential Trips Generated
 Entering 18 58 A.M. 100% Residential Development
 Exiting 64 38 P.M.

2026
NO BUILD

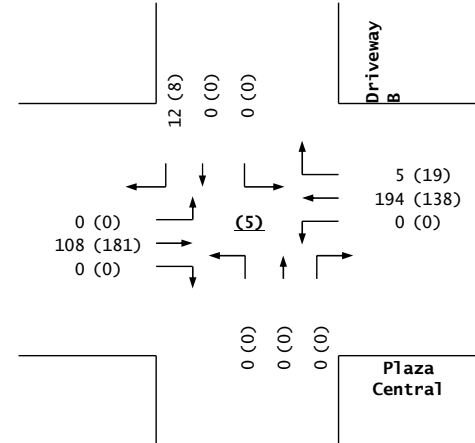


Trips



Plaza Central / Driveway B

2026
BUILD



Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

Projected Turning Movements Worksheet

Plaza Central / Driveway C

(Driveway Deleted from Project)

INTERSECTION : E-W Street: **Plaza Central**

(6)

N-S Street: **Driveway C**

Year of Existing Counts 2023

Horizon Year 2026

Growth Rates

3.00%

3.00%

3.00%

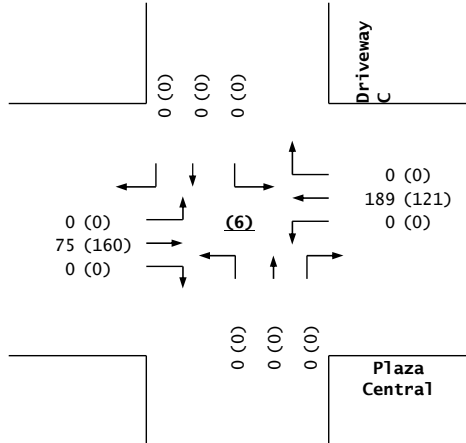
3.00%

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway C)			Southbound (Driveway C)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	75	0	0	189	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	33	0	0	10	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	108	0	0	199	0	0	0	0	0	0	0

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway C)			Southbound (Driveway C)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	160	0	0	121	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	21	0	0	36	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	181	0	0	157	0	0	0	0	0	0	0

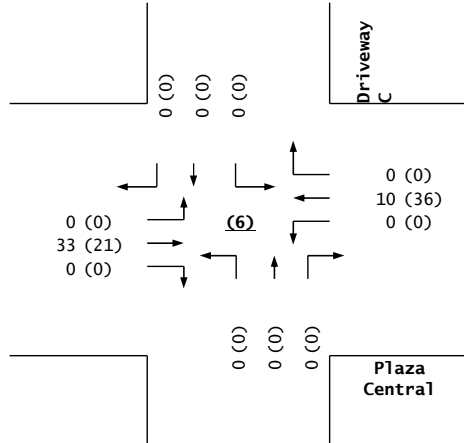
	Entering	Exiting	
Number of Residential Trips Generated	18	58	A.M. 100% Residential Development
	64	38	P.M.

2026
NO BUILD



Trips

2026
BUILD



Plaza Central / Driveway C

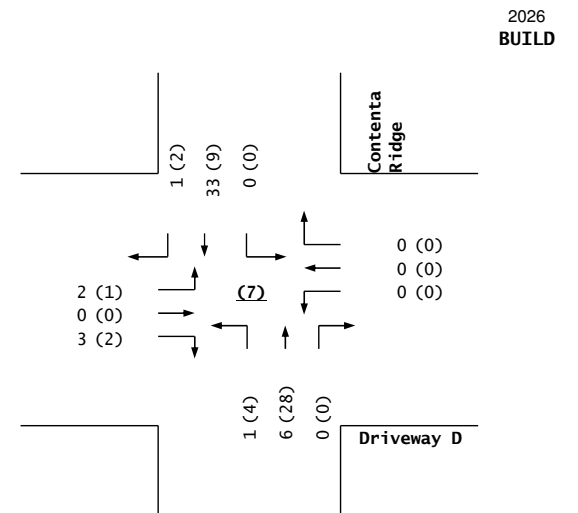
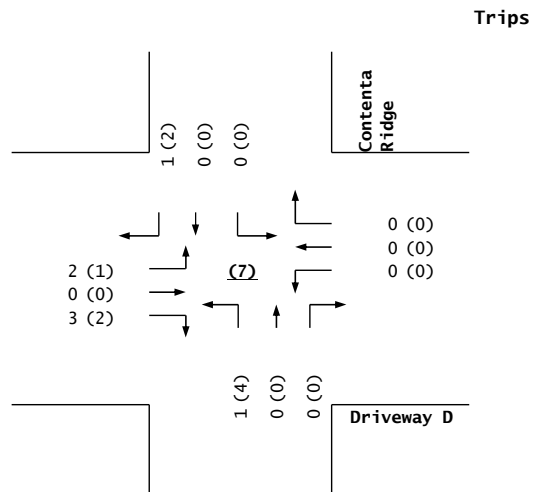
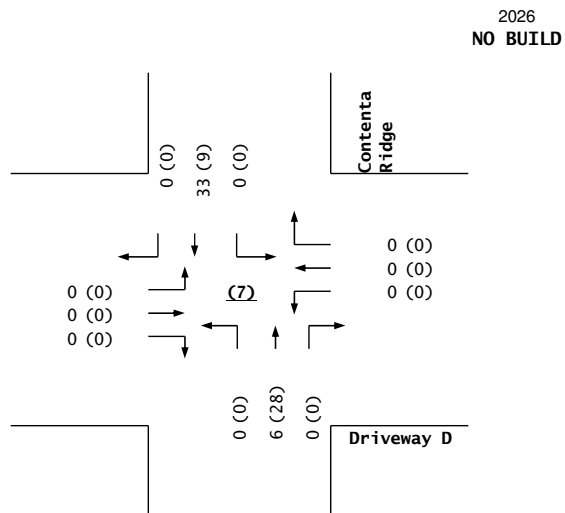
Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)
 Projected Turning Movements Worksheet
Driveway D / Contenta Ridge

INTERSECTION : E-W Street: **Driveway D** (7)
 N-S Street: **Contenta Ridge**
 Year of Existing Counts 2023
 Horizon Year **2026**
 Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway D)			Westbound (Driveway D)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	0	0	0	0	0	0	1	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	6	0	0	33	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.92%	0.00%	0.00%	0.00%	0.00%	2.81%
Percent Residential Trips Generated(Exiting)	2.81%	0.00%	5.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	0	3	0	0	0	1	0	0	0	0	1
Total AM Peak Hour BUILD Volumes	2	0	3	0	0	0	1	6	0	0	33	1

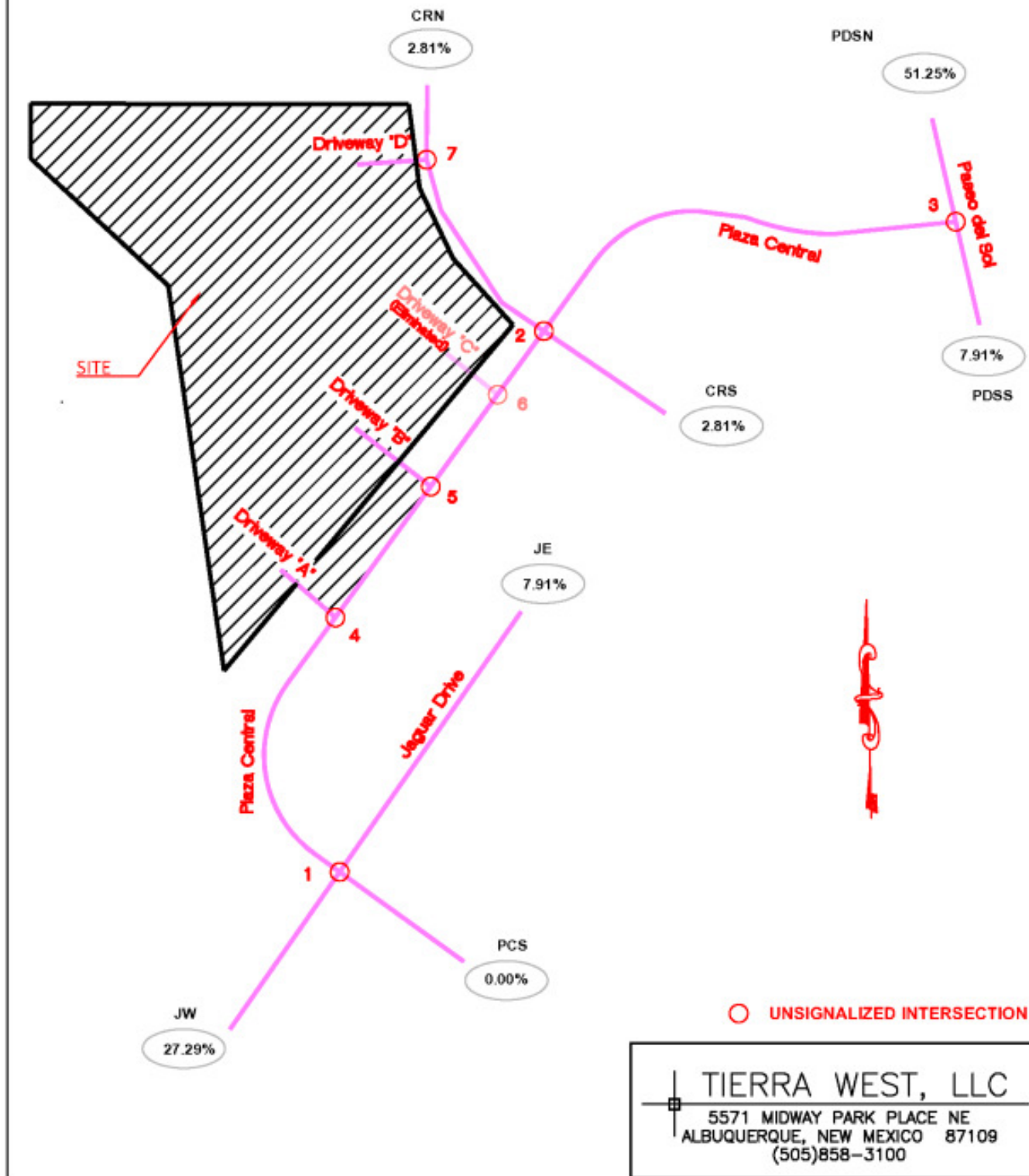
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway D)			Westbound (Driveway D)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	0	0	0	0	0	0	0	0	0	1	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	28	0	0	9	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.92%	0.00%	0.00%	0.00%	0.00%	2.81%
Percent Residential Trips Generated(Exiting)	2.81%	0.00%	5.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	0	2	0	0	0	4	0	0	0	0	2
Total PM Peak Hour BUILD Volumes	1	0	2	0	0	0	4	28	0	0	9	2

Number of Residential Trips Generated	Entering	Exiting	A.M. 100% Residential Development
	18	58	
	64	38	P.M.



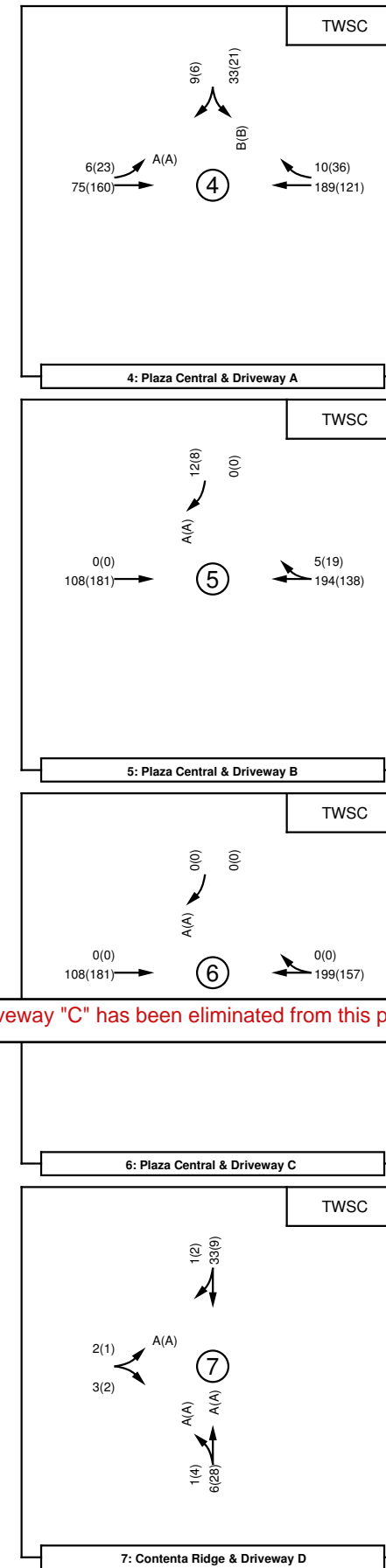
Driveway D / Contenta Ridge

Zorro Blanco Apartments
 (Plaza Central / Contenta Ridge)
 Trip Distribution Map (%)



2026 NO BUILD Conditions
 BUILD Geometry

2026 BUILD Conditions
 BUILD Geometry



Driveway "C" has been eliminated from this project.

Zorro Blanco Apartments (Santa Fe)
 (Plaza Central / Contenta Ridge)
 LOS / Volume Analysis Map

AM(PM)

Intersection				
Intersection Delay, s/veh	4.3			
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	138	3	123	257
Demand Flow Rate, veh/h	142	3	127	265
Vehicles Circulating, veh/h	265	129	5	25
Vehicles Exiting, veh/h	25	3	402	107
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	3.0	3.4	4.4
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	142	3	127	265
Cap Entry Lane, veh/h	1053	1210	1373	1345
Entry HV Adj Factor	0.972	0.990	0.969	0.971
Flow Entry, veh/h	138	3	123	257
Cap Entry, veh/h	1023	1198	1330	1306
V/C Ratio	0.135	0.002	0.093	0.197
Control Delay, s/veh	4.7	3.0	3.4	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection				
Intersection Delay, s/veh	4.3			
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	144	5	123	285
Demand Flow Rate, veh/h	147	5	125	290
Vehicles Circulating, veh/h	268	133	17	24
Vehicles Exiting, veh/h	46	9	398	114
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	3.0	3.4	4.5
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	147	5	125	290
Cap Entry Lane, veh/h	1050	1205	1356	1346
Entry HV Adj Factor	0.979	0.996	0.984	0.982
Flow Entry, veh/h	144	5	123	285
Cap Entry, veh/h	1028	1200	1334	1323
V/C Ratio	0.140	0.004	0.092	0.215
Control Delay, s/veh	4.8	3.0	3.4	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection				
Intersection Delay, s/veh	3.9			
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	29	29	209	133
Demand Flow Rate, veh/h	30	30	215	137
Vehicles Circulating, veh/h	133	210	42	67
Vehicles Exiting, veh/h	71	47	121	173
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	3.6	4.2	3.7
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	30	30	215	137
Cap Entry Lane, veh/h	1205	1114	1322	1289
Entry HV Adj Factor	0.965	0.965	0.971	0.974
Flow Entry, veh/h	29	29	209	133
Cap Entry, veh/h	1162	1075	1283	1255
V/C Ratio	0.025	0.027	0.163	0.106
Control Delay, s/veh	3.3	3.6	4.2	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection				
Intersection Delay, s/veh	3.9			
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	48	34	209	147
Demand Flow Rate, veh/h	48	34	213	150
Vehicles Circulating, veh/h	135	227	64	66
Vehicles Exiting, veh/h	81	50	119	195
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	3.6	4.2	3.8
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	48	34	213	150
Cap Entry Lane, veh/h	1202	1095	1293	1290
Entry HV Adj Factor	0.999	0.999	0.982	0.982
Flow Entry, veh/h	48	34	209	147
Cap Entry, veh/h	1201	1093	1269	1267
V/C Ratio	0.040	0.031	0.165	0.116
Control Delay, s/veh	3.3	3.6	4.2	3.8
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection				
Intersection Delay, s/veh	3.0			
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	39	48	36	36
Demand Flow Rate, veh/h	40	49	37	37
Vehicles Circulating, veh/h	24	5	50	48
Vehicles Exiting, veh/h	61	82	14	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	3.0	3.0	3.0	3.0
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	40	49	37	37
Cap Entry Lane, veh/h	1346	1373	1311	1314
Entry HV Adj Factor	0.975	0.978	0.973	0.971
Flow Entry, veh/h	39	48	36	36
Cap Entry, veh/h	1312	1343	1276	1275
V/C Ratio	0.030	0.036	0.028	0.028
Control Delay, s/veh	3.0	3.0	3.0	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.1			
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	75	60	38	39
Demand Flow Rate, veh/h	76	61	39	39
Vehicles Circulating, veh/h	27	7	87	60
Vehicles Exiting, veh/h	72	119	16	8
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	3.0	3.2	3.0
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	76	61	39	39
Cap Entry Lane, veh/h	1342	1370	1263	1298
Entry HV Adj Factor	0.982	0.985	0.974	0.998
Flow Entry, veh/h	75	60	38	39
Cap Entry, veh/h	1318	1349	1230	1296
V/C Ratio	0.057	0.045	0.031	0.030
Control Delay, s/veh	3.2	3.0	3.2	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.3			
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	61	120	32	10
Demand Flow Rate, veh/h	62	124	33	10
Vehicles Circulating, veh/h	64	19	67	111
Vehicles Exiting, veh/h	57	81	59	32
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	3.5	3.1	3.0
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	62	124	33	10
Cap Entry Lane, veh/h	1293	1353	1289	1232
Entry HV Adj Factor	0.977	0.964	0.967	0.994
Flow Entry, veh/h	61	120	32	10
Cap Entry, veh/h	1262	1305	1246	1225
V/C Ratio	0.048	0.092	0.026	0.008
Control Delay, s/veh	3.2	3.5	3.1	3.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

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	84	165	34	12
Demand Flow Rate, veh/h	85	168	34	12
Vehicles Circulating, veh/h	65	21	92	153
Vehicles Exiting, veh/h	100	105	58	36
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	3.7	3.1	3.1
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	85	168	34	12
Cap Entry Lane, veh/h	1291	1351	1256	1180
Entry HV Adj Factor	0.983	0.983	0.998	0.997
Flow Entry, veh/h	84	165	34	12
Cap Entry, veh/h	1270	1328	1254	1177
V/C Ratio	0.066	0.124	0.027	0.010
Control Delay, s/veh	3.4	3.7	3.1	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection			
Intersection Delay, s/veh	3.6		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	138	110	70
Demand Flow Rate, veh/h	142	114	72
Vehicles Circulating, veh/h	42	110	19
Vehicles Exiting, veh/h	49	74	205
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.7	3.8	3.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
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
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	142	114	72
Cap Entry Lane, veh/h	1322	1233	1353
Entry HV Adj Factor	0.972	0.967	0.969
Flow Entry, veh/h	138	110	70
Cap Entry, veh/h	1285	1193	1312
V/C Ratio	0.107	0.092	0.053
Control Delay, s/veh	3.7	3.8	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection			
Intersection Delay, s/veh	3.7		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	178	111	81
Demand Flow Rate, veh/h	182	113	83
Vehicles Circulating, veh/h	42	145	19
Vehicles Exiting, veh/h	60	79	239
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	3.9	3.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
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
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	182	113	83
Cap Entry Lane, veh/h	1322	1190	1353
Entry HV Adj Factor	0.978	0.984	0.978
Flow Entry, veh/h	178	111	81
Cap Entry, veh/h	1293	1171	1324
V/C Ratio	0.138	0.095	0.061
Control Delay, s/veh	3.9	3.9	3.2
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection			
Intersection Delay, s/veh	3.9		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	89	101	220
Demand Flow Rate, veh/h	92	104	227
Vehicles Circulating, veh/h	96	71	40
Vehicles Exiting, veh/h	171	117	135
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.5	4.2
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
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
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	92	104	227
Cap Entry Lane, veh/h	1251	1283	1325
Entry HV Adj Factor	0.967	0.972	0.970
Flow Entry, veh/h	89	101	220
Cap Entry, veh/h	1210	1248	1285
V/C Ratio	0.074	0.081	0.171
Control Delay, s/veh	3.6	3.5	4.2
LOS	A	A	A
95th %tile Queue, veh	0	0	1

Intersection			
Intersection Delay, s/veh	4.1		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	115	106	258
Demand Flow Rate, veh/h	117	108	263
Vehicles Circulating, veh/h	95	93	45
Vehicles Exiting, veh/h	213	119	156
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	4.5
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
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
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	117	108	263
Cap Entry Lane, veh/h	1252	1255	1318
Entry HV Adj Factor	0.983	0.979	0.982
Flow Entry, veh/h	115	106	258
Cap Entry, veh/h	1231	1229	1294
V/C Ratio	0.093	0.086	0.200
Control Delay, s/veh	3.7	3.6	4.5
LOS	A	A	A
95th %tile Queue, veh	0	0	1

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↗	↘	↘
Traffic Vol, veh/h	6	75	189	10	33	9
Future Vol, veh/h	6	75	189	10	33	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	168	-	-	170	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	88	222	12	39	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	234	0	-	0	325 222
Stage 1	-	-	-	-	222 -
Stage 2	-	-	-	-	102 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1333	-	-	-	669 817
Stage 1	-	-	-	-	815 -
Stage 2	-	-	-	-	922 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1333	-	-	-	666 817
Mov Cap-2 Maneuver	-	-	-	-	666 -
Stage 1	-	-	-	-	810 -
Stage 2	-	-	-	-	922 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.57	0	10.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	-	693
HCM Lane V/C Ratio	0.005	-	-	-	0.071
HCM Control Delay (s/veh)	7.7	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	23	160	121	36	21	6
Future Vol, veh/h	23	160	121	36	21	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	168	-	-	170	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	188	142	42	25	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	185	0	-	0	385 142
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	242 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1390	-	-	-	618 905
Stage 1	-	-	-	-	885 -
Stage 2	-	-	-	-	798 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1390	-	-	-	606 905
Mov Cap-2 Maneuver	-	-	-	-	606 -
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	798 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.96	0	10.78
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1390	-	-	-	654
HCM Lane V/C Ratio	0.019	-	-	-	0.049
HCM Control Delay (s/veh)	7.6	-	-	-	10.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	108	194	5	0	12
Future Vol, veh/h	0	108	194	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	127	228	6	0	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 231
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	-	- 0 808
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 808
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.53
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	808
HCM Lane V/C Ratio	-	-	-	0.017
HCM Control Delay (s/veh)	-	-	-	9.5
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	181	138	19	0	8
Future Vol, veh/h	0	181	138	19	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	213	162	22	0	9

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

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.18
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	870
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s/veh)	-	-	-	9.2
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	108	199	0	0	0
Future Vol, veh/h	0	108	199	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	108	199	0	0	0

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

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	181	157	0	0	0
Future Vol, veh/h	0	181	157	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	213	185	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 185
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	-	- 0 858
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 858
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	3	1	6	33	1
Future Vol, veh/h	2	3	1	6	33	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	4	1	7	39	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	49	39	40	0	0
Stage 1	39	-	-	-	-
Stage 2	9	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	961	1032	1570	-	-
Stage 1	983	-	-	-	-
Stage 2	1014	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	960	1032	1570	-	-
Mov Cap-2 Maneuver	960	-	-	-	-
Stage 1	982	-	-	-	-
Stage 2	1014	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.61	1.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	257	-	1002	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s/veh)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

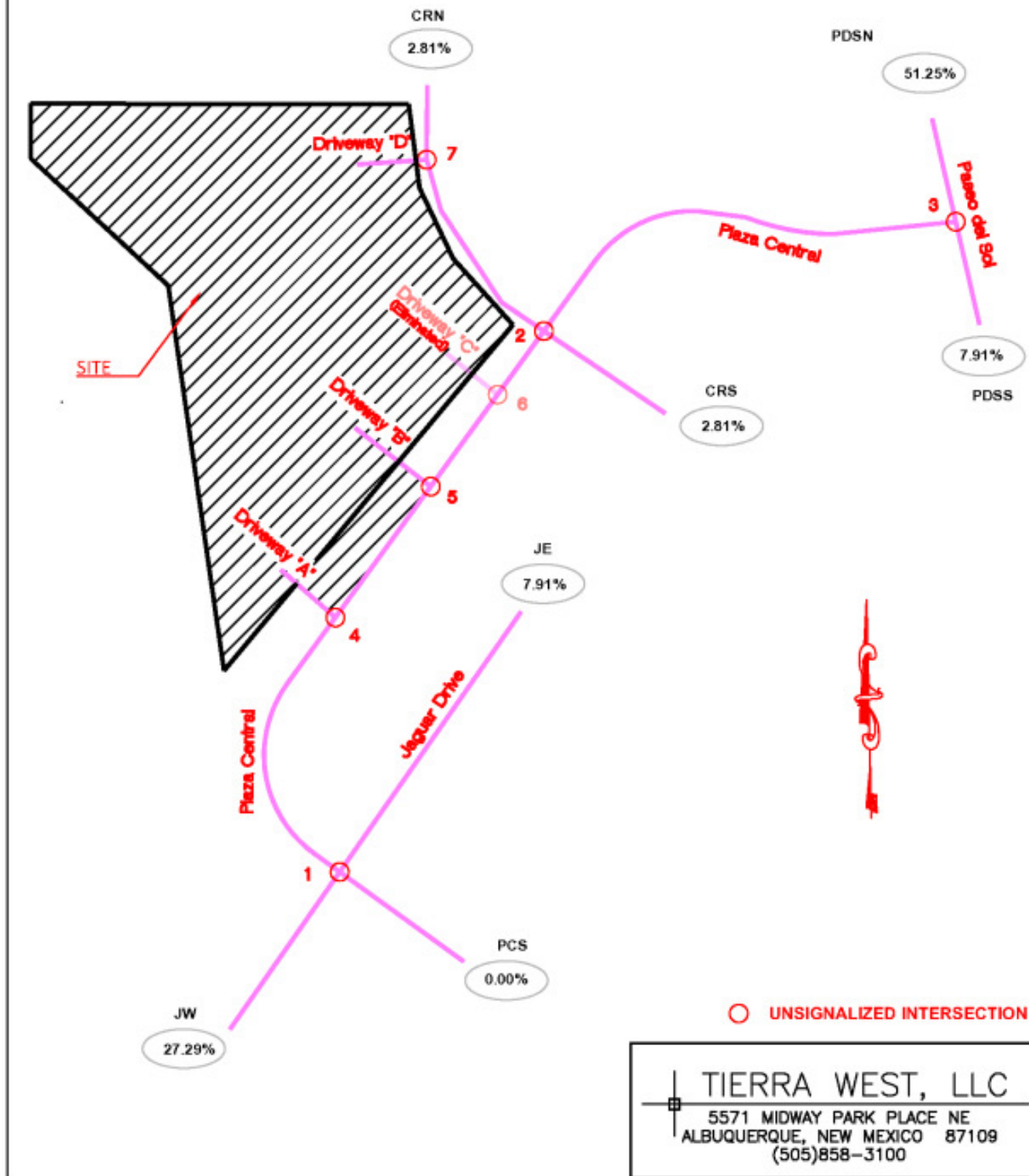
Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	1	2	4	28	9	2
Future Vol, veh/h	1	2	4	28	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	4	28	9	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	46	10	11	0	0
Stage 1	10	-	-	-	-
Stage 2	36	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	964	1071	1608	-	-
Stage 1	1013	-	-	-	-
Stage 2	986	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	962	1071	1608	-	-
Mov Cap-2 Maneuver	962	-	-	-	-
Stage 1	1010	-	-	-	-
Stage 2	986	-	-	-	-

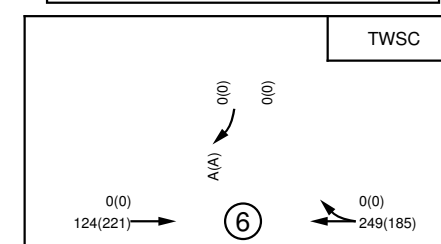
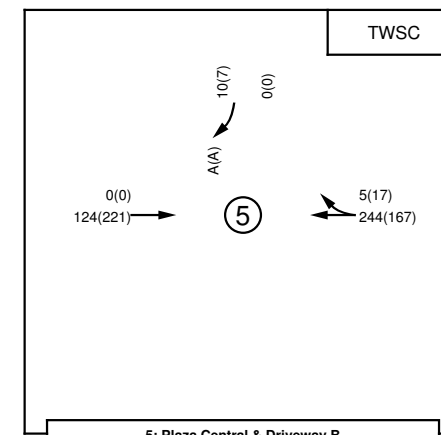
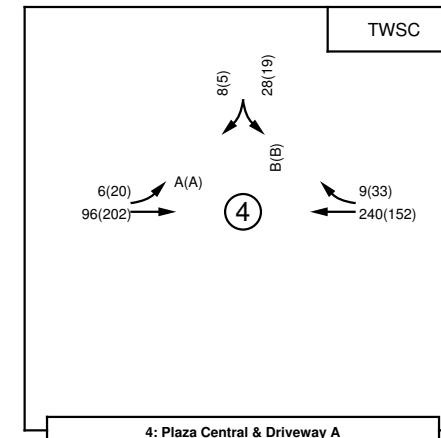
Approach	EB	NB	SB
HCM Control Delay, s/v	8.5	0.91	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	225	-	1032	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Control Delay (s/veh)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

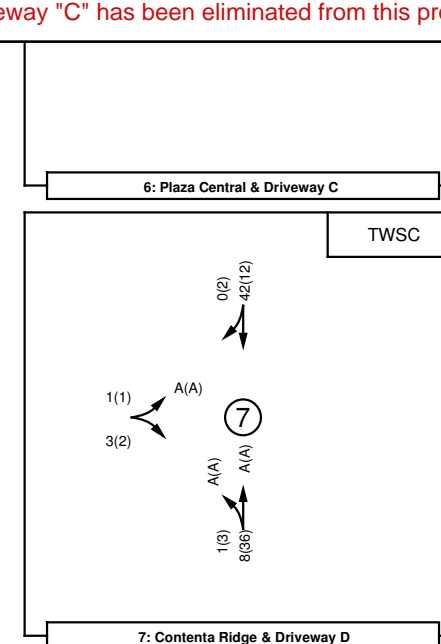
Zorro Blanco Apartments
 (Plaza Central / Contenta Ridge)
 Trip Distribution Map (%)



2036 NO BUILD Conditions
 (BUILD Geometry)



Driveway "C" has been eliminated from this project.



2036 BUILD Conditions
 (BUILD Geometry)

Zorro Blanco Apartments (Santa Fe)
 (Plaza Central / Contenta Ridge)
 LOS / Volume Analysis Map

AM(PM)

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

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

INTERSECTION : Summary

Jaguar Dr / Plaza Central 0.74 0.74 0.74 0.74 PHF

(1) 3.0% Truck

	Eastbound (Jaguar Dr)			Westbound (Jaguar Dr)			Northbound (Plaza Central)			Southbound (Plaza Central)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	0	94	1	0	0	0	0	0	0	0	0
2036 (NO BUILD - A.M.)	2	0	126	1	0	1	21	95	0	0	240	1
2036 (BUILD - A.M.)	7	0	126	1	0	2	21	95	0	5	240	17

0.91 0.91 0.91 0.91 PHF

	Eastbound (Jaguar Dr)			Westbound (Jaguar Dr)			Northbound (Plaza Central)			Southbound (Plaza Central)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	0	2	20	6	0	0	0	0	0	0	0	0
2036 (NO BUILD - P.M.)	4	3	26	8	3	22	64	168	10	40	100	12
2036 (BUILD - P.M.)	21	3	26	8	3	27	64	168	10	43	100	22

Plaza Central / Contenta Ridge 0.91 0.91 0.91 0.91 PHF

(2) 3.0% Truck

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	2	24	1	7	29	3	2	0	29	10	3	18
2036 (NO BUILD - A.M.)	4	38	2	10	41	4	3	0	39	14	4	24
2036 (BUILD - A.M.)	4	69	4	10	51	5	4	0	39	17	4	24

0.85 0.85 0.85 0.85 PHF

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	9	36	0	44	34	14	3	3	20	5	2	1
2036 (NO BUILD - P.M.)	13	54	0	60	53	19	5	4	26	7	3	2
2036 (BUILD - P.M.)	13	74	1	60	87	23	7	4	26	9	3	2

Plaza Central / Paseo del Sol 0.85 0.85 0.85 0.85 PHF

(3) 3.0% Truck

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo del Sol)			Southbound (Paseo del Sol)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	81	0	24	0	0	0	14	74	0	0	33	22
2036 (NO BUILD - A.M.)	115	0	33	0	0	0	19	100	0	0	44	31
2036 (BUILD - A.M.)	145	0	38	0	0	0	20	100	0	0	44	40

0.88 0.88 0.88 0.88 PHF

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo del Sol)			Southbound (Paseo del Sol)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2024)	54	0	16	0	0	0	31	52	0	0	77	100
2036 (NO BUILD - P.M.)	76	0	23	0	0	0	43	70	0	0	104	141
2036 (BUILD - P.M.)	95	0	26	0	0	0	48	70	0	0	104	174

Plaza Central / Driveway A 1.00 1.00 1.00 1.00 PHF

(4) 3.0% Truck

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway A)			Southbound (Driveway A)		
	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
2036 (NO BUILD - A.M.)	0	96	0	0	240	0	0	0	0	0	0	0
2036 (BUILD - A.M.)	6	96	0	0	240	10	0	0	0	33	0	9

1.00 1.00 1.00 1.00 PHF

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway A)			Southbound (Driveway A)		
	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
2036 (NO BUILD - P.M.)	0	202	0	0	152	0	0	0	0	0	0	0
2036 (BUILD - P.M.)	23	202	0	0	152	36	0	0	0	21	0	6

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

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

INTERSECTION: Summary

Plaza Central / Driveway B

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway B)			Southbound (Driveway B)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
(5)	3.0% Truck													
	Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
	2036 (NO BUILD - A.M.)	0	96	0	0	240	0	0	0	0	0	0	0	
	2036 (BUILD - A.M.)	0	129	0	0	245	5	0	0	0	0	0	12	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Plaza Central)			Westbound (Plaza Central)			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	
	2036 (NO BUILD - P.M.)	0	202	0	0	152	0	0	0	0	0	0	0	
	2036 (BUILD - P.M.)	0	223	0	0	169	19	0	0	0	0	0	8	

Plaza Central / Driveway C

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway C)			Southbound (Driveway C)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
(6)	3.0% Truck													
	Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
	2036 (NO BUILD - A.M.)	0	96	0	0	240	0	0	0	0	0	0	0	
	2036 (BUILD - A.M.)	0	129	0	0	250	0	0	0	0	0	0	0	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Plaza Central)			Westbound (Plaza Central)			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	
	2036 (NO BUILD - P.M.)	0	202	0	0	152	0	0	0	0	0	0	0	
	2036 (BUILD - P.M.)	0	223	0	0	188	0	0	0	0	0	0	0	

Driveway D / Contenta Ridge

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Driveway D)			Westbound (Driveway D)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
(7)	3.0% Truck													
	Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	
	2036 (NO BUILD - A.M.)	0	0	0	0	0	0	0	8	0	0	42	0	
	2036 (BUILD - A.M.)	2	0	3	0	0	0	1	8	0	0	42	1	

		1.00			1.00			1.00			1.00			PHF
		Eastbound (Driveway D)			Westbound (Driveway D)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)			
		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	
	2036 (NO BUILD - P.M.)	0	0	0	0	0	0	0	36	0	0	12	0	
	2036 (BUILD - P.M.)	1	0	2	0	0	0	4	36	0	0	12	2	

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

Projected Turning Movements Worksheet

Jaguar Dr / Plaza Central

INTERSECTION : E-W Street: **Jaguar Dr** (1)

N-S Street: **Plaza Central**

Year of Existing Counts 2023

Horizon Year **2036**

Growth Rates

3.00%

3.00%

3.00%

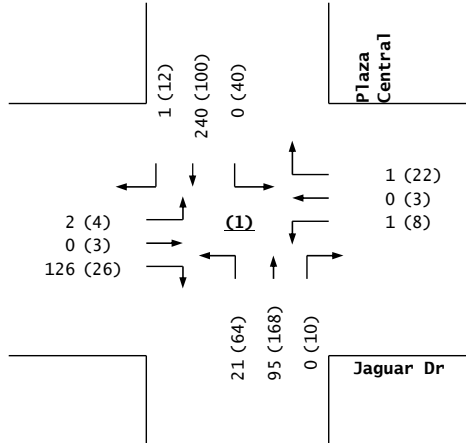
3.00%

	Eastbound (Jaguar Dr)			Westbound (Jaguar Dr)			Northbound (Plaza Central)			Southbound (Plaza Central)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	91	1	0	1	15	68	0	0	173	0
Background Traffic Growth	0	0	35	0	0	0	6	27	0	0	67	0
<i>Subtotal</i>	0	0	126	1	0	1	21	95	0	0	240	0
Residential Development (20 lots)	2	0	0	0	0	0	0	0	0	0	0	1
Subtotal (NO BUILD - A.M.)	2	0	126	1	0	1	21	95	0	0	240	1
Percent Residential Trips Generated(Entering)	27.29%	0.00%	0.00%	0.00%	0.00%	7.91%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	7.91%	0.00%	27.29%
Total Trips Generated	5	0	0	0	0	1	0	0	0	5	0	16
Subtotal AM Pk Hr. BUILD Volumes	7	0	126	1	0	2	21	95	0	5	240	17
Total AM Peak Hour BUILD Volumes	7	0	126	1	0	2	21	95	0	5	240	17

	Eastbound (Jaguar Dr)			Westbound (Jaguar Dr)			Northbound (Plaza Central)			Southbound (Plaza Central)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	2	19	6	2	15	46	121	7	28	72	6
Background Traffic Growth	0	1	7	2	1	6	18	47	3	11	28	2
<i>Subtotal</i>	0	3	26	8	3	21	64	168	10	39	100	8
Residential Development (20 lots)	4	0	0	0	0	1	0	0	0	1	0	4
Subtotal (NO BUILD - P.M.)	4	3	26	8	3	22	64	168	10	40	100	12
Percent Residential Trips Generated(Entering)	27.29%	0.00%	0.00%	0.00%	0.00%	7.91%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	7.91%	0.00%	27.29%
Total Trips Generated	17	0	0	0	0	5	0	0	0	3	0	10
Subtotal PM Pk Hr. BUILD Volumes	21	3	26	8	3	27	64	168	10	43	100	22
Total PM Peak Hour BUILD Volumes	21	3	26	8	3	27	64	168	10	43	100	22

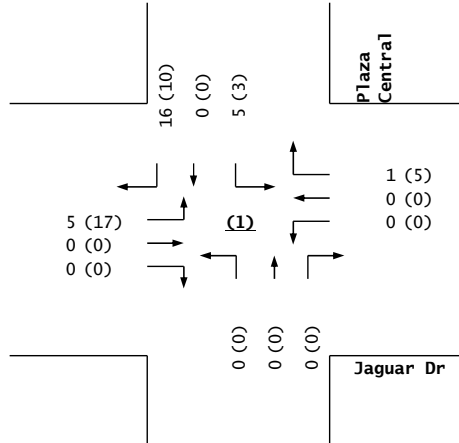
Number of Residential Trips Generated	Entering	Exiting		100% Residential Development
	18	58	A.M.	
	64	38	P.M.	

2036
NO BUILD

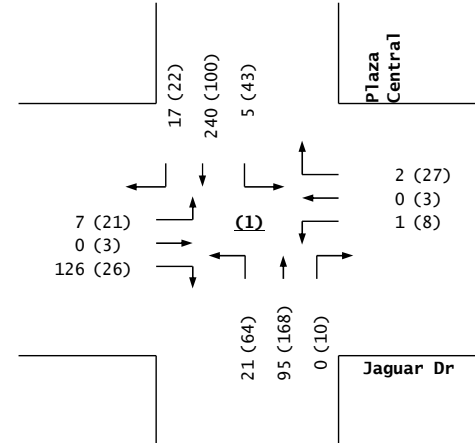


Trips

2036
BUILD



Jaguar Dr / Plaza Central



Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

Projected Turning Movements Worksheet

Plaza Central / Contenta Ridge

INTERSECTION : E-W Street: **Plaza Central** (2)

N-S Street: **Contenta Ridge**

Year of Existing Counts 2023

Horizon Year **2036**

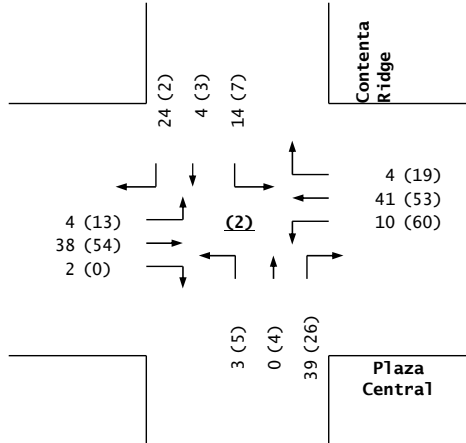
Growth Rates 3.00% 3.00% 3.00% 3.00%

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	23	1	7	28	3	2	0	28	10	3	17
Background Traffic Growth	<u>1</u>	<u>9</u>	<u>0</u>	<u>3</u>	<u>11</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>11</u>	<u>4</u>	<u>1</u>	<u>7</u>
<i>Subtotal</i>	3	32	1	10	39	4	3	0	39	14	4	24
Residential Development (20 lots)	1	6	1	0	2	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	4	38	2	10	41	4	3	0	39	14	4	24
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	53.24%	5.92%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	53.24%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.92%	0.00%	0.00%
Total Trips Generated	0	31	2	0	10	1	1	0	0	3	0	0
Subtotal AM Pk Hr. BUILD Volumes	4	69	4	10	51	5	4	0	39	17	4	24
Total AM Peak Hour BUILD Volumes	4	69	4	10	51	5	4	0	39	17	4	24

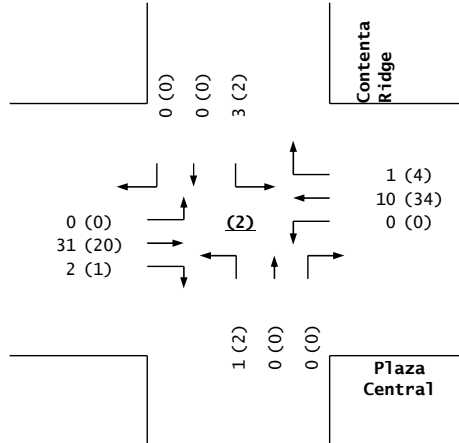
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	35	0	43	33	14	3	3	19	5	2	1
Background Traffic Growth	<u>4</u>	<u>14</u>	<u>0</u>	<u>17</u>	<u>13</u>	<u>5</u>	<u>1</u>	<u>1</u>	<u>7</u>	<u>2</u>	<u>1</u>	<u>0</u>
<i>Subtotal</i>	13	49	0	60	46	19	4	4	26	7	3	1
Residential Development (20 lots)	0	5	0	0	7	0	1	0	0	0	0	1
Subtotal (NO BUILD - P.M.)	13	54	0	60	53	19	5	4	26	7	3	2
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	53.24%	5.92%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	53.24%	2.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.92%	0.00%	0.00%
Total Trips Generated	0	20	1	0	34	4	2	0	0	2	0	0
Subtotal PM Pk Hr. BUILD Volumes	13	74	1	60	87	23	7	4	26	9	3	2
Total PM Peak Hour BUILD Volumes	13	74	1	60	87	23	7	4	26	9	3	2

Number of Residential Trips Generated	Entering	Exiting	A.M.	100% Residential Development
	18	58		
	64	38		

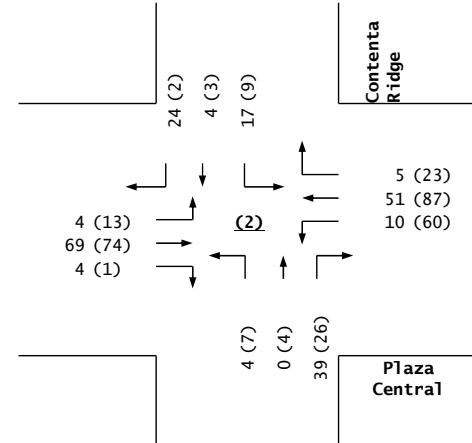
2036
NO BUILD



Trips



2036
BUILD



Plaza Central / Contenta Ridge

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

Projected Turning Movements Worksheet

Plaza Central / Paseo del Sol

INTERSECTION : E-W Street: **Plaza Central** (3)

N-S Street: **Paseo del Sol**

Year of Existing Counts 2023

Horizon Year **2036**

Growth Rates

3.00%

3.00%

3.00%

3.00%

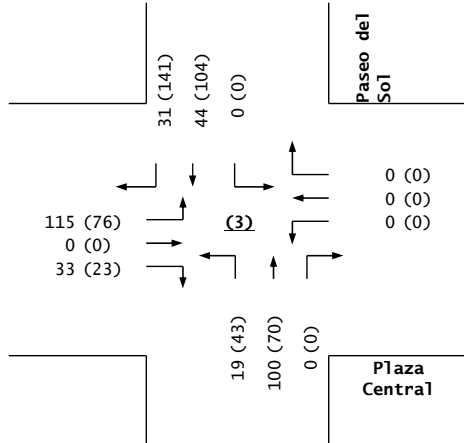
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo del Sol)			Southbound (Paseo del Sol)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	79	0	23	0	0	0	14	72	0	0	32	21
Background Traffic Growth	31	0	9	0	0	0	5	28	0	0	12	8
Subtotal	110	0	32	0	0	0	19	100	0	0	44	29
Residential Development (20 lots)	5	0	1	0	0	0	0	0	0	0	0	2
Subtotal (NO BUILD - A.M.)	115	0	33	0	0	0	19	100	0	0	44	31
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.91%	0.00%	0.00%	0.00%	0.00%	51.25%
Percent Residential Trips Generated(Exiting)	51.25%	0.00%	7.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	30	0	5	0	0	0	1	0	0	0	0	9
Subtotal AM Pk Hr. BUILD Volumes	145	0	38	0	0	0	20	100	0	0	44	40
Total AM Peak Hour BUILD Volumes	145	0	38	0	0	0	20	100	0	0	44	40

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo del Sol)			Southbound (Paseo del Sol)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	52	0	16	0	0	0	30	50	0	0	75	97
Background Traffic Growth	20	0	6	0	0	0	12	20	0	0	29	38
Subtotal	72	0	22	0	0	0	42	70	0	0	104	135
Residential Development (20 lots)	4	0	1	0	0	0	1	0	0	0	0	6
Subtotal (NO BUILD - P.M.)	76	0	23	0	0	0	43	70	0	0	104	141
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.91%	0.00%	0.00%	0.00%	0.00%	51.25%
Percent Residential Trips Generated(Exiting)	51.25%	0.00%	7.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	19	0	3	0	0	0	5	0	0	0	0	33
Subtotal PM Pk Hr. BUILD Volumes	95	0	26	0	0	0	48	70	0	0	104	174
Total PM Peak Hour BUILD Volumes	95	0	26	0	0	0	48	70	0	0	104	174

Number of Residential Trips Generated

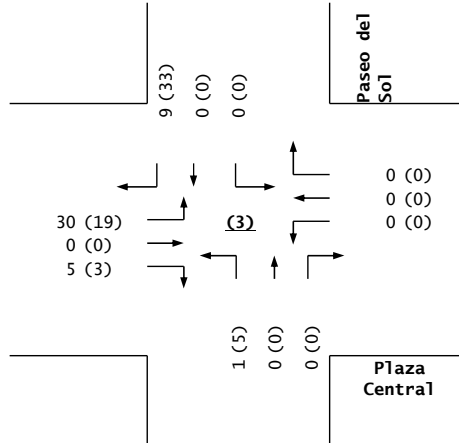
Entering	18	58	A.M.	100% Residential Development
Exiting	64	38	P.M.	

2036
NO BUILD

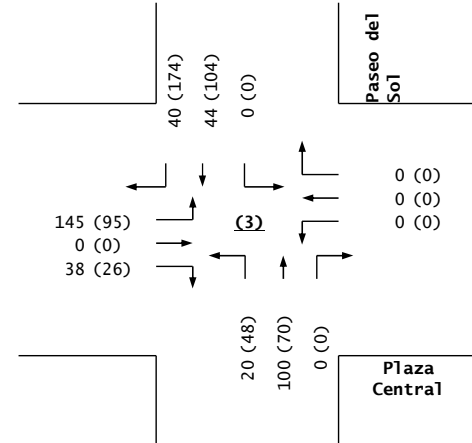


Trips

2036
BUILD



Plaza Central / Paseo del Sol



Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

Projected Turning Movements Worksheet

Plaza Central / Driveway A

INTERSECTION : E-W Street: **Plaza Central** (4)
 N-S Street: **Driveway A**
 Year of Existing Counts 2023
 Horizon Year **2036**

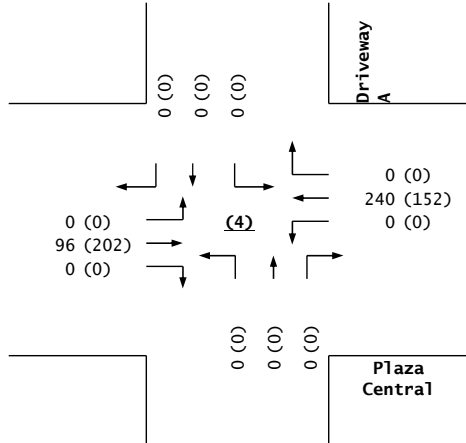
Growth Rates 3.00% 3.00% 3.00% 3.00%

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway A)			Southbound (Driveway A)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	8	0	0	4	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	96	0	0	240	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	35.20%	0.00%	0.00%	0.00%	0.00%	56.05%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	56.05%	0.00%	15.20%
Total Trips Generated	6	0	0	0	0	10	0	0	0	33	0	9
Total AM Peak Hour BUILD Volumes	6	96	0	0	240	10	0	0	0	33	0	9

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway A)			Southbound (Driveway A)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	5	0	0	9	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	202	0	0	152	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	35.20%	0.00%	0.00%	0.00%	0.00%	56.05%	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%	0.00%	0.00%	0.00%	0.00%	0.00%	56.05%	0.00%	15.20%
Total Trips Generated	23	0	0	0	0	36	0	0	0	21	0	6
Total PM Peak Hour BUILD Volumes	23	202	0	0	152	36	0	0	0	21	0	6

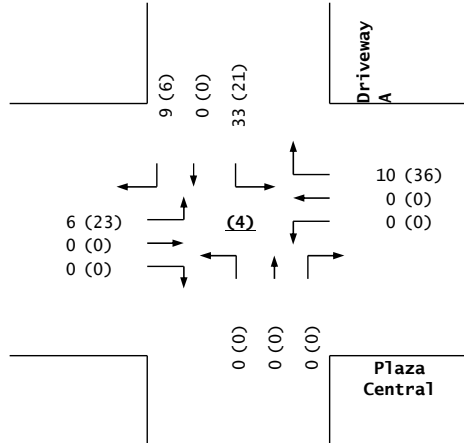
Number of Residential Trips Generated
 Entering 18 58 A.M. 100% Residential Development
 Exiting 64 38 P.M.

2036
NO BUILD



Trips

2036
BUILD



Plaza Central / Driveway A

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)
 Projected Turning Movements Worksheet
Plaza Central / Driveway B

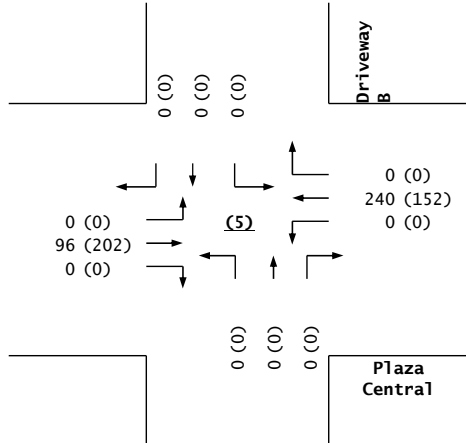
INTERSECTION : E-W Street: **Plaza Central** (5)
 N-S Street: **Driveway B**
 Year of Existing Counts 2023
 Horizon Year **2036**
 Growth Rates 3.00% 3.00% 3.00% 3.00%

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway B)			Southbound (Driveway B)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	8	0	0	4	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	96	0	0	240	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	26.05%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%
Total Trips Generated	0	33	0	0	5	5	0	0	0	0	0	12
Total AM Peak Hour BUILD Volumes	0	129	0	0	245	5	0	0	0	0	0	12

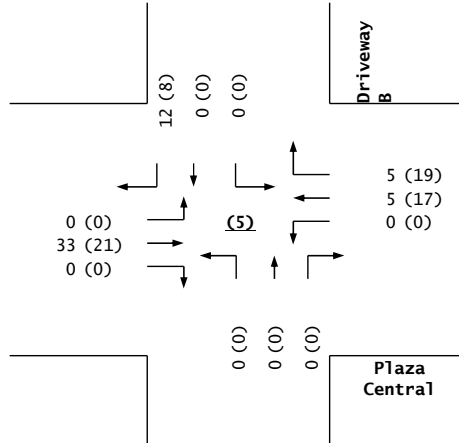
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway B)			Southbound (Driveway B)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	5	0	0	9	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	202	0	0	152	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	26.05%	30.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%
Total Trips Generated	0	21	0	0	17	19	0	0	0	0	0	8
Total PM Peak Hour BUILD Volumes	0	223	0	0	169	19	0	0	0	0	0	8

	Entering	Exiting		
Number of Residential Trips Generated	18	58	A.M.	100% Residential Development
	64	38	P.M.	

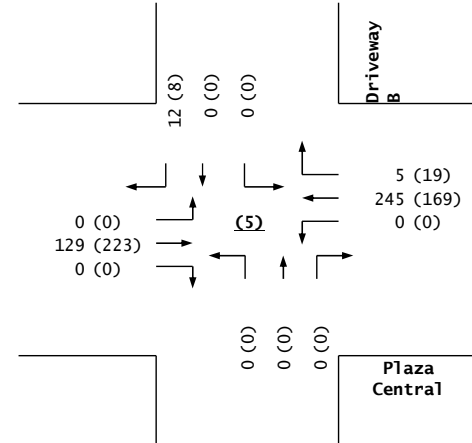
2036
NO BUILD



Trips



2036
BUILD



Plaza Central / Driveway B

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)

Projected Turning Movements Worksheet

Plaza Central / Driveway C

(Driveway Deleted from Project)

INTERSECTION : E-W Street: **Plaza Central**

(6)

N-S Street: **Driveway C**

Year of Existing Counts 2023

Horizon Year **2036**

Growth Rates

3.00%

3.00%

3.00%

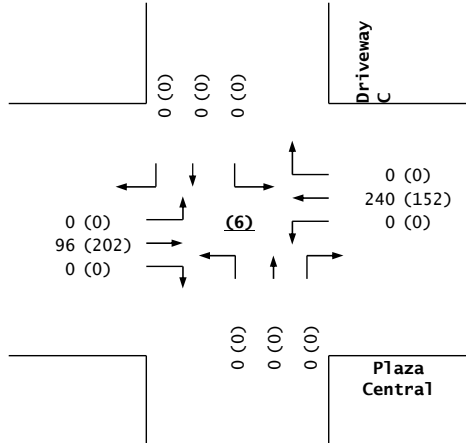
3.00%

	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway C)			Southbound (Driveway C)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	96	0	0	240	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	33	0	0	10	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	129	0	0	250	0	0	0	0	0	0	0

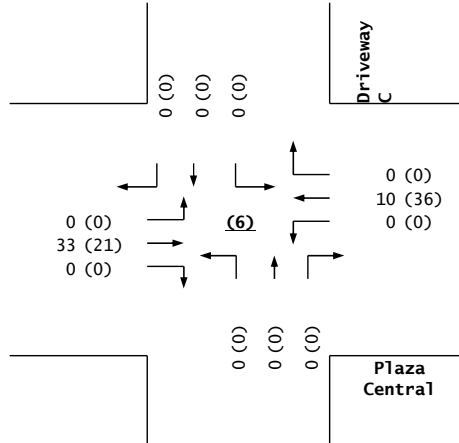
	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Driveway C)			Southbound (Driveway C)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<i>Subtotal</i>	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	202	0	0	152	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	56.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	21	0	0	36	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	223	0	0	188	0	0	0	0	0	0	0

Number of Residential Trips Generated	Entering	Exiting	A.M.	100% Residential Development
	18	58		
	64	38	P.M.	

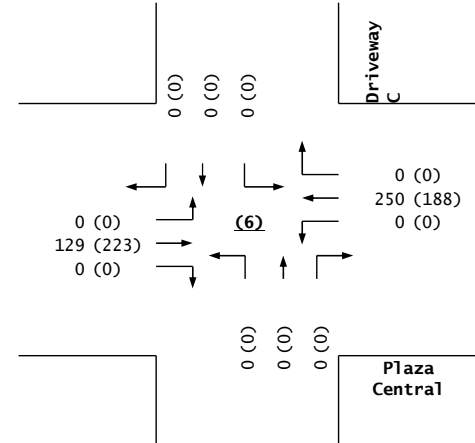
2036
NO BUILD



Trips



2036
BUILD



Plaza Central / Driveway C

Tierra Contenta - Zorro Blanco Apartments (Plaza Central / Contenta Ridge)
 Projected Turning Movements Worksheet
Driveway D / Contenta Ridge

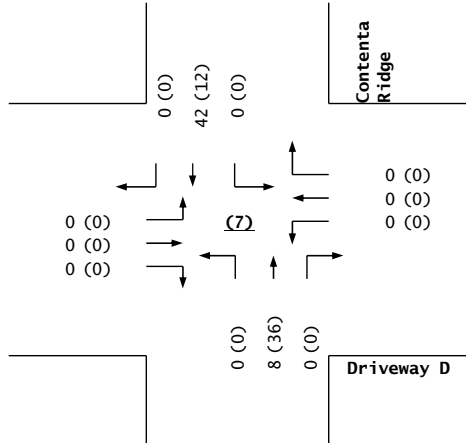
INTERSECTION : E-W Street: **Driveway D** (7)
 N-S Street: **Contenta Ridge**
 Year of Existing Counts 2023
 Horizon Year **2036**
 Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway D)			Westbound (Driveway D)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	0	0	0	0	0	0	1	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	8	0	0	42	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.92%	0.00%	0.00%	0.00%	0.00%	2.81%
Percent Residential Trips Generated(Exiting)	2.81%	0.00%	5.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	0	3	0	0	0	1	0	0	0	0	1
Total AM Peak Hour BUILD Volumes	2	0	3	0	0	0	1	8	0	0	42	1

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway D)			Westbound (Driveway D)			Northbound (Contenta Ridge)			Southbound (Contenta Ridge)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Residential Development (20 lots)	0	0	0	0	0	0	0	0	0	0	1	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	36	0	0	12	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.92%	0.00%	0.00%	0.00%	0.00%	2.81%
Percent Residential Trips Generated(Exiting)	2.81%	0.00%	5.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	0	2	0	0	0	4	0	0	0	0	2
Total PM Peak Hour BUILD Volumes	1	0	2	0	0	0	4	36	0	0	12	2

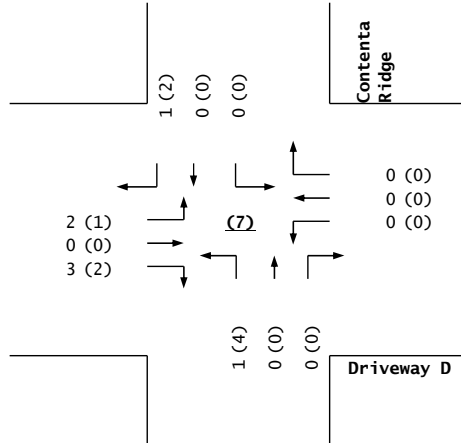
Number of Residential Trips Generated	Entering	Exiting	A.M. 100% Residential Development
	18	58	
	64	38	P.M.

2036
NO BUILD



Trips

2036
BUILD



Driveway D / Contenta Ridge

Intersection				
Intersection Delay, s/veh	4.8			
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	174	3	157	326
Demand Flow Rate, veh/h	179	3	162	336
Vehicles Circulating, veh/h	336	164	5	31
Vehicles Exiting, veh/h	31	3	510	136
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	3.1	3.7	5.0
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	179	3	162	336
Cap Entry Lane, veh/h	980	1167	1373	1337
Entry HV Adj Factor	0.972	0.990	0.970	0.971
Flow Entry, veh/h	174	3	157	326
Cap Entry, veh/h	952	1156	1332	1298
V/C Ratio	0.183	0.003	0.118	0.251
Control Delay, s/veh	5.5	3.1	3.7	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	1

Intersection				
Intersection Delay, s/veh	4.9			
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	180	5	157	354
Demand Flow Rate, veh/h	183	5	161	360
Vehicles Circulating, veh/h	338	169	17	31
Vehicles Exiting, veh/h	53	9	504	143
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	3.1	3.7	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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	183	5	161	360
Cap Entry Lane, veh/h	978	1161	1356	1337
Entry HV Adj Factor	0.983	0.996	0.978	0.982
Flow Entry, veh/h	180	5	157	354
Cap Entry, veh/h	961	1157	1326	1313
V/C Ratio	0.187	0.004	0.119	0.269
Control Delay, s/veh	5.5	3.1	3.7	5.1
LOS	A	A	A	A
95th %tile Queue, veh	1	0	0	1

Intersection				
Intersection Delay, s/veh	4.3			
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	36	36	266	167
Demand Flow Rate, veh/h	37	37	274	171
Vehicles Circulating, veh/h	167	267	52	84
Vehicles Exiting, veh/h	88	59	152	220
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.8	4.6	4.0
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	37	37	274	171
Cap Entry Lane, veh/h	1164	1051	1309	1267
Entry HV Adj Factor	0.971	0.971	0.972	0.975
Flow Entry, veh/h	36	36	266	167
Cap Entry, veh/h	1130	1020	1272	1235
V/C Ratio	0.032	0.035	0.209	0.135
Control Delay, s/veh	3.5	3.8	4.6	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

Intersection				
Intersection Delay, s/veh	4.3			
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	55	42	266	181
Demand Flow Rate, veh/h	56	43	271	184
Vehicles Circulating, veh/h	169	283	74	83
Vehicles Exiting, veh/h	98	62	151	243
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.9	4.7	4.1
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	56	43	271	184
Cap Entry Lane, veh/h	1161	1034	1280	1268
Entry HV Adj Factor	0.981	0.975	0.983	0.983
Flow Entry, veh/h	55	42	266	181
Cap Entry, veh/h	1139	1008	1257	1246
V/C Ratio	0.048	0.042	0.212	0.145
Control Delay, s/veh	3.6	3.9	4.7	4.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection				
Intersection Delay, s/veh	3.1			
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	48	60	47	45
Demand Flow Rate, veh/h	49	61	48	46
Vehicles Circulating, veh/h	30	8	62	60
Vehicles Exiting, veh/h	76	102	17	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	3.0	3.0	3.1	3.1
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	49	61	48	46
Cap Entry Lane, veh/h	1338	1369	1295	1298
Entry HV Adj Factor	0.974	0.978	0.979	0.976
Flow Entry, veh/h	48	60	47	45
Cap Entry, veh/h	1304	1339	1268	1266
V/C Ratio	0.037	0.045	0.037	0.035
Control Delay, s/veh	3.0	3.0	3.1	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.2			
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	84	72	48	49
Demand Flow Rate, veh/h	86	73	49	50
Vehicles Circulating, veh/h	34	9	101	72
Vehicles Exiting, veh/h	88	141	19	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	3.3	3.1	3.3	3.2
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	86	73	49	50
Cap Entry Lane, veh/h	1333	1367	1245	1282
Entry HV Adj Factor	0.982	0.985	0.979	0.978
Flow Entry, veh/h	84	72	48	49
Cap Entry, veh/h	1309	1346	1219	1254
V/C Ratio	0.065	0.053	0.039	0.039
Control Delay, s/veh	3.3	3.1	3.3	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

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	78	152	41	13
Demand Flow Rate, veh/h	80	157	42	13
Vehicles Circulating, veh/h	82	26	87	140
Vehicles Exiting, veh/h	71	103	75	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	3.7	3.2	3.1
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	80	157	42	13
Cap Entry Lane, veh/h	1269	1344	1263	1196
Entry HV Adj Factor	0.977	0.969	0.973	0.993
Flow Entry, veh/h	78	152	41	13
Cap Entry, veh/h	1240	1302	1228	1188
V/C Ratio	0.063	0.117	0.033	0.011
Control Delay, s/veh	3.4	3.7	3.2	3.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection				
Intersection Delay, s/veh	3.7			
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	101	195	43	15
Demand Flow Rate, veh/h	103	199	44	15
Vehicles Circulating, veh/h	83	28	112	180
Vehicles Exiting, veh/h	112	128	74	47
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	4.0	3.3	3.3
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
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	103	199	44	15
Cap Entry Lane, veh/h	1268	1341	1231	1148
Entry HV Adj Factor	0.983	0.980	0.975	0.996
Flow Entry, veh/h	101	195	43	15
Cap Entry, veh/h	1247	1314	1200	1144
V/C Ratio	0.081	0.148	0.036	0.013
Control Delay, s/veh	3.5	4.0	3.3	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Intersection			
Intersection Delay, s/veh	3.9		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	174	140	88
Demand Flow Rate, veh/h	179	145	91
Vehicles Circulating, veh/h	54	139	23
Vehicles Exiting, veh/h	60	94	261
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.0	4.1	3.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
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
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	179	145	91
Cap Entry Lane, veh/h	1306	1197	1348
Entry HV Adj Factor	0.972	0.969	0.972
Flow Entry, veh/h	174	140	88
Cap Entry, veh/h	1269	1160	1310
V/C Ratio	0.137	0.121	0.068
Control Delay, s/veh	4.0	4.1	3.3
LOS	A	A	A
95th %tile Queue, veh	0	0	0

Intersection			
Intersection Delay, s/veh	4.0		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	216	142	99
Demand Flow Rate, veh/h	220	144	101
Vehicles Circulating, veh/h	53	174	24
Vehicles Exiting, veh/h	72	99	294
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.2	4.2	3.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
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
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	220	144	101
Cap Entry Lane, veh/h	1307	1155	1346
Entry HV Adj Factor	0.982	0.984	0.980
Flow Entry, veh/h	216	142	99
Cap Entry, veh/h	1283	1137	1319
V/C Ratio	0.168	0.125	0.075
Control Delay, s/veh	4.2	4.2	3.3
LOS	A	A	A
95th %tile Queue, veh	1	0	0

Intersection			
Intersection Delay, s/veh	4.3		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	112	129	278
Demand Flow Rate, veh/h	116	132	287
Vehicles Circulating, veh/h	122	89	50
Vehicles Exiting, veh/h	215	149	171
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	3.8	4.7
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
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
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	116	132	287
Cap Entry Lane, veh/h	1218	1260	1311
Entry HV Adj Factor	0.966	0.974	0.970
Flow Entry, veh/h	112	129	278
Cap Entry, veh/h	1176	1228	1272
V/C Ratio	0.095	0.105	0.219
Control Delay, s/veh	3.9	3.8	4.7
LOS	A	A	A
95th %tile Queue, veh	0	0	1

Intersection			
Intersection Delay, s/veh	4.5		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	138	135	316
Demand Flow Rate, veh/h	141	138	322
Vehicles Circulating, veh/h	120	110	56
Vehicles Exiting, veh/h	258	151	192
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.0	3.9	5.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
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
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	141	138	322
Cap Entry Lane, veh/h	1221	1233	1303
Entry HV Adj Factor	0.979	0.981	0.980
Flow Entry, veh/h	138	135	316
Cap Entry, veh/h	1195	1210	1278
V/C Ratio	0.115	0.112	0.247
Control Delay, s/veh	4.0	3.9	5.0
LOS	A	A	A
95th %tile Queue, veh	0	0	1

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↗	↘	↘
Traffic Vol, veh/h	6	96	240	10	33	9
Future Vol, veh/h	6	96	240	10	33	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	168	-	-	170	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	113	282	12	39	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	294	0	-	0	409 282
Stage 1	-	-	-	-	282 -
Stage 2	-	-	-	-	127 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1267	-	-	-	598 757
Stage 1	-	-	-	-	765 -
Stage 2	-	-	-	-	899 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1267	-	-	-	595 757
Mov Cap-2 Maneuver	-	-	-	-	595 -
Stage 1	-	-	-	-	761 -
Stage 2	-	-	-	-	899 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.46	0	11.27
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1267	-	-	-	623
HCM Lane V/C Ratio	0.006	-	-	-	0.079
HCM Control Delay (s/veh)	7.9	-	-	-	11.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↗	↘	↘
Traffic Vol, veh/h	23	202	152	36	21	6
Future Vol, veh/h	23	202	152	36	21	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	168	-	-	170	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	238	179	42	25	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	221	0	-	0	471 179
Stage 1	-	-	-	-	179 -
Stage 2	-	-	-	-	292 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1348	-	-	-	552 864
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	758 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1348	-	-	-	540 864
Mov Cap-2 Maneuver	-	-	-	-	540 -
Stage 1	-	-	-	-	835 -
Stage 2	-	-	-	-	758 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.79	0	11.45
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1348	-	-	-	590
HCM Lane V/C Ratio	0.02	-	-	-	0.054
HCM Control Delay (s/veh)	7.7	-	-	-	11.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	129	245	5	0	12
Future Vol, veh/h	0	129	245	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	152	288	6	0	14

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

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.91
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	748
HCM Lane V/C Ratio	-	-	-	0.019
HCM Control Delay (s/veh)	-	-	-	9.9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	223	169	19	0	8
Future Vol, veh/h	0	223	169	19	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	262	199	22	0	9

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

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.39
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	830
HCM Lane V/C Ratio	-	-	-	0.011
HCM Control Delay (s/veh)	-	-	-	9.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	129	250	0	0	0
Future Vol, veh/h	0	129	250	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	129	250	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 250
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	-	- 0 789
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 789
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	223	188	0	0	0
Future Vol, veh/h	0	223	188	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	223	188	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 188
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	-	- 0 854
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 854
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

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

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	3	1	8	42	1
Future Vol, veh/h	2	3	1	8	42	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	1	8	42	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	53	43	43	0	0
Stage 1	43	-	-	-	-
Stage 2	10	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	956	1028	1566	-	-
Stage 1	980	-	-	-	-
Stage 2	1013	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	955	1028	1566	-	-
Mov Cap-2 Maneuver	955	-	-	-	-
Stage 1	979	-	-	-	-
Stage 2	1013	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.63	0.81	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	200	-	998	-	-
HCM Lane V/C Ratio	0.001	-	0.005	-	-
HCM Control Delay (s/veh)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

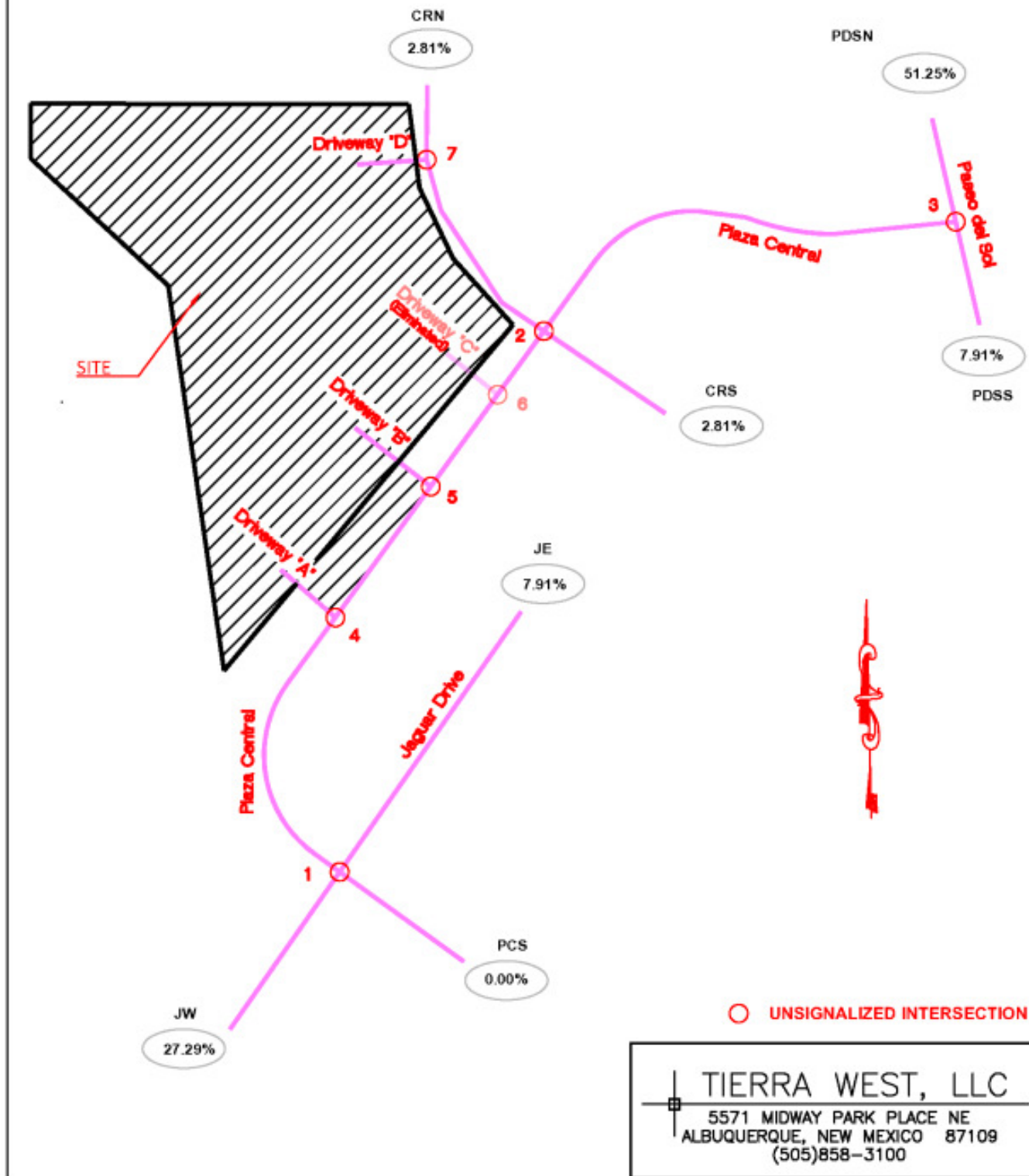
Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	4	36	12	2
Future Vol, veh/h	1	2	4	36	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	5	42	14	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	67	15	16	0	0
Stage 1	15	-	-	-	-
Stage 2	52	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	938	1064	1601	-	-
Stage 1	1008	-	-	-	-
Stage 2	971	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	935	1064	1601	-	-
Mov Cap-2 Maneuver	935	-	-	-	-
Stage 1	1004	-	-	-	-
Stage 2	971	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.55	0.73	0
HCM LOS	A		

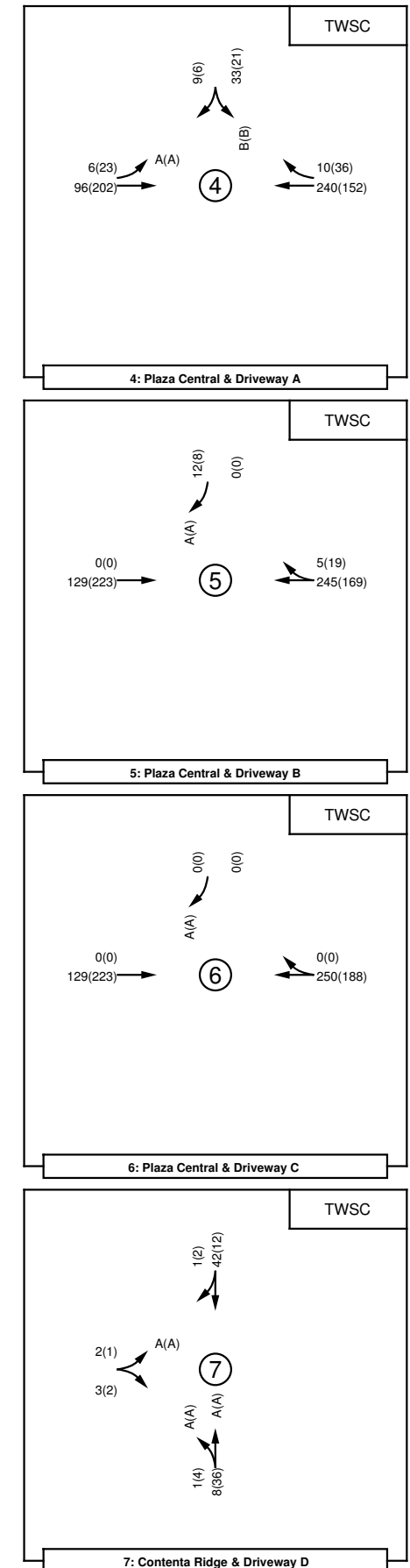
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	180	-	1017	-	-
HCM Lane V/C Ratio	0.003	-	0.003	-	-
HCM Control Delay (s/veh)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Zorro Blanco Apartments
 (Plaza Central / Contenta Ridge)
 Trip Distribution Map (%)



2036 NO BUILD Conditions
 (BUILD Geometry)

2036 BUILD Conditions
 (BUILD Geometry)



Zorro Blanco Apartments (Santa Fe)
 (Plaza Central / Contenta Ridge)
 LOS / Volume Analysis Map

AM(PM)

CRASH ANALYSIS Summary Table

Tierra West LLC

Urban Facility: Plaza Central from Jaguar Dr to Paseo del Sol

HCS7 - Highway Safety Software Facility Report

Project Information

Analyst: Amanda Herrera P.E.

Date: 7/11/2023

Jurisdiction: City of Santa Fe, Count of Santa Fe, NMDOT

District 5

Analysis Year: 2023

SECT. No.	FACILITY TYPE	MODEL TYPE	NAME	AADT MAJOR STREET		AADT MINOR STREET		LENGTH (MI)	Total Observed Crashes 3 Yr.	AVERAGE OBSERVED CRASHES per year	PREDICTED CRASHES			EXPECTED CRASHES		
				NO BUILD	BUILD	NO BUILD	BUILD				NO BUILD	BUILD	INCREASE	NO BUILD	BUILD	INCREASE
1	Intersection	4SG	Plaza Central / Jaguar Dr	5,420	5,750	1,490	1,750		1	0.33	0.63	0.68	0.04	0.63	0.68	0.04
2	Segment		Plaza Central	2,420	2,750			0.49	1	0.33	0.22	0.25	0.03	0.23	0.27	0.03
3	Intersection	4ST	Plaza Central / Contenta Ridge	2,440	3,480	1,100	1,180		2	0.67	0.41	0.50	0.09	0.41	0.50	0.09
4	Segment		Plaza Central	1,950	2,480			0.21	1	0.33	0.15	0.19	0.04	0.16	0.20	0.04
5	Intersection	3SG	Plaza Central / Paseo del Sol	4,730	5,270	2,070	2,610		2	0.67	0.38	0.42	0.03	0.38	0.42	0.03
				16,960	19,730	4,660	5,540	TOTAL		2.33	1.79	2.03	0.24	1.81	2.05	0.24
				21620	25,270						0.008%	0.008%	13.374%	0.008%	0.008%	13.065%

Highway Safety Software Facility Report

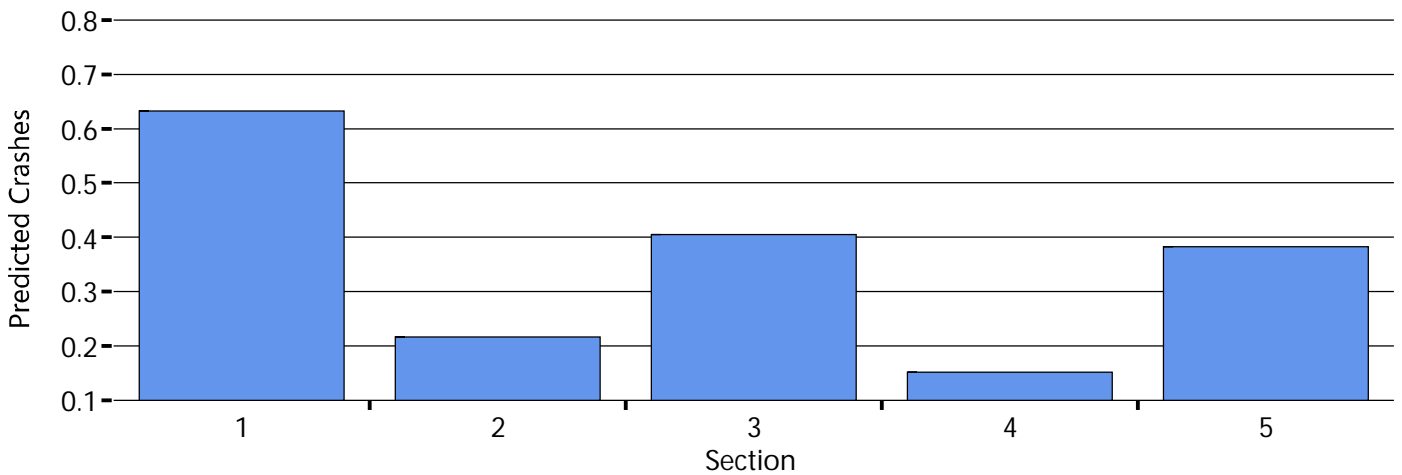
Project Information

Analyst	Tierra West LLC	Date	7/5/2023
Jurisdiction	SF City, SF County, NMDOT	Analysis Year	2023
Project Description	Existing Crash Data		

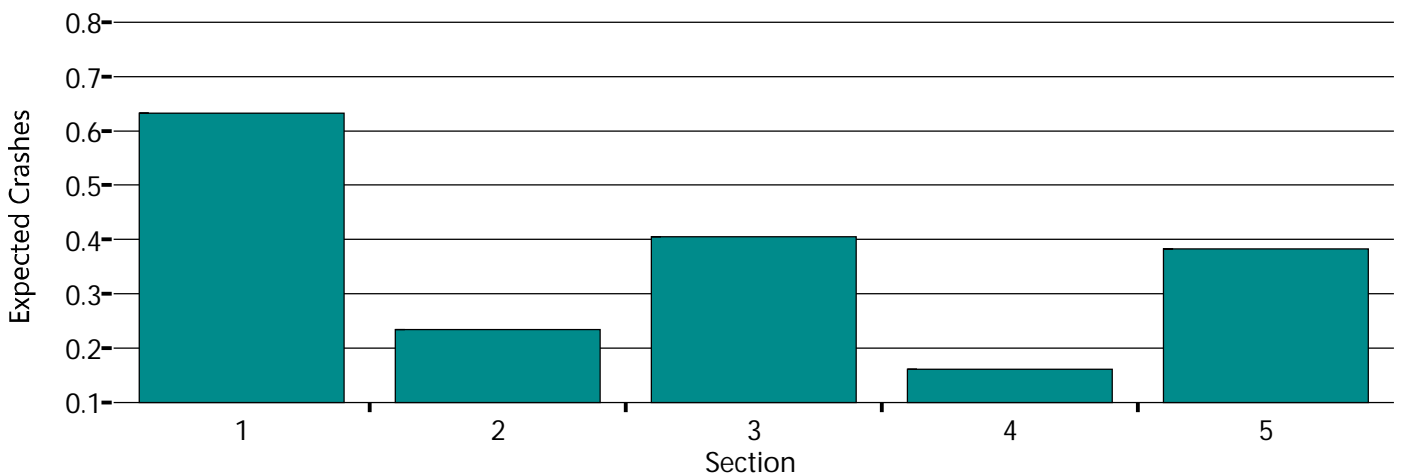
Facility Summary

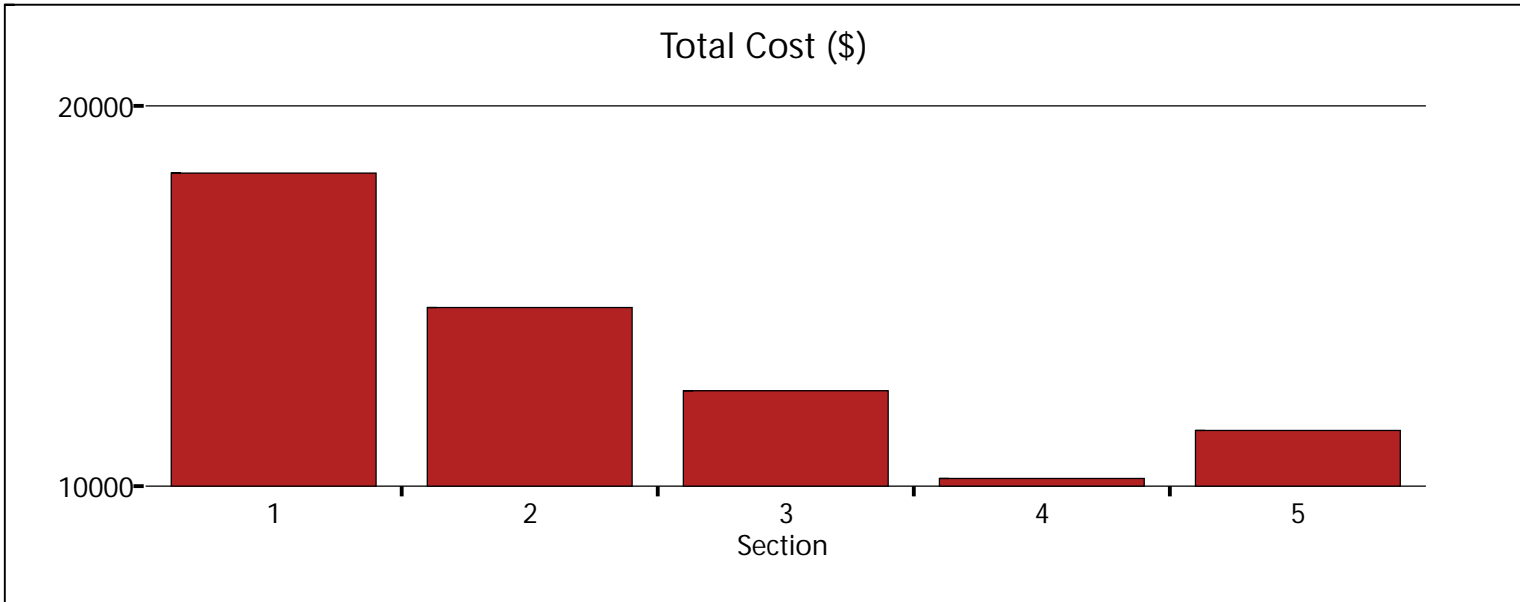
ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Intersection	Roundabout (R)	-	-	0.635	1.000	0.632	0.632	\$18238
2	Urban	Segment	Two-Lane Undivided Segment (2U)	0.490	2420	0.220	0.932	0.216	0.234	\$14698
3	Urban	Intersection	Roundabout (R)	-	-	0.392	1.000	0.405	0.405	\$12508
4	Urban	Segment	Two-Lane Undivided Segment (2U)	0.210	1950	0.154	0.932	0.152	0.161	\$10208
5	Urban	Intersection	Roundabout (R)	-	-	0.371	1.000	0.382	0.382	\$11461

Predicted Crashes



Expected Crashes





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HSS™ Version 2023
Plaza_Central_Existing.xhz

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Highway Safety Software Facility Report

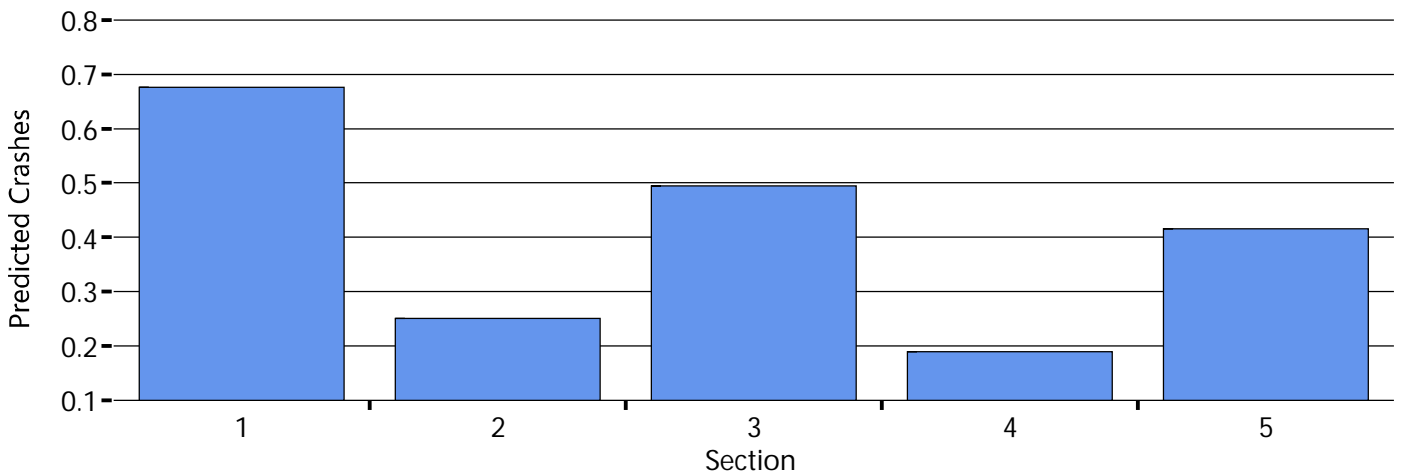
Project Information

Analyst	Tierra West LLC	Date	7/5/2023
Jurisdiction	City of SF, SF County, NM	Analysis Year	2023
Project Description	2025 Build Crash Predictions		

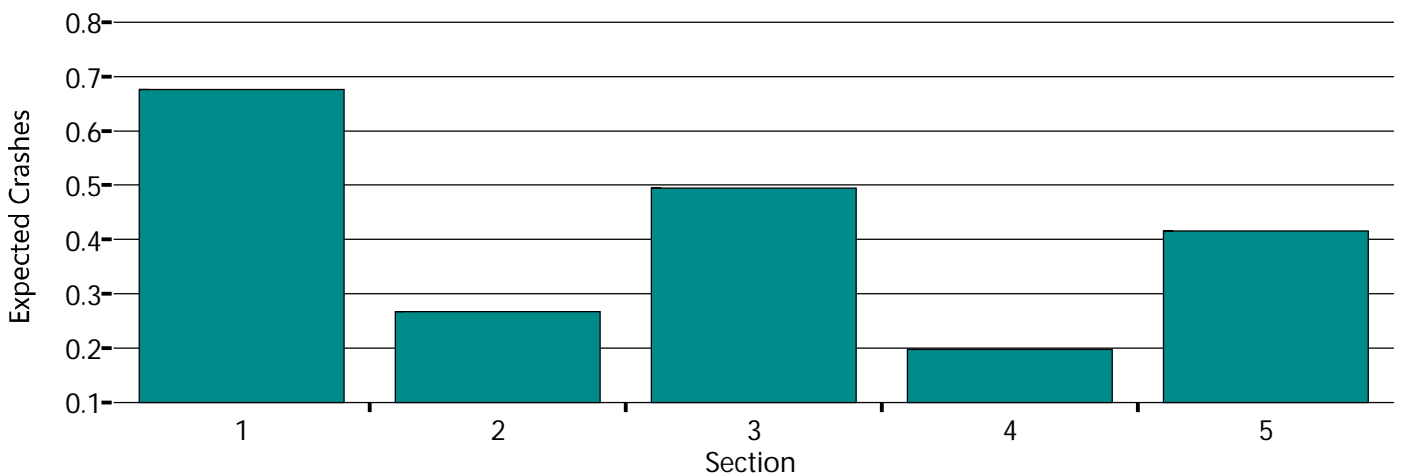
Facility Summary

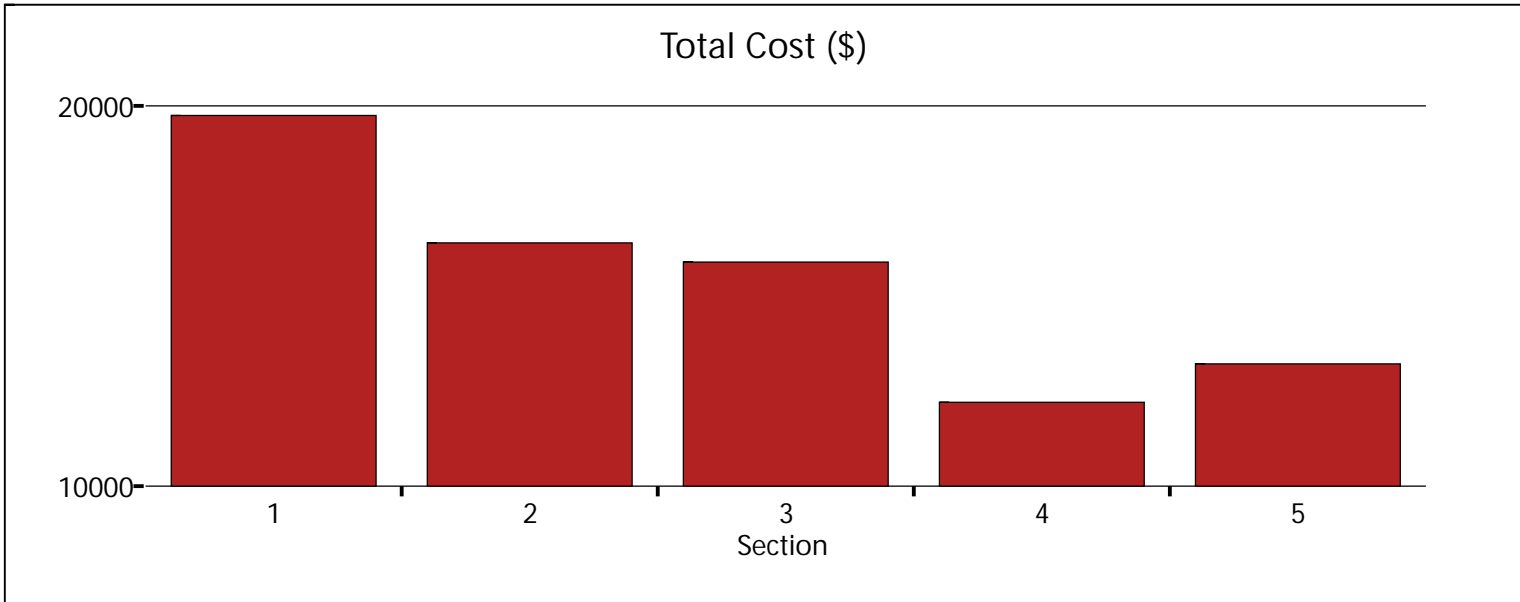
ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Intersection	Roundabout (R)	-	-	0.680	1.000	0.676	0.676	\$19757
2	Urban	Segment	Two-Lane Undivided Segment (2U)	0.490	2750	0.255	0.932	0.250	0.267	\$16398
3	Urban	Intersection	Roundabout (R)	-	-	0.480	1.000	0.495	0.495	\$15901
4	Urban	Segment	Two-Lane Undivided Segment (2U)	0.210	2480	0.192	0.932	0.189	0.197	\$12202
5	Urban	Intersection	Roundabout (R)	-	-	0.403	1.000	0.416	0.416	\$13209

Predicted Crashes



Expected Crashes





Highway Safety Software Facility Report

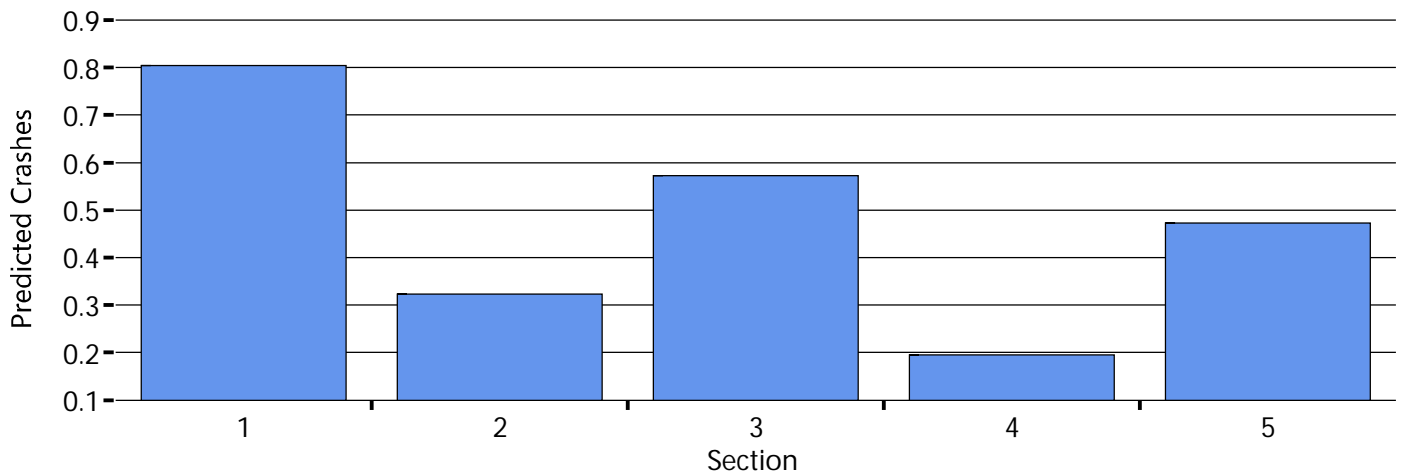
Project Information

Analyst	Tierra West LLC	Date	7/5/2023
Jurisdiction	City of SF, SF County, NM	Analysis Year	2023
Project Description	2035 Crash Predictions		

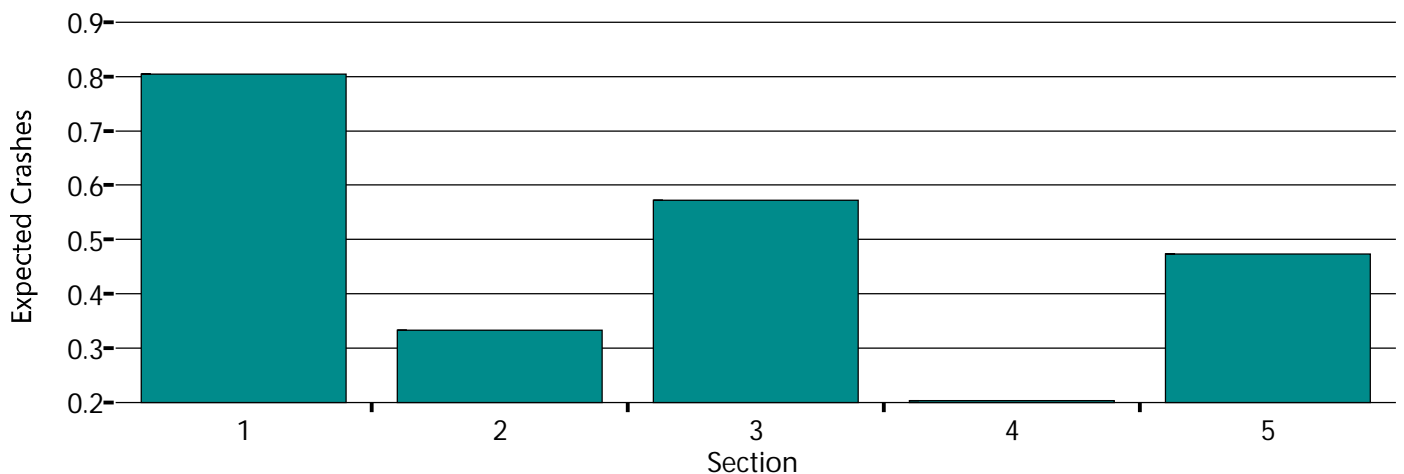
Facility Summary

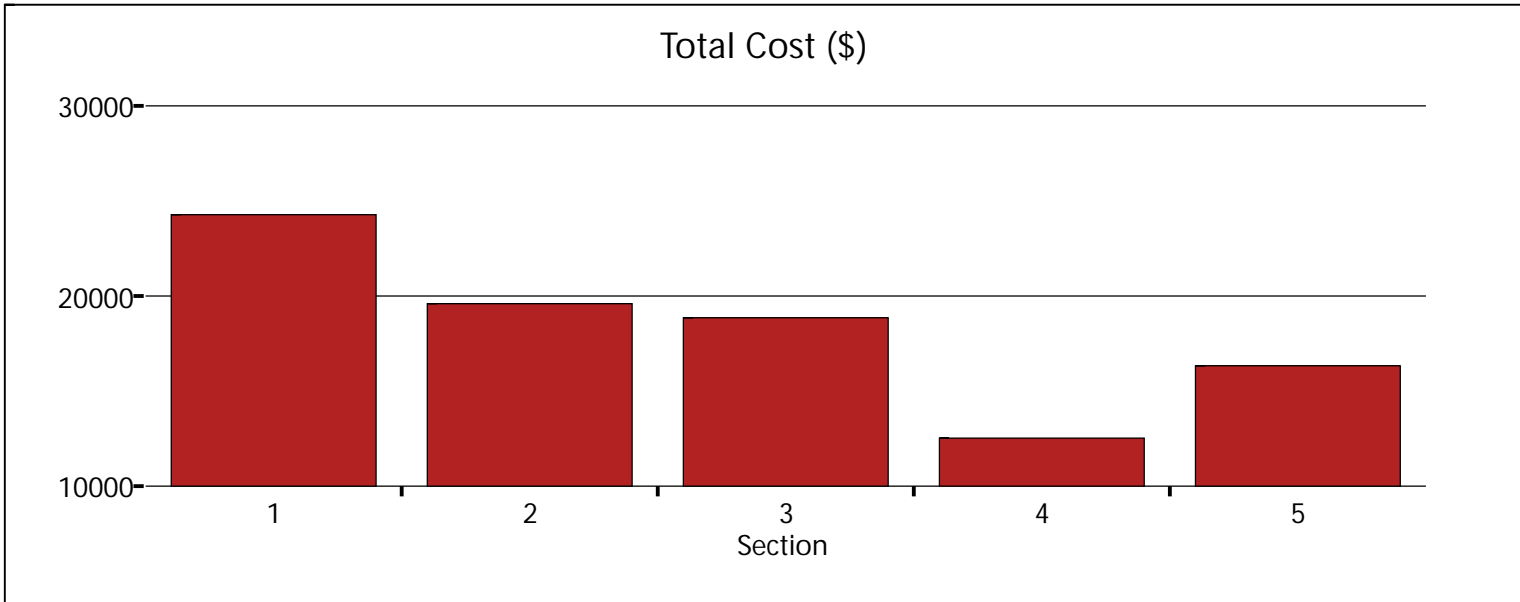
ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Intersection	Roundabout (R)	-	-	0.808	1.000	0.804	0.804	\$24266
2	Urban	Segment	Two-Lane Undivided Segment (2U)	0.490	3620	0.329	0.932	0.323	0.333	\$19608
3	Urban	Intersection	Roundabout (R)	-	-	0.553	1.000	0.572	0.572	\$18848
4	Urban	Segment	Two-Lane Undivided Segment (2U)	0.210	2560	0.198	0.932	0.195	0.203	\$12538
5	Urban	Intersection	Roundabout (R)	-	-	0.456	1.000	0.473	0.473	\$16332

Predicted Crashes



Expected Crashes





Traffic Count Data Sheet

Year Counts Taken: **2023**
 Year of Tube Counts: **2023**
 Annual Growth Factor: **3%**

E-W Street **Jaguar Dr.**
 N-S Street: **Plaza Central**

Speed Limit (Jaguar Dr.)= **30**
 Speed Limit (Plaza Central)= **30**
3/14/23

Signalized

Begin Time	End Time	Eastbound (Jaguar Dr.)			Westbound (Jaguar Dr.)			Northbound (Plaza Central)			Southbound (Plaza Central)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	1	10	2	0	0	2	9	0	1	17	0
7:15 AM	7:30 AM	1	0	15	0	1	1	2	3	0	0	40	1
7:30 AM	7:45 AM	0	0	31	1	0	1	2	16	0	0	67	0
7:45 AM	8:00 AM	0	0	33	0	0	0	4	17	0	0	35	0
8:00 AM	8:15 AM	0	0	14	0	0	0	4	17	0	0	39	0
8:15 AM	8:30 AM	0	0	13	0	0	0	5	18	0	0	32	0
8:30 AM	8:45 AM	0	0	9	0	0	0	5	10	0	2	26	0
8:45 AM	9:00 AM	0	0	10	0	1	0	4	5	0	1	23	1
AM Peak Hour Volumes		0	0	91	1	0	1	15	68	0	0	173	0

					Intersection								
AM Peak Hour Factor	0.69	0.25	0.74	0.90	0.65								

Begin Time	End Time	Eastbound (Jaguar Dr.)			Westbound (Jaguar Dr.)			Northbound (Plaza Central)			Southbound (Plaza Central)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	5	3	1	1	13	18	0	1	8	1
4:15 PM	4:30 PM	1	0	3	2	1	0	11	27	1	3	9	1
4:30 PM	4:45 PM	0	1	8	1	0	5	11	27	0	6	14	0
4:45 PM	5:00 PM	0	0	7	3	1	4	13	29	0	6	14	0
5:00 PM	5:15 PM	0	1	5	0	0	6	14	27	0	4	25	2
5:15 PM	5:30 PM	0	0	3	2	0	2	12	35	5	9	19	2
5:30 PM	5:45 PM	0	1	4	1	1	3	7	30	2	9	14	2
5:45 PM	6:00 PM	0	0	3	0	0	4	10	21	1	7	12	1
PM Peak Hour Volumes		0	2	19	6	2	15	46	121	7	28	72	6

					Intersection								
PM Peak Hour Factor	0.75	0.72	0.91	0.84	0.85								

Traffic Count Data Sheet

Year Counts Taken: **2023** E-W Street **Contenta Ridge** Speed Limit (Contenta Ridge)= **25**
 Year of Tube Counts: **2023** N-S Street: **Plaza Central** Speed Limit (Plaza Central)= **30**
 Annual Growth Factor: **3%** **Signalized** **3/14/23**

Begin Time	End Time	Eastbound (Contenta Ridge)			Westbound (Contenta Ridge)			Northbound (Plaza Central)			Southbound (Plaza Central)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	3	0	1	7	0	5	0	1	4	0
7:15 AM	7:30 AM	0	0	1	0	0	7	1	7	1	0	9	1
7:30 AM	7:45 AM	3	0	5	0	0	2	1	9	0	2	11	1
7:45 AM	8:00 AM	2	2	5	0	0	4	1	6	1	2	6	1
8:00 AM	8:15 AM	4	0	4	0	0	10	0	4	0	2	5	0
8:15 AM	8:30 AM	1	1	3	2	0	12	0	4	0	1	6	1
8:30 AM	8:45 AM	0	0	1	0	0	4	0	1	0	4	7	1
8:45 AM	9:00 AM	1	0	2	0	0	3	2	10	1	1	2	1
AM Peak Hour Volumes		10	3	17	2	0	28	2	23	1	7	28	3

					Intersection								
AM Peak Hour Factor	0.83	0.54	0.91	0.65					0.68				

Begin Time	End Time	Eastbound (Contenta Ridge)			Westbound (Contenta Ridge)			Northbound (Plaza Central)			Southbound (Plaza Central)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	1	3	0	0	6	2	6	0	7	6	1
4:15 PM	4:30 PM	1	1	0	0	1	5	2	2	0	14	6	2
4:30 PM	4:45 PM	0	0	2	0	1	3	1	5	0	11	3	0
4:45 PM	5:00 PM	1	1	1	0	0	4	1	9	1	4	7	3
5:00 PM	5:15 PM	2	1	0	2	1	3	3	7	0	11	11	5
5:15 PM	5:30 PM	1	1	0	0	0	5	3	7	0	7	5	3
5:30 PM	5:45 PM	2	0	0	1	2	3	1	10	0	9	9	4
5:45 PM	6:00 PM	0	0	1	0	0	8	2	11	0	16	8	2
PM Peak Hour Volumes		5	2	1	3	3	19	9	35	0	43	33	14

					Intersection								
PM Peak Hour Factor	0.67	0.78	0.87	0.85					0.83				

Traffic Count Data Sheet

Year Counts Taken: **2023**
 Year of Tube Counts: **2023**
 Annual Growth Factor: **3%**

E-W Street **Plaza Central**
 N-S Street: **Paseo Del Sol**

Speed Limit (Plaza Central)= **30**
 Speed Limit (Paseo Del Sol)= **30**
3/14/23

Signalized $\frac{L}{L}$

Begin Time	End Time	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo Del Sol)			Southbound (Paseo Del Sol)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	10	0	2	0	0	0	1	10	0	0	5	1
7:15 AM	7:30 AM	22	0	4	0	0	0	2	12	0	0	6	7
7:30 AM	7:45 AM	21	0	8	0	0	0	5	22	0	0	8	7
7:45 AM	8:00 AM	17	0	8	0	0	0	2	25	0	0	4	4
8:00 AM	8:15 AM	17	0	6	0	0	0	2	14	0	0	8	4
8:15 AM	8:30 AM	24	0	1	0	0	0	5	11	0	0	12	6
8:30 AM	8:45 AM	10	0	4	0	0	0	0	14	0	0	5	15
8:45 AM	9:00 AM	9	0	4	0	0	0	0	10	0	0	1	5
AM Peak Hour Volumes		79	0	23	0	0	0	14	72	0	0	32	21

AM Peak Hour Factor		0.88	#DIV/0!	Intersection 0.85	0.80	0.74
---------------------	--	------	---------	----------------------	------	------

Begin Time	End Time	Eastbound (Plaza Central)			Westbound (Plaza Central)			Northbound (Paseo Del Sol)			Southbound (Paseo Del Sol)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	11	0	6	0	0	0	4	15	0	0	14	15
4:15 PM	4:30 PM	9	0	2	0	0	0	4	10	0	0	16	20
4:30 PM	4:45 PM	10	0	2	0	0	0	3	8	0	0	15	18
4:45 PM	5:00 PM	13	0	3	0	0	0	8	10	0	0	14	18
5:00 PM	5:15 PM	12	0	5	0	0	0	10	9	0	0	16	24
5:15 PM	5:30 PM	14	0	0	0	0	0	3	13	0	0	16	19
5:30 PM	5:45 PM	12	0	7	0	0	0	11	13	0	0	22	26
5:45 PM	6:00 PM	14	0	4	0	0	0	6	15	0	0	21	28
PM Peak Hour Volumes		52	0	16	0	0	0	30	50	0	0	75	97

PM Peak Hour Factor		0.89	#DIV/0!	Intersection 0.88	0.83	0.88
---------------------	--	------	---------	----------------------	------	------



Traffic Impact Study Scoping Letter

Project Name:	[#2022107] - Tierra Contenta Development – Santa Fe, NM
Location:	Plaza Central / Contenta Ridge (See attached Vicinity Map)
Project Descr.	Multifamily Housing (Low-Rise) – 165 Units
Date / Time:	02/15/2023 – 10:00 AM (Updated 08/13/2024 – 9:00 AM)
Attendees:	Leroy Pacheco, Audra Gallegos, Phil Gallegos (Representatives for City of Santa Fe), Ronald Rd. Bohannon, Terry Brown, and Amanda Herrera (Tierra West).

Scope of Report:

Traffic Data Collection:	For this Study, collect all new traffic count data.
Demand Volumes?	Yes / No
Traffic Count Data:	7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM
Trip Generation:	ITE Trip Generation, 11 th Edition (see attached)
Growth Rates:	Based on NM DOT and / or City of Santa Fe AADT data (10-year history)
Implementation Year:	2026
Horizon Year:	2036
Trip Distribution:	Based on Santa Fe MPO Socioeconomic Data (Employment area wide inversely proportional to the distance of the project from the subarea.
Other Projects:	20-Lot Residential Subdivision at SE corner of Zorro Blanco.

Study Area:

Intersection	Control	Comment
Plaza Central / Contenta Ridge	Unsignalized	Roundabout
Plaza Central / Paseo Del Sol	Unsignalized	Roundabout
Jaguar Dr / Plaza Central (Callejon Lechuza)	Unsignalized	Roundabout
Access Driveways	Unsignalized	

5571 Midway Park Pl. NE Albuquerque, NM 87109
 (505) 858-3100 fax (505) 858-1118 1 (800) 245-3102
 tierrawestllc.com

Analysis Conditions Required:

	Condition	Yes / No	Year
	Existing Analysis	No*	N/A
	Implementation Year Analysis (AM/PM)	Yes	2026
	Horizon Year Analysis (AM/PM)	Yes	2036

* - 2025 NO BUILD Analysis will approximate Existing Analysis

Crash Analysis:

Crash Analysis for 3-years (2017-2019)

Crashes provided but no analysis for 2020-2021

Report Submittals:

To:	Hard Copies	Electronic Copy
City of Santa Fe Traffic Engineer (Leroy and Audra)	No	Yes

Comments: Use spacing Criteria for a collector on Plaza Central for access driveway spacing.

NOTE:

Traffic Signal Timing Sheets Needed?: N/A

Intersection	Agency

Site Plan Received from Developer? Y / N

Land Use List Received from Developer? Y / N

Zorro Blanco - Multi-Family Housing 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

Multifamily Housing (Low-Rise)

165	1,112	16	50	58	34
------------	-------	----	----	----	----

Dwelling Units

ITE Trip Generation Equations:

NOTE: Does not included future 25 dwelling units to meet City of Santa Fe's Affordable Housing Requirement.

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

$$T = 6.74 (X) + 0$$

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)

$$T = 0.4 (X) + 0$$

24% Enter, 76% Exit

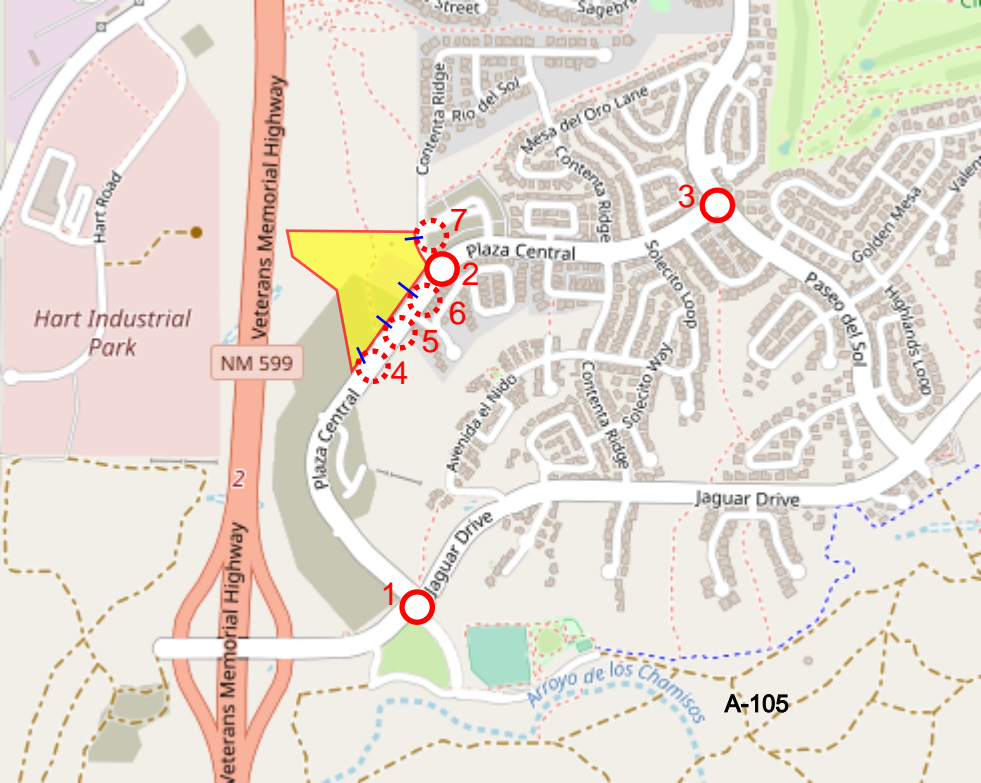
Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$T = 0.43 (X) + 20.55$$

63% Enter, 37% Exit

Comments:

Based on ITE Trip Generation Manual - 11th Edition



NM 599

2

A-105

1

4

5

6

2

7

3

A-105

Data Entry Sheet
Determination of Warrants for Deceleration Lanes
NM DOT State Access Management Manual Criteria
Driveway "A" / Plaza Central

Project Information:

Project Name: **Zorro Blanco Apartments - Santa Fe**
 Project Location: **Plaza Central / Driveway "A"**
 Implementation Year: **2026**
 Project Environment: **Urban Two-Lane**

Street Information:

Major Street Name: **Plaza Central**
 Minor Street Name: **Driveway "A"**

Intersection Information:

	Orientation	Prevailing Speed	No. Lanes Each Direction
Driveway "A"	Southbound	25	N/A
Plaza Central	East-West	25	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

Plaza Central is Case **1**
 Speed Category **=<30**

WB Right Turn Volumes

2026 AM Pk. Hr. NO BUILD	0
2026 AM Pk. Hr. BUILD	10
2026 PM Pk. Hr. NO BUILD	0
2026 PM Pk. Hr. BUILD	36

WB Thru Volumes

189
189
121
121

EB Leftt Turn Volumes

2026 AM Pk. Hr. NO BUILD	0
2026 AM Pk. Hr. BUILD	6
2026 PM Pk. Hr. NO BUILD	0
2026 PM Pk. Hr. BUILD	23

EB Thru Volumes

75
75
160
160

Determination of Warrants for Auxiliary Lanes

Project Name: **Zorro Blanco Apartments - Santa Fe**
 Name of Highway: **Plaza Central**
 Name of Cross Street: **Driveway "A"**

Determination of Warrants for: Southbound Driveway

Implementation Year Volumes - 2026 Posted Speed Limit: 25

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	2026	-	-	189		N/A		N/A	N/A	N/A
AM Peak Hour BUILD	2026	10	700	189		N/A		N/A	N/A	N/A
PM Peak Hour NO BUILD	2026	-	-	121		N/A		N/A	N/A	N/A
PM Peak Hour BUILD	2026	36	216	121		N/A		N/A	N/A	N/A

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	2026	-	-	75		N/A		N/A	N/A	N/A
AM Peak Hour BUILD	2026	6	486	75		N/A		N/A	N/A	N/A
PM Peak Hour NO BUILD	2026	-	-	160		N/A		N/A	N/A	N/A
PM Peak Hour BUILD	2026	23	246	160		N/A		N/A	N/A	N/A

Based on Table 17.B-1 (Criteria for Deceleration Lanes on Urban Two-Lane Highways)

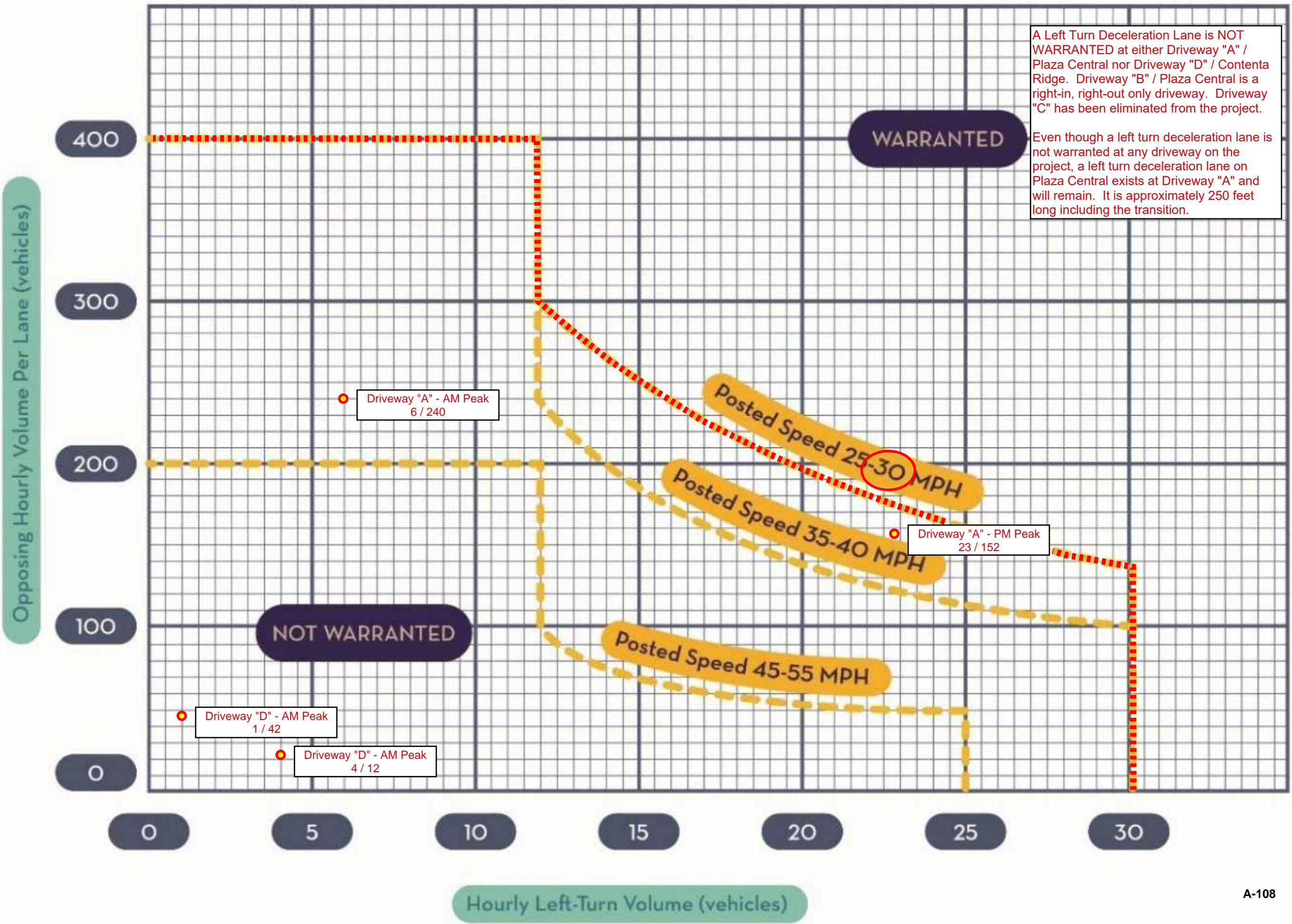
- * Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleration Lengths)
- ** Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.
- *** Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.
 = Volume/Hr. divided by 60 times 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 the southbound Driveway "A" at Plaza Central at 100% Development of the Project

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

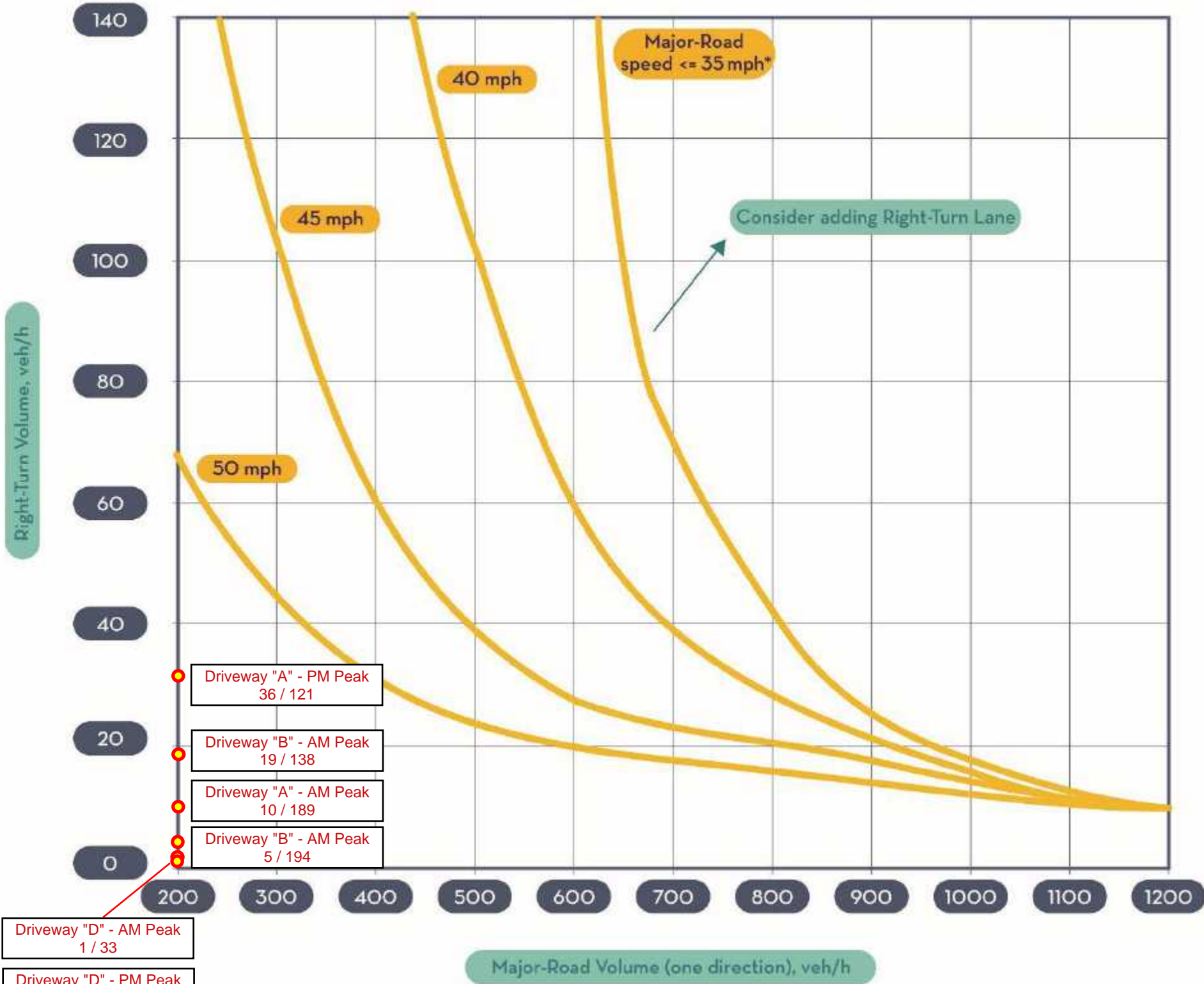
Zorro Blanco Apartments



A Left Turn Deceleration Lane is NOT WARRANTED at either Driveway "A" / Plaza Central nor Driveway "D" / Contenta Ridge. Driveway "B" / Plaza Central is a right-in, right-out only driveway. Driveway "C" has been eliminated from the project. Even though a left turn deceleration lane is not warranted at any driveway on the project, a left turn deceleration lane on Plaza Central exists at Driveway "A" and will remain. It is approximately 250 feet long including the transition.

FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY

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*Right-turn lanes are not typically considered for roadways posted at 25 mph, but certain circumstances may warrant their consideration:

- Right-turning volume of 50 vph or greater
- At the City Traffic Engineer, or designee's discretion