



Vista de la Sierra Subdivision

(Governor Miles Rd. / Richards Ave.)

Traffic Impact Study Update

August 22, 2025

FINAL



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

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



A handwritten signature in blue ink that reads "Ron R. Bohannon".

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

Presented to:

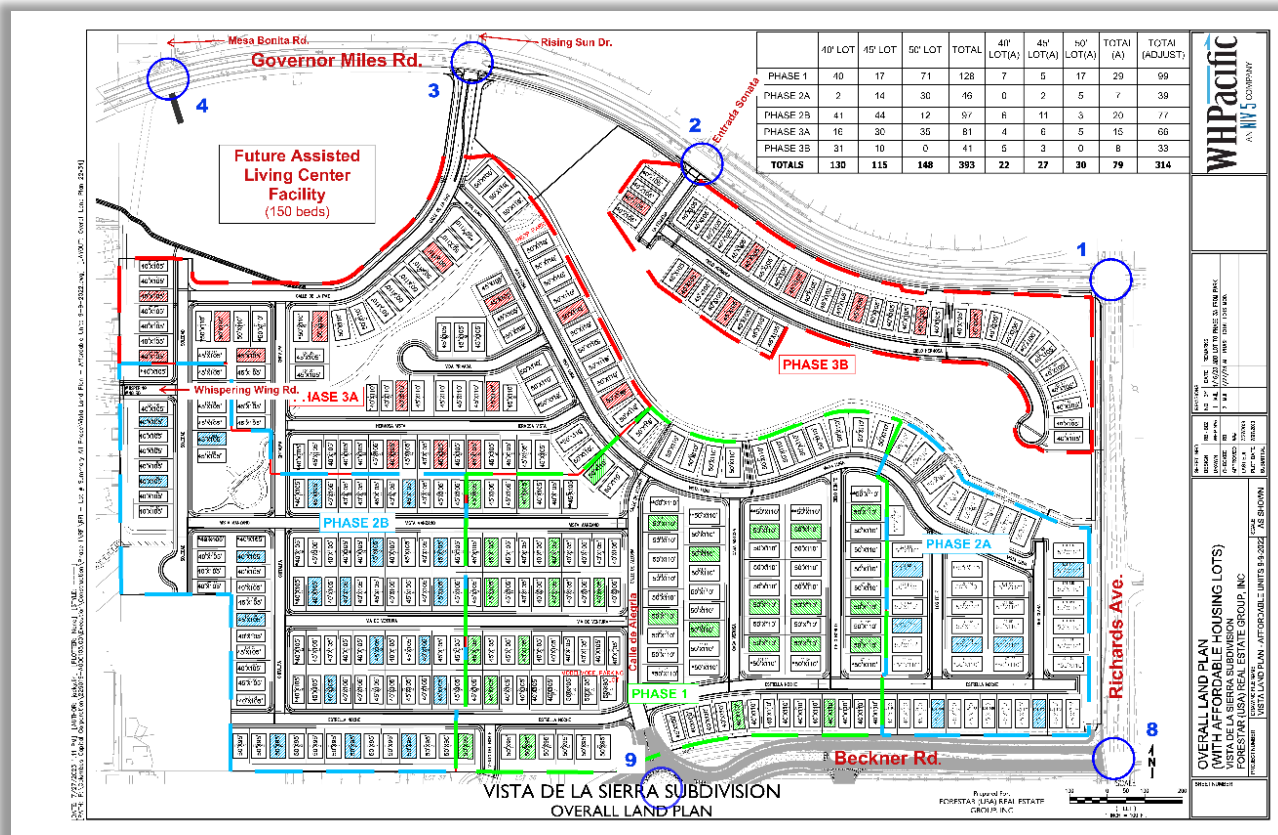
Leroy Pacheco, P.E.
City of Santa Fe, NM
&
Phil Gallegos, P.E.
City of Santa Fe, NM

Vista de la Sierra Subdivision - Santa Fe, NM
(Governor Miles Rd. / Richards Ave.)
Traffic Impact Study – (Level 2)

Executive Summary

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Vista de la Sierra Subdivision (formerly called “Beaty Subdivision”), determine the impact of the Vista de la Sierra Subdivision on the adjacent transportation system and recommend mitigation measures where necessary. This study is prepared to meet the requirements of the City of Santa Fe (COSF) Traffic Engineering Department.

The proposed Vista de la Sierra Subdivision is located southwest of Governor Miles Rd. / Richards Ave. The study area includes the intersections of Governor Miles Rd. / Richards Ave., Entrada Sonata / Governor Miles Rd., Governor Miles Rd. / Rising Sun Dr., Governor Miles Rd. / Mesa Bonita Rd., Governor Miles Rd. / Dancing Ground Rd., Whispering Wing Rd. / Dancing Ground Rd., La Puerta / Beckner Rd., Beckner Rd. / Richards Ave. and the proposed driveway on Beckner Rd. (Driveway “A” aka Calle de la Alegria). Following is a subdivision plan.



A Traffic Impact Study for this project was prepared and approved in 2020 during the COVID-19 pandemic crisis. Since the COVID-19 crisis significantly impacted traffic volumes, the 2020 Study was conducted using forecast volumes (derived from the City of Santa Fe Metropolitan Planning Organization's (MPO) Regional Transportation Model (2040 data set). The 2020 Traffic Impact Study was approved by the City of Santa Fe with the condition that the Traffic Impact Study be updated with real traffic volumes after the close of the COVID-19 crisis. This is the required update to the 2020 Traffic Impact Study which will be based on real field counts.

The single-family residential component of the Vista de la Sierra Subdivision will be accessed via four driveways: Those are two full access intersections with Governor Miles Rd. (the eastbound leg of Entrada Sonata and the northbound leg of Rising Sun Dr.) and the extension of Whispering Wing Rd. east from Dancing Ground Rd. The fourth access will be via a roundabout intersection on Beckner Rd. (Calle de la Alegria). The assisted living component will take access off of Governor Miles Rd. via a full access driveway aligned with the existing Mesa Bonita Rd. All of the proposed access intersections for Vista de la Sierra Subdivision shall align with the existing intersections on the north side of Governor Miles Rd. See the conceptual plan on Page A-3 in the Appendix. The implementation year for this analysis is 2026 and the horizon year is 2036.

An auxiliary lane warrant analysis was conducted for driveways along Governor Miles Road using the City of Santa Fe's August 2024 Transportation Analysis Guidelines. Storage lengths were based on the 95th percentile queue, rounded to the nearest 25 feet (minimum 50 feet). Warrant criteria and results are detailed in Appendix pages A-162 to A-164.

Turn Lane Warrant Results:

1. Left-turn lanes are warranted at Intersections 1, 2, 3, 5, and 8; however, recommendations are limited to Intersections 1 and 3. At Intersections 2, 5, and 8, no improvements are proposed because:
 - o Existing lanes have sufficient capacity for the development's traffic,
 - o Capacity issues are pre-existing and not worsened by the project, or
 - o Physical constraints prevent extension of turn lanes.
2. Eastbound and westbound right-turn lanes warranted at Intersection 1, however, no mitigation recommended by the development because this is an existing condition and signal retiming restores queue lengths to pre-development conditions.

Analysis results by analysis year are included in the following tables:

Executive Summary Results Table

Intersection No. / Name	Signalization	Condition	2026		2036	
			AM Peak	PM Peak	AM Peak	PM Peak
1 - Governor Miles Rd. / Richards Ave.	Signalized	NO BUILD	C - 29.6	C - 31.2	D - 39.9	D - 46.1
		BUILD	C - 33.3	C - 38.6	D - 47.1	E - 59.3
		MITIGATED	N/A	N/A	D - 39.5	D - 37.5
2 - Governor Miles Rd. / Entrada Sonata	Unsignalized	NO BUILD	C - 15.3	B - 13.1	C - 19.1	B - 14.9
		BUILD	C - 23.8	C - 17.1	E - 39.3	C - 20.9
		MITIGATED	N/A	N/A	C - 21.1	N/A
3 - Governor Miles Rd. / Rising Sun Dr.	Unsignalized	NO BUILD	B - 14.5	B - 12.5	C - 16.8	B - 13.7
		BUILD	C - 17.1	C - 17.1	C - 20.4	C - 19.5
4 - Governor Miles Rd. / Mesa Bonita Rd.	Unsignalized	NO BUILD	A - 9.8	A - 9.9	B - 10.2	B - 10.3
		BUILD	B - 11.8	B - 11.2	B - 12.8	B - 11.9
5 - Governor Miles Rd. / Dancing Ground Rd.	Unsignalized	NO BUILD	C - 23.2	B - 13.9	E - 45.0	C - 17.0
		BUILD	C - 17.8	B - 15	D - 25.2	C - 18.8
6 - Whispering Wing Rd. / Dancing Ground Rd.	Unsignalized	NO BUILD	B - 10.4	A - 9.5	B - 10.9	A - 9.8
		BUILD	B - 10.1	A - 9.7	B - 10.4	A - 10.0
7 - Beckner Rd. / La Puerta	Unsignalized	NO BUILD	A - 9.4	A - 9.2	A - 9.7	A - 9.3
		BUILD	A - 9.6	A - 9.3	A - 9.9	A - 9.5
8 - Beckner Rd. / Richards Ave.	Signalized	NO BUILD	C - 21.9	C - 27.1	C - 31.8	C - 30.5
		BUILD	C - 23.7	D - 39.2	C - 30.2	D - 44.0
		MITIGATED	N/A	N/A	C - 30.7	C - 28.8
9 - Beckner Rd. / Calle de la Alegria	Roundabout	NO BUILD	A - 7.9	A - 9.6	A - 9.6	B - 11.4
		BUILD	A - 9.6	A - 9.6	B - 11.7	C - 16.5

In summary, the proposed Vista de la Sierra Subdivision does have a minimal adverse impact to the adjacent transportation system and the minimal impact to the transportation system can be mitigated by the recommended measures described in this report and summarized in the table above.

In summary, the recommendations of this study are:

2026 (Implementation Year Recommendations)

1. All design and construction associated with the Vista de la Sierra Subdivision shall maintain adequate traffic site distances at existing and proposed intersections / driveways. A note should be added to the landscaping plans stating that no landscaping elements or walls or other structures should be permitted that constrain site distances at an intersection / driveway that significantly compromises safety. The developer shall be responsible for monitoring and maintaining the landscaping as the development progresses and should include specific maintenance and planting instructions in the development's operating and maintenance instructions. Upon full completion and acceptance of the project by the City of

Santa Fe, landscaping related sight distance issues within public right-of-way shall be enforced by the City of Santa Fe. Monitoring of sight distance issues is a joint public and general population responsibility, with the general population (mostly neighboring residents) reporting issues to the City of Santa Fe and the City enforcing safe sight distances as deemed appropriate.

2. Intersection 1 (Governor Miles / Richards):
 - Add 85 ft to the existing length of the eastbound left-turn lane.
3. Intersection 2 (Governor Miles/Entrada Sonata):
 - Align the access for Vista de la Sierra Subdivision to Entrada Sonata.
 - The access should be a full access two-way stop-controlled driveway.
 - The access may be a single approach (northbound) access.
4. Intersection 3 (Governor Miles/Rising Sun Dr.):
 - Align the access for Vista de la Sierra Subdivision to Rising Sun Dr.
 - When the future assisted living facility is complete, the access should be a full access two-way stop-controlled driveway.
 - The access should be two northbound approach lanes – one for exclusive left-turns and one for thru / right-turns.
 - When opened as full-access, install 150-ft westbound left-turn lane.
5. Intersection 8 (Beckner Rd. / Richards Ave.):
 - Construct an eastbound left turn arrow and a southbound right turn arrow at the existing new temporary traffic signal to allow the eastbound to northbound left turn movement to operate as a permitted / protected left turn and to allow the southbound to westbound right turn movement to operate as a permitted / overlap right turn.
6. City of Santa Fe requirements:
 - The City of Santa Fe requires that the developer relocate the existing SIGNAL AHEAD flasher currently located approximately 400 feet south of Governor Miles Rd. to approximately 400 feet south of Beckner Rd.
7. Beckner Road Speed Limit:

Given the results of the speed study, the posted (advisory) speed of 25 mph at the roundabout, and that walking and biking is encouraged in this area, we recommend that Beckner Road between Rail Runner Road and Richards Road should be posted at 30 mph instead of the current posted speed limit of 45 mph.
6. A complete geometric plan, including pedestrian/bicyclist MUTCD signage and striping plan shall be provided for review as part of the design plan set for the off-site improvements and shall demonstrate all modes of traffic are considered.

2036 (Horizon Year Recommendations)

1. Adjust signal timing (cycle length and phase splits) as necessary to accommodate future volumes at the intersections of Governor Miles Rd. / Richards Ave. and Beckner Rd. / Richards Ave.

Vista de la Sierra Subdivision - Santa Fe, NM
(Governor Miles Rd. / Richards Ave.)
Traffic Impact Study

Contents

Executive Summary	i
Introduction	1
Description of Proposed Development	2
Study Area Conditions	3
Analysis of Existing Conditions	4
Analysis of Implementation Yr. / Horizon Yr. Conditions (2026 / 2036).....	6
#1 – Governor Miles Rd. / Richards Ave. - Pages A-58 thru A-67	6
#8 – Beckner Rd. / Richards Ave. - Pages A-68 thru A-77	8
#2 – Governor Miles Rd. / Entrada Sonata (La Pequena) - Pages A-78 thru A-86	11
#3 – Governor Miles Rd. / Rising Sun Dr. (Calle de la Paz) - Pages A-87 thru A-94	13
#4 – Governor Miles Rd. / Mesa Bonita Rd. (Ass. Living Cntr Dwy) - Pages A-95 thru A-102	15
#5 – Governor Miles Rd. / Dancing Ground Rd. - Pages A-103 thru A-110	17
#6 – Whispering Wing Rd. / Dancing Ground Rd. - Pages A-111 thru A-118	19
#7 – La Puerta. / Beckner Rd. - Pages A-119 thru A-126	21
#9 – Beckner Rd. / Calle de la Alegria - Pages A-127 thru A-134	23
Safety Analysis	25
Multimodal Review	26
2-Way Stop and All-Way Stop Control Analysis	28
2-Way Stop Control	28
2-Way Stop Control Guidance Table	28
All-Way Stop Control	29
All-Way Stop Control (AWSC) Warrants Summary Table	29
Access Design Specifications	30
Speed Study	31
Summary of Deficiencies, Anticipated Impacts, and Recommendations	34
Impact Assessment	34
2026	34
2036	34
APPENDIX	38

Vista de la Sierra Subdivision - Santa Fe, NM
(Governor Miles Rd. / Richards Ave.)
Traffic Impact Study

Introduction

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed Vista de la Sierra Subdivision (formerly called Beaty Subdivision) and determine the impact of the Vista de la Sierra Subdivision on the adjacent transportation system. The recommendations of this study will provide recommended measures to mitigate the impact of the Vista de la Sierra Subdivision on critical intersections and street segments. This study is prepared to meet the requirements of the COSF Traffic Engineering Department associated with its review of the Vista de la Sierra Subdivision as shown on the plan on Page A-3 in the Appendix of this report.

The proposed Vista de la Sierra Subdivision is located southwest of the signalized intersection of Governor Miles Rd. / Richards Ave. in Santa Fe, New Mexico.

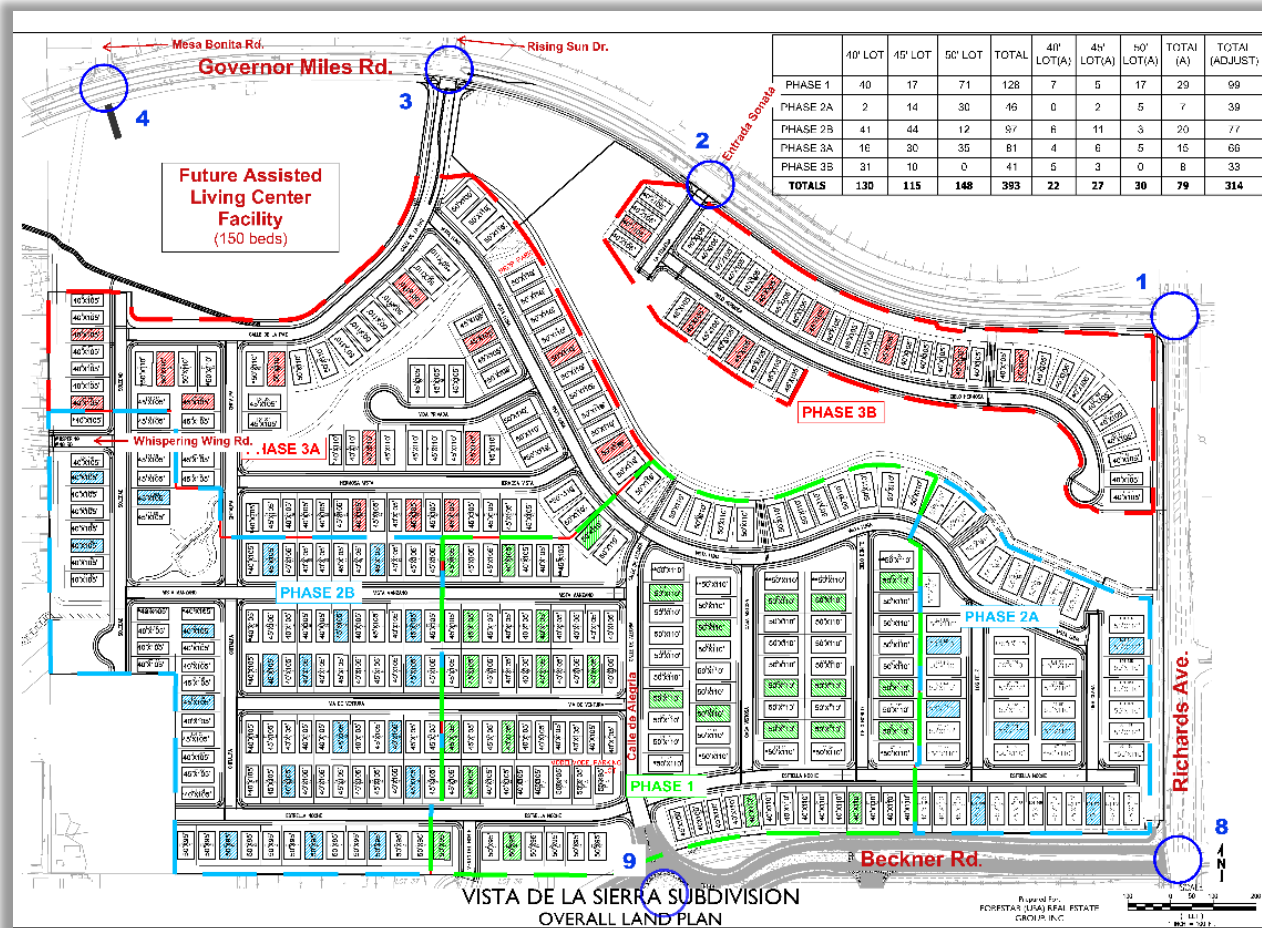
Following is a vicinity map depicting the location of the proposed project:



Description of Proposed Development

The proposed project is described as an approximately 400 single family detached homes subdivision and an assisted living center (approximately 150 beds) southwest of Governor Miles Rd. / Richards Ave. The project lies in the city limits of Santa Fe, NM. The project fronts on a Minor Arterial Roadway (Governor Miles Rd.), a Principal Arterial Roadway (Richards Ave.), and another Minor Arterial Roadway (Beckner Rd.) which are maintained by the COSF. Therefore, the project will be required to comply with the requirements of the COSF with regard to transportation issues along City roads. Development of the project is underway. Traffic Count data (i.e., turning movements volumes) collected on April 1, 2025 and April 2, 2025 assumed that no traffic was being generated yet by this project.

Following is the proposed site plan depicting driveway (access) locations (also, see Appendix Page A-3 for a more complete version of the proposed Vista de la Sierra Subdivision site plan):



Trip Generation calculations for the proposed 400-lot residential subdivision and the 150-bed assisted living center are summarized in the following table:

Vista De La Sierra Subdivision (Governor Miles Rd. / Richards Ave.)

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

USE (ITE CODE)	DESCRIPTION	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
		GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet		Units					
	Single-Family Detached Housing (210)	400	3,772	66	197	230	135
	Assisted Living (254)	150	390	16	11	14	22
Subtotal Primary Trips			4,162	82	208	244	157

Trip Generation rates were calculated based on the Institute of Transportation Engineers' Trip Generation Manual (11th Edition).

Trip Distribution percentages for the new trips model were calculated utilizing the COSF's Metropolitan Planning Organization's (MPO) Socioeconomic Data (2050 data set). Residential trips were distributed based on employment data citywide inversely proportional to the distance of the employment center from the project. Trip Distribution and Trip Assignments worksheets and maps can be found in the Appendix of Pages A-7 through A-15.

Study Area Conditions

A Traffic Impact Study Scoping Meeting was held at the COSF Traffic Engineering Department with John Romero on June 9, 2020 during the height of the COVID-19 epidemic. At the Scoping Meeting, it was determined that the study area would include the following list of intersections to be analyzed in the Traffic Impact Study:

1. Governor Miles Rd. / Richards Ave.
2. Entrada Sonata / Governor Miles Rd.
3. Governor Miles Rd. / Rising Sun Rd.
4. Governor Miles Rd. / Mesa Bonita Rd.
5. Governor Miles Rd. / Dancing Ground Rd.
6. Whispering Wing Rd. / Dancing Ground Rd.
7. La Puerta / Beckner Rd.
8. Richards Ave. / Beckner Rd.
9. Beckner Rd. / Driveway "A"

The scope for the previous study was based on the assumption that the project would be developed as 390 single family detached homes. The current plan has been updated to include up to 400 new single-family detached homes plus a 150-bed assisted living center in the northwest corner of the project as shown on the proposed site plan. This Traffic Impact Study is an update to the 2020 Traffic Study that was based on forecast volumes from the COSF

Metropolitan Planning Organization's Regional Transportation Model only. No turning movements volumes were collected in the field for the 2020 Study since it was considered that the COVID-19 epidemic had temporarily significantly reduced traffic volumes. It was directed that this update to the 2020 Traffic Impact Study would be submitted once the COVID-19 pandemic was over.

There is one public transit route in the area: Bus Route #21 – see the Appendix for further detail.

There are some pedestrian facilities in the project area – since this is a developing area of the city, it is expected that pedestrians will be accommodated as vacant parcels of land continue to develop in the future.

Governor Miles Rd. is classified as a Minor Arterial Roadway on the COSF Regional Roadway Functional Class Map. It is a two-lane divided highway with medians, curb and gutter and sidewalk on the north side of the road between Richards Ave. and Rising Sun Dr. West of Rising Sun Dr. there is a sidewalk on both sides of Governor Miles Rd.. The posted speed limit along this section of the Governor Miles Rd. is 30 MPH.

Richards Ave. is classified as a Principal Arterial Roadway on the COSF Regional Roadway Functional Class Map. Richards Ave. is a two-lane roadway throughout the area with curb and gutter. The posted speed limit along this section of Richards Ave. is 35 MPH.

Beckner Rd. is classified as a Minor Arterial Roadway on the COSF Regional Roadway Functional Class Map. It is a four-lane and two-lane divided roadway with medians, curb and gutter and sidewalk from Cerrillos Rd. to Richards Ave. Beckner Rd. is currently a four-lane divided roadway from Cerrillos Rd. to Las Soleras Dr. At some point east of Las Soleras Dr., it reduces to a two-lane roadway. The posted speed limit along this section of the Beckner Rd. is currently 45 MPH. This study will use traffic data collected on Beckner Rd. to make a recommendation for the posted speed limit on Beckner Rd. for consideration by the COSF.

Analysis of Existing Conditions

The implementation year for this project is only one year into the future and the annual growth rate is 2%. The implementation year NO BUILD analysis should closely approximate the existing conditions analysis. Therefore, no separate existing conditions analysis was performed.

This Study will be required to comply with the guidelines established by the COSF Transportation Impact Analysis Guidelines adopted by the City late in 2024. This will be a Level

2 Traffic Impact Analysis. Analysis of signalized and unsignalized intersections in this Study (including roundabouts) will use Synchro 12 (version 12.2.4.32)

The COSF defers to Table 15.C-1 (Minimum Acceptable Levels of Service Standards) in the New Mexico Department of Transportation's *State Access Management Manual* to establish the minimum requirements for Level-of-Service / Delay for intersections in this analysis. Therefore, the Levels-of-Service and calculated control delays determined in this Study will be required to meet the requirements of the New Mexico Department of Transportation's *State Access Management Manual* Table 15.C-1 (Minimum Acceptable Level of Service Standards) as follows:

Table 15.C-1								
Minimum Acceptable Level of Service Standards								
Facility Type¹	Access Categories							
	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

Based on the above table, signalized intersections along Richards Ave., Governor Miles Rd., and Beckner Rd. should be level-of-service D or better.

The Implementation Year (2026) analysis demonstrates that all the adjacent street system operates acceptably for the NO BUILD and BIULD Conditions except for Beckner Rd. / Richards Ave. Therefore, it can be concluded that the existing conditions are generally similar.

Analysis of Implementation Yr. / Horizon Yr. Conditions (2026 / 2036)

#1 – Governor Miles Rd. / Richards Ave. - Pages A-58 thru A-67

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the signalized intersection of Governor Miles Rd. / Richards Ave. are summarized in the following tables:

1: Richards Ave. & Governor Miles Rd. 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1>	0	1	1	1
AM Peak Hour												
2026 NO BUILD Conditions Volumes	207	83	111	95	59	27	59	493	68	18	699	125
V/C Ratio	0.62	0.00	0.83	0.39	0.00	0.35	0.23	0.00	0.72	0.05	0.88	0.19
Level-of-Service	C		D	C		C	B		C	B	C	B
Control Delay (Seconds)	32.9		45.6	28.0		33.1	16.0		23.6	12.1	33.1	13.8
Intersection LOS	C - 29.6											
95th Percentile Queue (veh)	2.1	0.0	8.6	3.1	0.0	3.2	1.0	0.0	15.3	0.3	21.8	2.8
2026 BUILD Conditions Volumes	264	96	113	98	65	27	62	542	78	18	715	150
V/C Ratio	0.78	0.00	0.84	0.41	0.00	0.36	0.25	0.00	0.81	0.06	0.91	0.23
Level-of-Service	D		D	C		C	B		C	B	D	B
Control Delay (Seconds)	42.3		47.8	28.1		32.8	17.2		28.1	13.7	37.0	14.6
Intersection LOS	C - 33.3											
95th Percentile Queue (veh)	6.2	0.0	9.3	3.3	0.0	3.4	1.1	0.0	18.3	0.3	23.7	3.6

PM Peak Hour												
2026 NO BUILD Conditions Volumes	94	69	52	78	95	22	78	691	70	43	740	125
V/C Ratio	0.35	0.00	0.73	0.30	0.00	0.68	0.28	0.00	0.92	0.16	0.88	0.18
Level-of-Service	C		D	C		D	B		D	B	C	B
Control Delay (Seconds)	28.8		40.5	28.4		38.9	15.2		35.6	15.4	30.6	11.9
Intersection LOS	C - 31.2											
95th Percentile Queue (veh)	3.1	0.0	4.9	2.5	0.0	4.6	1.1	0.0	23.5	0.6	21.4	2.5
2026 BUILD Conditions Volumes	140	79	53	89	111	22	81	725	77	43	797	191
V/C Ratio	0.54	0.00	0.75	0.35	0.00	0.72	0.34	0.00	0.98	0.21	0.96	0.27
Level-of-Service	C		D	C		D	B		C	B	D	B
Control Delay (Seconds)	30.9		40.6	28.6		39.7	17.8		46.8	17.4	41.6	13.1
Intersection LOS	C - 38.6											
95th Percentile Queue (veh)	4.9	0.0	5.4	2.9	0.0	5.4	1.4	0.0	28.3	0.7	26.5	4.1

The analysis of the intersection of Governor Miles Rd. / Richards Ave. demonstrates that the delays will be acceptable for both the AM Peak Hour and PM Peak implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made for the 2026 Implementation Year at the Governor Miles Rd. / Richards Ave. intersection.

1: Richards Ave. & Governor Miles Rd. 2036 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1>	0	1	1	1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	247	99	133	113	71	32	71	552	81	21	769	149
V/C Ratio	0.72	0.00	0.86	0.48	0.00	0.37	0.34	0.00	0.84	0.07	1.00	0.23
Level-of-Service	D		D	C		C	B		C	B	D	B
Control Delay (Seconds)	37.5		52.3	28.5		32.5	19.8		31.1	14.8	54.0	15.3
Intersection LOS	D - 39.9											
95th Percentile Queue (veh)	4.8	0.0	10.8	3.8	0.0	3.8	1.3	0.0	19.8	0.4	30.5	3.7
2036 BUILD Conditions Volumes	304	112	135	116	77	32	74	601	91	21	785	174
V/C Ratio	0.88	0.00	0.88	0.50	0.00	0.37	0.36	0.00	0.93	0.09	1.03	0.27
Level-of-Service	D		D	C		C	C		D	B	F	B
Control Delay (Seconds)	53.8		54.8	28.6		32.3	20.1		40.8	17.1	62.6	16.1
Intersection LOS	D - 47.1											
95th Percentile Queue (veh)	9.9	0.0	11.6	3.9	0.0	4.1	1.4	0.0	24.4	0.4	33.6	0.3
Mitigated Conditions (Signal Timing)	1	1>	0	1	1>	0	1	1>	0	1	1	1
2036 BUILD Conditions Volumes	304	112	135	116	77	32	74	601	91	21	785	174
V/C Ratio	0.88	0.00	0.87	0.50	0.00	0.39	0.42	0.00	0.84	0.10	0.99	0.26
Level-of-Service	D		D	C		C	C		C	B	D	B
Control Delay (Seconds)	52.5		53.4	28.6		32.3	20.9		27.8	16.1	50.9	14.8
Intersection LOS	D - 39.5											
95th Percentile Queue (veh)	9.4	0.0	11.4	3.9	0.0	4.0	1.4	0.0	20.1	0.4	30.1	4.2
PM Peak Hour												
2036 NO BUILD Conditions Volumes	112	82	62	93	113	26	93	762	83	51	804	149
V/C Ratio	0.43	0.00	0.77	0.37	0.00	0.71	0.41	0.00	1.04	0.23	0.98	0.21
Level-of-Service	C		D	C		D	B		F	B	D	B
Control Delay (Seconds)	29.1		40.8	28.6		39.0	18.6		63.5	17.9	45.7	12.8
Intersection LOS	D - 46.1											
95th Percentile Queue (veh)	3.7	0.0	6.0	3.1	0.0	5.6	1.6	0.0	34.7	0.9	28.2	3.1
2036 BUILD Conditions Volumes	158	92	63	104	129	26	96	796	90	51	861	215
V/C Ratio	0.62	0.00	0.78	0.41	0.00	0.75	0.44	0.00	1.10	0.23	1.05	0.31
Level-of-Service	C		D	C		D	B		F	B	F	B
Control Delay (Seconds)	33.0		40.8	28.8		39.8	19.0		84.7	18.0	66.7	14.1
Intersection LOS	E - 59.3											
95th Percentile Queue (veh)	5.8	0.0	6.4	3.5	0.0	6.4	1.6	0.0	42.5	0.9	36.3	4.9
Mitigated Conditions (Signal Timing)	1	1>	0	1	1>	0	1	1>	0	1	1	1
2036 BUILD Conditions Volumes	158	92	63	104	129	26	96	796	90	51	861	215
V/C Ratio	0.71	0.00	0.80	0.48	0.00	0.79	0.45	0.00	0.97	0.28	0.95	0.28
Level-of-Service	D		D	C		D	C		D	C	D	B
Control Delay (Seconds)	43.9		46.5	34.2		46.1	21.5		41.7	21.2	38.2	12.8
Intersection LOS	D - 37.5											
95th Percentile Queue (veh)	7.3	0.0	7.4	4.1	0.0	7.4	2.2	0.0	31.7	1.1	29.6	4.9

Analysis of the horizon year (2036) conditions for the signalized intersection of Governor Miles Rd. / Richards Ave. demonstrates that there are beginning to be capacity issues. The horizon year analysis is based on existing signal timing (cycle length and phase splits). The combination of background traffic growth plus development of the Vista de la Sierra Subdivision

results in significantly increased volumes at the intersection. The increased volumes would warrant re-evaluation of the signal timing settings. The mitigation of the impact to this signalized intersection can be accomplished by modifying signal timing splits and cycle length. Therefore, recommendation to mitigate the horizon year (2036) conditions is to optimize cycle length and phase splits at the existing traffic signal by the year 2036.

#8 – Beckner Rd. / Richards Ave. - Pages A-68 thru A-77

The Villa Sendero project made a commitment to construct a temporary traffic signal at the intersection of Beckner Rd. / Richards Ave. The temporary signal was constructed and was placed into operation early-March 2025, about two weeks before traffic count data was collected for this project.

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the signalized intersection of Beckner Rd. / Richards Ave. is summarized in the following tables:

8: Richards Ave. & Beckner Rd. 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1	1	1	1	1
AM Peak Hour												
2026 NO BUILD Conditions Volumes	242	30	205	6	36	6	265	369	8	3	487	413
V/C Ratio	0.61	0.00	0.60	0.03	0.00	0.10	0.76	0.45	0.01	0.01	0.78	0.78
Level-of-Service	C		C	C		B	B	B	A	B	C	C
Control Delay (Seconds)	24.1		21.9	24.9		17.6	19.7	11.7	7.9	12.2	25.9	27.3
Intersection LOS	C - 21.9											
95th Percentile Queue (veh)	7.1	0.0	6.4	0.2	0.0	1.0	4.8	6.6	0.1	0.0	12.9	11.6
2026 BUILD Conditions Volumes	301	32	221	6	37	6	270	370	8	3	490	433
V/C Ratio	0.78	0.00	0.67	0.03	0.00	0.10	0.77	0.44	0.01	0.01	0.75	0.79
Level-of-Service	C		C	C		B	C	B	A	B	C	C
Control Delay (Seconds)	34.7		26.0	27.2		18.7	20.5	11.3	7.7	12.0	24.3	27.1
Intersection LOS	C - 23.7											
95th Percentile Queue (veh)	10.6	0.0	7.8	0.2	0.0	1.0	5.0	6.6	0.1	0.0	12.8	12.3

PM Peak Hour												
2026 NO BUILD Conditions Volumes	388	21	209	5	15	4	245	417	2	1	376	485
V/C Ratio	0.95	0.00	0.61	0.02	0.00	0.04	0.64	0.49	0.00	0.00	0.57	0.87
Level-of-Service	D		C	C		B	B	B	A	B	B	C
Control Delay (Seconds)	56.0		23.6	25.7		18.0	13.1	12.1	7.7	11.9	18.5	33.4
Intersection LOS	C - 27.1											
95th Percentile Queue (veh)	16.3	0.0	6.7	0.2	0.0	0.4	3.6	7.7	0.0	0.0	9.0	14.8
2026 BUILD Conditions Volumes	428	22	220	5	17	4	263	419	2	1	379	553
V/C Ratio	1.06	0.00	0.64	0.03	0.00	0.05	0.69	0.49	0.00	0.00	0.58	1.00
Level-of-Service	F		C	C		B	B	B	A	B	B	F*
Control Delay (Seconds)	86.8		25.0	26.6		18.3	15.1	12.0	7.6	12.0	19.0	56.2
Intersection LOS	D - 39.2											
95th Percentile Queue (veh)	11.6	0.0	7.8	0.2	0.0	0.9	5.6	9.4	0.0	0.0	11.0	12.4

The analysis of the intersection of Beckner Rd. / Beckner Rd. demonstrates that the intersection delays will be acceptable in the 2026 NO BUILD and BUILD scenarios. However, the eastbound left-turn movement and the southbound right-turn movement in the 2026 BUILD Conditions during the PM Peak Period are expected to have long delays and operate at LOS F. A similar problem is forecast for the horizon year analysis. Mitigation of the long delays and long queues for the eastbound left-turn movement and the southbound right-turn movement can be achieved by implementing an eastbound left-turn arrow and a southbound right-turn arrow in the signal so that the eastbound left-turn movement will operate in a permitted / protected mode and the southbound right-turn movement will operate in a permitted plus overlap mode. Implementation of these signal improvements and optimizing the signal timing will achieve satisfactory results as is demonstrated in the horizon year analysis. Recommendation is made in this study to construct a new eastbound to northbound left turn arrow and a new southbound to westbound right turn arrow at the existing new temporary traffic signal at Beckner Rd. / Richards Ave. to allow for a permitted / protected operation of the eastbound left turn movement and a permitted / overlap operation of the southbound right turn movement.

8: Richards Ave. & Beckner Rd. 2036 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Richards Ave.)			SB (Richards Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	1	1	1	1	1	1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	253	32	230	7	36	7	283	440	10	4	580	428
V/C Ratio	0.63	0.00	0.65	0.03	0.00	0.10	0.88	0.54	0.01	0.01	0.97	0.85
Level-of-Service	C		C	C		B	D	B	A	B	D	C
Control Delay (Seconds)	25.0		23.1	26.8		18.0	37.2	13.6	8.4	13.5	49.8	34.2
Intersection LOS	C - 31.8											
95th Percentile Queue (veh)	7.8	0.0	7.6	0.2	0.0	1.0	8.5	8.7	0.2	0.1	21.2	13.7
2036 BUILD Conditions Volumes	312	34	246	7	37	7	288	441	10	4	583	448
V/C Ratio	0.83	0.00	0.75	0.04	0.00	0.10	0.88	0.52	0.01	0.01	0.91	0.83
Level-of-Service	D		C	C		B	D	B	A	B	D	C
Control Delay (Seconds)	39.4		30.6	29.4		19.2	35.3	12.4	7.7	12.4	37.1	30.5
Intersection LOS	C - 30.2											
95th Percentile Queue (veh)	11.7	0.0	9.3	0.2	0.0	1.1	8.0	8.3	0.1	0.1	18.4	13.5
Mitigated Conditions (Signal Timing)	1	1>	0	1	1>	0	1	1	1	1	1	1
2036 BUILD Conditions Volumes	312	34	246	7	37	7	288	441	10	4	583	448
V/C Ratio	0.78	0.00	0.67	0.05	0.00	0.46	0.90	0.52	0.01	0.01	0.95	0.58
Level-of-Service	D		C	D		D	D	B	A	B	D	B
Control Delay (Seconds)	35.8		27.1	36.9		40.5	43.8	14.7	9.3	15.5	47.8	14.1
Intersection LOS	C - 30.7											
95th Percentile Queue (veh)	11.8	0.0	9.5	0.3	0.0	1.9	10.3	10.0	0.2	0.1	23.0	10.1
PM Peak Hour												
2036 NO BUILD Conditions Volumes	401	21	225	6	15	5	261	497	2	1	449	500
V/C Ratio	0.99	0.00	0.65	0.03	0.00	0.05	0.73	0.59	0.00	0.00	0.69	0.90
Level-of-Service	E		C	C		B	B	B	A	B	C	D
Control Delay (Seconds)	65.2		25.3	26.8		18.2	17.6	13.5	7.6	12.2	21.7	37.5
Intersection LOS	C - 30.5											
95th Percentile Queue (veh)	18.2	0.0	7.5	0.2	0.0	0.5	4.4	9.4	0.0	0.0	11.3	16.1
2036 BUILD Conditions Volumes	441	22	236	6	17	5	279	499	2	1	452	568
V/C Ratio	1.10	0.00	0.69	0.03	0.00	0.05	0.78	0.58	0.00	0.00	0.70	1.03
Level-of-Service	F		C	C		B	C	B	A	B	C	F
Control Delay (Seconds)	99.9		26.9	27.7		18.5	20.7	13.4	7.5	12.4	22.3	65.4
Intersection LOS	D - 44.0											
95th Percentile Queue (veh)	25.0	0.0	8.1	0.2	0.0	0.5	5.3	9.4	0.0	0.0	11.5	24.0
Mitigated Conditions (Signal Timing)	1	1>	0	1	1>	0	1	1	1	1	1	1
2036 BUILD Conditions Volumes	441	22	236	6	17	5	279	499	2	1	452	568
V/C Ratio	0.83	0.00	0.50	0.05	0.00	0.25	0.90	0.67	0.00	0.00	0.86	0.71
Level-of-Service	C		C	D		D	D	C	B	B	D	B
Control Delay (Seconds)	34.6		20.9	38.0		39.3	41.5	21.9	12.3	19.7	42.0	16.7
Intersection LOS	C - 28.8											
95th Percentile Queue (veh)	15.9	0.0	7.9	0.3	0.0	1.0	9.8	14.0	0.0	0.0	17.6	13.7

The horizon year (2036) analysis of the intersection of Beckner Rd. / Richards Ave. demonstrates that the delays will be excessive for some turning movements during the PM Peak horizon year (2036) conditions analyzed in this report. Excessive delays are forecast for the 2036 NO BUILD Conditions as well as for the BUILD Conditions. Additional traffic

generated by full development of the Vista de la Sierra Subdivision will increase those already excessive delays. Recommended mitigation is to add a new eastbound left-turn arrow at the existing traffic signal to allow for permitted / protected operation of the eastbound left-turn movement (eastbound to northbound) and a new southbound right-turn arrow to allow for permitted plus overlap operation of the southbound right-turn movement (southbound to westbound).

#2 – Governor Miles Rd. / Entrada Sonata (La Pequena) - Pages A-78 thru A-86

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of Governor Miles Rd. / Entrada Sonata (La Pequena) are summarized in the following tables:

2: La Pequena/Entrada Sonata & Gov. Miles 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Entrada Sonata)			SB (Entrada Sonata)		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2026 NO BUILD Conditions Volumes	7	347			190	25				99		20
V/C Ratio	0.01									0.28		
Level-of-Service	A	A								C		
Control Delay (Seconds)	7.7	0.0								15.3		
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0									1.1		
2026 BUILD Conditions Volumes	8	403	2	5	218	25	6	1	14	99	0	20
V/C Ratio	0.01			0.01				0.05			0.43	
Level-of-Service	A	A		A	A			B			C	
Control Delay (Seconds)	7.9	0.0		8.3	0.0			13.5			23.8	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.2			2.1	

PM Peak Hour												
2026 NO BUILD Conditions Volumes	26	168			263	93				29		19
V/C Ratio	0.03									0.11		
Level-of-Service	A	A								B		
Control Delay (Seconds)	8.3	0.0								13.1		
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1									0.4		
2026 BUILD Conditions Volumes	27	215	7	16	332	93	4	1	9	29	1	20
V/C Ratio	0.03			0.01				0.03			0.13	
Level-of-Service	A	A		A	A			B			C	
Control Delay (Seconds)	8.5	0.0		7.8	0.0			12.6			17.1	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.0				0.1			0.6	

The analysis of the intersection of Governor Miles Rd. / Entrada Sonata demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report.

Therefore, no recommendation is made for traffic improvements for the 2026 Implementation Year at the unsignalized intersection of Entrada Sonata (La Pequena) / Governor Miles Rd.

2: La Pequena/Entrada Sonata & Gov. Miles 2036 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Entrada Sonata)			SB (Entrada Sonata)		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2036 NO BUILD Conditions Volumes	9	414			227	30				118		24
V/C Ratio	0.01									0.38		
Level-of-Service	A	A								C		
Control Delay (Seconds)	7.8	0.0								19.1		
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0									1.8		
2036 BUILD Conditions Volumes	10	470	2	5	255	30	6	1	14	118	0	24
V/C Ratio	0.01			0.01				0.06			0.63	
Level-of-Service	A	A		A	A			C			E	
Control Delay (Seconds)	8.0	0.0		8.6	0.0			15.0			38.3	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.2			3.8	
Mitigated Conditions (Signal Timing / LT Stage)	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2036 BUILD Conditions Volumes	10	470	2	5	255	30	6	1	14	118	0	24
V/C Ratio	0.01			0.01				0.06			0.43	
Level-of-Service	A	A		A	A			C			C	
Control Delay (Seconds)	8.0	0.0		8.6	0.0			15.0			21.1	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.2			2.1	

PM Peak Hour												
2036 NO BUILD Conditions Volumes	31	201			314	110				35		22
V/C Ratio	0.04									0.16		
Level-of-Service	A	A								B		
Control Delay (Seconds)	8.5	0.0								14.9		
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1									0.6		
2036 BUILD Conditions Volumes	32	248	7	16	383	110	4	1	9	35	1	23
V/C Ratio	0.04			0.01				0.04			0.24	
Level-of-Service	A	A		A	A			B			C	
Control Delay (Seconds)	8.8	0.0		7.9	0.0			13.8			20.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.0				0.1			0.9	

The analysis of the intersection of Governor Miles Rd. / Entrada Sonata demonstrates that the delays will be marginally acceptable for the horizon year (2036) conditions analyzed in this report. The southbound approach is projected to operate at LOS "E" by the year 2036. However, there is a refuge zone (approximately 17' wide) in the center of the intersection which should allow small to moderate sized vehicles to execute staged left-turns. In consideration of this, the LOS "E" would be LOS "C". Therefore, no recommendation is made for this intersection.

#3 – Governor Miles Rd. / Rising Sun Dr. (Calle de la Paz) - Pages A-87 thru A-94

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of Governor Miles Rd. / Rising Sun Dr. (Calle de la Paz) are summarized in the following tables:

3: Calle de la Paz/Rising Sun & Gov Miles 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Rising Sun Dr.)			SB (Rising Sun Dr.)		
	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 Conditions Volumes	8	310			223	6				28		4
V/C Ratio	0.01									0.08		0.01
Level-of-Service	A									B		A
Control Delay (Seconds)	7.8									14.5		9.8
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0									0.3		0.0
2026 BUILD Conditions Volumes	9	319	4	16	241	7	12	1	49	28	0	4
V/C Ratio	0.01			0.01				0.12		0.10	0.01	
Level-of-Service	A			A				B		C	A	
Control Delay (Seconds)	7.8			8.0				12.1		17.1	9.7	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.4		0.3	0.0	

PM Peak Hour												
2026 NO BUILD Conditions Volumes	18	182			259	31				9		1
V/C Ratio	0.02									0.02		0.00
Level-of-Service	A									B		A
Control Delay (Seconds)	8.0									12.5		9.9
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0									0.1		0.0
2026 BUILD Conditions Volumes	19	202	14	57	275	32	8	1	34	9	1	2
V/C Ratio	0.02			0.05				0.08		0.03	0.01	
Level-of-Service	A			A				B		C	B	
Control Delay (Seconds)	8.0			7.8				11.3		17.1	12.0	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.1				0.2		0.1	0.0	

The analysis of the intersection of Governor Miles Rd. / Rising Sun Dr. demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Governor Miles Rd. / Rising Sun Dr.

3: Calle de la Paz/Rising Sun & Gov Miles 2036 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Rising Sun Dr.)			SB (Rising Sun Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1			1>	0				1		1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	10	370			265	7				33		5
V/C Ratio	0.01									0.12		0.01
Level-of-Service	A									C		B
Control Delay (Seconds)	8.0									16.8	10.1	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0									0.4		0.0
2036 BUILD Conditions Volumes	11	379	4	16	283	8	12	1	49	33	0	5
V/C Ratio	0.01			0.02				0.13		0.14	0.01	
Level-of-Service	A			A				B		C	B	
Control Delay (Seconds)	7.9			8.2				13.1		20.4	10.0	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.5		0.5	0.0	

PM Peak Hour												
2036 NO BUILD Conditions Volumes	21	217			309	37				11		1
V/C Ratio	0.02									0.03		0.00
Level-of-Service	A									B		B
Control Delay (Seconds)	8.1									13.7		10.3
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1									0.1		0.0
2036 BUILD Conditions Volumes	22	237	14	57	325	38	8	1	34	11	1	2
V/C Ratio	0.02			0.05				0.08		0.05	0.01	
Level-of-Service	A			A				B		C	B	
Control Delay (Seconds)	8.2			7.9				12.0		19.5	12.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.2				0.3		0.1	0.0	

The analysis of the intersection of Governor Miles Rd. / Rising Sun Dr. (Calle de la Paz) demonstrates that the delays will be acceptable for the horizon year (2036) conditions analyzed in this report. Therefore, no recommendation is made for this intersection.

#4 – Governor Miles Rd. / Mesa Bonita Rd. (Ass. Living Cntr Dwy) - Pages A-95 thru A-102

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of Governor Miles Rd. / Mesa Bonita Rd. (Assisted Living Center Driveway) are summarized in the following tables:

4: ALC Driveway/Mesa Bonita & Gov Miles 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Mesa Bonita Rd.)			SB (Mesa Bonita Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry												
AM Peak Hour												
2026 NO BUILD Conditions Volumes	0	313			219	3				0		15
V/C Ratio												0.02
Level-of-Service												A
Control Delay (Seconds)												9.8
Intersection LOS	TWSC											
95th Percentile Queue (veh)												0.1
2026 BUILD Conditions Volumes	1	319	5	11	238	4	3	0	7	0	0	15
V/C Ratio	0.00			0.01				0.02			0.02	
Level-of-Service	A	A		A	A			B			A	
Control Delay (Seconds)	7.8	0.0		8.1	0.0			11.8			9.8	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	

PM Peak Hour												
2026 NO BUILD Conditions Volumes	0	208			256	4				0		7
V/C Ratio												0.01
Level-of-Service												A
Control Delay (Seconds)												9.9
Intersection LOS	TWSC											
95th Percentile Queue (veh)												0.0
2026 BUILD Conditions Volumes	1	229	4	10	270	5	6	0	13	1	0	7
V/C Ratio	0.00			0.01				0.03			0.01	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.9	0.0		7.8	0.0			11.2			10.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.0	

The analysis of the intersection of Governor Miles Rd. / Mesa Bonita Rd. (Assisted Living Center Driveway) demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Governor Miles Rd. / Mesa Bonita Rd.

4: ALC Driveway/Mesa Bonita & Gov Miles 2036 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Mesa Bonita Rd.)			SB (Mesa Bonita Rd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	1			1>	0				0		1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	0	373			262	4				0		17
V/C Ratio												0.03
Level-of-Service												B
Control Delay (Seconds)												10.2
Intersection LOS	TWSC											
95th Percentile Queue (veh)												0.1
2036 BUILD Conditions Volumes	1	379	5	11	281	5	3	0	7	0	0	17
V/C Ratio	0.00			0.01				0.02			0.03	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.9	0.0		8.2	0.0			12.8			10.1	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	

PM Peak Hour												
2036 NO BUILD Conditions Volumes	0	248			305	5				0		9
V/C Ratio												0.02
Level-of-Service												B
Control Delay (Seconds)												10.3
Intersection LOS	TWSC											
95th Percentile Queue (veh)												0.0
2036 BUILD Conditions Volumes	1	269	4	10	319	6	6	0	13	1	0	9
V/C Ratio	0.00			0.01				0.04			0.02	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	8.0	0.0		7.9	0.0			11.9			10.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.1	

The analysis of the intersection of Governor Miles Rd. / Mesa Bonita Dr. (Assisted Living Center Driveway) demonstrates that the delays will be acceptable for the horizon year (2036) conditions analyzed in this report. Therefore, no recommendation is made for this intersection.

#5 – Governor Miles Rd. / Dancing Ground Rd. - Pages A-103 thru A-110

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of Governor Miles Rd. / Dancing Ground Rd. are summarized in the following tables:

5: Dancing Ground Rd. & Gov Miles Rd. 2026 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Dancng Grnd Rd)			SB (Dancng Grnd Rd)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2026 NO BUILD Conditions Volumes	12	192	89	80	133	18	68	2	71	51	3	28
V/C Ratio	0.01			0.10				0.50			0.33	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	7.7			8.4				23.2			20.6	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.3				2.7			1.4	
2026 BUILD Conditions Volumes	12	200	90	83	152	18	70	4	74	52	3	28
V/C Ratio	0.01			0.08				0.38			0.24	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	7.6			8.2				17.8			16.9	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.3				1.7			0.9	

PM Peak Hour												
2026 NO BUILD Conditions Volumes	24	128	34	48	181	34	61	7	64	16	3	11
V/C Ratio	0.02			0.04				0.27			0.07	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	7.8			7.7				13.9			13.2	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.1				1.1			0.2	
2026 BUILD Conditions Volumes	24	150	36	54	195	34	62	8	67	18	3	11
V/C Ratio	0.02			0.05				0.31			0.09	
Level-of-Service	A			A				B			B	
Control Delay (Seconds)	7.8			7.8				15.0			14.2	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.1				1.3			0.3	

The analysis of the intersection of Governor Miles Rd. / Dancing Ground Rd. demonstrates that the delays will be acceptable for the implementation year (2026) conditions. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Governor Miles Rd. / Dancing Ground Rd.

5: Dancing Ground Rd. & Governor Miles Rd. 2036 Conditions	EB (Gov. Miles Rd.)			WB (Gov. Miles Rd.)			NB (Dancng Grnd. Rd)			SB (Dancng Grnd. Rd)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	1	1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2036 NO BUILD Conditions Volumes	15	229	107	95	159	21	81	2	84	61	4	33
V/C Ratio	0.02			0.12				0.54			0.37	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	7.8			8.7				22.7			20.5	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.4				5.7			2.8	
2036 BUILD Conditions Volumes	15	237	108	98	178	21	83	4	87	62	4	33
V/C Ratio	0.01			0.10				0.54			0.35	
Level-of-Service	A			A				D			C	
Control Delay (Seconds)	7.7			8.4				25.2			22.1	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0			0.3				3.0			1.5	

PM Peak Hour												
2036 NO BUILD Conditions Volumes	29	153	41	57	216	41	73	9	77	19	4	14
V/C Ratio	0.03			0.05				0.38			0.11	
Level-of-Service	A			A				C			B	
Control Delay (Seconds)	7.9			7.8				17.0			15.0	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.2				1.8			0.4	
2036 BUILD Conditions Volumes	29	175	43	63	230	41	74	10	80	21	4	14
V/C Ratio	0.03			0.06				0.42			0.12	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	8.0			7.9				18.8			16.3	
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.1			0.2				2.1			0.4	

The analysis of the intersection of Governor Miles Rd. / Dancing Ground Rd. demonstrates that the delays will be acceptable for the horizon year (2036) conditions analyzed in this report. Therefore, no recommendation is made at the unsignalized intersection of Governor Miles Rd. / Dancing Ground Rd.

#6 – Whispering Wing Rd. / Dancing Ground Rd. - Pages A-111 thru A-118

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized driveway of Whispering Wing Rd. / Dancing Ground Rd. are summarized in the following tables:

6: Dancing Grnd & Whispering Wing 2026 Conditions	WB (Whsprng Wng)			NB (Dancng Grnd.)			SB (Dancng Grnd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0		1>	0	0	<1	
AM Peak Hour									
2026 NO BUILD Conditions Volumes	2		9		133	1	3	170	
V/C Ratio	0.03						0.01		
Level-of-Service	B						A	A	
Control Delay (Seconds)	10.4						7.8	0.0	
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.1						0.0		
2026 BUILD Conditions Volumes	4		13		136	2	4	172	
V/C Ratio	0.04						0.01		
Level-of-Service	B						A	A	
Control Delay (Seconds)	10.1						7.7	0.0	
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.1						0.0		
PM Peak Hour									
2026 NO BUILD Conditions Volumes	1		5		128	1	11	77	
V/C Ratio	0.01						0.01		
Level-of-Service	A						A	A	
Control Delay (Seconds)	9.5						7.7	0.0	
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.0						0.0		
2026 BUILD Conditions Volumes	2		8		131	3	16	81	
V/C Ratio	0.02						0.02		
Level-of-Service	A						A	A	
Control Delay (Seconds)	9.7						7.7	0.0	
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.1						0.1		

The analysis of the intersection of Whispering Wing Rd. / Dancing Ground Rd. demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Whispering Wing Rd. / Dancing Ground Rd.

6: Dancing Grnd & Whispering Wng 2036 Conditions	WB (Whsprng Wng)			NB (Dancng Grnd.)			SB (Dancng Grnd.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0		1>	0	0	<1	
AM Peak Hour									
2036 NO BUILD Conditions Volumes	2		11		159	1	4	202	
V/C Ratio	0.04						0.01		
Level-of-Service	B						A	A	
Control Delay (Seconds)	10.9						7.9	0.0	
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.1						0.0		
2036 BUILD Conditions Volumes	4		15		162	2	5	204	
V/C Ratio	0.04						0.01		
Level-of-Service	B						A	A	
Control Delay (Seconds)	10.4						7.8	0.0	
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.1						0.0		
PM Peak Hour									
2036 NO BUILD Conditions Volumes	1		6		153	1	14	92	
V/C Ratio	0.01						0.02		
Level-of-Service	A						A	A	
Control Delay (Seconds)	9.8						7.8	0.0	
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.0						0.0		
2036 BUILD Conditions Volumes	2		9		156	3	19	96	
V/C Ratio	0.02						0.02		
Level-of-Service	A						A	A	
Control Delay (Seconds)	10.0						7.8	0.0	
Intersection LOS	TWSC								
95th Percentile Queue (veh)	0.1						0.1		

The analysis of the intersection of Whispering Wing Rd. / Dancing Ground Rd. demonstrates that the delays will be acceptable for the horizon year (2036) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2036 Horizon Year at the unsignalized intersection of Whispering Wing Rd. / Dancing Ground Rd.

#7 – La Puerta. / Beckner Rd. - Pages A-119 thru A-126

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized intersection of La Puerta. / Beckner Rd. is summarized in the following tables:

7: La Puerta & Beckner Rd. 2026 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (La Puerta)			SB (La Puerta)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	0	1>	0	0	0	1	0	0	1
AM Peak Hour												
2026 NO BUILD Conditions Volumes	2	179	0	0	188	9	0	0	0	0	0	8
V/C Ratio	0.00											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.7								0.0			9.4
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											0.0
2026 BUILD Conditions Volumes	2	191	0	0	223	0	0	0	0	0	0	8
V/C Ratio	0.00											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.7								0.0			9.6
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											0.0

PM Peak Hour												
2026 NO BUILD Conditions Volumes	9	134	0	0	144	23	0	0	0	0	0	4
V/C Ratio	0.01											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.6								0.0			9.2
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											0.0
2026 BUILD Conditions Volumes	9	175	0	0	168	23	0	0	0	0	0	4
V/C Ratio	0.01											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.7								0.0			9.3
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											0.0

The analysis of the intersection of Beckner Rd. / La Puerta. demonstrates that the delays will be acceptable for the implementation year (2026) conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year at the unsignalized intersection of Beckner Rd. / La Puerta.

7: La Puerta & Beckner Rd. 2036 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (La Puerta)			SB (La Puerta)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	1>	0	0	1>	0	0	0	1	0	0	1
AM Peak Hour												
2036 NO BUILD Conditions Volumes	2	213	0	0	224	11	0	0	0	0	0	10
V/C Ratio	0.00											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.8								0.0			9.7
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											0.0
2036 BUILD Conditions Volumes	2	225	0	0	259	11	0	0	0	0	0	10
V/C Ratio	0.00											0.02
Level-of-Service	A								A			A
Control Delay (Seconds)	7.9								0.0			9.9
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											0.0

PM Peak Hour												
2036 NO BUILD Conditions Volumes	11	160	0	0	171	27	0	0	0	0	0	5
V/C Ratio	0.01											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.7								0.0			9.3
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											0.0
2036 BUILD Conditions Volumes	11	201	0	0	195	27	0	0	0	0	0	5
V/C Ratio	0.01											0.01
Level-of-Service	A								A			A
Control Delay (Seconds)	7.8								0.0			9.5
Intersection LOS	TWSC											
95th Percentile Queue (veh)	0.0											0.0

The analysis of the intersection of Beckner Rd. / La Puerta demonstrates that the delays will be acceptable for the horizon year (2036) conditions. Therefore, no recommendation is made at the unsignalized intersection of Beckner Rd. / La Puerta.

(See Intersection #8 after Intersection #1 with signalized intersections)

#9 – Beckner Rd. / Calle de la Alegria - Pages A-127 thru A-134

The results of the implementation year (2026) analysis and the horizon year (2036) analysis of the unsignalized roundabout access at Beckner Rd. / Calle de la Alegria are summarized in the following tables:

9 - Calle de la Alegria & Beckner Rd. 2026 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Cile de la Alegria)			SB (Cile de la Alegria)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry (ROUNDAABOUT)	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2026 NO BUILD Conditions Volumes	0	477	0	0	714	0	0	0	0	0	0	0
V/C Ratio		0.38			0.57			0.00			0.00	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		6.2			9.1			4.5			5.9	
Intersection LOS	A - 7.9 (ROUNDAABOUT)											
95th Percentile Queue (veh)		2.0			4.0			0.0			0.0	
2026 BUILD Conditions Volumes	12	477	0	0	714	25	0	1	0	76	2	35
V/C Ratio		0.47			0.65			0.00			0.23	
Level-of-Service		A			B			A			A	
Control Delay (Seconds)		7.8			10.9			5.3			9.5	
Intersection LOS	A - 9.6 (ROUNDAABOUT)											
95th Percentile Queue (veh)		3.0			5.0			0.0			1.0	
PM Peak Hour												
2026 NO BUILD Conditions Volumes	0	618	0	0	745	0	0	0	0	0	0	0
V/C Ratio		0.54			0.65			0.00			0.00	
Level-of-Service		A			B			A			A	
Control Delay (Seconds)		8.4			10.7			5.6			6.5	
Intersection LOS	A - 9.6 (ROUNDAABOUT)											
95th Percentile Queue (veh)		3.0			5.0			0.0			0.0	
2026 BUILD Conditions Volumes	41	618	0	0	745	89	0	2	0	52	1	24
V/C Ratio		0.61			0.76			0.00			0.17	
Level-of-Service		B			C			A			A	
Control Delay (Seconds)		10.2			15.0			6.4			8.8	
Intersection LOS	B - 12.7 (ROUNDAABOUT)											
95th Percentile Queue (veh)		4.0			8.0			0.0			1.0	

The analysis of the intersection of Beckner Rd. / Calle de la Alegria. demonstrates that the delays will be acceptable for the implementation conditions analyzed in this report. Therefore, no recommendation is made relative to the 2026 Implementation Year operational analysis of the signalized intersection of Beckner Rd. / Calle de la Alegria.

9 - Calle de la Alegria & Beckner Rd. 2036 Conditions	EB (Beckner Rd.)			WB (Beckner Rd.)			NB (Cile de la Alegria)			SB (Cile de la Alegria)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry (ROUNDAABOUT)	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2036 NO BUILD Conditions Volumes	0	515	0	0	747	0	0	0	0	0	0	0
V/C Ratio		0.41			0.60			0.00			0.00	
Level-of-Service		A			A			A			A	
Control Delay (Seconds)		6.6			9.6			4.7			6.1	
Intersection LOS	A - 8.4 (ROUNDAABOUT)											
95th Percentile Queue (veh)		2.0			4.0			0.0			0.0	
2036 BUILD Conditions Volumes	12	515	0	0	747	25	0	1	0	76	2	35
V/C Ratio		0.50			0.68			0.00			0.24	
Level-of-Service		A			B			A			B	
Control Delay (Seconds)		8.4			11.7			5.6			10.0	
Intersection LOS	B - 10.3 (ROUNDAABOUT)											
95th Percentile Queue (veh)		3.0			6.0			0.0			1.0	

PM Peak Hour												
2036 NO BUILD Conditions Volumes	0	647	0	0	776	0	0	0	0	0	0	0
V/C Ratio		0.56			0.68			0.00			0.00	
Level-of-Service		A			B			A			A	
Control Delay (Seconds)		8.8			11.4			5.8			6.7	
Intersection LOS	B - 10.2 (ROUNDAABOUT)											
95th Percentile Queue (veh)		4.0			6.0			0.0			0.0	
2036 BUILD Conditions Volumes	41	647	0	0	776	89	0	2	0	52	1	24
V/C Ratio		0.64			0.79			0.00			0.17	
Level-of-Service		B			C			A			A	
Control Delay (Seconds)		10.9			16.5			6.6			9.2	
Intersection LOS	B - 13.8 (ROUNDAABOUT)											
95th Percentile Queue (veh)		5.0			9.0			0.0			1.0	

The analysis of the intersection of Beckner Rd. / Calle de la Alegria shows that the delays will be acceptable for the horizon year (2036) conditions. Therefore, no recommendation is made relative to the 2036 Horizon Year at the unsignalized intersection of Beckner Rd. / Calle de la Alegria.

Safety Analysis

Crash data from January 1, 2019 through December 31, 2023 from the American Association of State Highway and Transportation Officials' (AASHTO) AASHTOWare Safety website which maintains a database of crash records statewide for the State of New Mexico. Crash records were collected for each of the signalized and unsignalized intersections in this Study, and the crash reports are in the Appendix of this Study on Pages A-145 through A-161. The crash data was then further tabulated to quantify and classify crashes by severity (i.e., Property Damage only, injury, or fatality) as well as primary contributing factors to the crashes. Following are those tabulations:

Crash Analysis - Vista de la Sierra Subdivision Governor Miles Rd. / Richards Ave.

Project: Vista de la Sierra Subdivision										
Date: 5/25/25										
	Following too Closely	Driver Inattention	Disregard Traffic Signal	Failure to Yield R/W	Speed too Fast for Conditions	Excessive Speed	Improper Lane Change / Turn	Other	Total	
1 - Governor Miles Rd. / Richards Ave.	8	7	3	0	2	1	1	1	23	
2 - Governor Miles Rd. / Entrada Sonata	1	0	0	2	1	0	0	3	7	
3 - Governor Miles Rd. / Rising Sun Dr.	0	1	0	1	0	0	0	0	2	
4 - Governor Miles Rd. / Mesa Boniita Rd.	0	1	0	0	0	0	0	1	2	
5 - Governor Miles Rd. / Dancing Ground Rd.	1	0	0	1	0	0	0	2	4	
6 - Whispering Wing Rd. / Dancing Ground Rd.	0	0	0	0	0	0	0	0	0	
7 - Beckner Rd. / La Puerta	0	0	0	0	0	0	0	0	0	
8 - Beckner Rd. / Richards Ave.*	0	0	0	2	1	0	1	3	7	
9 - Beckner Rd. / Calle de la Alegria	0	0	0	0	0	0	0	0	0	
Total	10	9	3	6	4	1	2	10	45	
	22%	20%	7%	13%	9%	2%	4%	22%	100%	

* - Beckner Rd. / Richards Ave. was an unsignalized intersection during the study interval (2019 through 2023)

Project: Vista de la Sierra Subdivision					
Date: 5/25/25					
	Property Damage ONLY	Suspected Minor Injury	Possible Injury	Fatality	Total
1 - Governor Miles Rd. / Richards Ave.	15	6	2	0	23
2 - Governor Miles Rd. / Entrada Sonata	6	1	0	0	7
3 - Governor Miles Rd. / Rising Sun Dr.	2	0	0	0	2
4 - Governor Miles Rd. / Mesa Boniita Rd.	1	1	0	0	2
5 - Governor Miles Rd. / Dancing Ground Rd.	2	0	2	0	4
6 - Whispering Wing Rd. / Dancing Ground Rd.	0	0	0	0	0
7 - Beckner Rd. / La Puerta	0	0	0	0	0
8 - Beckner Rd. / Richards Ave.	5	1	1	0	7
9 - Beckner Rd. / Calle de la Alegria	0	0	0	0	0
Total	31	9	5	0	45
	69%	20%	11%	0%	100%

The Safety Analysis shows that there were no fatalities in the Study area during the five-year period evaluated. The majority of the crashes (69%) were classified as property damage only (PDO) with 20% of the crashes classified with Suspected Minor Injuries and 11% with Possible Injury.

The highest contributing factor to crashes was “Following too closely” which is characteristic of signalized intersections (rear-end collisions). The overwhelming majority of those types of crashes occurred at the signalized intersection of Governor Miles Rd. / Richards Ave. (Note that the intersection of Beckner Rd. / Richards Ave. was not signalized during the study period for this safety analysis (2019 through 2023).

The highest crash occurrences occurred at the signalized intersection of Governor Miles Rd. / Richards Ave. where there were 23 crashes over the five-year study period. Based on the new turning movements volumes collected at the intersection (assuming the daily volume equals ten times the peak hour volume), the average crash rate at the intersection is approximately 0.86 crashes per million entering vehicles (MEV). The crash rate is not excessively high, but is marginally above average (0.78 crashes per MEV). One of the crashes involved the use of alcohol. Excluding that one crash would result in this intersection having a 0.82 crashes per million entering vehicles crash rate.

Based on the crash data collected and the tabulations / analysis of the crashes, no additional traffic safety recommendations are made.

Multimodal Review

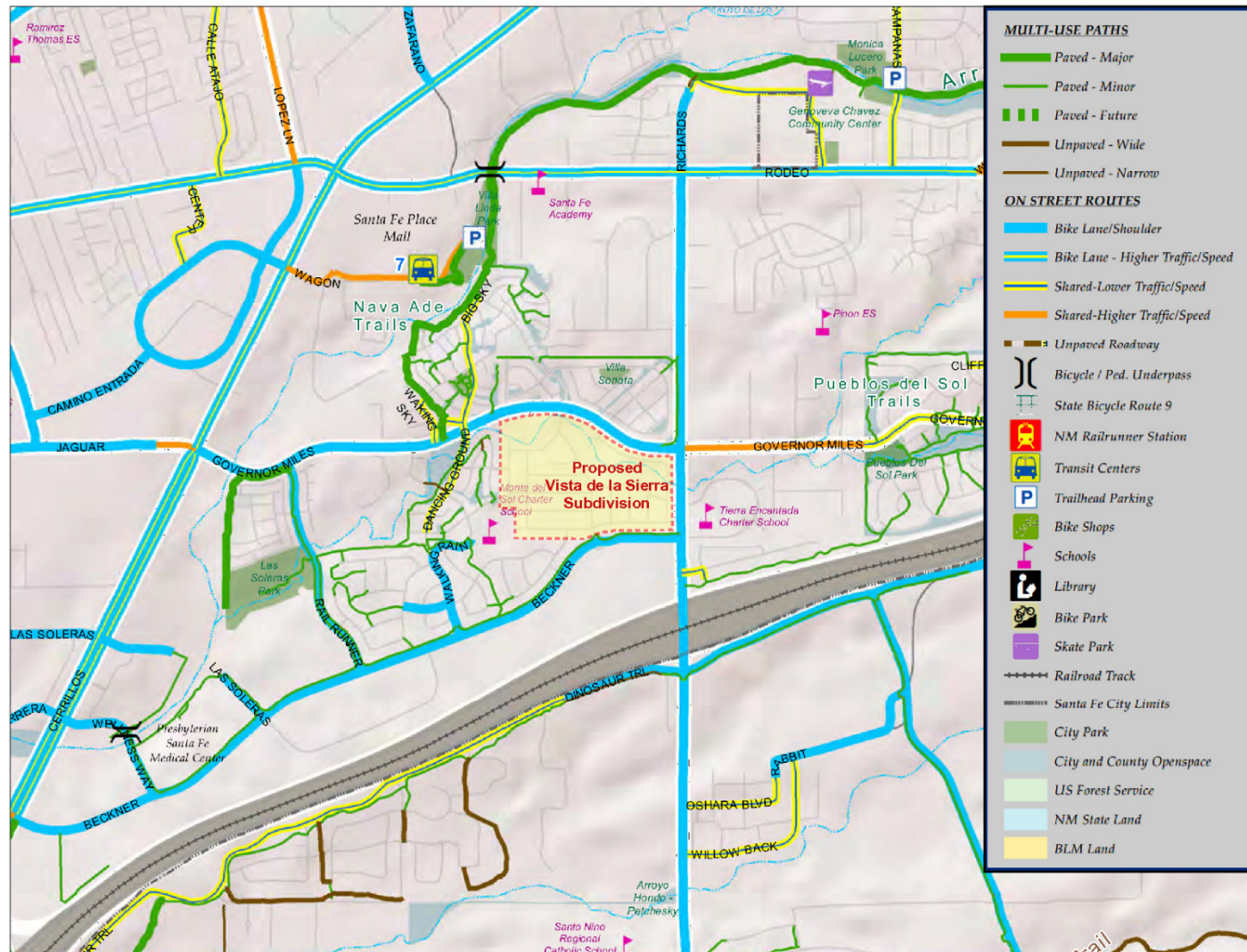
The following page show a portion of the Santa Fe Bikeways & Trail Map (2025) for the Study Area of this project. Bike Lanes are required on Beckner Rd., Richards Ave., and Governor Miles Rd. within the Study Area and beyond. Additionally, there is paved multi-use trail along the north side of Beckner Rd. between Wellness Way and Richards Ave. The existing bike lanes and multi-use trails all comply with the COSF's 2025 Bikeway Plan on the following page.

Bicycle Levels-of-Traffic Stress are at BLTS4 for Beckner Rd., Richards Ave., and Governor Miles Rd. (see Bicycle Level of Traffic Stress Chart – Appendix Page A-136). Beckner Rd. will remain at BLTS 4 whether the posted speed limit is 35 MPH or 45 MPH, but some cyclists will feel more comfortable riding along a road with a lower posted speed limit. Consideration of the multi-use trail along the north side of Beckner Rd. will result in the BLTS being improved to 3.

There are sidewalks on both sides of the roadway along Governor Miles Rd. in and near the study area of this project. There are no sidewalks along the portion of Governor Miles Rd. fronting the Vista de la Sierra project, but it is required that the project will construct the sidewalks along the south side of Governor Miles Rd. fronting the project.

There are generally no pedestrian accommodations along Richards Ave. except there is an existing pedestrian trail that extends along the west side of Richards Ave. from Governor Miles Rd. about one-quarter mile to the north.

There is no transit (bus) service in or near the Study Area of this project.



Portion of Santa Fe Bikeways & Trails Map - 2025

2-Way Stop and All-Way Stop Control Analysis

The following Stop and All-Way Stop analysis of Intersection 2 (Governor Miles/Entrada Sonata) and Intersection 3 (Governor Miles/Rising Sun) is based on the MUTCD guidance for unsignalized intersections. The intersections were evaluated using engineering judgement regarding safety concerns and the All-Way Stop Control Warrants in Sections 2B.13 thru 2B.17. Safety factors that were considered include visibility and history of crashes. The fact that Entrada Sonata and Rising Sun are lower classification roads with significantly less volume than Governor Miles was also considered. Uneven approach volumes may reduce the effectiveness of all-way stop control, so decisions must consider the unique conditions of each intersection.

2-Way Stop Control

MUTCD Guidance: Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:

2-Way Stop Control Guidance Table

Intersections 2 & 3

Condition	Description	Details/Threshold	CONDITION APPLIES?
Restricted View	Road users must stop to adequately observe conflicting traffic on the through street or highway.	Applies when visibility is limited at the intersection.	No. Visibility from side streets is affected by horizontal and vertical curves and landscaping on Gov. Miles Rd., but median refuges and left-turn lanes adequately mitigate these impacts.
Crash Records (Three-leg)	Intersection safety concerns based on crash history.	Three or more crashes in 12 months, or five or more in 36 months; crashes should be correctable by minor-road stop control.	No, average number of crashes/year between 2019 – 2023 is less than 2
Road Classification	Intersection of lower functional classification road with a higher functional classification road.	Stop control considered for minor-road approaches.	Yes, Governor Miles is classified as a Minor Arterial while the side streets are unclassified local roadways.

Because side streets (Entrada Sonata & Rising Sun) at Intersections 2 and 3 are at a lower functional class than the main street (Governor Miles Rd.) and because it is standard practice to have stop control for side streets and residential development driveways, stop signs are warranted for all northern and southern approaches.

All-Way Stop Control

The installation of all-way stop control (AWSC) at unsignalized intersections 2 & 3 is based on an engineering study and result of the following warrant analysis. It is important to note that significant differences in approach volumes, such as at these two may reduce AWSC effectiveness.

The study included evaluation of current conditions, improvement potential, and five specific warrants outlined in MUTCD Sections 2B.13 to 2B.17 and summarized in the table below.

All-Way Stop Control (AWSC) Warrants Summary Table

Warrant	Criteria	When AWSC May Be Used	WARRANTED?
A. Crash Experience (Sect. 2B.13)	- 3-leg: ≥ 4 crashes in 12 months or ≥ 5 in 36 months - Crashes must be correctable with AWSC	Where crash data shows preventable collisions at the intersection	No, there were less than 4 crashes in 12 months and less than 5 crashes in 36 months.
B. Sight Distance (Sect. 2B.14)	Inadequate sight distance from minor road to safely cross or turn onto major road	Where drivers on minor roads can't safely view or judge gaps in traffic	No. Visibility from side streets is affected by horizontal and vertical curves and landscaping on Gov. Miles Rd., but median refuges and left-turn lanes adequately mitigate these impacts.
C. Transition Control (Sect. 2B.15)	Interim control before traffic signals or yield signs at circular intersections are installed	Temporary control during signal or roundabout implementation	N/A, these are four leg intersections, not roundabouts.
D. 8-Hour Volume (Sect. 2B.16)	- Major Road: ≥ 300 units/hr (vehicles/pedestrians/bikes) for 8 hours - Minor Road: ≥ 200 units/hr for same 8 hours - Reduced to 70% if major road speed > 40 mph	When volumes meet minimum thresholds consistently during the day	Yes, Major Road: > 210 units/hr. (70% of 300) No, Minor Road < 140 units (70% of 200)
E. Other	Based on engineering	When conditions not	No, other conditions exist to

Warrant	Criteria	When AWSC May Be Used	WARRANTED?
Factors (Sect. 2B.17)	judgment. May include: - Left-turn conflict management - Similar residential collectors - Significant pedestrian/bike activity	covered by A–D support AWSC for safety or efficiency	support All-Way Stop

Even though the 8-hour volumes for the major road meet the criteria for Warrant D, 8-hour Volume, an AWSC is not recommended where traffic volumes differ significantly between approaches which is the case for these two intersections. The volumes from the side streets are generally less than 20% of the major street traffic, so delays and the queue of vehicles on Governor Miles Rd. would be significantly more than the delays and queues on the minor side streets. Also, no other warrants were met so an AWSC is not recommended at Intersections 2 and 3.

Access Design Specifications

Auxiliary lane warrant analysis was performed for each of the driveways (project streets) on Governor Miles Rd. using the warrant criteria contained in the COSF *Transportation Analysis Guidelines* recently adopted in August 2024. The COSF guidelines state that the storage lengths should be calculated as the 95th percentile queue length rounded up to the nearest 25-foot with a 50-foot minimum length. Graphs of the COSF left and right-turn lane warrant criteria are in the Appendix on page A-162 & 163. Results of the turn lane warrant analysis are in Appendix page A-164.

1. Left-turn lanes are warranted at Intersections 1, 2, 3, 5, and 8.
2. Right-turn lanes are only warranted Intersection 1.
3. Intersection 1, Governor Miles Rd/ Richards Ave. – This is a signalized four-way intersection with dedicated left-turn lanes on each approach and a dedicated right-turn lane on the southbound approach.
 - o Left-turn lanes are warranted on all approaches, and all except the eastbound left-turn (EBL) lane provide sufficient capacity. It is recommended to add 85 feet of storage capacity to the existing EBL lane at this intersection.

- Right-turn lanes are warranted for the Eastbound and Westbound approaches for the NO BUILD and BUILD conditions. Since this is an existing problem and queue lengths are restored to NO BUILD conditions with signal retiming, no mitigation is recommended by the development.
4. Intersection 2, Governor Miles Rd./Entrada Sonata – The existing left-turn lane has adequate storage capacity, so no mitigation is required.
 5. Intersection 3, Governor Miles Rd./Rising Sun Dr. – This access intersection currently operates as a right-in, right-out only intersection north of the proposed assisted living center
 - When the assisted living center is proposed, it is recommended to open the intersection of Governor Miles Rd. / Mesa Bonita Rd. as a full access unsignalized intersection aligned with Mesa Bonita Rd.
 - If approved as a full-access intersection, a new left-turn lane, 150-ft long, including transition, is recommended.
 6. Intersection 5, Governor Miles Rd./Dancing Ground Road – Although a left-turn lane is warranted at this intersection, this is an existing condition not made worse by traffic from the development, so no mitigation is recommended as the responsibility of the development.
 7. Intersection 8, Beckner Rd./Richards Ave. – Although 225-ft of additional storage capacity is required for the northbound left lane (NBL) to prevent traffic from spilling over into the NB thru lane, this is an existing problem especially during the PM peak period. However, no additional storage capacity is recommended because the NBL cannot be extended without shortening of the SBL turn lane for the Desert Sage subdivision. Also, the recommended signal re-timing at Intersection 8 reduces queue lengths to less than NO BUILD conditions.

Speed Study

Tierra West, LLC has conducted speed surveys by direction on two segments on Beckner Rd. to determine if the posted 45 mph speed limit is appropriate for the facility and if a speed reduction is warranted. The speed data was collected on Wednesday and Thursday, April 2 and 3, 2025 on Beckner Rd. midway between the two roundabouts at Rail Runner Road and Walking Rain Road (referred to in this memo as the west end), and midway between Calle de la Alegria and Richards Avenue (the east end). The speed study data collection locations are shown on the attached map.



The posted speed limit on Beckner Road is 45 mph. There are five (5) roundabouts on Beckner Rd. between Cerrillos Rd. and Richards Ave. The roundabouts are designed for a negotiable speed of 25 mph. There is a two-way asphalt trail on the north side of Richards Avenue in some sections.

Speed surveys used to set speed limits are based on free flow speeds, therefore only speeds above 20 mph were used to calculate the 85th percentile speed at the two survey locations. The speed data was collected in five mph increments starting at 21 mph. Two vehicles were recorded traveling between 46 and 50 mph eastbound at the east end of Beckner Road between Calle de la Alegria and Richards Avenue. All other vehicle speeds recorded in this study were below 46 mph.

As shown in the table on the following page, the 85th percentile speed at the west end of Beckner Road was 32.5 mph in the eastbound direction and 27.9 mph in the westbound direction. At the east end the 85th percentile speed was 32.5 mph in the eastbound direction and 32.6 mph in the westbound direction. It is general practice to set the posted speed close to the observed 85th percentile speed based on the traffic engineering practice that 85 percent of drivers will drive at a reasonable speed for the existing conditions. The posted speed should be rounded up or down from the observed 85th percentile speed to the nearest 5 mph increment.

Beckner Rd. Speed Survey

Data Collected April 2nd and 3rd, 2025 (Wednesday and Thursday)

West End midway between Rail Runner Rd. and Walking Rain Rd.					
Eastbound Traffic Data					
Speed Range Category	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH
Average Speed (mph) in Range	23	28	33	38	43
Total Number of Vehicles	22	368	1209	141	0
Cumulative Number	22	390	1599	1740	1740
Cumulative % at free flow speed	1.26%	22.41%	91.90%	100.00%	100.00%
85% Speed (mph)	32.5				
Westbound Traffic Data					
Speed Range Category	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH
Average Speed (mph) in Range	23	28	33	38	43
Total Number of Vehicles	126	1395	234	0	0
Cumulative Number	126	1521	1755	1755	1755
Cumulative % at free flow speed	7.18%	86.67%	100.00%	100.00%	100.00%
85% Speed (mph)	27.9				

East End midway between Calle de la Alegria and Richards Ave.						
Eastbound Traffic Data						
Speed Range Category	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH
Average Speed (mph) in Range	23	28	33	38	43	48
Total Number of Vehicles	110	703	759	164	16	2
Cumulative Number	110	813	1572	1736	1752	1754
Cumulative % at free flow speed	6.27%	46.35%	89.62%	98.97%	99.89%	100.00%
85% Speed (mph)	32.5					
Westbound Traffic Data						
Speed Range Category	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	
Average Speed (mph) in Range	23	28	33	38	43	
Total Number of Vehicles	10	354	1186	163	1	
Cumulative Number	10	364	1550	1713	1714	
Cumulative % at free flow speed	0.58%	21.24%	90.43%	99.94%	100.00%	
85% Speed (mph)	32.6					

Given the results of the speed study, the posted (advisory) speed of 25 mph at the roundabout, and that walking and biking is encouraged in this area, we recommend that Beckner Road

between Rail Runner Road and Richards Road should be posted at 30 mph instead of the current posted speed limit of 45 mph.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

Impact Assessment

The proposed Vista de la Sierra Subdivision will have minimal to moderate adverse impact on the adjacent transportation system. All the levels-of-service were determined to be acceptable for the overall intersections except for the existing signalized intersection of Beckner Rd. / Richards Ave. and the existing signalized intersection of Governor Miles Rd. / Richards Ave. The long delays projected at the existing signalized intersection of Beckner Rd. / Richards Ave. and the existing signalized intersection of Governor Miles Rd. / Richards Ave. can be mitigated by optimizing the signal cycle lengths and phase splits as described in the Recommendations section of the Executive Summary of this report. The Recommendations made successfully mitigated all the operational / delay issues at those intersections.

2026

The 2026 (Implementation Year) analysis assumed implementation of Vista de la Sierra Subdivision in its totality including the proposed assisted living center at the northwest corner of the subdivision. The signalized intersection of Beckner Rd. / Richards Ave. is projected to experience marginally long delays associated with the 2026 BUILD Conditions for the eastbound left-turn movement and the southbound right-turn movement. The proposed Vista de la Sierra Subdivision will generate a substantial volume of traffic at the intersection and, therefore, will have a significant impact. The impact, though, will be mitigated by the new eastbound left-turn arrow and the new southbound right-turn arrow installed at the existing traffic signal which will permit the eastbound left-turn movement to operate in the permitted / protected mode and the southbound right-turn movement to operate in the permitted plus overlap mode. Signal timing will need to be optimized to accommodate new phasing.

2036

The 2036 (Horizon Year) analysis assumed implementation of all Vista de la Sierra Subdivision in its totality including the proposed assisted living center at the northwest corner of the subdivision. The horizon year analysis has similar results as the implementation year analysis with, of course, higher volumes and slightly higher delays. All of the unsignalized intersections and the roundabout on Beckner Rd. were found to have acceptable delays. The two signalized intersections on Richards Ave. will require optimization of signal cycle lengths and phase splits to accommodate future horizon year volumes at acceptable levels-of-service.

The impacts to the adjacent transportation system can be mitigated by following the recommendations listed at the end of the Executive Summary and repeated as follows:

2026 (Implementation Year Recommendations)

4. All design and construction associated with the Vista de la Sierra Subdivision shall maintain adequate traffic sight distances at existing and proposed intersections / driveways. A note should be added to the landscaping plans stating that no landscaping elements or walls or other structures should be permitted that constrain sight distances at an intersection / driveway that significantly compromises safety. The developer shall be responsible for monitoring and maintaining the landscaping as the development progresses and should include specific maintenance and planting instructions in the development's operating and maintenance instructions. Upon full completion and acceptance of the project by the City of Santa Fe, landscaping related sight distance issues within public right-of-way shall be enforced by the City of Santa Fe. Monitoring of sight distance issues is a joint public and general population responsibility, with the general population (mostly neighboring residents) reporting issues to the City of Santa Fe and the City enforcing safe sight distances as deemed appropriate.
5. Intersection 1 (Governor Miles / Richards):
 - Add 85 ft to the existing length of the eastbound left-turn lane.
6. Intersection 2 (Governor Miles/Entrada Sonata):
 - Align the access for Vista de la Sierra Subdivision to Entrada Sonata.
 - The access should be a full access two-way stop-controlled driveway.
 - The access may be a single approach (northbound) access.
8. Intersection 3 (Governor Miles/Rising Sun Dr.):
 - Align the access for Vista de la Sierra Subdivision to Rising Sun Dr.
 - When the future assisted living facility is complete, the access should be a full access two-way stop-controlled driveway.
 - The access should be two northbound approach lanes – one for exclusive left-turns and one for thru / right-turns.
 - When opened as full-access, install 150-ft westbound left-turn lane.
9. Intersection 8 (Beckner Rd. / Richards Ave.):
 - Construct an eastbound left turn arrow and a southbound right turn arrow at the existing new temporary traffic signal to allow the eastbound to northbound left turn movement to operate as a permitted / protected left turn and to allow the southbound to westbound right turn movement to operate as a permitted / overlap right turn.
10. City of Santa Fe requirements:
 - The City of Santa Fe requires that the developer relocate the existing SIGNAL AHEAD flasher currently located approximately 400 feet south of Governor Miles Rd. to approximately 400 feet south of Beckner Rd.
11. Beckner Road Speed Limit:

Given the results of the speed study, the posted (advisory) speed of 25 mph at the roundabout, and that walking and biking is encouraged in this area, we recommend that Beckner Road between Rail Runner Road and Richards Road should be posted at 30 mph instead of the current posted speed limit of 45 mph.

7. A complete geometric plan, including pedestrian/bicyclist MUTCD signage and striping plan shall be provided for review as part of the design plan set for the off-site improvements and shall demonstrate all modes of traffic are considered.

2036 (Horizon Year Recommendations)

2. Adjust signal timing (cycle length and phase splits) as necessary to accommodate future volumes at the intersections of Governor Miles Rd. / Richards Ave. and Beckner Rd. / Richards Ave.

Appendix

<u>SITE INFORMATION</u>	
Aerial Map	A-1
Vicinity Map	A-2
Proposed Subdivision Plan	A-3
<u>TRIP GENERATION</u>	
Trip Generation Worksheet	A-4 thru A-6
<u>TRIP DISTRIBUTION</u>	
Subarea Map of Santa Fe	A-7
Trip Distribution Worksheet (Residential Trips)	A-8 thru A-10
Trip Distribution Map	A-11
Trip Assignments Map (% Entering) – Single Family Homes	A-12
Trip Assignments Map (% Exiting) – Single Family Homes	A-13
Trip Assignments Map (% Entering) – Assisted Living Center	A-14
Trip Assignments Map (% Exiting) – Assisted Living Center	A-15
<u>TURNING MOVEMENTS VOLUMES (from Transportation Model)</u>	
2026 AM and PM Peak Hour Volumes SUMMARY Sheet	A-16 thru A-18
2026 AM and PM Peak Hour Volumes Worksheets (Individual Intersections)	A-19 thru A-36
2036 AM and PM Peak Hour Volumes SUMMARY Sheet	A-37 thru A-39
2036 AM and PM Peak Hour Volumes Worksheets (Individual Intersections)	A-40 thru A-57
<u>IMPLEMENTATION YEAR (2026) / HORIZON YEAR (2036) ANALYSES</u>	
Intersection #1 – Governor Miles Rd. / Richards Ave. (Signalized)	A-58 thru A-67
Intersection #8 – Beckner Rd. / Richards Ave. (Signalized)	A-68 thru A-77
Intersection #2 – Governor Miles Rd. / Entrada Sonata (Unsignalized)	A-78 thru A-86
Intersection #3 – Governor Miles Rd. / Rising Sun Dr. (Unsignalized)	A-87 thru A-94
Intersection #4 – Governor Miles Rd. / Mesa Bonita Rd. (Unsignalized)	A-95 thru A-102
Intersection #5 – Governor Miles Rd. / Dancing Ground Rd. (Unsignalized)	A-103 thru A-110
Intersection #6 – Whispering Wing Rd. / Dancing Ground Rd. (Unsignalized)	A-111 thru A-118
Intersection #7 – Beckner Rd. / La Puerta (Unsignalized)	A-119 thru A-128
Intersection #9 – Beckner Rd. / Calle de la Alegria (Roundabout)	A-129 thru A-134
Figure 2 Right-turn Lane Criteria for Two-Lane Roadway (CoSF Transportation Impact Analysis Guidelines)	A-135
Bicycle Level of Traffic Stress Chart (CoSF Transportation Impact Analysis Guidelines)	A-136
Traffic Count Data	A-137 thru A-144
Crash Data	A-145 thru A-161

APPENDIX

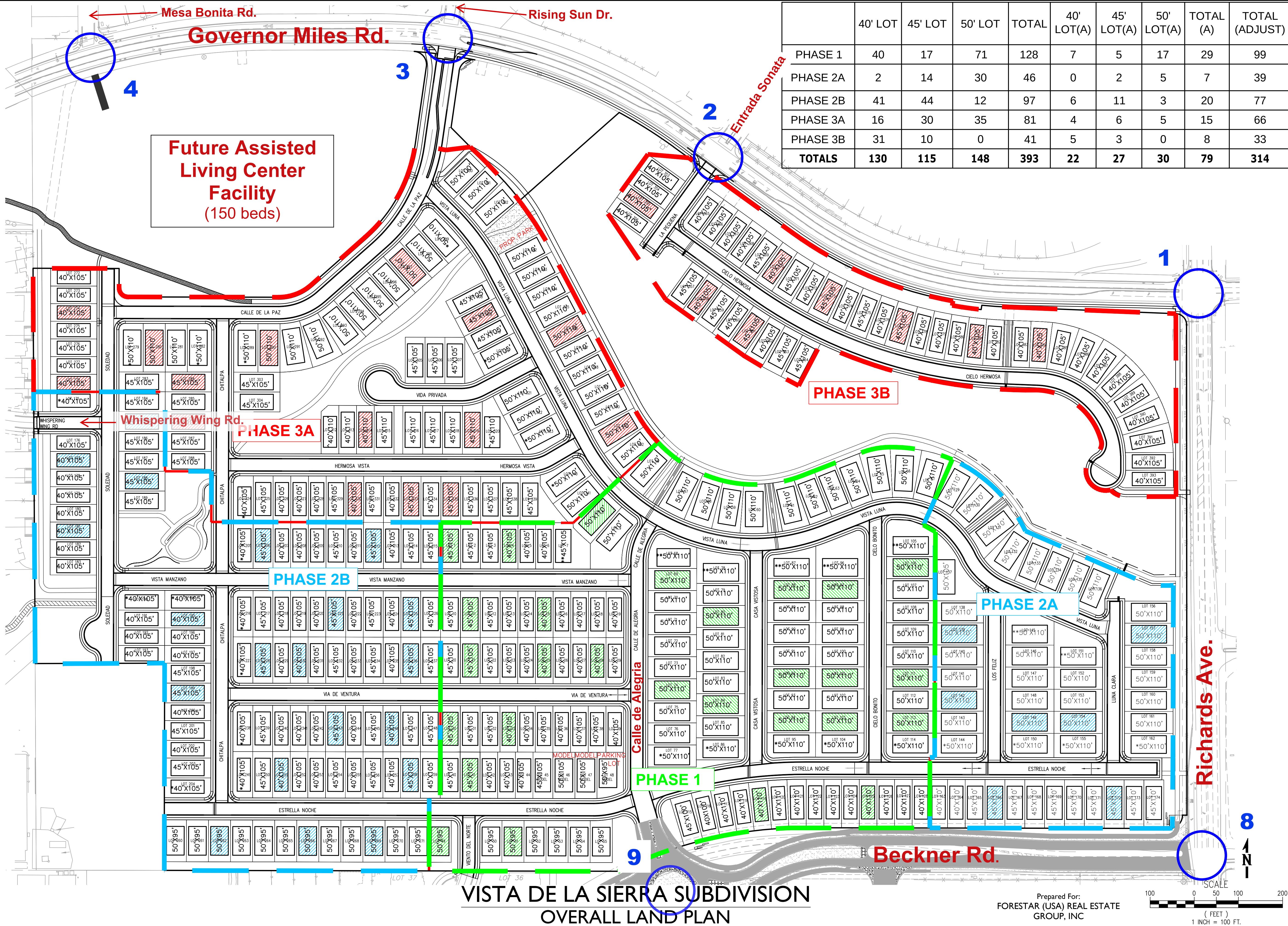


Vista de la Sierra Subdivision - Santa Fe, NM
(Gov. Miles Rd. / Richards Ave.)
Aerial Map



Vista de la Sierra Subdivisión - Santa Fe, NM
(Gov. Miles Rd. / Richards Ave.)
Vicinity Map (Study Area)

[DATE: 7/27/2023 1:11 PM] [AUTHOR: jocky.in] [PLOTTER: None] [STYLE: ----] [LAYOUT: Overall Land Plan 22x34]
[PATH: P:\Columbus Capital Corporation\229019-A000105.00\Execution\Construction\Phase 1\RFI\RFI - Lot # Summary All Phase\Vista Land Plan - Affordable Units 9-9-2022.dwg]



	40' LOT	45' LOT	50' LOT	TOTAL	40' LOT(A)	45' LOT(A)	50' LOT(A)	TOTAL (A)	TOTAL (ADJUST)
PHASE 1	40	17	71	128	7	5	17	29	99
PHASE 2A	2	14	30	46	0	2	5	7	39
PHASE 2B	41	44	12	97	6	11	3	20	77
PHASE 3A	16	30	35	81	4	6	5	15	66
PHASE 3B	31	10	0	41	5	3	0	8	33
TOTALS	130	115	148	393	22	27	30	79	314

WHPacific

AN NV5 COMPANY

OVERALL LAND PLAN
(WITH AFFORDABLE HOUSING LOTS)
VISTA DE LA SIERRA SUBDIVISION
FORESTAR (USA) REAL ESTATE GROUP, INC

SHEET NUMBER

PROJECT NUMBER

DRAWING FILE NAME

VISTA LAND PLAN - AFFORDABLE UNITS 9-9-2022

SCALE

AS SHOWN

SHEET INFO

DESIGN

DRAWN

CHECKED

APPROVED

LAST EDIT

PLOT DATE

SUBMITTAL

REVISIONS

NO.

BY

DATE

REMARKS

1

MIL

1/16/23

ADD LOT TO PHASE 3A FROM PARK

2

MIL

7/27/23

ALL PHASE TOTAL LOTS MOD.

A-3

Vista De La Sierra Subdivision (Governor Miles Rd. / Richards Ave.)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

	USE (ITE CODE)	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.		
	DESCRIPTION	GROSS	ENTER	EXIT	ENTER	EXIT	
<u>Summary Sheet</u>		Units					
	Single-Family Detached Housing (210)	400	3,772	66	197	230	135
	Assisted Living (254)	150	390	16	11	14	22
Subtotal Primary Trips			4,162	82	208	244	157

Vista De La Sierra Subdivision (Governor Miles Rd. / Richards Ave.)
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT

Units

Single-Family Detached Housing (210)**400**

Dwelling Units

3,772	66	197	230	135
-------	----	-----	-----	-----

ITE Trip Generation Equations:

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

$$T = \frac{9.43}{50\%} (X) + \frac{0}{50\%} \text{ Exit}$$

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

$$\ln(T) = \frac{0.91}{25\%} \ln(X) + \frac{0.12}{75\%} \text{ Exit}$$

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

$$\ln(T) = \frac{0.94}{63\%} \ln(X) + \frac{0.27}{37\%} \text{ Exit}$$

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

Vista De La Sierra Subdivision (Governor Miles Rd. / Richards Ave.)
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

Assisted Living (254)**150**

Beds

390	16	11	14	22
-----	----	----	----	----

ITE Trip Generation Equations:

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

$$T = \frac{2.6 (X) + 0}{50\% \text{ Enter, } 50\% \text{ Exit}}$$

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

$$T = \frac{0.18 (X) + 0}{60\% \text{ Enter, } 40\% \text{ Exit}}$$

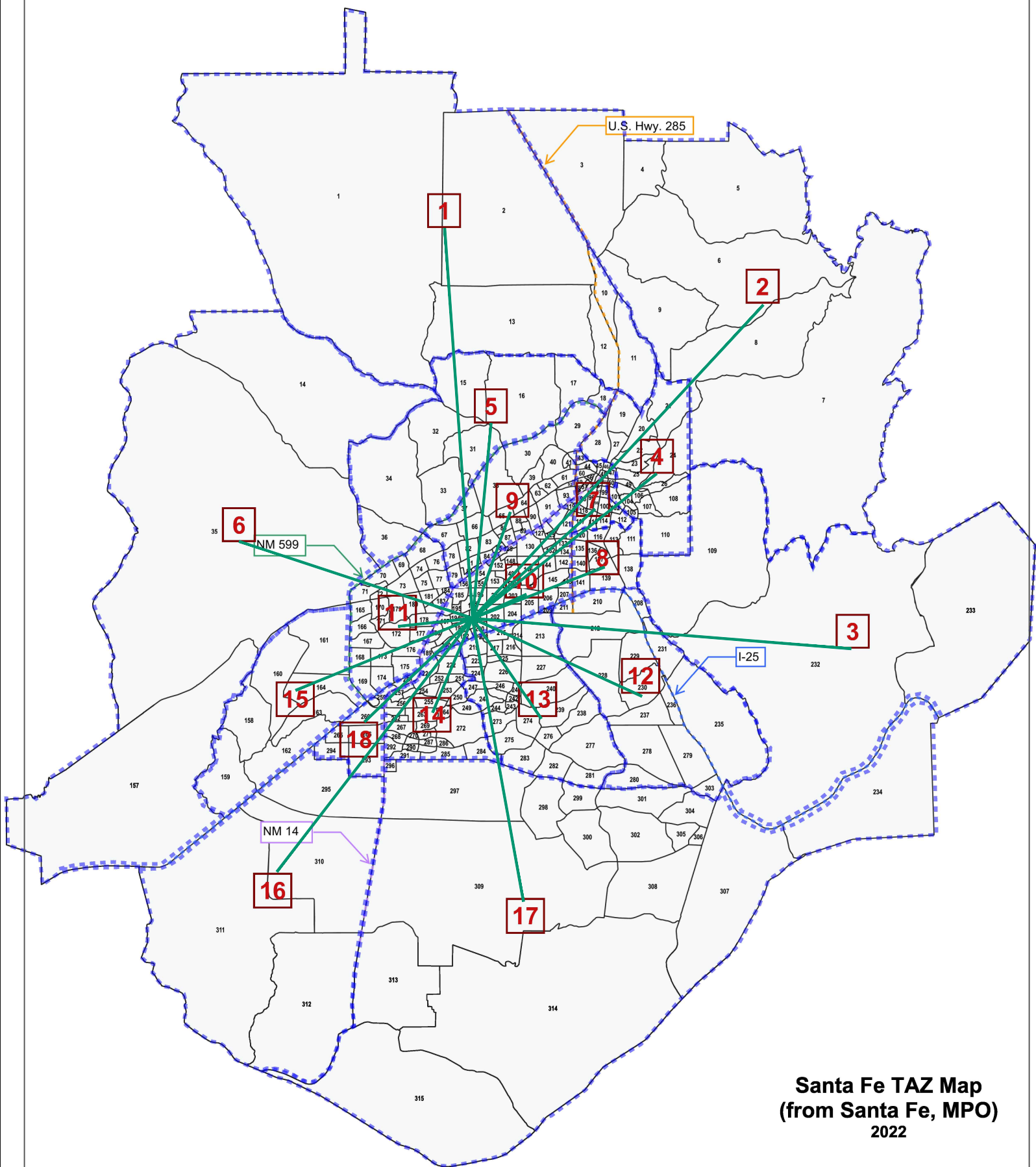
Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$T = \frac{0.24 (X) + 0}{39\% \text{ Enter, } 61\% \text{ Exit}}$$

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition



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

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

2015 and 2050 Data Taken from Santa Fe MPO 2050 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

									(RN) Richards Ave. North			(GE) Gov. Miles Rd. East			(BE) Beckner Rd. East		
Sub Area I.D.#	% Sub Area in Study	2015 Employment	2050 Employment	Interpolated Employment for the Year 2025	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	2050	2025													
1	100%	508	632	543	543	11.3	48	0.27%	20%	0.05%	10	0%	0.00%	0	0%	0.00%	0
2	100%	553	1,063	699	699	12.3	57	0.32%	60%	0.19%	34	0%	0.00%	0	0%	0.00%	0
3	100%	101	191	127	127	11	12	0.07%	50%	0.03%	6	0%	0.00%	0	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	6.8	305	1.74%	60%	1.04%	183	0%	0.00%	0	0%	0.00%	0
5	100%	476	821	575	575	5.7	101	0.57%	20%	0.11%	20	0%	0.00%	0	0%	0.00%	0
6	100%	259	485	324	324	7.1	46	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	19,795	21,957	20,413	20,413	4.8	4,253	24.21%	60%	14.53%	2,552	0%	0.00%	0	0%	0.00%	0
8	100%	5,579	7,234	6,052	6,052	4.1	1,476	8.40%	70%	5.88%	1,033	20%	1.68%	295	0%	0.00%	0
9	100%	6,135	6,519	6,245	6,245	17.9	349	1.99%	20%	0.40%	70	0%	0.00%	0	0%	0.00%	0
10*	100%	12,895	18,049	14,368	14,368	1.7	8,452	48.12%	60%	28.87%	5,071	20%	9.62%	1,690	0%	0.00%	0
11	100%	2,719	3,709	3,002	3,002	2.2	1,364	7.77%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	540	786	610	610	5.4	113	0.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	555	695	595	595	3.5	170	0.97%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	1,164	2,225	1,467	1,467	3	489	2.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	265	391	301	301	5.5	55	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	91	225	129	129	9.2	14	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	1,452	2,302	1,695	1,695	8.3	204	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	197	372	247	247	4.3	57	0.33%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		55,358	69,730	59,464	59,464		17,564	100.00%		51.12%	8,978		11.30%	1,986		0.00%	0
										51.12%		11.30%		0.00%			
										Use 51%		Use 11%		Use 1%			

* - Subarea in which the site it located.
** - a nomimal percentage of trips are attributed to this route even though unlikely. Total trips assignents totals 103%.

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

2015 and 2050 Data Taken from Santa Fe MPO 2050 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

									(RS) Richards Ave. South			(BW) Beckner Rd. West			(GW) Gov. Miles Rd. West		
Sub Area I.D.#	% Sub Area in Study	2015 Employment	2050 Employment	Interpolated Employment for the Year 2025	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
		2015	2050	2025													
1	100%	508	632	543	543	11.3	48	0.27%	0%	0.00%	0	40%	0.11%	19	40%	0.11%	19
2	100%	553	1,063	699	699	12.3	57	0.32%	0%	0.00%	0	20%	0.06%	11	20%	0.06%	11
3	100%	101	191	127	127	11	12	0.07%	50%	0.03%	6	0%	0.00%	0	0%	0.00%	0
4	100%	2,074	2,074	2,074	2,074	6.8	305	1.74%	0%	0.00%	0	20%	0.35%	61	20%	0.35%	61
5	100%	476	821	575	575	5.7	101	0.57%	0%	0.00%	0	40%	0.23%	40	40%	0.23%	40
6	100%	259	485	324	324	7.1	46	0.26%	0%	0.00%	0	50%	0.13%	23	50%	0.13%	23
7	100%	19,795	21,957	20,413	20,413	4.8	4,253	24.21%	0%	0.00%	0	20%	4.84%	851	20%	4.84%	851
8	100%	5,579	7,234	6,052	6,052	4.1	1,476	8.40%	10%	0.84%	148	0%	0.00%	0	0%	0.00%	0
9	100%	6,135	6,519	6,245	6,245	17.9	349	1.99%	0%	0.00%	0	40%	0.79%	140	40%	0.79%	140
10*	100%	12,895	18,049	14,368	14,368	1.7	8,452	48.12%	10%	4.81%	845	10%	4.81%	845	0%	0.00%	0
11	100%	2,719	3,709	3,002	3,002	2.2	1,364	7.77%	0%	0.00%	0	50%	3.88%	682	50%	3.88%	682
12	100%	540	786	610	610	5.4	113	0.64%	100%	0.64%	113	0%	0.00%	0	0%	0.00%	0
13	100%	555	695	595	595	3.5	170	0.97%	100%	0.97%	170	0%	0.00%	0	0%	0.00%	0
14	100%	1,164	2,225	1,467	1,467	3	489	2.78%	40%	1.11%	196	60%	1.67%	293	0%	0.00%	0
15	100%	265	391	301	301	5.5	55	0.31%	0%	0.00%	0	80%	0.25%	44	20%	0.06%	11
16	100%	91	225	129	129	9.2	14	0.08%	0%	0.00%	0	80%	0.06%	11	20%	0.02%	3
17	100%	1,452	2,302	1,695	1,695	8.3	204	1.16%	80%	0.93%	163	20%	0.23%	41	0%	0.00%	0
18	100%	197	372	247	247	4.3	57	0.33%	0%	0.00%	0	80%	0.26%	46	20%	0.07%	11
		55,358	69,730	59,464	59,464		17,564	100.00%		9.34%	1,641		17.69%	3,107		10.55%	1,852
										9.34%			17.69%				10.55%

* - Subarea in which the site it located.

** - a nomimal percentage of trips are attributed to this route even though unlikely. Total trips assignents totals 103%.

Use 9%

Use 18%

Use 10%

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

2015 and 2050 Data Taken from Santa Fe MPO 2050 Data Set
Socioeconomic Forecasts by Subareas for Santa Fe

									(DN) Dancing Rd. North			(MN) Mesa Bonita North			(REN) Rising Sun / Entrada Solata North			
Sub Area I.D.#	% Sub Area in Study	2015 Employment	2050 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	
		2015	2050	2025														
1	100%	508	632	543	543	11.3	48	0.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
2	100%	553	1,063	699	699	12.3	57	0.32%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
3	100%	101	191	127	127	11	12	0.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
4	100%	2,074	2,074	2,074	2,074	6.8	305	1.74%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
5	100%	476	821	575	575	5.7	101	0.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
6	100%	259	485	324	324	7.1	46	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
7	100%	19,795	21,957	20,413	20,413	4.8	4,253	24.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
8	100%	5,579	7,234	6,052	6,052	4.1	1,476	8.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
9	100%	6,135	6,519	6,245	6,245	17.9	349	1.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
10*	100%	12,895	18,049	14,368	14,368	1.7	8,452	48.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
11	100%	2,719	3,709	3,002	3,002	2.2	1,364	7.77%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
12	100%	540	786	610	610	5.4	113	0.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
13	100%	555	695	595	595	3.5	170	0.97%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
14	100%	1,164	2,225	1,467	1,467	3	489	2.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
15	100%	265	391	301	301	5.5	55	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
16	100%	91	225	129	129	9.2	14	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
17	100%	1,452	2,302	1,695	1,695	8.3	204	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
18	100%	197	372	247	247	4.3	57	0.33%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	
		55,358	69,730	59,464	59,464		17,564	100.00%		0.00%	0		0.00%	0		0.00%	0	
								0.00%				0.00%				0.00%		
								Use 1%**				Use 0.5%**				Use 1%**		

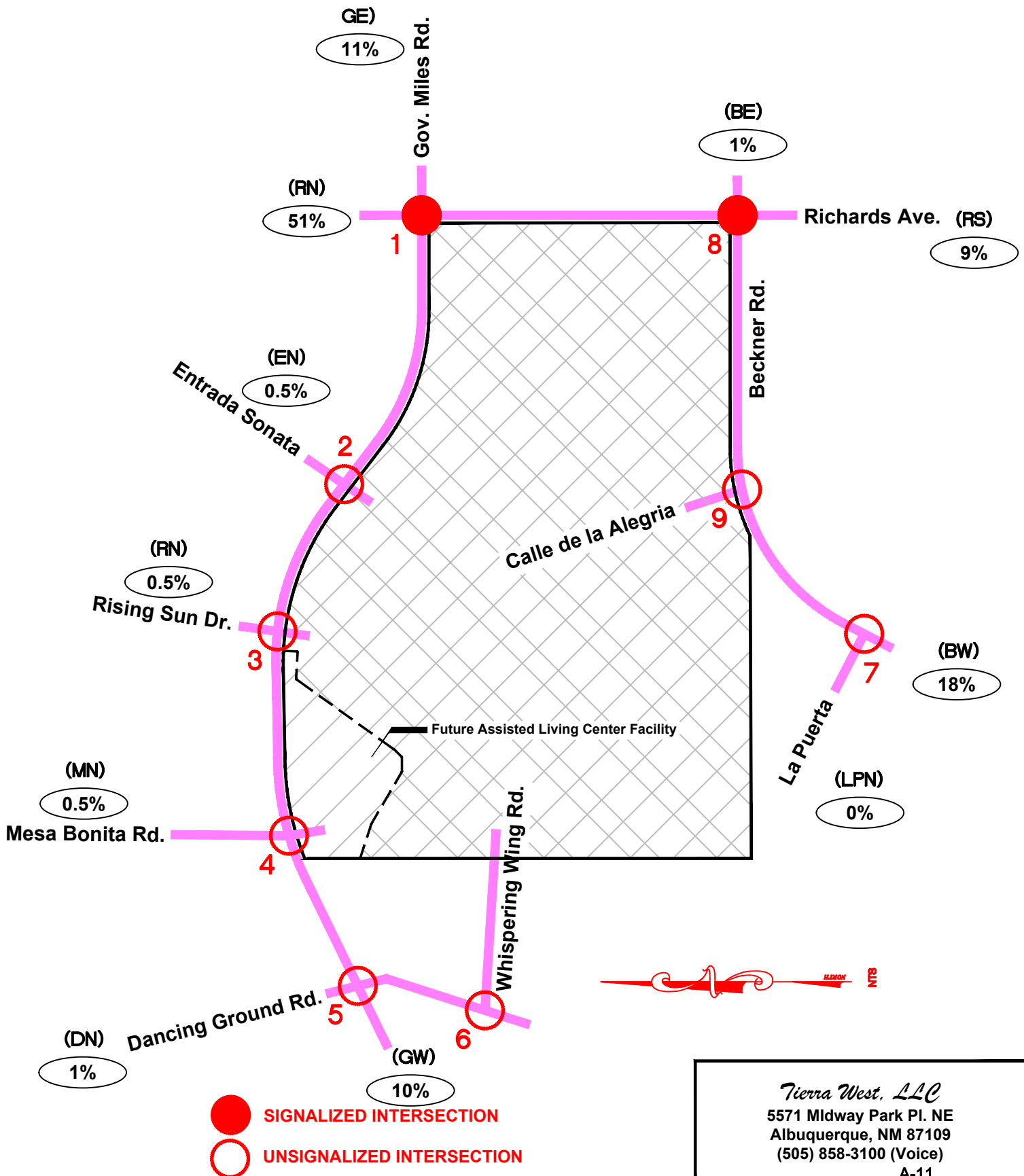
* - Subarea in which the site it located.

** - a nomimal percentage of trips are attributed to this route even though unlikely. Total trips assignents totals 103%.5

Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

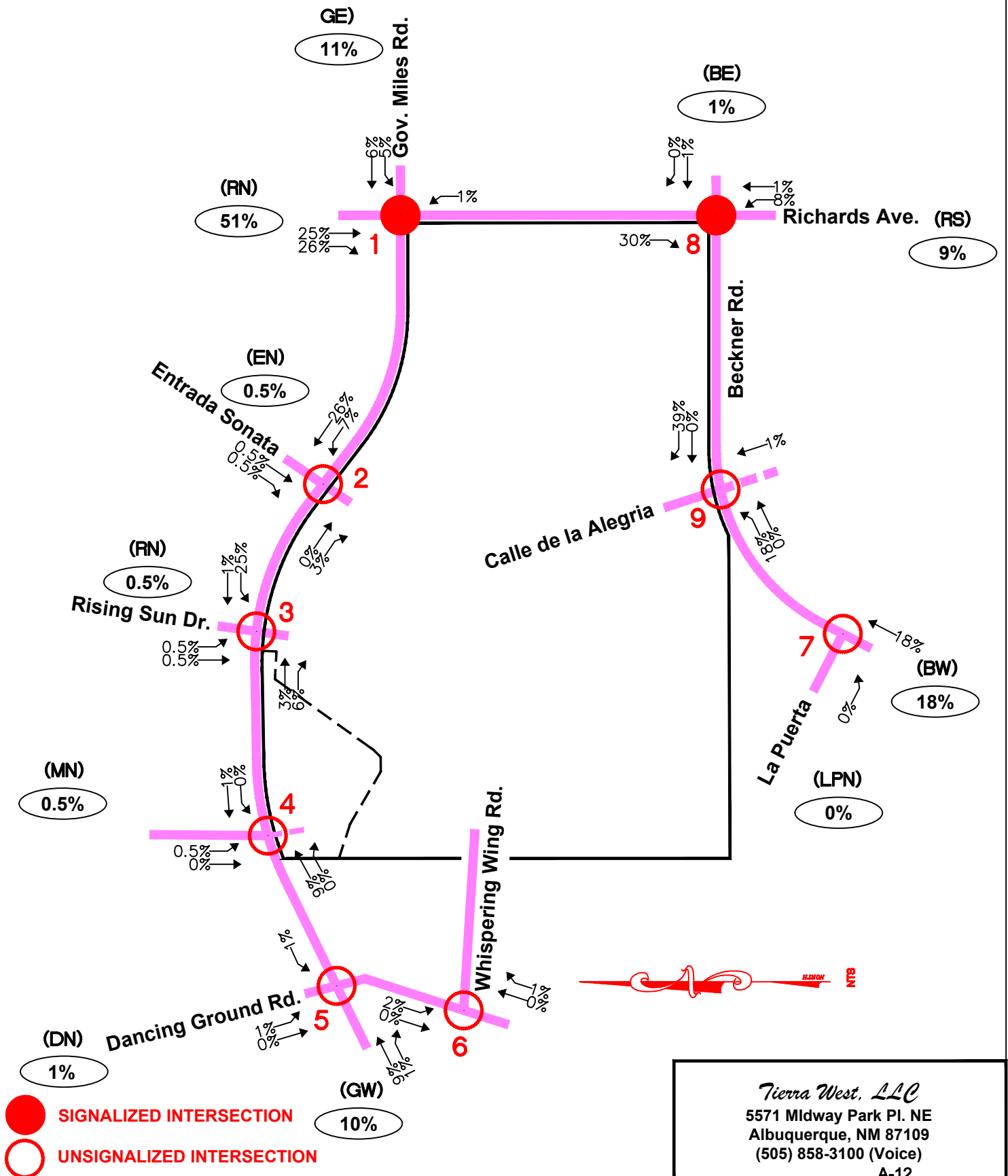
Trip Distribution Map (%)



Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Assignments Map (% Entering)

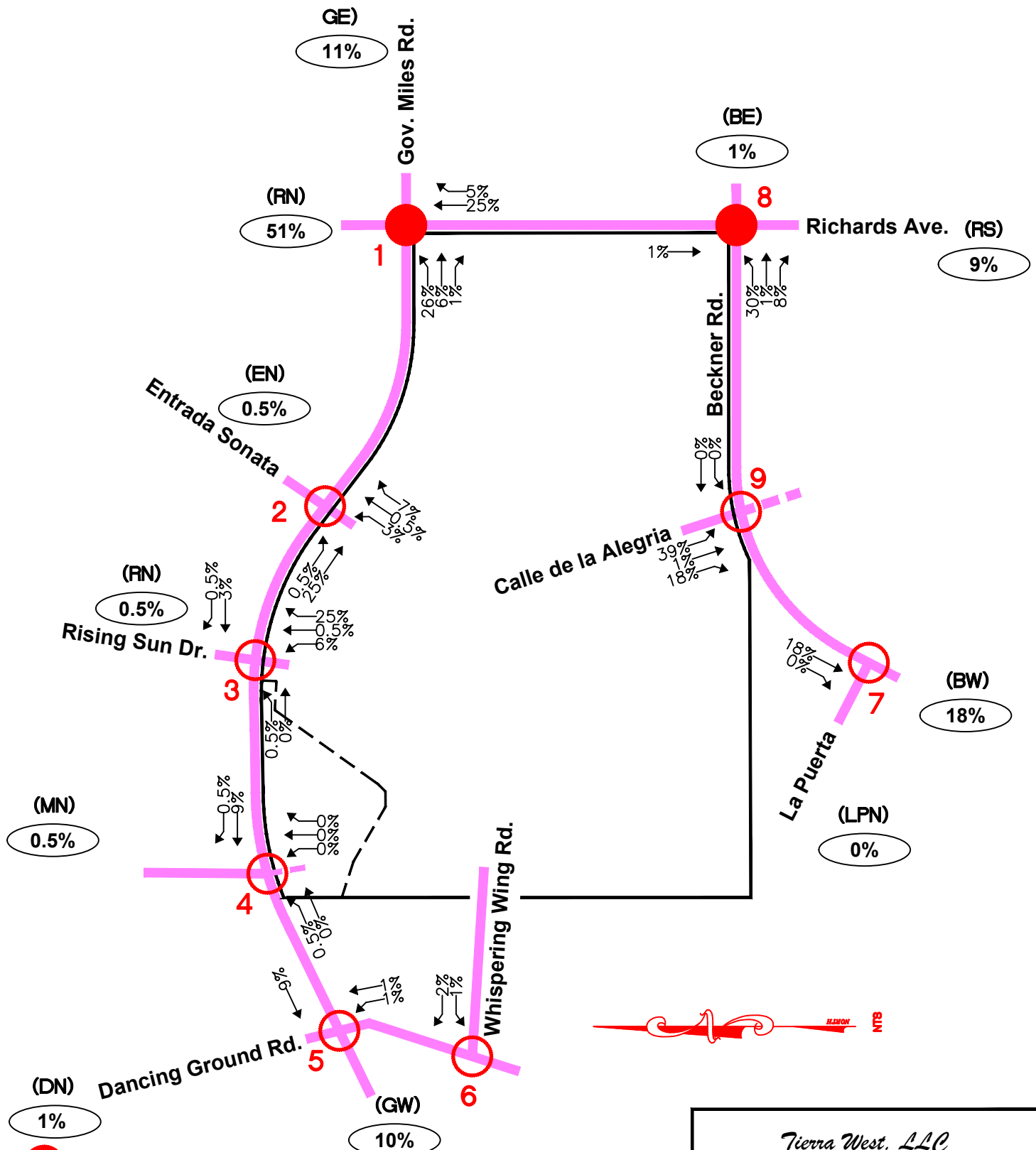


Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)
A-12

Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Assignments Map (% Exiting)



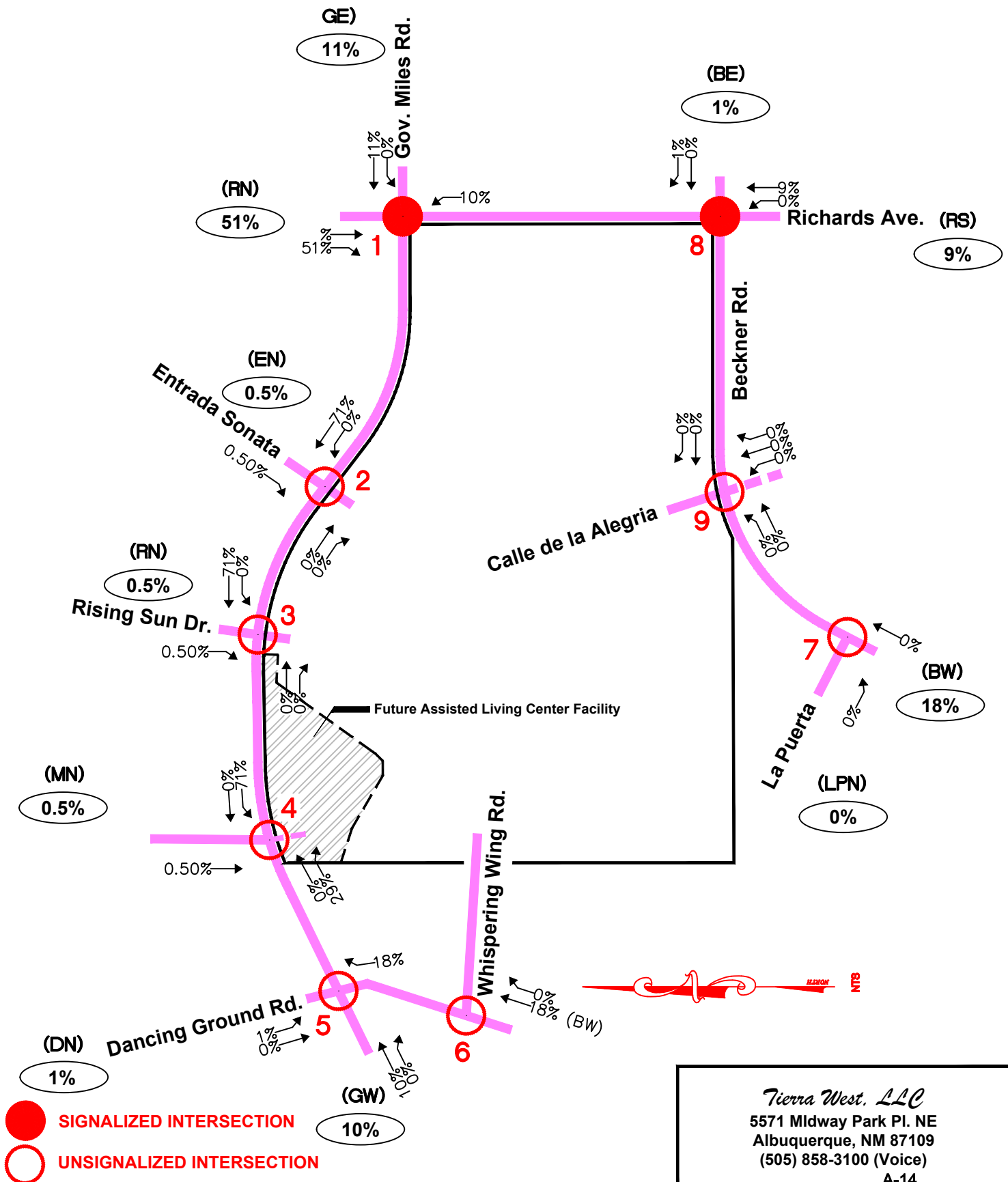
Tierra West, LLC
 5571 Midway Park Pl. NE
 Albuquerque, NM 87109
 (505) 858-3100 (Voice)
 A-13

Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Assignments Map (% Entering)

Assistend Living Center

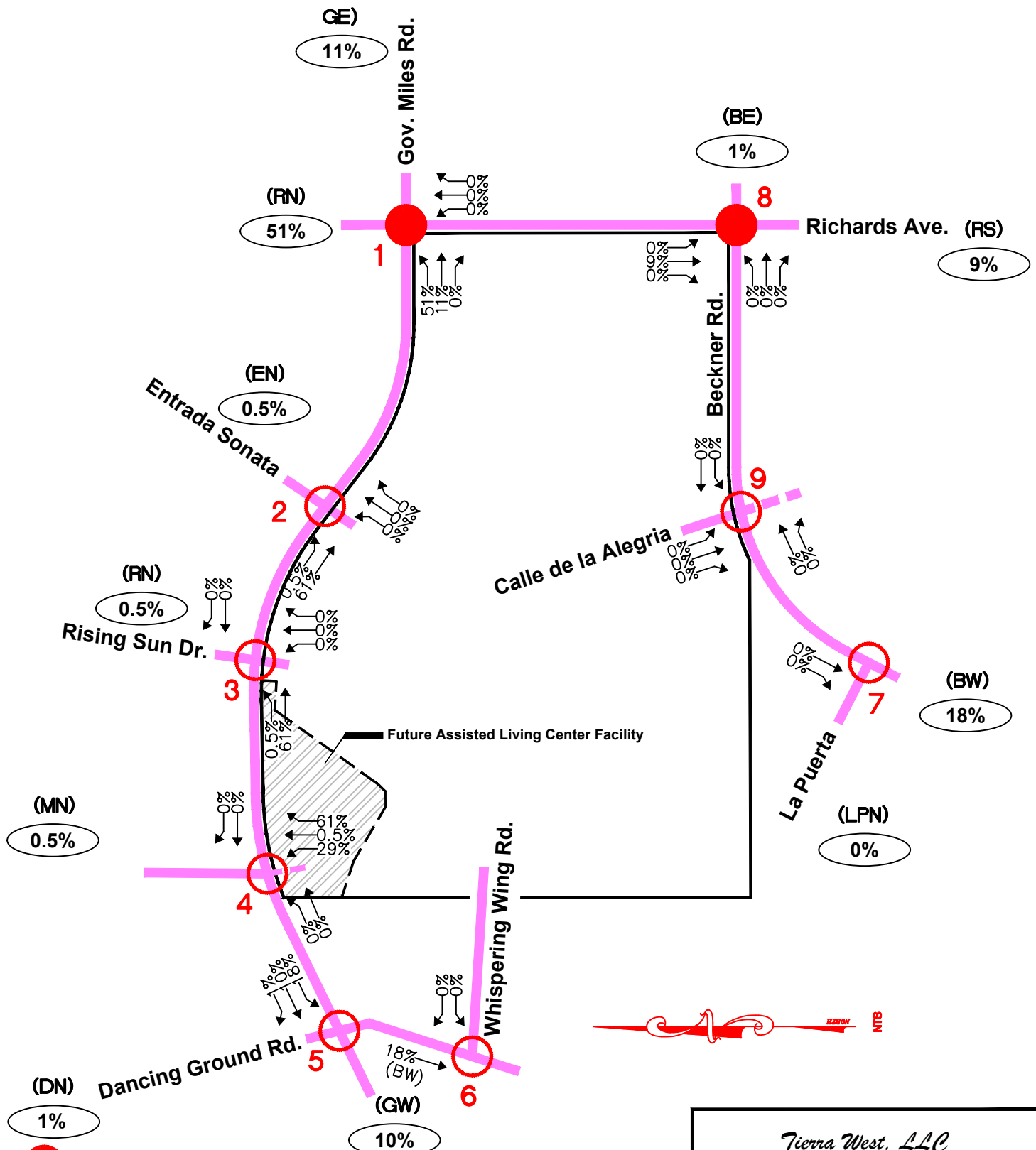


Vista de la Sierra Subdivision

Governor Miles Rd. / Richards Ave.

Trip Assignments Map (% Exiting)

Assisted Living Center



Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505) 858-3100 (Voice)
A-15

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

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

INTERSECTION: Summary

Gov Miles Rd / Richards Ave.

(1)	2.0% Truck											
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	203	82	109	93	58	27	58	302	66	17	358	122
	207	83	111	95	59	27	59	493	68	18	699	125
	264	96	113	98	65	27	62	542	78	18	715	150
	0.91			0.91			0.91			0.91		
Existing (2025)	2026 (NO BUILD - A.M.)											
	2026 (BUILD - A.M.)											
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	92	67	51	77	93	21	77	360	68	42	325	122
	94	69	52	78	95	22	78	691	70	43	740	125
	140	79	53	89	111	22	81	725	77	43	797	191

Gov Miles Rd. / Entrada Sonata

(2)	2.0% Truck											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	7	341	0	0	187	24	0	0	0	97	0	19
	7	347	0	0	190	25	0	0	0	99	0	20
	8	403	2	5	218	25	6	1	14	99	0	20
	0.90			0.90			0.90			0.90		
	PHF			PHF			PHF			PHF		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)												
2026 (NO BUILD - A.M.)												
2026 (BUILD - A.M.)												
Existing (2025)												
2026 (NO BUILD - P.M.)												
2026 (BUILD - P.M.)												

Gov Miles Rd. / Rising Sun Dr.

(3)

Existing (2025)

Existing (2025)
2026 (NO BUILD - A.M.)
2026 (BUILD - A.M.)

Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8	304	0	0	218	6	0	0	0	28	0	4
8	310	0	0	223	6	0	0	0	28	0	4
9	319	4	16	241	7	12	1	49	28	0	4

0.81

0.81

0.81

0.81

PHF

Existing (2025)

2026 (NO BUILD - P.M.)
2026 (BUILD - P.M.)

Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
17	179	0	0	254	31	0	0	0	9	0	1
18	182	0	0	259	31	0	0	0	9	0	1
19	202	14	57	275	32	8	1	34	9	1	2

Gov Miles Rd. / Mesa Bonita Rd.

(4)	Existing (2025)											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	307	0	0	215	3	0	0	0	0	0	14
	0	313	0	0	219	3	0	0	0	0	0	15
	1	319	5	11	238	4	3	0	7	0	0	15
	0.82			0.82			0.82			0.82		
	PHF											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)												
2026 (NO BUILD - P.M.)												
2026 (BUILD - P.M.)												

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

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

INTERSECTION: Summary

Gov Miles Rd. / Dancing Grnd

(5)	Existing (2025) Existing (2025) 2026 (NO BUILD - A.M.) 2026 (BUILD - A.M.)											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	12	189	88	79	131	17	66	2	69	50	3	28
	12	192	89	80	133	18	68	2	71	51	3	28
	12	200	90	83	152	18	70	4	74	52	3	28
	0.72			0.72			0.72			0.72		
	Existing (2025) 2026 (NO BUILD - P.M.) 2026 (BUILD - P.M.)											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	23	125	34	47	177	34	60	7	63	15	3	11
	24	128	34	48	181	34	61	7	64	16	3	11
	24	150	36	54	195	34	62	8	67	18	3	11

Whispering Wng / Dancing Grnd

(6)	Existing (2025)												
	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	2	0	9	0	131	1	3	166	0	
	0	0	0	2	0	9	0	133	1	3	170	0	
	0	0	0	4	0	13	0	136	2	4	172	0	
	0.43			0.43			0.43			0.43			PHF
Existing (2025)	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	0	1	0	5	0	125	1	11	75	0	
	0	0	0	1	0	5	0	128	1	11	77	0	
	0	0	0	2	0	8	0	131	3	16	81	0	
	0.43			0.43			0.43			0.43			PHF
	0.43			0.43			0.43			0.43			PHF

Beckner Rd. / La Puerta

(7)	Existing (2025) Existing (2025) 2026 (NO BUILD - A.M.) 2026 (BUILD - A.M.)											
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	2	175	0	0	185	9	0	0	0	0	0	8
	2	179	0	0	188	9	0	0	0	0	0	8
	2	191	0	0	223	9	0	0	0	0	0	8
	0.85			0.85			0.85			0.85		
PHF												
	Existing (2025) Existing (2025) 2026 (NO BUILD - P.M.) 2026 (BUILD - P.M.)											
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	9	132	0	0	141	22	0	0	0	0	0	4
	9	134	0	0	144	23	0	0	0	0	0	4
	9	175	0	0	168	23	0	0	0	0	0	4
	0.85			0.85			0.85			0.85		

Beckner Rd / Richards Ave

(8)

Existing (2025)

Existing (2025)

2026 (NO BUILD - A.M.)

2026 (BUILD - A.M.)

Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
56	7	129	6	2	6	93	362	8	3	477	78
242	30	205	6	36	6	265	369	8	3	487	413
301	32	221	6	37	6	270	370	8	3	490	433
0.86			0.86			0.86			0.86 PHF		
Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
63	2	81	5	1	4	81	409	2	1	369	75
388	21	209	5	15	4	245	417	2	1	376	485
428	22	220	5	17	4	263	419	2	1	379	553

Existing (2025)

2026 (NO BUILD - P.M.)

2026 (BUILD - P.M.)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

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

INTERSECTION: **S u m m a r y**

Beckner Rd. / Calle de Alegria													0.85	0.85	0.85	0.85	PHF							
(9)	Existing (2025)													0.85		0.85		0.85		0.85		PHF		
	Eastbound (Beckner Rd.)				Westbound (Beckner Rd.)				Northbound (Calle de Alegria)				Southbound (Calle de Alegria)											
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right									
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
	0	477	0	0	0	714	0	0	0	0	0	0	0	0	0	0								
2026 (BUILD - A.M.)													12	477	0	0	714	25	0	1	0	76	2	35
Existing (2025)													0.85		0.85		0.85		0.85		PHF			
2026 (NO BUILD - P.M.)													0.85		0.85		0.85		0.85		PHF			
Eastbound (Beckner Rd.)				Westbound (Beckner Rd.)				Northbound (Calle de Alegria)				Southbound (Calle de Alegria)												
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right										
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0	618	0	0	0	745	0	0	0	0	0	0	0	0	0	0									
41	618	0	0	0	745	89	0	2	0	52	1	24												

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd / Richards Ave.

INTERSECTION :

E-W Street: **Gov Miles Rd** (1)

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

Year of Existing Counts 2024

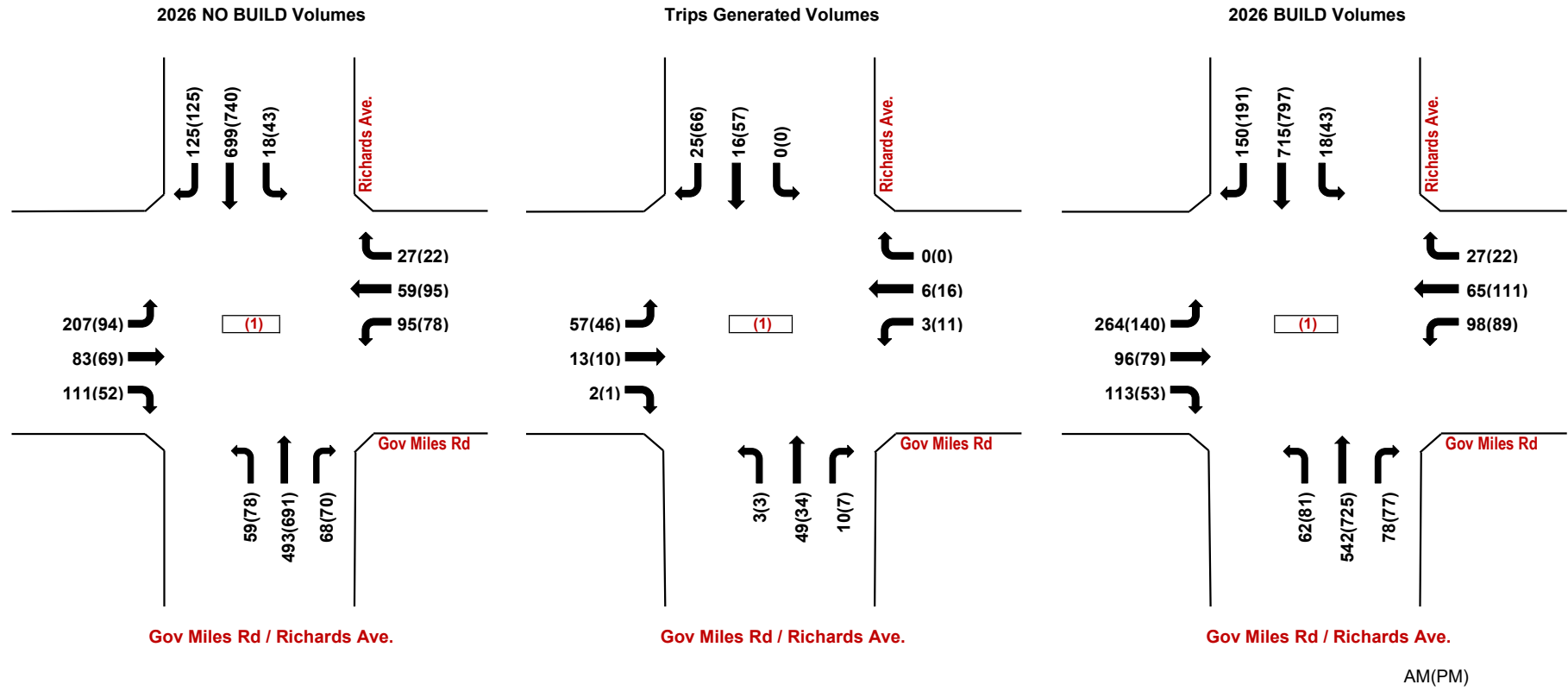
Horizon Year 2026

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	199	80	107	91	57	26	57	296	65	17	351	120
Background Traffic Growth	8	3	4	4	2	1	2	12	3	1	14	5
Subtotal	207	83	111	95	59	27	59	308	68	18	365	125
Other Developments	0	0	0	0	0	0	0	185	0	0	334	0
Subtotal (NO BUILD - A.M.)	207	83	111	95	59	27	59	493	68	18	699	125
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	5.00%	6.00%	0.00%	1.00%	0.00%	0.00%	0.00%	25.00%	26.00%
Percent Residential Trips Generated(Exiting)	26.00%	6.00%	1.00%	0.00%	0.00%	0.00%	0.00%	25.00%	5.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	11.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	51.00%
Percent Commercial Trips Generated(Exiting)	51.00%	11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	57	13	2	3	6	0	3	49	10	0	16	25
Total AM Peak Hour BUILD Volumes	264	96	113	98	65	27	62	542	78	18	715	150

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	90	66	50	75	91	21	75	353	67	41	319	120
Background Traffic Growth	4	3	2	3	4	1	3	14	3	2	13	5
Subtotal	94	69	52	78	95	22	78	367	70	43	332	125
Other Developments	0	0	0	0	0	0	0	324	0	0	408	0
Subtotal (NO BUILD - P.M.)	94	69	52	78	95	22	78	691	70	43	740	125
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	5.00%	6.00%	0.00%	1.00%	0.00%	0.00%	0.00%	25.00%	26.00%
Percent Residential Trips Generated(Exiting)	26.00%	6.00%	1.00%	0.00%	0.00%	0.00%	0.00%	25.00%	5.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	11.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	51.00%
Percent Commercial Trips Generated(Exiting)	51.00%	11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	46	10	1	11	16	0	3	34	7	0	57	66
Total PM Peak Hour BUILD Volumes	140	79	53	89	111	22	81	725	77	43	797	191

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M. 100% Residential Development
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Entrada Sonata

INTERSECTION :

E-W Street: **Gov Miles Rd.** (2)

N-S Street: **Entrada Sonata**

Year of Existing Counts 2024

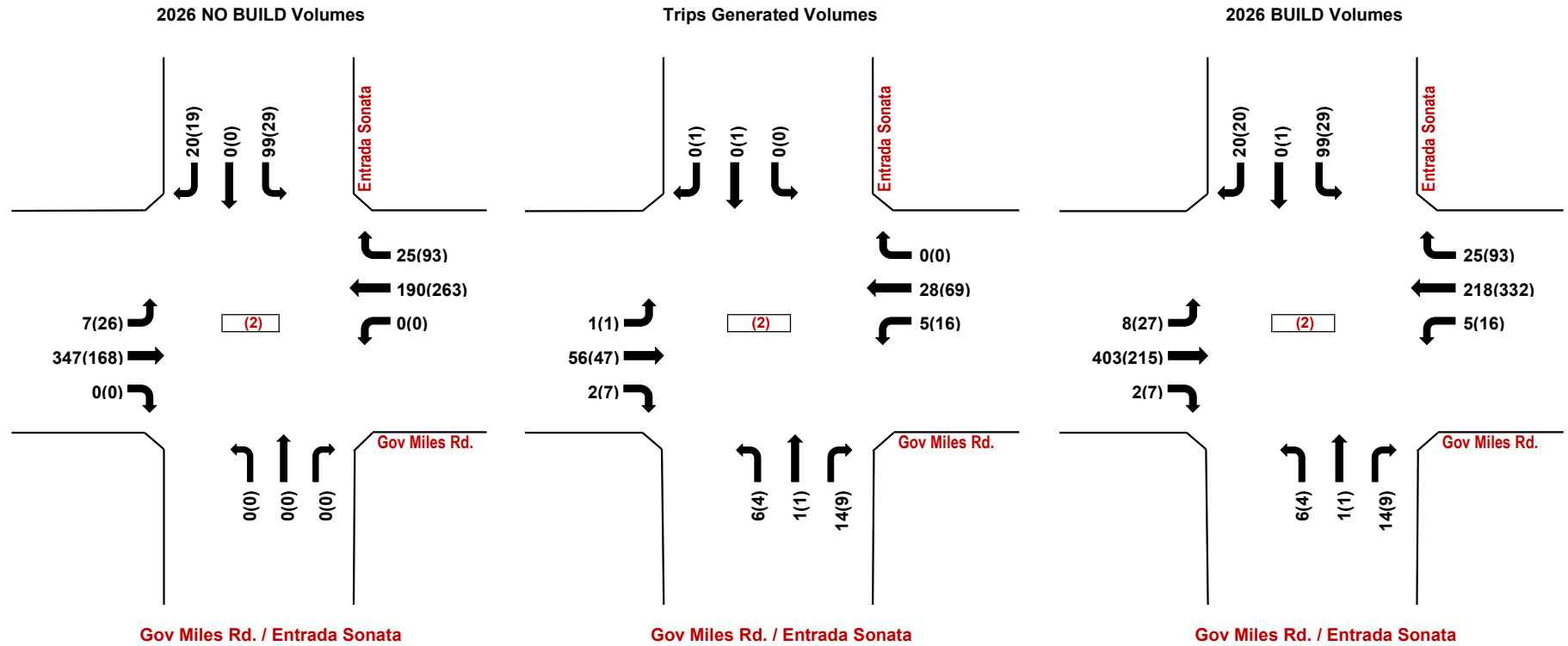
Horizon Year 2026

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	334	0	0	183	24	0	0	0	95	0	19
Background Traffic Growth	0	13	0	0	7	1	0	0	0	4	0	1
Subtotal	7	347	0	0	190	25	0	0	0	99	0	20
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	7	347	0	0	190	25	0	0	0	99	0	20
Percent Residential Trips Generated(Entering)	0.00%	0.00%	3.00%	7.00%	26.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.50%
Percent Residential Trips Generated(Exiting)	0.50%	25.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.50%	7.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
Percent Commercial Trips Generated(Exiting)	0.50%	61.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	56	2	5	28	0	6	1	14	0	0	0
Total AM Peak Hour BUILD Volumes	8	403	2	5	218	25	6	1	14	99	0	20

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	25	162	0	0	253	89	0	0	0	28	0	18
Background Traffic Growth	1	6	0	0	10	4	0	0	0	1	0	1
Subtotal	26	168	0	0	263	93	0	0	0	29	0	19
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	26	168	0	0	263	93	0	0	0	29	0	19
Percent Residential Trips Generated(Entering)	0.00%	0.00%	3.00%	7.00%	26.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.50%
Percent Residential Trips Generated(Exiting)	0.50%	25.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.50%	7.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
Percent Commercial Trips Generated(Exiting)	0.50%	61.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	47	7	16	69	0	4	1	9	0	1	1
Total PM Peak Hour BUILD Volumes	27	215	7	16	332	93	4	1	9	29	1	20

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M. 100% Residential Development
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



AM(PM)

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Rising Sun Dr.

INTERSECTION :

E-W Street: **Gov Miles Rd.** (3)

N-S Street: **Rising Sun Dr.**

Year of Existing Counts

2024

Horizon Year

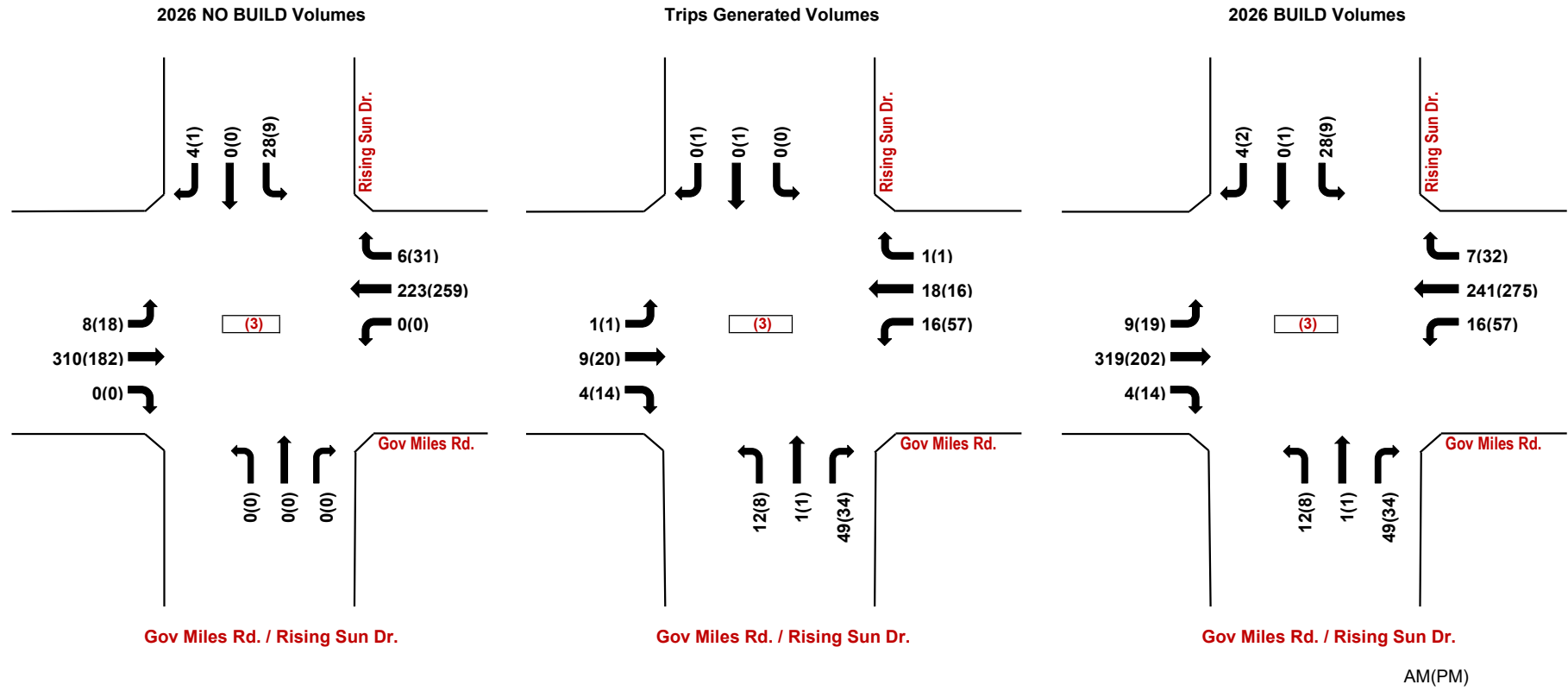
2026

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	298	0	0	214	6	0	0	0	27	0	4
Background Traffic Growth	0	12	0	0	9	0	0	0	0	1	0	0
Subtotal	8	310	0	0	223	6	0	0	0	28	0	4
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	8	310	0	0	223	6	0	0	0	28	0	4
Percent Residential Trips Generated(Entering)	0.00%	3.00%	6.00%	25.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.50%
Percent Residential Trips Generated(Exiting)	0.50%	0.00%	0.00%	0.00%	3.00%	0.50%	6.00%	0.50%	25.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
Percent Commercial Trips Generated(Exiting)	0.50%	61.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	9	4	16	18	1	12	1	49	0	0	0
Total AM Peak Hour BUILD Volumes	9	319	4	16	241	7	12	1	49	28	0	4

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	175	0	0	249	30	0	0	0	9	0	1
Background Traffic Growth	1	7	0	0	10	1	0	0	0	0	0	0
Subtotal	18	182	0	0	259	31	0	0	0	9	0	1
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	18	182	0	0	259	31	0	0	0	9	0	1
Percent Residential Trips Generated(Entering)	0.00%	3.00%	6.00%	25.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.50%
Percent Residential Trips Generated(Exiting)	0.50%	0.00%	0.00%	0.00%	3.00%	0.50%	6.00%	0.50%	25.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
Percent Commercial Trips Generated(Exiting)	0.50%	61.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	20	14	57	16	1	8	1	34	0	1	1
Total PM Peak Hour BUILD Volumes	19	202	14	57	275	32	8	1	34	9	1	2

	Entering	Exiting	
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M.
	14	22	P.M.
			100% Commercial Development



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Mesa Bonita Rd.

INTERSECTION :

E-W Street: **Gov Miles Rd.** (4)

N-S Street: **Mesa Bonita Rd.**

Year of Existing Counts 2024

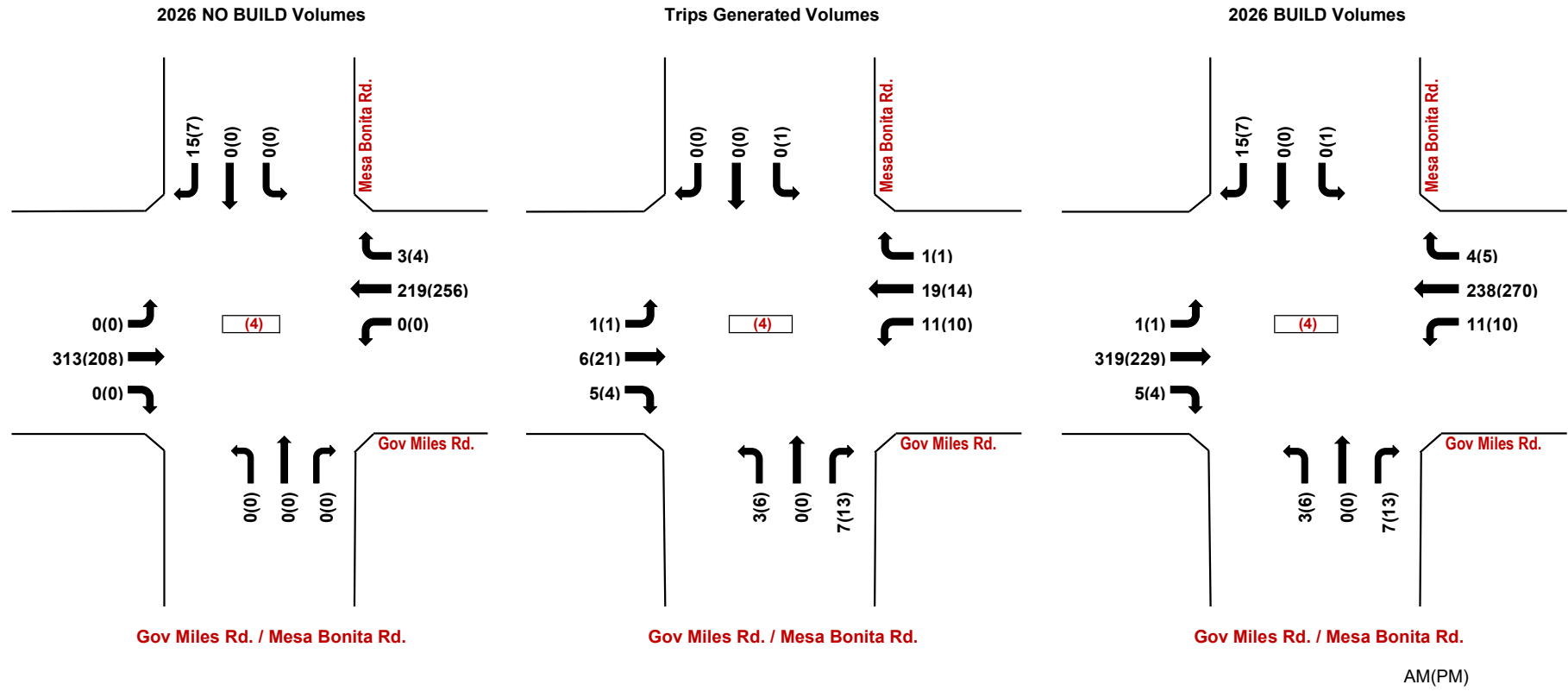
Horizon Year 2026

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	301	0	0	211	3	0	0	0	0	0	14
Background Traffic Growth	0	12	0	0	8	0	0	0	0	0	0	1
Subtotal	0	313	0	0	219	3	0	0	0	0	0	15
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	313	0	0	219	3	0	0	0	0	0	15
Percent Residential Trips Generated(Entering)	0.00%	9.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.50%	0.00%	0.00%	0.00%	9.00%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	29.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.00%	0.01%	61.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	6	5	11	19	1	3	0	7	0	0	0
Total AM Peak Hour BUILD Volumes	1	319	5	11	238	4	3	0	7	0	0	15

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	200	0	0	246	4	0	0	0	0	0	7
Background Traffic Growth	0	8	0	0	10	0	0	0	0	0	0	0
Subtotal	0	208	0	0	256	4	0	0	0	0	0	7
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	208	0	0	256	4	0	0	0	0	0	7
Percent Residential Trips Generated(Entering)	0.00%	9.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.50%	0.00%	0.00%	0.00%	9.00%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	29.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.00%	0.01%	61.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	21	4	10	14	1	6	0	13	1	0	0
Total PM Peak Hour BUILD Volumes	1	229	4	10	270	5	6	0	13	1	0	7

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M. 100% Residential Development
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Dancing Grnd

INTERSECTION :

E-W Street: **Gov Miles Rd.** (5)

N-S Street: **Dancing Grnd**

Year of Existing Counts

2024

Horizon Year

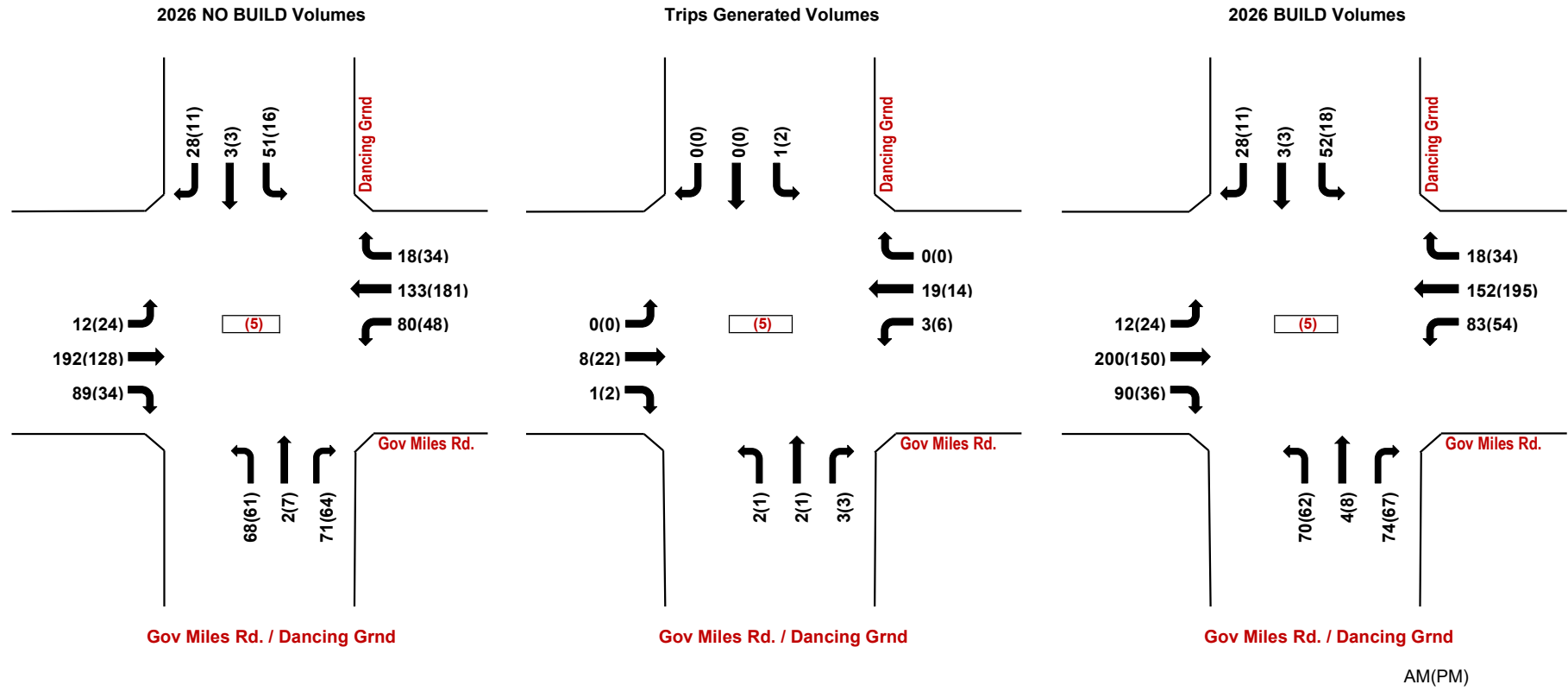
2026

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	185	86	77	128	17	65	2	68	49	3	27
Background Traffic Growth	0	7	3	3	5	1	3	0	3	2	0	1
Subtotal	12	192	89	80	133	18	68	2	71	51	3	28
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	12	192	89	80	133	18	68	2	71	51	3	28
Percent Residential Trips Generated(Entering)	0.00%	9.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	1.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	18.00%	10.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	8	1	3	19	0	2	2	3	1	0	0
Total AM Peak Hour BUILD Volumes	12	200	90	83	152	18	70	4	74	52	3	28

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	23	123	33	46	174	33	59	7	62	15	3	11
Background Traffic Growth	1	5	1	2	7	1	2	0	2	1	0	0
Subtotal	24	128	34	48	181	34	61	7	64	16	3	11
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	24	128	34	48	181	34	61	7	64	16	3	11
Percent Residential Trips Generated(Entering)	0.00%	9.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	1.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	18.00%	10.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	22	2	6	14	0	1	1	3	2	0	0
Total PM Peak Hour BUILD Volumes	24	150	36	54	195	34	62	8	67	18	3	11

	Entering	Exiting	
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M.
	14	22	P.M.
			100% Commercial Development



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Whispering Wng / Dancing Grnd

INTERSECTION : E-W Street: **Whispering Wng** (6)

N-S Street: **Dancing Grnd**

Year of Existing Counts 2024

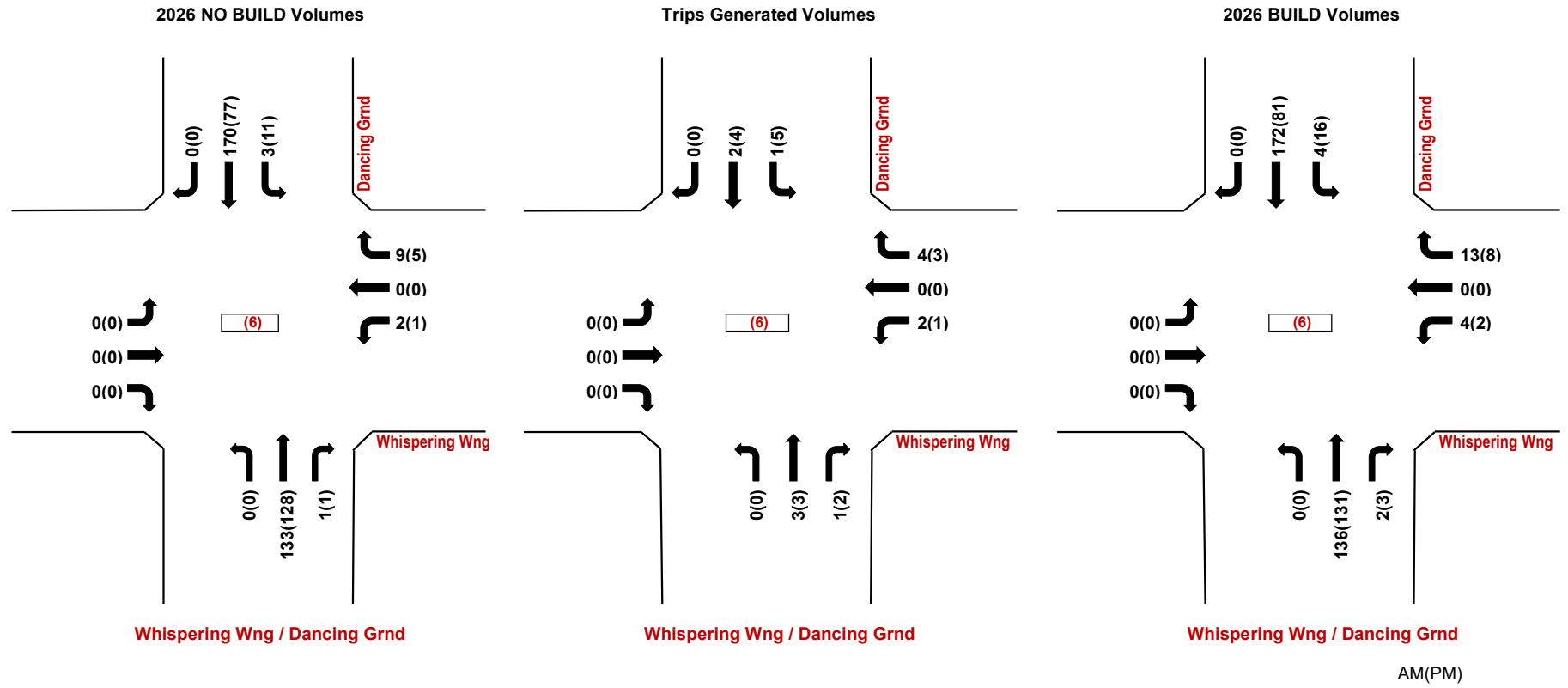
Horizon Year 2026

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	2	0	9	0	128	1	3	163	0
Background Traffic Growth	0	0	0	0	0	0	0	5	0	0	7	0
Subtotal	0	0	0	2	0	9	0	133	1	3	170	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	2	0	9	0	133	1	3	170	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%
Total Trips Generated	0	0	0	2	0	4	0	3	1	1	2	0
Total AM Peak Hour BUILD Volumes	0	0	0	4	0	13	0	136	2	4	172	0

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	1	0	5	0	123	1	11	74	0
Background Traffic Growth	0	0	0	0	0	0	0	5	0	0	3	0
Subtotal	0	0	0	1	0	5	0	128	1	11	77	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	1	0	5	0	128	1	11	77	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%
Total Trips Generated	0	0	0	1	0	3	0	3	2	5	4	0
Total PM Peak Hour BUILD Volumes	0	0	0	2	0	8	0	131	3	16	81	0

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M. 100% Residential Development
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd. / La Puerta

INTERSECTION :

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

N-S Street: **La Puerta**

Year of Existing Counts 2024

Horizon Year 2026

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	172	0	0	181	9	0	0	0	0	0	8
Background Traffic Growth	0	7	0	0	7	0	0	0	0	0	0	0
Subtotal	2	179	0	0	188	9	0	0	0	0	0	8
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	2	179	0	0	188	9	0	0	0	0	0	8
Percent Residential Trips Generated(Entering)	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	12	0	0	35	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	2	191	0	0	223	9	0	0	0	0	0	8

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	129	0	0	138	22	0	0	0	0	0	4
Background Traffic Growth	0	5	0	0	6	1	0	0	0	0	0	0
Subtotal	9	134	0	0	144	23	0	0	0	0	0	4
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	9	134	0	0	144	23	0	0	0	0	0	4
Percent Residential Trips Generated(Entering)	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	41	0	0	24	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	9	175	0	0	168	23	0	0	0	0	0	4

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M. 100% Residential Development
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd / Richards Ave

INTERSECTION :

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

N-S Street: **Richards Ave**

Year of Existing Counts 2024

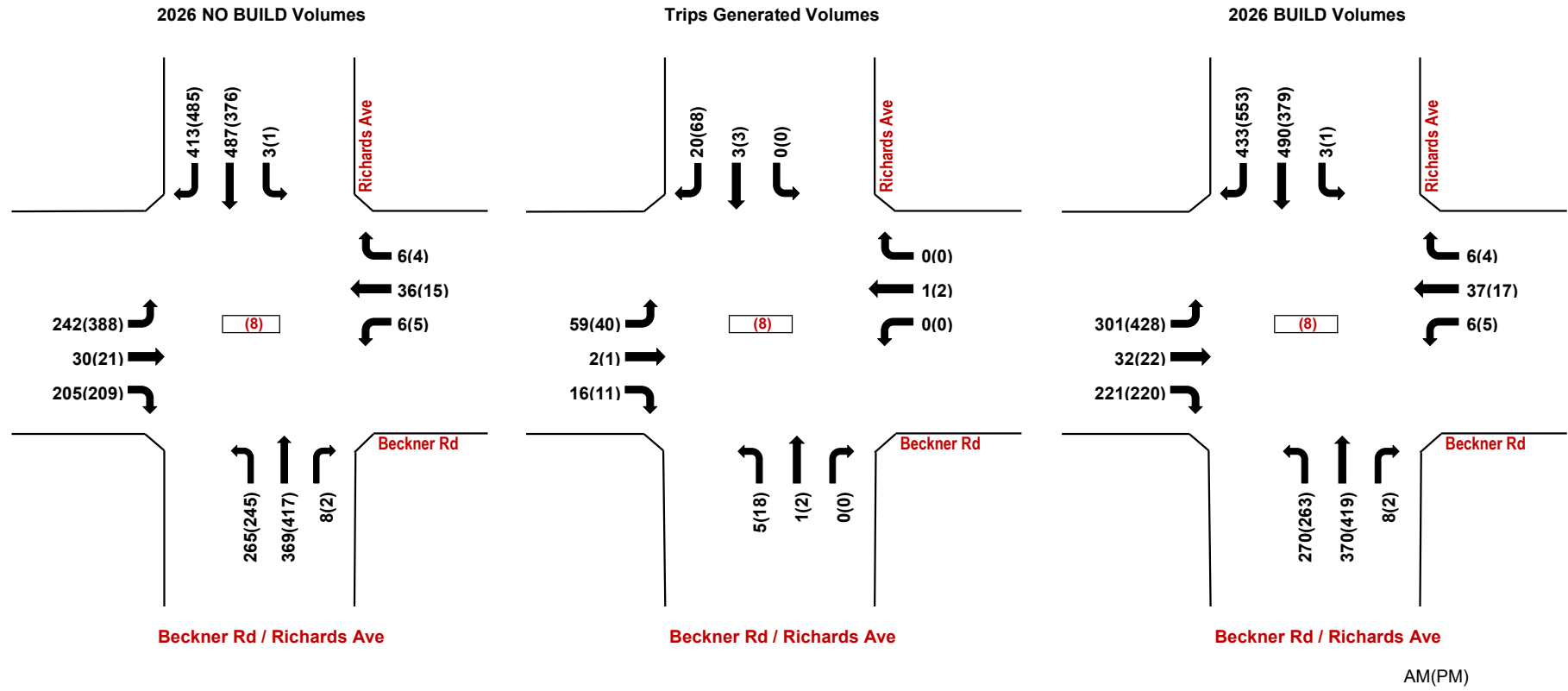
Horizon Year 2026

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	55	7	126	6	2	6	91	355	8	3	468	76
Background Traffic Growth	2	0	5	0	0	0	4	14	0	0	19	3
Subtotal	57	7	131	6	2	6	95	369	8	3	487	79
Other Developments	74	10	30	0	13	0	66	0	0	0	0	123
Subtotal (NO BUILD - A.M.)	242	30	205	6	36	6	265	369	8	3	487	413
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	8.00%	1.00%	0.00%	0.00%	0.00%	30.00%
Percent Residential Trips Generated(Exiting)	30.00%	1.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%
Total Trips Generated	59	2	16	0	1	0	5	1	0	0	3	20
Total AM Peak Hour BUILD Volumes	301	32	221	6	37	6	270	370	8	3	490	433

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	62	2	79	5	1	4	79	401	2	1	362	74
Background Traffic Growth	2	0	3	0	0	0	3	16	0	0	14	3
Subtotal	64	2	82	5	1	4	82	417	2	1	376	77
Other Developments	114	5	41	0	5	0	69	0	0	0	0	181
Subtotal (NO BUILD - P.M.)	388	21	209	5	15	4	245	417	2	1	376	485
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	8.00%	1.00%	0.00%	0.00%	0.00%	30.00%
Percent Residential Trips Generated(Exiting)	30.00%	1.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%
Total Trips Generated	40	1	11	0	2	0	18	2	0	0	3	68
Total PM Peak Hour BUILD Volumes	428	22	220	5	17	4	263	419	2	1	379	553

	Entering	Exiting		
Number of Residential Trips Generated	65	195	A.M.	100% Residential Development
	228	134	P.M.	
Number of Commercial Trips Generated	16	11	A.M.	100% Commercial Development
	14	22	P.M.	



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd. / Calle de Alegria

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

N-S Street: **Calle de Alegria**

Year of Existing Counts 2024

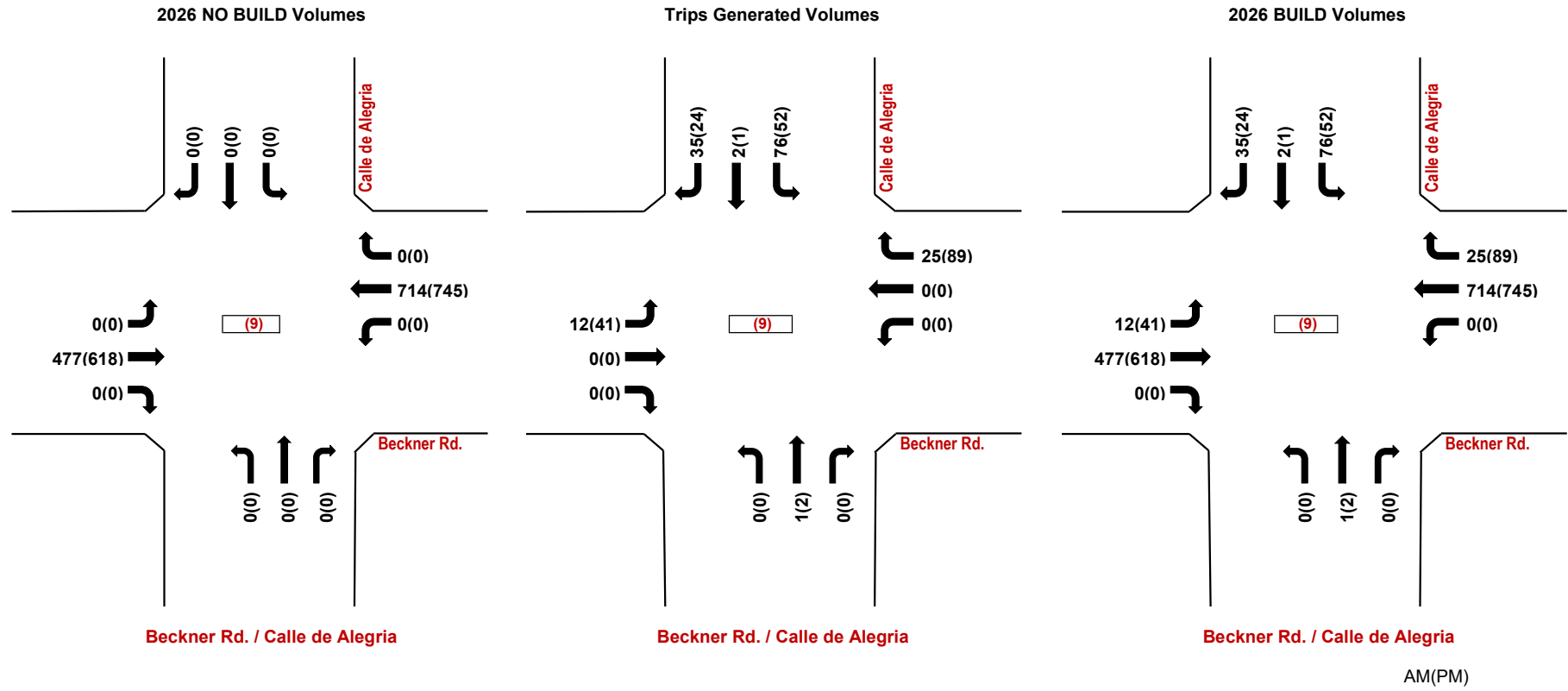
Horizon Year 2026

Growth Rates 2.00% 2.00% 2.00% 2.00%

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	477	0	0	714	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	18.00%	0.00%	0.00%	0.00%	0.00%	39.00%	0.00%	1.00%	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%	39.00%	1.00%	18.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	12	0	0	0	0	25	0	1	0	76	2	35
Total AM Peak Hour BUILD Volumes	12	477	0	0	714	25	0	1	0	76	2	35

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	618	0	0	745	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	18.00%	0.00%	0.00%	0.00%	0.00%	39.00%	0.00%	1.00%	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%	39.00%	1.00%	18.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	41	0	0	0	0	89	0	2	0	52	1	24
Total PM Peak Hour BUILD Volumes	41	618	0	0	745	89	0	2	0	52	1	24

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M.
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

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

INTERSECTION: Summary

Gov Miles Rd / Richards Ave.

(1)	2.0% Truck												
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	203	82	109	93	58	27	58	302	66	17	358	122	
	247	99	133	113	71	32	71	552	81	21	769	149	
	2036 (NO BUILD - A.M.)												
	2036 (BUILD - A.M.)												
	304	112	135	116	77	32	74	601	91	21	785	174	
	0.91			0.91			0.91			0.91			PHF
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	92	67	51	77	93	21	77	360	68	42	325	122	
	112	82	62	93	113	26	93	762	83	51	804	149	
	158	92	63	104	129	26	96	796	90	51	861	215	
	Existing (2025)												
	2036 (NO BUILD - P.M.)												
	2036 (BUILD - P.M.)												

Gov Miles Rd. / Entrada Sonata

(2)	2.0% Truck											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	7	341	0	0	187	24	0	0	0	97	0	19
	9	414	0	0	227	30	0	0	0	118	0	24
	2036 (BUILD - A.M.)											
	10	470	2	5	255	30	6	1	14	118	0	24
	0.90											
	0.90											
	0.90											
	0.90 PHF											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	26	165	0	0	258	91	0	0	0	29	0	18
	31	201	0	0	314	110	0	0	0	35	0	22
	32	248	7	16	383	110	4	1	9	35	1	23

Gov Miles Rd. / Rising Sun Dr.

(3)

Existing (2025)

Existing (2025)

2036 (NO BUILD - A.M.)

2036 (BUILD - A.M.)

Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8	304	0	0	218	6	0	0	0	28	0	4
10	370	0	0	265	7	0	0	0	33	0	5
11	379	4	16	283	8	12	1	49	33	0	5

0.810.810.810.81PHF

Existing (2025)

2036 (NO BUILD - P.M.)

2036 (BUILD - P.M.)

Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
17	179	0	0	254	31	0	0	0	9	0	1
21	217	0	0	309	37	0	0	0	11	0	1
22	237	14	57	325	38	8	1	34	11	1	2

Gov Miles Rd. / Mesa Bonita Rd.

(4)	Existing (2025)											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	307	0	0	215	3	0	0	0	0	0	14
	0	373	0	0	262	4	0	0	0	0	0	17
	1	379	5	11	281	5	3	0	7	0	0	17
	0.82			0.82			0.82			0.82		
	PHF											
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)												
2036 (NO BUILD - P.M.)												
2036 (BUILD - P.M.)												

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

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

INTERSECTION: Summary

Gov Miles Rd. / Dancing Grnd

(5) Existing (2025) Existing (2025) 2036 (NO BUILD - A.M.) 2036 (BUILD - A.M.)	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	12	189	88	79	131	17	66	2	69	50	3	28
	15	229	107	95	159	21	81	2	84	61	4	33
	15	237	108	98	178	21	83	4	87	62	4	33
0.72			0.72			0.72			0.72			PHF
Existing (2025) 2036 (NO BUILD - P.M.) 2036 (BUILD - P.M.)	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	23	125	34	47	177	34	60	7	63	15	3	11
	29	153	41	57	216	41	73	9	77	19	4	14
	29	175	43	63	230	41	74	10	80	21	4	14

Whispering Wng / Dancing Grnd

(6)												
Existing (2025)	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	2	0	9	0	131	1	3	166	0
2036 (NO BUILD - A.M.)	0	0	0	2	0	11	0	159	1	4	202	0
2036 (BUILD - A.M.)	0	0	0	4	0	15	0	162	2	5	204	0
	0.43			0.43			0.43			0.43 PHF		
	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	0	0	1	0	5	0	125	1	11	75	0
2036 (NO BUILD - P.M.)	0	0	0	1	0	6	0	153	1	14	92	0
2036 (BUILD - P.M.)	0	0	0	2	0	9	0	156	3	19	96	0

Beckner Rd. / La Puerta

(7)	Existing (2025) Existing (2025) 2036 (NO BUILD - A.M.) 2036 (BUILD - A.M.)											
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	2	175	0	0	185	9	0	0	0	0	0	8
	2	213	0	0	224	11	0	0	0	0	0	10
	2	225	0	0	259	11	0	0	0	0	0	10
	0.85			0.85			0.85			0.85		
PHF												
	Existing (2025) 2036 (NO BUILD - P.M.) 2036 (BUILD - P.M.)											
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	9	132	0	0	141	22	0	0	0	0	0	4
	11	160	0	0	171	27	0	0	0	0	0	5
	11	201	0	0	195	27	0	0	0	0	0	5
	0.85			0.85			0.85			0.85		

Beckner Rd / Richards Ave

(8)	Existing (2025) Existing (2025) 2036 (NO BUILD - A.M.) 2036 (BUILD - A.M.)											
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	56	7	129	6	2	6	93	362	8	3	477	78
	253	32	230	7	36	7	283	440	10	4	580	428
	312	34	246	7	37	7	288	441	10	4	583	448
	0.86			0.86			0.86			0.86		
Existing (2025)	Existing (2025) 2036 (NO BUILD - P.M.) 2036 (BUILD - P.M.)											
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	63	2	81	5	1	4	81	409	2	1	369	75
	401	21	225	6	15	5	261	497	2	1	449	500
	441	22	236	6	17	5	279	499	2	1	452	568

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

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

INTERSECTION: **S u m m a r y**

Beckner Rd. / Calle de Alegria				0.85			0.85			0.85			0.85			PHF		
(9)	Existing (2025)																	
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)								
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
	0	0	0	0	0	0	0	0	0	0	0	0						
	0	515	0	0	747	0	0	0	0	0	0	0						
2036 (NO BUILD - A.M.)																		
2036 (BUILD - A.M.)																		
12515007472501076235																		
0.85				0.85			0.85			0.85			PHF					
Existing (2025)																		
Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)									
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right							
0	0	0	0	0	0	0	0	0	0	0	0							
0	647	0	0	776	0	0	0	0	0	0	0							
2036 (NO BUILD - P.M.)																		
2036 (BUILD - P.M.)																		
41647007768902052124																		

Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd / Richards Ave.

INTERSECTION :

E-W Street: **Gov Miles Rd** (1)

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

Year of Existing Counts 2024

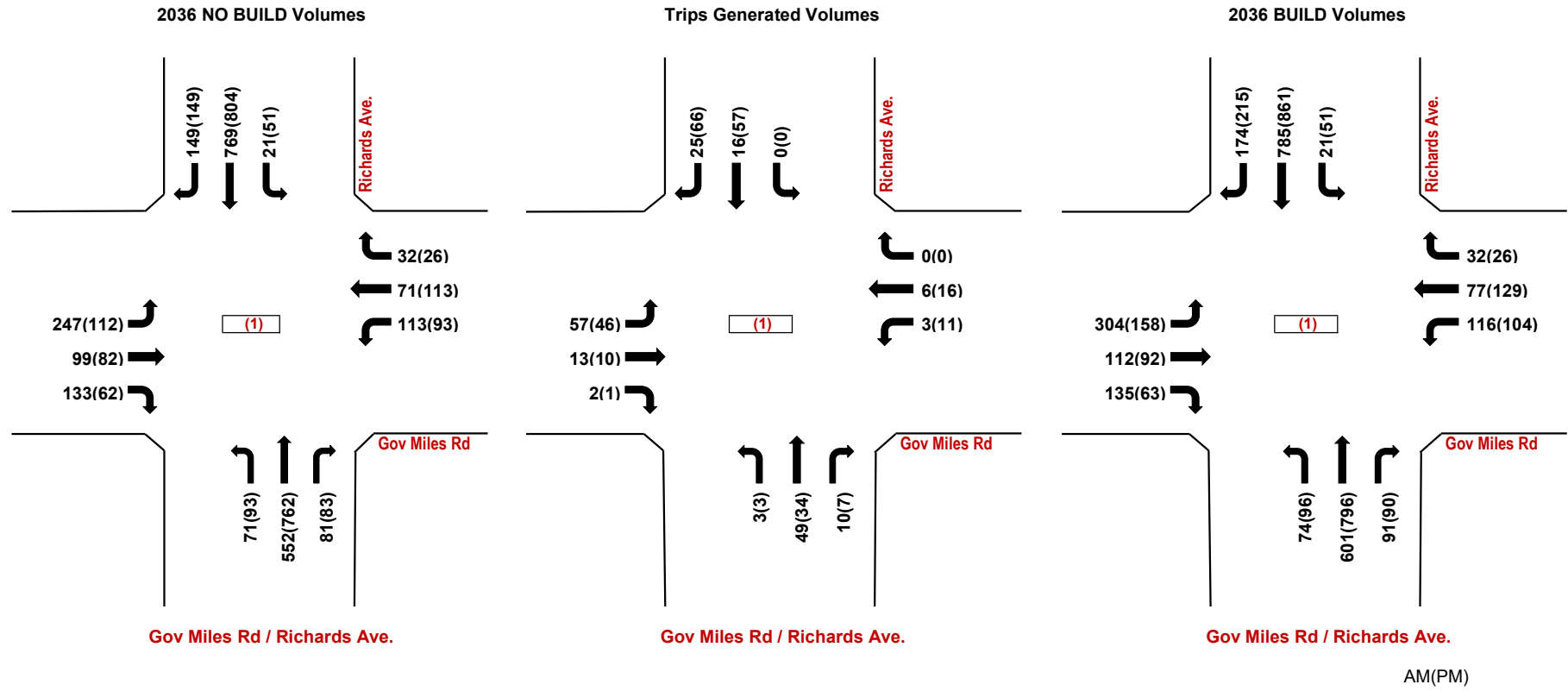
Horizon Year 2036

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	199	80	107	91	57	26	57	296	65	17	351	120
Background Traffic Growth	48	19	26	22	14	6	14	71	16	4	84	29
Subtotal	247	99	133	113	71	32	71	367	81	21	435	149
Other Developments	0	0	0	0	0	0	0	185	0	0	334	0
Subtotal (NO BUILD - A.M.)	247	99	133	113	71	32	71	552	81	21	769	149
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	5.00%	6.00%	0.00%	1.00%	0.00%	0.00%	0.00%	25.00%	26.00%
Percent Residential Trips Generated(Exiting)	26.00%	6.00%	1.00%	0.00%	0.00%	0.00%	0.00%	25.00%	5.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	11.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	51.00%
Percent Commercial Trips Generated(Exiting)	51.00%	11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	57	13	2	3	6	0	3	49	10	0	16	25
Total AM Peak Hour BUILD Volumes	304	112	135	116	77	32	74	601	91	21	785	174

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richards Ave.)			Southbound (Richards Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	90	66	50	75	91	21	75	353	67	41	319	120
Background Traffic Growth	22	16	12	18	22	5	18	85	16	10	77	29
Subtotal	112	82	62	93	113	26	93	438	83	51	396	149
Other Developments	0	0	0	0	0	0	0	324	0	0	408	0
Subtotal (NO BUILD - P.M.)	112	82	62	93	113	26	93	762	83	51	804	149
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	5.00%	6.00%	0.00%	1.00%	0.00%	0.00%	0.00%	25.00%	26.00%
Percent Residential Trips Generated(Exiting)	26.00%	6.00%	1.00%	0.00%	0.00%	0.00%	0.00%	25.00%	5.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	11.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	51.00%
Percent Commercial Trips Generated(Exiting)	51.00%	11.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	46	10	1	11	16	0	3	34	7	0	57	66
Total PM Peak Hour BUILD Volumes	158	92	63	104	129	26	96	796	90	51	861	215

	Entering	Exiting		
Number of Residential Trips Generated	65	195	A.M.	100% Residential Development
	228	134	P.M.	
Number of Commercial Trips Generated	16	11	A.M.	100% Commercial Development
	14	22	P.M.	



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Entrada Sonata

INTERSECTION :

E-W Street: **Gov Miles Rd.** (2)

N-S Street: **Entrada Sonata**

Year of Existing Counts 2024

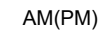
Horizon Year 2036

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	334	0	0	183	24	0	0	0	95	0	19
Background Traffic Growth	2	80	0	0	44	6	0	0	0	23	0	5
Subtotal	9	414	0	0	227	30	0	0	0	118	0	24
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	9	414	0	0	227	30	0	0	0	118	0	24
Percent Residential Trips Generated(Entering)	0.00%	0.00%	3.00%	7.00%	26.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.50%
Percent Residential Trips Generated(Exiting)	0.50%	25.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.50%	7.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
Percent Commercial Trips Generated(Exiting)	0.50%	61.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	56	2	5	28	0	6	1	14	0	0	0
Total AM Peak Hour BUILD Volumes	10	470	2	5	255	30	6	1	14	118	0	24

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	25	162	0	0	253	89	0	0	0	28	0	18
Background Traffic Growth	6	39	0	0	61	21	0	0	0	7	0	4
Subtotal	31	201	0	0	314	110	0	0	0	35	0	22
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	31	201	0	0	314	110	0	0	0	35	0	22
Percent Residential Trips Generated(Entering)	0.00%	0.00%	3.00%	7.00%	26.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.50%
Percent Residential Trips Generated(Exiting)	0.50%	25.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.50%	7.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
Percent Commercial Trips Generated(Exiting)	0.50%	61.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	47	7	16	69	0	4	1	9	0	1	1
Total PM Peak Hour BUILD Volumes	32	248	7	16	383	110	4	1	9	35	1	23

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M. 100% Residential Development
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Rising Sun Dr.

INTERSECTION :

E-W Street: **Gov Miles Rd.** (3)

N-S Street: **Rising Sun Dr.**

Year of Existing Counts

2024

Horizon Year

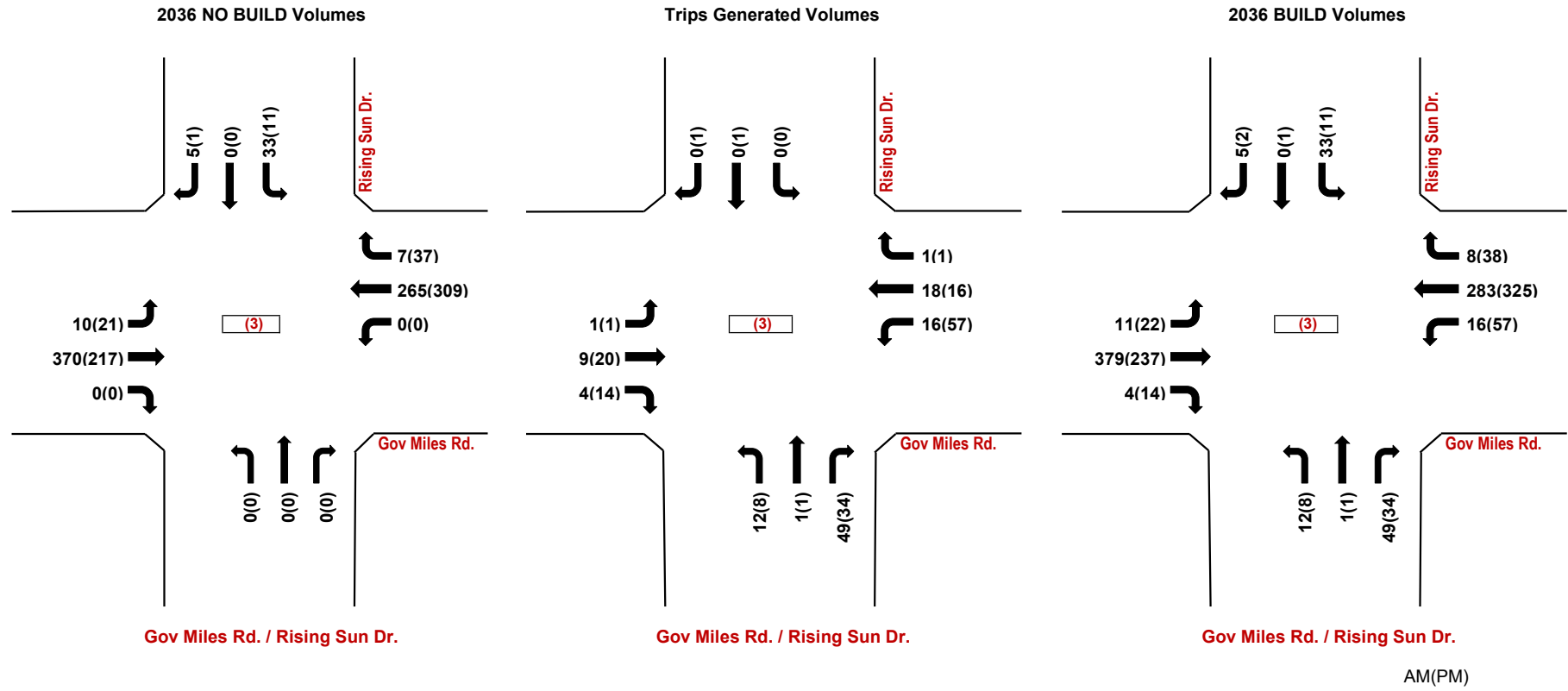
2036

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	298	0	0	214	6	0	0	0	27	0	4
Background Traffic Growth	<u>2</u>	<u>72</u>	<u>0</u>	<u>0</u>	<u>51</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>1</u>
Subtotal	10	370	0	0	265	7	0	0	0	33	0	5
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	10	370	0	0	265	7	0	0	0	33	0	5
Percent Residential Trips Generated(Entering)	0.00%	3.00%	6.00%	25.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.50%
Percent Residential Trips Generated(Exiting)	0.50%	0.00%	0.00%	0.00%	3.00%	0.50%	6.00%	0.50%	25.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
Percent Commercial Trips Generated(Exiting)	0.50%	61.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	9	4	16	18	1	12	1	49	0	0	0
Total AM Peak Hour BUILD Volumes	11	379	4	16	283	8	12	1	49	33	0	5

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Rising Sun Dr.)			Southbound (Rising Sun Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	175	0	0	249	30	0	0	0	9	0	1
Background Traffic Growth	<u>4</u>	<u>42</u>	<u>0</u>	<u>0</u>	<u>60</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>
Subtotal	21	217	0	0	309	37	0	0	0	11	0	1
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	21	217	0	0	309	37	0	0	0	11	0	1
Percent Residential Trips Generated(Entering)	0.00%	3.00%	6.00%	25.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.50%
Percent Residential Trips Generated(Exiting)	0.50%	0.00%	0.00%	0.00%	3.00%	0.50%	6.00%	0.50%	25.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%
Percent Commercial Trips Generated(Exiting)	0.50%	61.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	20	14	57	16	1	8	1	34	0	1	1
Total PM Peak Hour BUILD Volumes	22	237	14	57	325	38	8	1	34	11	1	2

	Entering	Exiting	
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M.
	14	22	P.M.
			100% Commercial Development



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Mesa Bonita Rd.

INTERSECTION :

E-W Street: **Gov Miles Rd.** (4)

N-S Street: **Mesa Bonita Rd.**

Year of Existing Counts 2024

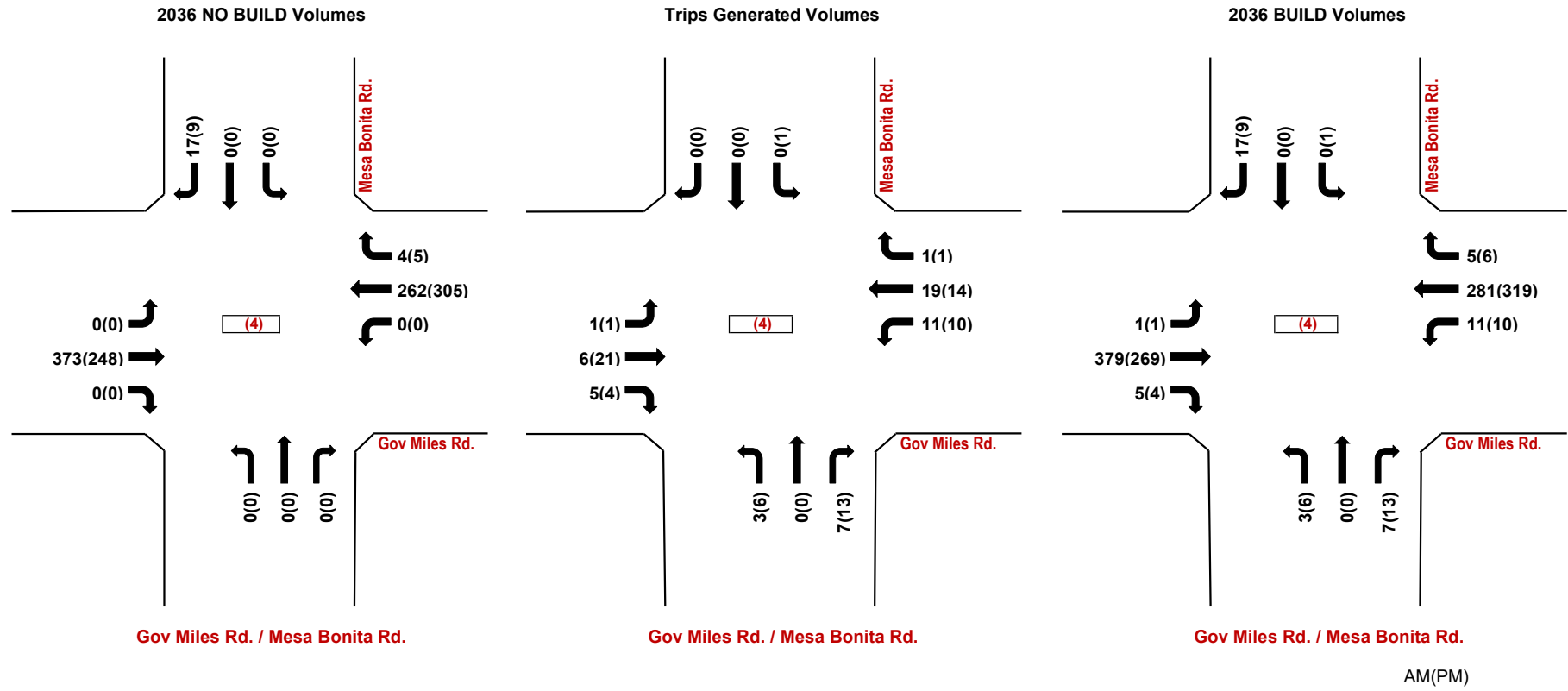
Horizon Year 2036

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	301	0	0	211	3	0	0	0	0	0	14
Background Traffic Growth	0	72	0	0	51	1	0	0	0	0	0	3
Subtotal	0	373	0	0	262	4	0	0	0	0	0	17
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	373	0	0	262	4	0	0	0	0	0	17
Percent Residential Trips Generated(Entering)	0.00%	9.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.50%	0.00%	0.00%	0.00%	9.00%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	29.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.00%	0.01%	61.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	6	5	11	19	1	3	0	7	0	0	0
Total AM Peak Hour BUILD Volumes	1	379	5	11	281	5	3	0	7	0	0	17

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Mesa Bonita Rd.)			Southbound (Mesa Bonita Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	200	0	0	246	4	0	0	0	0	0	7
Background Traffic Growth	0	48	0	0	59	1	0	0	0	0	0	2
Subtotal	0	248	0	0	305	5	0	0	0	0	0	9
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	248	0	0	305	5	0	0	0	0	0	9
Percent Residential Trips Generated(Entering)	0.00%	9.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.50%	0.00%	0.00%	0.00%	9.00%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	29.00%	71.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	29.00%	0.01%	61.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	21	4	10	14	1	6	0	13	1	0	0
Total PM Peak Hour BUILD Volumes	1	269	4	10	319	6	6	0	13	1	0	9

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M. 100% Residential Development
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Gov Miles Rd. / Dancing Grnd

INTERSECTION :

E-W Street: **Gov Miles Rd.** (5)

N-S Street: **Dancing Grnd**

Year of Existing Counts

2024

Horizon Year

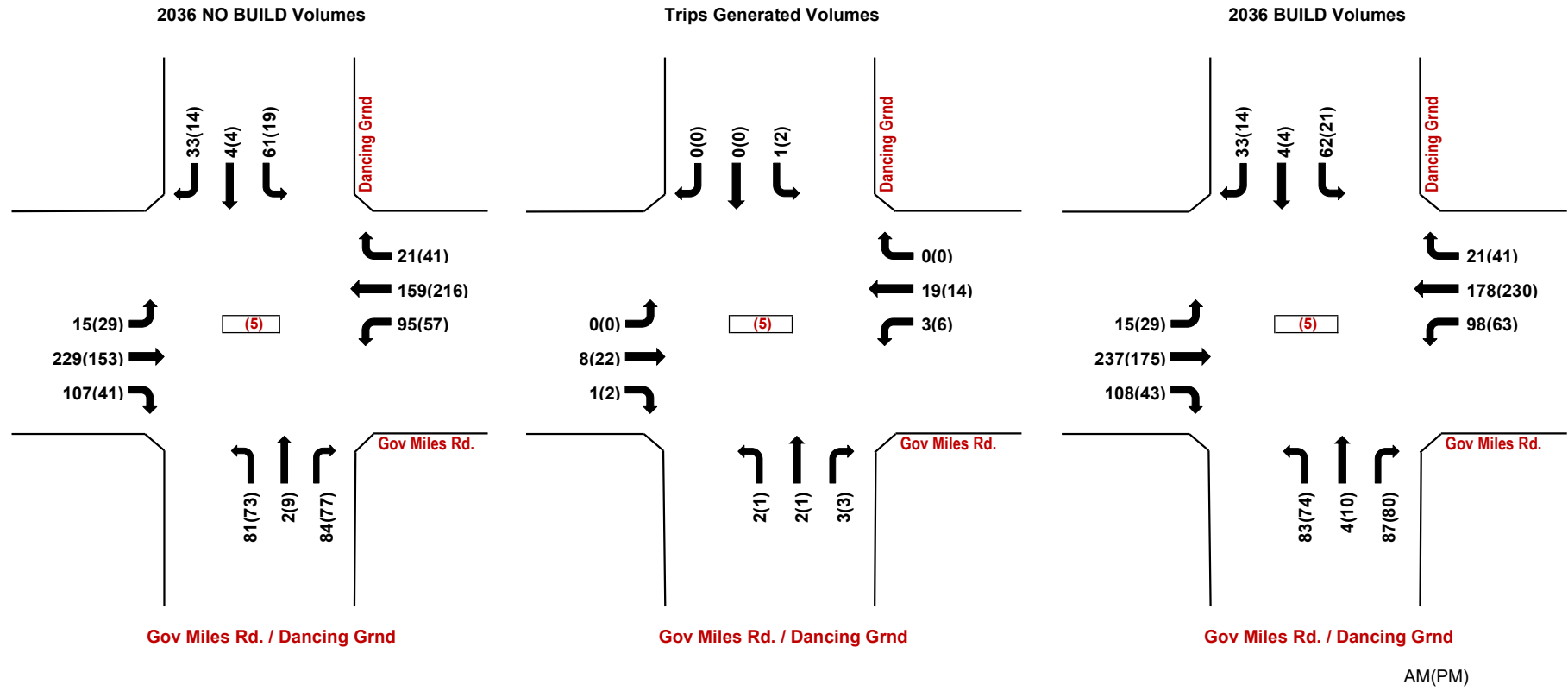
2036

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	185	86	77	128	17	65	2	68	49	3	27
Background Traffic Growth	3	44	21	18	31	4	16	0	16	12	1	6
Subtotal	15	229	107	95	159	21	81	2	84	61	4	33
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	15	229	107	95	159	21	81	2	84	61	4	33
Percent Residential Trips Generated(Entering)	0.00%	9.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	1.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	18.00%	10.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	8	1	3	19	0	2	2	3	1	0	0
Total AM Peak Hour BUILD Volumes	15	237	108	98	178	21	83	4	87	62	4	33

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Gov Miles Rd.)			Westbound (Gov Miles Rd.)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	23	123	33	46	174	33	59	7	62	15	3	11
Background Traffic Growth	6	30	8	11	42	8	14	2	15	4	1	3
Subtotal	29	153	41	57	216	41	73	9	77	19	4	14
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	29	153	41	57	216	41	73	9	77	19	4	14
Percent Residential Trips Generated(Entering)	0.00%	9.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%	1.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	1.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	18.00%	10.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	22	2	6	14	0	1	1	3	2	0	0
Total PM Peak Hour BUILD Volumes	29	175	43	63	230	41	74	10	80	21	4	14

	Entering	Exiting	
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M.
	14	22	P.M.
			100% Commercial Development



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

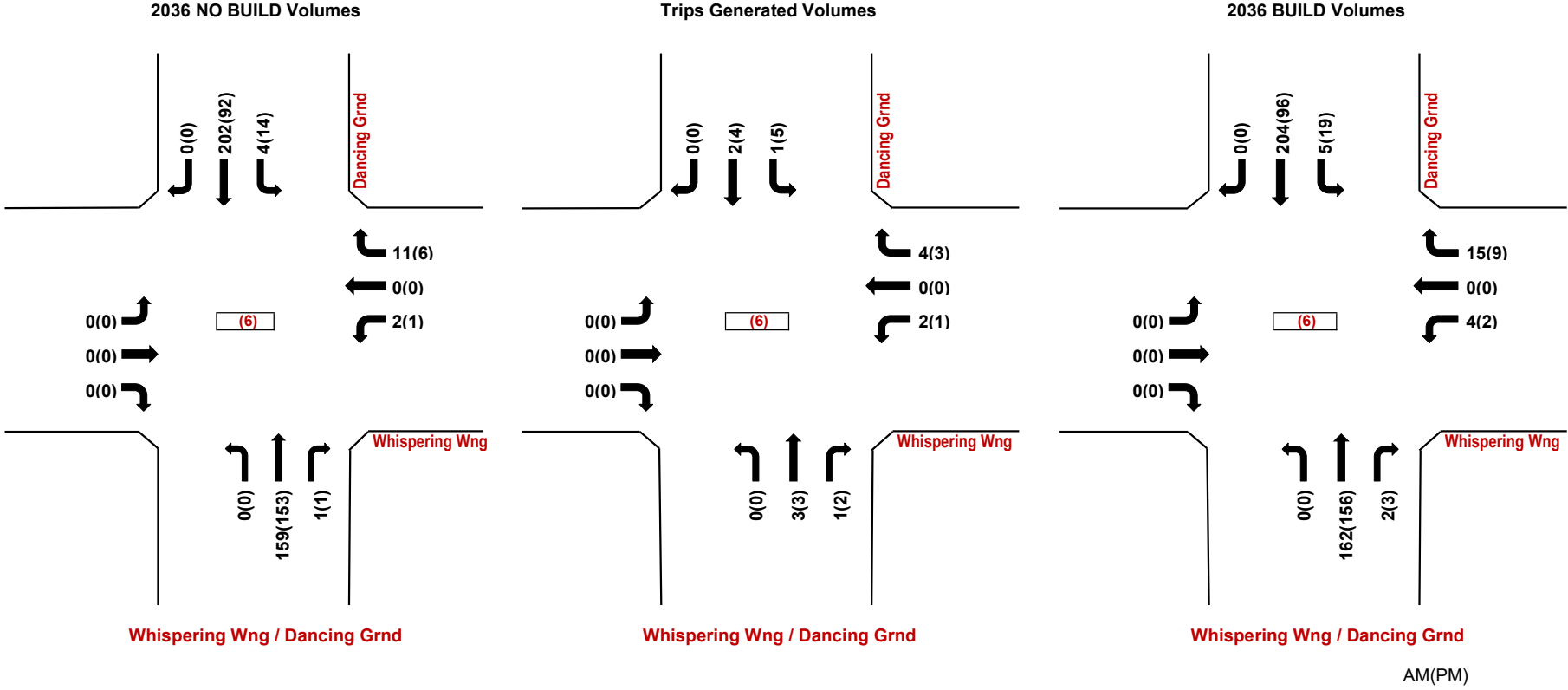
Whispering Wng / Dancing Grnd

INTERSECTION : E-W Street: **Whispering Wng** (6)
 N-S Street: **Dancing Grnd**
 Year of Existing Counts: 2024
 Horizon Year: 2036

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	2	0	9	0	128	1	3	163	0
Background Traffic Growth	0	0	0	0	0	2	0	31	0	1	39	0
Subtotal	0	0	0	2	0	11	0	159	1	4	202	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	2	0	11	0	159	1	4	202	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%
Total Trips Generated	0	0	0	2	0	4	0	3	1	1	2	0
Total AM Peak Hour BUILD Volumes	0	0	0	4	0	15	0	162	2	5	204	0

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Whispering Wng)			Westbound (Whispering Wng)			Northbound (Dancing Grnd)			Southbound (Dancing Grnd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	1	0	5	0	123	1	11	74	0
Background Traffic Growth	0	0	0	0	0	1	0	30	0	3	18	0
Subtotal	0	0	0	1	0	6	0	153	1	14	92	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	1	0	6	0	153	1	14	92	0
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	1.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%
Total Trips Generated	0	0	0	1	0	3	0	3	2	5	4	0
Total PM Peak Hour BUILD Volumes	0	0	0	2	0	9	0	156	3	19	96	0

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M. 100% Residential Development
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M. 100% Commercial Development
	14	22	P.M.



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd. / La Puerta

INTERSECTION :

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

N-S Street: **La Puerta**

Year of Existing Counts 2024

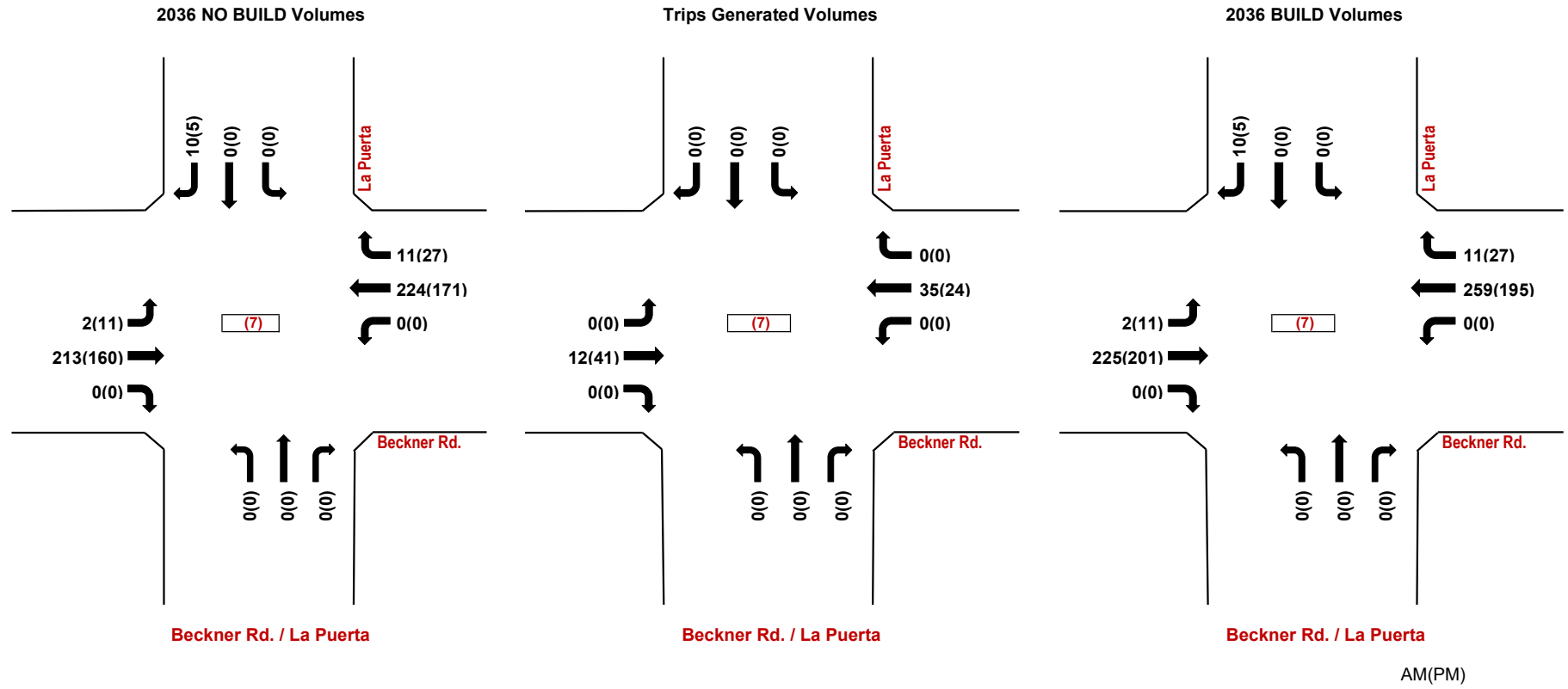
Horizon Year 2036

Growth Rates 2.00% 2.00% 2.00% 2.00%

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	172	0	0	181	9	0	0	0	0	0	8
Background Traffic Growth	0	41	0	0	43	2	0	0	0	0	0	2
Subtotal	2	213	0	0	224	11	0	0	0	0	0	10
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	2	213	0	0	224	11	0	0	0	0	0	10
Percent Residential Trips Generated(Entering)	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	12	0	0	35	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	2	225	0	0	259	11	0	0	0	0	0	10

	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	129	0	0	138	22	0	0	0	0	0	4
Background Traffic Growth	2	31	0	0	33	5	0	0	0	0	0	1
Subtotal	11	160	0	0	171	27	0	0	0	0	0	5
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	11	160	0	0	171	27	0	0	0	0	0	5
Percent Residential Trips Generated(Entering)	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	18.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	41	0	0	24	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	11	201	0	0	195	27	0	0	0	0	0	5

	Entering	Exiting		
Number of Residential Trips Generated	65	195	A.M.	100% Residential Development
	228	134	P.M.	
Number of Commercial Trips Generated	16	11	A.M.	100% Commercial Development
	14	22	P.M.	



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

Beckner Rd / Richards Ave

INTERSECTION :

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

N-S Street: **Richards Ave**

Year of Existing Counts 2024

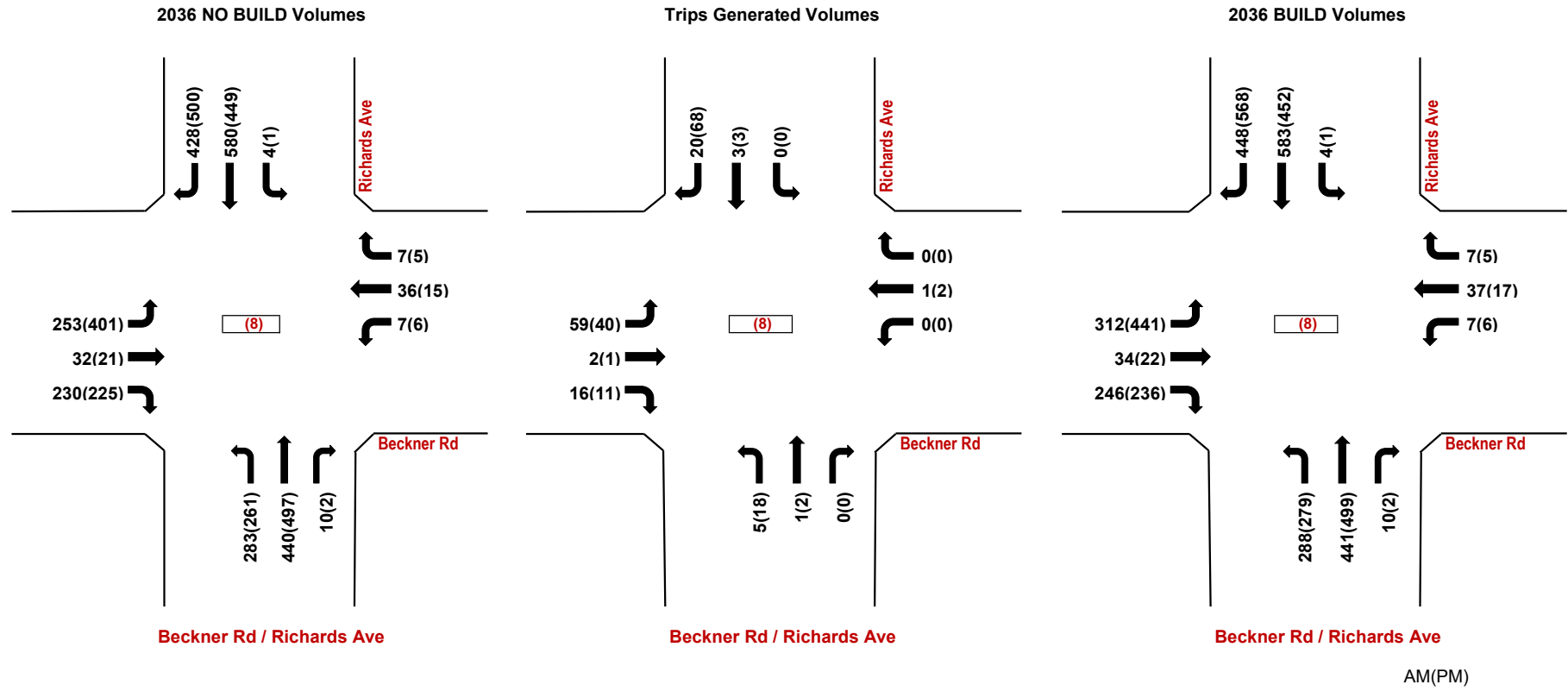
Horizon Year 2036

Growth Rates

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	55	7	126	6	2	6	91	355	8	3	468	76
Background Traffic Growth	13	2	30	1	0	1	22	85	2	1	112	18
Subtotal	68	9	156	7	2	7	113	440	10	4	580	94
Other Developments	74	10	30	0	13	0	66	0	0	0	0	123
Subtotal (NO BUILD - A.M.)	253	32	230	7	36	7	283	440	10	4	580	428
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	8.00%	1.00%	0.00%	0.00%	0.00%	30.00%
Percent Residential Trips Generated(Exiting)	30.00%	1.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%
Total Trips Generated	59	2	16	0	1	0	5	1	0	0	3	20
Total AM Peak Hour BUILD Volumes	312	34	246	7	37	7	288	441	10	4	583	448

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	62	2	79	5	1	4	79	401	2	1	362	74
Background Traffic Growth	15	0	19	1	0	1	19	96	0	0	87	18
Subtotal	77	2	98	6	1	5	98	497	2	1	449	92
Other Developments	114	5	41	0	5	0	69	0	0	0	0	181
Subtotal (NO BUILD - P.M.)	401	21	225	6	15	5	261	497	2	1	449	500
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	8.00%	1.00%	0.00%	0.00%	0.00%	30.00%
Percent Residential Trips Generated(Exiting)	30.00%	1.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.00%	0.00%
Total Trips Generated	40	1	11	0	2	0	18	2	0	0	3	68
Total PM Peak Hour BUILD Volumes	441	22	236	6	17	5	279	499	2	1	452	568

	Entering	Exiting		
Number of Residential Trips Generated	65	195	A.M.	100% Residential Development
	228	134	P.M.	
Number of Commercial Trips Generated	16	11	A.M.	100% Commercial Development
	14	22	P.M.	



Vista de la Sierra Subdivision (Governor Miles Rd. / Richards Ave.) - Santa Fe

Projected Turning Movements Worksheet

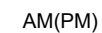
Beckner Rd. / Calle de Alegria

INTERSECTION : E-W Street: **Beckner Rd.** (9)
 N-S Street: **Calle de Alegria**
 Year of Existing Counts: 2024
 Horizon Year: **2036**

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	515	0	0	747	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	18.00%	0.00%	0.00%	0.00%	0.00%	39.00%	0.00%	1.00%	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%	39.00%	1.00%	18.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	12	0	0	0	0	25	0	1	0	76	2	35
Total AM Peak Hour BUILD Volumes	12	515	0	0	747	25	0	1	0	76	2	35

	2.00%			2.00%			2.00%			2.00%		
	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (Calle de Alegria)			Southbound (Calle de Alegria)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Other Developments	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	647	0	0	776	0	0	0	0	0	0	0
Percent Residential Trips Generated(Entering)	18.00%	0.00%	0.00%	0.00%	0.00%	39.00%	0.00%	1.00%	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%	39.00%	1.00%	18.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	41	0	0	0	0	89	0	2	0	52	1	24
Total PM Peak Hour BUILD Volumes	41	647	0	0	776	89	0	2	0	52	1	24

	Entering	Exiting	
Number of Residential Trips Generated	65	195	A.M.
	228	134	P.M.
Number of Commercial Trips Generated	16	11	A.M.
	14	22	P.M.
			100% Commercial Development



Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	207	83	95	59	59	493	18	699	125
Future Volume (vph)	207	83	95	59	59	493	18	699	125
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 84.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		44.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		44.5 s		11.5 s		22.5 s	

2026ANX-Vista de La Sierra Subdivision
2026 AM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	83	111	95	59	27	59	493	68	18	699	125
Future Volume (veh/h)	207	83	111	95	59	27	59	493	68	18	699	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	91	122	104	65	30	65	542	75	20	768	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	110	147	267	184	85	289	748	104	388	870	738
Arrive On Green	0.08	0.15	0.15	0.08	0.15	0.15	0.08	0.47	0.47	0.08	0.47	0.47
Sat Flow, veh/h	1781	724	971	1781	1211	559	1781	1608	222	1781	1870	1585
Grp Volume(v), veh/h	227	0	213	104	0	95	65	0	617	20	768	137
Grp Sat Flow(s), veh/h/ln	1781	0	1696	1781	0	1770	1781	0	1830	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	10.3	4.0	0.0	4.1	1.5	0.0	23.1	0.4	31.6	4.3
Cycle Q Clear(g_c), s	7.0	0.0	10.3	4.0	0.0	4.1	1.5	0.0	23.1	0.4	31.6	4.3
Prop In Lane	1.00		0.57	1.00		0.32	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	367	0	257	267	0	269	289	0	852	388	870	738
V/C Ratio(X)	0.62	0.00	0.83	0.39	0.00	0.35	0.23	0.00	0.72	0.05	0.88	0.19
Avail Cap(c_a), veh/h	367	0	360	267	0	375	289	0	852	388	870	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	34.9	27.1	0.0	32.3	15.6	0.0	18.3	12.0	20.6	13.3
Incr Delay (d2), s/veh	3.2	0.0	10.6	0.9	0.0	0.8	0.4	0.0	5.3	0.1	12.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	8.6	3.1	0.0	3.2	1.0	0.0	15.3	0.3	21.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	0.0	45.6	28.0	0.0	33.1	16.0	0.0	23.6	12.1	33.1	13.8
LnGrp LOS	C		D	C		C	B		C	B	C	B
Approach Vol, veh/h	440			199			682				925	
Approach Delay, s/veh	39.0			30.4			22.9				29.8	
Approach LOS	D			C			C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	17.4	11.5	44.5	11.5	17.4				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0				
Max Q Clear Time (g_c+I1), s	2.4	25.1	6.0	12.3	3.5	33.6	9.0	6.1				
Green Ext Time (p_c), s	0.0	3.5	0.0	0.5	0.0	2.8	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh							29.6					
HCM 7th LOS							C					

2026ANX-Vista de La Sierra Subdivision
2026 AM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	264	96	98	65	62	542	18	715	150
Future Volume (vph)	264	96	98	65	62	542	18	715	150
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 85.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		44.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		44.5 s		11.5 s		22.5 s	

2026ABX-Vista de La Sierra Subdivision
2026 AM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	96	113	98	65	27	62	542	78	18	715	150
Future Volume (veh/h)	264	96	113	98	65	27	62	542	78	18	715	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	105	124	108	71	30	68	596	86	20	786	165
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	125	148	263	200	84	271	737	106	336	862	731
Arrive On Green	0.08	0.16	0.16	0.08	0.16	0.16	0.08	0.46	0.46	0.08	0.46	0.46
Sat Flow, veh/h	1781	781	923	1781	1248	527	1781	1598	231	1781	1870	1585
Grp Volume(v), veh/h	290	0	229	108	0	101	68	0	682	20	786	165
Grp Sat Flow(s),veh/h/ln	1781	0	1704	1781	0	1775	1781	0	1829	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	11.2	4.2	0.0	4.3	1.6	0.0	27.5	0.4	33.5	5.4
Cycle Q Clear(g_c), s	7.0	0.0	11.2	4.2	0.0	4.3	1.6	0.0	27.5	0.4	33.5	5.4
Prop In Lane	1.00		0.54	1.00		0.30	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	371	0	273	263	0	284	271	0	843	336	862	731
V/C Ratio(X)	0.78	0.00	0.84	0.41	0.00	0.36	0.25	0.00	0.81	0.06	0.91	0.23
Avail Cap(c_a), veh/h	371	0	358	263	0	373	271	0	843	336	862	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	34.9	27.0	0.0	32.1	16.7	0.0	19.9	13.6	21.5	13.9
Incr Delay (d2), s/veh	10.4	0.0	12.8	1.0	0.0	0.8	0.5	0.0	8.3	0.1	15.5	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	9.3	3.3	0.0	3.4	1.1	0.0	18.3	0.3	23.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	0.0	47.8	28.1	0.0	32.8	17.2	0.0	28.1	13.7	37.0	14.6
LnGrp LOS	D		D	C		C	B		C	B	D	B
Approach Vol, veh/h	519			209			750				971	
Approach Delay, s/veh	44.7			30.4			27.1				32.7	
Approach LOS	D			C			C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	18.2	11.5	44.5	11.5	18.2				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0				
Max Q Clear Time (g_c+I1), s	2.4	29.5	6.2	13.2	3.6	35.5	9.0	6.3				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.5	0.0	2.1	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh						33.3						
HCM 7th LOS						C						

2026ABX-Vista de La Sierra Subdivision
2026 AM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	94	69	78	95	78	691	43	740	125
Future Volume (vph)	94	69	78	95	78	691	43	740	125
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 82.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		44.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		44.5 s		11.5 s		22.5 s	

2026PNX-Vista de La Sierra Subdivision
2026 PM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations												
Traffic Volume (veh/h)	94	69	52	78	95	22	78	691	70	43	740	125
Future Volume (veh/h)	94	69	52	78	95	22	78	691	70	43	740	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	76	57	86	104	24	86	759	77	47	813	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	104	78	283	154	35	304	821	83	289	919	779
Arrive On Green	0.09	0.10	0.10	0.09	0.10	0.10	0.09	0.49	0.49	0.09	0.49	0.49
Sat Flow, veh/h	1781	992	744	1781	1470	339	1781	1670	169	1781	1870	1585
Grp Volume(v), veh/h	103	0	133	86	0	128	86	0	836	47	813	137
Grp Sat Flow(s),veh/h/ln	1781	0	1736	1781	0	1809	1781	0	1840	1781	1870	1585
Q Serve(g_s), s	4.0	0.0	6.0	3.3	0.0	5.5	1.7	0.0	34.1	0.9	31.4	3.9
Cycle Q Clear(g_c), s	4.0	0.0	6.0	3.3	0.0	5.5	1.7	0.0	34.1	0.9	31.4	3.9
Prop In Lane	1.00		0.43	1.00		0.19	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	290	0	181	283	0	189	304	0	904	289	919	779
V/C Ratio(X)	0.35	0.00	0.73	0.30	0.00	0.68	0.28	0.00	0.92	0.16	0.88	0.18
Avail Cap(c_a), veh/h	290	0	389	283	0	405	304	0	904	289	919	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	34.9	27.8	0.0	34.7	14.7	0.0	19.1	15.1	18.4	11.4
Incr Delay (d2), s/veh	0.7	0.0	5.6	0.6	0.0	4.2	0.5	0.0	16.5	0.3	12.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	4.9	2.5	0.0	4.6	1.1	0.0	23.5	0.6	21.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	0.0	40.5	28.4	0.0	38.9	15.2	0.0	35.6	15.4	30.6	11.9
LnGrp LOS	C		D	C		D	B		D	B	C	B
Approach Vol, veh/h	236			214			922				997	
Approach Delay, s/veh	35.4			34.7			33.7				27.3	
Approach LOS	D			C			C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	12.9	11.5	44.5	11.5	12.9				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0				
Max Q Clear Time (g_c+I1), s	2.9	36.1	5.3	8.0	3.7	33.4	6.0	7.5				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.4	0.0	3.0	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				31.2								
HCM 7th LOS				C								

2026PNX-Vista de La Sierra Subdivision
2026 PM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	140	79	89	111	81	725	43	797	191
Future Volume (vph)	140	79	89	111	81	725	43	797	191
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 83.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		44.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		44.5 s		11.5 s		22.5 s	

2026PBX-Vista de La Sierra Subdivision
2026 PM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	79	53	89	111	22	81	725	77	43	797	191
Future Volume (veh/h)	140	79	53	89	111	22	81	725	77	43	797	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	87	58	98	122	24	89	797	85	47	876	210
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	116	77	281	168	33	262	810	86	253	912	773
Arrive On Green	0.09	0.11	0.11	0.09	0.11	0.11	0.09	0.49	0.49	0.09	0.49	0.49
Sat Flow, veh/h	1781	1047	698	1781	1518	299	1781	1661	177	1781	1870	1585
Grp Volume(v), veh/h	154	0	145	98	0	146	89	0	882	47	876	210
Grp Sat Flow(s),veh/h/ln	1781	0	1745	1781	0	1817	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	6.2	0.0	6.5	3.8	0.0	6.3	1.8	0.0	38.3	0.9	36.6	6.3
Cycle Q Clear(g_c), s	6.2	0.0	6.5	3.8	0.0	6.3	1.8	0.0	38.3	0.9	36.6	6.3
Prop In Lane	1.00		0.40	1.00		0.16	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	284	0	194	281	0	202	262	0	897	253	912	773
V/C Ratio(X)	0.54	0.00	0.75	0.35	0.00	0.72	0.34	0.00	0.98	0.19	0.96	0.27
Avail Cap(c_a), veh/h	284	0	388	281	0	404	262	0	897	253	912	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	34.9	27.9	0.0	34.8	17.0	0.0	20.4	17.0	20.0	12.3
Incr Delay (d2), s/veh	2.1	0.0	5.7	0.7	0.0	4.9	0.8	0.0	26.4	0.4	21.6	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	5.4	2.9	0.0	5.4	1.4	0.0	28.3	0.7	26.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	0.0	40.6	28.6	0.0	39.7	17.8	0.0	46.8	17.4	41.6	13.1
LnGrp LOS	C		D	C		D	B		D	B	D	B
Approach Vol, veh/h	299			244			971				1133	
Approach Delay, s/veh	35.6			35.2			44.1				35.3	
Approach LOS	D			D			D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	13.5	11.5	44.5	11.5	13.5				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0				
Max Q Clear Time (g_c+11), s	2.9	40.3	5.8	8.5	3.8	38.6	8.2	8.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.6	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				38.6								
HCM 7th LOS				D								

2026PBX-Vista de La Sierra Subdivision
2026 PM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	247	99	113	71	71	552	21	769	149
Future Volume (vph)	247	99	113	71	71	552	21	769	149
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 86.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		44.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		44.5 s		11.5 s		22.5 s	

2036ANX-Vista de La Sierra Subdivision
2036 AM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base.syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	99	133	113	71	32	71	552	81	21	769	149
Future Volume (veh/h)	247	99	133	113	71	32	71	552	81	21	769	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	109	146	124	78	35	78	607	89	23	845	164
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	126	169	257	213	96	227	722	106	313	847	718
Arrive On Green	0.08	0.17	0.17	0.08	0.17	0.17	0.08	0.45	0.45	0.08	0.45	0.45
Sat Flow, veh/h	1781	725	971	1781	1223	549	1781	1594	234	1781	1870	1585
Grp Volume(v), veh/h	271	0	255	124	0	113	78	0	696	23	845	164
Grp Sat Flow(s),veh/h/ln	1781	0	1696	1781	0	1772	1781	0	1828	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	12.7	4.9	0.0	4.9	1.9	0.0	29.3	0.5	39.3	5.5
Cycle Q Clear(g_c), s	7.0	0.0	12.7	4.9	0.0	4.9	1.9	0.0	29.3	0.5	39.3	5.5
Prop In Lane	1.00		0.57	1.00		0.31	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	376	0	295	257	0	309	227	0	828	313	847	718
V/C Ratio(X)	0.72	0.00	0.86	0.48	0.00	0.37	0.34	0.00	0.84	0.07	1.00	0.23
Avail Cap(c_a), veh/h	376	0	350	257	0	366	227	0	828	313	847	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	35.0	27.1	0.0	31.8	18.9	0.0	21.1	14.7	23.8	14.5
Incr Delay (d2), s/veh	6.5	0.0	17.3	1.4	0.0	0.7	0.9	0.0	10.0	0.1	30.2	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	10.8	3.8	0.0	3.8	1.3	0.0	19.8	0.4	30.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.5	0.0	52.3	28.5	0.0	32.5	19.8	0.0	31.1	14.8	54.0	15.3
LnGrp LOS	D		D	C		C	B		C	B	D	B
Approach Vol, veh/h	526			237			774				1032	
Approach Delay, s/veh	44.7			30.4			29.9				47.0	
Approach LOS	D			C			C				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	19.7	11.5	44.5	11.5	19.7				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0				
Max Q Clear Time (g_c+I1), s	2.5	31.3	6.9	14.7	3.9	41.3	9.0	6.9				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.4	0.0	0.0	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh							39.9					
HCM 7th LOS							D					

2036ANX-Vista de La Sierra Subdivision
2036 AM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base.syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	304	112	116	77	74	601	21	785	174
Future Volume (vph)	304	112	116	77	74	601	21	785	174
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 87.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		44.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		44.5 s		11.5 s		22.5 s	

2036ABX-Vista de La Sierra Subdivision
2036 AM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	112	135	116	77	32	74	601	91	21	785	174
Future Volume (veh/h)	304	112	135	116	77	32	74	601	91	21	785	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	334	123	148	127	85	35	81	660	100	23	863	191
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	140	169	253	229	94	224	712	108	263	840	712
Arrive On Green	0.08	0.18	0.18	0.08	0.18	0.18	0.08	0.45	0.45	0.08	0.45	0.45
Sat Flow, veh/h	1781	773	930	1781	1259	518	1781	1587	240	1781	1870	1585
Grp Volume(v), veh/h	334	0	271	127	0	120	81	0	760	23	863	191
Grp Sat Flow(s),veh/h/ln	1781	0	1703	1781	0	1777	1781	0	1827	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	13.6	5.0	0.0	5.2	2.0	0.0	34.5	0.5	39.5	6.6
Cycle Q Clear(g_c), s	7.0	0.0	13.6	5.0	0.0	5.2	2.0	0.0	34.5	0.5	39.5	6.6
Prop In Lane	1.00		0.55	1.00		0.29	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	379	0	309	253	0	323	224	0	820	263	840	712
V/C Ratio(X)	0.88	0.00	0.88	0.50	0.00	0.37	0.36	0.00	0.93	0.09	1.03	0.27
Avail Cap(c_a), veh/h	379	0	348	253	0	364	224	0	820	263	840	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	35.0	27.0	0.0	31.6	19.1	0.0	22.9	16.9	24.2	15.2
Incr Delay (d2), s/veh	20.6	0.0	19.8	1.5	0.0	0.7	1.0	0.0	17.9	0.1	38.4	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	0.0	11.6	3.9	0.0	4.1	1.4	0.0	24.4	0.4	33.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.8	0.0	54.8	28.6	0.0	32.3	20.1	0.0	40.8	17.1	62.6	16.1
LnGrp LOS	D		D	C		C	C		D	B	F	B
Approach Vol, veh/h	605			247			841				1077	
Approach Delay, s/veh	54.3			30.4			38.8				53.4	
Approach LOS	D			C			D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	20.5	11.5	44.5	11.5	20.5				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0				
Max Q Clear Time (g_c+I1), s	2.5	36.5	7.0	15.6	4.0	41.5	9.0	7.2				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.4	0.0	0.0	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh						47.1						
HCM 7th LOS						D						

2036ABX-Vista de La Sierra Subdivision
2036 AM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	304	112	116	77	74	601	21	785	174
Future Volume (vph)	304	112	116	77	74	601	21	785	174
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	6.0	15.0	6.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.0	23.0	11.0	23.0	23.0
Total Split (s)	11.8	22.3	11.5	22.0	11.0	45.2	11.0	45.2	45.2
Total Split (%)	13.1%	24.8%	12.8%	24.4%	12.2%	50.2%	12.2%	50.2%	50.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 82.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11 s		45.2 s		11.5 s		22.3 s	
	Ø5		Ø6		Ø7		Ø8
11 s		45.2 s		11.8 s		22 s	

2036AB_MIT-Vista de La Sierra Subdivision
2036 AM Peak Hour BUILD Conditions - MITIGATED

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	112	135	116	77	32	74	601	91	21	785	174
Future Volume (veh/h)	304	112	135	116	77	32	74	601	91	21	785	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	334	123	148	127	85	35	81	660	100	23	863	191
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	141	170	252	220	91	194	788	119	233	872	739
Arrive On Green	0.08	0.18	0.18	0.08	0.17	0.17	0.06	0.50	0.50	0.03	0.47	0.47
Sat Flow, veh/h	1781	773	930	1781	1259	518	1781	1587	240	1781	1870	1585
Grp Volume(v), veh/h	334	0	271	127	0	120	81	0	760	23	863	191
Grp Sat Flow(s),veh/h/ln	1781	0	1703	1781	0	1777	1781	0	1827	1781	1870	1585
Q Serve(g_s), s	7.3	0.0	13.3	4.9	0.0	5.2	1.9	0.0	30.9	0.6	39.4	6.3
Cycle Q Clear(g_c), s	7.3	0.0	13.3	4.9	0.0	5.2	1.9	0.0	30.9	0.6	39.4	6.3
Prop In Lane	1.00		0.55	1.00		0.29	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	381	0	310	252	0	311	194	0	907	233	872	739
V/C Ratio(X)	0.88	0.00	0.87	0.50	0.00	0.39	0.42	0.00	0.84	0.10	0.99	0.26
Avail Cap(c_a), veh/h	381	0	352	259	0	361	223	0	907	315	872	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	34.3	27.0	0.0	31.5	19.5	0.0	18.7	15.9	22.8	14.0
Incr Delay (d2), s/veh	20.0	0.0	19.1	1.6	0.0	0.8	1.4	0.0	9.1	0.2	28.1	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	0.0	11.4	3.9	0.0	4.0	1.4	0.0	20.1	0.4	30.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.5	0.0	53.4	28.6	0.0	32.3	20.9	0.0	27.8	16.1	50.9	14.8
LnGrp LOS	D		D	C		C	C		C	B	D	B
Approach Vol, veh/h	605			247			841				1077	
Approach Delay, s/veh	52.9			30.4			27.2				43.7	
Approach LOS	D			C			C				D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	47.8	11.2	20.2	9.6	45.2	11.8	19.6
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5
Max Green Setting (Gmax), s	6.5	40.2	7.0	17.8	6.5	40.2	7.3	17.5
Max Q Clear Time (g_c+I1), s	2.6	32.9	6.9	15.3	3.9	41.4	9.3	7.2
Green Ext Time (p_c), s	0.0	3.0	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	39.5
HCM 7th LOS	D

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

2036AB_MIT-Vista de La Sierra Subdivision
2036 AM Peak Hour BUILD Conditions - MITIGATED

Synchro 12 Report
Base syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	112	82	93	113	93	762	51	804	149
Future Volume (vph)	112	82	93	113	93	762	51	804	149
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 83.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		44.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		44.5 s		11.5 s		22.5 s	

2036PNX-Vista de La Sierra Subdivision
2036 PM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	82	62	93	113	26	93	762	83	51	804	149
Future Volume (veh/h)	112	82	62	93	113	26	93	762	83	51	804	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	90	68	102	124	29	102	837	91	56	884	164
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	117	89	278	174	41	252	801	87	241	904	766
Arrive On Green	0.09	0.12	0.12	0.09	0.12	0.12	0.09	0.48	0.48	0.09	0.48	0.48
Sat Flow, veh/h	1781	989	747	1781	1466	343	1781	1658	180	1781	1870	1585
Grp Volume(v), veh/h	123	0	158	102	0	153	102	0	928	56	884	164
Grp Sat Flow(s), veh/h/ln	1781	0	1736	1781	0	1809	1781	0	1838	1781	1870	1585
Q Serve(g_s), s	4.8	0.0	7.2	3.9	0.0	6.7	2.1	0.0	39.5	1.1	37.8	4.9
Cycle Q Clear(g_c), s	4.8	0.0	7.2	3.9	0.0	6.7	2.1	0.0	39.5	1.1	37.8	4.9
Prop In Lane	1.00		0.43	1.00		0.19	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	287	0	206	278	0	215	252	0	889	241	904	766
V/C Ratio(X)	0.43	0.00	0.77	0.37	0.00	0.71	0.41	0.00	1.04	0.23	0.98	0.21
Avail Cap(c_a), veh/h	287	0	382	278	0	398	252	0	889	241	904	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	34.9	27.8	0.0	34.7	17.5	0.0	21.1	17.4	20.7	12.2
Incr Delay (d2), s/veh	1.0	0.0	5.9	0.8	0.0	4.3	1.0	0.0	42.4	0.5	25.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	6.0	3.1	0.0	5.6	1.6	0.0	34.7	0.9	28.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	0.0	40.8	28.6	0.0	39.0	18.6	0.0	63.5	17.9	45.7	12.8
LnGrp LOS	C		D	C		D	B		F	B	D	B
Approach Vol, veh/h	281			255			1030				1104	
Approach Delay, s/veh	35.6			34.8			59.1				39.4	
Approach LOS	D			C			E				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	14.2	11.5	44.5	11.5	14.2				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0				
Max Q Clear Time (g_c+I1), s	3.1	41.5	5.9	9.2	4.1	39.8	6.8	8.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				46.1								
HCM 7th LOS				D								

2036PNX-Vista de La Sierra Subdivision
2036 PM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	158	92	104	129	96	796	51	861	215
Future Volume (vph)	158	92	104	129	96	796	51	861	215
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	44.5	11.5	44.5	44.5
Total Split (%)	12.8%	25.0%	12.8%	25.0%	12.8%	49.4%	12.8%	49.4%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	Min	Max	Min	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 84.8

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		44.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		44.5 s		11.5 s		22.5 s	

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	92	63	104	129	26	96	796	90	51	861	215
Future Volume (veh/h)	158	92	63	104	129	26	96	796	90	51	861	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	101	69	114	142	29	105	875	99	56	946	236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	130	89	276	189	39	239	792	90	239	898	761
Arrive On Green	0.09	0.13	0.13	0.09	0.13	0.13	0.09	0.48	0.48	0.09	0.48	0.48
Sat Flow, veh/h	1781	1036	707	1781	1507	308	1781	1650	187	1781	1870	1585
Grp Volume(v), veh/h	174	0	170	114	0	171	105	0	974	56	946	236
Grp Sat Flow(s),veh/h/ln	1781	0	1743	1781	0	1815	1781	0	1837	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	7.8	4.4	0.0	7.5	2.2	0.0	39.5	1.2	39.5	7.5
Cycle Q Clear(g_c), s	7.0	0.0	7.8	4.4	0.0	7.5	2.2	0.0	39.5	1.2	39.5	7.5
Prop In Lane	1.00		0.41	1.00		0.17	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	280	0	218	276	0	227	239	0	882	239	898	761
V/C Ratio(X)	0.62	0.00	0.78	0.41	0.00	0.75	0.44	0.00	1.10	0.23	1.05	0.31
Avail Cap(c_a), veh/h	280	0	381	276	0	397	239	0	882	239	898	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	34.9	27.8	0.0	34.8	17.8	0.0	21.4	17.5	21.4	13.1
Incr Delay (d2), s/veh	4.1	0.0	5.9	1.0	0.0	5.0	1.3	0.0	63.3	0.5	45.3	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	0.0	6.4	3.5	0.0	6.4	1.6	0.0	42.5	0.9	36.3	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	0.0	40.8	28.8	0.0	39.8	19.0	0.0	84.7	18.0	66.7	14.1
LnGrp LOS	C		D	C		D	B		F	B	F	B
Approach Vol, veh/h	344			285			1079				1238	
Approach Delay, s/veh	36.9			35.4			78.3				54.4	
Approach LOS	D			D			E				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.5	11.5	14.8	11.5	44.5	11.5	14.8				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	39.5	7.0	18.0	7.0	39.5	7.0	18.0				
Max Q Clear Time (g_c+I1), s	3.2	41.5	6.4	9.8	4.2	41.5	9.0	9.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh						59.3						
HCM 7th LOS						E						

2036PBX-Vista de La Sierra Subdivision
2036 PM Peak Hour BUILD Conditions

Synchro 12 Report
Base.syn

2036PBX-Vista de La Sierra Subdivision
2036 PM Peak Hour BUILD Conditions

Synchro 12 Report
Base.syn

Timings
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	158	92	104	129	96	796	51	861	215
Future Volume (vph)	158	92	104	129	96	796	51	861	215
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.5	22.5	11.5	22.5	11.5	23.0	11.5	23.0	23.0
Total Split (s)	11.5	22.5	11.5	22.5	11.5	54.5	11.5	54.5	54.5
Total Split (%)	11.5%	22.5%	11.5%	22.5%	11.5%	54.5%	11.5%	54.5%	54.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	5.0	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 93.2

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Splits and Phases: 1: Richards Ave. & Governor Miles Rd.

	Ø1		Ø2		Ø3		Ø4
11.5 s		54.5 s		11.5 s		22.5 s	
	Ø5		Ø6		Ø7		Ø8
11.5 s		54.5 s		11.5 s		22.5 s	

2036PB_MIT-Vista de La Sierra Subdivision
2036 PM Peak Hour BUILD Conditions - MITIGATED

Synchro 12 Report
Base.syn

HCM 7th Signalized Intersection Summary
1: Richards Ave. & Governor Miles Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	92	63	104	129	26	96	796	90	51	861	215
Future Volume (veh/h)	158	92	63	104	129	26	96	796	90	51	861	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	101	69	114	142	29	105	875	99	56	946	236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	126	86	240	179	37	232	904	102	202	1001	848
Arrive On Green	0.08	0.12	0.12	0.07	0.12	0.12	0.07	0.55	0.55	0.06	0.54	0.54
Sat Flow, veh/h	1781	1036	707	1781	1507	308	1781	1650	187	1781	1870	1585
Grp Volume(v), veh/h	174	0	170	114	0	171	105	0	974	56	946	236
Grp Sat Flow(s), veh/h/ln	1781	0	1743	1781	0	1815	1781	0	1837	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	8.8	5.1	0.0	8.5	2.3	0.0	47.2	1.2	44.0	7.5
Cycle Q Clear(g_c), s	7.0	0.0	8.8	5.1	0.0	8.5	2.3	0.0	47.2	1.2	44.0	7.5
Prop In Lane	1.00		0.41	1.00		0.17	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	246	0	212	240	0	216	232	0	1006	202	1001	848
V/C Ratio(X)	0.71	0.00	0.80	0.48	0.00	0.79	0.45	0.00	0.97	0.28	0.95	0.28
Avail Cap(c_a), veh/h	246	0	339	245	0	353	241	0	1006	234	1001	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	39.5	32.7	0.0	39.7	20.2	0.0	20.1	20.5	20.2	11.8
Incr Delay (d2), s/veh	9.1	0.0	6.9	1.5	0.0	6.5	1.4	0.0	21.6	0.7	18.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	7.4	4.1	0.0	7.4	2.2	0.0	31.7	1.1	29.6	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.9	0.0	46.5	34.2	0.0	46.1	21.5	0.0	41.7	21.2	38.2	12.6
LnGrp LOS	D		D	C		D	C		D	C	D	B
Approach Vol, veh/h	344			285			1079				1238	
Approach Delay, s/veh	45.2			41.4			39.8				32.6	
Approach LOS	D			D			D				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	55.7	11.2	15.8	11.0	54.5	11.5	15.5				
Change Period (Y+Rc), s	4.5	5.0	4.5	4.5	4.5	5.0	4.5	4.5				
Max Green Setting (Gmax), s	7.0	49.5	7.0	18.0	7.0	49.5	7.0	18.0				
Max Q Clear Time (g_c+I1), s	3.2	49.2	7.1	10.8	4.3	46.0	9.0	10.5				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.5	0.1	2.3	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				37.5								
HCM 7th LOS				D								

2036PB_MIT-Vista de La Sierra Subdivision
2036 PM Peak Hour BUILD Conditions - MITIGATED

Synchro 12 Report
Base.syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	242	30	6	36	265	369	8	3	487	413
Future Volume (vph)	242	30	6	36	265	369	8	3	487	413
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8			2	2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	35.5	35.5	9.5	30.0	30.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	18.8%	44.4%	44.4%	11.9%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.

	Ø1		Ø2		Ø4
9.5 s		35.5 s		35 s	
	Ø5		Ø6		Ø8
15 s		30 s		35 s	

2026ANX-Vista de La Sierra Subdivision
2026 AM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	30	205	6	36	6	265	369	8	3	487	413
Future Volume (veh/h)	242	30	205	6	36	6	265	369	8	3	487	413
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	281	35	238	7	42	7	308	429	9	3	566	480
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	58	394	256	436	73	403	957	811	465	725	614
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.13	0.51	0.51	0.00	0.39	0.39
Sat Flow, veh/h	1356	207	1409	1106	1563	260	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	281	0	273	7	0	49	308	429	9	3	566	480
Grp Sat Flow(s), veh/h/ln	1356	0	1617	1106	0	1823	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	12.7	0.0	9.6	0.4	0.0	1.3	6.2	9.6	0.2	0.1	17.5	17.5
Cycle Q Clear(g_c), s	14.1	0.0	9.6	10.0	0.0	1.3	6.2	9.6	0.2	0.1	17.5	17.5
Prop In Lane	1.00		0.87	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	0	451	256	0	509	403	957	811	465	725	614
V/C Ratio(X)	0.61	0.00	0.60	0.03	0.00	0.10	0.76	0.45	0.01	0.01	0.78	0.78
Avail Cap(c_a), veh/h	711	0	749	460	0	845	459	957	811	593	725	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	20.6	24.9	0.0	17.6	13.1	10.2	7.9	12.2	17.7	17.7
Incr Delay (d2), s/veh	1.3	0.0	1.3	0.0	0.0	0.1	6.6	1.5	0.0	0.0	8.2	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	0.0	6.4	0.2	0.0	1.0	4.8	6.6	0.1	0.0	12.9	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.1	0.0	21.9	24.9	0.0	17.6	19.7	11.7	7.9	12.2	25.9	27.3
LnGrp LOS	C		C	C		B	B	B	A	B	C	C
Approach Vol, veh/h	554			56			746				1049	
Approach Delay, s/veh	23.0			18.6			14.9				26.5	
Approach LOS	C			B			B				C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	38.2		22.9	12.9	30.0		22.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		30.5	10.5	25.5		30.5				
Max Q Clear Time (g_c+I1), s	2.1	11.6		16.1	8.2	19.5		12.0				
Green Ext Time (p_c), s	0.0	2.5		2.3	0.2	2.8		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh							21.9					
HCM 7th LOS							C					

2026ANX-Vista de La Sierra Subdivision
2026 AM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	301	32	6	37	270	370	8	3	490	433
Future Volume (vph)	301	32	6	37	270	370	8	3	490	433
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5		2		1
Permitted Phases		4		8		5		2		6
Detector Phase		4		8		5		2		6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

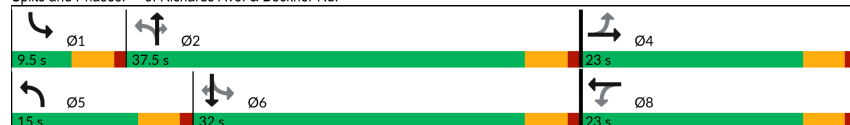
Cycle Length: 70

Actuated Cycle Length: 69.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



2026ABX-Vista de La Sierra Subdivision
2026 AM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations												
Traffic Volume (veh/h)	301	32	221	6	37	6	270	370	8	3	490	433
Future Volume (veh/h)	301	32	221	6	37	6	270	370	8	3	490	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	350	37	257	7	43	7	314	430	9	3	570	503
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	55	384	225	426	69	406	984	834	478	755	640
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.13	0.53	0.53	0.00	0.40	0.40
Sat Flow, veh/h	1355	203	1413	1085	1569	255	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	350	0	294	7	0	50	314	430	9	3	570	503
Grp Sat Flow(s), veh/h/ln	1355	0	1616	1085	0	1824	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.1	0.0	11.0	0.4	0.0	1.4	6.4	9.6	0.2	0.1	17.8	18.9
Cycle Q Clear(g_c), s	18.5	0.0	11.0	11.4	0.0	1.4	6.4	9.6	0.2	0.1	17.8	18.9
Prop In Lane	1.00	0.87	1.00	0.14	1.00	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	446	0	439	225	0	496	406	984	834	478	755	640
V/C Ratio(X)	0.78	0.00	0.67	0.03	0.00	0.10	0.77	0.44	0.01	0.01	0.75	0.79
Avail Cap(c_a), veh/h	446	0	439	225	0	496	455	984	834	602	755	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	22.1	27.2	0.0	18.6	13.3	9.9	7.7	12.0	17.4	17.7
Incr Delay (d2), s/veh	8.9	0.0	3.9	0.1	0.0	0.1	7.3	1.4	0.0	0.0	6.9	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	0.0	7.8	0.2	0.0	1.0	5.0	6.6	0.1	0.0	12.8	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	0.0	26.0	27.2	0.0	18.7	20.5	11.3	7.7	12.0	24.3	27.1
LnGrp LOS	C		C	C		B	C	B	A	B	C	C
Approach Vol, veh/h	644				57		753				1076	
Approach Delay, s/veh	30.7				19.7		15.1				25.6	
Approach LOS	C				B		B				C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	40.3		23.0	13.1	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.1	11.6		20.5	8.4	20.9		13.4				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.2	3.1		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh							23.7					
HCM 7th LOS							C					

2026ABX-Vista de La Sierra Subdivision
2026 AM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	388	21	5	15	245	417	2	1	376	485
Future Volume (vph)	388	21	5	15	245	417	2	1	376	485
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4						2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 69.5

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.

	Ø1		Ø2		Ø4
9.5 s		37.5 s		23 s	
	Ø5		Ø6		Ø8
15 s		32 s		23 s	

2026PNX-Vista de La Sierra Subdivision
2026 PM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/14/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	388	21	209	5	15	4	245	417	2	1	376	485
Future Volume (veh/h)	388	21	209	5	15	4	245	417	2	1	376	485
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	451	24	243	6	17	5	285	485	2	1	437	564
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	40	401	251	381	112	444	980	830	434	763	647
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.52	0.52	0.00	0.41	0.41
Sat Flow, veh/h	1390	144	1463	1112	1388	408	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	451	0	267	6	0	22	285	485	2	1	437	564
Grp Sat Flow(s), veh/h/ln	1390	0	1607	1112	0	1797	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.9	0.0	9.7	0.3	0.0	0.6	5.7	11.2	0.0	0.0	12.2	22.0
Cycle Q Clear(g_c), s	18.5	0.0	9.7	10.1	0.0	0.6	5.7	11.2	0.0	0.0	12.2	22.0
Prop In Lane	1.00		0.91	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	0	441	251	0	493	444	980	830	434	763	647
V/C Ratio(X)	0.95	0.00	0.61	0.02	0.00	0.04	0.64	0.49	0.00	0.00	0.57	0.87
Avail Cap(c_a), veh/h	476	0	441	251	0	493	512	980	830	564	763	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	21.3	25.7	0.0	18.0	11.0	10.3	7.6	11.9	15.4	18.3
Incr Delay (d2), s/veh	28.6	0.0	2.4	0.0	0.0	0.0	2.2	1.8	0.0	0.0	3.1	15.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	0.0	6.7	0.2	0.0	0.4	3.6	7.7	0.0	0.0	9.0	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	0.0	23.6	25.7	0.0	18.0	13.1	12.1	7.7	11.9	18.5	33.4
LnGrp LOS	D		C	C		B	B	B	A	B	B	C
Approach Vol, veh/h	718				28		772				1002	
Approach Delay, s/veh	43.3				19.7		12.5				26.9	
Approach LOS	D				B		B				C	

Intersection Summary

HCM 7th Control Delay, s/veh

HCM 7th LOS

2026PNX-Vista de La Sierra Subdivision
2026 PM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	428	22	5	17	263	419	2	1	379	553
Future Volume (vph)	428	22	5	17	263	419	2	1	379	553
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8			2	2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 69.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	22	220	5	17	4	263	419	2	1	379	553
Future Volume (veh/h)	428	22	220	5	17	4	263	419	2	1	379	553
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	498	26	256	6	20	5	306	487	2	1	441	643
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	40	398	235	393	98	442	987	836	436	757	642
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.53	0.53	0.00	0.40	0.40
Sat Flow, veh/h	1386	148	1459	1097	1444	361	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	498	0	282	6	0	25	306	487	2	1	441	643
Grp Sat Flow(s), veh/h/ln	1386	0	1608	1097	0	1805	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.8	0.0	10.5	0.3	0.0	0.7	6.2	11.3	0.0	0.0	12.5	27.5
Cycle Q Clear(g_c), s	18.5	0.0	10.5	10.8	0.0	0.7	6.2	11.3	0.0	0.0	12.5	27.5
Prop In Lane	1.00		0.91	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	469	0	438	235	0	492	442	987	836	436	757	642
V/C Ratio(X)	1.06	0.00	0.64	0.03	0.00	0.05	0.69	0.49	0.00	0.00	0.58	1.00
Avail Cap(c_a), veh/h	469	0	438	235	0	492	497	987	836	565	757	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	21.8	26.6	0.0	18.2	11.6	10.3	7.6	12.0	15.7	20.2
Incr Delay (d2), s/veh	58.7	0.0	3.2	0.0	0.0	0.0	3.6	1.8	0.0	0.0	3.3	36.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.3	0.0	7.4	0.2	0.0	0.5	4.2	7.7	0.0	0.0	9.2	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.8	0.0	25.0	26.6	0.0	18.3	15.1	12.0	7.6	12.0	19.0	56.2
LnGrp LOS	F		C	C		B	B	B	A	B	B	F
Approach Vol, veh/h	780						795				1085	
Approach Delay, s/veh	63.8				19.9		13.2				41.0	
Approach LOS	E				B		B				D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	40.3		23.0	12.9	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	13.3		20.5	8.2	29.5		12.8				
Green Ext Time (p_c), s	0.0	2.9		0.0	0.2	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh							39.2					
HCM 7th LOS							D					

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱	↰	↱	↰	↱
Traffic Volume (vph)	253	32	7	36	283	440	10	4	580	428
Future Volume (vph)	253	32	7	36	283	440	10	4	580	428
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8			2	2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	15.0	35.5	35.5	9.5	30.0	30.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	18.8%	44.4%	44.4%	11.9%	37.5%	37.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.

Ø1	Ø2	Ø4
9.5 s	35.5 s	35 s
Ø5	Ø6	Ø8
15 s	30 s	35 s

2036ANX-Vista de La Sierra Subdivision
2036 AM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱	↰	↱	↰	↱
Traffic Volume (veh/h)	253	32	230	7	36	7	283	440	10	4	580	428
Future Volume (veh/h)	253	32	230	7	36	7	283	440	10	4	580	428
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	37	267	8	42	8	329	512	12	5	674	498
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	467	57	409	237	440	84	372	953	808	401	692	586
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.51	0.51	0.01	0.37	0.37
Sat Flow, veh/h	1355	197	1418	1075	1527	291	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	294	0	304	8	0	50	329	512	12	5	674	498
Grp Sat Flow(s), veh/h/ln	1355	0	1615	1075	0	1818	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	14.0	0.0	11.4	0.5	0.0	1.4	8.0	12.7	0.3	0.1	24.5	19.9
Cycle Q Clear(g_c), s	15.4	0.0	11.4	11.8	0.0	1.4	8.0	12.7	0.3	0.1	24.5	19.9
Prop In Lane	1.00		0.88	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	467	0	465	237	0	524	372	953	808	401	692	586
V/C Ratio(X)	0.63	0.00	0.65	0.03	0.00	0.10	0.88	0.54	0.01	0.01	0.97	0.85
Avail Cap(c_a), veh/h	677	0	715	403	0	805	383	953	808	519	692	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	21.5	26.7	0.0	18.0	16.5	11.4	8.4	13.5	21.4	19.9
Incr Delay (d2), s/veh	1.4	0.0	1.6	0.1	0.0	0.1	20.7	2.2	0.0	0.0	28.4	14.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	7.6	0.2	0.0	1.0	8.5	8.7	0.2	0.1	21.2	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.0	0.0	23.1	26.8	0.0	18.0	37.2	13.6	8.4	13.5	49.8	34.2
LnGrp LOS	C		C	C		B	D	B	A	B	D	C
Approach Vol, veh/h	598			58			853				1177	
Approach Delay, s/veh	24.0			19.2			22.6				43.0	
Approach LOS	C			B			C				D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	39.6		24.3	14.6	30.0		24.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	31.0		30.5	10.5	25.5		30.5				
Max Q Clear Time (g_c+I1), s	2.1	14.7		17.4	10.0	26.5		13.8				
Green Ext Time (p_c), s	0.0	2.9		2.5	0.1	0.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh							31.8					
HCM 7th LOS							C					

2036ANX-Vista de La Sierra Subdivision
2036 AM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	312	34	7	37	288	441	10	4	583	448
Future Volume (vph)	312	34	7	37	288	441	10	4	583	448
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5		2		1
Permitted Phases										
Detector Phase	4	4	8	8	5	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 70

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



2036ABX-Vista de La Sierra Subdivision
2036 AM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations												
Traffic Volume (veh/h)	312	34	246	7	37	7	288	441	10	4	583	448
Future Volume (veh/h)	312	34	246	7	37	7	288	441	10	4	583	448
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	363	40	286	8	43	8	335	513	12	5	678	521
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	53	379	191	410	76	379	993	841	426	744	630
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.14	0.53	0.53	0.01	0.40	0.40
Sat Flow, veh/h	1354	198	1417	1054	1534	285	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	363	0	326	8	0	51	335	513	12	5	678	521
Grp Sat Flow(s), veh/h/ln	1354	0	1615	1054	0	1819	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.0	0.0	12.8	0.5	0.0	1.5	7.6	12.3	0.2	0.1	23.7	20.4
Cycle Q Clear(g_c), s	18.5	0.0	12.8	13.3	0.0	1.5	7.6	12.3	0.2	0.1	23.7	20.4
Prop In Lane	1.00	0.88	1.00	0.16	1.00	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Lane Grp Cap(c), veh/h	438	0	432	191	0	486	379	993	841	426	744	630
V/C Ratio(X)	0.83	0.00	0.75	0.04	0.00	0.10	0.88	0.52	0.01	0.01	0.91	0.83
Avail Cap(c_a), veh/h	438	0	432	191	0	486	400	993	841	543	744	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	23.3	29.4	0.0	19.1	15.6	10.5	7.7	12.4	19.7	18.7
Incr Delay (d2), s/veh	12.6	0.0	7.4	0.1	0.0	0.1	19.6	1.9	0.0	0.0	17.4	11.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	0.0	9.3	0.2	0.0	1.1	8.0	8.3	0.1	0.1	18.4	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	0.0	30.6	29.4	0.0	19.2	35.3	12.4	7.7	12.4	37.1	30.5
LnGrp LOS	D		C	C		B	D	B	A	B	D	C
Approach Vol, veh/h	689				59		860				1204	
Approach Delay, s/veh	35.2				20.6		21.2				34.2	
Approach LOS	D				C		C				C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	41.2		23.0	14.2	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.1	14.3		20.5	9.6	25.7		15.3				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.1	1.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh							30.2					
HCM 7th LOS							C					

2036ABX-Vista de La Sierra Subdivision
2036 AM Peak Hour BUILD Conditions

Synchro 12 Report
Base syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	312	34	7	37	288	441	10	4	583	448
Future Volume (vph)	312	34	7	37	288	441	10	4	583	448
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4		8	5	2		1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	20.0	35.9	15.9	15.9	18.0	44.6	44.6	9.5	36.1	20.0
Total Split (%)	22.2%	39.9%	17.7%	17.7%	20.0%	49.6%	49.6%	10.6%	40.1%	22.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 81.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.

	Ø1		Ø2		Ø4		
9.5 s		44.6 s		35.9 s			
	Ø5		Ø6		Ø7		Ø8
18 s		36.1 s		20 s		15.9 s	

2036AB_MIT-Vista de La Sierra Subdivision
2036 AM Peak Hour BUILD Conditions - MITIGATED

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	34	246	7	37	7	288	441	10	4	583	448
Future Volume (veh/h)	312	34	246	7	37	7	288	441	10	4	583	448
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	363	40	286	8	43	8	335	513	12	5	678	521
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	60	429	151	93	17	372	987	836	405	715	903
Arrive On Green	0.19	0.30	0.30	0.06	0.06	0.06	0.15	0.53	0.53	0.01	0.38	0.38
Sat Flow, veh/h	1781	198	1417	1054	1534	285	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	363	0	326	8	0	51	335	513	12	5	678	521
Grp Sat Flow(s), veh/h/ln	1781	0	1615	1054	0	1819	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	15.4	0.0	14.6	0.6	0.0	2.2	10.4	14.8	0.3	0.1	29.0	17.4
Cycle Q Clear(g_c), s	15.4	0.0	14.6	0.6	0.0	2.2	10.4	14.8	0.3	0.1	29.0	17.4
Prop In Lane	1.00		0.88	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	466	0	489	151	0	110	372	987	836	405	715	903
V/C Ratio(X)	0.78	0.00	0.67	0.05	0.00	0.46	0.90	0.52	0.01	0.01	0.95	0.58
Avail Cap(c_a), veh/h	466	0	614	232	0	251	393	987	836	501	715	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	25.2	36.8	0.0	37.5	21.4	12.7	9.3	15.5	24.7	11.4
Incr Delay (d2), s/veh	8.2	0.0	1.9	0.1	0.0	3.0	22.4	2.0	0.0	0.0	23.1	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	0.0	9.5	0.3	0.0	1.9	10.3	10.0	0.2	0.1	23.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.8	0.0	27.1	36.9	0.0	40.5	43.8	14.7	9.3	15.5	47.8	14.1
LnGrp LOS	D		C	D		D	D	B	A	B	D	B
Approach Vol, veh/h	689				59		860				1204	
Approach Delay, s/veh	31.7				40.1		26.0				33.1	
Approach LOS	C				D		C				C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	48.1		29.5	17.1	36.1	20.0	9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	40.1		31.4	13.5	31.6	15.5	11.4				
Max Q Clear Time (g_c+11), s	2.1	16.8		16.6	12.4	31.0	17.4	4.2				
Green Ext Time (p_c), s	0.0	3.3		1.8	0.1	0.4	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh

30.7

HCM 7th LOS

C

Notes

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

2036AB_MIT-Vista de La Sierra Subdivision
2036 AM Peak Hour BUILD Conditions - MITIGATED

Synchro 12 Report
Base syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	401	21	6	15	261	497	2	1	449	500
Future Volume (vph)	401	21	6	15	261	497	2	1	449	500
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

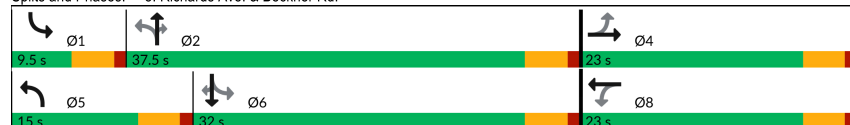
Cycle Length: 70

Actuated Cycle Length: 69.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.



2036PNX-Vista de La Sierra Subdivision
2036 PM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations												
Traffic Volume (veh/h)	401	21	225	6	15	5	261	497	2	1	449	500
Future Volume (veh/h)	401	21	225	6	15	5	261	497	2	1	449	500
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	466	24	262	7	17	6	303	578	2	1	522	581
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	37	401	232	360	127	415	986	835	372	758	642
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.53	0.53	0.00	0.41	0.41
Sat Flow, veh/h	1388	135	1471	1093	1320	466	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	466	0	286	7	0	23	303	578	2	1	522	581
Grp Sat Flow(s), veh/h/ln	1388	0	1606	1093	0	1786	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.9	0.0	10.7	0.4	0.0	0.6	6.1	14.4	0.0	0.0	15.6	23.3
Cycle Q Clear(g_c), s	18.5	0.0	10.7	11.1	0.0	0.6	6.1	14.4	0.0	0.0	15.6	23.3
Prop In Lane	1.00		0.92	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	472	0	438	232	0	487	415	986	835	372	758	642
V/C Ratio(X)	0.99	0.00	0.65	0.03	0.00	0.05	0.73	0.59	0.00	0.00	0.69	0.90
Avail Cap(c_a), veh/h	472	0	438	232	0	487	471	986	835	500	758	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	21.8	26.7	0.0	18.2	12.7	11.0	7.6	12.2	16.6	18.9
Incr Delay (d2), s/veh	38.3	0.0	3.5	0.1	0.0	0.0	5.0	2.6	0.0	0.0	5.1	18.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.2	0.0	7.5	0.2	0.0	0.5	4.4	9.4	0.0	0.0	11.3	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.2	0.0	25.3	26.8	0.0	18.2	17.6	13.5	7.6	12.2	21.7	37.5
LnGrp LOS	E		C	C		B	B	B	A	B	C	D
Approach Vol, veh/h	752				30		883				1104	
Approach Delay, s/veh	50.0				20.2		14.9				30.0	
Approach LOS	D				C		B				C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	40.3		23.0	12.8	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	16.4		20.5	8.1	25.3		13.1				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.2	1.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh							30.5					
HCM 7th LOS							C					

2036PNX-Vista de La Sierra Subdivision
2036 PM Peak Hour NO BUILD Conditions

Synchro 12 Report
Base syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	441	22	6	17	279	499	2	1	452	568
Future Volume (vph)	441	22	6	17	279	499	2	1	452	568
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	15.0	37.5	37.5	9.5	32.0	32.0
Total Split (%)	32.9%	32.9%	32.9%	32.9%	21.4%	53.6%	53.6%	13.6%	45.7%	45.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 69.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.

	Ø1		Ø2		Ø4
9.5 s		37.5 s		23 s	
	Ø5		Ø6		Ø8
15 s		32 s		23 s	

2036PBX-Vista de La Sierra Subdivision
2036 PM Peak Hour BUILD Conditions

Synchro 12 Report
Base.syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/19/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	22	236	6	17	5	279	499	2	1	452	568
Future Volume (veh/h)	441	22	236	6	17	5	279	499	2	1	452	568
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	513	26	274	7	20	6	324	580	2	1	526	660
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	465	38	397	217	374	112	416	992	841	374	753	638
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.13	0.53	0.53	0.00	0.40	0.40
Sat Flow, veh/h	1385	139	1467	1079	1381	414	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	513	0	300	7	0	26	324	580	2	1	526	660
Grp Sat Flow(s), veh/h/ln	1385	0	1606	1079	0	1796	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	17.8	0.0	11.4	0.4	0.0	0.7	6.7	14.4	0.0	0.0	16.0	27.5
Cycle Q Clear(g_c), s	18.5	0.0	11.4	11.8	0.0	0.7	6.7	14.4	0.0	0.0	16.0	27.5
Prop In Lane	1.00		0.91	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	435	217	0	486	416	992	841	374	753	638
V/C Ratio(X)	1.10	0.00	0.69	0.03	0.00	0.05	0.78	0.58	0.00	0.00	0.70	1.03
Avail Cap(c_a), veh/h	465	0	435	217	0	486	459	992	841	502	753	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	22.4	27.7	0.0	18.4	13.0	10.9	7.5	12.4	17.0	20.4
Incr Delay (d2), s/veh	72.6	0.0	4.6	0.1	0.0	0.0	7.7	2.5	0.0	0.0	5.3	45.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.0	0.0	8.1	0.2	0.0	0.5	5.3	9.4	0.0	0.0	11.5	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.9	0.0	26.9	27.7	0.0	18.5	20.7	13.4	7.5	12.4	22.3	65.4
LnGrp LOS	F		C	C		B	C	B	A	B	C	F
Approach Vol, veh/h	813				33		906				1187	
Approach Delay, s/veh	73.0				20.5		16.0				46.3	
Approach LOS	E				C		B				D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	40.8		23.0	13.4	32.0		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	33.0		18.5	10.5	27.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	16.4		20.5	8.7	29.5		13.8				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.2	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh							44.0					
HCM 7th LOS							D					

2036PBX-Vista de La Sierra Subdivision
2036 PM Peak Hour BUILD Conditions

Synchro 12 Report
Base.syn

Timings
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	441	22	6	17	279	499	2	1	452	568
Future Volume (vph)	441	22	6	17	279	499	2	1	452	568
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4		8	5	2		1	6	7
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	8	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	27.0	40.9	13.9	13.9	17.0	39.6	39.6	9.5	32.1	27.0
Total Split (%)	30.0%	45.4%	15.4%	15.4%	18.9%	44.0%	44.0%	10.6%	35.7%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 83

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Richards Ave. & Beckner Rd.

	Ø1		Ø2		Ø4
9.5 s		39.6 s		40.9 s	
	Ø5		Ø6		Ø7
17 s		32.1 s		27 s	
					Ø8
					13.9 s

2036PB_MIT-Vista de La Sierra Subdivision
2036 PM Peak Hour BUILD Conditions - MITIGATED

Synchro 12 Report
Base syn

HCM 7th Signalized Intersection Summary
8: Richards Ave. & Beckner Rd.

Tierra West, LLC
05/22/2025

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	22	236	6	17	5	279	499	2	1	452	568
Future Volume (veh/h)	441	22	236	6	17	5	279	499	2	1	452	568
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	513	26	274	7	20	6	324	580	2	1	526	660
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	620	52	553	148	81	24	361	865	733	271	608	936
Arrive On Green	0.27	0.38	0.38	0.06	0.06	0.06	0.14	0.46	0.46	0.00	0.33	0.33
Sat Flow, veh/h	1781	139	1467	1079	1381	414	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	513	0	300	7	0	26	324	580	2	1	526	660
Grp Sat Flow(s), veh/h/ln	1781	0	1606	1079	0	1796	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	22.4	0.0	12.1	0.5	0.0	1.2	9.7	20.5	0.1	0.0	22.4	24.8
Cycle Q Clear(g_c), s	22.4	0.0	12.1	0.5	0.0	1.2	9.7	20.5	0.1	0.0	22.4	24.8
Prop In Lane	1.00		0.91	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	620	0	606	148	0	106	361	865	733	271	608	936
V/C Ratio(X)	0.83	0.00	0.50	0.05	0.00	0.25	0.90	0.67	0.00	0.00	0.86	0.71
Avail Cap(c_a), veh/h	620	0	689	204	0	199	376	865	733	374	608	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	20.2	37.8	0.0	38.1	18.6	17.8	12.3	19.7	26.9	12.2
Incr Delay (d2), s/veh	9.1	0.0	0.6	0.1	0.0	1.2	23.0	4.1	0.0	0.0	15.1	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.9	0.0	7.9	0.3	0.0	1.0	9.8	14.0	0.0	0.0	17.6	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.6	0.0	20.9	38.0	0.0	39.3	41.5	21.9	12.3	19.7	42.0	16.7
LnGrp LOS	C		C	D		D	D	C	B	B	D	B
Approach Vol, veh/h	813				33		906				1187	
Approach Delay, s/veh	29.5				39.0		28.9				27.9	
Approach LOS	C				D		C				C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	43.7		36.5	16.3	32.1	27.0	9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	35.1		36.4	12.5	27.6	22.5	9.4				
Max Q Clear Time (g_c+11), s	2.0	22.5		14.1	11.7	26.8	24.4	3.2				
Green Ext Time (p_c), s	0.0	3.0		2.0	0.1	0.5	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh

HCM 7th LOS

Notes

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

2036PB_MIT-Vista de La Sierra Subdivision
2036 PM Peak Hour BUILD Conditions - MITIGATED

Synchro 12 Report
Base syn

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	347	190	25	99	20
Future Vol, veh/h	7	347	190	25	99	20
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	386	211	28	110	22
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	239	0	-	0	626	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	401	-
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	1328	-	-	-	448	814
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1328	-	-	-	445	814
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	676	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.15	0		15.29		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	36	-	-	-	481	
HCM Lane V/C Ratio	0.006	-	-	-	0.275	
HCM Ctrl Dly (s/v)	7.7	0	-	-	15.3	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.1	

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	403	2	5	218	25	6	1	14	99	0	20
Future Vol, veh/h	8	403	2	5	218	25	6	1	14	99	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	480	2	5	260	30	7	1	15	118	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	482	0	0	770	800	481	785	786	274
Stage 1	-	-	-	-	-	-	500	500	-	285	285	-
Stage 2	-	-	-	-	-	-	270	300	-	499	501	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	1081	-	-	317	318	585	310	324	764
Stage 1	-	-	-	-	-	-	553	543	-	722	676	-
Stage 2	-	-	-	-	-	-	735	665	-	553	543	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1273	-	-	1081	-	-	303	313	585	296	319	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	313	-	296	319	-
Stage 1	-	-	-	-	-	-	547	538	-	718	671	-
Stage 2	-	-	-	-	-	-	708	661	-	532	537	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.15			0.15			13.48			23.82		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	35	-	-	33	-	-	330
HCM Lane V/C Ratio	0.051	0.007	-	-	0.005	-	-	0.429
HCM Ctrl Dly (s/v)	13.5	7.9	0	-	8.3	0	-	23.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	2.1

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	168	263	93	29	19
Future Vol, veh/h	26	168	263	93	29	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	200	313	111	35	23

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	424	0	630
Stage 1	-	-	368
Stage 2	-	-	262
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1135	-	445
Stage 1	-	-	700
Stage 2	-	-	782
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1135	-	432
Mov Cap-2 Maneuver	-	-	432
Stage 1	-	-	678
Stage 2	-	-	782

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.11	0	13.05
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	241	-	-	-	504
HCM Lane V/C Ratio	0.027	-	-	-	0.113
HCM Ctrl Dly (s/v)	8.3	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	215	7	16	332	93	4	1	9	29	1	20
Future Vol, veh/h	27	215	7	16	332	93	4	1	9	29	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	256	8	17	395	111	4	1	10	35	1	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	264	0	0	755	865	260	806	813	451
Stage 1	-	-	-	-	-	-	324	324	-	485	485	-
Stage 2	-	-	-	-	-	-	431	541	-	321	328	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1059	-	-	1301	-	-	325	292	779	300	313	609
Stage 1	-	-	-	-	-	-	688	650	-	563	551	-
Stage 2	-	-	-	-	-	-	603	521	-	691	647	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1059	-	-	1301	-	-	295	276	779	279	296	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	276	-	279	296	-
Stage 1	-	-	-	-	-	-	664	627	-	552	541	-
Stage 2	-	-	-	-	-	-	567	511	-	657	624	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.92	0.26	12.63	17.08
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	487	195	-	-	57	-	-	357
HCM Lane V/C Ratio	0.031	0.03	-	-	0.013	-	-	0.166
HCM Ctrl Dly (s/v)	12.6	8.5	0	-	7.8	0	-	17.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	414	227	30	118	24
Future Vol, veh/h	9	414	227	30	118	24
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	460	252	33	131	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	286	0	-	0	749	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	480	-
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	1277	-	-	-	380	770
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	622	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1277	-	-	-	376	770
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	622	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.17	0		19.11		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	38	-	-	-	411	
HCM Lane V/C Ratio	0.008	-	-	-	0.384	
HCM Ctrl Dly (s/v)	7.8	0	-	-	19.1	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.8	

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	470	2	5	255	30	6	1	14	118	0	24
Future Vol, veh/h	10	470	2	5	255	30	6	1	14	118	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	560	2	5	304	36	7	1	15	140	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	562	0	0	899	935	561	916	918	321
Stage 1	-	-	-	-	-	-	584	584	-	332	332	-
Stage 2	-	-	-	-	-	-	314	350	-	584	586	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1220	-	-	1010	-	-	260	266	527	253	272	719
Stage 1	-	-	-	-	-	-	497	498	-	681	644	-
Stage 2	-	-	-	-	-	-	696	633	-	498	497	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1220	-	-	1010	-	-	244	260	527	240	266	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	260	-	240	266	-
Stage 1	-	-	-	-	-	-	490	491	-	677	640	-
Stage 2	-	-	-	-	-	-	664	629	-	475	490	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.14	15.02	38.28
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	37	-	-	28	-	-	270
HCM Lane V/C Ratio	0.06	0.01	-	-	0.005	-	-	0.626
HCM Ctrl Dly (s/v)	15	8	0	-	8.6	0	-	38.3
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	3.8

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	470	2	5	255	30	6	1	14	118	0	24
Future Vol, veh/h	10	470	2	5	255	30	6	1	14	118	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	560	2	5	304	36	7	1	15	140	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	562	0	0	899	935	561	916	918	321
Stage 1	-	-	-	-	-	-	584	584	-	332	332	-
Stage 2	-	-	-	-	-	-	314	350	-	584	586	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1220	-	-	1010	-	-	260	266	527	253	272	719
Stage 1	-	-	-	-	-	-	497	498	-	681	644	-
Stage 2	-	-	-	-	-	-	696	633	-	498	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1010	-	-	244	260	527	240	266	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	260	-	356	369	-
Stage 1	-	-	-	-	-	-	490	491	-	677	640	-
Stage 2	-	-	-	-	-	-	664	629	-	475	490	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.14	15.02	21.13
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	37	-	-	28	-	-	390
HCM Lane V/C Ratio	0.06	0.01	-	-	0.005	-	-	0.434
HCM Ctrl Dly (s/v)	15	8	0	-	8.6	0	-	21.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	2.1

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	201	314	110	35	22
Future Vol, veh/h	31	201	314	110	35	22
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	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	239	374	131	42	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	505	0	0 752 439
Stage 1	-	-	- - 439 -
Stage 2	-	-	- - 313 -
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	1060	-	- - 378 618
Stage 1	-	-	- - 650 -
Stage 2	-	-	- - 741 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1060	-	- - 363 618
Mov Cap-2 Maneuver	-	-	- - 363 -
Stage 1	-	-	- - 624 -
Stage 2	-	-	- - 741 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.14	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	241	-	-	-	431
HCM Lane V/C Ratio	0.035	-	-	-	0.157
HCM Ctrl Dly (s/v)	8.5	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	248	7	16	383	110	4	1	9	35	1	23
Future Vol, veh/h	32	248	7	16	383	110	4	1	9	35	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	295	8	17	456	131	4	1	10	42	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	587	0	0	303	0	0	867	997	299	928	935	521
Stage 1	-	-	-	-	-	-	375	375	-	556	556	-
Stage 2	-	-	-	-	-	-	491	622	-	372	379	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	988	-	-	1258	-	-	273	244	740	248	265	555
Stage 1	-	-	-	-	-	-	646	617	-	515	513	-
Stage 2	-	-	-	-	-	-	559	479	-	649	614	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	988	-	-	1258	-	-	242	228	740	228	248	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	228	-	228	248	-
Stage 1	-	-	-	-	-	-	616	588	-	504	502	-
Stage 2	-	-	-	-	-	-	519	469	-	609	586	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.98			0.23			13.83			20.88		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	423	200	-	-	50	-	-	296
HCM Lane V/C Ratio	0.036	0.039	-	-	0.014	-	-	0.237
HCM Ctrl Dly (s/v)	13.8	8.8	0	-	7.9	0	-	20.9
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.9

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	310	223	6	28	4
Future Vol, veh/h	8	310	223	6	28	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	383	275	7	35	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	283	0	0	681	279
Stage 1	-	-	-	279	-
Stage 2	-	-	-	402	-
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	1280	-	-	416	760
Stage 1	-	-	-	768	-
Stage 2	-	-	-	675	-
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	1280	-	-	413	760
Mov Cap-2 Maneuver	-	-	-	413	-
Stage 1	-	-	-	762	-
Stage 2	-	-	-	675	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	13.93
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1280	-	-	-	413	760
HCM Lane V/C Ratio	0.008	-	-	-	0.084	0.006
HCM Ctrl Dly (s/v)	7.8	-	-	-	14.5	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	319	4	16	241	7	12	1	49	28	0	4
Future Vol, veh/h	9	319	4	16	241	7	12	1	49	28	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	354	4	17	268	8	13	1	53	31	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	359	0	0	679	687	357	681	685	272
Stage 1	-	-	-	-	-	-	377	377	-	306	306	-
Stage 2	-	-	-	-	-	-	303	310	-	375	379	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1287	-	-	1200	-	-	365	370	687	364	371	767
Stage 1	-	-	-	-	-	-	645	616	-	703	661	-
Stage 2	-	-	-	-	-	-	707	659	-	646	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1287	-	-	1200	-	-	355	362	687	328	362	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	362	-	328	362	-
Stage 1	-	-	-	-	-	-	640	611	-	693	652	-
Stage 2	-	-	-	-	-	-	692	649	-	590	610	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0.48	12.09	16.21
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	575	1287	-	-	1200	-	-	328	767
HCM Lane V/C Ratio	0.117	0.008	-	-	0.014	-	-	0.095	0.006
HCM Ctrl Dly (s/v)	12.1	7.8	-	-	8	-	-	17.1	9.7
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	182	259	31	9	1
Future Vol, veh/h	18	182	259	31	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	202	288	34	10	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	322	0	-	0	547 305
Stage 1	-	-	-	-	305 -
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	1238	-	-	-	498 735
Stage 1	-	-	-	-	748 -
Stage 2	-	-	-	-	798 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1238	-	-	-	490 735
Mov Cap-2 Maneuver	-	-	-	-	490 -
Stage 1	-	-	-	-	736 -
Stage 2	-	-	-	-	798 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.72	0	12.24
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1238	-	-	-	490	735
HCM Lane V/C Ratio	0.016	-	-	-	0.02	0.002
HCM Ctrl Dly (s/v)	8	-	-	-	12.5	9.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	202	14	57	275	32	8	1	34	9	1	2
Future Vol, veh/h	19	202	14	57	275	32	8	1	34	9	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	224	15	62	306	36	9	1	37	10	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	341	0	0	240	0	0	704	739	232	714	729	323
Stage 1	-	-	-	-	-	-	274	274	-	447	447	-
Stage 2	-	-	-	-	-	-	430	465	-	267	282	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1218	-	-	1327	-	-	352	345	807	346	350	718
Stage 1	-	-	-	-	-	-	732	683	-	591	573	-
Stage 2	-	-	-	-	-	-	603	563	-	738	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1218	-	-	1327	-	-	327	323	807	308	328	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	323	-	308	328	-
Stage 1	-	-	-	-	-	-	719	671	-	563	547	-
Stage 2	-	-	-	-	-	-	572	537	-	691	666	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.65	1.21	11.31	15.81
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	617	1218	-	-	1327	-	-	308	516
HCM Lane V/C Ratio	0.076	0.017	-	-	0.047	-	-	0.032	0.006
HCM Ctrl Dly (s/v)	11.3	8	-	-	7.8	-	-	17.1	12
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.1	0

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	370	265	7	33	5
Future Vol, veh/h	10	370	265	7	33	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	457	327	9	41	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	336	0	-	0	813 331
Stage 1	-	-	-	-	331 -
Stage 2	-	-	-	-	481 -
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	1223	-	-	-	348 710
Stage 1	-	-	-	-	727 -
Stage 2	-	-	-	-	621 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1223	-	-	-	344 710
Mov Cap-2 Maneuver	-	-	-	-	344 -
Stage 1	-	-	-	-	720 -
Stage 2	-	-	-	-	621 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	15.96
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1223	-	-	-	344	710
HCM Lane V/C Ratio	0.01	-	-	-	0.118	0.009
HCM Ctrl Dly (s/v)	8	-	-	-	16.8	10.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	379	4	16	283	8	12	1	49	33	0	5
Future Vol, veh/h	11	379	4	16	283	8	12	1	49	33	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	421	4	17	314	9	13	1	53	37	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	425	0	0	797	806	423	800	804	319
Stage 1	-	-	-	-	-	-	448	448	-	354	354	-
Stage 2	-	-	-	-	-	-	349	358	-	446	450	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1236	-	-	1134	-	-	305	316	631	303	317	722
Stage 1	-	-	-	-	-	-	590	573	-	663	630	-
Stage 2	-	-	-	-	-	-	667	628	-	591	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1236	-	-	1134	-	-	295	308	631	270	309	722
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	308	-	270	309	-
Stage 1	-	-	-	-	-	-	584	567	-	653	621	-
Stage 2	-	-	-	-	-	-	652	618	-	535	566	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.22			0.42			13.14			19.07		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	510	1236	-	-	1134	-	-	270	722
HCM Lane V/C Ratio	0.132	0.01	-	-	0.015	-	-	0.136	0.008
HCM Ctrl Dly (s/v)	13.1	7.9	-	-	8.2	-	-	20.4	10
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.5	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	217	309	37	11	1
Future Vol, veh/h	21	217	309	37	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	241	343	41	12	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	384	0	-	0	652	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	288	-
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	1174	-	-	-	433	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	424	681
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	761	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.72	0		13.45		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1174	-	-	-	424	681
HCM Lane V/C Ratio	0.02	-	-	-	0.029	0.002
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.7	10.3
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	237	14	57	325	38	8	1	34	11	1	2
Future Vol, veh/h	22	237	14	57	325	38	8	1	34	11	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	263	15	62	361	42	9	1	37	12	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	403	0	0	279	0	0	805	847	271	819	834	382
Stage 1	-	-	-	-	-	-	320	320	-	506	506	-
Stage 2	-	-	-	-	-	-	486	527	-	313	327	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1155	-	-	1284	-	-	301	299	768	294	304	665
Stage 1	-	-	-	-	-	-	692	652	-	549	540	-
Stage 2	-	-	-	-	-	-	563	528	-	698	647	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1155	-	-	1284	-	-	278	278	768	260	283	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	278	-	260	283	-
Stage 1	-	-	-	-	-	-	677	639	-	522	514	-
Stage 2	-	-	-	-	-	-	533	503	-	649	634	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.66			1.06			12			18.1		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	561	1155	-	-	1284	-	-	260	461
HCM Lane V/C Ratio	0.083	0.021	-	-	0.048	-	-	0.047	0.007
HCM Ctrl Dly (s/v)	12	8.2	-	-	7.9	-	-	19.5	12.9
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.2	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	313	219	3	0	15
Future Vol, veh/h	0	313	219	3	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	382	267	4	0	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	269
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	770
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	770
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		9.79		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	770		
HCM Lane V/C Ratio	-	-	-	0.024		
HCM Ctrl Dly (s/v)	-	-	-	9.8		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	319	5	11	238	4	3	0	7	0	0	15
Future Vol, veh/h	1	319	5	11	238	4	3	0	7	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	363	5	12	270	5	3	0	8	0	0	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	275	0	0	368	0	0	662	666	365	661	667	273
Stage 1	-	-	-	-	-	-	367	367	-	297	297	-
Stage 2	-	-	-	-	-	-	294	299	-	365	370	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1288	-	-	1191	-	-	375	380	680	376	380	766
Stage 1	-	-	-	-	-	-	652	622	-	712	668	-
Stage 2	-	-	-	-	-	-	714	666	-	654	620	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1191	-	-	362	375	680	367	375	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	362	375	-	367	375	-
Stage 1	-	-	-	-	-	-	651	621	-	703	660	-
Stage 2	-	-	-	-	-	-	690	658	-	646	619	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.02			0.34			11.83			9.81		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	538	6	-	-	75	-	-	766				
HCM Lane V/C Ratio	0.02	0.001	-	-	0.01	-	-	0.022				
HCM Ctrl Dly (s/v)	11.8	7.8	0	-	8.1	0	-	9.8				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	208	256	4	0	7
Future Vol, veh/h	0	208	256	4	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	236	291	5	0	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	293
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	746
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	746
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		9.88		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	746		
HCM Lane V/C Ratio	-	-	-	0.011		
HCM Ctrl Dly (s/v)	-	-	-	9.9		
HCM Lane LOS	-	-	-	A		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	229	4	10	270	5	6	0	13	1	0	7
Future Vol, veh/h	1	229	4	10	270	5	6	0	13	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	260	4	11	307	6	7	0	14	1	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	313	0	0	265	0	0	593	599	262	594	598	310
Stage 1	-	-	-	-	-	-	265	265	-	331	331	-
Stage 2	-	-	-	-	-	-	329	334	-	263	267	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1248	-	-	1299	-	-	417	415	776	417	416	730
Stage 1	-	-	-	-	-	-	741	690	-	682	645	-
Stage 2	-	-	-	-	-	-	684	643	-	743	688	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1248	-	-	1299	-	-	408	411	776	405	411	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	411	-	405	411	-
Stage 1	-	-	-	-	-	-	740	689	-	675	638	-
Stage 2	-	-	-	-	-	-	670	636	-	728	687	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.03			0.26			11.17			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	604	8	-	-	60	-	-	664
HCM Lane V/C Ratio	0.034	0.001	-	-	0.008	-	-	0.014
HCM Ctrl Dly (s/v)	11.2	7.9	0	-	7.8	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	373	262	4	0	17
Future Vol, veh/h	0	373	262	4	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	455	320	5	0	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	322
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	719
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	719
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		10.16		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	719		
HCM Lane V/C Ratio	-	-	-	0.029		
HCM Ctrl Dly (s/v)	-	-	-	10.2		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	379	5	11	281	5	3	0	7	0	0	17
Future Vol, veh/h	1	379	5	11	281	5	3	0	7	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	431	5	12	319	6	3	0	8	0	0	19
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	325	0	0	436	0	0	779	785	433	779	784	322
Stage 1	-	-	-	-	-	-	436	436	-	346	346	-
Stage 2	-	-	-	-	-	-	343	349	-	433	438	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1235	-	-	1124	-	-	313	325	622	313	325	719
Stage 1	-	-	-	-	-	-	599	580	-	670	635	-
Stage 2	-	-	-	-	-	-	672	634	-	601	578	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1235	-	-	1124	-	-	300	320	622	305	320	719
Mov Cap-2 Maneuver	-	-	-	-		-	300	320	-	305	320	-
Stage 1	-	-	-	-	-	-	598	579	-	661	627	-
Stage 2	-	-	-	-	-	-	645	625	-	593	578	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	0.02		0.29		12.82		10.15					
HCM LOS					B		B					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	471	5	-	-	64	-	-	719				
HCM Lane V/C Ratio	0.023	0.001	-	-	0.011	-	-	0.027				
HCM Ctrl Dly (s/v)	12.8	7.9	0	-	8.2	0	-	10.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	248	305	5	0	9
Future Vol, veh/h	0	248	305	5	0	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	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	282	347	6	0	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	349
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	694
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	694
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		10.27		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	694		
HCM Lane V/C Ratio	-	-	-	0.015		
HCM Ctrl Dly (s/v)	-	-	-	10.3		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	269	4	10	319	6	6	0	13	1	0	9
Future Vol, veh/h	1	269	4	10	319	6	6	0	13	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	92	92	88	88	92	92	92	88	92	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	306	4	11	363	7	7	0	14	1	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	310	0	0	694	701	308	696	700	366
Stage 1	-	-	-	-	-	-	310	310	-	388	388	-
Stage 2	-	-	-	-	-	-	384	391	-	308	312	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1189	-	-	1250	-	-	357	363	732	356	363	679
Stage 1	-	-	-	-	-	-	700	659	-	636	609	-
Stage 2	-	-	-	-	-	-	639	607	-	702	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1250	-	-	347	358	732	345	359	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	347	358	-	345	359	-
Stage 1	-	-	-	-	-	-	699	658	-	629	602	-
Stage 2	-	-	-	-	-	-	622	600	-	688	657	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	0.03		0.23		11.9		10.92	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	542	7	-	-	51	-	-	619
HCM Lane V/C Ratio	0.038	0.001	-	-	0.009	-	-	0.018
HCM Ctrl Dly (s/v)	11.9	8	0	-	7.9	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	192	89	80	133	18	68	2	71	51	3	28
Future Vol, veh/h	12	192	89	80	133	18	68	2	71	51	3	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	267	124	111	185	25	94	3	99	71	4	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	390	0	0	771	794	328	721	843	197
Stage 1	-	-	-	-	-	-	362	362	-	419	419	-
Stage 2	-	-	-	-	-	-	409	432	-	301	424	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1361	-	-	1168	-	-	317	321	713	343	300	844
Stage 1	-	-	-	-	-	-	657	625	-	611	590	-
Stage 2	-	-	-	-	-	-	619	582	-	708	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1361	-	-	1168	-	-	267	287	713	262	268	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	287	-	262	268	-
Stage 1	-	-	-	-	-	-	649	618	-	553	534	-
Stage 2	-	-	-	-	-	-	530	527	-	600	580	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.31	2.91	23.19	20.65
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	390	1361	-	-	1168	-	-	343
HCM Lane V/C Ratio	0.502	0.012	-	-	0.095	-	-	0.332
HCM Ctrl Dly (s/v)	23.2	7.7	-	-	8.4	-	-	20.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.7	0	-	-	0.3	-	-	1.4

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	200	90	83	152	18	70	4	74	52	3	28
Future Vol, veh/h	12	200	90	83	152	18	70	4	74	52	3	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	230	103	95	175	21	80	5	85	60	3	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	195	0	0	333	0	0	676	695	282	636	737	185
Stage 1	-	-	-	-	-	-	309	309	-	376	376	-
Stage 2	-	-	-	-	-	-	367	386	-	260	361	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1378	-	-	1226	-	-	367	366	757	391	346	857
Stage 1	-	-	-	-	-	-	701	659	-	645	616	-
Stage 2	-	-	-	-	-	-	652	610	-	745	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1226	-	-	319	334	757	313	316	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	334	-	313	316	-
Stage 1	-	-	-	-	-	-	694	653	-	595	569	-
Stage 2	-	-	-	-	-	-	575	563	-	650	620	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.3	2.68	17.79	16.87
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1378	-	-	1226	-	-	398
HCM Lane V/C Ratio	0.378	0.01	-	-	0.078	-	-	0.24
HCM Ctrl Dly (s/v)	17.8	7.6	-	-	8.2	-	-	16.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.3	-	-	0.9

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	128	34	48	181	34	61	7	64	16	3	11
Future Vol, veh/h	24	128	34	48	181	34	61	7	64	16	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	147	39	55	208	39	70	8	74	18	3	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	186	0	0	542	579	167	544	579	228
Stage 1	-	-	-	-	-	-	222	222	-	338	338	-
Stage 2	-	-	-	-	-	-	320	357	-	206	241	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1319	-	-	1388	-	-	451	426	878	450	426	812
Stage 1	-	-	-	-	-	-	781	720	-	676	641	-
Stage 2	-	-	-	-	-	-	692	628	-	796	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1319	-	-	1388	-	-	414	401	878	380	401	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	401	-	380	401	-
Stage 1	-	-	-	-	-	-	764	705	-	650	615	-
Stage 2	-	-	-	-	-	-	650	603	-	706	691	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1	1.41	13.9	13.17
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	555	1319	-	-	1388	-	-	475
HCM Lane V/C Ratio	0.273	0.021	-	-	0.04	-	-	0.073
HCM Ctrl Dly (s/v)	13.9	7.8	-	-	7.7	-	-	13.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.1	-	-	0.2

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	150	36	54	195	34	62	8	67	18	3	11
Future Vol, veh/h	24	150	36	54	195	34	62	8	67	18	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	172	41	62	224	39	71	9	77	21	3	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	214	0	0	598	636	193	600	637	244
Stage 1	-	-	-	-	-	-	248	248	-	368	368	-
Stage 2	-	-	-	-	-	-	350	387	-	232	269	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1356	-	-	414	396	848	413	395	795
Stage 1	-	-	-	-	-	-	756	701	-	652	622	-
Stage 2	-	-	-	-	-	-	666	609	-	771	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1356	-	-	377	370	848	342	369	795
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	370	-	342	369	-
Stage 1	-	-	-	-	-	-	740	686	-	622	593	-
Stage 2	-	-	-	-	-	-	622	581	-	677	672	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.89			1.48			14.99			14.17		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	1301	-	-	1356	-	-	429
HCM Lane V/C Ratio	0.305	0.021	-	-	0.046	-	-	0.086
HCM Ctrl Dly (s/v)	15	7.8	-	-	7.8	-	-	14.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	0.3

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	229	107	95	159	21	81	2	84	61	4	33
Future Vol, veh/h	15	229	107	95	159	21	81	2	84	61	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	318	149	132	221	29	113	3	117	85	6	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	250	0	0	467	0	0	922	948	392	860	1008	235
Stage 1	-	-	-	-	-	-	434	434	-	499	499	-
Stage 2	-	-	-	-	-	-	488	514	-	361	508	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1316	-	-	1095	-	-	251	261	656	276	241	804
Stage 1	-	-	-	-	-	-	600	581	-	553	544	-
Stage 2	-	-	-	-	-	-	562	535	-	657	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1095	-	-	201	226	656	195	208	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	330	-	287	292	-
Stage 1	-	-	-	-	-	-	591	572	-	487	478	-
Stage 2	-	-	-	-	-	-	460	471	-	529	530	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.33	3.02	22.73	20.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1316	-	-	1095	-	-	367
HCM Lane V/C Ratio	0.539	0.016	-	-	0.121	-	-	0.371
HCM Ctrl Dly (s/v)	22.7	7.8	-	-	8.7	-	-	20.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.1	0	-	-	0.4	-	-	1.7

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	237	108	98	178	21	83	4	87	62	4	33
Future Vol, veh/h	15	237	108	98	178	21	83	4	87	62	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	272	124	113	205	24	95	5	100	71	5	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	397	0	0	801	823	334	751	873	217
Stage 1	-	-	-	-	-	-	369	369	-	442	442	-
Stage 2	-	-	-	-	-	-	432	454	-	309	431	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1339	-	-	1162	-	-	303	309	707	327	289	823
Stage 1	-	-	-	-	-	-	651	621	-	594	576	-
Stage 2	-	-	-	-	-	-	602	569	-	701	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1339	-	-	1162	-	-	253	275	707	247	257	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	275	-	247	257	-
Stage 1	-	-	-	-	-	-	643	613	-	537	521	-
Stage 2	-	-	-	-	-	-	514	514	-	590	575	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.32			2.78			25.17			22.14		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	1339	-	-	1162	-	-	322
HCM Lane V/C Ratio	0.535	0.013	-	-	0.097	-	-	0.353
HCM Ctrl Dly (s/v)	25.2	7.7	-	-	8.4	-	-	22.1
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3	0	-	-	0.3	-	-	1.5

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	153	41	57	216	41	73	9	77	19	4	14
Future Vol, veh/h	29	153	41	57	216	41	73	9	77	19	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	176	47	66	248	47	84	10	89	22	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	295	0	0	223	0	0	648	693	199	651	693	272
Stage 1	-	-	-	-	-	-	266	266	-	403	403	-
Stage 2	-	-	-	-	-	-	382	426	-	248	290	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1266	-	-	1346	-	-	384	367	842	382	367	767
Stage 1	-	-	-	-	-	-	739	689	-	624	600	-
Stage 2	-	-	-	-	-	-	641	586	-	756	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1266	-	-	1346	-	-	344	340	842	308	340	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	340	-	308	340	-
Stage 1	-	-	-	-	-	-	720	671	-	594	571	-
Stage 2	-	-	-	-	-	-	592	557	-	649	655	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.03			1.42			16.99			14.98		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	481	1266	-	-	1346	-	-	403
HCM Lane V/C Ratio	0.38	0.026	-	-	0.049	-	-	0.106
HCM Ctrl Dly (s/v)	17	7.9	-	-	7.8	-	-	15
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0.2	-	-	0.4

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	175	43	63	230	41	74	10	80	21	4	14
Future Vol, veh/h	29	175	43	63	230	41	74	10	80	21	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	201	49	72	264	47	85	11	92	24	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	251	0	0	704	749	226	706	750	288
Stage 1	-	-	-	-	-	-	293	293	-	433	433	-
Stage 2	-	-	-	-	-	-	411	456	-	274	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1249	-	-	1315	-	-	352	341	814	350	340	751
Stage 1	-	-	-	-	-	-	716	671	-	601	582	-
Stage 2	-	-	-	-	-	-	617	568	-	732	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1249	-	-	1315	-	-	312	313	814	276	313	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	312	313	-	276	313	-
Stage 1	-	-	-	-	-	-	696	653	-	568	550	-
Stage 2	-	-	-	-	-	-	566	537	-	621	637	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.93			1.49			18.82			16.31		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	1249	-	-	1315	-	-	363
HCM Lane V/C Ratio	0.422	0.027	-	-	0.055	-	-	0.124
HCM Ctrl Dly (s/v)	18.8	8	-	-	7.9	-	-	16.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.1	0.1	-	-	0.2	-	-	0.4

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	133	1	3	170
Future Vol, veh/h	2	9	133	1	3	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	18	266	2	6	340

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	619	267	0
Stage 1	267	-	-
Stage 2	352	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	452	772	-
Stage 1	778	-	-
Stage 2	712	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	450	772	-
Mov Cap-2 Maneuver	450	-	-
Stage 1	778	-	-
Stage 2	708	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.45	0	0.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	683	31
HCM Lane V/C Ratio	-	-	0.032	0.005
HCM Ctrl Dly (s/v)	-	-	10.4	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	13	136	2	4	172
Future Vol, veh/h	4	13	136	2	4	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	20	209	3	6	265

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	488	211	0
Stage 1	211	-	-
Stage 2	277	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	539	829	-
Stage 1	824	-	-
Stage 2	770	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	536	829	-
Mov Cap-2 Maneuver	536	-	-
Stage 1	824	-	-
Stage 2	766	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.08	0	0.17
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	41
HCM Lane V/C Ratio	-	-	0.036	0.005
HCM Ctrl Dly (s/v)	-	-	10.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	128	1	11	77
Future Vol, veh/h	1	5	128	1	11	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	197	2	17	118

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	350	198	0
Stage 1	198	-	-
Stage 2	152	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	647	843	-
Stage 1	836	-	-
Stage 2	876	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	639	843	-
Mov Cap-2 Maneuver	639	-	-
Stage 1	836	-	-
Stage 2	864	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.55	0	0.96
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	225
HCM Lane V/C Ratio	-	-	0.012	0.012
HCM Ctrl Dly (s/v)	-	-	9.5	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	131	3	16	81
Future Vol, veh/h	2	8	131	3	16	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	12	202	5	25	125
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	378	204	0	0	206	0
Stage 1	204	-	-	-	-	-
Stage 2	174	-	-	-	-	-
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	624	837	-	-	1365	-
Stage 1	830	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	612	837	-	-	1365	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.71	0		1.27		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	780		297	-	
HCM Lane V/C Ratio	-	0.02		0.018	-	
HCM Ctrl Dly (s/v)	-	9.7		7.7	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0.1		0.1	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	159	1	4	202
Future Vol, veh/h	2	11	159	1	4	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	22	318	2	8	404

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	739	319	0
Stage 1	319	-	-
Stage 2	420	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	385	722	-
Stage 1	737	-	-
Stage 2	663	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	381	722	-
Mov Cap-2 Maneuver	381	-	-
Stage 1	737	-	-
Stage 2	657	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.92	0	0.15
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	635	35
HCM Lane V/C Ratio	-	-	0.041	0.006
HCM Ctrl Dly (s/v)	-	-	10.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	15	162	2	5	204
Future Vol, veh/h	4	15	162	2	5	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	23	249	3	8	314
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	580	251	0	0	252	0
Stage 1	251	-	-	-	-	-
Stage 2	329	-	-	-	-	-
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	477	788	-	-	1313	-
Stage 1	791	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	788	-	-	1313	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.44	0		0.19		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	691		43	-	
HCM Lane V/C Ratio	-	0.042		0.006	-	
HCM Ctrl Dly (s/v)	-	10.4		7.8	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.1		0	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	6	153	1	14	92
Future Vol, veh/h	1	6	153	1	14	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	9	235	2	22	142
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	421	236	0	0	237	0
Stage 1	236	-	-	-	-	-
Stage 2	185	-	-	-	-	-
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	589	803	-	-	1330	-
Stage 1	803	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	803	-	-	1330	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.8	0		1.02		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 761		238	-	
HCM Lane V/C Ratio	-	- 0.014		0.016	-	
HCM Ctrl Dly (s/v)	-	- 9.8		7.8	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	9	156	3	19	96
Future Vol, veh/h	2	9	156	3	19	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	240	5	29	148

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	448	242	0
Stage 1	242	-	-
Stage 2	206	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	568	797	-
Stage 1	798	-	-
Stage 2	828	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	554	797	-
Mov Cap-2 Maneuver	554	-	-
Stage 1	798	-	-
Stage 2	808	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.99	0	1.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	738	297
HCM Lane V/C Ratio	-	-	0.023	0.022
HCM Ctrl Dly (s/v)	-	-	10	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	179	0	0	188	9	0	0	0	0	0	8
Future Vol, veh/h	2	179	0	0	188	9	0	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	199	0	0	209	10	0	0	0	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	-	-	0	-	-	199	-	-	214
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1351	-	-	0	-	-	0	0	842	0	0	826
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-				-	-	
Mov Cap-1 Maneuver	1351	-	-	-	-	-	-	-	842	-	-	826
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0	0	9.41
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1351	-	-	-	-	826
HCM Lane V/C Ratio	-	0.002	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	0	7.7	-	-	-	-	9.4
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	191	0	0	223	0	0	0	0	0	0	8
Future Vol, veh/h	2	191	0	0	223	0	0	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	212	0	0	248	0	0	0	0	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	248	0	0	-	-	0	-	-	212	-	-	248
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1318	-	-	0	-	-	0	0	828	0	0	791
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-				-	-	
Mov Cap-1 Maneuver	1318	-	-	-	-	-	-	-	828	-	-	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0	0	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1318	-	-	-	-	791
HCM Lane V/C Ratio	-	0.002	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	0	7.7	-	-	-	-	9.6
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	134	0	0	144	23	0	0	0	0	0	4
Future Vol, veh/h	9	134	0	0	144	23	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	149	0	0	160	26	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	-	-	0	-	-	149	-	-	173
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1389	-	-	0	-	-	0	0	898	0	0	871
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-				-	-	
Mov Cap-1 Maneuver	1389	-	-	-	-	-	-	-	898	-	-	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.48	0	0	9.16
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1389	-	-	-	-	871
HCM Lane V/C Ratio	-	0.007	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	0	7.6	-	-	-	-	9.2
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	175	0	0	168	23	0	0	0	0	0	4
Future Vol, veh/h	9	175	0	0	168	23	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	194	0	0	187	26	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	-	-	0	-	-	194	-	-	199
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1358	-	-	0	-	-	0	0	847	0	0	842
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-				-	-	
Mov Cap-1 Maneuver	1358	-	-	-	-	-	-	-	847	-	-	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1358	-	-	-	-	842
HCM Lane V/C Ratio	-	0.007	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	0	7.7	-	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	213	0	0	224	11	0	0	0	0	0	10
Future Vol, veh/h	2	213	0	0	224	11	0	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	237	0	0	249	12	0	0	0	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	-	-	0	-	-	237	-	-	255
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1303	-	-	0	-	-	0	0	802	0	0	784
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-				-	-	
Mov Cap-1 Maneuver	1303	-	-	-	-	-	-	-	802	-	-	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0	0	9.66
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1303	-	-	-	-	784
HCM Lane V/C Ratio	-	0.002	-	-	-	-	0.014
HCM Ctrl Dly (s/v)	0	7.8	-	-	-	-	9.7
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	225	0	0	259	11	0	0	0	0	0	10
Future Vol, veh/h	2	225	0	0	259	11	0	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	250	0	0	288	12	0	0	0	0	0	11
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	300	0	0	-	-	0	-	-	250	-	-	294
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1261	-	-	0	-	-	0	0	789	0	0	745
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-				-	-	
Mov Cap-1 Maneuver	1261	-	-	-	-	-	-	-	789	-	-	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	0.07		0			0			9.9			
HCM LOS						A			A			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1					
Capacity (veh/h)	-	1261	-	-	-	-	745					
HCM Lane V/C Ratio	-	0.002	-	-	-	-	0.015					
HCM Ctrl Dly (s/v)	0	7.9	-	-	-	-	9.9					
HCM Lane LOS	A	A	-	-	-	-	A					
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0					

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	160	0	0	171	27	0	0	0	0	0	5
Future Vol, veh/h	11	160	0	0	171	27	0	0	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	178	0	0	190	30	0	0	0	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	-	-	0	-	-	178	-	-	205
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1349	-	-	0	-	-	0	0	865	0	0	836
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-				-	-	
Mov Cap-1 Maneuver	1349	-	-	-	-	-	-	-	865	-	-	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.49	0	0	9.34
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1349	-	-	-	-	836
HCM Lane V/C Ratio	-	0.009	-	-	-	-	0.007
HCM Ctrl Dly (s/v)	0	7.7	-	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	201	0	0	195	27	0	0	0	0	0	5
Future Vol, veh/h	11	201	0	0	195	27	0	0	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	223	0	0	217	30	0	0	0	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	-	-	0	-	-	223	-	-	232
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1319	-	-	0	-	-	0	0	816	0	0	807
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-				-	-	
Mov Cap-1 Maneuver	1319	-	-	-	-	-	-	-	816	-	-	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.4	0	0	9.49
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	1319	-	-	-	-	807
HCM Lane V/C Ratio	-	0.009	-	-	-	-	0.007
HCM Ctrl Dly (s/v)	0	7.8	-	-	-	-	9.5
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	0

Intersection				
Intersection Delay, s/veh 7.9				
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	518	776	0	0
Demand Flow Rate, veh/h	528	792	0	0
Vehicles Circulating, veh/h	0	0	528	792
Vehicles Exiting, veh/h	792	528	0	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.2	9.1	0.0	0.0
Approach LOS	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	528	792	0	0
Cap Entry Lane, veh/h	1380	1380	805	615
Entry HV Adj Factor	0.980	0.980	1.000	1.000
Flow Entry, veh/h	518	776	0	0
Cap Entry, veh/h	1353	1353	805	615
V/C Ratio	0.383	0.574	0.000	0.000
Control Delay, s/veh	6.2	9.1	4.5	5.9
LOS	A	A	A	A
95th %tile Queue, veh	2	4	0	0

Intersection				
Intersection Delay, s/veh 9.6				
Intersection LOS A				
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	575	869	1	132
Demand Flow Rate, veh/h	586	887	1	135
Vehicles Circulating, veh/h	93	15	677	857
Vehicles Exiting, veh/h	899	663	2	45
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.8	10.9	5.3	9.5
Approach LOS	A	B	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	586	887	1	135
Cap Entry Lane, veh/h	1255	1359	692	576
Entry HV Adj Factor	0.981	0.980	0.980	0.977
Flow Entry, veh/h	575	869	1	132
Cap Entry, veh/h	1231	1332	678	563
V/C Ratio	0.467	0.653	0.001	0.234
Control Delay, s/veh	7.8	10.9	5.3	9.5
LOS	A	B	A	A
95th %tile Queue, veh	3	5	0	1

Intersection				
Intersection Delay, s/veh 9.6				
Intersection LOS A				
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	727	876	0	0
Demand Flow Rate, veh/h	742	894	0	0
Vehicles Circulating, veh/h	0	0	742	894
Vehicles Exiting, veh/h	894	742	0	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.4	10.7	0.0	0.0
Approach LOS	A	B	-	-
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	742	894	0	0
Cap Entry Lane, veh/h	1380	1380	647	554
Entry HV Adj Factor	0.980	0.980	1.000	1.000
Flow Entry, veh/h	727	876	0	0
Cap Entry, veh/h	1353	1353	647	554
V/C Ratio	0.538	0.648	0.000	0.000
Control Delay, s/veh	8.4	10.7	5.6	6.5
LOS	A	B	A	A
95th %tile Queue, veh	3	5	0	0

Intersection				
Intersection Delay, s/veh 12.7				
Intersection LOS B				
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	775	981	2	90
Demand Flow Rate, veh/h	791	1001	2	92
Vehicles Circulating, veh/h	63	51	853	894
Vehicles Exiting, veh/h	923	804	1	158
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.2	15.0	6.4	8.8
Approach LOS	B	C	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	791	1001	2	92
Cap Entry Lane, veh/h	1294	1310	578	554
Entry HV Adj Factor	0.980	0.980	0.980	0.978
Flow Entry, veh/h	775	981	2	90
Cap Entry, veh/h	1269	1284	567	542
V/C Ratio	0.611	0.764	0.003	0.166
Control Delay, s/veh	10.2	15.0	6.4	8.8
LOS	B	C	A	A
95th %tile Queue, veh	4	8	0	1

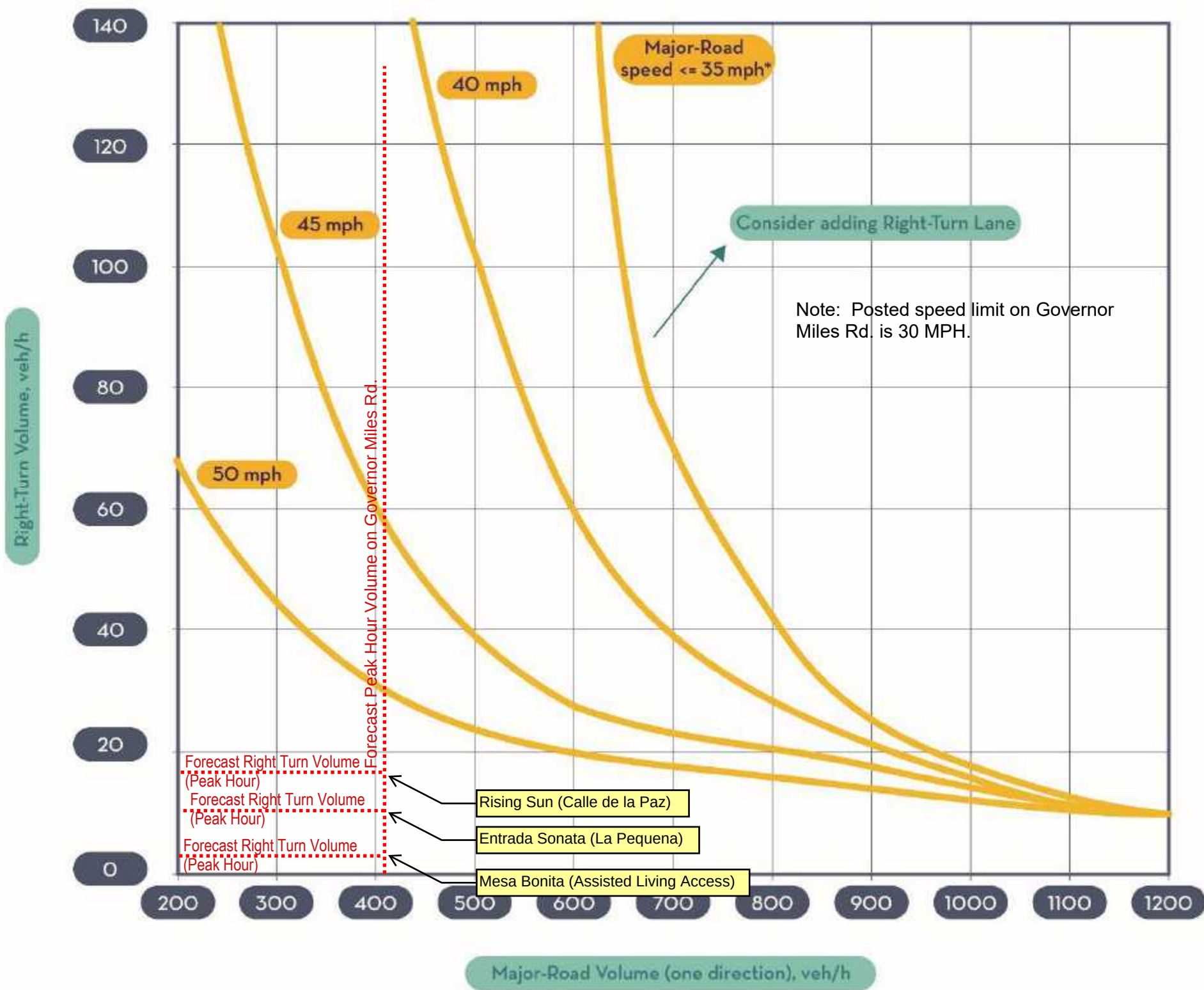
Intersection				
Intersection Delay, s/veh	8.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	560	812	0	0
Demand Flow Rate, veh/h	571	828	0	0
Vehicles Circulating, veh/h	0	0	571	828
Vehicles Exiting, veh/h	828	571	0	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	9.6	0.0	0.0
Approach LOS	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	571	828	0	0
Cap Entry Lane, veh/h	1380	1380	771	593
Entry HV Adj Factor	0.980	0.980	1.000	1.000
Flow Entry, veh/h	560	812	0	0
Cap Entry, veh/h	1353	1353	771	593
V/C Ratio	0.414	0.600	0.000	0.000
Control Delay, s/veh	6.6	9.6	4.7	6.1
LOS	A	A	A	A
95th %tile Queue, veh	2	4	0	0

Intersection				
Intersection Delay, s/veh 10.3				
Intersection LOS B				
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	620	908	1	132
Demand Flow Rate, veh/h	632	927	1	135
Vehicles Circulating, veh/h	93	15	723	897
Vehicles Exiting, veh/h	939	709	2	45
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.4	11.7	5.6	10.0
Approach LOS	A	B	A	B
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	632	927	1	135
Cap Entry Lane, veh/h	1255	1359	660	553
Entry HV Adj Factor	0.981	0.980	0.980	0.977
Flow Entry, veh/h	620	908	1	132
Cap Entry, veh/h	1231	1332	647	540
V/C Ratio	0.504	0.682	0.002	0.244
Control Delay, s/veh	8.4	11.7	5.6	10.0
LOS	A	B	A	B
95th %tile Queue, veh	3	6	0	1

Intersection				
Intersection Delay, s/veh 10.2				
Intersection LOS B				
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	761	913	0	0
Demand Flow Rate, veh/h	776	931	0	0
Vehicles Circulating, veh/h	0	0	776	931
Vehicles Exiting, veh/h	931	776	0	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.8	11.4	0.0	0.0
Approach LOS	A	B	-	-
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	776	931	0	0
Cap Entry Lane, veh/h	1380	1380	625	534
Entry HV Adj Factor	0.980	0.980	1.000	1.000
Flow Entry, veh/h	761	913	0	0
Cap Entry, veh/h	1353	1353	625	534
V/C Ratio	0.562	0.675	0.000	0.000
Control Delay, s/veh	8.8	11.4	5.8	6.7
LOS	A	B	A	A
95th %tile Queue, veh	4	6	0	0

Intersection				
Intersection Delay, s/veh 13.8				
Intersection LOS B				
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	809	1018	2	90
Demand Flow Rate, veh/h	825	1038	2	92
Vehicles Circulating, veh/h	63	51	887	931
Vehicles Exiting, veh/h	960	838	1	158
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.9	16.5	6.6	9.2
Approach LOS	B	C	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	825	1038	2	92
Cap Entry Lane, veh/h	1294	1310	558	534
Entry HV Adj Factor	0.980	0.980	0.980	0.978
Flow Entry, veh/h	809	1018	2	90
Cap Entry, veh/h	1269	1284	547	522
V/C Ratio	0.638	0.792	0.004	0.172
Control Delay, s/veh	10.9	16.5	6.6	9.2
LOS	B	C	A	A
95th %tile Queue, veh	5	9	0	1

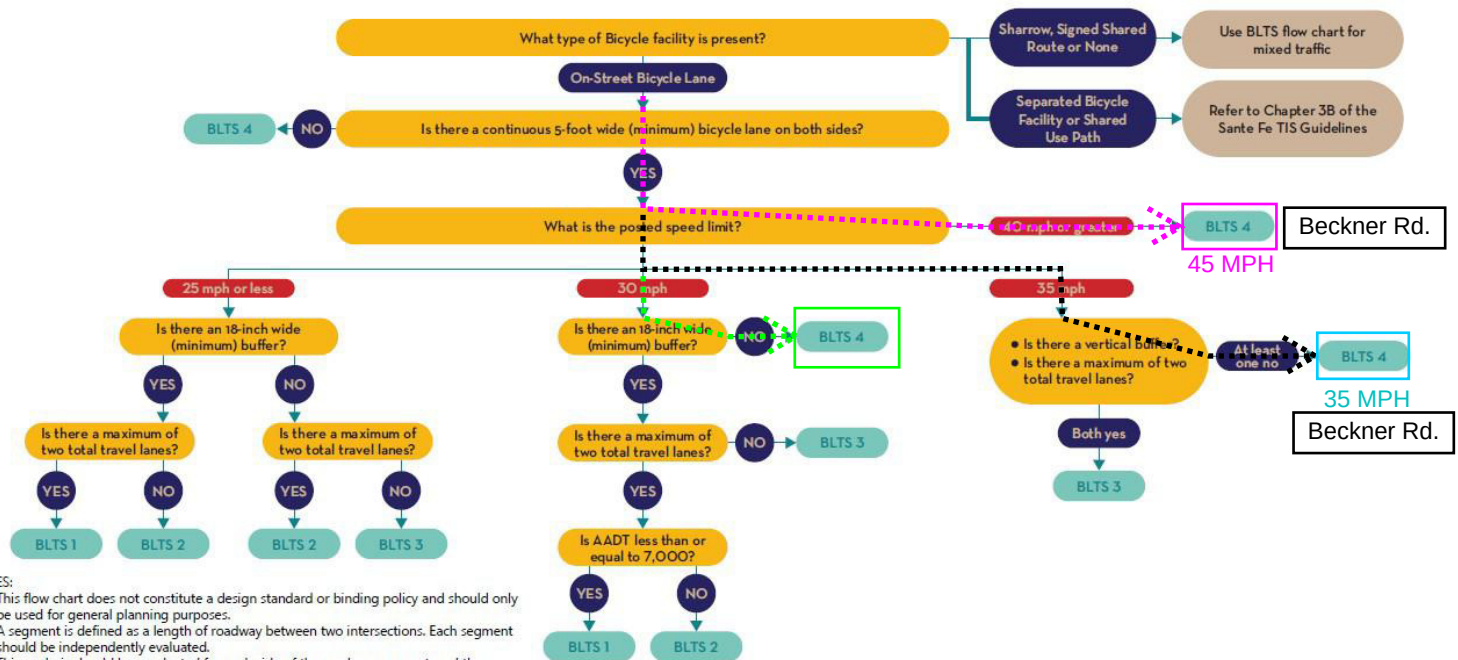
FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



*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

Bicycle Level of Traffic Stress: Segments with a Bicycle Facility



NOTES:

1. This flow chart does not constitute a design standard or binding policy and should only be used for general planning purposes.
2. A segment is defined as a length of roadway between two intersections. Each segment should be independently evaluated.
3. This analysis should be conducted for each side of the roadway segment, and the highest (worst) BLTS side should be assigned to the entire segment.
4. For roadway segments with multimodal facilities that change over the length of the segment, the highest (worst) BLTS section should be assigned to the entire segment.
5. Travel lanes are defined as vehicular lanes used for through travel along a segment. Travel lanes do not include center turn lanes, shoulders, parking lanes, or intersection approach turn lanes.
6. If reliable AADT data is not available or can't be reasonably estimated, assume the AADT is higher than the given threshold by default.
7. Bicycle lane width is defined as the distance from the face of curb to the outer edge of the bicycle lane pavement marking.
8. Buffer width is defined the distance between the outer edge of the bicycle lane pavement marking and the vehicular travel lane.

Traffic Count Data Sheet

Year Counts Taken:

2025E-W Street **Gov Miles Rd**N-S Street **Richard Ave**

Speed Limit (Gov Miles Rd)=

25

Speed Limit (Richard Ave)=

35**Signalized****4/2/25**

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richard Ave)			Southbound (Richard Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	27	6	3	9	5	0	2	31	4	4	23	7
7:15 AM	7:30 AM	36	21	13	10	3	7	9	50	2	1	44	7
7:30 AM	7:45 AM	82	12	22	12	7	10	8	86	9	4	68	9
7:45 AM	8:00 AM	62	17	33	20	8	12	19	90	16	6	94	27
8:00 AM	8:15 AM	44	18	21	30	19	5	14	79	24	5	78	43
8:15 AM	8:30 AM	60	25	27	23	19	4	9	60	15	2	68	33
8:30 AM	8:45 AM	33	20	26	18	11	5	15	67	10	4	111	17
8:45 AM	9:00 AM	33	13	12	23	10	3	8	82	3	5	87	13

Peak Hour Vol. (AM)	199	80	107	91	57	26	57	296	65	17	351	120
% of Total Traffic	13.6%	5.5%	7.3%	6.2%	3.9%	1.8%	3.9%	20.2%	4.4%	1.2%	23.9%	8.2%
% Directional		26.3%			11.9%	PHF = 0.91		28.5%			33.3%	

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Richard Ave)			Southbound (Richard Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	20	13	15	18	17	5	28	102	14	4	70	26
3:15 PM	3:30 PM	40	16	12	12	12	5	17	81	15	13	84	41
3:30 PM	3:45 PM	19	15	13	20	8	5	12	80	10	9	83	32
3:45 PM	4:00 PM	20	11	18	9	12	3	13	81	18	6	87	26
4:00 PM	4:15 PM	25	14	10	20	15	2	21	104	11	8	80	36
4:15 PM	4:30 PM	18	17	7	16	19	10	16	94	19	10	60	36
4:30 PM	4:45 PM	22	18	9	22	26	6	13	97	26	11	62	39
4:45 PM	5:00 PM	26	12	11	16	18	2	14	66	11	9	73	38
5:00 PM	5:15 PM	24	19	12	22	25	6	20	105	19	9	76	38
5:15 PM	5:30 PM	18	17	18	15	22	7	28	85	11	12	108	5
5:30 PM	5:45 PM	33	15	15	20	29	4	14	58	14	7	92	46
5:45 PM	6:00 PM	24	16	11	11	23	4	9	59	6	9	60	38

Peak Hour Vol. (PM)	90	66	50	75	91	21	75	353	67	41	319	120
% of Total Traffic	6.1%	4.5%	3.4%	5.1%	6.2%	1.4%	5.1%	24.1%	4.6%	2.8%	21.8%	8.2%
% Directional		14.1%			12.8%	PHF = 0.91		33.8%			32.7%	

Traffic Count Data Sheet

Year Counts Taken:

2025E-W Street **Gov Miles Rd**N-S Street: **Entrada Sonata**

Speed Limit (Gov Miles Rd)=

25

Speed Limit (Entrada Sonata)=

25

Signalized

4/1/25

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	28	0	0	8	1	0	0	0	13	0	0
7:15 AM	7:30 AM	1	56	0	0	17	4	0	0	0	22	0	3
7:30 AM	7:45 AM	0	77	0	0	17	3	0	0	0	34	0	4
7:45 AM	8:00 AM	3	98	0	0	50	9	0	0	0	32	0	4
8:00 AM	8:15 AM	1	79	0	0	65	9	0	0	0	11	0	8
8:15 AM	8:30 AM	3	80	0	0	51	3	0	0	0	18	0	3
8:30 AM	8:45 AM	1	67	0	0	43	7	0	0	0	15	0	1
8:45 AM	9:00 AM	1	47	0	0	43	4	0	0	0	10	0	0

Peak Hour Vol. (AM)	7	334	0	0	183	24	0	0	0	0	95	0	19
% of Total Traffic	1.1%	50.5%	0.0%	0.0%	27.6%	3.6%	0.0%	0.0%	0.0%	0.0%	14.4%	0.0%	2.9%
% Directional		51.5%			31.3%	PHF = 0.84	0.0%				17.2%		

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Entrada Sonata)			Southbound (Entrada Sonata)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	0	28	0	0	63	8	0	0	0	4	0	3
3:15 PM	3:30 PM	1	77	0	0	63	15	0	0	0	2	0	2
3:30 PM	3:45 PM	3	50	0	0	61	15	0	0	0	7	0	2
3:45 PM	4:00 PM	3	38	0	0	67	9	0	0	0	8	0	2
4:00 PM	4:15 PM	1	33	0	0	52	12	0	0	0	10	0	3
4:15 PM	4:30 PM	4	46	0	0	61	24	0	0	0	9	0	5
4:30 PM	4:45 PM	3	35	0	0	64	15	0	0	0	4	0	1
4:45 PM	5:00 PM	7	45	0	0	58	23	0	0	0	6	0	2
5:00 PM	5:15 PM	8	42	0	0	72	17	0	0	0	11	0	8
5:15 PM	5:30 PM	6	39	0	0	69	22	0	0	0	6	0	5
5:30 PM	5:45 PM	4	36	0	0	54	27	0	0	0	5	0	3
5:45 PM	6:00 PM	1	28	0	0	45	17	0	0	0	8	0	3

Peak Hour Vol. (PM)	25	162	0	0	253	89	0	0	0	0	28	0	18
% of Total Traffic	3.8%	24.5%	0.0%	0.0%	38.2%	13.4%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	2.7%
% Directional		28.2%			51.7%	PHF = 0.90	0.0%				6.9%		

Traffic Count Data Sheet

Year Counts Taken:

2025E-W Street **Gov Miles Rd**N-S Street: **Rising Sun Dr**

Speed Limit (Gov Miles Rd)=

25

Speed Limit (Rising Sun Dr)=

25**Signalized****4/1/25**

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Rising Sun Dr)			Southbound (Rising Sun Dr)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	2	23	0	0	7	1	0	0	0	6	0	0
7:15 AM	7:30 AM	0	50	0	0	19	1	0	0	0	7	0	0
7:30 AM	7:45 AM	0	70	0	0	24	0	0	0	0	8	0	0
7:45 AM	8:00 AM	2	87	0	0	51	3	0	0	0	10	0	1
8:00 AM	8:15 AM	2	74	0	0	67	1	0	0	0	6	0	1
8:15 AM	8:30 AM	2	76	0	0	54	1	0	0	0	7	0	1
8:30 AM	8:45 AM	2	61	0	0	42	1	0	0	0	4	0	1
8:45 AM	9:00 AM	0	42	0	0	40	1	0	0	0	4	0	1

Peak Hour Vol. (AM)	8	298	0	0	214	6	0	0	0	0	27	0	4
% of Total Traffic	1.4%	53.5%	0.0%	0.0%	38.4%	1.1%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.7%
% Directional		54.9%			39.5%	PHF = 0.90	0.0%				5.6%		

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Rising Sun Dr)			Southbound (Rising Sun Dr)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	2	26	0	0	64	3	0	0	0	1	0	3
3:15 PM	3:30 PM	5	75	0	0	59	4	0	0	0	4	0	1
3:30 PM	3:45 PM	1	53	0	0	61	2	0	0	0	1	0	0
3:45 PM	4:00 PM	1	36	0	0	61	6	0	0	0	3	0	0
4:00 PM	4:15 PM	1	34	0	0	53	4	0	0	0	1	0	0
4:15 PM	4:30 PM	3	44	0	0	62	3	0	0	0	4	0	1
4:30 PM	4:45 PM	5	36	0	0	60	3	0	0	0	2	0	0
4:45 PM	5:00 PM	3	47	0	0	52	9	0	0	0	4	0	0
5:00 PM	5:15 PM	5	48	0	0	70	11	0	0	0	1	0	0
5:15 PM	5:30 PM	4	44	0	0	67	7	0	0	0	2	0	1
5:30 PM	5:45 PM	3	38	0	0	54	1	0	0	0	1	0	1
5:45 PM	6:00 PM	4	28	0	0	50	1	0	0	0	1	0	1

Peak Hour Vol. (PM)	17	175	0	0	249	30	0	0	0	0	9	0	1
% of Total Traffic	3.1%	31.4%	0.0%	0.0%	44.7%	5.4%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.2%
% Directional		34.5%			50.1%	PHF = 0.81	0.0%				1.8%		

Traffic Count Data Sheet

Year Counts Taken:

2025E-W Street **Gov Miles Rd**N-S Street: **Mesa Bonita Rd**

Speed Limit (Gov Miles Rd)=

25

Speed Limit (Mesa Bonita Rd)=

25**Signalized****4/1/25**

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Mesa Bonita Rd)			Southbound (Mesa Bonita Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	28	0	0	9	0	0	0	0	0	0	3
7:15 AM	7:30 AM	0	50	0	0	19	0	0	0	0	0	0	1
7:30 AM	7:45 AM	0	70	0	0	21	0	0	0	0	0	0	6
7:45 AM	8:00 AM	0	85	0	0	49	1	0	0	0	0	0	6
8:00 AM	8:15 AM	0	75	0	0	69	1	0	0	0	0	0	5
8:15 AM	8:30 AM	0	79	0	0	55	0	0	0	0	0	0	2
8:30 AM	8:45 AM	0	62	0	0	38	1	0	0	0	0	0	1
8:45 AM	9:00 AM	0	44	0	0	44	0	0	0	0	0	0	1

Peak Hour Vol. (AM)	0	301	0	0	211	3	0	0	0	0	0	0	14
% of Total Traffic	0.0%	56.9%	0.0%	0.0%	39.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%
% Directional		56.9%			40.5%	PHF = 0.88	0.0%					2.6%	

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Mesa Bonita Rd)			Southbound (Mesa Bonita Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	0	30	0	0	66	1	0	0	0	0	0	2
3:15 PM	3:30 PM	0	80	0	0	58	1	0	0	0	0	0	0
3:30 PM	3:45 PM	0	52	0	0	63	1	0	0	0	0	0	4
3:45 PM	4:00 PM	0	38	0	0	59	1	0	0	0	0	0	1
4:00 PM	4:15 PM	0	34	0	0	49	2	0	0	0	0	0	3
4:15 PM	4:30 PM	0	47	0	0	66	0	0	0	0	0	0	2
4:30 PM	4:45 PM	0	39	0	0	59	0	0	0	0	0	0	2
4:45 PM	5:00 PM	0	48	0	0	52	0	0	0	0	0	0	1
5:00 PM	5:15 PM	0	58	0	0	67	1	0	0	0	0	0	1
5:15 PM	5:30 PM	0	46	0	0	68	1	0	0	0	0	0	0
5:30 PM	5:45 PM	0	42	0	0	58	0	0	0	0	0	0	5
5:45 PM	6:00 PM	0	31	0	0	50	0	0	0	0	0	0	1

Peak Hour Vol. (PM)	0	200	0	0	246	4	0	0	0	0	0	0	7
% of Total Traffic	0.0%	37.8%	0.0%	0.0%	46.5%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%
% Directional		37.8%			47.3%	PHF = 0.82	0.0%					1.3%	

Traffic Count Data Sheet

Year Counts Taken:

2025E-W Street **Gov Miles Rd**N-S Street: **Dancing Grnd Rd****Signalized**

Speed Limit (Gov Miles Rd)=

25

Speed Limit (Dancing Grnd Rd)=

25**4/1/25**

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Dancing Grnd Rd)			Southbound (Dancing Grnd Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	1	10	1	1	12	0	2	0	7	10	2	4
7:15 AM	7:30 AM	2	26	3	1	15	3	1	0	10	14	0	6
7:30 AM	7:45 AM	5	37	4	3	24	1	3	0	17	20	0	8
7:45 AM	8:00 AM	1	51	13	13	38	4	8	0	10	20	1	9
8:00 AM	8:15 AM	5	47	17	23	41	7	13	1	16	13	1	7
8:15 AM	8:30 AM	2	43	31	29	23	4	29	1	24	12	1	7
8:30 AM	8:45 AM	4	44	25	12	26	2	15	0	18	4	0	4
8:45 AM	9:00 AM	6	27	12	7	35	6	8	0	9	8	1	6

Peak Hour Vol. (AM)	12	185	86	77	128	17	65	2	68	49	3	27
% of Total Traffic	1.7%	25.7%	12.0%	10.7%	17.8%	2.4%	9.0%	0.3%	9.5%	6.8%	0.4%	3.8%
% Directional		39.4%			30.9%	PHF =	0.87	18.8%			11.0%	

Begin Time	End Time	Eastbound (Gov Miles Rd)			Westbound (Gov Miles Rd)			Northbound (Dancing Grnd Rd)			Southbound (Dancing Grnd Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	5	25	15	15	45	8	4	2	4	2	1	1
3:15 PM	3:30 PM	4	34	10	18	30	10	44	3	44	4	0	4
3:30 PM	3:45 PM	7	36	5	10	45	11	6	1	8	5	1	3
3:45 PM	4:00 PM	7	28	3	3	54	4	5	1	6	4	1	3
4:00 PM	4:15 PM	4	23	3	1	44	7	4	1	5	6	0	1
4:15 PM	4:30 PM	7	37	2	4	47	15	5	1	6	5	0	9
4:30 PM	4:45 PM	4	30	9	5	41	15	7	2	3	8	1	5
4:45 PM	5:00 PM	12	37	4	5	43	5	3	1	6	6	0	4
5:00 PM	5:15 PM	8	49	6	14	48	7	5	0	5	4	0	5
5:15 PM	5:30 PM	9	38	4	6	50	13	4	0	2	5	0	0
5:30 PM	5:45 PM	8	34	3	4	43	13	9	0	3	8	1	5
5:45 PM	6:00 PM	13	24	6	7	38	9	0	1	1	4	3	6

Peak Hour Vol. (PM)	23	123	33	46	174	33	59	7	62	15	3	11
% of Total Traffic	3.2%	17.1%	4.6%	6.4%	24.2%	4.6%	8.2%	1.0%	8.6%	2.1%	0.4%	1.5%
% Directional		24.9%			35.2%	PHF =	0.72	17.8%			4.0%	

Traffic Count Data Sheet

Year Counts Taken:

2025E-W Street **Whispering Wing Rd**N-S Street: **Dancing Ground Rd**

Unsignalized

Speed Limit (Whispering Wing)=

25

Speed Limit (Dancing Ground)=

25**4/1/25**

Begin Time	End Time	Eastbound (Whispering Wing)			Westbound (Whispering Wing)			Northbound (Dancing Ground)			Southbound (Dancing Ground)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	1	0	9	0	1	3	0
7:15 AM	7:30 AM	0	0	0	0	0	4	0	6	0	0	4	0
7:30 AM	7:45 AM	0	0	0	1	0	5	0	15	0	2	5	0
7:45 AM	8:00 AM	0	0	0	0	0	1	0	18	0	0	27	0
8:00 AM	8:15 AM	0	0	0	1	0	3	0	29	0	2	37	0
8:15 AM	8:30 AM	0	0	0	1	0	3	0	50	0	1	62	0
8:30 AM	8:45 AM	0	0	0	0	0	2	0	31	0	0	37	0
8:45 AM	9:00 AM	0	0	0	2	0	1	0	14	0	1	19	0

Peak Hour Vol. (AM)	0	0	0	2	0	9	0	128	0	3	163	0
% of Total Traffic	0.0%	0.0%	0.0%	0.7%	0.0%	3.0%	0.0%	42.0%	0.0%	1.0%	53.4%	0.0%
% Directional		0.0%			3.6%	PHF = 0.65		42.0%			54.4%	

Begin Time	End Time	Eastbound (Whispering Wing)			Westbound (Whispering Wing)			Northbound (Dancing Ground)			Southbound (Dancing Ground)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	0	0	0	0	0	1	0	9	0	3	29	0
3:15 PM	3:30 PM	0	0	0	0	0	3	0	92	0	4	25	0
3:30 PM	3:45 PM	0	0	0	0	0	0	0	11	0	2	15	0
3:45 PM	4:00 PM	0	0	0	0	0	1	0	11	1	2	5	0
4:00 PM	4:15 PM	0	0	0	1	0	1	0	9	1	2	3	0
4:15 PM	4:30 PM	0	0	0	0	0	2	0	10	0	3	3	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	11	0	2	14	0
4:45 PM	5:00 PM	0	0	0	0	0	1	0	9	0	3	6	0
5:00 PM	5:15 PM	0	0	0	0	0	2	0	8	0	5	15	0
5:15 PM	5:30 PM	0	0	0	0	0	4	0	2	0	0	10	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	12	1	3	5	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	2	0	4	12	0

Peak Hour Vol. (PM)	0	0	0	0	0	5	0	123	1	11	74	0
% of Total Traffic	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	40.3%	0.3%	3.6%	24.3%	0.0%
% Directional		0.0%			1.6%	PHF = 0.43		40.7%			27.9%	

Traffic Count Data Sheet

Year Counts Taken:

2025E-W Street **Beckner Rd.**N-S Street: **La Puerta**

Speed Limit (Beckner Rd.)=

25

Speed Limit (La Puerta)=

30**Signalized****4/2/25**

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	11	0	0	14	0	0	0	0	0	0	2
7:15 AM	7:30 AM	1	24	0	0	17	0	0	0	0	1	0	0
7:30 AM	7:45 AM	0	39	0	0	39	2	0	0	0	0	0	2
7:45 AM	8:00 AM	1	41	0	0	53	2	0	0	0	0	0	0
8:00 AM	8:15 AM	0	49	0	0	47	2	0	0	0	1	0	5
8:15 AM	8:30 AM	1	43	0	0	42	3	0	0	0	0	0	1
8:30 AM	8:45 AM	0	30	0	0	23	1	0	0	0	0	0	1
8:45 AM	9:00 AM	1	36	0	0	28	3	0	0	0	0	0	1

Peak Hour Vol. (AM)	2	172	0	0	181	9	0	0	0	0	1	0	8
% of Total Traffic	0.5%	46.1%	0.0%	0.0%	48.5%	2.4%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	2.1%
% Directional		46.6%			50.9%	PHF =	0.90	0.0%			2.4%		

Begin Time	End Time	Eastbound (Beckner Rd.)			Westbound (Beckner Rd.)			Northbound (La Puerta)			Southbound (La Puerta)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	0	35	0	0	36	4	0	0	0	0	0	0
3:15 PM	3:30 PM	2	34	0	0	28	6	0	0	0	3	0	0
3:30 PM	3:45 PM	2	28	0	0	35	2	0	0	0	0	0	2
3:45 PM	4:00 PM	1	38	0	0	28	2	0	0	0	2	0	1
4:00 PM	4:15 PM	0	27	0	0	40	4	0	0	0	1	0	2
4:15 PM	4:30 PM	0	25	0	0	32	3	0	0	0	0	0	0
4:30 PM	4:45 PM	1	36	0	0	24	6	0	0	0	0	0	2
4:45 PM	5:00 PM	2	25	0	0	29	5	0	0	0	0	0	0
5:00 PM	5:15 PM	4	44	0	0	35	4	0	0	0	0	0	2
5:15 PM	5:30 PM	1	33	0	0	33	6	0	0	0	0	0	2
5:30 PM	5:45 PM	2	27	0	0	41	7	0	0	0	0	0	0
5:45 PM	6:00 PM	2	18	0	0	20	7	0	0	0	0	0	1

Peak Hour Vol. (PM)	9	129	0	0	138	22	0	0	0	0	0	0	4
% of Total Traffic	2.4%	34.6%	0.0%	0.0%	37.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
% Directional		37.0%			42.9%	PHF =	0.85	0.0%			1.1%		

Traffic Count Data Sheet

Year Counts Taken:

2025E-W Street **Beckner Rd**N-S Street: **Richards Ave**

Speed Limit (Beckner Rd)=

25

Speed Limit (Richards Ave)=

30**Signalized****4/2/25**

Begin Time	End Time	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	5	1	6	0	0	0	1	33	3	0	22	9
7:15 AM	7:30 AM	12	0	19	0	1	0	4	54	1	1	58	12
7:30 AM	7:45 AM	25	0	31	0	2	0	17	76	0	0	76	18
7:45 AM	8:00 AM	21	2	34	1	1	2	29	104	0	1	134	22
8:00 AM	8:15 AM	12	2	39	2	0	1	28	101	6	1	96	24
8:15 AM	8:30 AM	13	2	30	3	1	3	22	67	1	1	103	19
8:30 AM	8:45 AM	9	1	23	0	0	0	12	83	1	0	135	11
8:45 AM	9:00 AM	13	1	20	1	0	0	8	89	2	0	102	21

Peak Hour Vol. (AM)	55	7	126	6	2	6	91	355	8	3	468	76
% of Total Traffic	4.6%	0.6%	10.5%	0.5%	0.2%	0.5%	7.6%	29.5%	0.7%	0.2%	38.9%	6.3%
% Directional		15.6%			1.2%	PHF = 0.86		37.7%			45.5%	

Begin Time	End Time	Eastbound (Beckner Rd)			Westbound (Beckner Rd)			Northbound (Richards Ave)			Southbound (Richards Ave)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	19	1	15	1	0	0	23	129	0	1	90	17
3:15 PM	3:30 PM	16	0	23	0	0	0	24	90	0	0	88	16
3:30 PM	3:45 PM	11	0	15	0	0	0	16	95	2	0	91	27
3:45 PM	4:00 PM	22	1	23	1	1	1	15	86	0	0	87	11
4:00 PM	4:15 PM	13	1	18	4	0	3	24	130	0	1	96	20
4:15 PM	4:30 PM	15	0	13	0	0	2	13	109	0	0	64	20
4:30 PM	4:45 PM	19	0	15	0	0	2	19	101	3	0	68	15
4:45 PM	5:00 PM	7	0	13	0	3	0	17	86	2	1	82	20
5:00 PM	5:15 PM	26	0	23	1	0	0	16	118	0	1	86	20
5:15 PM	5:30 PM	16	0	17	0	0	0	13	103	0	1	110	26
5:30 PM	5:45 PM	15	0	19	0	0	0	19	72	1	0	95	36
5:45 PM	6:00 PM	12	0	11	0	0	1	17	61	1	0	67	11

Peak Hour Vol. (PM)	62	2	79	5	1	4	79	401	2	1	362	74
% of Total Traffic	5.2%	0.2%	6.6%	0.4%	0.1%	0.3%	6.6%	33.3%	0.2%	0.1%	30.1%	6.2%
% Directional		11.9%			0.8%	PHF = 0.86		40.1%			36.3%	

CRASH SUMMARY REPORT

Gov Miles / Richards (2019 - 2023)

Created on May 27, 2025

Created by Terry Brown

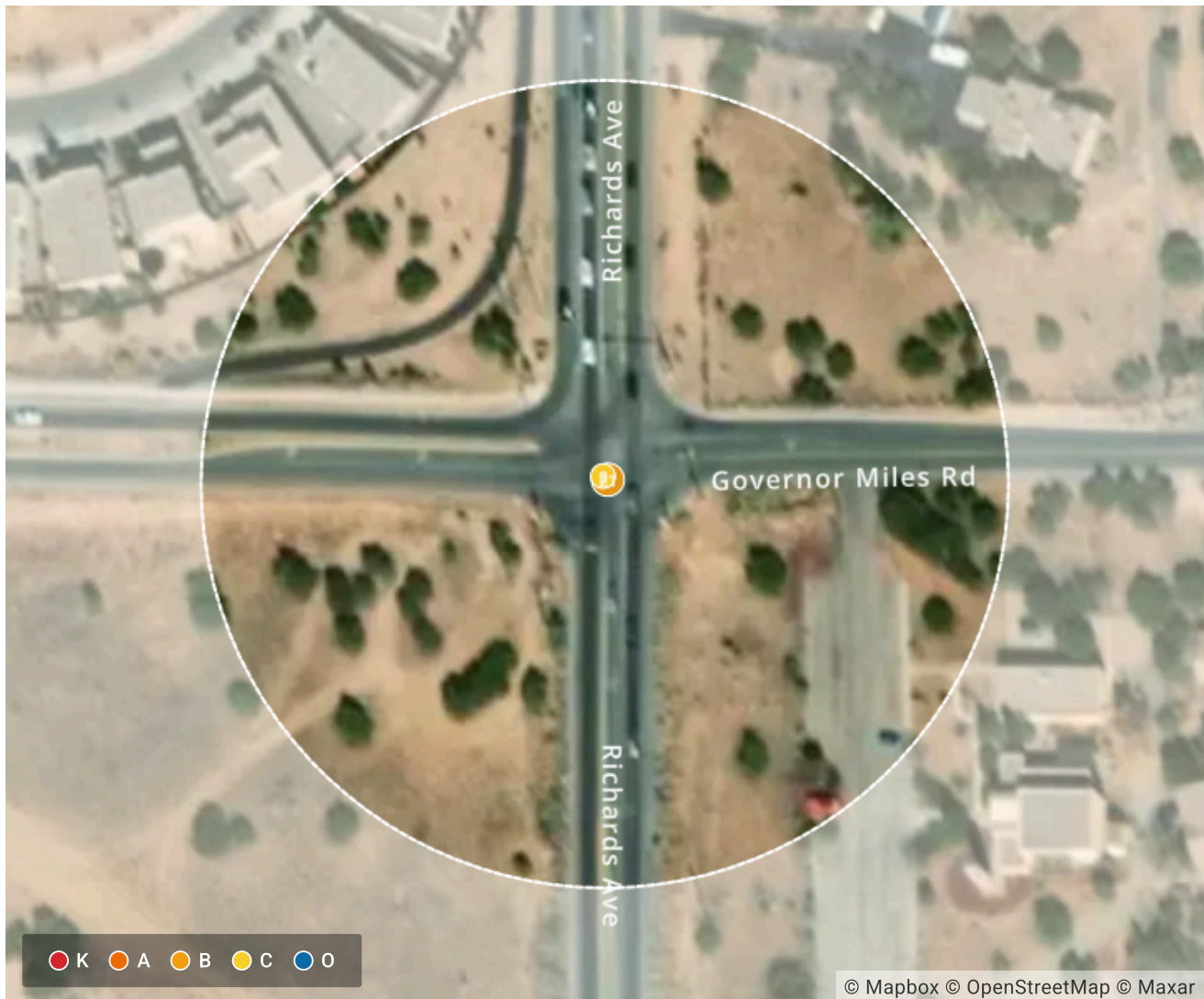
Requested by tob

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle 250 ft



Total Crashes

23

Fatal Crashes

0

New Mexico Summary

Crash

Total Crashes

23

100.00%

Intersection Involved

6

26.09%

Alcohol Involved

1

4.35%

A-145

Pedalcycle Involved	1	4.35%
+ 3 more	0	0%
KABCO Crash Severity		Crash
(O) Property-Damage Only	15	65.22%
(C) Possible Injury	6	26.09%
(B) Suspected Minor Injury	2	8.70%
+ 2 more	0	0%
Crash Date (Year)		Crash
2023	2	8.70%
2022	7	30.43%
2021	6	26.09%
2020	1	4.35%
2019	7	30.43%
+ 6 more	0	0%
Crash Classification		Crash
Other Vehicle	5	21.74%
Other (Object)	2	8.70%
+ 11 more	0	0%
First Harmful Event - Analysis		Crash
MV in Transport	16	69.57%
Curb	1	4.35%
Other Non-fixed Object	1	4.35%
Overturn/Rollover	1	4.35%
Pedalcycle	1	4.35%
Struck by Falling, Shifting Cargo or Anything Set in Motion by MV	1	4.35%
Traffic Signal Support	1	4.35%
+ 56 more	0	0%
First Harmful Event - Location		Crash
Not Available	7	30.43%
On Roadway	7	30.43%
On Shoulder	1	4.35%
Outside Trafficway	1	4.35%
+ 9 more	0	0%

First Harmful Event - Manner of Impact		Crash
Not Available	7	30.43%
Front-to-Rear	4	17.39%
Front-to-Side	3	13.04%
+ 7 more	0	0%
Injury Severity		Person
No Apparent Injury (O)	49	84.48%
Possible Injury (C)	7	12.07%
Suspected Minor Injury (B)	2	3.45%
+ 2 more	0	0%
Contributing Factors		Vehicle
Other, No Driver Error	16	38.10%
Following too Closely	8	19.05%
Driver Inattention	7	16.67%
Disregarded Traffic Signal	3	7.14%
Speed too Fast for Conditions	2	4.76%
Excessive Speed	1	2.38%
Made Improper Turn	1	2.38%
Other Mechanical Defect	1	2.38%
+ 47 more	2	4.76%
Driver Actions		Vehicle
Going Straight	25	59.52%
Stopped for Sign or Signal	9	21.43%
Left Turn	3	7.14%
Backing	1	2.38%
Right Turn	1	2.38%
Start from Park	1	2.38%
Stopped for Traffic	1	2.38%
U-Turn	1	2.38%
+ 15 more	1	2.38%

CRASH SUMMARY REPORT

Governor Miles / Entrada Sonata (2019 - 2023)

Created on May 27, 2025

Created by Terry Brown

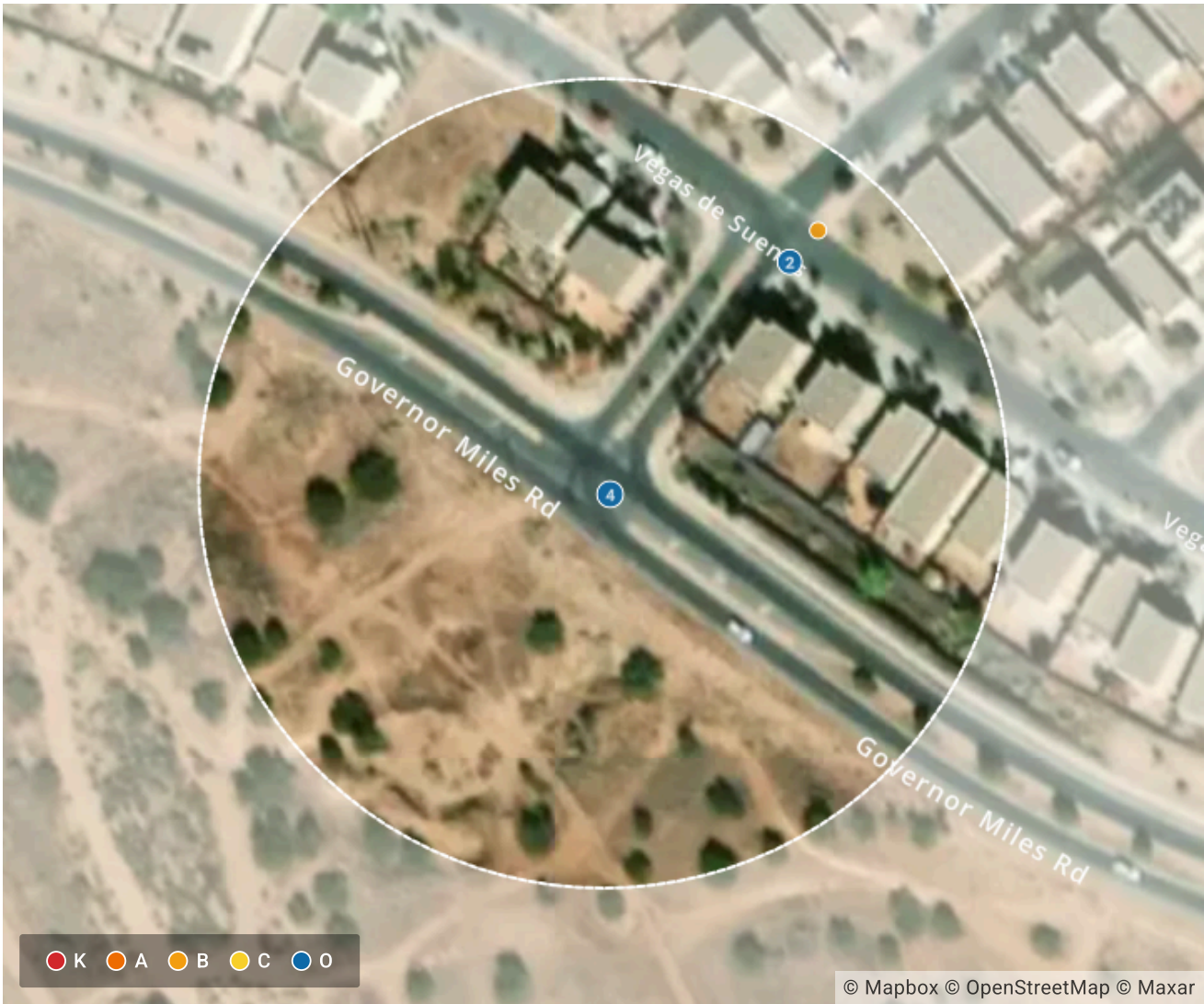
Requested by Terry Brown

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle 250 ft



Total Crashes

7

Fatal Crashes

0

New Mexico Summary

Crash

Total Crashes

7

100.00%

Intersection Involved

2

28.57%

A-148

Pedalcycle Involved	1	14.29%
+ 4 more	0	0%
KABCO Crash Severity	Crash	
(O) Property-Damage Only	6	85.71%
(B) Suspected Minor Injury	1	14.29%
+ 3 more	0	0%
Crash Date (Year)	Crash	
2023	1	14.29%
2022	1	14.29%
2021	2	28.57%
2019	3	42.86%
+ 7 more	0	0%
Crash Classification	Crash	
Fixed Object	1	14.29%
Other Vehicle	1	14.29%
Pedalcyclist	1	14.29%
+ 10 more	0	0%
First Harmful Event - Analysis	Crash	
MV in Transport	4	57.14%
Median	1	14.29%
Pedalcycle	1	14.29%
Traffic Sign Support	1	14.29%
+ 59 more	0	0%
First Harmful Event - Location	Crash	
Not Available	3	42.86%
On Roadway	2	28.57%
On Median	1	14.29%
+ 10 more	0	0%
First Harmful Event - Manner of Impact	Crash	
Not Available	3	42.86%
Front-to-Rear	1	14.29%
Front-to-Side	1	14.29%
+ 7 more	0	0%

Injury Severity		Person
No Apparent Injury (O)	12	92.31%
Suspected Minor Injury (B)	1	7.69%
+ 3 more	0	0%

Contributing Factors		Vehicle
Other, No Driver Error	5	38.46%
Failed to Yield Right of Way	2	15.38%
Following too Closely	1	7.69%
Improper Backing	1	7.69%
Pedestrian Error	1	7.69%
Road Surface Conditions	1	7.69%
Speed too Fast for Conditions	1	7.69%
+ 48 more	0	0%

Driver Actions		Vehicle
Going Straight	6	46.15%
Left Turn	2	15.38%
Parked	2	15.38%
Right Turn	2	15.38%
Backing	1	7.69%
Other	1	7.69%
+ 17 more	0	0%

Gov. Miles / Mesa Bonita (2019 - 2023)

Created on May 27, 2025

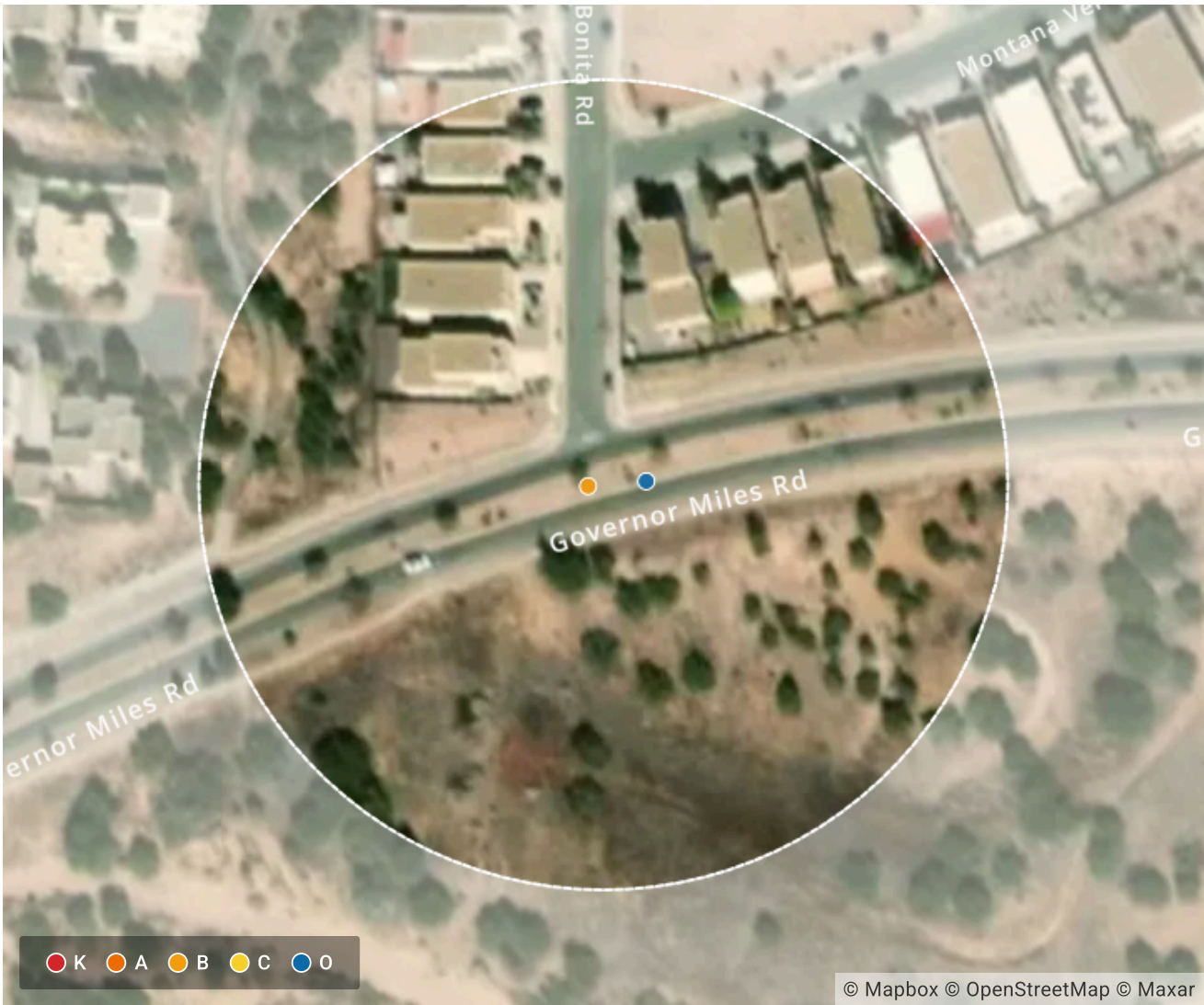
Created by Terry Brown

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle 250 ft



Total Crashes	2	Fatal Crashes	0
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New Mexico Summary		Crash
Total Crashes	2	100.00%
Alcohol Involved	1	50.00%
+ 5 more	0	0%

KABCO Crash Severity	Crash	
(B) Suspected Minor Injury	1	50.00%
(O) Property-Damage Only	1	50.00%
+ 3 more	0	0%
Crash Date (Year)	Crash	
2023	1	50.00%
2019	1	50.00%
+ 9 more	0	0%
Crash Classification	Crash	
Other Vehicle	1	50.00%
+ 12 more	0	0%
First Harmful Event - Analysis	Crash	
MV in Transport	1	50.00%
Tree (standing)	1	50.00%
+ 61 more	0	0%
First Harmful Event - Location	Crash	
Not Available	1	50.00%
On Roadway	1	50.00%
+ 11 more	0	0%
First Harmful Event - Manner of Impact	Crash	
Not Available	1	50.00%
+ 9 more	0	0%
Injury Severity	Person	
No Apparent Injury (O)	2	66.67%
Suspected Minor Injury (B)	1	33.33%
+ 3 more	0	0%
Contributing Factors	Vehicle	
Driver Inattention	1	33.33%
Under the Influence of Alcohol	1	33.33%
+ 53 more	0	0%
Driver Actions	Vehicle	

Backing	1	33.33%
Going Straight	1	33.33%
Left Turn	1	33.33%
+ 20 more	0	0%

Governor Miles / Rising Sun (2019 -2023)

Created on May 27, 2025

Created by Terry Brown

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle

250 ft



Total Crashes	2	Fatal Crashes	0
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New Mexico Summary		Crash
Intersection Involved	2	100.00%
Total Crashes	2	100.00%
+ 5 more	0	0%

KABCO Crash Severity	Crash	
(O) Property-Damage Only	2	100.00%
+ 4 more	0	0%
Crash Date (Year)	Crash	
2022	1	50.00%
2021	1	50.00%
+ 9 more	0	0%
Crash Classification	Crash	
+ 13 more	0	0%
First Harmful Event - Analysis	Crash	
MV in Transport	2	100.00%
+ 62 more	0	0%
First Harmful Event - Location	Crash	
On Roadway	1	50.00%
+ 12 more	0	0%
First Harmful Event - Manner of Impact	Crash	
Front-to-Side	1	50.00%
+ 9 more	0	0%
Injury Severity	Person	
No Apparent Injury (O)	4	100.00%
+ 4 more	0	0%
Contributing Factors	Vehicle	
Avoid No Contact Vehicle	1	25.00%
Driver Inattention	1	25.00%
Failed to Yield Right of Way	1	25.00%
Other, No Driver Error	1	25.00%
+ 51 more	0	0%
Driver Actions	Vehicle	
Going Straight	2	50.00%
Left Turn	2	50.00%
+ 21 more	0	0%

CRASH SUMMARY REPORT

Governor Miles / Dancing Ground (2019 - 2023)

Created on May 27, 2025

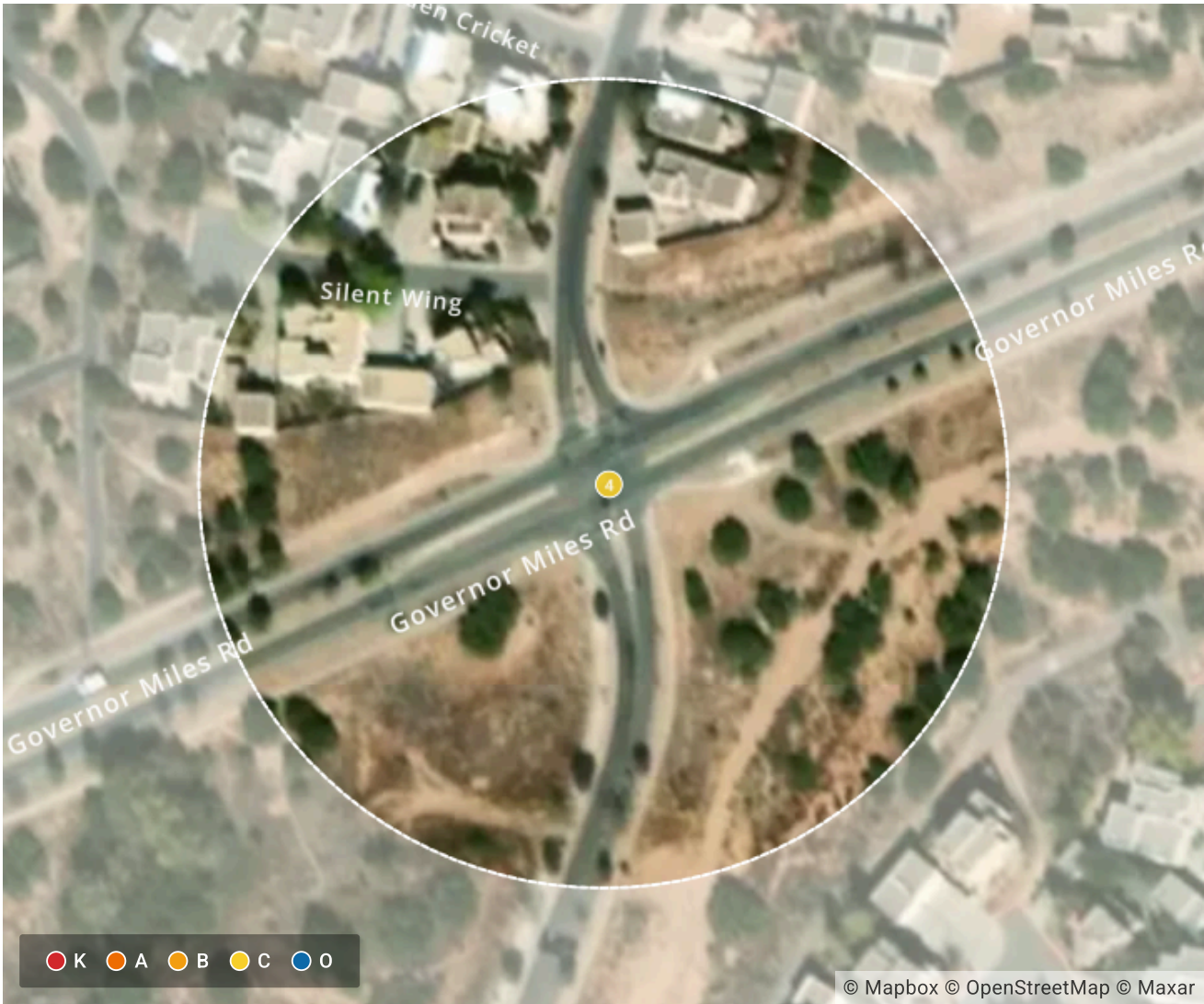
Created by Terry Brown

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle 250 ft



Total Crashes	4	Fatal Crashes	0
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New Mexico Summary		Crash
Total Crashes	4	100.00%
Intersection Involved	2	50.00%

+ 5 more	0	0%
KABCO Crash Severity		Crash
(C) Possible Injury	2	50.00%
(O) Property-Damage Only	2	50.00%
+ 3 more	0	0%
Crash Date (Year)		Crash
2022	3	75.00%
2019	1	25.00%
+ 9 more	0	0%
Crash Classification		Crash
Other Vehicle	1	25.00%
+ 12 more	0	0%
First Harmful Event - Analysis		Crash
MV in Transport	4	100.00%
+ 62 more	0	0%
First Harmful Event - Location		Crash
Not Available	1	25.00%
+ 12 more	0	0%
First Harmful Event - Manner of Impact		Crash
Not Available	1	25.00%
+ 9 more	0	0%
Injury Severity		Person
No Apparent Injury (O)	11	78.57%
Possible Injury (C)	3	21.43%
+ 3 more	0	0%
Contributing Factors		Vehicle
Other, No Driver Error	3	37.50%
Failed to Yield Right of Way	2	25.00%
Following too Closely	2	25.00%
+ 52 more	0	0%

Driver Actions	Vehicle	
Going Straight	6	75.00%
Right Turn	2	25.00%
Stopped for Sign or Signal	1	12.50%
Stopped for Traffic	1	12.50%
+ 19 more	0	0%

CRASH SUMMARY REPORT

Beckner / Richards (2019 - 2023)

Created on May 27, 2025

Created by Terry Brown

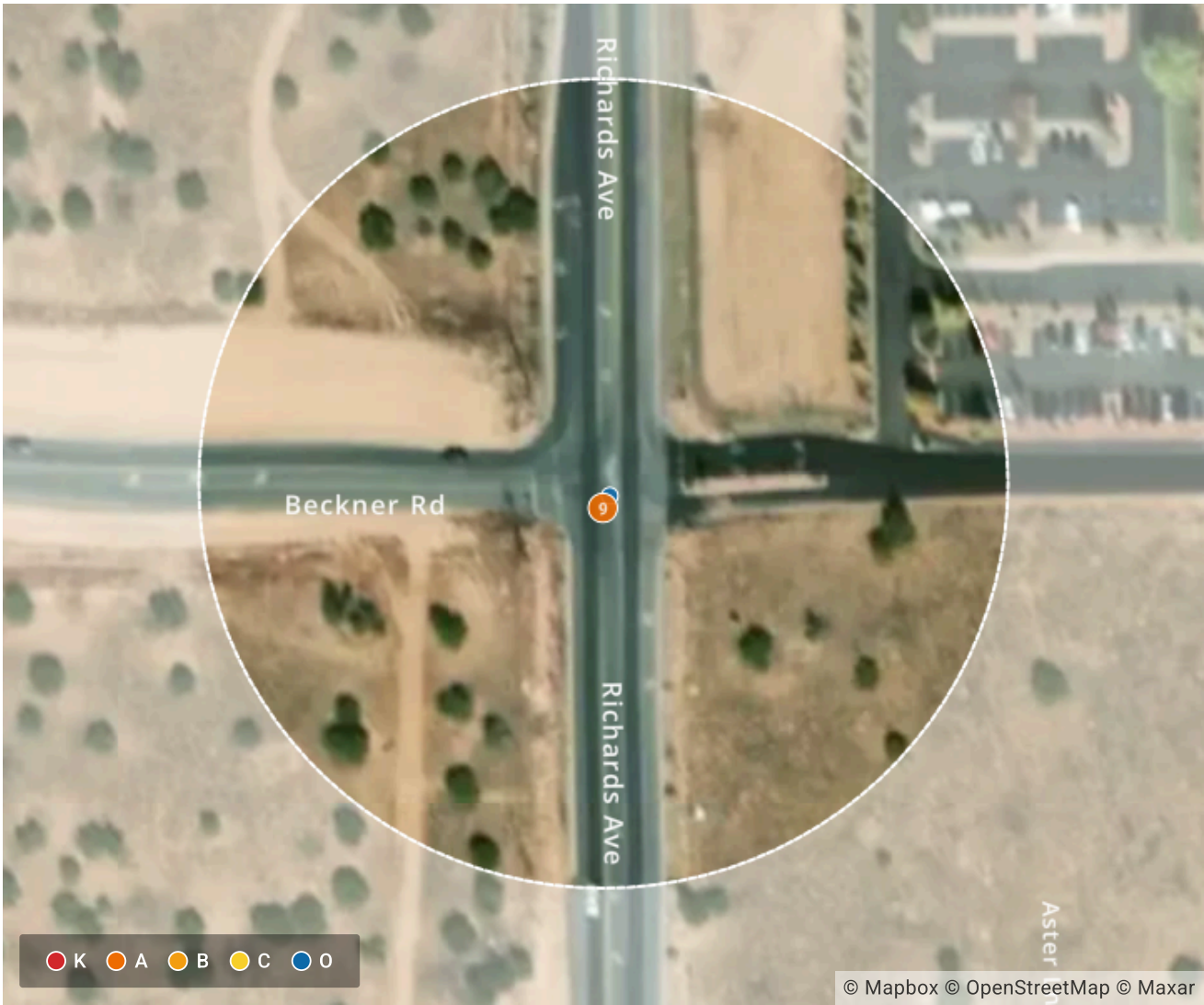
Requested by Terry Brown

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle 250 ft



Total Crashes	10	Fatal Crashes	0
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New Mexico Summary			Crash
Total Crashes	10	100.00%	
Intersection Involved	2	20.00%	
Alcohol Involved	1	10.00%	

Pedestrian Involved	1	10.00%
+ 3 more	0	0%
KABCO Crash Severity		Crash
(O) Property-Damage Only	8	80.00%
(A) Suspected Serious Injury	1	10.00%
(B) Suspected Minor Injury	1	10.00%
+ 2 more	0	0%
Crash Date (Year)		Crash
2023	2	20.00%
2022	1	10.00%
2021	1	10.00%
2020	1	10.00%
2019	5	50.00%
+ 6 more	0	0%
Crash Classification		Crash
Other Vehicle	4	40.00%
Rollover	1	10.00%
+ 11 more	0	0%
First Harmful Event - Analysis		Crash
MV in Transport	6	60.00%
Overturn/Rollover	2	20.00%
Other Fixed Object	1	10.00%
Pedestrian	1	10.00%
+ 59 more	0	0%
First Harmful Event - Location		Crash
Not Available	5	50.00%
On Roadway	3	30.00%
On Shoulder	1	10.00%
+ 10 more	0	0%
First Harmful Event - Manner of Impact		Crash
Not Available	5	50.00%
Front-to-Side	1	10.00%
Sideswipe	1	10.00%

+ 7 more	0	0%
Injury Severity		Person
No Apparent Injury (O)	24	92.31%
Suspected Minor Injury (B)	1	3.85%
Suspected Serious Injury (A)	1	3.85%
+ 2 more	0	0%
Contributing Factors		Vehicle
Other, No Driver Error	3	23.08%
Failed to Yield Right of Way	2	15.38%
Improper Lane Change	1	7.69%
Made Improper Turn	1	7.69%
Other Improper Driving	1	7.69%
Pedestrian Error	1	7.69%
Speed too Fast for Conditions	1	7.69%
Under the Influence of Alcohol	1	7.69%
+ 47 more	0	0%
Driver Actions		Vehicle
Going Straight	8	61.54%
Left Turn	3	23.08%
Negotiating a Curve	1	7.69%
Other	1	7.69%
Slowing	1	7.69%
+ 18 more	0	0%

FIGURE 1. LEFT TURN LANE WARRANT CRITERIA

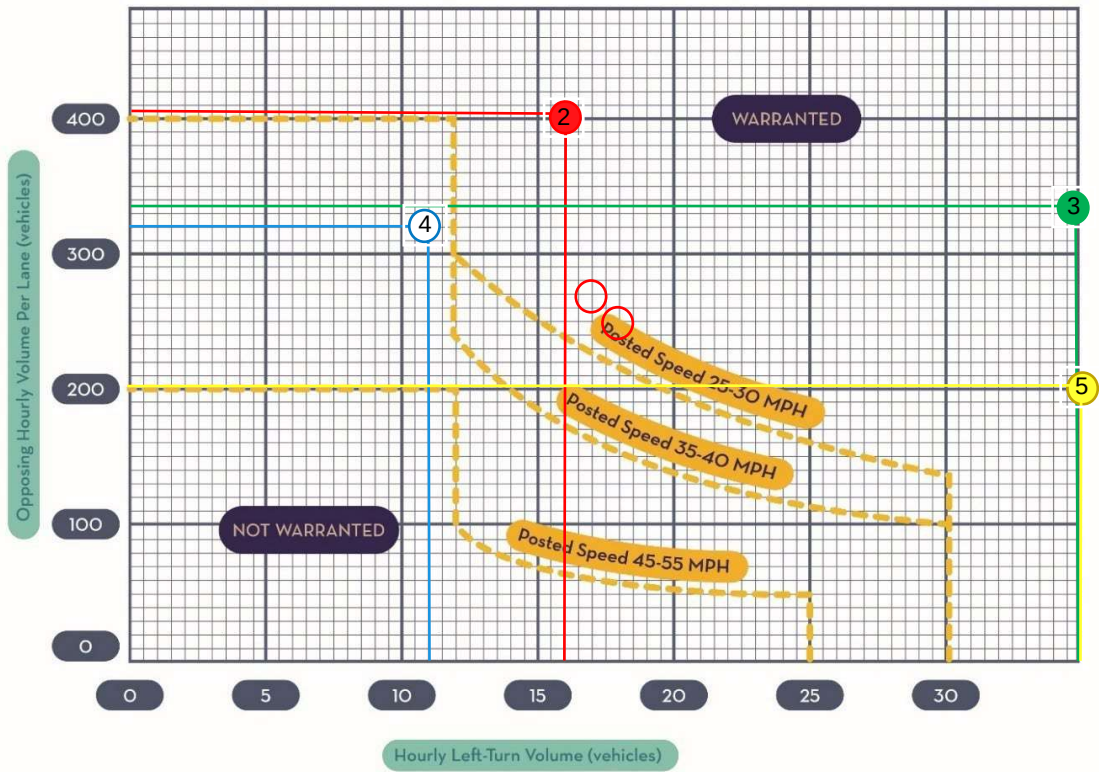
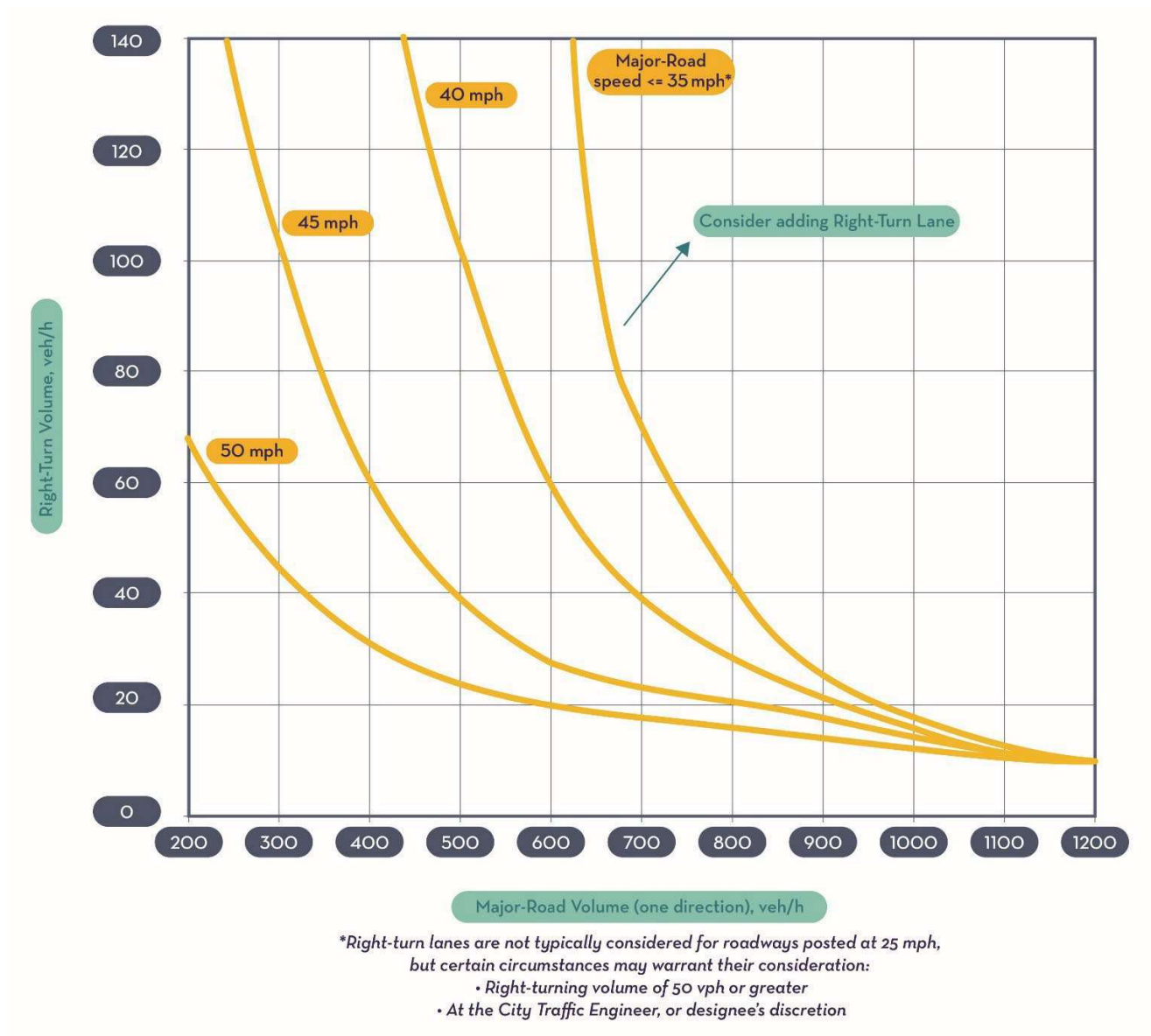


FIGURE 2. RIGHT TURN LANE CRITERIA FOR TWO-LANE ROADWAY



Vista de la Sierra Subdivision Turn Lane Warrant Analysis Results*

Left Turn Lane Warrant Analysis

Intersection #	Intersection Name	Direction	2036 MAX Thru Volume	MAX Left- Turn Volume	LEFT LANE WARRANTED ?	95th Percentile Queue -2036 BUILD Mitigated(FT)	Existing Storage Length of left- turn lane(FT)	Additional Storage Length Required	Recommended LEFT-TURN LANE (TAPER +STORAGE)
1	RICHARDS RD. -Speed Limit 35 mph								
	Gov. Miles Rd./Richards Ave.	EB	112	304	YES	235	150	85	335
		WB	129	135	YES	103	130	0	230
		NB	796	96	YES	185	200	0	300
		SB	861	51	YES	28	215	0	315
	Beckner Rd./Richards Ave.	EB	22	441	YES	398	440	0	540
		WB	17	6	NO			0	100
		NB	499	279	YES	350	125	225	450
		SB	452	1	NO				100
2	Limit 30 mph								
	Gov. Miles Rd./Entrada Sonata	WB	403	16	YES	0	140	0	0
	Gov. Miles Rd./Rising Sun Dr.	WB	319	57	YES	5	0	50	150
	Gov. Miles Rd./Mesa Bonita	WB	319	11	NO				-
5	Gov. Miles Rd. / Dancing Ground Rd.	WB	200	98	YES	10	0	50	150
6	Speed Limit 25 mph								
	Whispering Wing Rd. / Dancing Ground Rd.	SB	172	16	NO		-		
7	BECKNER RD.								
	Beckner Rd./La Puerta	EB	223	9	NO		-		
9	Beckner Rd./Calle Alegria (TRAFFIC CIRCLE)	EB	745	41	N/A-Traffic Circle		-		

* Results based on COSF Turn Lane Criteria Appendix Pages A-162 & A-163

Vista de la Sierra Subdivision Turn Lane Warrant Analysis Results *

Right Turn Lane Warrant Analysis

Intersection #	Intersection Name	Direction	2036 MAX Thru Volume	MAX Right- Turn Volume	RIGHT LANE WARRANTED ?	95th Percentile Queue -2036 NO BUILD	95th Percentile Queue -2036 BUILD Mitigated(FT)	Difference NO BUILD- BUILD Mitigated	Existing Storage Length of Right-turn lane(FT)	Additional Storage Length Required	Recommended RIGHT-TURN LANE (TAPER +STORAGE)
1	RICHARDS RD. -Speed Limit 35 mph										
	Gov. Miles Rd./Richards Ave.	EB	112	135	YES	270	285	-15	0	285	385
		WB	129	32	YES	95	185	-90	0	95	195
		NB	796	91	NO	868					
		SB	861	215	NO	93					
	Beckner Rd./Richards Ave.	EB	22	246	NO	190					
		WB	17	288	NO	13					
		NB	499	10	NO	5					
		SB	452	568	NO	403					
2	Limit 30 mph Gov. Miles Rd./Entrada Sonata	WB	403	7	NO	0					
3	Gov. Miles Rd./Rising Sun Dr.	WB	319	14	NO	0					
4	Gov. Miles Rd./Mesa Bonita	WB	319	5	NO	0					
5	Gov. Miles Rd. / Dancing Ground Rd.	WB	200	90	NO	0					
6	Speed Limit 25 mph Whispering Wing Rd. / Dancing Ground Rd.	SB	172	3	NO						
7	BECKNER RD. Beckner Rd./La Puerta	EB	223	23	NO						
9	Beckner Rd./Calle Alegria (TRAFFIC CIRCLE)	EB	745	89	N/A-Traffic Circle						

* Results based on COSF Turn Lane Criteria Appendix Pages A-162 & A-163