

November 25, 2025

Leroy Pacheco, P.E.  
City of Santa Fe

**RE: Case #: 2025-11380 - AC Marriott Hotel  
1000 Cerrillos Rd., Santa Fe  
Level 2 Traffic Impact Analysis  
Response to Comments**

Dear Leroy Pacheco,

Per the correspondence dated November 3rd, 2025, please find the following responses addressing the comments listed below:

**General Comments**

- 1) **CoSF Comment:** NMDOT does not approve the proposed secondary west driveway as a right-out, left-in-only access. And only supports this driveway as a right-in, right-out only configuration. As per email from Kathleen Garcia, PE, D5 Traffic Engineer dated 10/10/25. All analysis for this driveway shall be reevaluated and included in all references to driveway including in the tables and appendices.

***TW Response:** Driveway B is now being evaluated as a Right- In only driveway.*

- 2) **CoSF Comment:** Appendices need to be listed in the Table of Contents

***TW Response:** This has been completed. See page v of the report.*

- 3) **CoSF Comment:** Calculations shall be included for the proposed auxiliary lanes.

***TW Response:** Right and Left deceleration lane warrants are graphical and are included on the report. Storage lengths are based on the 95<sup>th</sup> percentile queues, which are less than a vehicle and are displayed in the report.*

- 4) **CoSF Comment:** Multimodal Review beginning on page 33 is generally thorough however a paragraph discussing the Deaf Population utilizing pedestrian facilities in the vicinity of the School for the Deaf should be included and any mitigations to improve access for this population.

***TW Response:*** *This has been completed. The study area provides sufficient infrastructure, aside from the recommended improvements, for pedestrians to travel to and from the nearby school. See narrative on page 38 of the report.*

### **Report Comments**

- 1) **CoSF Comment:** The Executive Summary page iv Driveway B needs to be referenced as a Right In/Right Out and evaluated as per NMDOT direction

***TW Response:*** *Driveway B is now being evaluated as a Right- In only driveway.*

- 2) **CoSF Comment:** Page 2 Driveway B shall be analyzed as a Right In/Right Out driveway as per NMDOT direction.

***TW Response:*** *Driveway B is now being evaluated as a Right- In only driveway.*

- 3) **CoSF Comment:** Page 3 Driveway B shall be shown as a Right In/Right Out driveway as per NMDOT direction.

***TW Response:*** *Driveway B is now being evaluated as a Right- In only driveway.*

- 4) **CoSF Comment:** Page 4 No. 5 Driveway B shall be analyzed as a Right In/Right Out driveway as per NMDOT direction.

***TW Response:*** *Driveway B is now being evaluated as a Right- In only driveway.*

- 5) **CoSF Comment:** Page 5 last paragraph shall reflect the most current NMDOT design as per email from Kathleen Garcia, PE, D5 Traffic Engineer dated 10/10/25.

***TW Response:*** *Narrative was inserted to the report to describe the proposed major modifications that the NMDOT plans to make to Cerrillos Rd.*

- 6) **CoSF Comment:** Page 7 Safety Analysis the most recent 3 years were evaluated. This should be 5 years as determined by the COSF.

***TW Response:*** Safety Analysis was updated to be 5 years.

- 7) **CoSF Comment:** Page 7 Cerrillos Rd./ST. Francis Dr. first sentence should read 117 crashes. Also since rear end collisions are the major contributing factor and paragraph discussing possible mitigation measures should be included.

***TW Response:*** Total crashes was updated to reflect the request of 5-year analysis. According to the AASHTOWare Safety Transportation Program, rear-end collision only accounted for 11% of the total crashes reported. The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, no additional traffic safety recommendations are provided.

- 8) **CoSF Comment:** Page 8 The Crash Summary Table provided shall be included with all of the required information. The table provided is only partial. Also since rear end collisions are the major contributing factor and paragraph discussing possible mitigation measures should be included.

***TW Response:*** Received table format and all required information from the CoSF. Safety analysis was updated. According to the AASHTOWare Safety Transportation Program, rear-end collision only accounted for 11% of the total crashes reported. The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, no additional traffic safety recommendations are provided. Please see pages 8 of the report.

- 9) **CoSF Comment:** Page 9 The Crash Summary Table provided shall be included with all of the required information. The table provided is only partial.

***TW Response:*** Received table format and all required information from the CoSF. Safety analysis was updated. Please see page 8 of the report.

10) **CoSF Comment:** Page 15 Need to show 2027 data first or is this a typo? Also Need to reevaluate with correct Rt. In/Rt. Out Configuration for Driveway B which isn't even shown.

**TW Response:** *Image in question has been fixed.*

11) **CoSF Comment:** Page 16 Where are the rest of the intersections? And Driveway B needs to be evaluated as a Rt In/Rt. Out.

**TW Response:** *Driveway B is now being evaluated as a Right- In only driveway. Five intersections are analyzed in this study, and all are shown in the reference section; see pages 17 through 20 of the report.*

12) **CoSF Comment:** Page 17 the year 2027 needs to be shown first

**TW Response:** *This has been fixed. See page 17 of the report.*

13) **CoSF Comment:** Page 18 Driveway B needs to be evaluated as a Rt. In/Rt. Out

**TW Response:** *Driveway B is now being evaluated as a Right- In only driveway.*

14) **CoSF Comment:** Table 4 2027 AM Peak Hour shows a 520-foot queue length. Why is this so high from the No Build since delay is about the same?

**TW Response:** *The 95th-percentile queue length for the NO BUILD scenario is 515 ft, and for the BUILD scenario it is 520 ft. The formula used in the spreadsheet for that row was not copied correctly. All Synchro summary tables have been checked and corrected as needed.*

15) **CoSF Comment:** Page 28 Driveway B needs to be evaluated as a Rt. In/Rt. Out.

**TW Response:** *Driveway B is now being evaluated as a Right- In only driveway.*

16) **CoSF Comment:** Table 12 Driveway B needs to be evaluated as a Rt. In/Rt. Out.

**TW Response:** *Driveway B is now being evaluated as a Right- In only driveway.*

17) **CoSF Comment:** Page 30 Driveway B needs to be evaluated as a Rt. In/Rt. Out.

**TW Response:** *Driveway B is now being evaluated as a Right- In only driveway.*

18) **CoSF Comment:** Page 30 The proposed Driveway A WB Deceleration Lane shall reflect the NMDOT design.

**TW Response:** *WB deceleration lane was revised to reflect the NMDOT design. See page 32 and A-107 of the report and appendix.*

19) **CoSF Comment:** Driveway B needs to be evaluated as a Rt. In/Rt. Out.

**TW Response:** *Driveway B is now being evaluated as a Right- In only driveway.*

20) **CoSF Comment:** Page 37 Potential mitigations to address rear end collisions shall be included since they are the major contributing factor.

**TW Response:** *The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, no additional traffic safety recommendations are provided. Please see pages 8 of the report.*

21) **CoSF Comment:** Page 37 Recommendations Driveway B needs to be evaluated as a Rt. In/Rt. Out.

**TW Response:** *Driveway B is now being evaluated as a Rt. In only driveway.*

Accompanying this letter is the revised draft Final Traffic Impact Analysis including the requested adjustments for your review.

Please call me if you have any additional comments or questions regarding the responses presented, pertaining to the subject of the traffic impact study.

Sincerely,



Terry O. Brown, P.E.

JN: 2025080  
RRB/JL/TB/JN

Enclosure/s: Marriott Hotel – Santa Fe Final Traffic Impact Analysis  
City of Santa Fe Transmittal Letter



**Marriott Hotel – Santa Fe**

(1000 Cerrillos Rd.)

**Traffic Impact Analysis**

November 25, 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) 858-3100



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) 858-3100

**Presented to:**  
City of Santa Fe

Prepared for:  
Titan Development  
6300 Riverside Plaza Lane NW,  
Ste. 200,  
Albuquerque, NM 87120

Marriott Hotel – Santa Fe  
(1000 Cerrillos Rd.)  
Final Traffic Impact Analysis

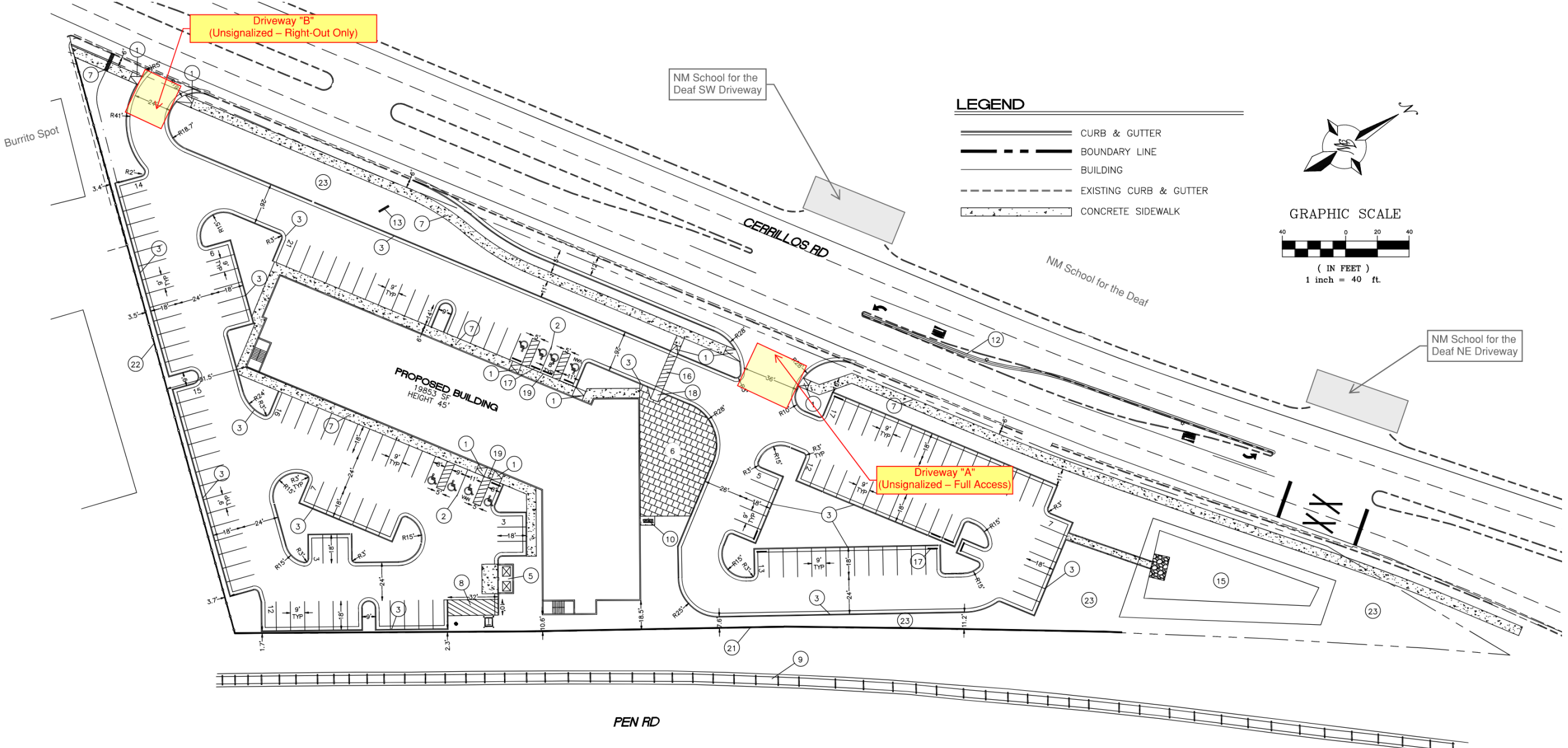
Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to evaluate transportation conditions before and after the construction of the proposed Marriott Hotel development, assess the project’s impact on the adjacent transportation system, and recommend mitigation measures as needed. The study examines two scenarios: NO BUILD and BUILD for both the 2027 implementation year and the 2037 horizon year. This study has been prepared in accordance with the requirements of the City of Santa Fe (CoSF) Traffic Engineering Department and the scoping meeting held on August 12, 2025.

The project is located within Santa Fe, New Mexico, at 1000 Cerrillos Rd., between St. Francis Drive and Cordova Road, and across the street from the New Mexico School for the Deaf. A vicinity map is provided below.



The project proposes a 150-unit hotel to be built in one phase, with analysis years 2027 (implementation) and 2037 (horizon). The site will have two access points: Driveway “A,” a full-access driveway about 700-ft northeast of Cordova Rd., and Driveway “B,” about 265-ft northeast of Cordova Rd., proposed to operate as a right-out only. See the site plan below. There are two businesses on the site currently and traffic from these businesses are included in the traffic counts that were collected for this study. However, to evaluate the worst-case scenario this traffic study does not reduce the potential traffic expected to be generated by the new hotel to account for the existing traffic at the site.



A summary of the trips expected to be generated by 150-units commercial development, based on the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, is presented below.

## *Marriott Hotel (1000 Cerrillos Rd.)*

### 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      |           |
| <b>Summary Sheet</b>       |           |                |           |                |           |           |
|                            | Units     |                |           |                |           |           |
| Hotel (310)                | 150       | 1,202          | 38        | 30             | 42        | 41        |
| <b>Total Primary Trips</b> |           |                | <b>38</b> | <b>30</b>      | <b>42</b> | <b>41</b> |

The study area includes two signalized intersections and three unsignalized intersections are listed below:

1. Cerrillos Rd. / St Francis Dr. (Signalized – Full Access except NB and SB Left Turns are prohibited)
2. Cerrillos Rd. / Cordova Rd. (Signalized – Full Access)
3. Cerrillos Rd. / NM School for the Deaf North Driveway (Unsignalized – Full Access)
4. Cerrillos Rd. / NM School for the Deaf South Driveway / Driveway “A” – (Unsignalized – Full Access)
5. Cerrillos Rd. / Driveway “B” (Unsignalized – Proposed as a Right-Out Only)

The analysis of the study area for this project was performed using Synchro 12 software (version 12.2.5.31). The results presented in this Traffic Impact Study are based on HCM7 (Highway Capacity Manual, 7th Edition) reports generated from Synchro 12. A summary of the analysis results is provided in the following table:

### Executive Summary Results Table

| Intersection No. / Name  | Intersection Operation | Case Evaluation               | Implementation Year (2027) Conditions |                         | Horizon Year (2037) Conditions |                         |
|--|------------------------|-------------------------------|---------------------------------------|-------------------------|--------------------------------|-------------------------|
|  |                        |                               | AM Peak LOS - Delay (s)               | PM Peak LOS - Delay (s) | AM Peak LOS - Delay (s)        | PM Peak LOS - Delay (s) |
| 1 Cerrillos Rd. / St Francis Dr.   | Signalized             | <i>No Build (Exist. Geo.)</i> | C - 28.4                              | D - 35.2                | C - 30.8                       | D - 38.0                |
|  |                        | <i>Build (Pro. Geo.)</i>      | C - 28.6                              | D - 35.5                | C - 31.0                       | D - 38.3                |
| 2 Cerrillos Rd. / Cordova Rd.  | Signalized             | <i>No Build (Exist. Geo.)</i> | B - 13.5                              | B - 15.7                | B - 14.5                       | B - 16.7                |
|  |                        | <i>Build (Pro. Geo.)</i>      | B - 13.8                              | B - 16.1                | B - 14.9                       | B - 17.1                |
| 3 Cerrillos Rd. / NM School for the Deaf Northeast Driveway                | Unsignalized           | <i>No Build (Exist. Geo.)</i> | B - 11.8                              | C - 15.9                | B - 12.3                       | C - 17.0                |
|  |                        | <i>Build (Pro. Geo.)</i>      | B - 11.8                              | C - 16.1                | B - 12.4                       | C - 17.2                |
| 4 Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A” | Unsignalized           | <i>No Build (Exist. Geo.)</i> | B - 12.7                              | C - 16.8                | B - 13.3                       | C - 18.7                |
|  |                        | <i>Build (Pro. Geo.)</i>      | C - 22.5                              | C - 21.6                | D - 25.5                       | C - 24.3                |
| 5 Cerrillos Rd. / Driveway “B”   | Unsignalized           | <i>No Build (Exist. Geo.)</i> | N/A                                   | N/A                     | N/A                            | N/A                     |
|  |                        | <i>Build (Pro. Geo.)</i>      | B - 12.1                              | B - 11.7                | B - 12.6                       | B - 12.2                |

The proposed Marriott Hotel development is anticipated to have minimal impact on the adjacent transportation system in both the 2027 Implementation Year and the 2037 Horizon Year under the BUILD scenario. Traffic analysis confirms that intersection operations within the study area are expected to remain at LOS “D” or better, consistent with the thresholds defined in the CoSF TIA Guidelines. At the two signalized study intersections the addition of anticipated hotel traffic will not change the LOS for either the 2027 or 2037 No Build scenarios and will result in a maximum increase in delay at these two intersections of 0.4 seconds. Crash history indicates a low crash frequency; therefore, given the limited increase in project-generated trips, no safety mitigation measures are warranted.

The access design analysis determined the following:

- A westbound left-turn deceleration lane on Cerrillos Rd. at the northeast access (Driveway “A”) is warranted based on the CoSF TIS Guidelines, with corresponding design recommendations provided below.
- An eastbound right-turn deceleration lane on Cerrillos Rd. at the northeast access (Driveway “A”) is warranted based on the CoSF TIS Guidelines, with corresponding design recommendations provided below.
- The southwest access (Driveway “B”) is recommended to operate as a right-out only driveway to minimize potential vehicle conflict points.

During turning movement counts at Cerrillos Rd. / St. Francis St., it was observed that eastbound queuing on Cerrillos Rd. backed up to the proposed main driveway of the Marriott (also serving the School for the Deaf) coinciding with the passage of the Rail Runner through the signalized intersection. As traffic volumes continue to grow over time, this issue is expected to worsen. During these periods, westbound traffic on Cerrillos Rd. may be unable to turn left into the main driveway, potentially resulting in complaints to the City and/or NMDOT.

In addition, the multimodal review identified a deficiency along Cerrillos Road, where the Pedestrian Level of Traffic Stress (PLTS) is classified as Level 4; related improvement recommendations are provided below.

- All design and construction of the project shall maintain adequate sight distances at driveways and intersections to the extent possible.
- Frontage Improvements
  - Construct a sidewalk along the project frontage in accordance with CoSF design standards for a four-lane Major Arterial, providing a minimum 5-ft setback and a 6-ft sidewalk width.
- Intersection #3: Cerrillos Rd. / NM School for the Deaf Northeast Driveway
  - Extend the existing eastbound left-turn lane to contain a storage length of 136-ft plus a 148/150 reverse-curve transition per NMDOT CN S100681.
- Intersection #4: Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A”
  - Shall operate as an unsignalized full-access driveway.
  - Extend the existing westbound left-turn deceleration lane to contain a storage length of 70-ft plus 150/148-ft reverse-curve transition per NMDOT CN S100681.
  - Construct an eastbound right turn deceleration lane to include a storage length of 120-ft plus 150/150-ft reverse-curve transition.
- Intersection #5: Cerrillos Rd. / Driveway “B”
  - Shall operate as an unsignalized right-out only driveway.

# Table of Contents

|  |           |
|--|-----------|
| <b>EXECUTIVE SUMMARY .....</b>   | <b>1</b>  |
| TABLE OF CONTENTS.....   | 5         |
| LIST OF FIGURES.....   | 6         |
| LIST OF TABLES .....   | 6         |
| <b>INTRODUCTION .....</b>  | <b>1</b>  |
| <b>DESCRIPTION OF PROPOSED DEVELOPMENT .....</b>   | <b>1</b>  |
| <b>STUDY AREA CONDITIONS .....</b>   | <b>4</b>  |
| STUDY AREA DEFINITION .....  | 4         |
| EXISTING LAND USE.....   | 4         |
| OTHER KNOWN DEVELOPMENT ACTIVITY.....  | 4         |
| EXISTING ROADWAY SYSTEM CHARACTERISTICS.....   | 5         |
| TRAFFIC CONTROL DEVICES .....  | 7         |
| DESIRED LEVEL OF SERVICES PER REVIEWING AGENCY .....   | 7         |
| <b>ANALYSIS OF EXISTING CONDITIONS .....</b>   | <b>7</b>  |
| SAFETY ANALYSIS .....  | 7         |
| <i>Cerrillos Rd. / St Francis Dr.</i> .....  | 7         |
| <i>Cerrillos Rd. / Cordova Rd.</i> .....   | 9         |
| <b>ANALYSIS OF IMPLEMENTATION YEAR AND HORIZON YEAR CONDITIONS .....</b>                               | <b>11</b> |
| BACKGROUND TRAFFIC.....  | 11        |
| TRIP GENERATION .....  | 11        |
| TRIP DISTRIBUTION AND ASSIGNMENT.....  | 12        |
| TRAFFIC ANALYSIS .....   | 16        |
| <i>Intersection #1: Cerrillos Rd. / St Francis Dr.</i> .....   | 21        |
| <i>Intersection #2: Cerrillos Rd. / Cordova Rd.</i> .....  | 24        |
| <i>Intersection #3: Cerrillos Rd. / NM School for the Deaf Northeast Driveway</i> .....                | 26        |
| <i>Intersection #4: Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway "A"</i> ..... | 28        |
| <i>Intersection #5: Cerrillos Rd. / Driveway "B"</i> .....   | 30        |
| ACCESS DESIGN SPECIFICATIONS.....  | 32        |
| <b>MULTIMODAL REVIEW .....</b>   | <b>36</b> |
| BICYCLE EVALUATION.....  | 36        |
| PEDESTRIAN EVALUATION .....  | 38        |
| REGIONAL AND/OR CITY TRANSIT COORDINATION .....  | 39        |
| <b>SUMMARY OF DEFICIENCIES AND IMPACTS.....</b>  | <b>40</b> |
| <b>RECOMMENDATIONS .....</b>   | <b>40</b> |
| <b>APPENDICES.....</b>   | <b>42</b> |
| Site Information .....   | A-1       |
| Background Growth. ....  | A-2       |
| Trip Generation .....  | A-6       |
| 2027 Turning Movement Counts.....  | A-8       |
| 2037 Turning Movement Counts.....  | A-20      |
| 2027 Intersection Analysis .....   | A-32      |
| 2037 Intersection Analysis .....   | A-52      |
| Traffic Data .....   | A-72      |

## List of Figures

|  |    |
|--|----|
| FIGURE 1 - VICINITY MAP.....   | 1  |
| FIGURE 2 - SITE PLAN.....  | 3  |
| FIGURE 3 - PORTION OF THE SANTA FE MPO ROADWAY CLASSIFICATION MAP.....             | 6  |
| FIGURE 4 - PORTION OF THE SANTA FE MPO BIKEWAY AND TRAILS MAP.....                 | 6  |
| FIGURE 5 - TRIP DISTRIBUTION MAP (%).....  | 13 |
| FIGURE 6 - TRIP ASSIGNMENT MAP (% ENTERING).....                                   | 14 |
| FIGURE 7 - TRIP ASSIGNMENT MAP (% EXITING).....                                    | 15 |
| FIGURE 8 - 2027 LANES/ VOLUME ANALYSIS MAPS: INTERSECTIONS 1 - 4.....              | 17 |
| FIGURE 9 - 2027 LANES/ VOLUME ANALYSIS MAPS: INTERSECTIONS 5.....                  | 18 |
| FIGURE 10 - 2037 LANES/ VOLUME ANALYSIS MAPS: INTERSECTIONS 1 - 4.....             | 19 |
| FIGURE 11 - 2037 LANES/ VOLUME ANALYSIS MAPS: INTERSECTIONS 5.....                 | 20 |
| FIGURE 12 - AREIAL IMAGE: INTERSECTION #1.....                                     | 21 |
| FIGURE 13 - AREIAL IMAGE: INTERSECTION #2.....                                     | 24 |
| FIGURE 14 - AREIAL IMAGE: INTERSECTION #3.....                                     | 26 |
| FIGURE 15 - AREIAL IMAGE: INTERSECTION #4.....                                     | 28 |
| FIGURE 16 - AREIAL IMAGE: INTERSECTION #5.....                                     | 30 |
| FIGURE 17 - PROPOSED DRIVEWAY "A" WB LEFT TURN DECELERATION LANE.....              | 32 |
| FIGURE 18 - RIGHT TURN LANE CRITERIA: DRIVEWAY "A".....                            | 33 |
| FIGURE 19 - PROPOSED DRIVEWAY "A" EB RIGHT TURN DECELERATION LANE.....             | 33 |
| FIGURE 20 - 4-LEG INTERSECTION CONFLICT POINTS.....                                | 34 |
| FIGURE 21 - CONFLICT POINTS WITH RAISED MEDIAN.....                                | 34 |
| FIGURE 22 - PERCENTAGE OF CRASHES BY MOVEMENT.....                                 | 35 |
| FIGURE 23 - PROPOSED DRIVEWAY "B".....   | 35 |
| FIGURE 24 - BICYCLE LEVEL OF TRAFFIC STRESS: SEGMENTS WITH A BICYCLE FACILITY..... | 37 |
| FIGURE 25 - BICYCLE LEVEL OF TRAFFIC STRESS: MIXED TRAFFIC SEGMENTS.....           | 37 |
| FIGURE 26 - PEDESTRIAN LEVEL OF TRAFFIC: SEGMENTS.....                             | 38 |
| FIGURE 27 - CITY OF SANTA FE TRANSIT ROUTE 6 MAP.....                              | 39 |

## List of Tables

|   |    |
|---|----|
| TABLE 1 - CRASH DATA SUMMARY: CERRILLOS RD. / ST FRANCIS DR.....  | 8  |
| TABLE 2 - CRASH DATA SUMMARY: CERRILLOS RD. / CORDOVA RD. ....  | 10 |
| TABLE 3 - TRIP GENERATION.....  | 12 |
| TABLE 4 - 2027 SYNCHRO SUMMARY - CERRILLOS RD. / ST FRANCIS DR. ....  | 22 |
| TABLE 5 - 2037 SYNCHRO SUMMARY - CERRILLOS RD. / ST FRANCIS DR. ....  | 22 |
| TABLE 6 - 2027 SYNCHRO SUMMARY - CERRILLOS RD. / CORDOVA RD. ....   | 25 |
| TABLE 7 - 2037 SYNCHRO SUMMARY - CERRILLOS RD. / CORDOVA RD. ....   | 25 |
| TABLE 8 - 2027 SYNCHRO SUMMARY - CERRILLOS RD. / NM SCHOOL FOR THE DEAF NE DRIVEWAY.....                    | 27 |
| TABLE 9 - 2037 SYNCHRO SUMMARY - CERRILLOS RD. / NM SCHOOL FOR THE DEAF NE DRIVEWAY.....                    | 27 |
| TABLE 10 - 2027 SYNCHRO SUMMARY - CERRILLOS RD. / NM SCHOOL FOR THE DEAF SOUTH DRIVEWAY / DRIVEWAY "A"..... | 29 |
| TABLE 11 - 2037 SYNCHRO SUMMARY - CERRILLOS RD. / NM SCHOOL FOR THE DEAF SOUTH DRIVEWAY / DRIVEWAY "A"..... | 29 |
| TABLE 12 - 2027 SYNCHRO SUMMARY - CERRILLOS RD. / DRIVEWAY "B".....   | 31 |
| TABLE 13 - 2037 SYNCHRO SUMMARY - CERRILLOS RD. / DRIVEWAY "B".....   | 31 |

# Marriott Hotel – Santa Fe (1000 Cerrillos Rd.) Final Traffic Impact Analysis

## Introduction

The purpose of this Traffic Impact Analysis (TIA) is to evaluate transportation conditions before and after the construction of the proposed Marriott Hotel development, assess the project's impact on the adjacent transportation system, and recommend mitigation measures as needed. The study examines two scenarios: NO BUILD and BUILD for both the 2027 implementation year and the 2037 horizon year. This study has been prepared in accordance with the requirements of the City of Santa Fe (CoSF) Traffic Engineering Department and the scoping meeting held on August 12, 2025.

## Description of Proposed Development

The project is located within Santa Fe, New Mexico, at 1000 Cerrillos Rd., between St. Francis Drive and Cordova Road. A vicinity map is provided below.



Figure 1 - Vicinity Map

The proposed commercial development consists of a hotel with 150 units, to be constructed in a single phase. This study evaluates an implementation year of 2027 and a horizon year of 2037.

The subject site is currently zoned C2 (PUD General Commercial), with no plans for rezoning. Currently the site has four driveways. Two of the existing driveways are very wide, one is 78-ft

and the other is 85-ft wide. The hotel project is proposing two driveways, as follows:

- Driveway “A” – An existing full-access driveways on both sides of Cerrillos Road, approximately 700-ft northeast of Cordova Road (centerline to centerline) the driveway to the northwest is for the New Mexico School of the Deaf and the driveway to the southeast is for the proposed project. The driveways are currently stop controlled and will remain that way with the completion of the proposed project.
- Driveway “B” – A driveway on the southeast side of Cerrillos Rd., approximately 265-ft northeast of Cordova Rd. (centerline to centerline). This driveway currently operates as a right-in/right-out access but is proposed as a right-out only.

The site plan showing the proposed access intersections/driveways is presented below (see Appendix Page A-1, for the full site plan).

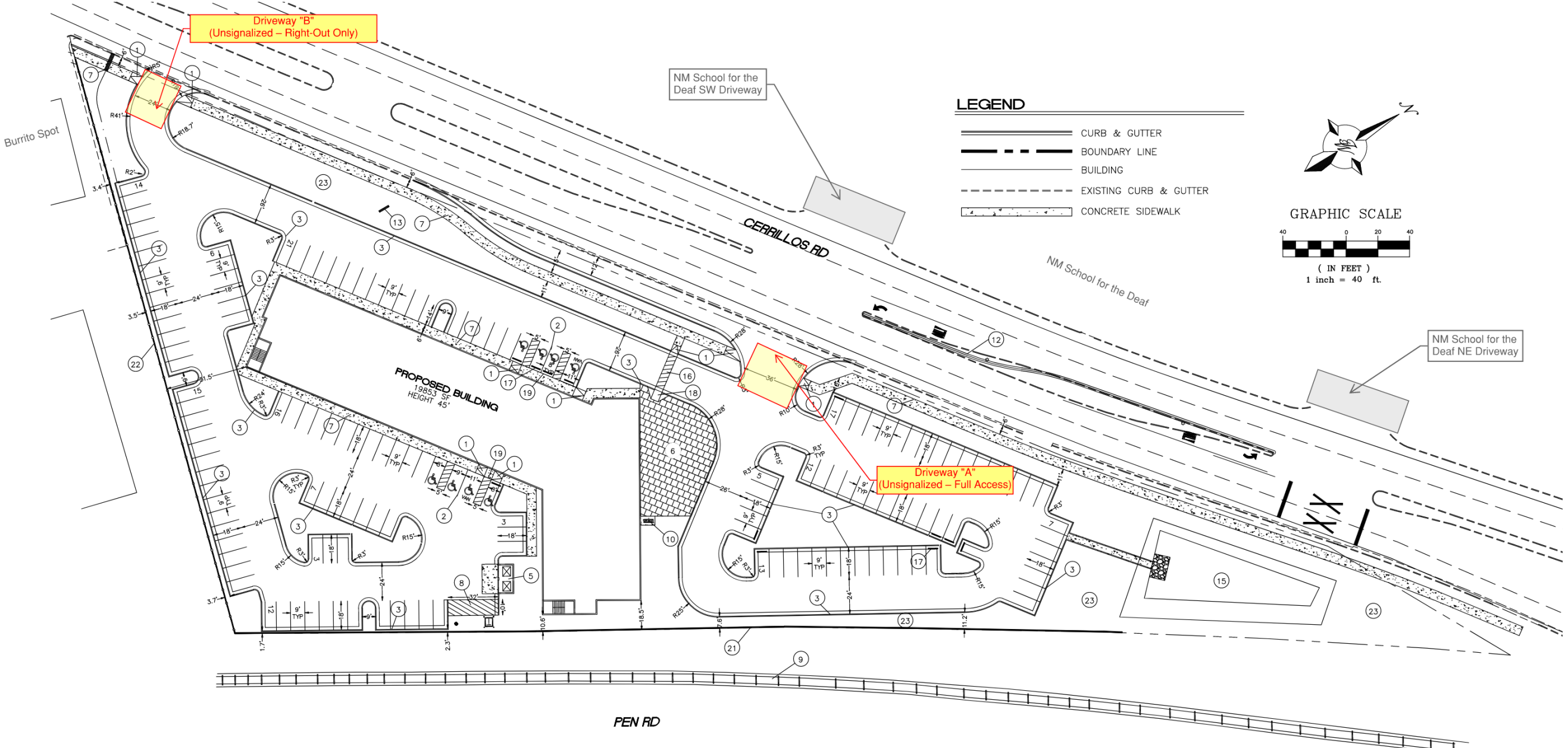


Figure 2 - Site Plan

## Study Area Conditions

### Study Area Definition

The traffic impact analysis scoping meeting was held on August 12, 2025. Attendees included Leroy Pacheco and Phil Gallegos (City of Santa Fe); Jennifer Jenkins and Margaret Ambrosino (Jenkins-Gavin), Ian Robertson, Rafael Castellanos, Josh Rogers (Titan); Ron Bohannon, Derek Bohannon, Jay Nelson, and Terry Brown (Tierra West, LLC).

During the meeting, it was determined that the study area would include the two signalized intersections and three unsignalized intersections that are listed below:

1. Cerrillos Rd. / St Francis Dr. (Signalized – Full Access except NB and SB Left Turns on St. Francis Dr. are prohibited)
2. Cerrillos Rd. / Cordova Rd. (Signalized – Full Access)
3. Cerrillos Rd. / NM School for the Deaf North Driveway (Unsignalized – Full Access)
4. Cerrillos Rd. / NM School for the Deaf South Driveway / Driveway “A” – (Unsignalized – Full Access)
5. Cerrillos Rd. / Driveway “B” (Unsignalized – Proposed as a Right-Out Only)

It was agreed that the implementation year for the project would be 2027 and the horizon year would be 2037. Analysis in the TIS complies with the requirements established in the Scoping Letter (See Appendix Pages A-105 through A-106).

### Existing Land Use

The subject site is currently developed with a furniture store and a tour guide agency. Surrounding parcels within the study area are fully developed with the following:

- New Mexico School for the Deaf – An existing school serving children and youth from birth to age 21, located on Cerrillos Rd., directly across from the subject property.
- Burrito Spot – An existing sit-down restaurant with a drive-thru located off Cerrillos Rd., adjacent to the subject property on the southwest side.

### Other Known Development Activity

New Mexico Department of Transportation Construction Plans CN S100681 – Plans are in place, pending funding, for NM 14 (Cerrillos Road) and adjacent side streets from mile post (MP) 52.04 to MP 53.71. The project includes roadway reconstruction, new traffic signals, overhead lighting, ITS, bus stop improvements (including a new pullout at Second Street), storm drain upgrades, utility relocations, sidewalks, ADA and bicycle facilities, landscaping, retaining walls, access management, new signs and pavement markings, and temporary traffic control during construction.

## Existing Roadway System Characteristics

The Santa Fe MPO roadway classification map and bikeway/trails map, shown below, were used in the analysis. The roadway classifications and characteristics within the study area are as follows:

Cerrillos Rd. is classified as a **Principal Arterial** with a posted speed limit of 35 mph. It is generally a four-lane urban roadway with curb and gutter and 12-ft raised median. 6-ft sidewalks are provided on the northwest side of the roadway, while 6-ft bike lanes are provided on both sides. The bike lanes extend approximately 950 ft northeast of Cordova Rd., after which the roadway transitions to a designated shared bike/vehicle lane with higher traffic volumes and speeds.

The current NMDOT plans (CN S100681) show the following modifications along Cerrillos Rd.:

- Extend existing westbound left-turn lane at Cerrillos Rd. / Cordova Rd.
- Extend existing westbound left-turn lane into Driveway "A" to contain 70-ft of storage and a 150/148-ft reverse-curve transition.
- Extend existing eastbound left-turn lane into NM School for the Deaf NW Driveway to contain 136-ft of storage and a 150/148-ft reverse-curve transition.

St Francis Dr. is classified as a **Principal Arterial** with a posted speed of 35 MPH. It is generally a six-lane urban roadway with curb and gutter and 3-ft raised median. 6-ft sidewalks are provided on both sides of the roadway. No bike lanes are present.

Cordova Rd. is classified as a **Minor Arterial** with a posted speed limit of 35 mph. It is generally a two-lane urban roadway with curb and gutter and a 12-to-13-foot striped median. There is a 6-ft sidewalk on the north side of the road and a 4-ft sidewalk on the south side. The roadway is designated as a shared bike/vehicle lane with higher traffic volumes and speeds.

# Legend

## FUNCTIONAL CLASSIFICATION

- 1 - Interstate
- 3 - Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- Unclassified Roads
- Adjusted Urbanized Area [2013]
- City Boundary
- Tesuque Pueblo
- Agua Fria Traditional Village
- MPO Planning Area
- Santa Fe County Boundary

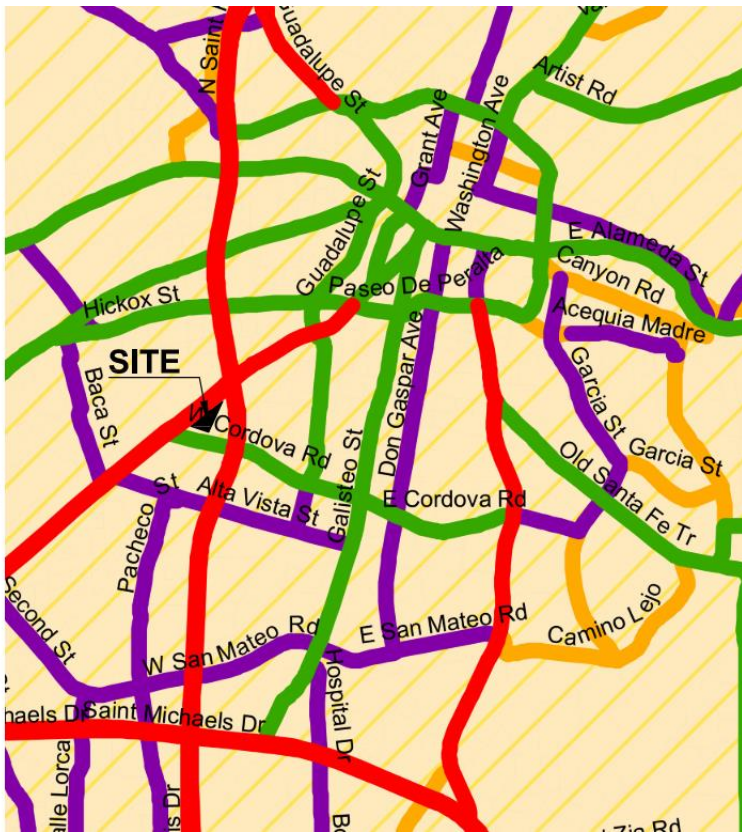


Figure 3 - Portion of the Santa Fe MPO Roadway Classification Map

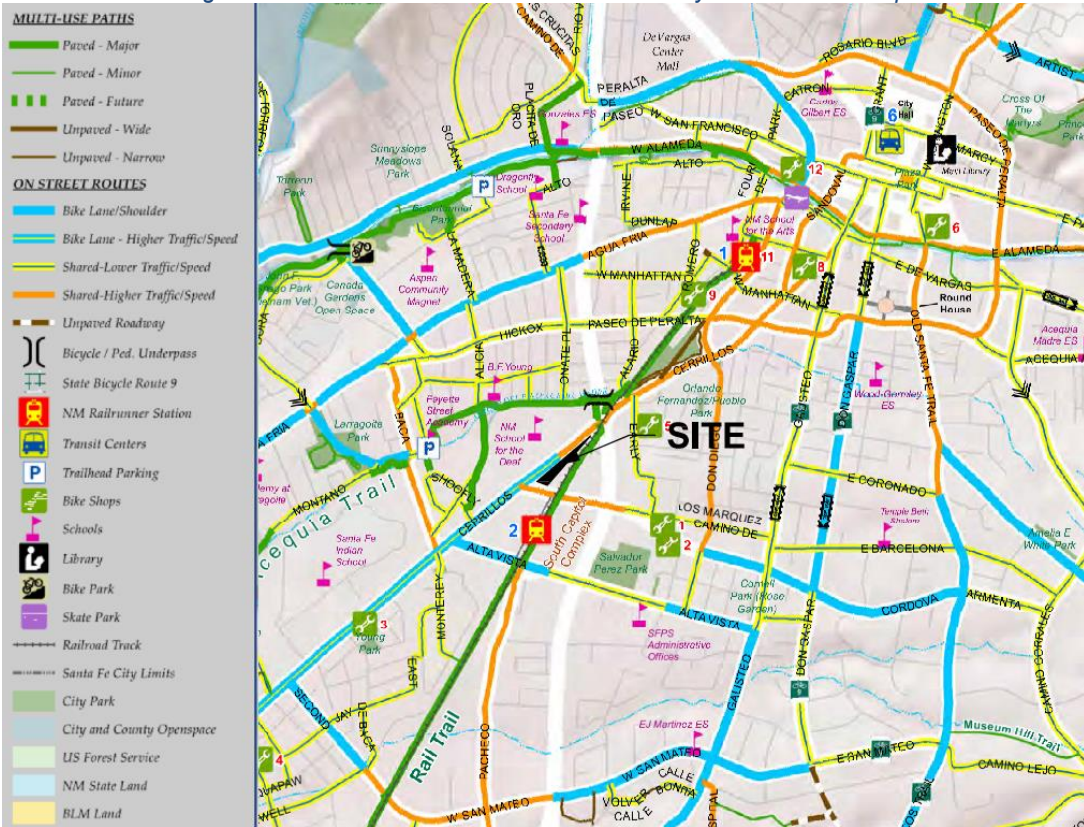


Figure 4 - Portion of the Santa Fe MPO Bikeway and Trails Map

## Traffic Control Devices

Signal timing data for Cerrillos Rd. / St Francis Dr. and Cerrillos Rd. / Cordova Rd. was provided by the CoSF and used in the analysis. The detailed traffic signal timing data is presented in the Appendix on Pages A-80 through A-104.

## Desired Level of Services Per Reviewing Agency

According to the City of Santa Fe, roadways and intersections within the study area must be analyzed with and without the proposed development to assess potential impacts on level of service (LOS) and safety. If an intersection is projected to operate at LOS E or worse, alternatives to mitigate these impacts must be evaluated and documented as part of the study. LOS E may be considered acceptable for left-turn and side-street movements at signalized intersections, provided the overall intersection operates at LOS D or better. For unsignalized movements operating at LOS E or worse, mitigation should be identified if queue lengths exceed available storage or spacing and/or if volume-to-capacity ratios exceed 1.0, indicating congestion concerns.

## Analysis of Existing Conditions

Traffic volumes (turning movement counts) were collected at the intersections targeted for analysis in this study in August 2025 (while school was still in session) and are included on Appendix Pages A – 72 through A - 75. The counts were collected from 7:00 – 9:00 AM and 4:00 – 6:00 PM as directed by the City of Santa Fe in the TIS scoping meeting.

The implementation year for this project is only two years in the future, and the annual growth rate used is 1%. Accordingly, the implementation year NO BUILD analysis should closely approximate the existing conditions analysis. Therefore, a separate existing conditions analysis was not performed.

## Safety Analysis

As requested by CoSF, the most recent five years (2019 through 2023) of available Crash data for study area was obtained from the New Mexico Department of Transportation's (NMDOT's) AASHTOWare Safety Transportation Program. Below is a summary of the intersections that include some of the pertinent data and the graph of the top ten contributing factors and Crash Severity.

### Cerrillos Rd. / St Francis Dr.

As shown in Table 1, a total of 186 crashes were recorded, and less than 1% involved pedestrians. The data indicates an increase in crashes from 2019 to 2023; however, due to the COVID-19 pandemic occurring during most of the analyzed years, the growth trend is inconclusive. A majority of the crashes were front-to-rear, **resulting in rear-end collisions, which accounted for approximately 11% of the total crashes reported.** Most crashes occurred during daylight hours and resulted in property damage only (74%), with no fatalities.

The main contributing factors identified were “other improper driving” (148 crashes) and “following too closely” (66 crashes). Using traffic count data from NMDOT, **the crash rate for the intersection is approximately 1.61 crashes per million entering vehicles (MEV).**

The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, **no additional traffic safety recommendations are provided.**

Table 1 - Crash Data Summary: Cerrillos Rd. / St Francis Dr.

| Cerrillos Rd. / St Francis Dr. |   |            |
|--------------------------------|---|------------|
| 5 - Year (2019-2023)           |   |            |
| <b>Total Crashes</b>           |   | <b>186</b> |
| Pedestrian Involved            |   | 1          |
| <b>By Year</b>                 | 2023  | 51         |
|                                | 2022  | 41         |
|                                | 2021  | 25         |
|                                | 2020  | 26         |
|                                | 2019  | 43         |
| <b>By Type of Crash</b>        | Front-to-Rear   | 52         |
|                                | Not Available   | 43         |
|                                | Sideswipe   | 21         |
|                                | Front-to-Side   | 12         |
|                                | Front-to-Front  | 2          |
|                                | Other Vehicle - From Opposite Direction                 | 0%         |
|                                | Other Vehicle - From Same Direction/Both Going Straight | 3%         |
|                                | Other Vehicle - From Same Direction/Rear End Collisions | 11%        |
| <b>By Lighting Conditions</b>  | Day   | 149        |
|                                | Dawn/Dusk   | 2          |
|                                | Dark  | 33         |
|                                | Not Specified   | 2          |
|                                | % Dark + Dawn/Dusk                                      | 19%        |
| <b>KABCO Crash Severity</b>    | O(Property Damage Only)                                 | 138        |
|                                | C(Possible Injury)                                      | 37         |
|                                | B (Minor Injury)  | 11         |
|                                | K (Fatal)   | 0          |
|                                | A (Serious Injury)                                      | 0          |
|                                | % Property Damage                                       | 74%        |
|                                | % Injury/Fatality                                       | 26%        |
| <b>Contributing Factor</b>     | Alcohol/Drugs   | 7          |
|                                | Animal  | 0          |
|                                | Avoid No Contact - Vehicle                              | 6          |
|                                | Disregarded Traffic Signal                              | 8          |
|                                | Driver Inattention                                      | 25         |
|                                | Excessive Speed   | 2          |
|                                | Failed to Yield Right of Way                            | 11         |
|                                | Following too Closely                                   | 66         |
|                                | Improper Lane Change                                    | 24         |
|                                | Made Improper Turn                                      | 3          |
|                                | Other - No Driver Error                                 | 27         |
|                                | Speed Too Fast for Conditions                           | 1          |
|                                | Other Improper Driving                                  | 148        |
|                                | Other Mechanical Defect                                 | 4          |
|                                | % Driver Inattention                                    | 7%         |
|                                | % Following too Closely                                 | 18%        |
|                                | % Diregarded Traffic Signal                             | 2%         |
| % Failed to Yield              | 3%  |            |

## Cerrillos Rd. / Cordova Rd.

As shown in Table 2, a total of 64 crashes were recorded, and only one involved pedestrians. The data indicates an increase in crashes from 2019 to 2023; however, due to the COVID-19 pandemic occurring during most of the analyzed years, the growth trend is inconclusive. A majority of the crashes were front-to-rear, **resulting in rear-end collisions, which accounted for approximately 8% of the total crashes reported.** Most crashes occurred during daylight hours and resulted in property damage only (66%), with no fatalities.

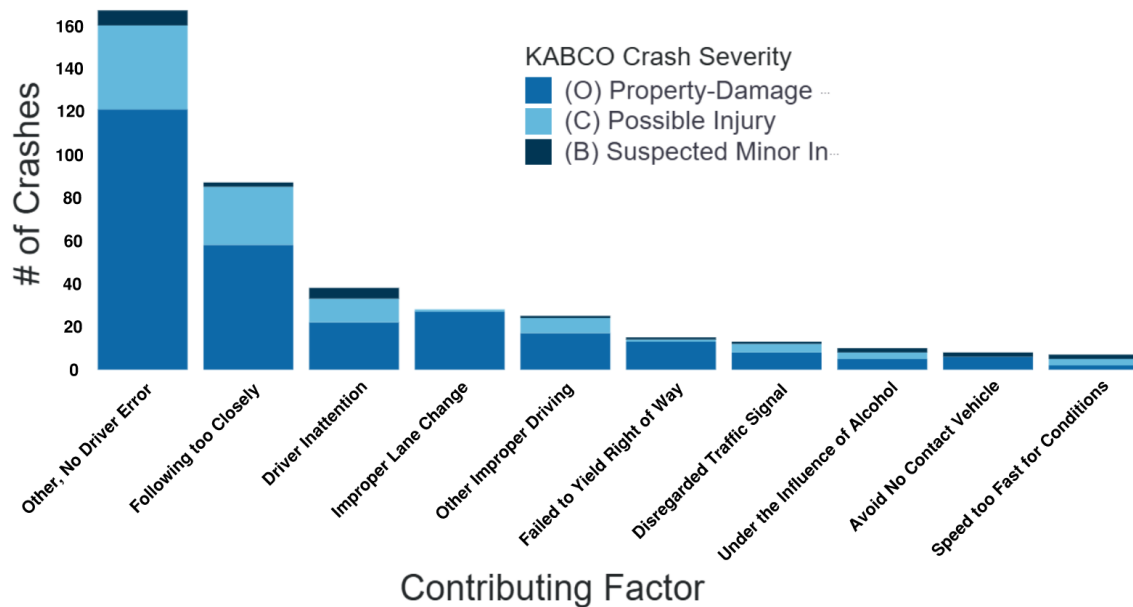
The main contributing factors identified were “other – no driver error” (49 crashes) and “following too closely” (22 crashes). Using traffic count data from NMDOT, the **crash rate for the intersection is approximately 1.84 crashes per million entering vehicles (MEV).**

The crash history is not a result of the proposed development, which is expected to have minimal to no negative operational impact; therefore, **no additional traffic safety recommendations are provided.**

Table 2 - Crash Data Summary: Cerrillos Rd. / Cordova Rd.

| Cerrillos Rd. / Cordova Rd.<br>5 - Year (2019-2023) |   |           |
|---|---|-----------|
| <b>Total Crashes</b>                                |   | <b>64</b> |
| Pedestrian Involved                                 |   | 1         |
| <b>By Year</b>                                      | 2023  | 20        |
|   | 2022  | 9         |
|   | 2021  | 14        |
|   | 2020  | 8         |
|   | 2019  | 13        |
| <b>By Type of Crash</b>                             | Front-to-Rear   | 24        |
|   | Not Available   | 13        |
|   | Front-to-Side   | 6         |
|   | Sideswipe   | 4         |
|   | Front-to-Front  | 1         |
|   | Other Vehicle - From Opposite Direction                 | 0%        |
|   | Other Vehicle - From Same Direction/Both Going Straight | 5%        |
|   | Other Vehicle - From Same Direction/Rear End Collisions | 8%        |
| <b>By Lighting Conditions</b>                       | Day   | 53        |
|   | Dawn/Dusk   | 5         |
|   | Dark  | 6         |
|   | Not Specified   | 0         |
|   | Percent Dark + Dawn/Dusk                                | 17%       |
| <b>KABCO Crash Severity</b>                         | O(Property Damage Only)                                 | 42        |
|   | C(Possible Injury)                                      | 19        |
|   | B (Minor Injury)  | 3         |
|   | K (Fatal)   | 0         |
|   | A (Serious Injury)                                      | 0         |
|   | % Property Damage                                       | 66%       |
| % Injury/Fatality                                   | 34%   |           |
| <b>Contributing Factor</b>                          | Alcohol/Drugs   | 4         |
|   | Animal  | 0         |
|   | Avoid No Contact - Vehicle                              | 2         |
|   | Disregarded Traffic Signal                              | 5         |
|   | Driver Inattention                                      | 13        |
|   | Excessive Speed   | 1         |
|   | Failed to Yield Right of Way                            | 4         |
|   | Following too Closely                                   | 22        |
|   | Improper Lane Change                                    | 4         |
|   | Made Improper Turn                                      | 1         |
|   | Other - No Driver Error                                 | 49        |
|   | Speed Too Fast for Conditions                           | 3         |
|   | Other Improper Driving                                  | 5         |
|   | Other Mechanical Defect                                 | 0         |
|   | % Driver Inattention                                    | 11%       |
|   | % Following too Closely                                 | 18%       |
|   | % Diregarded Traffic Signal                             | 4%        |
| % Failed to Yield                                   | 3%  |           |

Please see the Top 10 Contributing Factors and Crash Severity chart that includes both intersections analyzed within the five-year period below.



## Analysis of Implementation Year and Horizon Year Conditions

### Background Traffic

Background traffic volumes were calculated by applying an annual background growth rate to existing traffic counts. This growth rate, used for both the implementation year and the horizon year, was derived from an analysis of AAWDT volumes from the NMDOT Traffic Count Data System (TCDS) for the period 2014–2024. The resulting trendline indicates a negative annual growth rate, which is likely attributable to the anomalous impacts of the pandemic on travel patterns in Santa Fe, where tourism plays a significant role in driving vehicle volumes. Statewide data show that vehicle travel dropped by as much as 41% at the height of restrictions in April 2020, with reductions persisting at around 18–20% by year’s end in central New Mexico.

Since then, recovery has been strong, with Santa Fe recording more than 3 million visitors in the most recent fiscal year, contributing to increases in both car and air travel. To reflect this rebound and ensure conservative, forward-looking planning that avoids underestimating future demand, a **1% annual growth rate** was applied in the traffic impact analysis, consistent with standard assumptions for recovering urban areas in the region.

### Trip Generation

A Marriott Hotel is proposed with 150-rooms. This analysis used ITE Land Use Code 310 to generate the average weekday traffic, along with the AM and PM Peak Hour project trips. According to the ITE Generation Manual, Hotel (ITE Land Use Code 310) is defined as: “a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities.”

A summary of the calculated trips expected to be generated by this project is shown in Table 3.

Table 3 - Trip Generation

## *Marriott Hotel (1000 Cerrillos Rd.)*

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

| USE (ITE CODE)              | 24 HR VOL    | A. M. PEAK HR. |             | P. M. PEAK HR. |             |
|-----------------------------|--------------|----------------|-------------|----------------|-------------|
| <i>DESCRIPTION</i>          | <i>GROSS</i> | <i>ENTER</i>   | <i>EXIT</i> | <i>ENTER</i>   | <i>EXIT</i> |
| <b><u>Summary Sheet</u></b> |              |                |             |                |             |
|                             | Units        |                |             |                |             |
| Hotel (310)                 | 150          | 1,202          | 38          | 30             | 42          |
| <b>Total Primary Trips</b>  |              |                | <b>38</b>   | <b>30</b>      | <b>42</b>   |

### Trip Distribution and Assignment

The distribution of project-generated trips was established based on observed travel patterns in the study area and the directional turn movements obtained from existing traffic count data.

The Trip Distribution Map and Trip Assignment Maps for the BUILD condition are provided in Figures Figure 5 – Figure 7 on the following pages.

# Marriott Hotel - Santa Fe, NM

(1000 Cerrillos Rd.)

Trip Distribution Map (%)

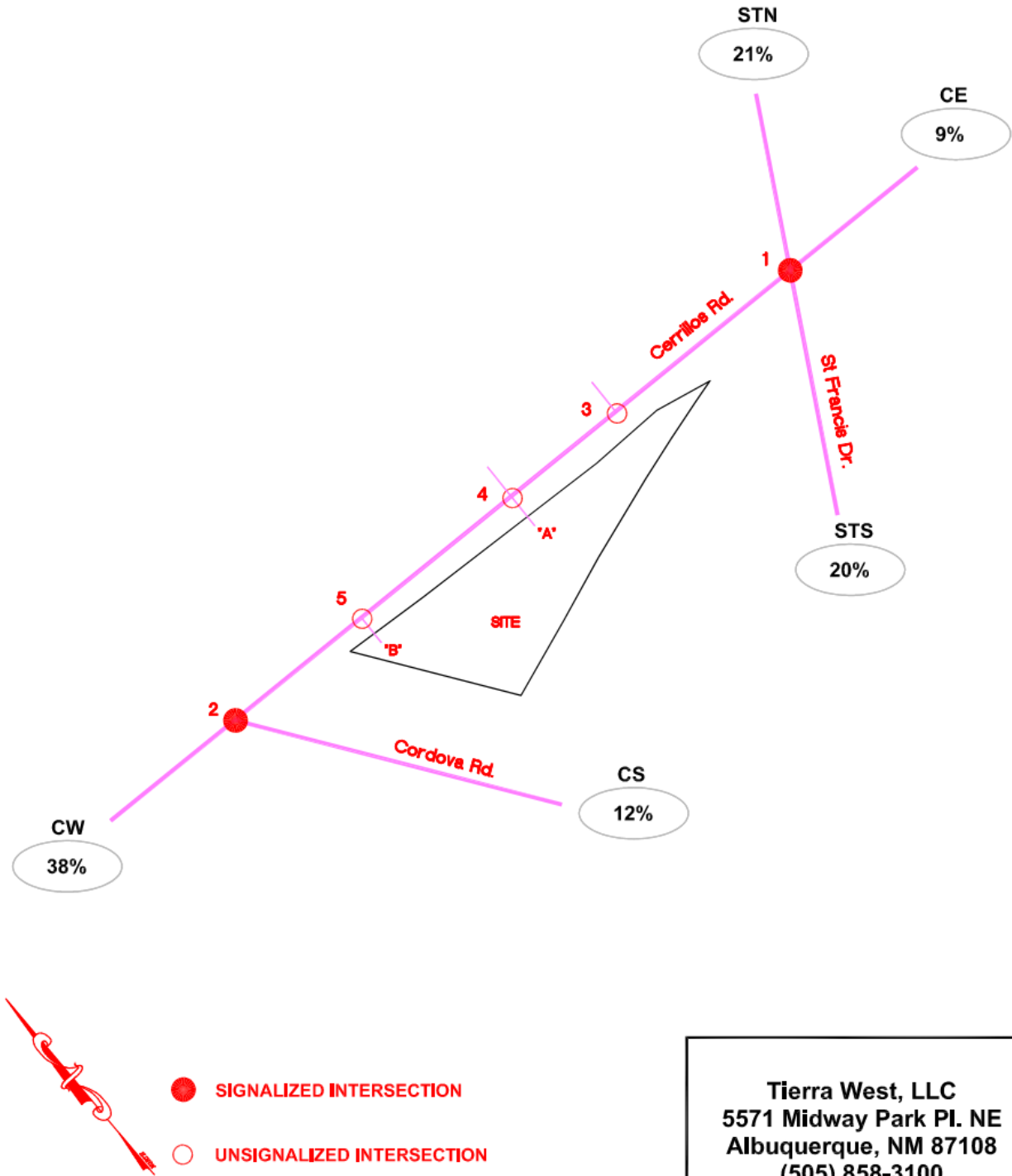
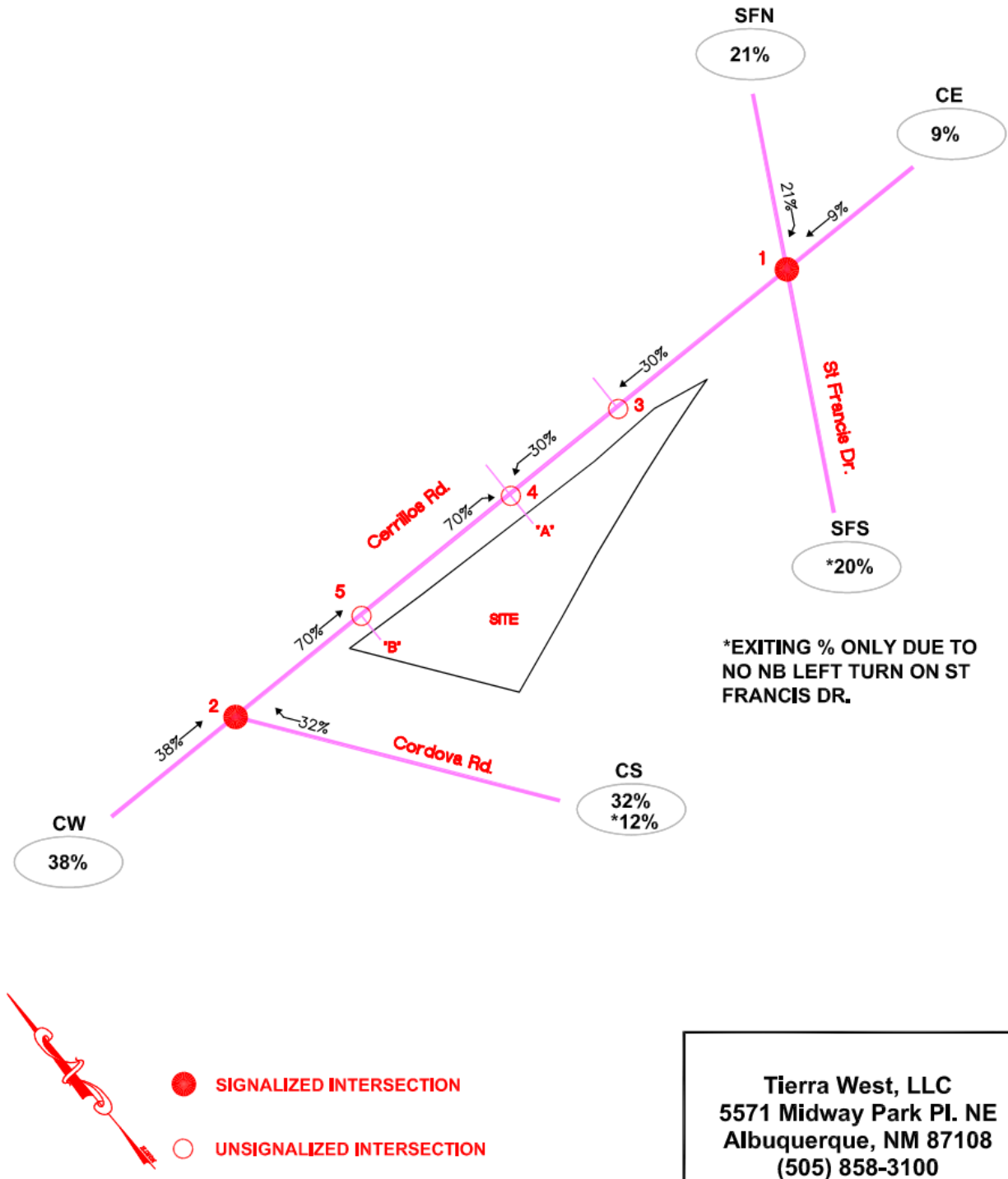


Figure 5 - Trip Distribution Map (%)

# Marriott Hotel - Santa Fe, NM

(1000 Cerrillos Rd.)

Trip Assignments (% Entering)



**Tierra West, LLC**  
 5571 Midway Park Pl. NE  
 Albuquerque, NM 87108  
 (505) 858-3100

Figure 6 - Trip Assignment Map (% Entering)

# Marriott Hotel - Santa Fe, NM

(1000 Cerrillos Rd.)

Trip Assignments (% Exiting)

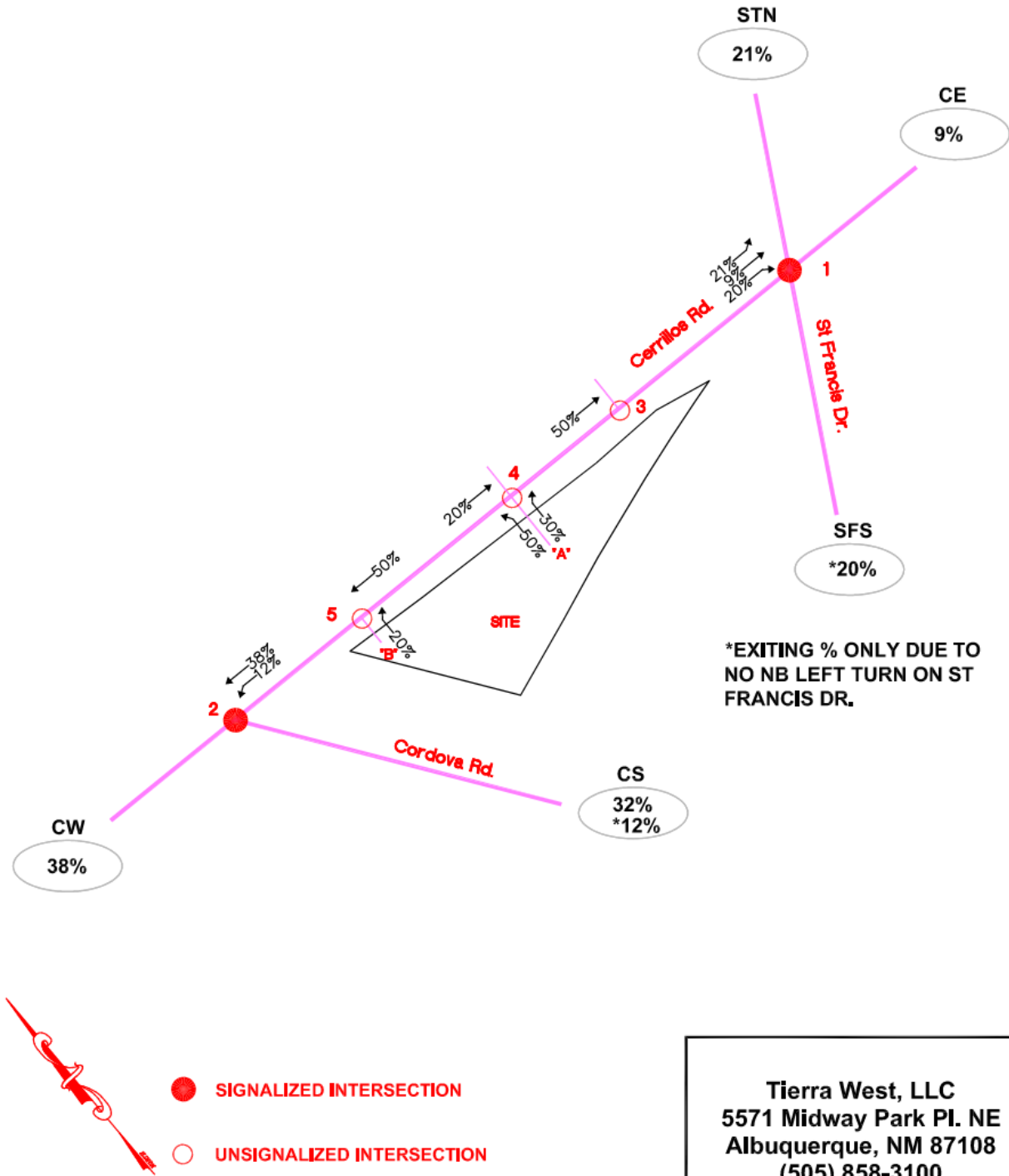


Figure 7 - Trip Assignment Map (% Exiting)

## Traffic Analysis

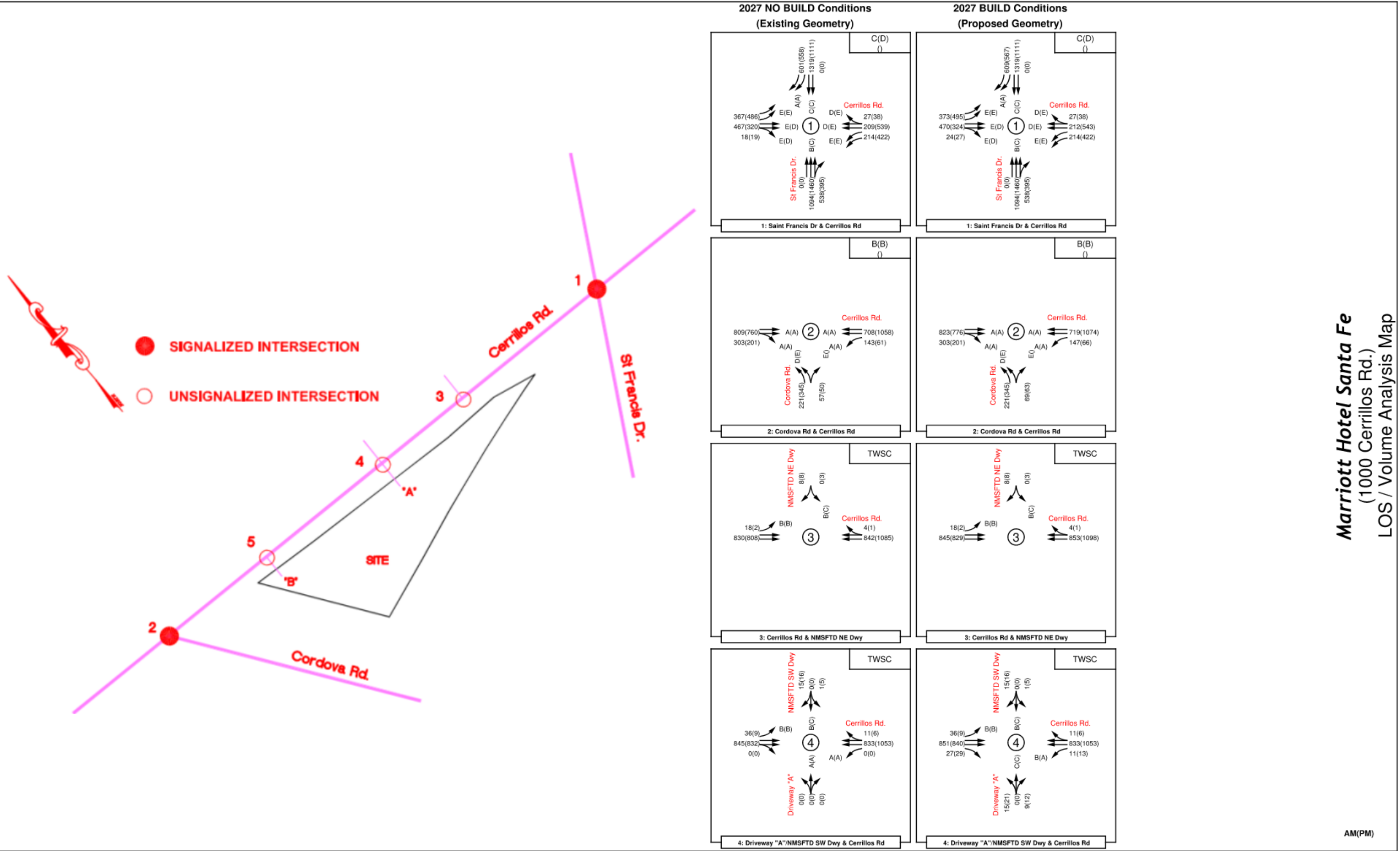
The 2027 and 2037 AM and PM Peak Hour NO BUILD, and BUILD traffic analysis was completed using the observed peak hour factor from the traffic courts. NO BUILD volumes were developed by adjusting existing traffic counts with background traffic growth. BUILD traffic volumes were calculated by adding project-generated trips to the NO BUILD volumes.

The projected turning movement worksheets are provided on Appendix Pages A-8 through A-31.

A capacity analysis was conducted for the following NO BUILD and BUILD conditions during both the AM and PM peak hours:

1. Implementation Year – 2027
2. Horizon Year – 2037

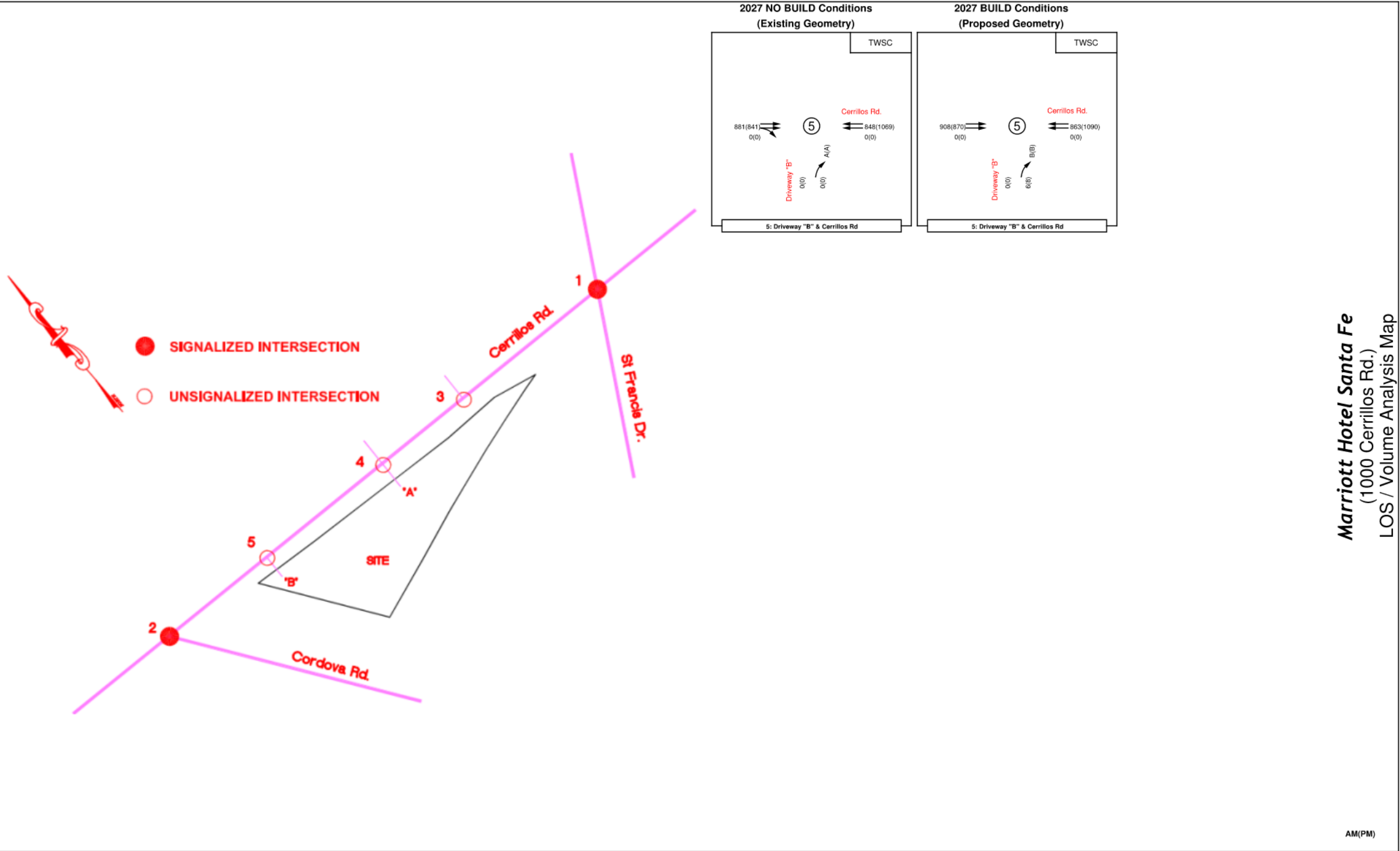
Synchro 12 (version 12.2.5.31) by Trafficware was used to perform capacity and queuing analyses using the HCM 7 methodology for both signalized and unsignalized intersections. The lane/volume analysis maps for the study intersections are provided below, with Figure 8 and Figure 9 presenting the information for the 2027 Implementation Year and Figure 10 and Figure 11 presenting the information for the 2037 Horizon Year.



**Marriott Hotel Santa Fe**  
 (1000 Cerrillos Rd.)  
 LOS / Volume Analysis Map

AM(PM)

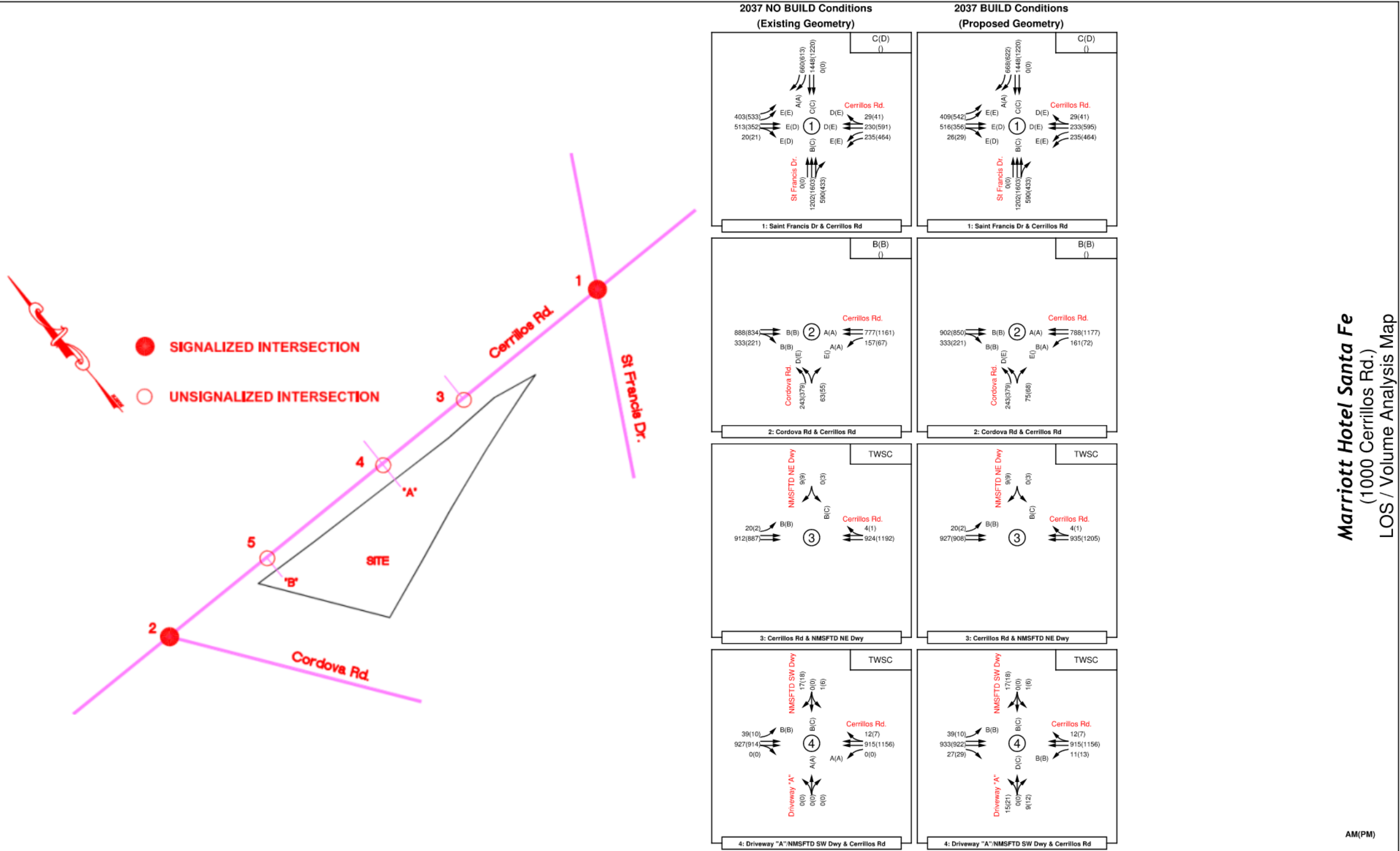
Figure 8 - 2027 Lanes/ Volume Analysis Maps: Intersections 1 - 4



**Marriott Hotel Santa Fe**  
 (1000 Cerrillos Rd.)  
 LOS / Volume Analysis Map

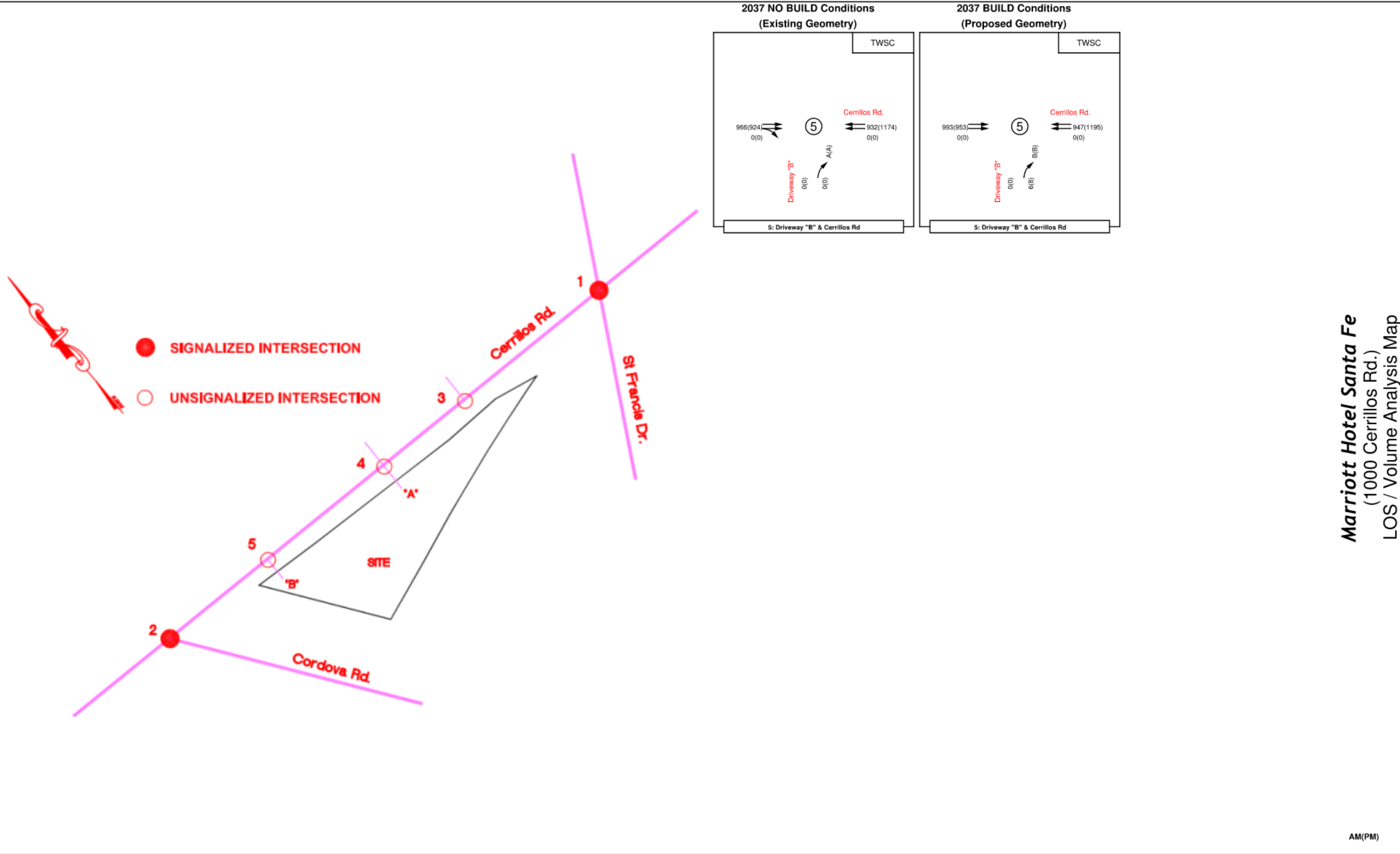
AM(PM)

Figure 9 - 2027 Lanes/ Volume Analysis Maps: Intersections 5



**Marriott Hotel Santa Fe**  
 (1000 Cerrillos Rd.)  
 LOS / Volume Analysis Map

Figure 10 - 2037 Lanes/ Volume Analysis Maps: Intersections 1 - 4



**Marriott Hotel Santa Fe**  
 (1000 Cerrillos Rd.)  
 LOS / Volume Analysis Map

AM(PM)

Figure 11 - 2037 Lanes/ Volume Analysis Maps: Intersections 5

Intersection #1: Cerrillos Rd. / St Francis Dr.



Figure 12 - Aerial Image: Intersection #1

The results of the 2027 and 2037 analysis of Cerrillos Rd. / St Francis Dr. (Signalized – Full Access except northbound and southbound left turns from St. Francis Dr. are prohibited) are summarized in Table 4 and Table 5, as well as attached in Appendix Pages A-32 through A-35 and A-52 through A-55.

Table 4 - 2027 Synchro Summary - Cerrillos Rd. / St Francis Dr.

Signalized

| 1: Saint Francis Dr & Cerrillos Rd<br>2027 Conditions | EB (Cerrillos Rd.) |      |      | WB (Cerrillos Rd.) |      |      | NB (Saint Francis Dr.) |       |     | SB (Saint Francis Dr.) |       |      |
|---|--------------------|------|------|--------------------|------|------|------------------------|-------|-----|------------------------|-------|------|
|   | L                  | T    | R    | L                  | T    | R    | L                      | T     | R   | L                      | T     | R    |
| Existing Lane Geometry                                | 2                  | 2>   |      | 2                  | 2>   |      |                        | 3>    |     |                        | 2     | 2    |
| Queueing Lane Length                                  | 270                |      | 310  | 290                |      | 365  |                        |       | 370 |                        |       | 470  |
| <b>AM Peak Hour</b>                                   |                    |      |      |                    |      |      |                        |       |     |                        |       |      |
| 2027 NO BUILD Conditions Volumes                      | 367                | 467  | 18   | 214                | 209  | 27   | 0                      | 1,094 | 538 | 0                      | 1,319 | 601  |
| V/C Ratio   | 0.84               | 0.83 | 0.83 | 0.78               | 0.57 | 0.58 | 0.00                   | 0.41  |     | 0.00                   | 0.72  | 0.33 |
| Level-of-Service                                      | E                  | E    | E    | E                  | D    | D    |                        | B     |     |                        | C     | A    |
| Control Delay (Seconds)                               | 56.0               | 57.1 | 56.9 | 58.2               | 51.8 | 52.0 | 0.0                    | 15.4  | 0.0 | 0.0                    | 21.4  | 7.5  |
| <b>Intersection LOS</b>                               | <b>C - 28.4</b>    |      |      |                    |      |      |                        |       |     |                        |       |      |
| 95th Percentile Queue (veh)                           | 10.2               | 12.9 | 13.3 | 6.5                | 6.6  | 6.9  | 0.0                    | 10.1  | 0.0 | 0.0                    | 20.6  | 5.5  |
| 95th Percentile Queue (ft)                            | 255                | 323  | 333  | 163                | 165  | 173  | 0                      | 253   | 0   | 0                      | 515   | 138  |
| 2027 BUILD Conditions Volumes                         | 373                | 470  | 24   | 214                | 212  | 27   | 0                      | 1,094 | 538 | 0                      | 1,319 | 609  |
| V/C Ratio   | 0.84               | 0.83 | 0.83 | 0.78               | 0.57 | 0.58 | 0.00                   | 0.42  |     | 0.00                   | 0.72  | 0.34 |
| Level-of-Service                                      | E                  | E    | E    | E                  | D    | D    |                        | B     |     |                        | C     | A    |
| Control Delay (Seconds)                               | 56.1               | 57.3 | 57.2 | 58.2               | 51.8 | 51.9 | 0.0                    | 15.6  | 0.0 | 0.0                    | 21.7  | 7.6  |
| <b>Intersection LOS</b>                               | <b>C - 28.6</b>    |      |      |                    |      |      |                        |       |     |                        |       |      |
| 95th Percentile Queue (veh)                           | 10.4               | 13.1 | 13.5 | 6.5                | 6.7  | 6.9  | 0.0                    | 10.1  | 0.0 | 0.0                    | 20.8  | 5.6  |
| 95th Percentile Queue (ft)                            | 260                | 328  | 338  | 163                | 168  | 173  | 0                      | 253   | 0   | 0                      | 520   | 140  |

PM Peak Hour

|                                  |                 |      |      |      |      |      |      |       |     |      |       |      |
|----------------------------------|-----------------|------|------|------|------|------|------|-------|-----|------|-------|------|
| 2027 NO BUILD Conditions Volumes | 486             | 320  | 19   | 422  | 539  | 38   | 0    | 1,460 | 395 | 0    | 1,111 | 558  |
| V/C Ratio                        | 0.89            | 0.47 | 0.47 | 0.87 | 0.88 | 0.88 | 0.00 | 0.55  |     | 0.00 | 0.60  | 0.29 |
| Level-of-Service                 | E               | D    | D    | E    | E    | E    |      | C     |     |      | C     | A    |
| Control Delay (Seconds)          | 66.3            | 47.5 | 47.6 | 64.5 | 70.5 | 70.5 | 0.0  | 20.5  | 0.0 | 0.0  | 21.9  | 7.3  |
| <b>Intersection LOS</b>          | <b>D - 35.2</b> |      |      |      |      |      |      |       |     |      |       |      |
| 95th Percentile Queue (veh)      | 14.4            | 9.0  | 9.3  | 12.6 | 17.0 | 17.4 | 0.0  | 15.6  | 0.0 | 0.0  | 18.2  | 5.2  |
| 95th Percentile Queue (ft)       | 360             | 225  | 233  | 315  | 425  | 435  | 0    | 390   | 0   | 0    | 455   | 130  |
| 2027 BUILD Conditions Volumes    | 495             | 324  | 27   | 422  | 543  | 38   | 0    | 1,460 | 395 | 0    | 1,111 | 567  |
| V/C Ratio                        | 0.89            | 0.48 | 0.48 | 0.87 | 0.88 | 0.88 | 0.00 | 0.55  |     | 0.00 | 0.60  | 0.30 |
| Level-of-Service                 | E               | D    | D    | E    | E    | E    |      | C     |     |      | C     | A    |
| Control Delay (Seconds)          | 66.5            | 47.3 | 47.4 | 64.5 | 70.7 | 70.7 | 0.0  | 20.8  | 0.0 | 0.0  | 22.3  | 7.4  |
| <b>Intersection LOS</b>          | <b>D - 35.5</b> |      |      |      |      |      |      |       |     |      |       |      |
| 95th Percentile Queue (veh)      | 14.6            | 9.2  | 9.5  | 12.6 | 17.1 | 17.6 | 0.0  | 15.7  | 0.0 | 0.0  | 18.3  | 5.4  |
| 95th Percentile Queue (ft)       | 365             | 230  | 238  | 315  | 428  | 440  | 0    | 393   | 0   | 0    | 458   | 135  |

Table 5 - 2037 Synchro Summary - Cerrillos Rd. / St Francis Dr.

Signalized

| 1: Saint Francis Dr & Cerrillos Rd<br>2037 Conditions | EB (Cerrillos Rd.) |      |      | WB (Cerrillos Rd.) |      |      | NB (Saint Francis Dr.) |       |     | SB (Saint Francis Dr.) |       |      |
|---|--------------------|------|------|--------------------|------|------|------------------------|-------|-----|------------------------|-------|------|
|   | L                  | T    | R    | L                  | T    | R    | L                      | T     | R   | L                      | T     | R    |
| Existing Lane Geometry                                | 2                  | 2>   |      | 2                  | 2>   |      |                        | 3>    |     |                        | 2     | 2    |
| Queueing Lane Length                                  | 270                |      | 310  | 290                |      | 365  |                        |       | 370 |                        |       | 470  |
| <b>AM Peak Hour</b>                                   |                    |      |      |                    |      |      |                        |       |     |                        |       |      |
| 2037 NO BUILD Conditions Volumes                      | 403                | 513  | 20   | 235                | 230  | 29   | 0                      | 1,202 | 590 | 0                      | 1,448 | 660  |
| V/C Ratio   | 0.85               | 0.84 | 0.85 | 0.80               | 0.59 | 0.60 | 0.00                   | 0.47  |     | 0.00                   | 0.82  | 0.37 |
| Level-of-Service                                      | E                  | E    | E    | E                  | D    | D    |                        | B     |     |                        | C     | A    |
| Control Delay (Seconds)                               | 56.8               | 58.6 | 58.4 | 58.5               | 51.2 | 51.4 | 0.0                    | 17.4  | 0.0 | 0.0                    | 26.5  | 8.2  |
| <b>Intersection LOS</b>                               | <b>C - 30.8</b>    |      |      |                    |      |      |                        |       |     |                        |       |      |
| 95th Percentile Queue (veh)                           | 11.1               | 14.1 | 14.6 | 7.1                | 7.3  | 7.5  | 0.0                    | 11.7  | 0.0 | 0.0                    | 25.2  | 6.5  |
| 95th Percentile Queue (ft)                            | 278                | 353  | 365  | 178                | 183  | 188  | 0                      | 293   | 0   | 0                      | 630   | 163  |
| 2037 BUILD Conditions Volumes                         | 409                | 516  | 26   | 235                | 233  | 29   | 0                      | 1,202 | 590 | 0                      | 1,448 | 668  |
| V/C Ratio   | 0.85               | 0.85 | 0.85 | 0.80               | 0.59 | 0.60 | 0.00                   | 0.47  |     | 0.00                   | 0.82  | 0.38 |
| Level-of-Service                                      | E                  | E    | E    | E                  | D    | D    |                        | B     |     |                        | C     | A    |
| Control Delay (Seconds)                               | 56.9               | 58.8 | 58.7 | 58.5               | 51.2 | 51.3 | 0.0                    | 17.6  | 0.0 | 0.0                    | 26.8  | 8.3  |
| <b>Intersection LOS</b>                               | <b>C - 31.0</b>    |      |      |                    |      |      |                        |       |     |                        |       |      |
| 95th Percentile Queue (veh)                           | 11.3               | 14.4 | 14.8 | 7.1                | 7.3  | 7.6  | 0.0                    | 11.7  | 0.0 | 0.0                    | 25.4  | 6.6  |
| 95th Percentile Queue (ft)                            | 283                | 360  | 370  | 178                | 183  | 190  | 0                      | 293   | 0   | 0                      | 635   | 165  |

PM Peak Hour

|                                  |                 |      |      |      |      |      |      |       |     |      |       |      |
|----------------------------------|-----------------|------|------|------|------|------|------|-------|-----|------|-------|------|
| 2037 NO BUILD Conditions Volumes | 533             | 352  | 21   | 464  | 591  | 41   | 0    | 1,603 | 433 | 0    | 1,220 | 613  |
| V/C Ratio                        | 0.90            | 0.48 | 0.49 | 0.88 | 0.90 | 0.90 | 0.00 | 0.63  |     | 0.00 | 0.69  | 0.33 |
| Level-of-Service                 | E               | D    | D    | E    | E    | E    |      | C     |     |      | C     | A    |
| Control Delay (Seconds)          | 67.9            | 46.4 | 46.5 | 65.6 | 74.0 | 73.9 | 0.0  | 24.2  | 0.0 | 0.0  | 26.3  | 8.2  |
| <b>Intersection LOS</b>          | <b>D - 38.0</b> |      |      |      |      |      |      |       |     |      |       |      |
| 95th Percentile Queue (veh)      | 15.7            | 9.6  | 9.9  | 13.7 | 18.8 | 19.3 | 0.0  | 18.6  | 0.0 | 0.0  | 21.9  | 6.3  |
| 95th Percentile Queue (ft)       | 393             | 240  | 248  | 343  | 470  | 483  | 0    | 465   | 0   | 0    | 548   | 158  |
| 2037 BUILD Conditions Volumes    | 542             | 356  | 29   | 464  | 595  | 41   | 0    | 1,603 | 433 | 0    | 1,220 | 622  |
| V/C Ratio                        | 0.90            | 0.49 | 0.50 | 0.88 | 0.90 | 0.90 | 0.00 | 0.64  |     | 0.00 | 0.70  | 0.33 |
| Level-of-Service                 | E               | D    | D    | E    | E    | E    |      | C     |     |      | C     | A    |
| Control Delay (Seconds)          | 68.3            | 46.3 | 46.3 | 65.6 | 74.3 | 74.2 | 0.0  | 24.5  | 0.0 | 0.0  | 26.7  | 8.3  |
| <b>Intersection LOS</b>          | <b>D - 38.3</b> |      |      |      |      |      |      |       |     |      |       |      |
| 95th Percentile Queue (veh)      | 16.0            | 9.9  | 10.2 | 13.7 | 18.9 | 19.4 | 0.0  | 18.7  | 0.0 | 0.0  | 22.1  | 6.4  |
| 95th Percentile Queue (ft)       | 400             | 248  | 255  | 343  | 473  | 485  | 0    | 468   | 0   | 0    | 553   | 160  |

The 2027 implementation analysis for Cerrillos Rd. / St Francis Dr., presented in Table 4, indicates that the overall intersection LOS and delays are expected to remain within acceptable ranges under all conditions analyzed. While certain individual movements operate at a LOS lower than “D,” comparison with the NO BUILD condition shows that the **LOS remains unchanged and delays vary only marginally** (less than one second) due to the minimal traffic contribution from the proposed development. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / St Francis Dr., presented in Table 5, indicates that the overall intersection LOS and delays are expected to remain within acceptable ranges under all conditions analyzed. While certain individual movements operate at a LOS lower than “D,” comparison with the NO BUILD condition shows that the **LOS remains unchanged and delays vary only marginally** (less than one second) due to the minimal traffic contribution from the proposed development. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

While the calculated 95th percentile queue length at this intersection remains within acceptable limits, the periodic passage of the Rail Runner train (approximately once per hour) is expected to occasionally cause queues exceeding the 95th percentile during affected signal cycles. This condition is discussed in greater detail in the Access Design Specifications section beginning on Page 32 of this report.

Based on the results of the analyses above for the Cerrillos Rd. / St Francis Dr. intersection, **no improvements or mitigation measures are recommended at this location from an operational standpoint.**

Intersection #2: Cerrillos Rd. / Cordova Rd.



Figure 13 - Aerial Image: Intersection #2

The results of the 2027 and 2037 analysis of Cerrillos Rd. / Cordova Rd. (Signalized – Full Access) are summarized in Table 6 and Table 7, as well as attached in Appendix Pages A-36 through A-39 and A-56 through A-59.

Table 6 - 2027 Synchro Summary - Cerrillos Rd. / Cordova Rd.

Signalized

| 2: Cordova Rd & Cerrillos Rd<br>2027 Conditions | EB (Cerrillos Rd.) |      |      | WB (Cerrillos Rd.) |      |   | NB (Cordova Rd.) |   |      |
|---|--------------------|------|------|--------------------|------|---|------------------|---|------|
|   | L                  | T    | R    | L                  | T    | R | L                | T | R    |
| Existing Lane Geometry                          |                    | 2>   |      | 1                  | 2    |   | 2>               |   |      |
| Queuing Lane Length                             |                    |      |      | 130                |      |   |                  |   |      |
| <b>AM Peak Hour</b>                             |                    |      |      |                    |      |   |                  |   |      |
| 2027 NO BUILD Conditions Volumes                |                    | 809  | 303  | 143                | 708  |   | 221              |   | 57   |
| V/C Ratio                                       |                    | 0.49 | 0.50 | 0.41               | 0.28 |   | 0.71             |   | 0.83 |
| Level-of-Service                                |                    | A    | A    | A                  | A    |   | D                |   | E    |
| Control Delay (Seconds)                         |                    | 9.3  | 9.4  | 7.1                | 3.6  |   | 54.9             |   | 60.1 |
| <b>Intersection LOS</b>                         | <b>B - 13.5</b>    |      |      |                    |      |   |                  |   |      |
| 95th Percentile Queue (veh)                     |                    | 11.1 | 10.9 | 1.6                | 3.6  |   | 8.2              |   | 8.8  |
| 95th Percentile Queue (ft)                      |                    | 278  | 273  | 40                 | 90   |   | 205              |   | 220  |
| 2027 BUILD Conditions Volumes                   |                    | 823  | 303  | 147                | 719  |   | 221              |   | 69   |
| V/C Ratio                                       |                    | 0.50 | 0.51 | 0.43               | 0.28 |   | 0.72             |   | 0.83 |
| Level-of-Service                                |                    | A    | A    | A                  | A    |   | D                |   | E    |
| Control Delay (Seconds)                         |                    | 9.6  | 9.8  | 7.6                | 3.7  |   | 54.7             |   | 59.9 |
| <b>Intersection LOS</b>                         | <b>B - 13.8</b>    |      |      |                    |      |   |                  |   |      |
| 95th Percentile Queue (veh)                     |                    | 11.5 | 11.2 | 1.7                | 3.8  |   | 8.5              |   | 9.1  |
| 95th Percentile Queue (ft)                      |                    | 288  | 280  | 43                 | 95   |   | 213              |   | 228  |

PM Peak Hour

|                                  |                 |      |      |      |       |  |      |  |      |
|----------------------------------|-----------------|------|------|------|-------|--|------|--|------|
| 2027 NO BUILD Conditions Volumes |                 | 760  | 201  | 61   | 1,058 |  | 345  |  | 50   |
| V/C Ratio                        |                 | 0.41 | 0.41 | 0.15 | 0.40  |  | 0.85 |  | 0.00 |
| Level-of-Service                 |                 | A    | A    | A    | A     |  | E    |  |      |
| Control Delay (Seconds)          |                 | 8.7  | 8.8  | 5.4  | 5.0   |  | 63.3 |  |      |
| <b>Intersection LOS</b>          | <b>B - 15.7</b> |      |      |      |       |  |      |  |      |
| 95th Percentile Queue (veh)      |                 | 9.9  | 9.7  | 0.7  | 7.7   |  | 11.8 |  | 0.0  |
| 95th Percentile Queue (ft)       |                 | 248  | 243  | 18   | 193   |  | 295  |  | 0    |
| 2027 BUILD Conditions Volumes    |                 | 776  | 201  | 66   | 1,074 |  | 345  |  | 63   |
| V/C Ratio                        |                 | 0.42 | 0.42 | 0.16 | 0.41  |  | 0.86 |  | 0.00 |
| Level-of-Service                 |                 | A    | A    | A    | A     |  | E    |  |      |
| Control Delay (Seconds)          |                 | 9.1  | 9.1  | 5.7  | 5.2   |  | 93.5 |  |      |
| <b>Intersection LOS</b>          | <b>B - 16.1</b> |      |      |      |       |  |      |  |      |
| 95th Percentile Queue (veh)      |                 | 10.2 | 10.1 | 0.8  | 7.9   |  | 12.2 |  | 0.0  |
| 95th Percentile Queue (ft)       |                 | 255  | 253  | 20   | 198   |  | 305  |  | 0    |

Table 7 - 2037 Synchro Summary - Cerrillos Rd. / Cordova Rd.

Signalized

| 2: Cordova Rd & Cerrillos Rd<br>2037 Conditions | EB (Cerrillos Rd.) |      |      | WB (Cerrillos Rd.) |      |   | NB (Cordova Rd.) |   |      |
|---|--------------------|------|------|--------------------|------|---|------------------|---|------|
|   | L                  | T    | R    | L                  | T    | R | L                | T | R    |
| Existing Lane Geometry                          |                    | 2>   | 0    | 1                  | 2    |   | 2>               |   | 0    |
| Queuing Lane Length                             |                    |      |      | 130                |      |   |                  |   |      |
| <b>AM Peak Hour</b>                             |                    |      |      |                    |      |   |                  |   |      |
| 2037 NO BUILD Conditions Volumes                |                    | 888  | 333  | 157                | 777  |   | 243              |   | 63   |
| V/C Ratio                                       |                    | 0.55 | 0.56 | 0.50               | 0.31 |   | 0.72             |   | 0.84 |
| Level-of-Service                                |                    | B    | B    | A                  | A    |   | D                |   | E    |
| Control Delay (Seconds)                         |                    | 10.9 | 11.1 | 9.8                | 4.1  |   | 54.0             |   | 59.5 |
| <b>Intersection LOS</b>                         | <b>B - 14.5</b>    |      |      |                    |      |   |                  |   |      |
| 95th Percentile Queue (veh)                     |                    | 13.2 | 13.0 | 2.3                | 4.5  |   | 8.8              |   | 9.5  |
| 95th Percentile Queue (ft)                      |                    | 330  | 325  | 58                 | 113  |   | 220              |   | 238  |
| 2037 BUILD Conditions Volumes                   |                    | 902  | 333  | 161                | 788  |   | 243              |   | 75   |
| V/C Ratio                                       |                    | 0.56 | 0.57 | 0.52               | 0.31 |   | 0.72             |   | 0.84 |
| Level-of-Service                                |                    | B    | B    | B                  | A    |   | D                |   | E    |
| Control Delay (Seconds)                         |                    | 11.3 | 11.6 | 10.5               | 4.2  |   | 53.8             |   | 59.2 |
| <b>Intersection LOS</b>                         | <b>B - 14.9</b>    |      |      |                    |      |   |                  |   |      |
| 95th Percentile Queue (veh)                     |                    | 13.7 | 13.5 | 2.6                | 4.7  |   | 9.1              |   | 9.8  |
| 95th Percentile Queue (ft)                      |                    | 343  | 338  | 65                 | 118  |   | 228              |   | 245  |

PM Peak Hour

|                                  |                 |      |      |      |       |  |      |  |      |
|----------------------------------|-----------------|------|------|------|-------|--|------|--|------|
| 2037 NO BUILD Conditions Volumes |                 | 834  | 221  | 67   | 1,161 |  | 379  |  | 55   |
| V/C Ratio                        |                 | 0.45 | 0.46 | 0.18 | 0.45  |  | 0.86 |  | 0.00 |
| Level-of-Service                 |                 | B    | B    | A    | A     |  | E    |  |      |
| Control Delay (Seconds)          |                 | 10.0 | 10.0 | 6.5  | 5.8   |  | 64.1 |  |      |
| <b>Intersection LOS</b>          | <b>B - 16.7</b> |      |      |      |       |  |      |  |      |
| 95th Percentile Queue (veh)      |                 | 11.5 | 11.3 | 0.9  | 9.1   |  | 12.9 |  | 0.0  |
| 95th Percentile Queue (ft)       |                 | 288  | 283  | 23   | 228   |  | 323  |  | 0    |
| 2037 BUILD Conditions Volumes    |                 | 850  | 221  | 72   | 1,177 |  | 379  |  | 68   |
| V/C Ratio                        |                 | 0.46 | 0.46 | 0.20 | 0.46  |  | 0.87 |  | 0.00 |
| Level-of-Service                 |                 | B    | B    | A    | A     |  | E    |  |      |
| Control Delay (Seconds)          |                 | 10.3 | 10.4 | 6.8  | 6.1   |  | 64.4 |  |      |
| <b>Intersection LOS</b>          | <b>B - 17.1</b> |      |      |      |       |  |      |  |      |
| 95th Percentile Queue (veh)      |                 | 11.9 | 11.7 | 1.0  | 9.4   |  | 13.2 |  | 0.0  |
| 95th Percentile Queue (ft)       |                 | 298  | 293  | 25   | 235   |  | 330  |  | 0    |

The 2027 implementation analysis for Cerrillos Rd. / Cordova Rd., presented in Table 6, indicates that the overall intersection LOS and delays are expected to remain within acceptable ranges under all conditions analyzed. While the northbound Cordova Rd. individual movements operate at a LOS lower than “D,” comparison with the NO BUILD condition shows that **the LOS remains unchanged and delays vary only marginally** (less than one second) due to the minimal traffic contribution from the proposed development. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / Cordova Rd., presented in Table 7, indicates that the overall intersection LOS and delays are expected to remain within acceptable ranges under all conditions analyzed. While the northbound Cordova Rd. individual movements operate at a LOS lower than “D,” comparison with the NO BUILD condition shows that **the LOS remains unchanged and delays vary only marginally** (less than one second) due to the minimal traffic contribution from the proposed development. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for the Cerrillos Rd. / Cordova Rd. intersection, **no improvements or mitigation measures are recommended at this location.**

### Intersection #3: Cerrillos Rd. / NM School for the Deaf Northeast Driveway



Figure 14 - Aerial Image: Intersection #3

The results of the 2027 and 2037 analysis of Cerrillos Rd. / NM School for the Deaf Northeast Driveway (Unsignalized – Full Access) are summarized in Table 8 and Table 9, as well as attached in Appendix Pages A-40 through A-43 and A-60 through A-63.

Table 8 - 2027 Synchro Summary - Cerrillos Rd. / NM School for the Deaf NE Driveway

Table 9 - 2037 Synchro Summary - Cerrillos Rd. / NM School for the Deaf NE Driveway

Unsignalized

| 3: Cerrillos Rd & NMSFTD NE Dwy<br>2027 Conditions | EB (Cerrillos Rd.) |     |   | WB (Cerrillos Rd.) |     |   | SB (NMSFTD NE Dwy) |   |   |
|--|--------------------|-----|---|--------------------|-----|---|--------------------|---|---|
|  | L                  | T   | R | L                  | T   | R | L                  | T | R |
| Existing Lane Geometry                             | 1                  | 2   |   |                    | 2>  |   | 1>                 |   |   |
| <b>AM Peak Hour</b>                                |                    |     |   |                    |     |   |                    |   |   |
| 2027 NO BUILD Conditions Volumes                   | 18                 | 830 |   |                    | 842 | 4 | 0                  |   | 8 |
| V/C Ratio  | 0.03               |     |   |                    |     |   | 0.02               |   |   |
| Level-of-Service                                   | B                  |     |   |                    |     |   | B                  |   |   |
| Control Delay (Seconds)                            | 10.1               |     |   |                    |     |   | 11.8               |   |   |
| <b>Intersection LOS</b>                            | <b>TWSC</b>        |     |   |                    |     |   |                    |   |   |
| 95th Percentile Queue (veh)                        | 0.1                |     |   |                    |     |   | 0.1                |   |   |
| 95th Percentile Queue (ft)                         | 3                  |     |   |                    |     |   | 3                  |   |   |
| 2027 BUILD Conditions Volumes                      | 18                 | 845 |   |                    | 853 | 4 | 0                  |   | 8 |
| V/C Ratio  | 0.03               |     |   |                    |     |   | 0.02               |   |   |
| Level-of-Service                                   | B                  |     |   |                    |     |   | B                  |   |   |
| Control Delay (Seconds)                            | 10.2               |     |   |                    |     |   | 11.8               |   |   |
| <b>Intersection LOS</b>                            | <b>TWSC</b>        |     |   |                    |     |   |                    |   |   |
| 95th Percentile Queue (veh)                        | 0.1                |     |   |                    |     |   | 0.1                |   |   |
| 95th Percentile Queue (ft)                         | 3                  |     |   |                    |     |   | 3                  |   |   |

Unsignalized

| 3: Cerrillos Rd & NMSFTD NE Dwy<br>2037 Conditions | EB (Cerrillos Rd.) |     |   | WB (Cerrillos Rd.) |     |   | SB (NMSFTD NE Dwy) |   |   |
|--|--------------------|-----|---|--------------------|-----|---|--------------------|---|---|
|  | L                  | T   | R | L                  | T   | R | L                  | T | R |
| Existing Lane Geometry                             | 1                  | 2   |   |                    | 2>  |   | 1>                 |   |   |
| <b>AM Peak Hour</b>                                |                    |     |   |                    |     |   |                    |   |   |
| 2037 NO BUILD Conditions Volumes                   | 20                 | 912 |   |                    | 924 | 4 | 0                  |   | 9 |
| V/C Ratio  | 0.03               |     |   |                    |     |   | 0.02               |   |   |
| Level-of-Service                                   | B                  |     |   |                    |     |   | B                  |   |   |
| Control Delay (Seconds)                            | 10.6               |     |   |                    |     |   | 12.3               |   |   |
| <b>Intersection LOS</b>                            | <b>TWSC</b>        |     |   |                    |     |   |                    |   |   |
| 95th Percentile Queue (veh)                        | 0.1                |     |   |                    |     |   | 0.1                |   |   |
| 95th Percentile Queue (ft)                         | 3                  |     |   |                    |     |   | 3                  |   |   |
| 2037 BUILD Conditions Volumes                      | 20                 | 927 |   |                    | 935 | 4 | 0                  |   | 9 |
| V/C Ratio  | 0.03               |     |   |                    |     |   | 0.02               |   |   |
| Level-of-Service                                   | B                  |     |   |                    |     |   | B                  |   |   |
| Control Delay (Seconds)                            | 10.6               |     |   |                    |     |   | 12.4               |   |   |
| <b>Intersection LOS</b>                            | <b>TWSC</b>        |     |   |                    |     |   |                    |   |   |
| 95th Percentile Queue (veh)                        | 0.1                |     |   |                    |     |   | 0.1                |   |   |
| 95th Percentile Queue (ft)                         | 3                  |     |   |                    |     |   | 3                  |   |   |

PM Peak Hour

|                                  |             |     |  |  |       |   |      |  |   |
|----------------------------------|-------------|-----|--|--|-------|---|------|--|---|
| 2027 NO BUILD Conditions Volumes | 2           | 808 |  |  | 1,085 | 1 | 3    |  | 8 |
| V/C Ratio                        | 0.00        |     |  |  |       |   | 0.03 |  |   |
| Level-of-Service                 | B           |     |  |  |       |   | C    |  |   |
| Control Delay (Seconds)          | 11.0        |     |  |  |       |   | 15.9 |  |   |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |  |  |       |   |      |  |   |
| 95th Percentile Queue (veh)      | 0.0         |     |  |  |       |   | 0.1  |  |   |
| 95th Percentile Queue (ft)       | 0           |     |  |  |       |   | 3    |  |   |
| 2027 BUILD Conditions Volumes    | 2           | 829 |  |  | 1,098 | 1 | 3    |  | 8 |
| V/C Ratio                        | 0.00        |     |  |  |       |   | 0.04 |  |   |
| Level-of-Service                 | B           |     |  |  |       |   | C    |  |   |
| Control Delay (Seconds)          | 11.1        |     |  |  |       |   | 16.1 |  |   |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |  |  |       |   |      |  |   |
| 95th Percentile Queue (veh)      | 0.0         |     |  |  |       |   | 0.1  |  |   |
| 95th Percentile Queue (ft)       | 0           |     |  |  |       |   | 3    |  |   |

PM Peak Hour

|                                  |             |     |  |  |       |   |      |  |   |
|----------------------------------|-------------|-----|--|--|-------|---|------|--|---|
| 2037 NO BUILD Conditions Volumes | 2           | 887 |  |  | 1,192 | 1 | 3    |  | 9 |
| V/C Ratio                        | 0.00        |     |  |  |       |   | 0.04 |  |   |
| Level-of-Service                 | B           |     |  |  |       |   | C    |  |   |
| Control Delay (Seconds)          | 11.7        |     |  |  |       |   | 17.0 |  |   |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |  |  |       |   |      |  |   |
| 95th Percentile Queue (veh)      | 0.0         |     |  |  |       |   | 0.1  |  |   |
| 95th Percentile Queue (ft)       | 0           |     |  |  |       |   | 3    |  |   |
| 2037 BUILD Conditions Volumes    | 2           | 908 |  |  | 1,205 | 1 | 3    |  | 9 |
| V/C Ratio                        | 0.00        |     |  |  |       |   | 0.04 |  |   |
| Level-of-Service                 | B           |     |  |  |       |   | C    |  |   |
| Control Delay (Seconds)          | 11.7        |     |  |  |       |   | 17.2 |  |   |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |  |  |       |   |      |  |   |
| 95th Percentile Queue (veh)      | 0.0         |     |  |  |       |   | 0.1  |  |   |
| 95th Percentile Queue (ft)       | 0           |     |  |  |       |   | 3    |  |   |

The 2027 implementation analysis for Cerrillos Rd. / NM School for the Deaf Northeast Driveway, presented in Table 8, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at LOS “C” or better during the 2027 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / NM School for the Deaf Northeast Driveway, presented in Table 9, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at LOS “C” or better during the 2037 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for the Cerrillos Rd. / NM School for the Deaf Northeast Driveway intersection, **no improvements or mitigation measures are recommended at this location.**

Intersection #4: Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A”



Figure 15 - Aerial Image: Intersection #4

The results of the 2027 and 2037 analysis of Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A” – (Unsignalized – Full Access) are summarized in Table 10 and Table 11, as well as attached in Appendix Pages A-44 through A-47 and A-64 through A-67.

Table 10 - 2027 Synchro Summary - Cerrillos Rd. / NM School for the Deaf South Driveway / Driveway "A"

| Unsignalized   |                    |     |    |                    |     |    |                    |      |   |                    |      |    |
|--|--------------------|-----|----|--------------------|-----|----|--------------------|------|---|--------------------|------|----|
| 4: Dwy "A"/NMSFTD SW Dwy & Cerrillos Rd<br>2027 Conditions | EB (Cerrillos Rd.) |     |    | WB (Cerrillos Rd.) |     |    | NB ( Driveway "A") |      |   | SB (NMSFTD SW Dwy) |      |    |
|  | L                  | T   | R  | L                  | T   | R  | L                  | T    | R | L                  | T    | R  |
| Existing Lane Geometry                                     | 1                  | 2>  |    | 1                  | 2>  |    |                    | <1>  |   |                    | <1>  |    |
| Proposed Lane Geometry                                     | 1                  | 2   | 1  | 1                  | 2>  |    |                    | <1>  |   |                    | <1>  |    |
| Queuing Lane Length  | 90                 |     |    | 80                 |     |    |                    |      |   |                    |      |    |
| <b>AM Peak Hour</b>  |                    |     |    |                    |     |    |                    |      |   |                    |      |    |
| 2027 NO BUILD Conditions Volumes                           | 36                 | 845 | 0  | 0                  | 833 | 11 | 0                  | 0    | 0 | 1                  | 0    | 15 |
| V/C Ratio  | 0.06               |     |    |                    |     |    |                    |      |   |                    | 0.04 |    |
| Level-of-Service   | B                  |     |    | A                  |     |    |                    | A    |   |                    | B    |    |
| Control Delay (Seconds)                                    | 10.2               |     |    | 0.0                |     |    |                    | 0.0  |   |                    | 12.7 |    |
| <b>Intersection LOS</b>                                    | <b>TWSC</b>        |     |    |                    |     |    |                    |      |   |                    |      |    |
| 95th Percentile Queue (veh)                                | 0.2                |     |    | 0.0                |     |    |                    |      |   |                    | 0.1  |    |
| 95th Percentile Queue (ft)                                 | 5                  |     |    | 0                  |     |    |                    |      |   |                    | 3    |    |
| 2027 BUILD Conditions Volumes                              | 36                 | 851 | 27 | 11                 | 833 | 11 | 15                 | 0    | 9 | 1                  | 0    | 15 |
| V/C Ratio  | 0.06               |     |    | 0.02               |     |    |                    | 0.12 |   |                    | 0.04 |    |
| Level-of-Service   | B                  |     |    | B                  |     |    |                    | C    |   |                    | B    |    |
| Control Delay (Seconds)                                    | 10.2               |     |    | 10.2               |     |    |                    | 22.5 |   |                    | 12.7 |    |
| <b>Intersection LOS</b>                                    | <b>TWSC</b>        |     |    |                    |     |    |                    |      |   |                    |      |    |
| 95th Percentile Queue (veh)                                | 0.2                |     |    | 0.1                |     |    |                    | 0.4  |   |                    | 0.1  |    |
| 95th Percentile Queue (ft)                                 | 5                  |     |    | 3                  |     |    |                    | 10   |   |                    | 3    |    |

| PM Peak Hour                     |             |     |    |      |       |   |    |      |    |   |      |    |
|----------------------------------|-------------|-----|----|------|-------|---|----|------|----|---|------|----|
| 2027 NO BUILD Conditions Volumes | 9           | 832 | 0  | 0    | 1,053 | 6 | 0  | 0    | 0  | 5 | 0    | 16 |
| V/C Ratio                        | 0.02        |     |    |      |       |   |    |      |    |   | 0.07 |    |
| Level-of-Service                 | B           |     |    | A    |       |   |    | A    |    |   | C    |    |
| Control Delay (Seconds)          | 10.9        |     |    | 0.0  |       |   |    | 0.0  |    |   | 16.8 |    |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |    |      |       |   |    |      |    |   |      |    |
| 95th Percentile Queue (veh)      | 0.0         |     |    | 0.0  |       |   |    |      |    |   | 0.2  |    |
| 95th Percentile Queue (ft)       | 0           |     |    | 0    |       |   |    |      |    |   | 5    |    |
| 2027 BUILD Conditions Volumes    | 9           | 840 | 29 | 13   | 1,053 | 6 | 21 | 0    | 12 | 5 | 0    | 16 |
| V/C Ratio                        | 0.02        |     |    | 0.02 |       |   |    | 0.14 |    |   | 0.07 |    |
| Level-of-Service                 | B           |     |    | A    |       |   |    | C    |    |   | C    |    |
| Control Delay (Seconds)          | 10.9        |     |    | 10.0 |       |   |    | 21.6 |    |   | 17.1 |    |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |    |      |       |   |    |      |    |   |      |    |
| 95th Percentile Queue (veh)      | 0.0         |     |    | 0.1  |       |   |    | 0.5  |    |   | 0.2  |    |
| 95th Percentile Queue (ft)       | 0           |     |    | 3    |       |   |    | 13   |    |   | 5    |    |

Table 11 - 2037 Synchro Summary - Cerrillos Rd. / NM School for the Deaf South Driveway / Driveway "A"

| Unsignalized   |                    |     |    |                    |     |    |                    |      |   |                    |      |    |
|--|--------------------|-----|----|--------------------|-----|----|--------------------|------|---|--------------------|------|----|
| 4: Dwy "A"/NMSFTD SW Dwy & Cerrillos Rd<br>2037 Conditions | EB (Cerrillos Rd.) |     |    | WB (Cerrillos Rd.) |     |    | NB ( Driveway "A") |      |   | SB (NMSFTD SW Dwy) |      |    |
|  | L                  | T   | R  | L                  | T   | R  | L                  | T    | R | L                  | T    | R  |
| Existing Lane Geometry                                     | 1                  | 2>  | 0  | 1                  | 2>  | 0  | 0                  | <1>  | 0 | 0                  | <1>  | 0  |
| Proposed Lane Geometry                                     | 1                  | 2   | 1  | 1                  | 2>  |    |                    | <1>  |   |                    | <1>  |    |
| Queuing Lane Length  | 90                 |     |    | 80                 |     |    |                    |      |   |                    |      |    |
| <b>AM Peak Hour</b>  |                    |     |    |                    |     |    |                    |      |   |                    |      |    |
| 2037 NO BUILD Conditions Volumes                           | 39                 | 927 | 0  | 0                  | 915 | 12 | 0                  | 0    | 0 | 1                  | 0    | 17 |
| V/C Ratio  | 0.07               |     |    |                    |     |    |                    |      |   |                    | 0.04 |    |
| Level-of-Service   | B                  |     |    | A                  |     |    |                    | A    |   |                    | B    |    |
| Control Delay (Seconds)                                    | 10.7               |     |    | 0.0                |     |    |                    | 0.0  |   |                    | 13.3 |    |
| <b>Intersection LOS</b>                                    | <b>TWSC</b>        |     |    |                    |     |    |                    |      |   |                    |      |    |
| 95th Percentile Queue (veh)                                | 0.2                |     |    | 0.0                |     |    |                    |      |   |                    | 0.1  |    |
| 95th Percentile Queue (ft)                                 | 5                  |     |    | 0                  |     |    |                    |      |   |                    | 3    |    |
| 2037 BUILD Conditions Volumes                              | 39                 | 933 | 27 | 11                 | 915 | 12 | 15                 | 0    | 9 | 1                  | 0    | 17 |
| V/C Ratio  | 0.07               |     |    | 0.02               |     |    |                    | 0.13 |   |                    | 0.04 |    |
| Level-of-Service   | B                  |     |    | B                  |     |    |                    | D    |   |                    | B    |    |
| Control Delay (Seconds)                                    | 10.7               |     |    | 10.7               |     |    |                    | 25.5 |   |                    | 13.3 |    |
| <b>Intersection LOS</b>                                    | <b>TWSC</b>        |     |    |                    |     |    |                    |      |   |                    |      |    |
| 95th Percentile Queue (veh)                                | 0.2                |     |    | 0.1                |     |    |                    | 0.4  |   |                    | 0.1  |    |
| 95th Percentile Queue (ft)                                 | 5                  |     |    | 3                  |     |    |                    | 10   |   |                    | 3    |    |

| PM Peak Hour                     |             |     |    |      |       |   |    |      |    |   |      |    |
|----------------------------------|-------------|-----|----|------|-------|---|----|------|----|---|------|----|
| 2037 NO BUILD Conditions Volumes | 10          | 914 | 0  | 0    | 1,156 | 7 | 0  | 0    | 0  | 6 | 0    | 18 |
| V/C Ratio                        | 0.02        |     |    |      |       |   |    |      |    |   | 0.09 |    |
| Level-of-Service                 | B           |     |    | A    |       |   |    | A    |    |   | C    |    |
| Control Delay (Seconds)          | 11.6        |     |    | 0.0  |       |   |    | 0.0  |    |   | 18.7 |    |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |    |      |       |   |    |      |    |   |      |    |
| 95th Percentile Queue (veh)      | 0.1         |     |    | 0.0  |       |   |    |      |    |   | 0.3  |    |
| 95th Percentile Queue (ft)       | 3           |     |    | 0    |       |   |    |      |    |   | 8    |    |
| 2037 BUILD Conditions Volumes    | 10          | 922 | 29 | 13   | 1,156 | 7 | 21 | 0    | 12 | 6 | 0    | 18 |
| V/C Ratio                        | 0.02        |     |    | 0.02 |       |   |    | 0.16 |    |   | 0.09 |    |
| Level-of-Service                 | B           |     |    | B    |       |   |    | C    |    |   | C    |    |
| Control Delay (Seconds)          | 11.6        |     |    | 10.4 |       |   |    | 24.3 |    |   | 19.3 |    |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |    |      |       |   |    |      |    |   |      |    |
| 95th Percentile Queue (veh)      | 0.1         |     |    | 0.1  |       |   |    | 0.6  |    |   | 0.3  |    |
| 95th Percentile Queue (ft)       | 3           |     |    | 3    |       |   |    | 15   |    |   | 8    |    |

The 2027 implementation analysis for Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A”, presented in Table 10, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS “C” or better** during the 2027 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A”, presented in Table 11, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS “D” or better** during the 2037 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for the Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A” intersection, **no improvements or mitigation measures are recommended at this location from an operational standpoint.**

#### Intersection #5: Cerrillos Rd. / Driveway “B”

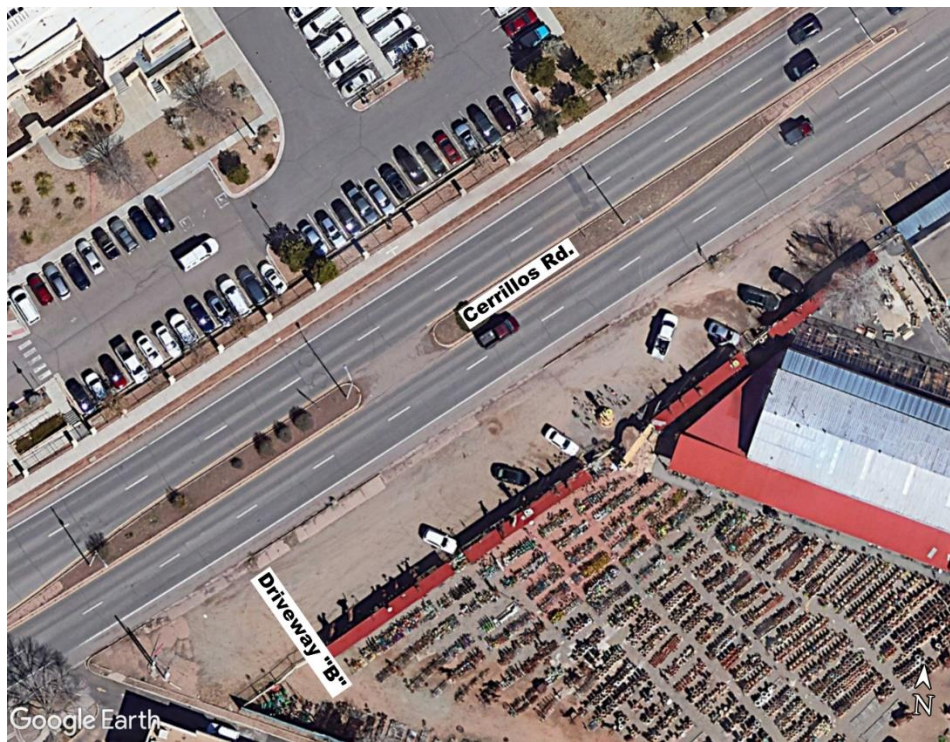


Figure 16 - Aerial Image: Intersection #5

The results of the 2027 and 2037 analysis of Cerrillos Rd. / Driveway “B” (Unsignalized – Proposed as a Right-Out Only) are summarized in Table 12 and Table 13, as well as attached in Appendix Pages A-48 through A-51 and A-68 through A-71.

Table 12 - 2027 Synchro Summary - Cerrillos Rd. / Driveway "B"

Unsignalized

| 5: Driveway "B" & Cerrillos Rd<br>2027 Conditions | EB (Cerrillos Rd.) |     |   | WB (Cerrillos Rd.) |     |   | NB (Driveway "B") |   |      |
|---|--------------------|-----|---|--------------------|-----|---|-------------------|---|------|
|   | L                  | T   | R | L                  | T   | R | L                 | T | R    |
| Existing Lane Geometry                            |                    | 2>  |   |                    | 2   |   |                   |   | 1    |
| Proposed Lane Geometry                            |                    | 2   |   |                    | 2   |   |                   |   | 1    |
| <b>AM Peak Hour</b>                               |                    |     |   |                    |     |   |                   |   |      |
| 2027 NO BUILD Conditions Volumes                  |                    | 881 | 0 | 0                  | 848 |   | 0                 |   | 0    |
| V/C Ratio   |                    |     |   |                    |     |   |                   |   |      |
| Level-of-Service                                  |                    |     |   |                    |     |   |                   |   | A    |
| Control Delay (Seconds)                           |                    |     |   |                    |     |   |                   |   | 0.0  |
| <b>Intersection LOS</b>                           | <b>TWSC</b>        |     |   |                    |     |   |                   |   |      |
| 95th Percentile Queue (veh)                       |                    |     |   |                    |     |   |                   |   | 0.0  |
| 95th Percentile Queue (ft)                        |                    |     |   |                    |     |   |                   |   | 0    |
| 2027 BUILD Conditions Volumes                     |                    | 908 | 0 | 0                  | 863 |   | 0                 |   | 6    |
| V/C Ratio   |                    |     |   |                    |     |   |                   |   | 0.01 |
| Level-of-Service                                  |                    |     |   |                    |     |   |                   |   | B    |
| Control Delay (Seconds)                           |                    |     |   |                    |     |   |                   |   | 12.1 |
| <b>Intersection LOS</b>                           | <b>TWSC</b>        |     |   |                    |     |   |                   |   |      |
| 95th Percentile Queue (veh)                       |                    |     |   |                    |     |   |                   |   | 0.0  |
| 95th Percentile Queue (ft)                        |                    |     |   |                    |     |   |                   |   | 0    |

PM Peak Hour

|                                  |             |     |   |   |       |  |   |  |      |
|----------------------------------|-------------|-----|---|---|-------|--|---|--|------|
| 2027 NO BUILD Conditions Volumes |             | 841 | 0 | 0 | 1,069 |  | 0 |  | 0    |
| V/C Ratio                        |             |     |   |   |       |  |   |  |      |
| Level-of-Service                 |             |     |   |   |       |  |   |  | A    |
| Control Delay (Seconds)          |             |     |   |   |       |  |   |  | 0.0  |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |   |   |       |  |   |  |      |
| 95th Percentile Queue (veh)      |             |     |   |   |       |  |   |  | 0.0  |
| 95th Percentile Queue (ft)       |             |     |   |   |       |  |   |  | 0    |
| 2027 BUILD Conditions Volumes    |             | 870 | 0 | 0 | 1,090 |  | 0 |  | 8    |
| V/C Ratio                        |             |     |   |   |       |  |   |  | 0.02 |
| Level-of-Service                 |             |     |   |   |       |  |   |  | B    |
| Control Delay (Seconds)          |             |     |   |   |       |  |   |  | 11.7 |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |   |   |       |  |   |  |      |
| 95th Percentile Queue (veh)      |             |     |   |   |       |  |   |  | 0.0  |
| 95th Percentile Queue (ft)       |             |     |   |   |       |  |   |  | 0    |

Table 13 - 2037 Synchro Summary - Cerrillos Rd. / Driveway "B"

Unsignalized

| 5: Driveway "B" & Cerrillos Rd<br>2037 Conditions | EB (Cerrillos Rd.) |     |   | WB (Cerrillos Rd.) |     |   | NB (Driveway "B") |   |      |
|---|--------------------|-----|---|--------------------|-----|---|-------------------|---|------|
|   | L                  | T   | R | L                  | T   | R | L                 | T | R    |
| Existing Lane Geometry                            |                    | 2>  | 0 | 0                  | 2   |   | 0                 |   | 1    |
| Proposed Lane Geometry                            |                    | 2   |   |                    | 2   |   |                   |   | 1    |
| <b>AM Peak Hour</b>                               |                    |     |   |                    |     |   |                   |   |      |
| 2037 NO BUILD Conditions Volumes                  |                    | 966 | 0 | 0                  | 932 |   | 0                 |   | 0    |
| V/C Ratio   |                    |     |   |                    |     |   |                   |   |      |
| Level-of-Service                                  |                    |     |   |                    |     |   |                   |   | A    |
| Control Delay (Seconds)                           |                    |     |   |                    |     |   |                   |   | 0.0  |
| <b>Intersection LOS</b>                           | <b>TWSC</b>        |     |   |                    |     |   |                   |   |      |
| 95th Percentile Queue (veh)                       |                    |     |   |                    |     |   |                   |   | 0.0  |
| 95th Percentile Queue (ft)                        |                    |     |   |                    |     |   |                   |   | 0    |
| 2037 BUILD Conditions Volumes                     |                    | 993 | 0 | 0                  | 947 |   | 0                 |   | 6    |
| V/C Ratio   |                    |     |   |                    |     |   |                   |   | 0.01 |
| Level-of-Service                                  |                    |     |   |                    |     |   |                   |   | B    |
| Control Delay (Seconds)                           |                    |     |   |                    |     |   |                   |   | 12.6 |
| <b>Intersection LOS</b>                           | <b>TWSC</b>        |     |   |                    |     |   |                   |   |      |
| 95th Percentile Queue (veh)                       |                    |     |   |                    |     |   |                   |   | 0.0  |
| 95th Percentile Queue (ft)                        |                    |     |   |                    |     |   |                   |   | 0    |

PM Peak Hour

|                                  |             |     |   |   |       |  |   |  |      |
|----------------------------------|-------------|-----|---|---|-------|--|---|--|------|
| 2037 NO BUILD Conditions Volumes |             | 924 | 0 | 0 | 1,174 |  | 0 |  | 0    |
| V/C Ratio                        |             |     |   |   |       |  |   |  |      |
| Level-of-Service                 |             |     |   |   |       |  |   |  | A    |
| Control Delay (Seconds)          |             |     |   |   |       |  |   |  | 0.0  |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |   |   |       |  |   |  |      |
| 95th Percentile Queue (veh)      |             |     |   |   |       |  |   |  | 0.0  |
| 95th Percentile Queue (ft)       |             |     |   |   |       |  |   |  | 0    |
| 2037 BUILD Conditions Volumes    |             | 953 | 0 | 0 | 1,195 |  | 0 |  | 8    |
| V/C Ratio                        |             |     |   |   |       |  |   |  | 0.02 |
| Level-of-Service                 |             |     |   |   |       |  |   |  | B    |
| Control Delay (Seconds)          |             |     |   |   |       |  |   |  | 12.2 |
| <b>Intersection LOS</b>          | <b>TWSC</b> |     |   |   |       |  |   |  |      |
| 95th Percentile Queue (veh)      |             |     |   |   |       |  |   |  | 0.1  |
| 95th Percentile Queue (ft)       |             |     |   |   |       |  |   |  | 3    |

The 2027 implementation analysis for Cerrillos Rd. / Driveway “B”, presented in Table 12, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS “B” or better** during the 2027 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

The 2037 horizon analysis for Cerrillos Rd. / Driveway “B”, presented in Table 13, indicates that operations are expected to remain acceptable under all conditions analyzed. All turning movements are anticipated to operate at **LOS “B” or better** during the 2037 AM and PM peak hours for the BUILD condition. Furthermore, the 95th-percentile queues are projected to remain within acceptable limits.

Based on the results of the analyses above for the Cerrillos Rd. / Driveway “B” intersection, **no improvements or mitigation measures are recommended at this location from an operational standpoint.**

### Access Design Specifications

**Driveway “A”** – is proposed as an unsignalized full-access intersection. An existing westbound left-turn deceleration lane is present, and the analysis above indicates no operational issues. However, AM and PM peak-hour video footage from Volo Pervidi LLC showed eastbound queuing from Cerrillos Rd. / St. Francis Dr. extending past Driveway “A” due to Rail Runner train activity. Queuing that extended past Driveway “A” occurred four times during the AM peak hour, with an average clearance time of 30 seconds, and four times during the PM peak hour, with an average clearance time of 36 seconds. Each occurrence involved a minimum of two vehicles blocking the median opening.

To mitigate potential queuing delays associated with area growth, it is **recommended to extend the existing westbound left-turn deceleration lane on Cerrillos Rd. at Driveway “A” to contain a storage length of approximately 70-ft plus 150/148 reverse-curve transition**, as per the NMDOT design. In addition, it is recommended to extend the existing eastbound left-turn lane to be approximately 136 -ft plus 148/150 reverse-curve transition to be consistent with the NMDOT design. These improvements are illustrated in Figure 17.

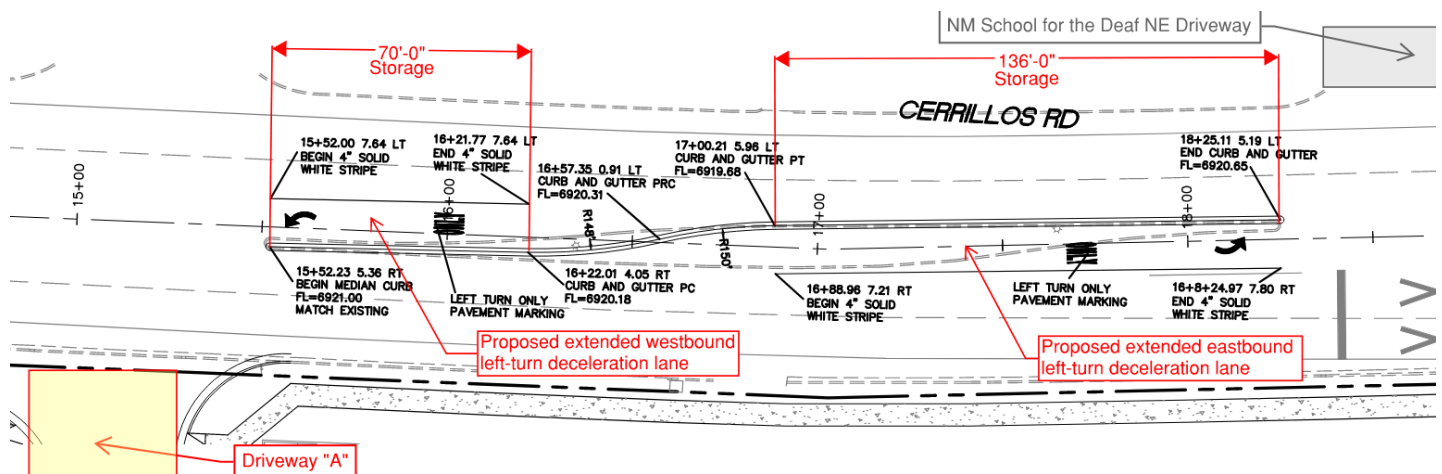
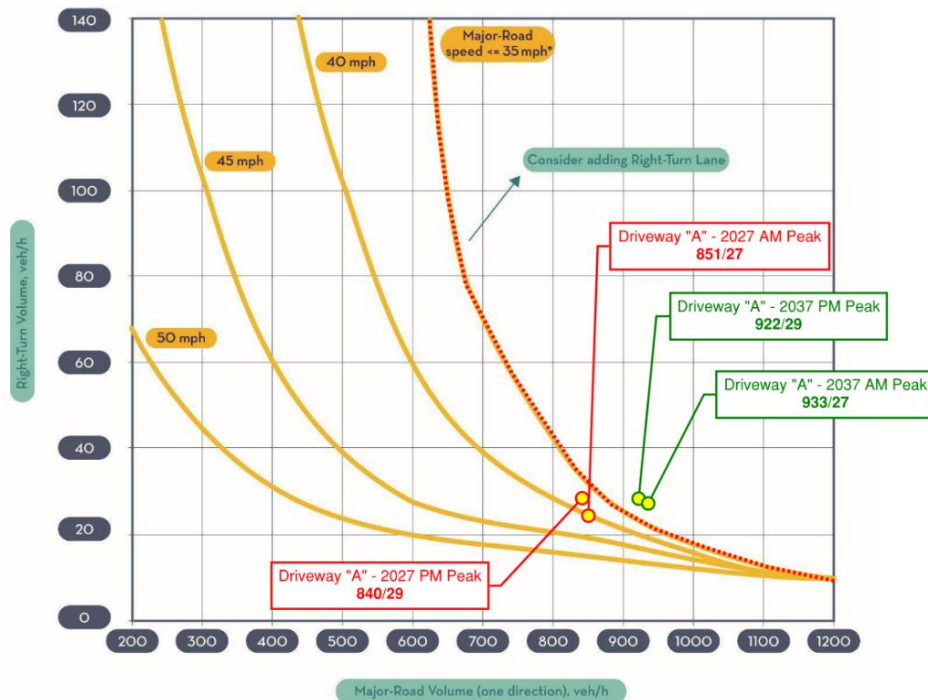


Figure 17 - Proposed Driveway "A" WB Left Turn Deceleration Lane

Per the CoSF TIA Guidelines for Right-Turn Lane Criteria for Four-Plus-Lane Roadways, shown below in Figure 18, an eastbound right-turn lane is **warranted**.



\*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

Figure 18 - Right Turn Lane Criteria: Driveway "A"

According to the CoSF TIA Guidelines, for a 35 MPH speed limit, a right-turn deceleration lane should include a taper plus storage. Table 10 and Table 11 (Page 29) indicate a 95th-percentile queue of 0-ft; therefore, it is recommended to construct a westbound right-turn deceleration lane with a minimum 10-ft width and 50-ft storage plus 80-foot taper (8:1 ratio). However, to account for a majority of the entering trips being eastbound right-ins, it is **recommended to construct an eastbound right turn deceleration lane to include a storage length of 120-ft plus 150/150-ft reverse-curve transition** as shown in Figure 19.

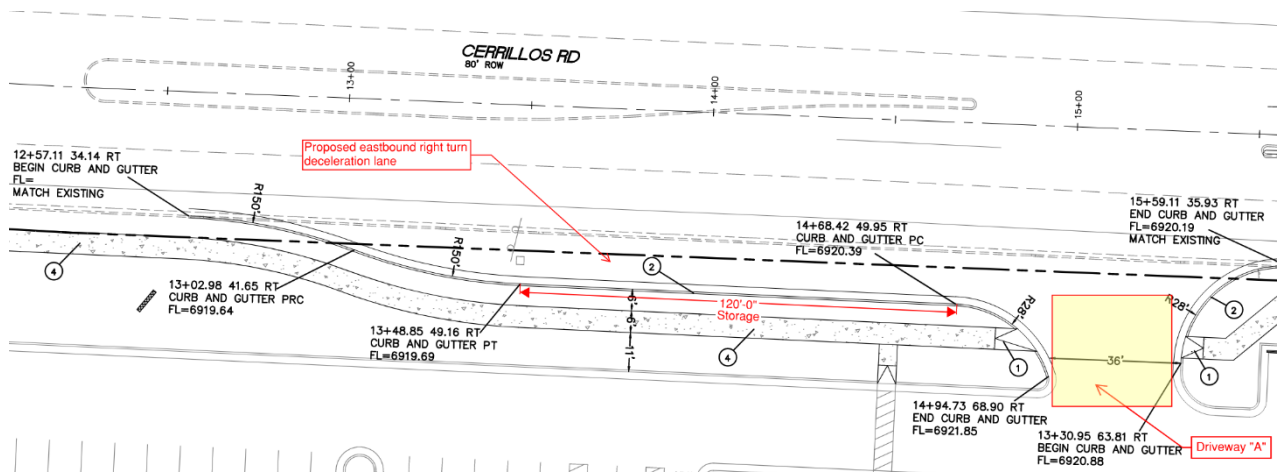
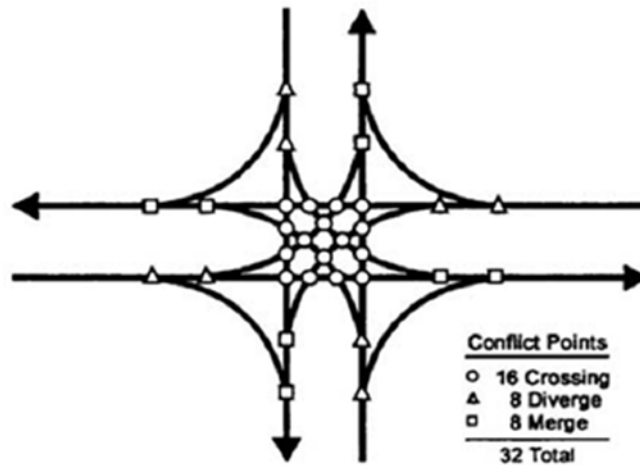


Figure 19 - Proposed Driveway "A" EB Right Turn Deceleration Lane

Driveway “B” –

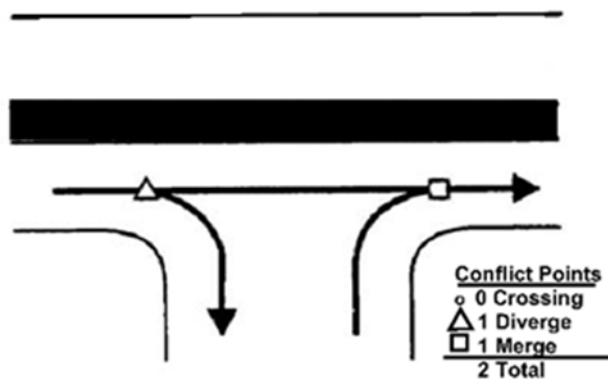
Conflict point analysis, per National Highway institute (NHI) Access Management guidelines, quantifies potential vehicle conflicts at at-grade intersections and driveways. A typical full-access 4-leg intersection contains 32 conflict points (Figure 20).



**Vehicular Conflicts**

*Figure 20 - 4-Leg Intersection Conflict Points*

In contrast, the existing right-in/right-out driveway on the southeast side of Cerrillos Rd., referred to as Driveway “B,” introduces only two conflict points (Figure 21). By modifying the driveway to operate as right-out only, the number of conflict points is further reduced by half, to one (approximately 3% of a full-access intersection).



**Vehicular Conflicts**

*Figure 21 - Conflict Points with Raised Median*

While this method assumes all conflict points carry equal risk, crash data indicate that certain movements contribute disproportionately to crash frequency and severity (see Figure 22). By prohibiting right-turn entering movements, approximately 90% of crash potential can be eliminated. Therefore, **it is recommended that Driveway “B” operates as a right-out only.**

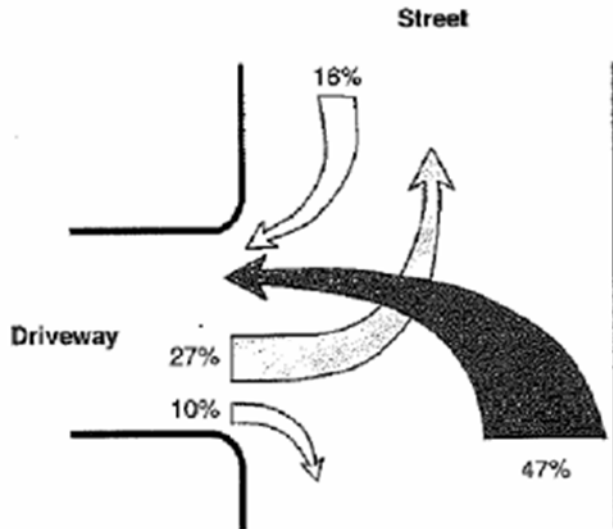


Figure 22 - Percentage of Crashes by Movement

Since right-in and left-in movements are proposed to be restricted at this driveway, no right-turn lane warrants are required as shown in Figure 23.

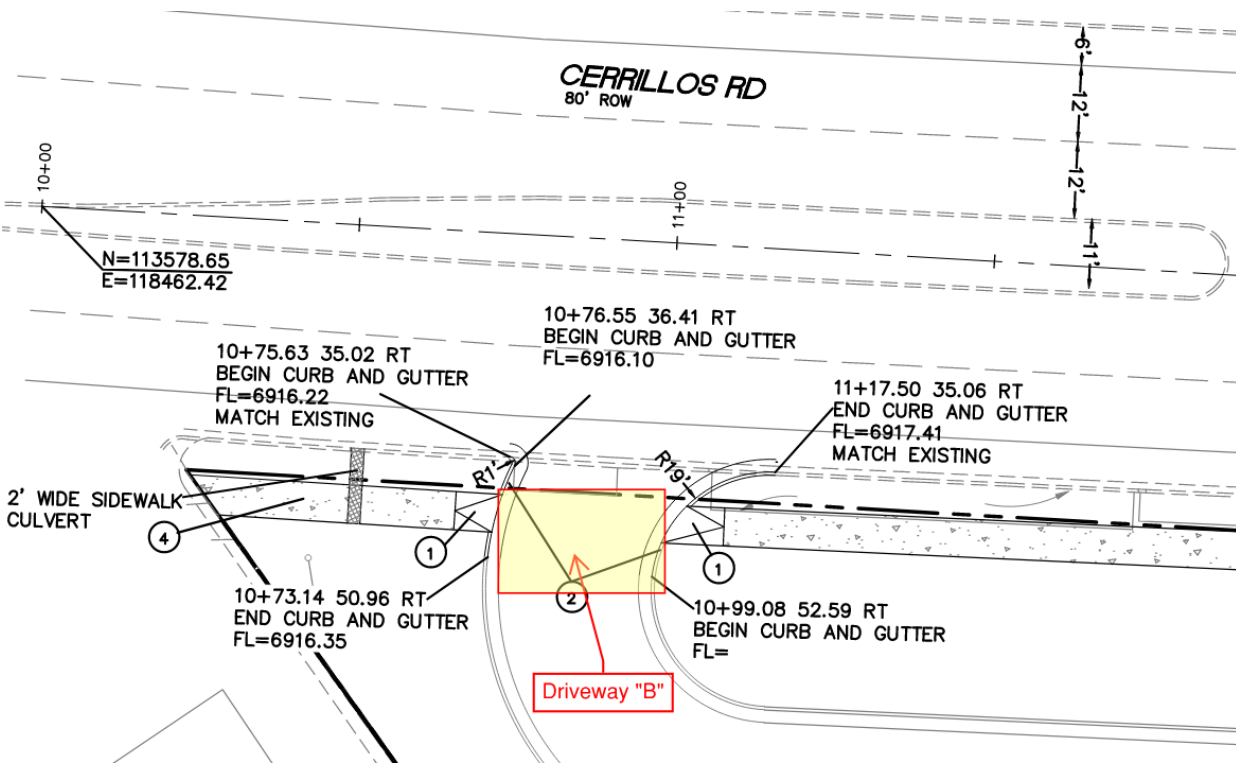


Figure 23 - Proposed Driveway "B"

See Appendix Page A-107 for detailed improvements on Cerrillos Rd.

## Multimodal Review

### Bicycle Evaluation

As noted in the Existing Roadway System Characteristics on Page 5 of this report, Cerrillos Rd. includes 5-ft wide bike lanes on both sides of the roadway from Cordova Rd. to approximately 950-ft northeast, where the facility transitions to a designated shared bike/vehicle lane accommodating higher traffic volumes and speeds. This condition justifies the application of both the Bicycle Level of Traffic Stress: Segments with a Bicycle Facility methodology and the Bicycle Level of Traffic Stress (BLTS): Mixed Traffic Segment methodology outlined in Appendix B of the CoSF TIA Guidelines. As shown in Figure 24 and Figure 25, Cerrillos Rd. exhibits a stress level of **BLTS 4**.

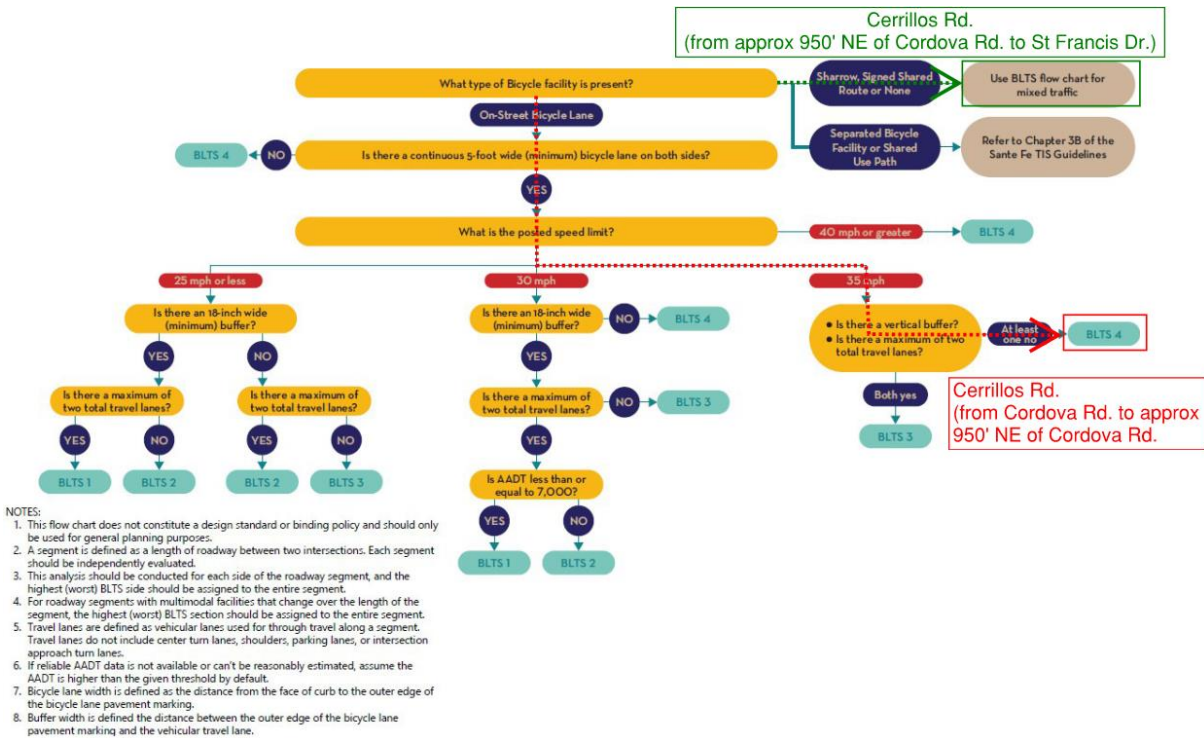


Figure 24 - Bicycle Level of Traffic Stress: Segments with a Bicycle Facility

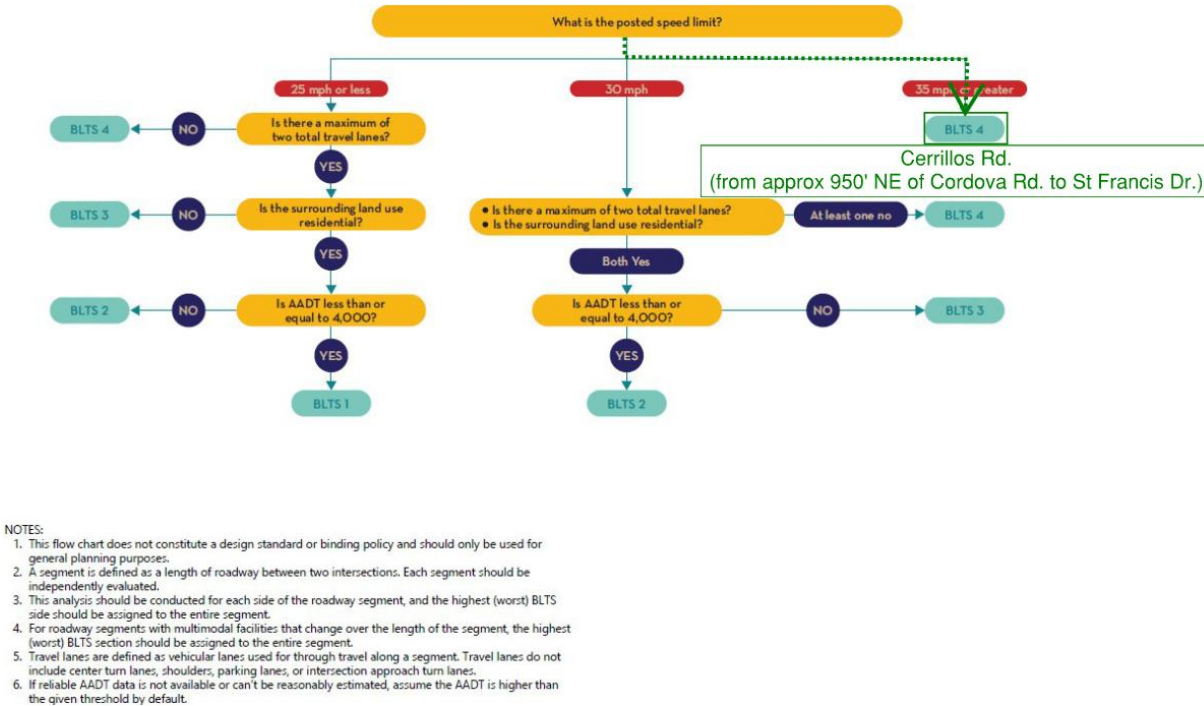
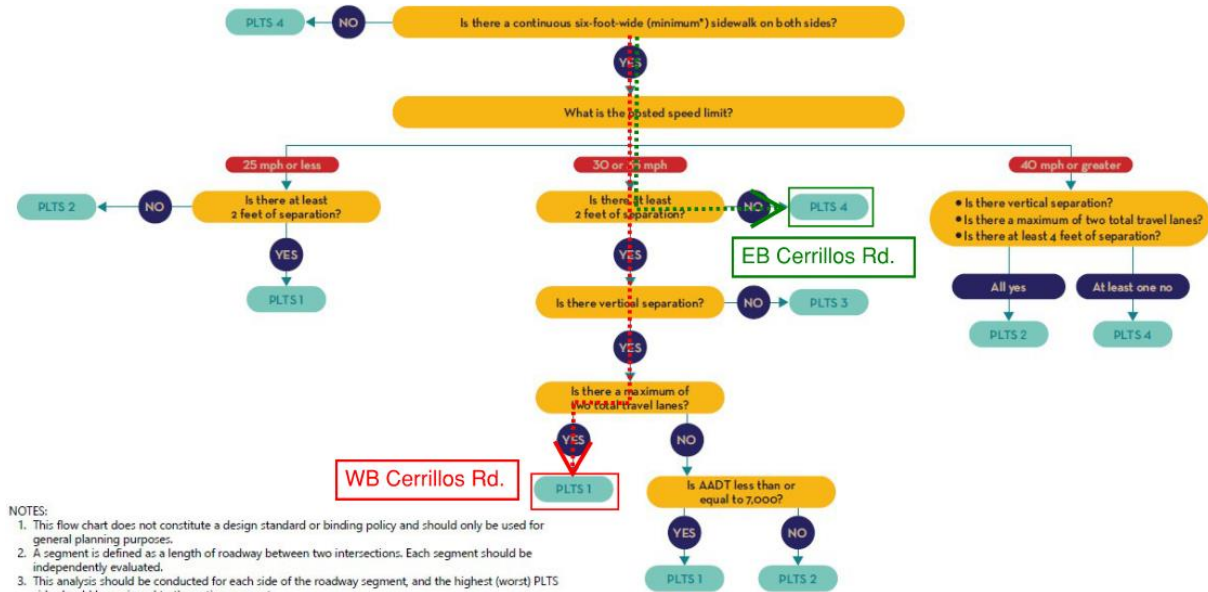


Figure 25 - Bicycle Level of Traffic Stress: Mixed Traffic Segments

## Pedestrian Evaluation

The Pedestrian Level of Traffic Stress (PLTS): Segment methodology outlined in Appendix B of the CoSF TIA guidelines was applied to evaluate the pedestrian level of traffic stress. The results are presented in Figure 26.



**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) PLTS 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) PLTS 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. Separation is defined as the space between the edge of the adjacent vehicular travel lane and the sidewalk. This may include paved shoulders, bike lanes, planting strips, and on-street parking. Separation does not include curb and gutter.
7. If reliable AADT data is not available or can't be reasonably estimated, assume the AADT is higher than the given threshold by default.

\*Refer to the Land Use Code for minimum sidewalk width requirement based on roadway classification

Figure 26 - Pedestrian Level of Traffic: Segments

The results above indicate that the westbound Cerrillos Rd. have a have a pedestrian level of traffic stress of **PLTS 1**, while the eastbound currently has a **PLTS 4**. The higher stress level on the eastbound side is attributed to the existing sidewalk lacking the minimum 2-foot separation from the roadway. It is therefore **recommended that the sidewalk fronting the subject property be reconstructed in accordance with the CoSF design standards for a four-lane Major Arterial, providing a minimum 5-foot setback and maintaining a 6-foot sidewalk width.**

As mentioned in this study, the existing New Mexico School for the Deaf is located across the street from the subject site. Westbound Cerrillos Rd. contains existing 6-foot sidewalks, resulting in a PLTS score of 1. Based on field observations, adequate pedestrian infrastructure is provided at the nearby signalized intersections (Cerrillos Rd. / St. Francis Dr. and Cerrillos Rd. / Cordova Rd.) to support school crossings. Therefore, **no additional improvements are recommended.**

## Regional and/or City Transit Coordination

The subject site is served by two public transit routes: Route 6 (#2) and the New Mexico Rail Runner. Bus Route 6 (#2) operates in a southwest-to-northeast direction along Cerrillos Rd. The route deviates from the corridor adjacent to the subject property, traveling along Cordova Rd. to St. Francis Dr. before rejoining Cerrillos Rd. Bus stops are located at Cerrillos Rd. / Cordova Rd. and approximately 395-ft southeast along St. Francis Dr. The Rail Runner commuter rail line also serves the study area, operating in a southwest-to-northeast direction, with the South Capitol Station located approximately 0.25 miles southwest of the subject site. Rail Runner passengers receive free bus fares. Existing public infrastructure currently provides adequate connectivity between the site and the transit system; therefore, **no transit-related improvements are recommended at this time**. The City of Santa Fe Route 6/Rodeo Rd. map is provided below for reference.

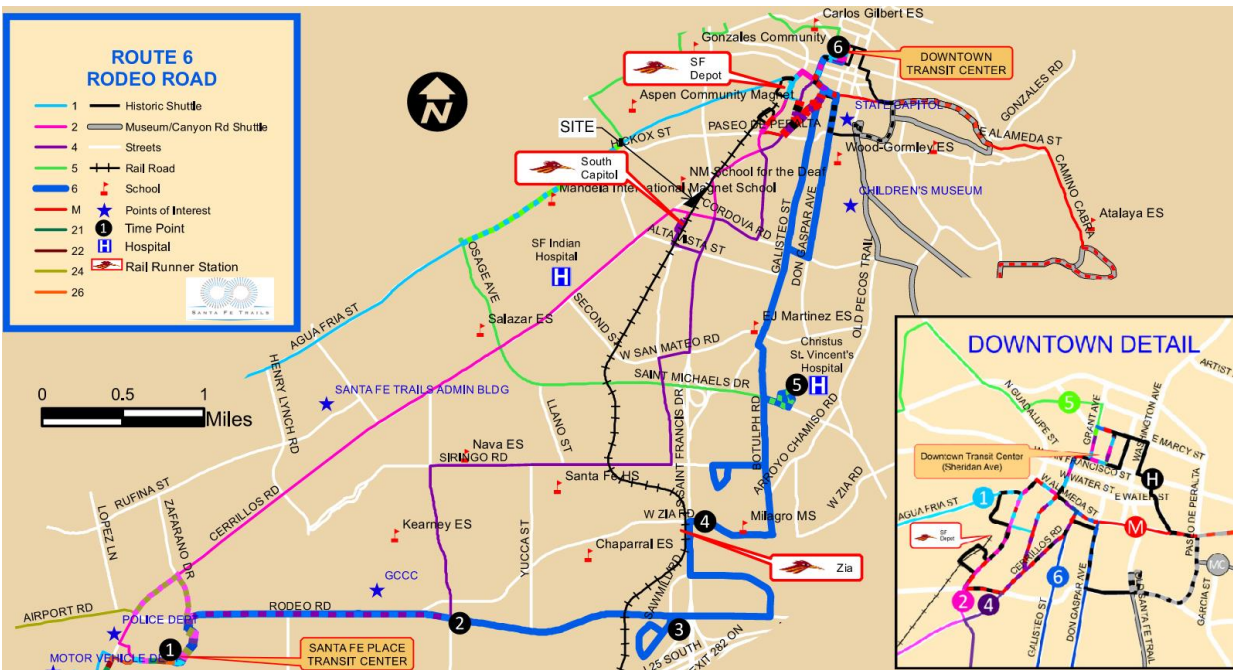


Figure 27 - City of Santa Fe Transit Route 6 Map

## Summary of Deficiencies and Impacts

The proposed Marriott Hotel development is anticipated to have minimal impact on the adjacent transportation system in both the 2027 Implementation Year and the 2037 Horizon Year under the BUILD scenario. Traffic analysis confirms that intersection operations within the study area are expected to remain at LOS “D” or better, consistent with the thresholds defined in the CoSF TIA Guidelines. At the two signalized study intersections the addition of anticipated hotel traffic will not change the LOS for either the 2027 or 2037 No Build scenarios and will result in a maximum increase in delay at these two intersections of 0.4 seconds. Crash history indicates a low crash frequency; therefore, given the limited increase in project-generated trips, no safety mitigation measures are warranted.

The access design analysis determined the following:

- A westbound left-turn deceleration lane on Cerrillos Rd. at the northeast access (Driveway “A”) is warranted based on the CoSF TIS Guidelines, with corresponding design recommendations provided below.
- An eastbound right-turn deceleration lane on Cerrillos Rd. at the northeast access (Driveway “A”) is warranted based on the CoSF TIS Guidelines, with corresponding design recommendations provided below.
- The southwest access (Driveway “B”) is recommended to operate as a right-out only driveway to minimize potential vehicle conflict points.

During turning movement counts at Cerrillos Rd. / St. Francis St., it was observed that eastbound queuing on Cerrillos Rd. backed up to the proposed main driveway of the Marriott (also serving the School for the Deaf) coinciding with the passage of the Rail Runner through the signalized intersection. As traffic volumes continue to grow over time, this issue is expected to worsen. During these periods, westbound traffic on Cerrillos Rd. may be unable to turn left into the main driveway, potentially resulting in complaints to the City and/or NMDOT.

In addition, the multimodal review identified a deficiency along Cerrillos Road, where the Pedestrian Level of Traffic Stress (PLTS) is classified as Level 4; related improvement recommendations are provided below.

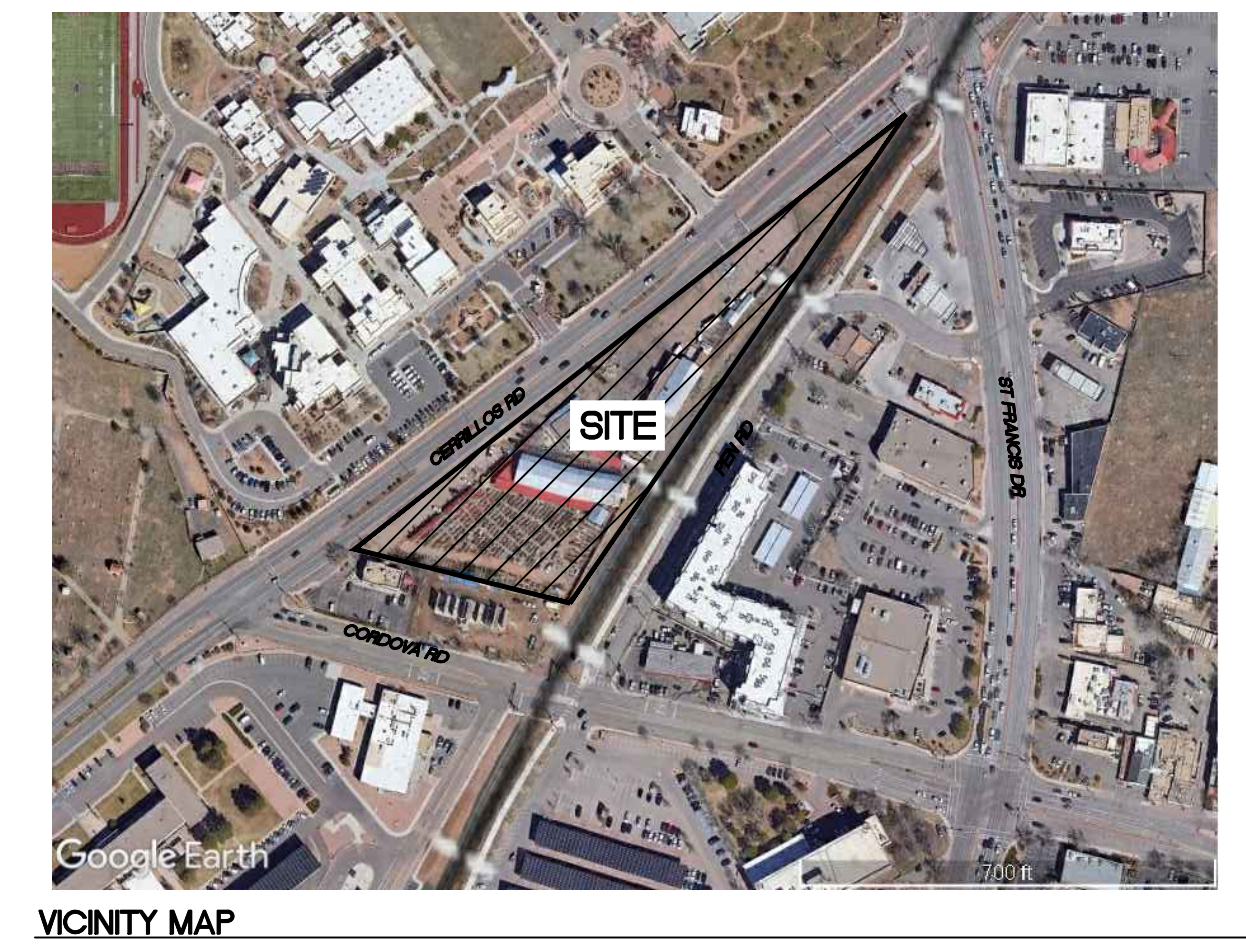
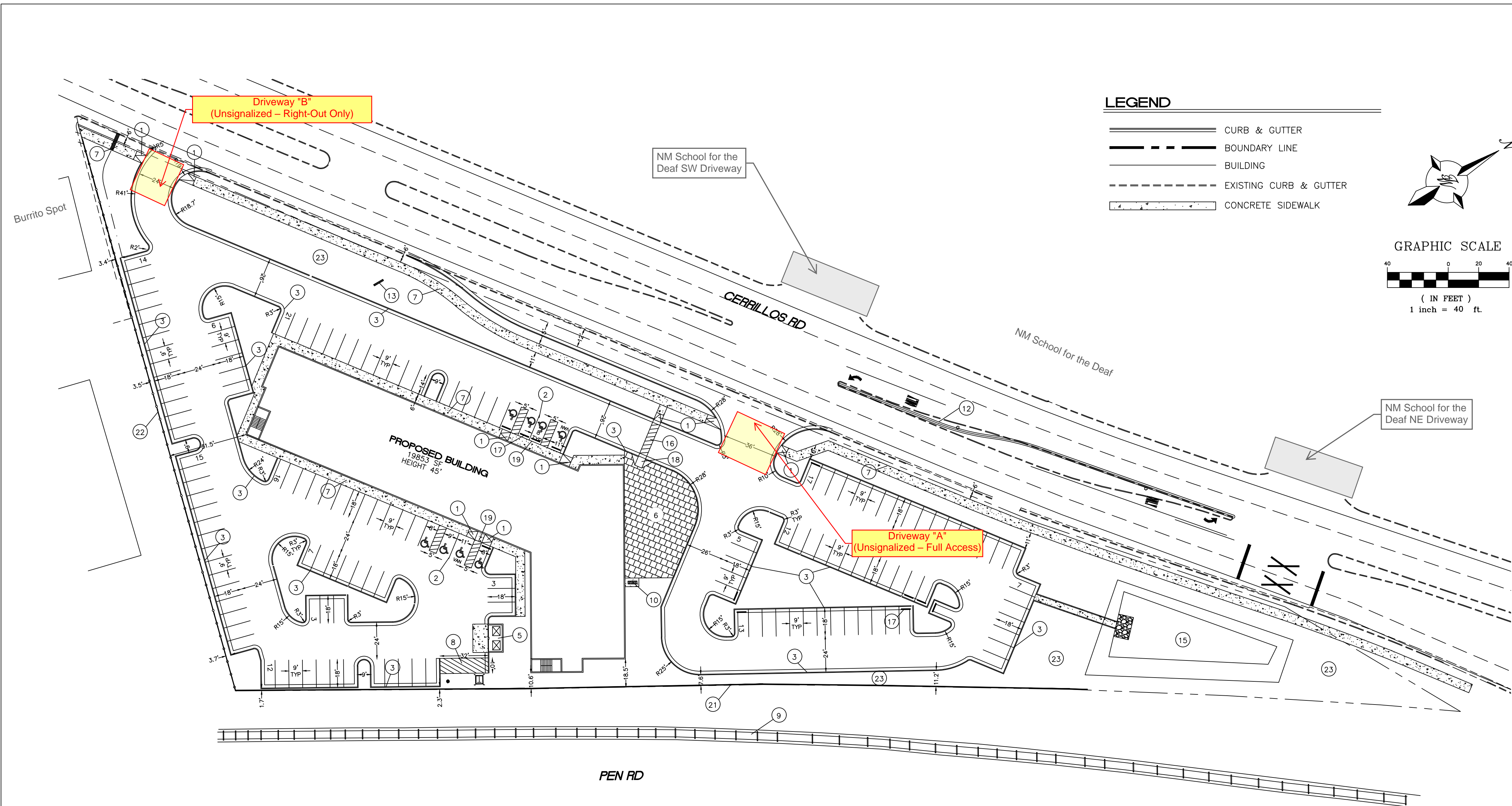
## Recommendations

- All design and construction of the project shall maintain adequate sight distances at driveways and intersections to the extent possible.
- Frontage Improvements
  - Construct a sidewalk along the project frontage in accordance with CoSF design standards for a four-lane Major Arterial, providing a minimum 5-ft setback and a 6-ft sidewalk width.
- Intersection #3: Cerrillos Rd. / NM School for the Deaf Northeast Driveway
  - Extend the existing eastbound left-turn lane to contain a storage length of 136-ft plus a 148/150 reverse-curve transition per NMDOT CN S100681.
- Intersection #4: Cerrillos Rd. / NM School for the Deaf Southwest Driveway / Driveway “A”
  - Shall operate as an unsignalized full-access driveway.
  - Extend the existing westbound left-turn deceleration lane to contain a storage length of 70-ft plus 150/148-ft reverse-curve transition per NMDOT CN S100681.

- Construct an eastbound right turn deceleration lane to include a storage length of 120-ft plus 150/150-ft reverse-curve transition.
- Intersection #5: Cerrillos Rd. / Driveway "B"
  - Shall operate as an unsignalized right-out only driveway.

## APPENDICES

|   |                     |
|---|---------------------|
| <b>Site Information</b>                                       |                     |
| Site Plan   | A-1                 |
| <b>Background Growth</b>                                      |                     |
| Background Growth Worksheet                                   | A-2                 |
| Historic Background Growth Graph                              | A-3 through A-5     |
| <b>Trip Generation</b>  |                     |
| Trip Generation Summary & Worksheets                          | A-6 & A-7           |
| <b>2027 Turning Movement Counts</b>                           |                     |
| Turning Movement Volumes Summary Sheet                        | A-8 & A-9           |
| Intersection 1 - Cerrillos Rd. / St Francis Dr.               | A-10 & A-11         |
| Intersection 2 - Cerrillos Rd. / Cordova Rd.                  | A-12 & A-13         |
| Intersection 3 - Cerrillos Rd. / NMSFTD NE Dwy                | A-14 & A-15         |
| Intersection 4 - Cerrillos Rd. / NMSFTD SW Dwy / Driveway "A" | A-16 & A-17         |
| Intersection 5 - Cerrillos Rd. / Driveway "B"                 | A-18 & A-19         |
| <b>2037 Turning Movement Counts</b>                           |                     |
| Turning Movement Volumes Summary Sheet                        | A-20 & A-21         |
| Intersection 1 - Cerrillos Rd. / St Francis Dr.               | A-22 & A-23         |
| Intersection 2 - Cerrillos Rd. / Cordova Rd.                  | A-24 & A-25         |
| Intersection 3 - Cerrillos Rd. / NMSFTD NE Dwy                | A-26 & A-27         |
| Intersection 4 - Cerrillos Rd. / NMSFTD SW Dwy / Driveway "A" | A-28 & A-29         |
| Intersection 5 - Cerrillos Rd. / Driveway "B"                 | A-30 & A-31         |
| <b>2027 Intersection Analysis</b>                             |                     |
| Intersection 1 - Cerrillos Rd. / St Francis Dr.               | A-32 through A-35   |
| Intersection 2 - Cerrillos Rd. / Cordova Rd.                  | A-36 through A-39   |
| Intersection 3 - Cerrillos Rd. / NMSFTD NE Dwy                | A-40 through A-43   |
| Intersection 4 - Cerrillos Rd. / NMSFTD SW Dwy / Driveway "A" | A-44 through A-47   |
| Intersection 5 - Cerrillos Rd. / Driveway "B"                 | A-48 through A-51   |
| <b>2037 Intersection Analysis</b>                             |                     |
| Intersection 1 - Cerrillos Rd. / St Francis Dr.               | A-52 through A-55   |
| Intersection 2 - Cerrillos Rd. / Cordova Rd.                  | A-56 through A-59   |
| Intersection 3 - Cerrillos Rd. / NMSFTD NE Dwy                | A-60 through A-63   |
| Intersection 4 - Cerrillos Rd. / NMSFTD SW Dwy / Driveway "A" | A-64 through A-67   |
| Intersection 5 - Cerrillos Rd. / Driveway "B"                 | A-68 through A-71   |
| <b>Traffic Data</b>   |                     |
| Traffic Count Data Sheets                                     | A-72 through A-75   |
| Traffic Count Data Sheets (Bicycles / Pedestrian)             | A-76 through A-79   |
| Signal Timing Data: Cerrillos Rd. / St Francis Dr             | A-80 through A-92   |
| Signal Timing Data: Cerrillos Rd. / Cordova Rd.               | A-93 through A-104  |
| Traffic Impact Study Approved Scoping Letter                  | A-105 through A-106 |
| Cerrillos Rd Improvements                                     | A-107               |



**VICINITY MAP**

**LEGAL DESCRIPTION:**  
 1000 CERRILLOS ROAD, SPECIAL WARRANTY DEED RECORDED IN Bk. 1630, Pg.649 AND PLAT Bk. 435, Pg.37, 1001 AND 1003 CERRILLOS ROAD, WARRANTY DEED RECORDED AS INSTRUMENT #1704193, AND PLAT Bk.651, Pg.03.

**SITE DATA**

PROPOSED USE HOTEL  
 LOT AREA 148122 SF (3.40 ACRES)  
 ZONING C-2  
 ROOFED AREA 19853 GSF  
 LOT COVERAGE 13.4%

**BUILDING SETBACK**

STREET 15'  
 REAR 10'  
 SIDE 0'  
 GFA 79491 SF

**PARKING REQUIRED** 150 SPACES (1 PER HOTEL ROOM)  
**PARKING PROVIDED** 151 SPACES  
**ACCESSIBLE PARKING REQUIRED** 8 SPACES (2 VAN)  
**ACCESSIBLE SPACES PROVIDED** 8 SPACES (2 VAN)

**BICYCLE SPACES REQUIRED** 6 (1 PER 15 ROOMS OR 6 IF MORE THAN 75 ROOMS)  
**BICYCLE SPACES PROVIDED** 6

**OPEN SPACE REQUIRED 20%** 0.68 AC  
**OPEN SPACE PROVIDED 25.3%** 0.86 AC

- KEYED NOTES**
- 1 UNIDIRECTIONAL ACCESSIBLE RAMP SEE DETAIL SHEET DET-8
  - 2 ACCESSIBLE PARKING PER ADA REQUIREMENTS (5)
  - 3 STANDARD CURB AND GUTTER, SEE DETAIL SHEET DET-8
  - 4 CONCRETE SIDEWALK
  - 5 DOUBLE DUMPSTER
  - 6 STAMPED CONCRETE, SEE ARCHITECTURAL PLANS FOR PATTERN AND COLOR
  - 7 NEW 6" CONCRETE SIDEWALK PER CITY OF SANTA FE STANDARDS
  - 8 LOADING ZONE
  - 9 EXISTING RAILROAD TRACK
  - 10 BICYCLE RACK (6)
  - 11 SITE LIGHTING
  - 12 MOUNTABLE MEDIAN CURB TYPE A PER NMDOT 609-01-1/1
  - 13 MONUMENT SIGN
  - 14 DIRECTIONAL SIGN
  - 15 DRAINAGE POND
  - 16 6" PEDESTRIAN CROSSWALK
  - 17 CONCRETE WHEEL STOP (TYP)
  - 18 ACCESSIBLE RAMP SEE DETAIL SHEET DET 8
  - 19 ZERO CURB
  - 20 TRANSFORMER
  - 21 8" TALL SCREEN/SOUND ( 560 LF) WALL SEE DETAIL SHEET 11
  - 22 WROUGHT IRON FENCE (375 LF) SEE DETAIL SHEET 11
  - 23 OPEN SPACE

|                                  |   |                  |
|----------------------------------|---|------------------|
| ENGINEER'S SEAL                  | 1000, 1101, 1103 CERRILLOS RD<br>SANTA FE, NM   | DRAWN BY<br>pm   |
|                                  | DEVELOPMENT PLAN  | DATE<br>11-27-25 |
| RONALD R. BOHANNAN<br>P.E. #7868 | <br>5571 MIDWAY PARK PL. NE<br>ALBUQUERQUE, NEW MEXICO 87109<br>(505) 858-3100<br>www.tierrawestllc.com | DRAWING          |
|                                  |   | SHEET #          |
|                                  |   | JOB #<br>2025080 |

### Historic Growth Data Table

#### Marriott Hotel (1000 Cerrillos Rd.)

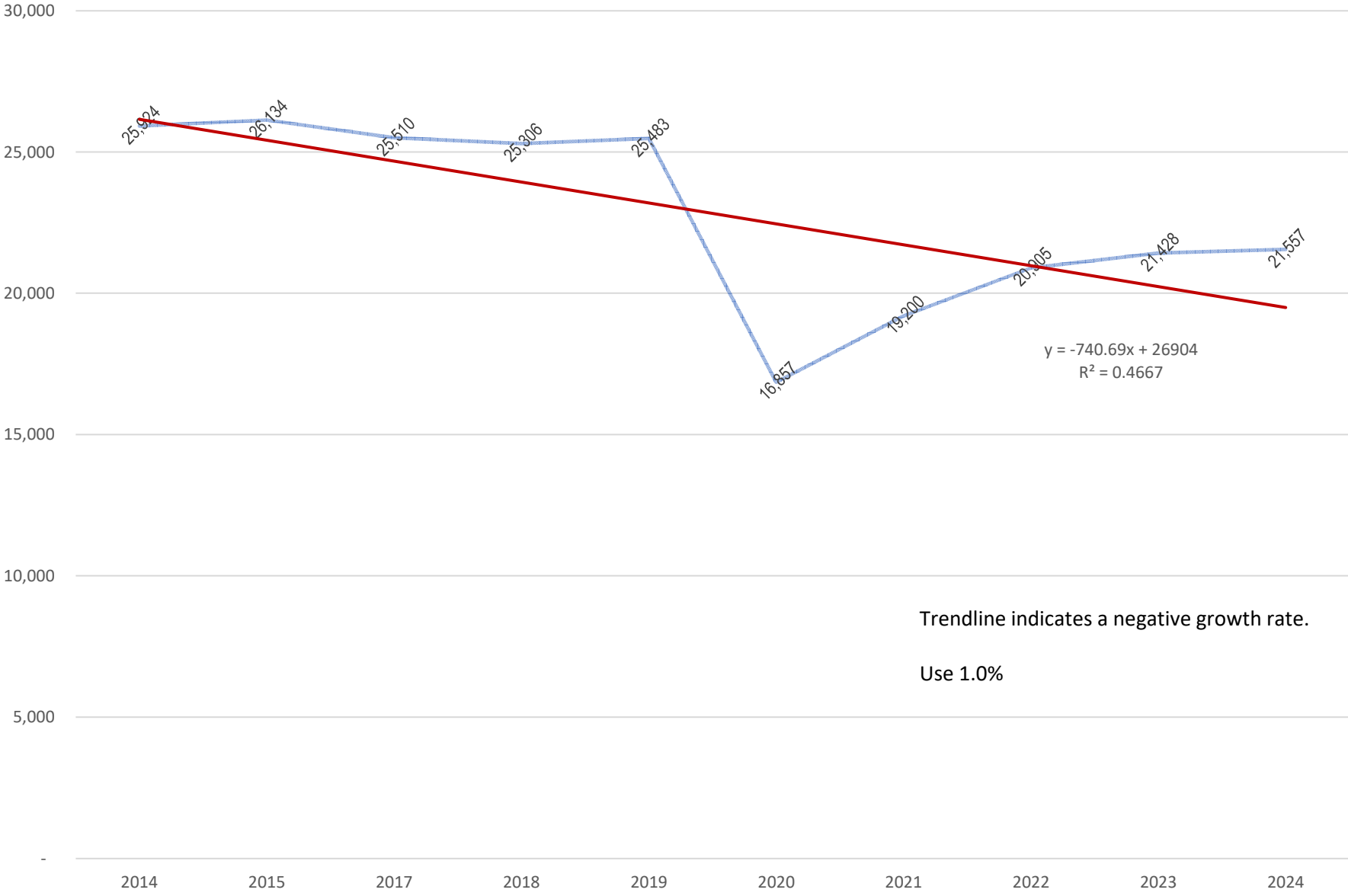
Traffic Flows (AWDT) from Mid-Region Council of Governments

| COG ID       | Location                                |                               | 2014          | 2015          | 2017          | 2018          | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          |
|--------------|---|-------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Street #1:   | <b>Cerrillos Rd.</b>                    |                               |               |               |               |               |               |               |               |               |               |               |
|              | <b>Street:</b>                          | <b>Location:</b>              |               |               |               |               |               |               |               |               |               |               |
| <b>12097</b> | Cerrillos Rd.                           | Between Cordova Rd and St Fr. | 25,924        | 26,134        | 25,510        | 25,306        | 25,483        | 16,857        | 19,200        | 20,905        | 21,428        | 21,557        |
|              | <b>Total Intersection Traffic Flows</b> |                               | <b>25,924</b> | <b>26,134</b> | <b>25,510</b> | <b>25,306</b> | <b>25,483</b> | <b>16,857</b> | <b>19,200</b> | <b>20,905</b> | <b>21,428</b> | <b>21,557</b> |

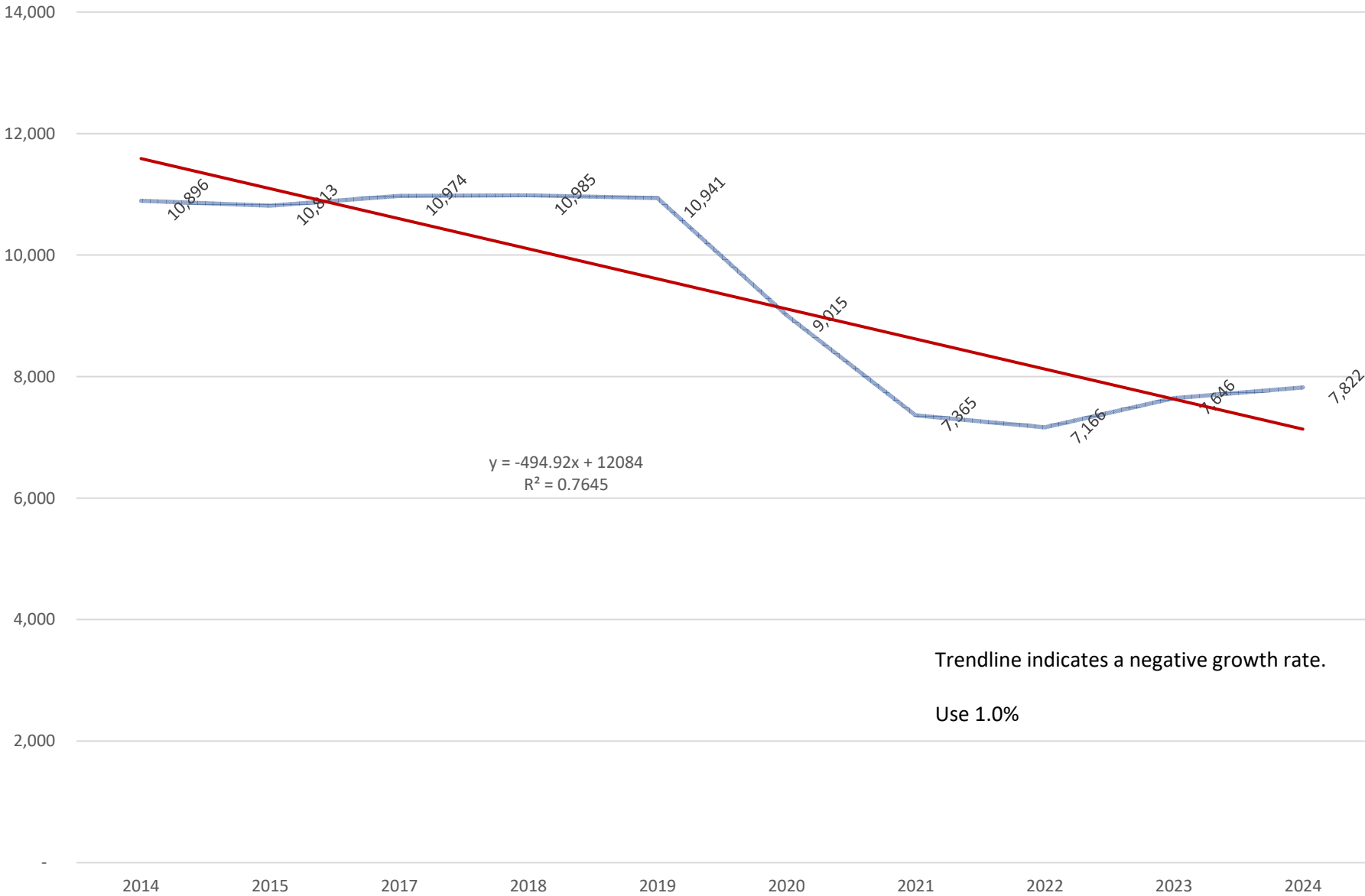
| COG ID       | Location                                |                            | 2014          | 2015          | 2017          | 2018          | 2019          | 2020         | 2021         | 2022         | 2023         | 2024         |
|--------------|---|----------------------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
| Street #2:   | <b>Cordova Rd.</b>                      |                            |               |               |               |               |               |              |              |              |              |              |
|              | <b>Street:</b>                          | <b>From:</b>               |               |               |               |               |               |              |              |              |              |              |
| <b>12050</b> | Cordova Rd.                             | 455' east of Cerrillos Rd. | 10,896        | 10,813        | 10,974        | 10,985        | 10,941        | 9,015        | 7,365        | 7,166        | 7,646        | 7,822        |
|              | <b>Total Intersection Traffic Flows</b> |                            | <b>10,896</b> | <b>10,813</b> | <b>10,974</b> | <b>10,985</b> | <b>10,941</b> | <b>9,015</b> | <b>7,365</b> | <b>7,166</b> | <b>7,646</b> | <b>7,822</b> |

| COG ID      | Location                                |                          | 2014          | 2015          | 2017          | 2018          | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          |
|-------------|---|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Street #3:  | <b>St Francis Dr.</b>                   |                          |               |               |               |               |               |               |               |               |               |               |
|             | <b>Street:</b>                          | <b>From:</b>             |               |               |               |               |               |               |               |               |               |               |
| <b>4832</b> | St Francis Dr.                          | 765' NW of Cerrillos Rd. | 50,637        | 51,047        | 50,081        | 49,680        | 50,028        | 40,873        | 28,524        | 29,180        | 29,910        | 39,184        |
|             | <b>Total Intersection Traffic Flows</b> |                          | <b>50,637</b> | <b>51,047</b> | <b>50,081</b> | <b>49,680</b> | <b>50,028</b> | <b>40,873</b> | <b>28,524</b> | <b>29,180</b> | <b>29,910</b> | <b>39,184</b> |

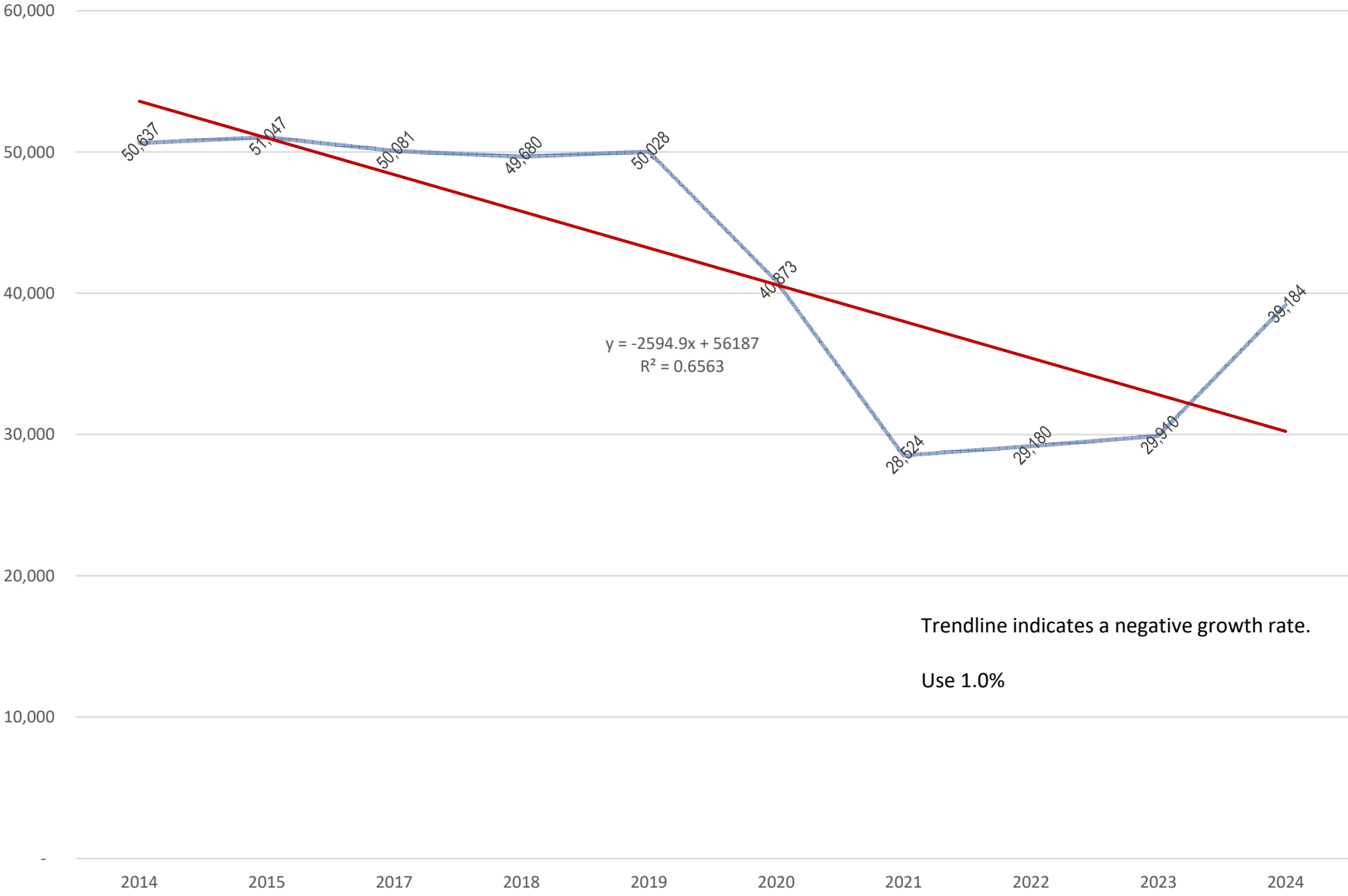
Historic Traffic Flow Graph  
Street #1: Cerrillos Rd.



### Historic Traffic Flow Graph Street #2: Cordova Rd.



Historic Traffic Flow Graph  
Street #3: St Francis Dr.



*Marriott Hotel (1000 Cerrillos Rd.)*

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

| USE (ITE CODE)       | 24 HR VOL    | A. M. PEAK HR. |             | P. M. PEAK HR. |             |
|----------------------|--------------|----------------|-------------|----------------|-------------|
| <i>DESCRIPTION</i>   | <i>GROSS</i> | <i>ENTER</i>   | <i>EXIT</i> | <i>ENTER</i>   | <i>EXIT</i> |
| <b>Summary Sheet</b> |              |                |             |                |             |
|                      | Units        |                |             |                |             |
| Hotel (310)          | 150          | 1,202          | 38          | 30             | 42          |
|                      |              |                |             | 41             |             |

## Marriott Hotel (1000 Cerrillos Rd.) Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

| USE (ITE CODE)     | 24 HOUR<br>TWO-WAY<br>VOLUME | A. M.<br>PEAK<br>HOUR |       | P. M.<br>PEAK<br>HOUR |       |
|--------------------|------------------------------|-----------------------|-------|-----------------------|-------|
|                    |                              | GROSS                 | ENTER | EXIT                  | ENTER |
| <b>Hotel (310)</b> | 1,202                        | 38                    | 30    | 42                    | 41    |

Units  
**150**

Rooms

**ITE Trip Generation Equations:**

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

$$T = 10.84 (X) + -423.51$$

50% Enter,                      50% Exit

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

$$T = 0.5 (X) + -7.45$$

56% Enter,                      44% Exit

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

$$T = 0.74 (X) + -27.89$$

51% Enter,                      49% Exit

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

**Marriott Hotel (1000 Cerrillos Rd.)**

Projected Turning Movements SUMMARY  
**PROPOSED DEVELOPMENT (2027) - 100% Development**

INTERSECTION : **Summary**

**Cerrillos Rd / St Francis Dr.**

0.92

PHF

|     |                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | NB (St Francis Dr.) |       |       | SB (St Francis Dr.) |       |       |
|-----|------------------------|--------------------------|------|-------|--------------------------|------|-------|---------------------|-------|-------|---------------------|-------|-------|
|     |                        | Left                     | Thru | Right | Left                     | Thru | Right | Left                | Thru  | Right | Left                | Thru  | Right |
| (1) | 0.0% H.C.              |                          |      |       |                          |      |       |                     |       |       |                     |       |       |
|     | <b>Existing (2025)</b> | 360                      | 458  | 18    | 210                      | 205  | 26    | 0                   | 1,073 | 527   | 0                   | 1,293 | 589   |
|     | 2027 (NO BUILD - A.M.) | 367                      | 467  | 18    | 214                      | 209  | 27    | 0                   | 1,094 | 538   | 0                   | 1,319 | 601   |
|     | 2027 (BUILD - A.M.)    | 373                      | 470  | 24    | 214                      | 212  | 27    | 0                   | 1,094 | 538   | 0                   | 1,319 | 609   |

0.95

PHF

|  |                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | NB (St Francis Dr.) |       |       | SB (St Francis Dr.) |       |       |
|--|------------------------|--------------------------|------|-------|--------------------------|------|-------|---------------------|-------|-------|---------------------|-------|-------|
|  |                        | Left                     | Thru | Right | Left                     | Thru | Right | Left                | Thru  | Right | Left                | Thru  | Right |
|  | <b>Existing (2025)</b> | 476                      | 314  | 19    | 414                      | 528  | 37    | 0                   | 1,431 | 387   | 0                   | 1,089 | 547   |
|  | 2027 (NO BUILD - P.M.) | 486                      | 320  | 19    | 422                      | 539  | 38    | 0                   | 1,460 | 395   | 0                   | 1,111 | 558   |
|  | 2027 (BUILD - P.M.)    | 495                      | 324  | 27    | 422                      | 543  | 38    | 0                   | 1,460 | 395   | 0                   | 1,111 | 567   |

**Cerrillos Rd / Cordova Rd**

0.91

PHF

|     |                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | Northbound (Cordova Rd) |      |       | Southbound (Cordova Rd) |      |       |
|-----|------------------------|--------------------------|------|-------|--------------------------|------|-------|-------------------------|------|-------|-------------------------|------|-------|
|     |                        | Left                     | Thru | Right | Left                     | Thru | Right | Left                    | Thru | Right | Left                    | Thru | Right |
| (2) | 0.0% H.C.              |                          |      |       |                          |      |       |                         |      |       |                         |      |       |
|     | <b>Existing (2025)</b> | 0                        | 793  | 297   | 140                      | 694  | 0     | 217                     | 0    | 56    | 0                       | 0    | 0     |
|     | 2027 (NO BUILD - A.M.) | 0                        | 809  | 303   | 143                      | 708  | 0     | 221                     | 0    | 57    | 0                       | 0    | 0     |
|     | 2027 (BUILD - A.M.)    | 0                        | 823  | 303   | 147                      | 719  | 0     | 221                     | 0    | 69    | 0                       | 0    | 0     |

0.94

PHF

|  |                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |       |       | Northbound (Cordova Rd) |      |       | Southbound (Cordova Rd) |      |       |
|--|------------------------|--------------------------|------|-------|--------------------------|-------|-------|-------------------------|------|-------|-------------------------|------|-------|
|  |                        | Left                     | Thru | Right | Left                     | Thru  | Right | Left                    | Thru | Right | Left                    | Thru | Right |
|  | <b>Existing (2025)</b> | 0                        | 745  | 197   | 60                       | 1,037 | 0     | 338                     | 0    | 49    | 0                       | 0    | 0     |
|  | 2027 (NO BUILD - P.M.) | 0                        | 760  | 201   | 61                       | 1,058 | 0     | 345                     | 0    | 50    | 0                       | 0    | 0     |
|  | 2027 (BUILD - P.M.)    | 0                        | 776  | 201   | 66                       | 1,074 | 0     | 345                     | 0    | 63    | 0                       | 0    | 0     |

**Cerrillos Rd / NMSFTD NE Dwy**

0.90

PHF

|     |                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | NB (NMSFTD NE Dwy) |      |       | SB (NMSFTD NE Dwy) |      |       |
|-----|------------------------|--------------------------|------|-------|--------------------------|------|-------|--------------------|------|-------|--------------------|------|-------|
|     |                        | Left                     | Thru | Right | Left                     | Thru | Right | Left               | Thru | Right | Left               | Thru | Right |
| (3) | 0.0% H.C.              |                          |      |       |                          |      |       |                    |      |       |                    |      |       |
|     | <b>Existing (2025)</b> | 18                       | 814  | 0     | 0                        | 825  | 4     | 0                  | 0    | 0     | 0                  | 0    | 8     |
|     | 2027 (NO BUILD - A.M.) | 18                       | 830  | 0     | 0                        | 842  | 4     | 0                  | 0    | 0     | 0                  | 0    | 8     |
|     | 2027 (BUILD - A.M.)    | 18                       | 845  | 0     | 0                        | 853  | 4     | 0                  | 0    | 0     | 0                  | 0    | 8     |

0.94

PHF

|  |                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |       |       | NB (NMSFTD NE Dwy) |      |       | SB (NMSFTD NE Dwy) |      |       |
|--|------------------------|--------------------------|------|-------|--------------------------|-------|-------|--------------------|------|-------|--------------------|------|-------|
|  |                        | Left                     | Thru | Right | Left                     | Thru  | Right | Left               | Thru | Right | Left               | Thru | Right |
|  | <b>Existing (2025)</b> | 2                        | 792  | 0     | 0                        | 1,064 | 1     | 0                  | 0    | 0     | 3                  | 0    | 8     |
|  | 2027 (NO BUILD - P.M.) | 2                        | 808  | 0     | 0                        | 1,085 | 1     | 0                  | 0    | 0     | 3                  | 0    | 8     |
|  | 2027 (BUILD - P.M.)    | 2                        | 829  | 0     | 0                        | 1,098 | 1     | 0                  | 0    | 0     | 3                  | 0    | 8     |

**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements SUMMARY  
**PROPOSED DEVELOPMENT (2027) - 100% Development**

**INTERSECTION: Summary**

**Cerrillos Rd / Driveway "A"**

0.90

PHF

(4)  
 0.0% H.C.  
**Existing (2025)**  
 2027 (NO BUILD - A.M.)  
 2027 (BUILD - A.M.)

| Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | NB (Driveway "A") |      |       | SB (NMSFTD SW Dwy) |      |       |
|--------------------------|------|-------|--------------------------|------|-------|-------------------|------|-------|--------------------|------|-------|
| Left                     | Thru | Right | Left                     | Thru | Right | Left              | Thru | Right | Left               | Thru | Right |
| 35                       | 828  | 0     | 0                        | 817  | 11    | 0                 | 0    | 0     | 1                  | 0    | 15    |
| 36                       | 845  | 0     | 0                        | 833  | 11    | 0                 | 0    | 0     | 1                  | 0    | 15    |
| 36                       | 851  | 27    | 11                       | 833  | 11    | 15                | 0    | 9     | 1                  | 0    | 15    |

0.94

PHF

**Existing (2025)**  
 2027 (NO BUILD - P.M.)  
 2027 (BUILD - P.M.)

| Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |       |       | NB (Driveway "A") |      |       | SB (NMSFTD SW Dwy) |      |       |
|--------------------------|------|-------|--------------------------|-------|-------|-------------------|------|-------|--------------------|------|-------|
| Left                     | Thru | Right | Left                     | Thru  | Right | Left              | Thru | Right | Left               | Thru | Right |
| 9                        | 816  | 0     | 0                        | 1,032 | 6     | 0                 | 0    | 0     | 5                  | 0    | 16    |
| 9                        | 832  | 0     | 0                        | 1,053 | 6     | 0                 | 0    | 0     | 5                  | 0    | 16    |
| 9                        | 840  | 29    | 13                       | 1,053 | 6     | 21                | 0    | 12    | 5                  | 0    | 16    |

**Cerrillos Rd / Driveway "B"**

0.91

PHF

(5)  
 0.0% H.C.  
**Existing (2025)**  
 2027 (NO BUILD - A.M.)  
 2027 (BUILD - A.M.)

| Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | NB (Driveway "B") |      |       | SB (Driveway "B") |      |       |
|--------------------------|------|-------|--------------------------|------|-------|-------------------|------|-------|-------------------|------|-------|
| 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                        | 881  | 0     | 0                        | 848  | 0     | 0                 | 0    | 0     | 0                 | 0    | 0     |
| 0                        | 908  | 0     | 0                        | 863  | 0     | 0                 | 0    | 6     | 0                 | 0    | 0     |

0.94

PHF

**Existing (2025)**  
 2027 (NO BUILD - P.M.)  
 2027 (BUILD - P.M.)

| Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |       |       | NB (Driveway "B") |      |       | SB (Driveway "B") |      |       |
|--------------------------|------|-------|--------------------------|-------|-------|-------------------|------|-------|-------------------|------|-------|
| 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                        | 841  | 0     | 0                        | 1,069 | 0     | 0                 | 0    | 0     | 0                 | 0    | 0     |
| 0                        | 870  | 0     | 0                        | 1,090 | 0     | 0                 | 0    | 8     | 0                 | 0    | 0     |

**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / St Francis Dr.**

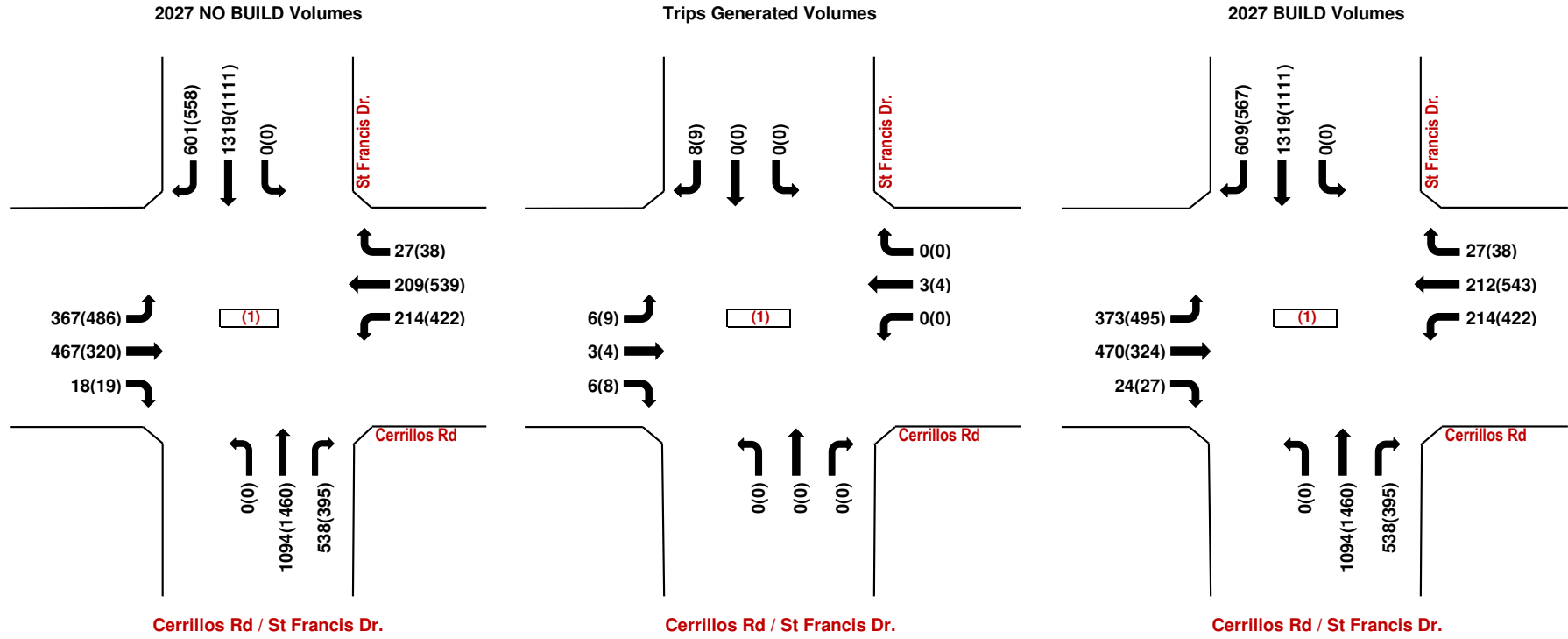
**INTERSECTION :** E-W Street: **Cerrillos Rd** (1)  
 N-S Street: **St Francis Dr.**  
 Year of Existing Counts: 2025  
 Implementation Year: **2027**  
 Growth Rates: 1.00%

|   | 1.00%                    |            |           | 1.00%                    |            |           | 1.00%               |              |            | 1.00%               |              |            |
|---|--------------------------|------------|-----------|--------------------------|------------|-----------|---------------------|--------------|------------|---------------------|--------------|------------|
|   | Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |            |           | NB (St Francis Dr.) |              |            | SB (St Francis Dr.) |              |            |
|   | Left                     | Thru       | Right     | Left                     | Thru       | Right     | Left                | Thru         | Right      | Left                | Thru         | Right      |
| Existing Volumes                                    | 360                      | 458        | 18        | 210                      | 205        | 26        | 0                   | 1,073        | 527        | 0                   | 1,293        | 589        |
| Background Traffic Growth                           | 7                        | 9          | 0         | 4                        | 4          | 1         | 0                   | 21           | 11         | 0                   | 26           | 12         |
| <i>Subtotal</i>                                     | 367                      | 467        | 18        | 214                      | 209        | 27        | 0                   | 1,094        | 538        | 0                   | 1,319        | 601        |
| <b>Subtotal (NO BUILD - A.M.)</b>                   | <b>367</b>               | <b>467</b> | <b>18</b> | <b>214</b>               | <b>209</b> | <b>27</b> | <b>0</b>            | <b>1,094</b> | <b>538</b> | <b>0</b>            | <b>1,319</b> | <b>601</b> |
| <i>Percent Commercial Trips Generated(Entering)</i> | 0.00%                    | 0.00%      | 0.00%     | 0.00%                    | 9.00%      | 0.00%     | 0.00%               | 0.00%        | 0.00%      | 0.00%               | 0.00%        | 21.00%     |
| <i>Percent Commercial Trips Generated(Exiting)</i>  | 21.00%                   | 9.00%      | 20.00%    | 0.00%                    | 0.00%      | 0.00%     | 0.00%               | 0.00%        | 0.00%      | 0.00%               | 0.00%        | 0.00%      |
| Total Trips Generated                               | 6                        | 3          | 6         | 0                        | 3          | 0         | 0                   | 0            | 0          | 0                   | 0            | 8          |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>             | <b>373</b>               | <b>470</b> | <b>24</b> | <b>214</b>               | <b>212</b> | <b>27</b> | <b>0</b>            | <b>1,094</b> | <b>538</b> | <b>0</b>            | <b>1,319</b> | <b>609</b> |
| <b>Total AM Peak Hour BUILD Volumes</b>             | <b>373</b>               | <b>470</b> | <b>24</b> | <b>214</b>               | <b>212</b> | <b>27</b> | <b>0</b>            | <b>1,094</b> | <b>538</b> | <b>0</b>            | <b>1,319</b> | <b>609</b> |

|   | 1.00%                    |            |           | 1.00%                    |            |           | 1.00%               |              |            | 1.00%               |              |            |
|---|--------------------------|------------|-----------|--------------------------|------------|-----------|---------------------|--------------|------------|---------------------|--------------|------------|
|   | Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |            |           | NB (St Francis Dr.) |              |            | SB (St Francis Dr.) |              |            |
|   | Left                     | Thru       | Right     | Left                     | Thru       | Right     | Left                | Thru         | Right      | Left                | Thru         | Right      |
| Existing Volumes                                    | 476                      | 314        | 19        | 414                      | 528        | 37        | 0                   | 1,431        | 387        | 0                   | 1,089        | 547        |
| Background Traffic Growth                           | 10                       | 6          | 0         | 8                        | 11         | 1         | 0                   | 29           | 8          | 0                   | 22           | 11         |
| <i>Subtotal</i>                                     | 486                      | 320        | 19        | 422                      | 539        | 38        | 0                   | 1,460        | 395        | 0                   | 1,111        | 558        |
| <b>Subtotal (NO BUILD - P.M.)</b>                   | <b>486</b>               | <b>320</b> | <b>19</b> | <b>422</b>               | <b>539</b> | <b>38</b> | <b>0</b>            | <b>1,460</b> | <b>395</b> | <b>0</b>            | <b>1,111</b> | <b>558</b> |
| <i>Percent Commercial Trips Generated(Entering)</i> | 0.00%                    | 0.00%      | 0.00%     | 0.00%                    | 9.00%      | 0.00%     | 0.00%               | 0.00%        | 0.00%      | 0.00%               | 0.00%        | 21.00%     |
| <i>Percent Commercial Trips Generated(Exiting)</i>  | 21.00%                   | 9.00%      | 20.00%    | 0.00%                    | 0.00%      | 0.00%     | 0.00%               | 0.00%        | 0.00%      | 0.00%               | 0.00%        | 0.00%      |
| Total Trips Generated                               | 9                        | 4          | 8         | 0                        | 4          | 0         | 0                   | 0            | 0          | 0                   | 0            | 9          |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>             | <b>495</b>               | <b>324</b> | <b>27</b> | <b>422</b>               | <b>543</b> | <b>38</b> | <b>0</b>            | <b>1,460</b> | <b>395</b> | <b>0</b>            | <b>1,111</b> | <b>567</b> |
| <b>Total PM Peak Hour BUILD Volumes</b>             | <b>495</b>               | <b>324</b> | <b>27</b> | <b>422</b>               | <b>543</b> | <b>38</b> | <b>0</b>            | <b>1,460</b> | <b>395</b> | <b>0</b>            | <b>1,111</b> | <b>567</b> |

Number of Commercial Trips Generated

|          |    |    |      |                             |
|----------|----|----|------|-----------------------------|
| Entering | 38 | 30 | A.M. | 100% Commercial Development |
| Exiting  | 42 | 41 | P.M. |                             |



AM(PM)

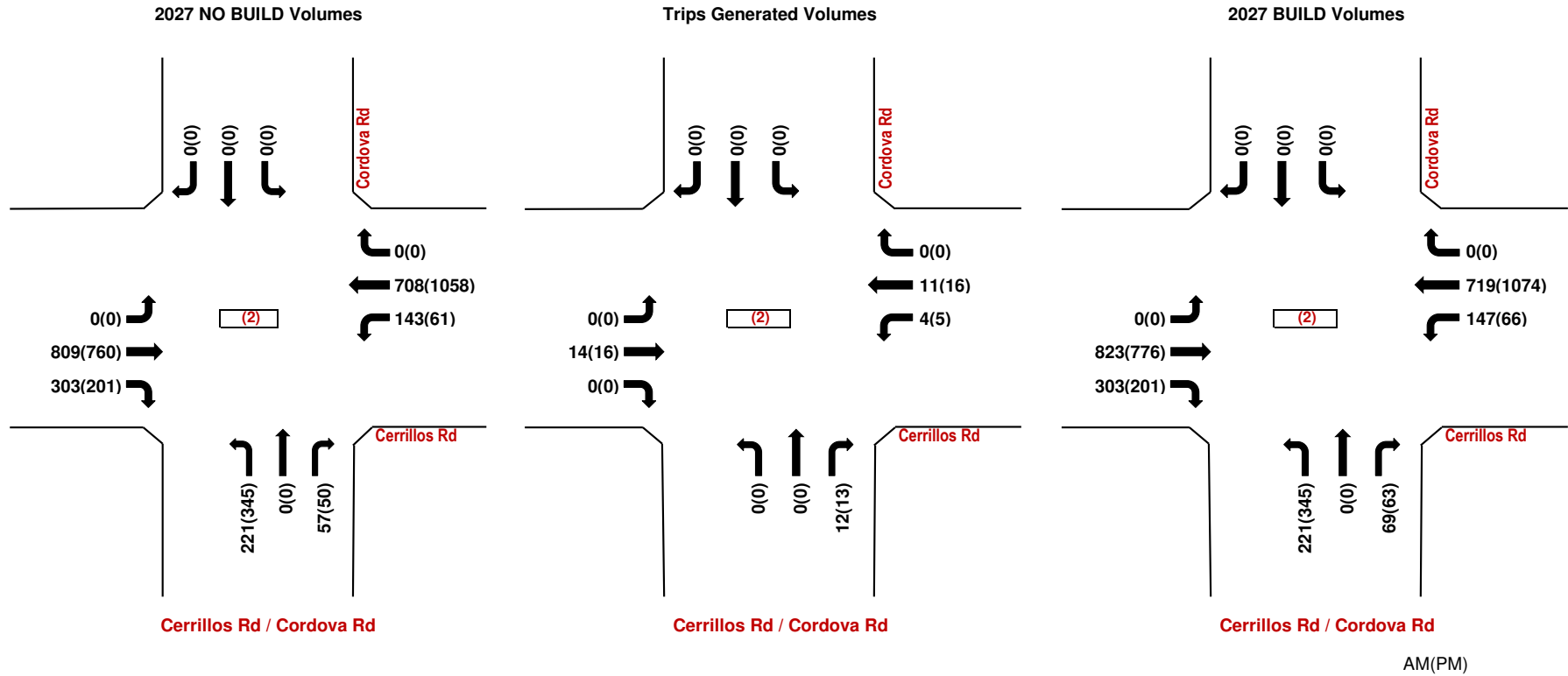
**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / Cordova Rd**

**INTERSECTION :** E-W Street: **Cerrillos Rd** (2)  
 N-S Street: **Cordova Rd**  
 Year of Existing Counts 2025  
 Implementation Year **2027**  
 Growth Rates 1.00% 1.00% 1.00% 1.00%

|  | 1.00%                    |            |            | 1.00%                    |            |          | 1.00%                   |          |           | 1.00%                   |          |          |
|--|--------------------------|------------|------------|--------------------------|------------|----------|-------------------------|----------|-----------|-------------------------|----------|----------|
|  | Eastbound (Cerrillos Rd) |            |            | Westbound (Cerrillos Rd) |            |          | Northbound (Cordova Rd) |          |           | Southbound (Cordova Rd) |          |          |
|  | Left                     | Thru       | Right      | Left                     | Thru       | Right    | Left                    | Thru     | Right     | Left                    | Thru     | Right    |
| Existing Volumes                             | 0                        | 793        | 297        | 140                      | 694        | 0        | 217                     | 0        | 56        | 0                       | 0        | 0        |
| Background Traffic Growth                    | 0                        | 16         | 6          | 3                        | 14         | 0        | 4                       | 0        | 1         | 0                       | 0        | 0        |
| Subtotal                                     | 0                        | 809        | 303        | 143                      | 708        | 0        | 221                     | 0        | 57        | 0                       | 0        | 0        |
| <b>Subtotal (NO BUILD - A.M.)</b>            | <b>0</b>                 | <b>809</b> | <b>303</b> | <b>143</b>               | <b>708</b> | <b>0</b> | <b>221</b>              | <b>0</b> | <b>57</b> | <b>0</b>                | <b>0</b> | <b>0</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 38.00%     | 0.00%      | 0.00%                    | 0.00%      | 0.00%    | 0.00%                   | 0.00%    | 32.00%    | 0.00%                   | 0.00%    | 0.00%    |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 0.00%      | 0.00%      | 12.00%                   | 38.00%     | 0.00%    | 0.00%                   | 0.00%    | 0.00%     | 0.00%                   | 0.00%    | 0.00%    |
| Total Trips Generated                        | 0                        | 14         | 0          | 4                        | 11         | 0        | 0                       | 0        | 12        | 0                       | 0        | 0        |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>      | <b>0</b>                 | <b>823</b> | <b>303</b> | <b>147</b>               | <b>719</b> | <b>0</b> | <b>221</b>              | <b>0</b> | <b>69</b> | <b>0</b>                | <b>0</b> | <b>0</b> |
| <b>Total AM Peak Hour BUILD Volumes</b>      | <b>0</b>                 | <b>823</b> | <b>303</b> | <b>147</b>               | <b>719</b> | <b>0</b> | <b>221</b>              | <b>0</b> | <b>69</b> | <b>0</b>                | <b>0</b> | <b>0</b> |

|  | 1.00%                    |            |            | 1.00%                    |              |          | 1.00%                   |          |           | 1.00%                   |          |          |
|--|--------------------------|------------|------------|--------------------------|--------------|----------|-------------------------|----------|-----------|-------------------------|----------|----------|
|  | Eastbound (Cerrillos Rd) |            |            | Westbound (Cerrillos Rd) |              |          | Northbound (Cordova Rd) |          |           | Southbound (Cordova Rd) |          |          |
|  | Left                     | Thru       | Right      | Left                     | Thru         | Right    | Left                    | Thru     | Right     | Left                    | Thru     | Right    |
| Existing Volumes                             | 0                        | 745        | 197        | 60                       | 1,037        | 0        | 338                     | 0        | 49        | 0                       | 0        | 0        |
| Background Traffic Growth                    | 0                        | 15         | 4          | 1                        | 21           | 0        | 7                       | 0        | 1         | 0                       | 0        | 0        |
| Subtotal                                     | 0                        | 760        | 201        | 61                       | 1,058        | 0        | 345                     | 0        | 50        | 0                       | 0        | 0        |
| <b>Subtotal (NO BUILD - P.M.)</b>            | <b>0</b>                 | <b>760</b> | <b>201</b> | <b>61</b>                | <b>1,058</b> | <b>0</b> | <b>345</b>              | <b>0</b> | <b>50</b> | <b>0</b>                | <b>0</b> | <b>0</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 38.00%     | 0.00%      | 0.00%                    | 0.00%        | 0.00%    | 0.00%                   | 0.00%    | 32.00%    | 0.00%                   | 0.00%    | 0.00%    |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 0.00%      | 0.00%      | 12.00%                   | 38.00%       | 0.00%    | 0.00%                   | 0.00%    | 0.00%     | 0.00%                   | 0.00%    | 0.00%    |
| Total Trips Generated                        | 0                        | 16         | 0          | 5                        | 16           | 0        | 0                       | 0        | 13        | 0                       | 0        | 0        |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>      | <b>0</b>                 | <b>776</b> | <b>201</b> | <b>66</b>                | <b>1,074</b> | <b>0</b> | <b>345</b>              | <b>0</b> | <b>63</b> | <b>0</b>                | <b>0</b> | <b>0</b> |
| <b>Total PM Peak Hour BUILD Volumes</b>      | <b>0</b>                 | <b>776</b> | <b>201</b> | <b>66</b>                | <b>1,074</b> | <b>0</b> | <b>345</b>              | <b>0</b> | <b>63</b> | <b>0</b>                | <b>0</b> | <b>0</b> |

Number of Commercial Trips Generated  
 Entering 38 30 A.M. 100% Commercial Development  
 Exiting 42 41 P.M.



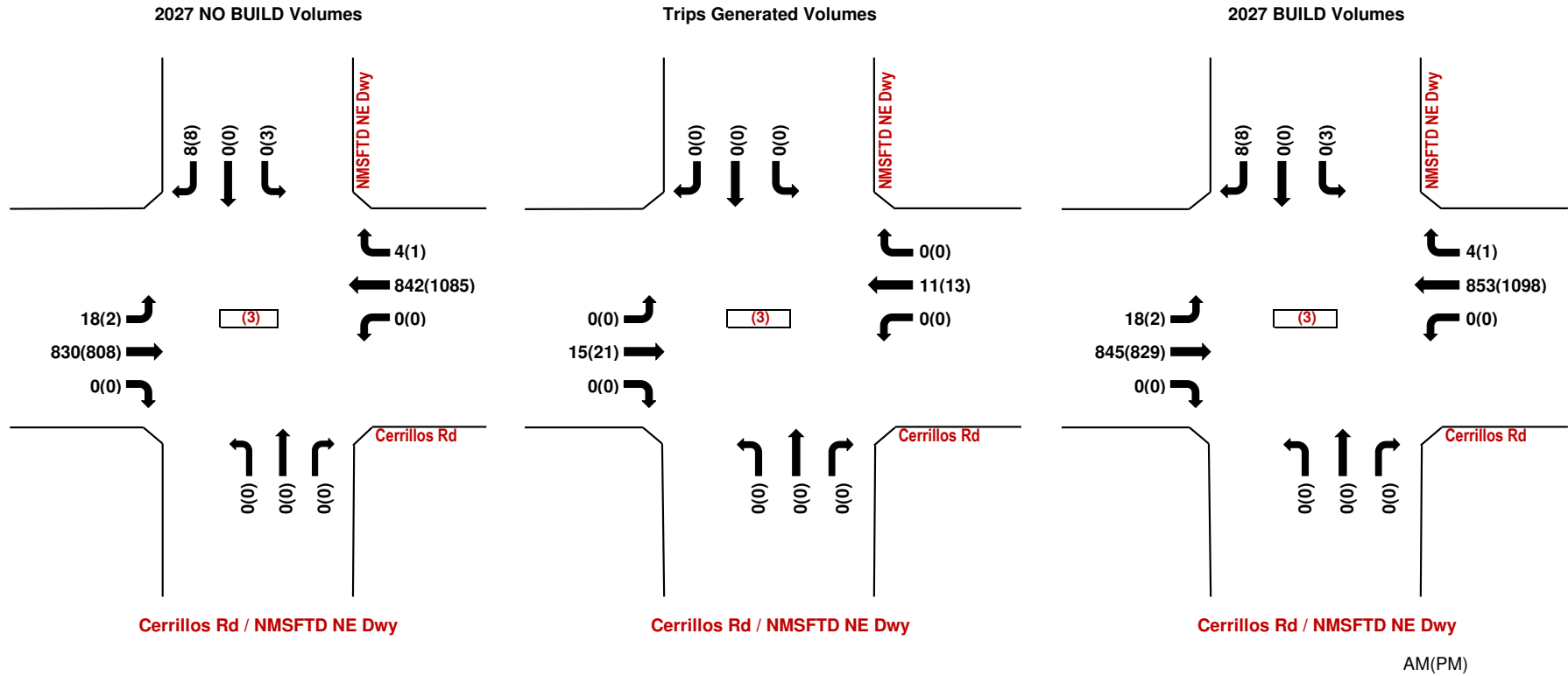
**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / NMSFTD NE Dwy**

**INTERSECTION :** E-W Street: **Cerrillos Rd** (3)  
 N-S Street: **NMSFTD NE Dwy**  
 Year of Existing Counts: 2025  
 Implementation Year: **2027**

|   | 1.00%                    |            |          | 1.00%                    |            |          | 1.00%              |          |          | 1.00%              |          |          |
|---|--------------------------|------------|----------|--------------------------|------------|----------|--------------------|----------|----------|--------------------|----------|----------|
|   | Eastbound (Cerrillos Rd) |            |          | Westbound (Cerrillos Rd) |            |          | NB (NMSFTD NE Dwy) |          |          | SB (NMSFTD NE Dwy) |          |          |
|   | Left                     | Thru       | Right    | Left                     | Thru       | Right    | Left               | Thru     | Right    | Left               | Thru     | Right    |
| Existing Volumes                                    | 18                       | 814        | 0        | 0                        | 825        | 4        | 0                  | 0        | 0        | 0                  | 0        | 8        |
| Background Traffic Growth                           | 0                        | 16         | 0        | 0                        | 17         | 0        | 0                  | 0        | 0        | 0                  | 0        | 0        |
| <i>Subtotal</i>                                     | 18                       | 830        | 0        | 0                        | 842        | 4        | 0                  | 0        | 0        | 0                  | 0        | 8        |
| <b>Subtotal (NO BUILD - A.M.)</b>                   | <b>18</b>                | <b>830</b> | <b>0</b> | <b>0</b>                 | <b>842</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>8</b> |
| <i>Percent Commercial Trips Generated(Entering)</i> | 0.00%                    | 0.00%      | 0.00%    | 0.00%                    | 30.00%     | 0.00%    | 0.00%              | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%    |
| <i>Percent Commercial Trips Generated(Exiting)</i>  | 0.00%                    | 50.00%     | 0.00%    | 0.00%                    | 0.00%      | 0.00%    | 0.00%              | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%    |
| Total Trips Generated                               | 0                        | 15         | 0        | 0                        | 11         | 0        | 0                  | 0        | 0        | 0                  | 0        | 0        |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>             | <b>18</b>                | <b>845</b> | <b>0</b> | <b>0</b>                 | <b>853</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>8</b> |
| <b>Total AM Peak Hour BUILD Volumes</b>             | <b>18</b>                | <b>845</b> | <b>0</b> | <b>0</b>                 | <b>853</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>8</b> |

|   | 1.00%                    |            |          | 1.00%                    |              |          | 1.00%              |          |          | 1.00%              |          |          |
|---|--------------------------|------------|----------|--------------------------|--------------|----------|--------------------|----------|----------|--------------------|----------|----------|
|   | Eastbound (Cerrillos Rd) |            |          | Westbound (Cerrillos Rd) |              |          | NB (NMSFTD NE Dwy) |          |          | SB (NMSFTD NE Dwy) |          |          |
|   | Left                     | Thru       | Right    | Left                     | Thru         | Right    | Left               | Thru     | Right    | Left               | Thru     | Right    |
| Existing Volumes                                    | 2                        | 792        | 0        | 0                        | 1,064        | 1        | 0                  | 0        | 0        | 3                  | 0        | 8        |
| Background Traffic Growth                           | 0                        | 16         | 0        | 0                        | 21           | 0        | 0                  | 0        | 0        | 0                  | 0        | 0        |
| <i>Subtotal</i>                                     | 2                        | 808        | 0        | 0                        | 1,085        | 1        | 0                  | 0        | 0        | 3                  | 0        | 8        |
| <b>Subtotal (NO BUILD - P.M.)</b>                   | <b>2</b>                 | <b>808</b> | <b>0</b> | <b>0</b>                 | <b>1,085</b> | <b>1</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>3</b>           | <b>0</b> | <b>8</b> |
| <i>Percent Commercial Trips Generated(Entering)</i> | 0.00%                    | 0.00%      | 0.00%    | 0.00%                    | 30.00%       | 0.00%    | 0.00%              | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%    |
| <i>Percent Commercial Trips Generated(Exiting)</i>  | 0.00%                    | 50.00%     | 0.00%    | 0.00%                    | 0.00%        | 0.00%    | 0.00%              | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%    |
| Total Trips Generated                               | 0                        | 21         | 0        | 0                        | 13           | 0        | 0                  | 0        | 0        | 0                  | 0        | 0        |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>             | <b>2</b>                 | <b>829</b> | <b>0</b> | <b>0</b>                 | <b>1,098</b> | <b>1</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>3</b>           | <b>0</b> | <b>8</b> |
| <b>Total PM Peak Hour BUILD Volumes</b>             | <b>2</b>                 | <b>829</b> | <b>0</b> | <b>0</b>                 | <b>1,098</b> | <b>1</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>3</b>           | <b>0</b> | <b>8</b> |

Number of Commercial Trips Generated  
 Entering: **38**    Exiting: **30**    A.M.    100% Commercial Development  
 Entering: **42**    Exiting: **41**    P.M.



**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / Driveway "A"**

**INTERSECTION :** E-W Street: **Cerrillos Rd** (4)  
 N-S Street: **Driveway "A"**

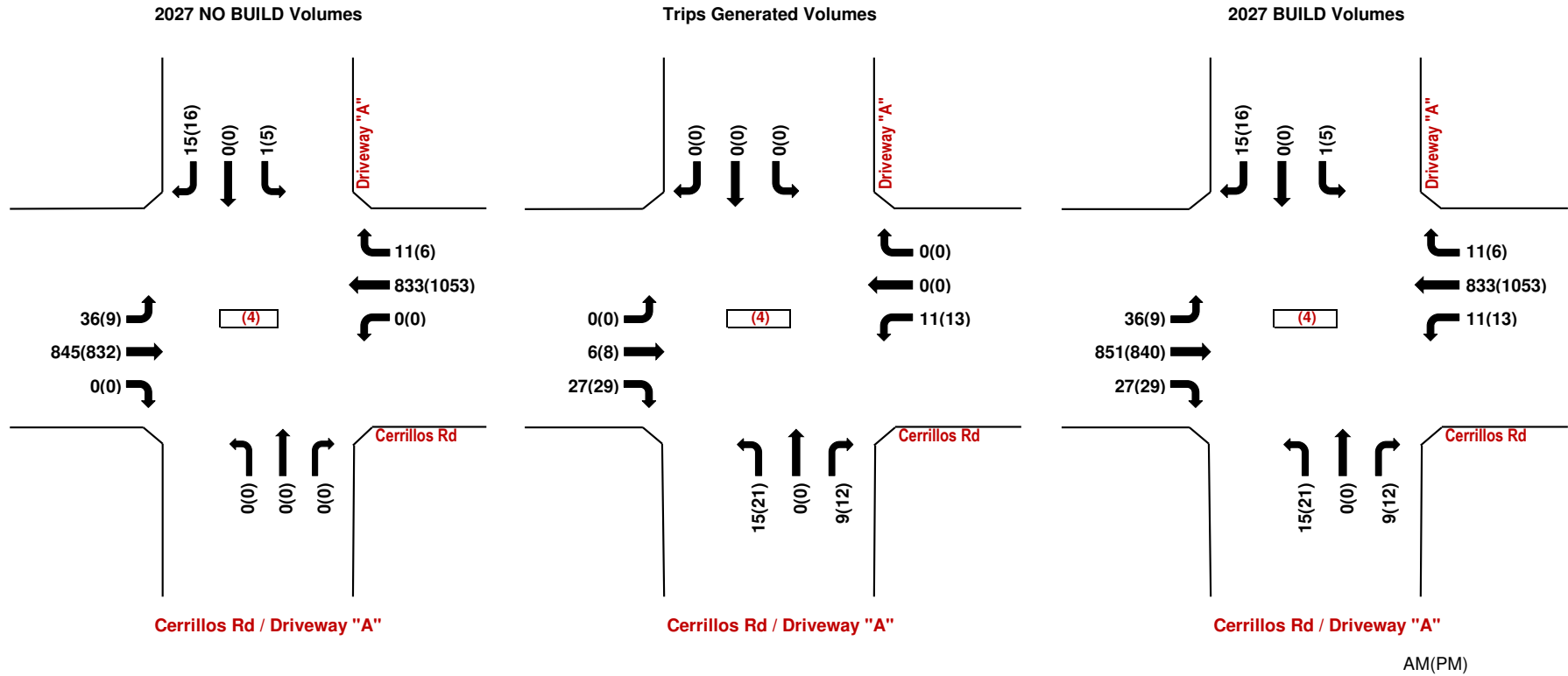
Year of Existing Counts 2025  
 Implementation Year 2027

Growth Rates 1.00% 1.00% 1.00% 1.00%

|  | 1.00%                    |            |           | 1.00%                    |            |           | 1.00%             |          |          | 1.00%              |          |           |
|--|--------------------------|------------|-----------|--------------------------|------------|-----------|-------------------|----------|----------|--------------------|----------|-----------|
|  | Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |            |           | NB (Driveway "A") |          |          | SB (NMSFTD SW Dwy) |          |           |
|  | Left                     | Thru       | Right     | Left                     | Thru       | Right     | Left              | Thru     | Right    | Left               | Thru     | Right     |
| Existing Volumes                             | 35                       | 828        | 0         | 0                        | 817        | 11        | 0                 | 0        | 0        | 1                  | 0        | 15        |
| Background Traffic Growth                    | 1                        | 17         | 0         | 0                        | 16         | 0         | 0                 | 0        | 0        | 0                  | 0        | 0         |
| Subtotal                                     | 36                       | 845        | 0         | 0                        | 833        | 11        | 0                 | 0        | 0        | 1                  | 0        | 15        |
| <b>Subtotal (NO BUILD - A.M.)</b>            | <b>36</b>                | <b>845</b> | <b>0</b>  | <b>0</b>                 | <b>833</b> | <b>11</b> | <b>0</b>          | <b>0</b> | <b>0</b> | <b>1</b>           | <b>0</b> | <b>15</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 0.00%      | 70.00%    | 30.00%                   | 0.00%      | 0.00%     | 0.00%             | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%     |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 20.00%     | 0.00%     | 0.00%                    | 0.00%      | 0.00%     | 50.00%            | 0.00%    | 30.00%   | 0.00%              | 0.00%    | 0.00%     |
| Total Trips Generated                        | 0                        | 6          | 27        | 11                       | 0          | 0         | 15                | 0        | 9        | 0                  | 0        | 0         |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>      | <b>36</b>                | <b>851</b> | <b>27</b> | <b>11</b>                | <b>833</b> | <b>11</b> | <b>15</b>         | <b>0</b> | <b>9</b> | <b>1</b>           | <b>0</b> | <b>15</b> |
| <b>Total AM Peak Hour BUILD Volumes</b>      | <b>36</b>                | <b>851</b> | <b>27</b> | <b>11</b>                | <b>833</b> | <b>11</b> | <b>15</b>         | <b>0</b> | <b>9</b> | <b>1</b>           | <b>0</b> | <b>15</b> |

|  | 1.00%                    |            |           | 1.00%                    |              |          | 1.00%             |          |           | 1.00%              |          |           |
|--|--------------------------|------------|-----------|--------------------------|--------------|----------|-------------------|----------|-----------|--------------------|----------|-----------|
|  | Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |              |          | NB (Driveway "A") |          |           | SB (NMSFTD SW Dwy) |          |           |
|  | Left                     | Thru       | Right     | Left                     | Thru         | Right    | Left              | Thru     | Right     | Left               | Thru     | Right     |
| Existing Volumes                             | 9                        | 816        | 0         | 0                        | 1,032        | 6        | 0                 | 0        | 0         | 5                  | 0        | 16        |
| Background Traffic Growth                    | 0                        | 16         | 0         | 0                        | 21           | 0        | 0                 | 0        | 0         | 0                  | 0        | 0         |
| Subtotal                                     | 9                        | 832        | 0         | 0                        | 1,053        | 6        | 0                 | 0        | 0         | 5                  | 0        | 16        |
| <b>Subtotal (NO BUILD - P.M.)</b>            | <b>9</b>                 | <b>832</b> | <b>0</b>  | <b>0</b>                 | <b>1,053</b> | <b>6</b> | <b>0</b>          | <b>0</b> | <b>0</b>  | <b>5</b>           | <b>0</b> | <b>16</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 0.00%      | 70.00%    | 30.00%                   | 0.00%        | 0.00%    | 0.00%             | 0.00%    | 0.00%     | 0.00%              | 0.00%    | 0.00%     |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 20.00%     | 0.00%     | 0.00%                    | 0.00%        | 0.00%    | 50.00%            | 0.00%    | 30.00%    | 0.00%              | 0.00%    | 0.00%     |
| Total Trips Generated                        | 0                        | 8          | 29        | 13                       | 0            | 0        | 21                | 0        | 12        | 0                  | 0        | 0         |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>      | <b>9</b>                 | <b>840</b> | <b>29</b> | <b>13</b>                | <b>1,053</b> | <b>6</b> | <b>21</b>         | <b>0</b> | <b>12</b> | <b>5</b>           | <b>0</b> | <b>16</b> |
| <b>Total PM Peak Hour BUILD Volumes</b>      | <b>9</b>                 | <b>840</b> | <b>29</b> | <b>13</b>                | <b>1,053</b> | <b>6</b> | <b>21</b>         | <b>0</b> | <b>12</b> | <b>5</b>           | <b>0</b> | <b>16</b> |

Number of Commercial Trips Generated  
 Entering 38 30 A.M. 100% Commercial Development  
 Exiting 42 41 P.M.



**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / Driveway "B"**

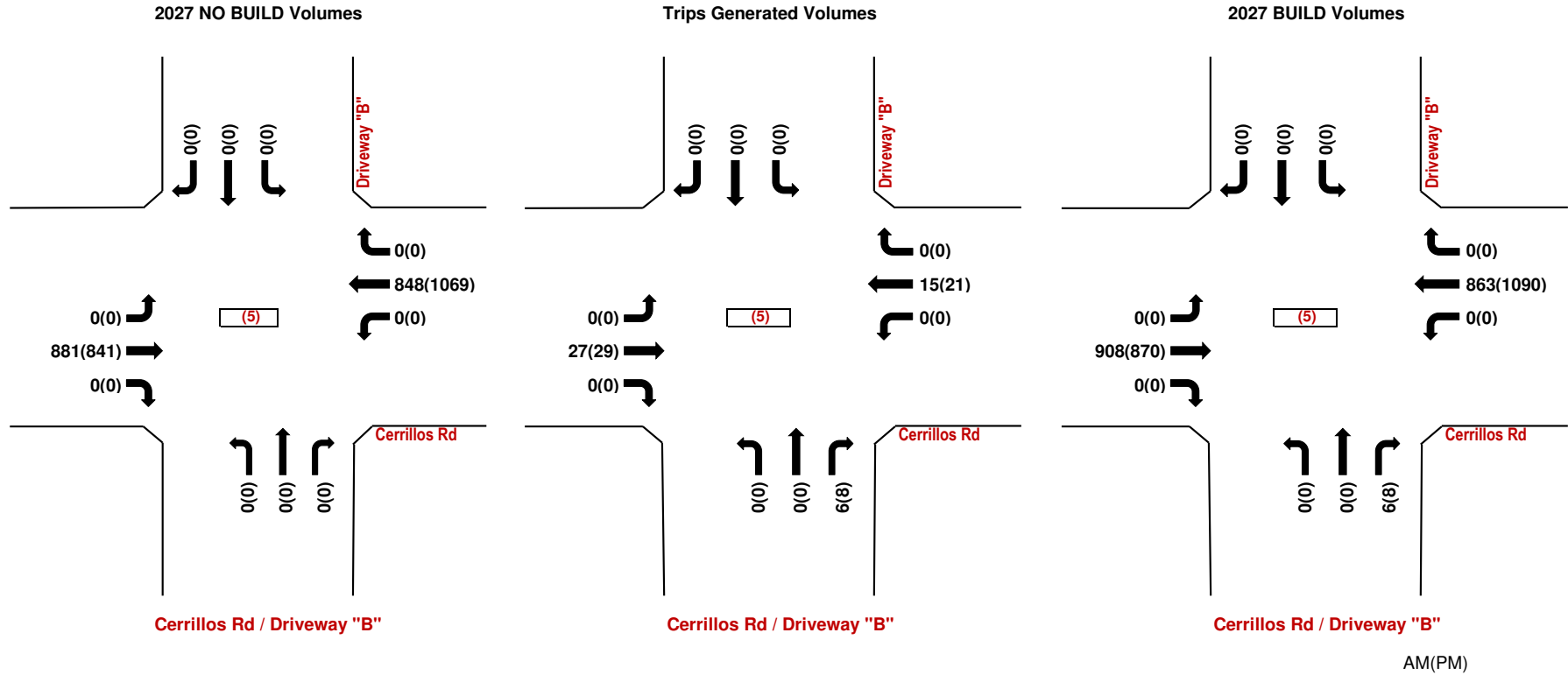
**INTERSECTION :** E-W Street: **Cerrillos Rd** (5)  
 N-S Street: **Driveway "B"**  
 Year of Existing Counts: 2025  
 Implementation Year: **2027**

|  | 1.00%                    |               |       | 1.00%                    |               |       | 1.00%             |       |               | 1.00%             |       |       |
|--|--------------------------|---------------|-------|--------------------------|---------------|-------|-------------------|-------|---------------|-------------------|-------|-------|
|  | Eastbound (Cerrillos Rd) |               |       | Westbound (Cerrillos Rd) |               |       | NB (Driveway "B") |       |               | SB (Driveway "B") |       |       |
|  | Left                     | Thru          | Right | Left                     | Thru          | Right | Left              | Thru  | Right         | Left              | Thru  | Right |
| Existing Volumes                             | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Background Traffic Growth                    | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Subtotal                                     | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| <b>Subtotal (NO BUILD - A.M.)</b>            | 0                        | <b>881</b>    | 0     | 0                        | <b>848</b>    | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | <b>70.00%</b> | 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%                    | <b>50.00%</b> | 0.00% | 0.00%             | 0.00% | <b>20.00%</b> | 0.00%             | 0.00% | 0.00% |
| Total Trips Generated                        | 0                        | 27            | 0     | 0                        | 15            | 0     | 0                 | 0     | 6             | 0                 | 0     | 0     |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>      | 0                        | <b>908</b>    | 0     | 0                        | <b>863</b>    | 0     | 0                 | 0     | <b>6</b>      | 0                 | 0     | 0     |
| <b>Total AM Peak Hour BUILD Volumes</b>      | 0                        | <b>908</b>    | 0     | 0                        | <b>863</b>    | 0     | 0                 | 0     | <b>6</b>      | 0                 | 0     | 0     |

|  | 1.00%                    |               |       | 1.00%                    |               |       | 1.00%             |       |               | 1.00%             |       |       |
|--|--------------------------|---------------|-------|--------------------------|---------------|-------|-------------------|-------|---------------|-------------------|-------|-------|
|  | Eastbound (Cerrillos Rd) |               |       | Westbound (Cerrillos Rd) |               |       | NB (Driveway "B") |       |               | SB (Driveway "B") |       |       |
|  | Left                     | Thru          | Right | Left                     | Thru          | Right | Left              | Thru  | Right         | Left              | Thru  | Right |
| Existing Volumes                             | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Background Traffic Growth                    | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Subtotal                                     | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| <b>Subtotal (NO BUILD - P.M.)</b>            | 0                        | <b>841</b>    | 0     | 0                        | <b>1,069</b>  | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | <b>70.00%</b> | 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%                    | <b>50.00%</b> | 0.00% | 0.00%             | 0.00% | <b>20.00%</b> | 0.00%             | 0.00% | 0.00% |
| Total Trips Generated                        | 0                        | 29            | 0     | 0                        | 21            | 0     | 0                 | 0     | 8             | 0                 | 0     | 0     |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>      | 0                        | <b>870</b>    | 0     | 0                        | <b>1,090</b>  | 0     | 0                 | 0     | <b>8</b>      | 0                 | 0     | 0     |
| <b>Total PM Peak Hour BUILD Volumes</b>      | 0                        | <b>870</b>    | 0     | 0                        | <b>1,090</b>  | 0     | 0                 | 0     | <b>8</b>      | 0                 | 0     | 0     |

Number of Commercial Trips Generated

|          |    |    |      |                             |
|----------|----|----|------|-----------------------------|
| Entering | 38 | 30 | A.M. | 100% Commercial Development |
| Exiting  | 42 | 41 | P.M. |                             |



**Marriott Hotel (1000 Cerrillos Rd.)**

Projected Turning Movements SUMMARY  
**PROPOSED DEVELOPMENT (2037) - 100% Development**

**INTERSECTION : Summary**

**Cerrillos Rd / St Francis Dr.**

0.92

PHF

|                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | NB (St Francis Dr.) |       |       | SB (St Francis Dr.) |       |       |
|------------------------|--------------------------|------|-------|--------------------------|------|-------|---------------------|-------|-------|---------------------|-------|-------|
|                        | Left                     | Thru | Right | Left                     | Thru | Right | Left                | Thru  | Right | Left                | Thru  | Right |
| (1) 0.0% H.C.          |                          |      |       |                          |      |       |                     |       |       |                     |       |       |
| Existing (2025)        | 360                      | 458  | 18    | 210                      | 205  | 26    | 0                   | 1,073 | 527   | 0                   | 1,293 | 589   |
| 2037 (NO BUILD - A.M.) | 403                      | 513  | 20    | 235                      | 230  | 29    | 0                   | 1,202 | 590   | 0                   | 1,448 | 660   |
| 2037 (BUILD - A.M.)    | 409                      | 516  | 26    | 235                      | 233  | 29    | 0                   | 1,202 | 590   | 0                   | 1,448 | 668   |

0.95

PHF

|                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | NB (St Francis Dr.) |       |       | SB (St Francis Dr.) |       |       |
|------------------------|--------------------------|------|-------|--------------------------|------|-------|---------------------|-------|-------|---------------------|-------|-------|
|                        | Left                     | Thru | Right | Left                     | Thru | Right | Left                | Thru  | Right | Left                | Thru  | Right |
| Existing (2025)        | 476                      | 314  | 19    | 414                      | 528  | 37    | 0                   | 1,431 | 387   | 0                   | 1,089 | 547   |
| 2037 (NO BUILD - P.M.) | 533                      | 352  | 21    | 464                      | 591  | 41    | 0                   | 1,603 | 433   | 0                   | 1,220 | 613   |
| 2037 (BUILD - P.M.)    | 542                      | 356  | 29    | 464                      | 595  | 41    | 0                   | 1,603 | 433   | 0                   | 1,220 | 622   |

**Cerrillos Rd / Cordova Rd**

0.91

PHF

|                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | Northbound (Cordova Rd) |      |       | Southbound (Cordova Rd) |      |       |
|------------------------|--------------------------|------|-------|--------------------------|------|-------|-------------------------|------|-------|-------------------------|------|-------|
|                        | Left                     | Thru | Right | Left                     | Thru | Right | Left                    | Thru | Right | Left                    | Thru | Right |
| (2) 0.0% H.C.          |                          |      |       |                          |      |       |                         |      |       |                         |      |       |
| Existing (2025)        | 0                        | 793  | 297   | 140                      | 694  | 0     | 217                     | 0    | 56    | 0                       | 0    | 0     |
| 2037 (NO BUILD - A.M.) | 0                        | 888  | 333   | 157                      | 777  | 0     | 243                     | 0    | 63    | 0                       | 0    | 0     |
| 2037 (BUILD - A.M.)    | 0                        | 902  | 333   | 161                      | 788  | 0     | 243                     | 0    | 75    | 0                       | 0    | 0     |

0.94

PHF

|                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |       |       | Northbound (Cordova Rd) |      |       | Southbound (Cordova Rd) |      |       |
|------------------------|--------------------------|------|-------|--------------------------|-------|-------|-------------------------|------|-------|-------------------------|------|-------|
|                        | Left                     | Thru | Right | Left                     | Thru  | Right | Left                    | Thru | Right | Left                    | Thru | Right |
| Existing (2025)        | 0                        | 745  | 197   | 60                       | 1,037 | 0     | 338                     | 0    | 49    | 0                       | 0    | 0     |
| 2037 (NO BUILD - P.M.) | 0                        | 834  | 221   | 67                       | 1,161 | 0     | 379                     | 0    | 55    | 0                       | 0    | 0     |
| 2037 (BUILD - P.M.)    | 0                        | 850  | 221   | 72                       | 1,177 | 0     | 379                     | 0    | 68    | 0                       | 0    | 0     |

**Cerrillos Rd / NMSFTD NE Dwy**

0.90

PHF

|                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |      |       | NB (NMSFTD NE Dwy) |      |       | SB (NMSFTD NE Dwy) |      |       |
|------------------------|--------------------------|------|-------|--------------------------|------|-------|--------------------|------|-------|--------------------|------|-------|
|                        | Left                     | Thru | Right | Left                     | Thru | Right | Left               | Thru | Right | Left               | Thru | Right |
| (3) 0.0% H.C.          |                          |      |       |                          |      |       |                    |      |       |                    |      |       |
| Existing (2025)        | 18                       | 814  | 0     | 0                        | 825  | 4     | 0                  | 0    | 0     | 0                  | 0    | 8     |
| 2037 (NO BUILD - A.M.) | 20                       | 912  | 0     | 0                        | 924  | 4     | 0                  | 0    | 0     | 0                  | 0    | 9     |
| 2037 (BUILD - A.M.)    | 20                       | 927  | 0     | 0                        | 935  | 4     | 0                  | 0    | 0     | 0                  | 0    | 9     |

0.94

PHF

|                        | Eastbound (Cerrillos Rd) |      |       | Westbound (Cerrillos Rd) |       |       | NB (NMSFTD NE Dwy) |      |       | SB (NMSFTD NE Dwy) |      |       |
|------------------------|--------------------------|------|-------|--------------------------|-------|-------|--------------------|------|-------|--------------------|------|-------|
|                        | Left                     | Thru | Right | Left                     | Thru  | Right | Left               | Thru | Right | Left               | Thru | Right |
| Existing (2025)        | 2                        | 792  | 0     | 0                        | 1,064 | 1     | 0                  | 0    | 0     | 3                  | 0    | 8     |
| 2037 (NO BUILD - P.M.) | 2                        | 887  | 0     | 0                        | 1,192 | 1     | 0                  | 0    | 0     | 3                  | 0    | 9     |
| 2037 (BUILD - P.M.)    | 2                        | 908  | 0     | 0                        | 1,205 | 1     | 0                  | 0    | 0     | 3                  | 0    | 9     |

**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements SUMMARY  
**PROPOSED DEVELOPMENT (2037) - 100% Development**

**INTERSECTION: Summary**

**Cerrillos Rd / Driveway "A"**

0.90

PHF

(4)  
 0.0% H.C.  
**Existing (2025)**  
 2037 (NO BUILD - A.M.)  
 2037 (BUILD - A.M.)

| Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |            |           | NB (Driveway "A") |          |          | SB (NMSFTD SW Dwy) |          |           |
|--------------------------|------------|-----------|--------------------------|------------|-----------|-------------------|----------|----------|--------------------|----------|-----------|
| Left                     | Thru       | Right     | Left                     | Thru       | Right     | Left              | Thru     | Right    | Left               | Thru     | Right     |
| 35                       | 828        | 0         | 0                        | 817        | 11        | 0                 | 0        | 0        | 1                  | 0        | 15        |
| 39                       | 927        | 0         | 0                        | 915        | 12        | 0                 | 0        | 0        | 1                  | 0        | 17        |
| <b>39</b>                | <b>933</b> | <b>27</b> | <b>11</b>                | <b>915</b> | <b>12</b> | <b>15</b>         | <b>0</b> | <b>9</b> | <b>1</b>           | <b>0</b> | <b>17</b> |

0.94

PHF

**Existing (2025)**  
 2037 (NO BUILD - P.M.)  
 2037 (BUILD - P.M.)

| Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |              |          | NB (Driveway "A") |          |           | SB (NMSFTD SW Dwy) |          |           |
|--------------------------|------------|-----------|--------------------------|--------------|----------|-------------------|----------|-----------|--------------------|----------|-----------|
| Left                     | Thru       | Right     | Left                     | Thru         | Right    | Left              | Thru     | Right     | Left               | Thru     | Right     |
| 9                        | 816        | 0         | 0                        | 1,032        | 6        | 0                 | 0        | 0         | 5                  | 0        | 16        |
| 10                       | 914        | 0         | 0                        | 1,156        | 7        | 0                 | 0        | 0         | 6                  | 0        | 18        |
| <b>10</b>                | <b>922</b> | <b>29</b> | <b>13</b>                | <b>1,156</b> | <b>7</b> | <b>21</b>         | <b>0</b> | <b>12</b> | <b>6</b>           | <b>0</b> | <b>18</b> |

**Cerrillos Rd / Driveway "B"**

0.91

PHF

(5)  
 0.0% H.C.  
**Existing (2025)**  
 2037 (NO BUILD - A.M.)  
 2037 (BUILD - A.M.)

| Eastbound (Cerrillos Rd) |            |          | Westbound (Cerrillos Rd) |            |          | NB (Driveway "B") |          |          | SB (Driveway "B") |          |          |
|--------------------------|------------|----------|--------------------------|------------|----------|-------------------|----------|----------|-------------------|----------|----------|
| 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                        | 966        | 0        | 0                        | 932        | 0        | 0                 | 0        | 0        | 0                 | 0        | 0        |
| <b>0</b>                 | <b>993</b> | <b>0</b> | <b>0</b>                 | <b>947</b> | <b>0</b> | <b>0</b>          | <b>0</b> | <b>6</b> | <b>0</b>          | <b>0</b> | <b>0</b> |

0.94

PHF

**Existing (2025)**  
 2037 (NO BUILD - P.M.)  
 2037 (BUILD - P.M.)

| Eastbound (Cerrillos Rd) |            |          | Westbound (Cerrillos Rd) |              |          | NB (Driveway "B") |          |          | SB (Driveway "B") |          |          |
|--------------------------|------------|----------|--------------------------|--------------|----------|-------------------|----------|----------|-------------------|----------|----------|
| 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                        | 924        | 0        | 0                        | 1,174        | 0        | 0                 | 0        | 0        | 0                 | 0        | 0        |
| <b>0</b>                 | <b>953</b> | <b>0</b> | <b>0</b>                 | <b>1,195</b> | <b>0</b> | <b>0</b>          | <b>0</b> | <b>8</b> | <b>0</b>          | <b>0</b> | <b>0</b> |

**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / St Francis Dr.**

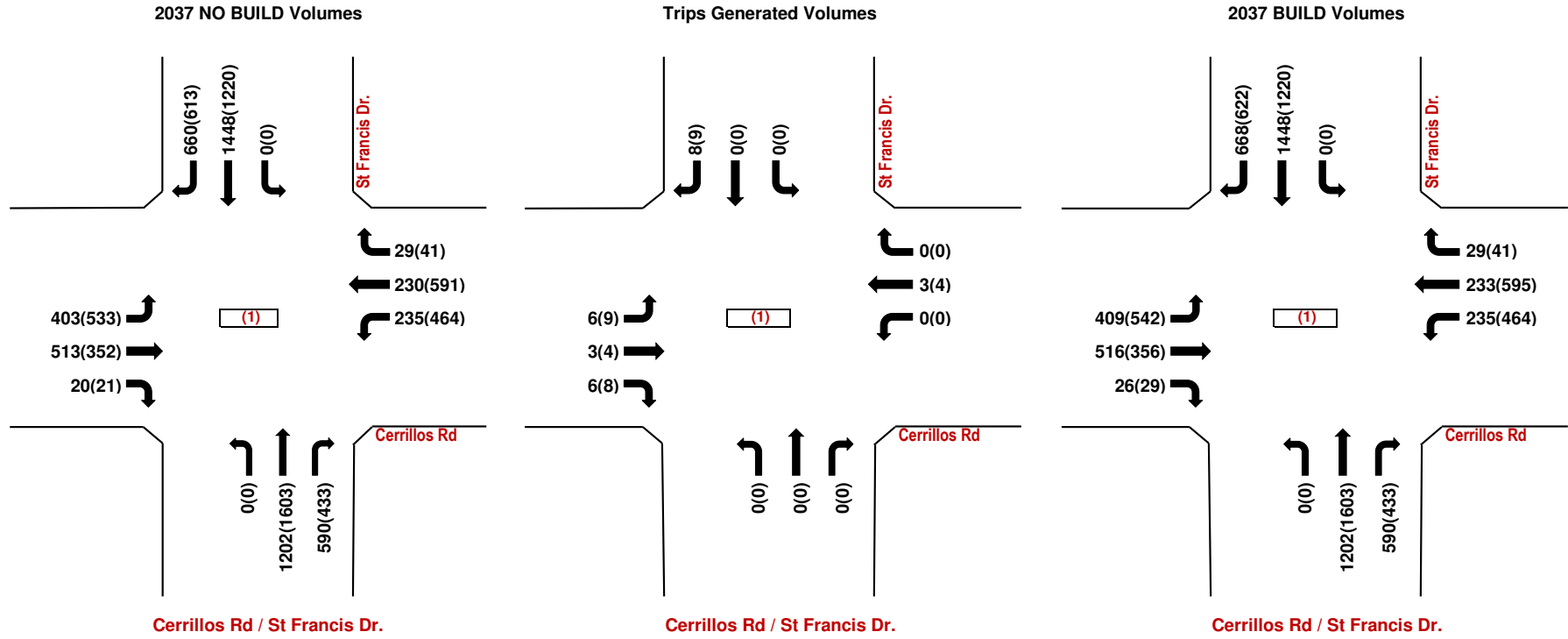
**INTERSECTION :** E-W Street: **Cerrillos Rd** (1)  
 N-S Street: **St Francis Dr.**  
 Year of Existing Counts 2025  
 Horizon Year 2037

|  | 1.00%                    |            |           | 1.00%                    |            |           | 1.00%               |              |            | 1.00%               |              |            |
|--|--------------------------|------------|-----------|--------------------------|------------|-----------|---------------------|--------------|------------|---------------------|--------------|------------|
|  | Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |            |           | NB (St Francis Dr.) |              |            | SB (St Francis Dr.) |              |            |
|  | Left                     | Thru       | Right     | Left                     | Thru       | Right     | Left                | Thru         | Right      | Left                | Thru         | Right      |
| Existing Volumes                             | 360                      | 458        | 18        | 210                      | 205        | 26        | 0                   | 1,073        | 527        | 0                   | 1,293        | 589        |
| Background Traffic Growth                    | 43                       | 55         | 2         | 25                       | 25         | 3         | 0                   | 129          | 63         | 0                   | 155          | 71         |
| Subtotal                                     | 403                      | 513        | 20        | 235                      | 230        | 29        | 0                   | 1,202        | 590        | 0                   | 1,448        | 660        |
| <b>Subtotal (NO BUILD - A.M.)</b>            | <b>403</b>               | <b>513</b> | <b>20</b> | <b>235</b>               | <b>230</b> | <b>29</b> | <b>0</b>            | <b>1,202</b> | <b>590</b> | <b>0</b>            | <b>1,448</b> | <b>660</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 0.00%      | 0.00%     | 0.00%                    | 9.00%      | 0.00%     | 0.00%               | 0.00%        | 0.00%      | 0.00%               | 0.00%        | 21.00%     |
| Percent Commercial Trips Generated(Exiting)  | 21.00%                   | 9.00%      | 20.00%    | 0.00%                    | 0.00%      | 0.00%     | 0.00%               | 0.00%        | 0.00%      | 0.00%               | 0.00%        | 0.00%      |
| Total Trips Generated                        | 6                        | 3          | 6         | 0                        | 3          | 0         | 0                   | 0            | 0          | 0                   | 0            | 8          |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>      | <b>409</b>               | <b>516</b> | <b>26</b> | <b>235</b>               | <b>233</b> | <b>29</b> | <b>0</b>            | <b>1,202</b> | <b>590</b> | <b>0</b>            | <b>1,448</b> | <b>668</b> |
| <b>Total AM Peak Hour BUILD Volumes</b>      | <b>409</b>               | <b>516</b> | <b>26</b> | <b>235</b>               | <b>233</b> | <b>29</b> | <b>0</b>            | <b>1,202</b> | <b>590</b> | <b>0</b>            | <b>1,448</b> | <b>668</b> |

|  | 1.00%                    |            |           | 1.00%                    |            |           | 1.00%               |              |            | 1.00%               |              |            |
|--|--------------------------|------------|-----------|--------------------------|------------|-----------|---------------------|--------------|------------|---------------------|--------------|------------|
|  | Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |            |           | NB (St Francis Dr.) |              |            | SB (St Francis Dr.) |              |            |
|  | Left                     | Thru       | Right     | Left                     | Thru       | Right     | Left                | Thru         | Right      | Left                | Thru         | Right      |
| Existing Volumes                             | 476                      | 314        | 19        | 414                      | 528        | 37        | 0                   | 1,431        | 387        | 0                   | 1,089        | 547        |
| Background Traffic Growth                    | 57                       | 38         | 2         | 50                       | 63         | 4         | 0                   | 172          | 46         | 0                   | 131          | 66         |
| Subtotal                                     | 533                      | 352        | 21        | 464                      | 591        | 41        | 0                   | 1,603        | 433        | 0                   | 1,220        | 613        |
| <b>Subtotal (NO BUILD - P.M.)</b>            | <b>533</b>               | <b>352</b> | <b>21</b> | <b>464</b>               | <b>591</b> | <b>41</b> | <b>0</b>            | <b>1,603</b> | <b>433</b> | <b>0</b>            | <b>1,220</b> | <b>613</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 0.00%      | 0.00%     | 0.00%                    | 9.00%      | 0.00%     | 0.00%               | 0.00%        | 0.00%      | 0.00%               | 0.00%        | 21.00%     |
| Percent Commercial Trips Generated(Exiting)  | 21.00%                   | 9.00%      | 20.00%    | 0.00%                    | 0.00%      | 0.00%     | 0.00%               | 0.00%        | 0.00%      | 0.00%               | 0.00%        | 0.00%      |
| Total Trips Generated                        | 9                        | 4          | 8         | 0                        | 4          | 0         | 0                   | 0            | 0          | 0                   | 0            | 9          |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>      | <b>542</b>               | <b>356</b> | <b>29</b> | <b>464</b>               | <b>595</b> | <b>41</b> | <b>0</b>            | <b>1,603</b> | <b>433</b> | <b>0</b>            | <b>1,220</b> | <b>622</b> |
| <b>Total PM Peak Hour BUILD Volumes</b>      | <b>542</b>               | <b>356</b> | <b>29</b> | <b>464</b>               | <b>595</b> | <b>41</b> | <b>0</b>            | <b>1,603</b> | <b>433</b> | <b>0</b>            | <b>1,220</b> | <b>622</b> |

Number of Commercial Trips Generated

|          |    |    |      |                             |
|----------|----|----|------|-----------------------------|
| Entering | 38 | 30 | A.M. | 100% Commercial Development |
| Exiting  | 42 | 41 | P.M. |                             |



AM(PM)

**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / Cordova Rd**

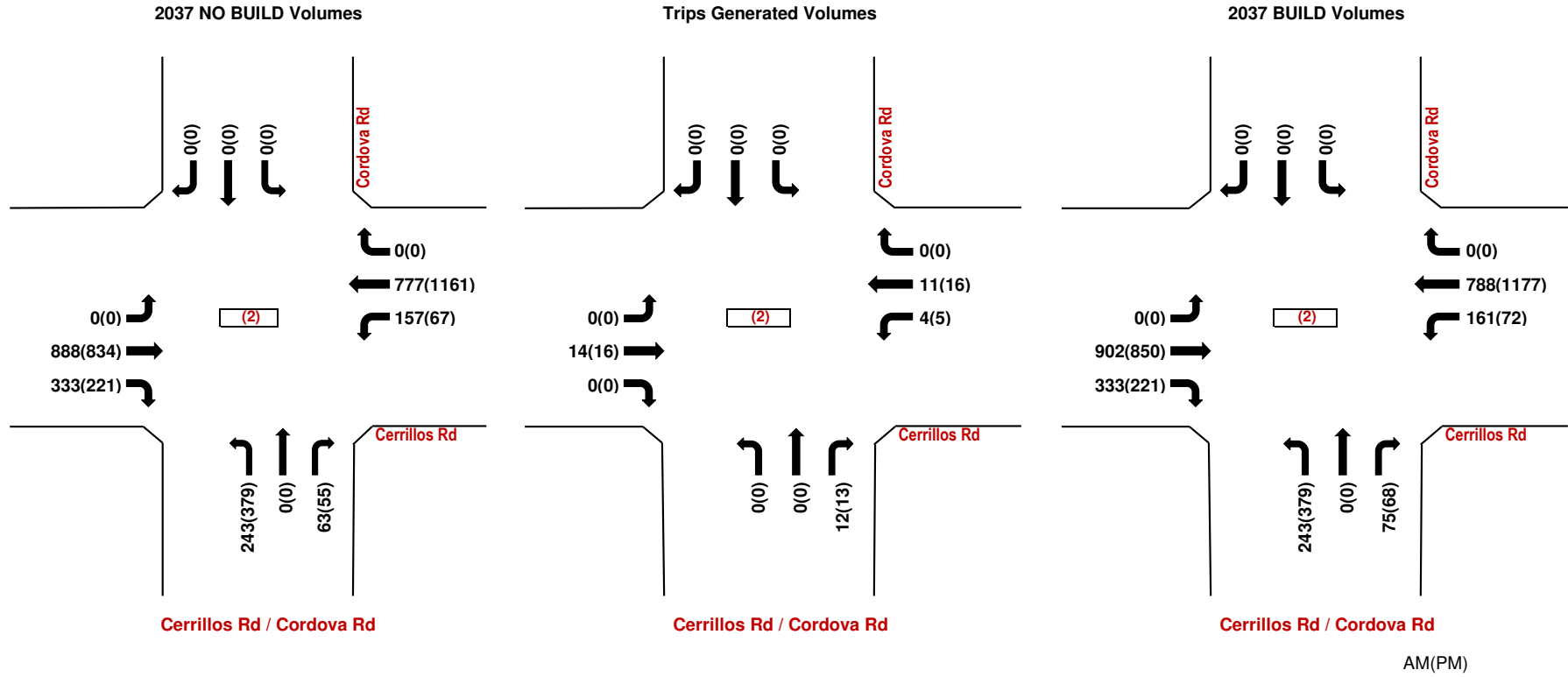
**INTERSECTION :** E-W Street: **Cerrillos Rd** (2)  
 N-S Street: **Cordova Rd**  
 Year of Existing Counts: 2025  
 Horizon Year: 2037

|  | 1.00%                    |            |            | 1.00%                    |            |          | 1.00%                   |          |           | 1.00%                   |          |          |
|--|--------------------------|------------|------------|--------------------------|------------|----------|-------------------------|----------|-----------|-------------------------|----------|----------|
|  | Eastbound (Cerrillos Rd) |            |            | Westbound (Cerrillos Rd) |            |          | Northbound (Cordova Rd) |          |           | Southbound (Cordova Rd) |          |          |
|  | Left                     | Thru       | Right      | Left                     | Thru       | Right    | Left                    | Thru     | Right     | Left                    | Thru     | Right    |
| Existing Volumes                             | 0                        | 793        | 297        | 140                      | 694        | 0        | 217                     | 0        | 56        | 0                       | 0        | 0        |
| Background Traffic Growth                    | 0                        | 95         | 36         | 17                       | 83         | 0        | 26                      | 0        | 7         | 0                       | 0        | 0        |
| Subtotal                                     | 0                        | 888        | 333        | 157                      | 777        | 0        | 243                     | 0        | 63        | 0                       | 0        | 0        |
| <b>Subtotal (NO BUILD - A.M.)</b>            | <b>0</b>                 | <b>888</b> | <b>333</b> | <b>157</b>               | <b>777</b> | <b>0</b> | <b>243</b>              | <b>0</b> | <b>63</b> | <b>0</b>                | <b>0</b> | <b>0</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 38.00%     | 0.00%      | 0.00%                    | 0.00%      | 0.00%    | 0.00%                   | 0.00%    | 32.00%    | 0.00%                   | 0.00%    | 0.00%    |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 0.00%      | 0.00%      | 12.00%                   | 38.00%     | 0.00%    | 0.00%                   | 0.00%    | 0.00%     | 0.00%                   | 0.00%    | 0.00%    |
| Total Trips Generated                        | 0                        | 14         | 0          | 4                        | 11         | 0        | 0                       | 0        | 12        | 0                       | 0        | 0        |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>      | <b>0</b>                 | <b>902</b> | <b>333</b> | <b>161</b>               | <b>788</b> | <b>0</b> | <b>243</b>              | <b>0</b> | <b>75</b> | <b>0</b>                | <b>0</b> | <b>0</b> |
| <b>Total AM Peak Hour BUILD Volumes</b>      | <b>0</b>                 | <b>902</b> | <b>333</b> | <b>161</b>               | <b>788</b> | <b>0</b> | <b>243</b>              | <b>0</b> | <b>75</b> | <b>0</b>                | <b>0</b> | <b>0</b> |

|  | 1.00%                    |            |            | 1.00%                    |              |          | 1.00%                   |          |           | 1.00%                   |          |          |
|--|--------------------------|------------|------------|--------------------------|--------------|----------|-------------------------|----------|-----------|-------------------------|----------|----------|
|  | Eastbound (Cerrillos Rd) |            |            | Westbound (Cerrillos Rd) |              |          | Northbound (Cordova Rd) |          |           | Southbound (Cordova Rd) |          |          |
|  | Left                     | Thru       | Right      | Left                     | Thru         | Right    | Left                    | Thru     | Right     | Left                    | Thru     | Right    |
| Existing Volumes                             | 0                        | 745        | 197        | 60                       | 1,037        | 0        | 338                     | 0        | 49        | 0                       | 0        | 0        |
| Background Traffic Growth                    | 0                        | 89         | 24         | 7                        | 124          | 0        | 41                      | 0        | 6         | 0                       | 0        | 0        |
| Subtotal                                     | 0                        | 834        | 221        | 67                       | 1,161        | 0        | 379                     | 0        | 55        | 0                       | 0        | 0        |
| <b>Subtotal (NO BUILD - P.M.)</b>            | <b>0</b>                 | <b>834</b> | <b>221</b> | <b>67</b>                | <b>1,161</b> | <b>0</b> | <b>379</b>              | <b>0</b> | <b>55</b> | <b>0</b>                | <b>0</b> | <b>0</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 38.00%     | 0.00%      | 0.00%                    | 0.00%        | 0.00%    | 0.00%                   | 0.00%    | 32.00%    | 0.00%                   | 0.00%    | 0.00%    |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 0.00%      | 0.00%      | 12.00%                   | 38.00%       | 0.00%    | 0.00%                   | 0.00%    | 0.00%     | 0.00%                   | 0.00%    | 0.00%    |
| Total Trips Generated                        | 0                        | 16         | 0          | 5                        | 16           | 0        | 0                       | 0        | 13        | 0                       | 0        | 0        |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>      | <b>0</b>                 | <b>850</b> | <b>221</b> | <b>72</b>                | <b>1,177</b> | <b>0</b> | <b>379</b>              | <b>0</b> | <b>68</b> | <b>0</b>                | <b>0</b> | <b>0</b> |
| <b>Total PM Peak Hour BUILD Volumes</b>      | <b>0</b>                 | <b>850</b> | <b>221</b> | <b>72</b>                | <b>1,177</b> | <b>0</b> | <b>379</b>              | <b>0</b> | <b>68</b> | <b>0</b>                | <b>0</b> | <b>0</b> |

Number of Commercial Trips Generated

|          |    |    |      |                             |
|----------|----|----|------|-----------------------------|
| Entering | 38 | 30 | A.M. | 100% Commercial Development |
| Exiting  | 42 | 41 | P.M. |                             |



**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / NMSFTD NE Dwy**

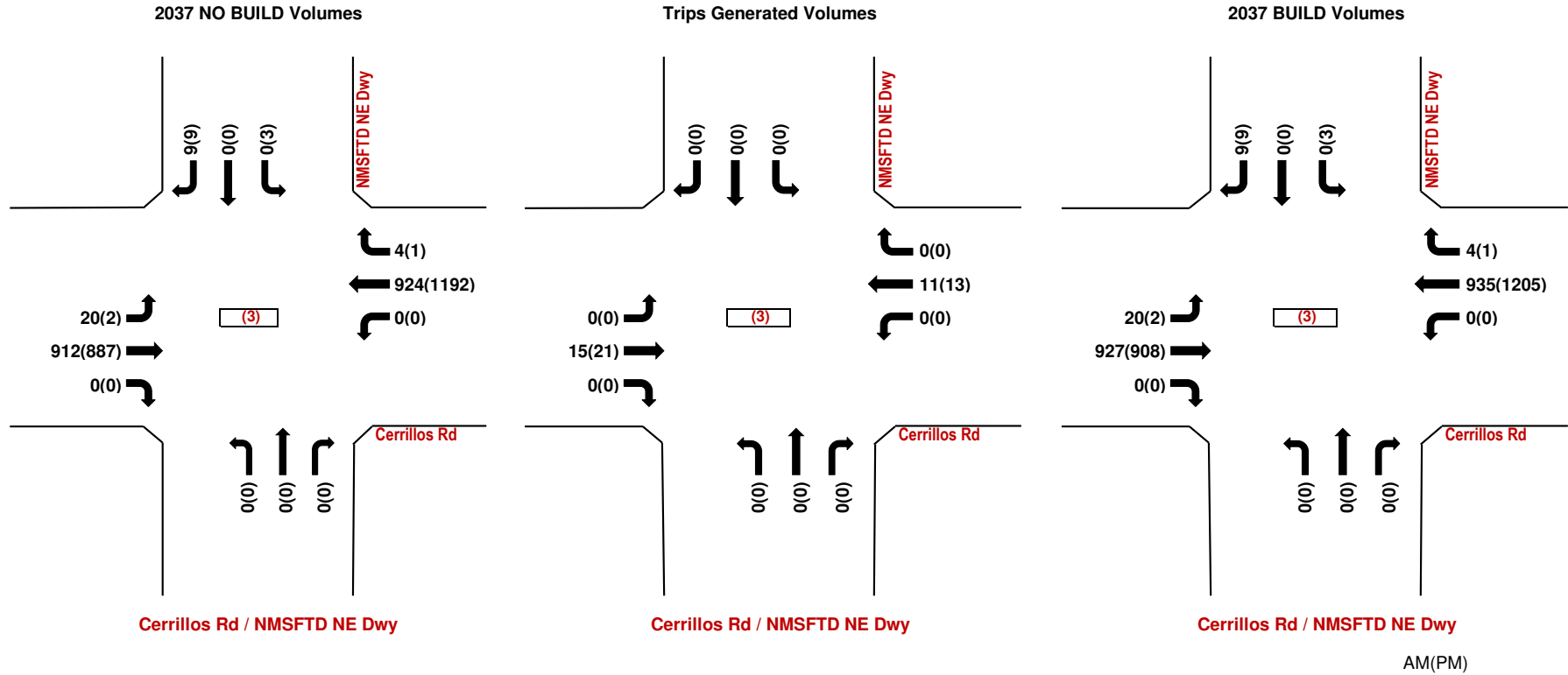
**INTERSECTION :** E-W Street: **Cerrillos Rd** (3)  
 N-S Street: **NMSFTD NE Dwy**  
 Year of Existing Counts: 2025  
 Horizon Year: 2037

|  | 1.00%                    |            |          | 1.00%                    |            |          | 1.00%              |          |          | 1.00%              |          |          |
|--|--------------------------|------------|----------|--------------------------|------------|----------|--------------------|----------|----------|--------------------|----------|----------|
|  | Eastbound (Cerrillos Rd) |            |          | Westbound (Cerrillos Rd) |            |          | NB (NMSFTD NE Dwy) |          |          | SB (NMSFTD NE Dwy) |          |          |
|  | Left                     | Thru       | Right    | Left                     | Thru       | Right    | Left               | Thru     | Right    | Left               | Thru     | Right    |
| Existing Volumes                             | 18                       | 814        | 0        | 0                        | 825        | 4        | 0                  | 0        | 0        | 0                  | 0        | 8        |
| Background Traffic Growth                    | 2                        | 98         | 0        | 0                        | 99         | 0        | 0                  | 0        | 0        | 0                  | 0        | 1        |
| Subtotal                                     | 20                       | 912        | 0        | 0                        | 924        | 4        | 0                  | 0        | 0        | 0                  | 0        | 9        |
| <b>Subtotal (NO BUILD - A.M.)</b>            | <b>20</b>                | <b>912</b> | <b>0</b> | <b>0</b>                 | <b>924</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>9</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 0.00%      | 0.00%    | 0.00%                    | 30.00%     | 0.00%    | 0.00%              | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%    |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 50.00%     | 0.00%    | 0.00%                    | 0.00%      | 0.00%    | 0.00%              | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%    |
| Total Trips Generated                        | 0                        | 15         | 0        | 0                        | 11         | 0        | 0                  | 0        | 0        | 0                  | 0        | 0        |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>      | <b>20</b>                | <b>927</b> | <b>0</b> | <b>0</b>                 | <b>935</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>9</b> |
| <b>Total AM Peak Hour BUILD Volumes</b>      | <b>20</b>                | <b>927</b> | <b>0</b> | <b>0</b>                 | <b>935</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>9</b> |

|  | 1.00%                    |            |          | 1.00%                    |              |          | 1.00%              |          |          | 1.00%              |          |          |
|--|--------------------------|------------|----------|--------------------------|--------------|----------|--------------------|----------|----------|--------------------|----------|----------|
|  | Eastbound (Cerrillos Rd) |            |          | Westbound (Cerrillos Rd) |              |          | NB (NMSFTD NE Dwy) |          |          | SB (NMSFTD NE Dwy) |          |          |
|  | Left                     | Thru       | Right    | Left                     | Thru         | Right    | Left               | Thru     | Right    | Left               | Thru     | Right    |
| Existing Volumes                             | 2                        | 792        | 0        | 0                        | 1,064        | 1        | 0                  | 0        | 0        | 3                  | 0        | 8        |
| Background Traffic Growth                    | 0                        | 95         | 0        | 0                        | 128          | 0        | 0                  | 0        | 0        | 0                  | 0        | 1        |
| Subtotal                                     | 2                        | 887        | 0        | 0                        | 1,192        | 1        | 0                  | 0        | 0        | 3                  | 0        | 9        |
| <b>Subtotal (NO BUILD - P.M.)</b>            | <b>2</b>                 | <b>887</b> | <b>0</b> | <b>0</b>                 | <b>1,192</b> | <b>1</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>3</b>           | <b>0</b> | <b>9</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 0.00%      | 0.00%    | 0.00%                    | 30.00%       | 0.00%    | 0.00%              | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%    |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 50.00%     | 0.00%    | 0.00%                    | 0.00%        | 0.00%    | 0.00%              | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%    |
| Total Trips Generated                        | 0                        | 21         | 0        | 0                        | 13           | 0        | 0                  | 0        | 0        | 0                  | 0        | 0        |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>      | <b>2</b>                 | <b>908</b> | <b>0</b> | <b>0</b>                 | <b>1,205</b> | <b>1</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>3</b>           | <b>0</b> | <b>9</b> |
| <b>Total PM Peak Hour BUILD Volumes</b>      | <b>2</b>                 | <b>908</b> | <b>0</b> | <b>0</b>                 | <b>1,205</b> | <b>1</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>3</b>           | <b>0</b> | <b>9</b> |

Number of Commercial Trips Generated

|          |    |    |      |                             |
|----------|----|----|------|-----------------------------|
| Entering | 38 | 30 | A.M. | 100% Commercial Development |
| Exiting  | 42 | 41 | P.M. |                             |



**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / Driveway "A"**

**INTERSECTION :** E-W Street: **Cerrillos Rd** (4)  
 N-S Street: **Driveway "A"**  
 Year of Existing Counts: 2025  
 Horizon Year: 2037

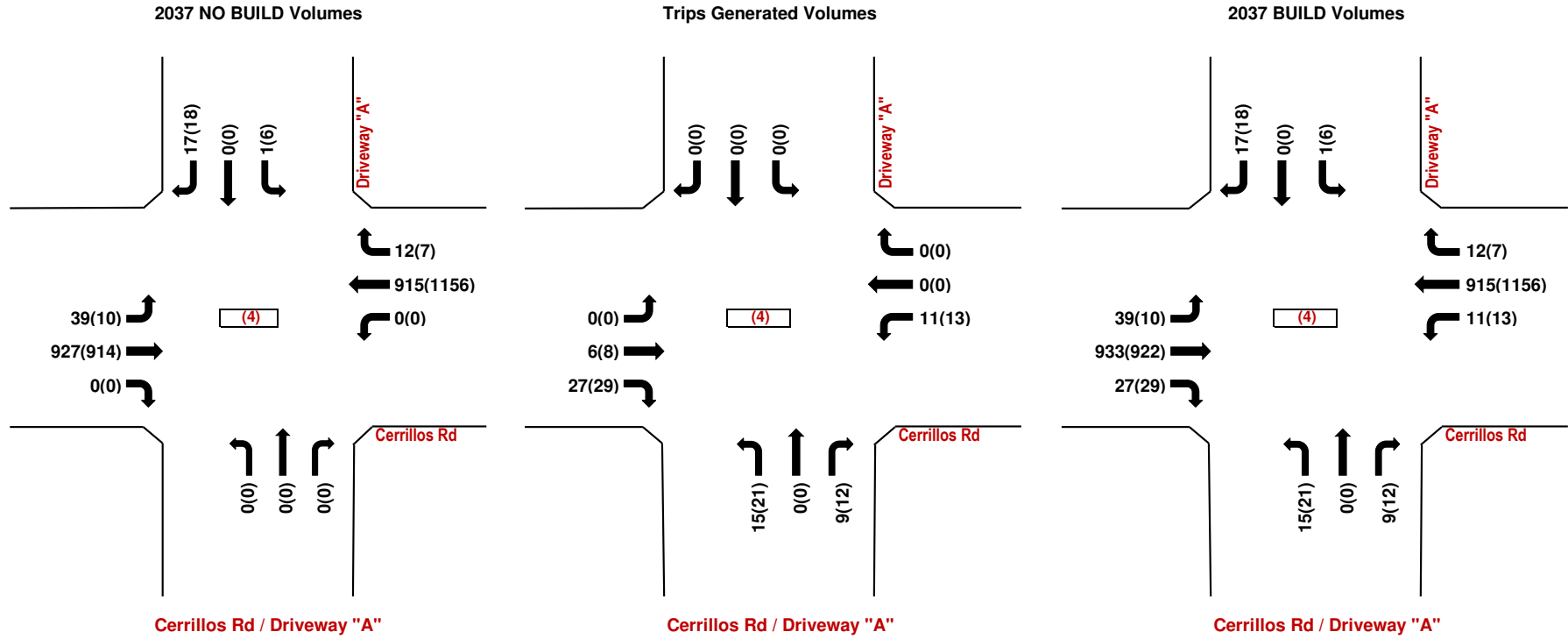
**Growth Rates** 1.00% 1.00% 1.00% 1.00%

|  | 1.00%                    |            |           | 1.00%                    |            |           | 1.00%             |          |          | 1.00%              |          |           |
|--|--------------------------|------------|-----------|--------------------------|------------|-----------|-------------------|----------|----------|--------------------|----------|-----------|
|  | Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |            |           | NB (Driveway "A") |          |          | SB (NMSFTD SW Dwy) |          |           |
|  | Left                     | Thru       | Right     | Left                     | Thru       | Right     | Left              | Thru     | Right    | Left               | Thru     | Right     |
| Existing Volumes                             | 35                       | 828        | 0         | 0                        | 817        | 11        | 0                 | 0        | 0        | 1                  | 0        | 15        |
| Background Traffic Growth                    | 4                        | 99         | 0         | 0                        | 98         | 1         | 0                 | 0        | 0        | 0                  | 0        | 2         |
| Subtotal                                     | 39                       | 927        | 0         | 0                        | 915        | 12        | 0                 | 0        | 0        | 1                  | 0        | 17        |
| <b>Subtotal (NO BUILD - A.M.)</b>            | <b>39</b>                | <b>927</b> | <b>0</b>  | <b>0</b>                 | <b>915</b> | <b>12</b> | <b>0</b>          | <b>0</b> | <b>0</b> | <b>1</b>           | <b>0</b> | <b>17</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 0.00%      | 70.00%    | 30.00%                   | 0.00%      | 0.00%     | 0.00%             | 0.00%    | 0.00%    | 0.00%              | 0.00%    | 0.00%     |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 20.00%     | 0.00%     | 0.00%                    | 0.00%      | 0.00%     | 50.00%            | 0.00%    | 30.00%   | 0.00%              | 0.00%    | 0.00%     |
| Total Trips Generated                        | 0                        | 6          | 27        | 11                       | 0          | 0         | 15                | 0        | 9        | 0                  | 0        | 0         |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>      | <b>39</b>                | <b>933</b> | <b>27</b> | <b>11</b>                | <b>915</b> | <b>12</b> | <b>15</b>         | <b>0</b> | <b>9</b> | <b>1</b>           | <b>0</b> | <b>17</b> |
| <b>Total AM Peak Hour BUILD Volumes</b>      | <b>39</b>                | <b>933</b> | <b>27</b> | <b>11</b>                | <b>915</b> | <b>12</b> | <b>15</b>         | <b>0</b> | <b>9</b> | <b>1</b>           | <b>0</b> | <b>17</b> |

|  | 1.00%                    |            |           | 1.00%                    |              |          | 1.00%             |          |           | 1.00%              |          |           |
|--|--------------------------|------------|-----------|--------------------------|--------------|----------|-------------------|----------|-----------|--------------------|----------|-----------|
|  | Eastbound (Cerrillos Rd) |            |           | Westbound (Cerrillos Rd) |              |          | NB (Driveway "A") |          |           | SB (NMSFTD SW Dwy) |          |           |
|  | Left                     | Thru       | Right     | Left                     | Thru         | Right    | Left              | Thru     | Right     | Left               | Thru     | Right     |
| Existing Volumes                             | 9                        | 816        | 0         | 0                        | 1,032        | 6        | 0                 | 0        | 0         | 5                  | 0        | 16        |
| Background Traffic Growth                    | 1                        | 98         | 0         | 0                        | 124          | 1        | 0                 | 0        | 0         | 1                  | 0        | 2         |
| Subtotal                                     | 10                       | 914        | 0         | 0                        | 1,156        | 7        | 0                 | 0        | 0         | 6                  | 0        | 18        |
| <b>Subtotal (NO BUILD - P.M.)</b>            | <b>10</b>                | <b>914</b> | <b>0</b>  | <b>0</b>                 | <b>1,156</b> | <b>7</b> | <b>0</b>          | <b>0</b> | <b>0</b>  | <b>6</b>           | <b>0</b> | <b>18</b> |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | 0.00%      | 70.00%    | 30.00%                   | 0.00%        | 0.00%    | 0.00%             | 0.00%    | 0.00%     | 0.00%              | 0.00%    | 0.00%     |
| Percent Commercial Trips Generated(Exiting)  | 0.00%                    | 20.00%     | 0.00%     | 0.00%                    | 0.00%        | 0.00%    | 50.00%            | 0.00%    | 30.00%    | 0.00%              | 0.00%    | 0.00%     |
| Total Trips Generated                        | 0                        | 8          | 29        | 13                       | 0            | 0        | 21                | 0        | 12        | 0                  | 0        | 0         |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>      | <b>10</b>                | <b>922</b> | <b>29</b> | <b>13</b>                | <b>1,156</b> | <b>7</b> | <b>21</b>         | <b>0</b> | <b>12</b> | <b>6</b>           | <b>0</b> | <b>18</b> |
| <b>Total PM Peak Hour BUILD Volumes</b>      | <b>10</b>                | <b>922</b> | <b>29</b> | <b>13</b>                | <b>1,156</b> | <b>7</b> | <b>21</b>         | <b>0</b> | <b>12</b> | <b>6</b>           | <b>0</b> | <b>18</b> |

Number of Commercial Trips Generated

|          |    |    |      |                             |
|----------|----|----|------|-----------------------------|
| Entering | 38 | 30 | A.M. | 100% Commercial Development |
| Exiting  | 42 | 41 | P.M. |                             |



AM(PM)

**Marriott Hotel (1000 Cerrillos Rd.)**  
 Projected Turning Movements Worksheet  
**Cerrillos Rd / Driveway "B"**

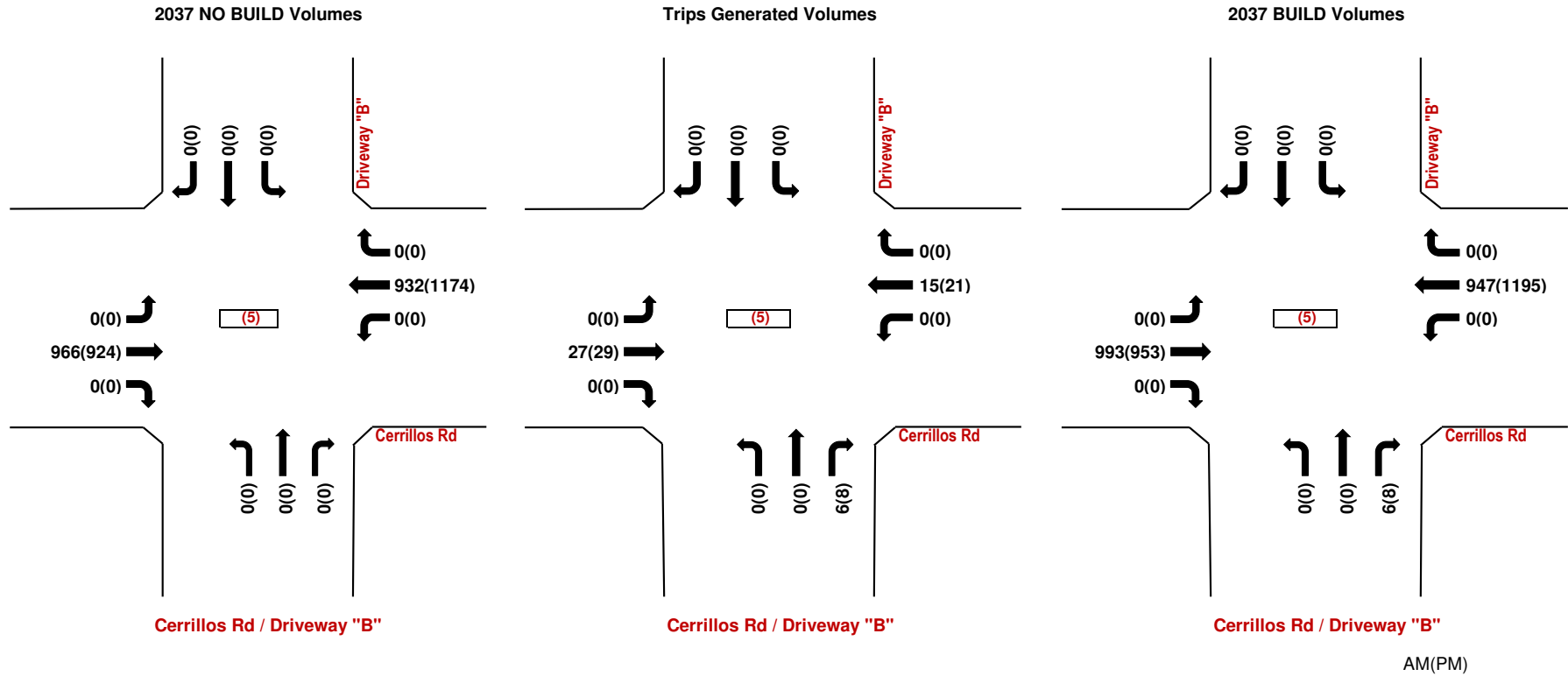
**INTERSECTION :** E-W Street: **Cerrillos Rd** (5)  
 N-S Street: **Driveway "B"**  
 Year of Existing Counts: 2025  
 Horizon Year: 2037

|  | 1.00%                    |               |       | 1.00%                    |               |       | 1.00%             |       |               | 1.00%             |       |       |
|--|--------------------------|---------------|-------|--------------------------|---------------|-------|-------------------|-------|---------------|-------------------|-------|-------|
|  | Eastbound (Cerrillos Rd) |               |       | Westbound (Cerrillos Rd) |               |       | NB (Driveway "B") |       |               | SB (Driveway "B") |       |       |
|  | Left                     | Thru          | Right | Left                     | Thru          | Right | Left              | Thru  | Right         | Left              | Thru  | Right |
| Existing Volumes                             | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Background Traffic Growth                    | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Subtotal                                     | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| <b>Subtotal (NO BUILD - A.M.)</b>            | 0                        | <b>966</b>    | 0     | 0                        | <b>932</b>    | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | <b>70.00%</b> | 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%                    | <b>50.00%</b> | 0.00% | 0.00%             | 0.00% | <b>20.00%</b> | 0.00%             | 0.00% | 0.00% |
| Total Trips Generated                        | 0                        | 27            | 0     | 0                        | 15            | 0     | 0                 | 0     | 6             | 0                 | 0     | 0     |
| <b>Subtotal AM Pk Hr. BUILD Volumes</b>      | 0                        | <b>993</b>    | 0     | 0                        | <b>947</b>    | 0     | 0                 | 0     | <b>6</b>      | 0                 | 0     | 0     |
| <b>Total AM Peak Hour BUILD Volumes</b>      | 0                        | <b>993</b>    | 0     | 0                        | <b>947</b>    | 0     | 0                 | 0     | <b>6</b>      | 0                 | 0     | 0     |

|  | 1.00%                    |               |       | 1.00%                    |               |       | 1.00%             |       |               | 1.00%             |       |       |
|--|--------------------------|---------------|-------|--------------------------|---------------|-------|-------------------|-------|---------------|-------------------|-------|-------|
|  | Eastbound (Cerrillos Rd) |               |       | Westbound (Cerrillos Rd) |               |       | NB (Driveway "B") |       |               | SB (Driveway "B") |       |       |
|  | Left                     | Thru          | Right | Left                     | Thru          | Right | Left              | Thru  | Right         | Left              | Thru  | Right |
| Existing Volumes                             | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Background Traffic Growth                    | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Subtotal                                     | 0                        | 0             | 0     | 0                        | 0             | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| <b>Subtotal (NO BUILD - P.M.)</b>            | 0                        | <b>924</b>    | 0     | 0                        | <b>1,174</b>  | 0     | 0                 | 0     | 0             | 0                 | 0     | 0     |
| Percent Commercial Trips Generated(Entering) | 0.00%                    | <b>70.00%</b> | 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%                    | <b>50.00%</b> | 0.00% | 0.00%             | 0.00% | <b>20.00%</b> | 0.00%             | 0.00% | 0.00% |
| Total Trips Generated                        | 0                        | 29            | 0     | 0                        | 21            | 0     | 0                 | 0     | 8             | 0                 | 0     | 0     |
| <b>Subtotal PM Pk Hr. BUILD Volumes</b>      | 0                        | <b>953</b>    | 0     | 0                        | <b>1,195</b>  | 0     | 0                 | 0     | <b>8</b>      | 0                 | 0     | 0     |
| <b>Total PM Peak Hour BUILD Volumes</b>      | 0                        | <b>953</b>    | 0     | 0                        | <b>1,195</b>  | 0     | 0                 | 0     | <b>8</b>      | 0                 | 0     | 0     |

Number of Commercial Trips Generated

|          |    |    |      |                             |
|----------|----|----|------|-----------------------------|
| Entering | 38 | 30 | A.M. | 100% Commercial Development |
| Exiting  | 42 | 41 | P.M. |                             |



Timings

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                        | ↖     | →     | ↙     | ←     | ↑     | ↓     | ↘     |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group             | EBL   | EBT   | WBL   | WBT   | NBT   | SBT   | SBR   |
| Lane Configurations    | ↖↗    | ↖↗    | ↖↗    | ↖↗    | ↖↗    | ↖↗    | ↖↗    |
| Traffic Volume (vph)   | 367   | 467   | 214   | 209   | 1094  | 1319  | 601   |
| Future Volume (vph)    | 367   | 467   | 214   | 209   | 1094  | 1319  | 601   |
| Turn Type              | Prot  | NA    | Prot  | NA    | NA    | NA    | pm+ov |
| Protected Phases       | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Permitted Phases       |       |       |       |       |       |       | 6     |
| Detector Phase         | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Switch Phase           |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 10.0  | 10.0  | 3.0   | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)      | 17.0  | 25.0  | 10.0  | 25.0  | 25.0  | 25.0  | 17.0  |
| Total Split (s)        | 32.0  | 36.0  | 24.0  | 28.0  | 60.0  | 60.0  | 32.0  |
| Total Split (%)        | 26.7% | 30.0% | 20.0% | 23.3% | 50.0% | 50.0% | 26.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)       | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |
| Lead/Lag               | Lead  | Lag   | Lead  | Lag   | Lead  | Lag   | Lead  |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   |       |       | Yes   |
| Recall Mode            | None  | None  | None  | None  | C-Max | C-Max | None  |
| Act Effct Green (s)    | 20.4  | 23.5  | 13.4  | 16.5  | 62.1  | 62.1  | 89.5  |
| Actuated g/C Ratio     | 0.17  | 0.20  | 0.11  | 0.14  | 0.52  | 0.52  | 0.75  |
| v/c Ratio              | 0.68  | 0.76  | 0.61  | 0.53  | 0.69  | 0.78  | 0.30  |
| Control Delay (s/veh)  | 45.5  | 57.6  | 57.4  | 49.7  | 22.7  | 28.7  | 2.7   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 45.5  | 57.6  | 57.4  | 49.7  | 22.7  | 28.7  | 2.7   |
| LOS                    | D     | E     | E     | D     | C     | C     | A     |
| Approach Delay (s/veh) |       | 52.4  |       | 53.4  | 22.7  | 20.5  |       |
| Approach LOS           |       | D     |       | D     | C     | C     |       |

Intersection Summary

|   |
|---|
| Cycle Length: 120   |
| Actuated Cycle Length: 120  |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 90   |
| Control Type: Actuated-Coordinated                                  |
| Maximum v/c Ratio: 0.78   |
| Intersection Signal Delay (s/veh): 29.9                             |
| Intersection LOS: C   |
| Intersection Capacity Utilization 73.5%                             |
| ICU Level of Service D  |
| Analysis Period (min) 15  |

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                              | ↖    | →    | ↙    | ←    | ↑    | ↓    | ↘    | ↖    | →    | ↙    | ←    | ↑    | ↓ | ↘ |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |   |   |
| Lane Configurations          | ↖↗   | ↖↗   |      | ↖↗   | ↖↗   |      |      | ↖↗   | ↖↗   |      | ↖↗   | ↖↗   |   |   |
| Traffic Volume (veh/h)       | 367  | 467  | 18   | 214  | 209  | 27   | 0    | 1094 | 538  | 0    | 1319 | 601  |   |   |
| Future Volume (veh/h)        | 367  | 467  | 18   | 214  | 209  | 27   | 0    | 1094 | 538  | 0    | 1319 | 601  |   |   |
| 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 | 0    | 1870 | 1870 | 0    | 1870 | 1870 |   |   |
| Adj Flow Rate, veh/h         | 399  | 508  | 20   | 233  | 227  | 29   | 0    | 1189 | 0    | 0    | 1434 | 653  |   |   |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |   |   |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    |   |   |
| Cap, veh/h                   | 476  | 612  | 24   | 298  | 395  | 50   | 0    | 2875 |      | 0    | 2001 | 1955 |   |   |
| Arrive On Green              | 0.14 | 0.18 | 0.18 | 0.09 | 0.12 | 0.12 | 0.00 | 0.56 | 0.00 | 0.00 | 0.56 | 0.56 |   |   |
| Sat Flow, veh/h              | 3456 | 3486 | 137  | 3456 | 3174 | 401  | 0    | 5443 | 0    | 0    | 3647 | 2790 |   |   |
| Grp Volume(v), veh/h         | 399  | 259  | 269  | 233  | 126  | 130  | 0    | 1189 | 0    | 0    | 1434 | 653  |   |   |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1777 | 1846 | 1728 | 1777 | 1798 | 0    | 1702 | 0    | 0    | 1777 | 1395 |   |   |
| Q Serve(g_s), s              | 13.5 | 16.8 | 16.9 | 7.9  | 8.0  | 8.2  | 0.0  | 15.9 | 0.0  | 0.0  | 35.5 | 11.0 |   |   |
| Cycle Q Clear(g_c), s        | 13.5 | 16.8 | 16.9 | 7.9  | 8.0  | 8.2  | 0.0  | 15.9 | 0.0  | 0.0  | 35.5 | 11.0 |   |   |
| Prop In Lane                 | 1.00 |      | 0.07 | 1.00 |      | 0.22 | 0.00 |      | 0.00 | 0.00 |      | 1.00 |   |   |
| Lane Grp Cap(c), veh/h       | 476  | 312  | 324  | 298  | 221  | 224  | 0    | 2875 |      | 0    | 2001 | 1955 |   |   |
| V/C Ratio(X)                 | 0.84 | 0.83 | 0.83 | 0.78 | 0.57 | 0.58 | 0.00 | 0.41 |      | 0.00 | 0.72 | 0.33 |   |   |
| Avail Cap(c_a), veh/h        | 720  | 429  | 446  | 490  | 311  | 315  | 0    | 2875 |      | 0    | 2001 | 1955 |   |   |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |   |   |
| Uniform Delay (d), s/veh     | 50.4 | 47.7 | 47.7 | 53.7 | 49.5 | 49.6 | 0.0  | 14.9 | 0.0  | 0.0  | 19.2 | 7.0  |   |   |
| Incr Delay (d2), s/veh       | 5.5  | 9.3  | 9.2  | 4.5  | 2.3  | 2.4  | 0.0  | 0.4  | 0.0  | 0.0  | 2.2  | 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     | 10.2 | 12.9 | 13.3 | 6.5  | 6.6  | 6.9  | 0.0  | 10.1 | 0.0  | 0.0  | 20.6 | 5.5  |   |   |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |   |   |
| LnGrp Delay(d), s/veh        | 56.0 | 57.1 | 56.9 | 58.2 | 51.8 | 52.0 | 0.0  | 15.4 | 0.0  | 0.0  | 21.4 | 7.5  |   |   |
| LnGrp LOS                    | E    | E    | E    | E    | D    | D    |      | B    |      |      | C    | A    |   |   |
| Approach Vol, veh/h          |      | 927  |      |      | 489  |      |      | 1189 |      |      | 2087 |      |   |   |
| Approach Delay, s/veh        |      | 56.5 |      |      | 54.9 |      |      | 15.4 |      |      | 17.1 |      |   |   |
| Approach LOS                 |      | E    |      |      | D    |      |      | B    |      |      | B    |      |   |   |

|                              |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|
| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |
| Phs Duration (G+Y+Rc), s     | 74.6 | 17.4 | 28.1 | 74.6 | 23.5 | 21.9 |
| Change Period (Y+Rc), s      | 7.0  | 7.0  | 7.0  | 7.0  | 7.0  | 7.0  |
| Max Green Setting (Gmax), s  | 53.0 | 17.0 | 29.0 | 53.0 | 25.0 | 21.0 |
| Max Q Clear Time (g_c+I1), s | 17.9 | 9.9  | 18.9 | 37.5 | 15.5 | 10.2 |
| Green Ext Time (p_c), s      | 10.4 | 0.4  | 2.2  | 11.1 | 1.0  | 1.0  |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 28.4 |
| HCM 7th LOS                  | C    |

Notes

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

Timings

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                        | ↖     | →     | ↙     | ←     | ↑     | ↓     | ↘     |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group             | EBL   | EBT   | WBL   | WBT   | NBT   | SBT   | SBR   |
| Lane Configurations    | ↖↖    | ↖↗    | ↖↖    | ↖↗    | ↖↗↖   | ↖↗    | ↖↖    |
| Traffic Volume (vph)   | 373   | 470   | 214   | 212   | 1094  | 1319  | 609   |
| Future Volume (vph)    | 373   | 470   | 214   | 212   | 1094  | 1319  | 609   |
| Turn Type              | Prot  | NA    | Prot  | NA    | NA    | NA    | pm+ov |
| Protected Phases       | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Permitted Phases       |       |       |       |       |       |       | 6     |
| Detector Phase         | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Switch Phase           |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 10.0  | 10.0  | 3.0   | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)      | 17.0  | 25.0  | 10.0  | 25.0  | 25.0  | 25.0  | 17.0  |
| Total Split (s)        | 32.0  | 36.0  | 24.0  | 28.0  | 60.0  | 60.0  | 32.0  |
| Total Split (%)        | 26.7% | 30.0% | 20.0% | 23.3% | 50.0% | 50.0% | 26.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)       | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |
| Lead/Lag               | Lead  | Lag   | Lead  | Lag   |       | Lead  |       |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   |       | Yes   |       |
| Recall Mode            | None  | None  | None  | None  | C-Max | C-Max | None  |
| Act Effct Green (s)    | 20.6  | 23.7  | 13.4  | 16.6  | 61.9  | 61.9  | 89.4  |
| Actuated g/C Ratio     | 0.17  | 0.20  | 0.11  | 0.14  | 0.52  | 0.52  | 0.75  |
| v/c Ratio              | 0.69  | 0.77  | 0.61  | 0.53  | 0.69  | 0.79  | 0.31  |
| Control Delay (s/veh)  | 45.8  | 56.9  | 57.4  | 49.7  | 22.9  | 28.9  | 2.8   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 45.8  | 56.9  | 57.4  | 49.7  | 22.9  | 28.9  | 2.8   |
| LOS                    | D     | E     | E     | D     | C     | C     | A     |
| Approach Delay (s/veh) |       | 52.1  |       | 53.4  | 22.9  | 20.7  |       |
| Approach LOS           |       | D     |       | D     | C     | C     |       |

Intersection Summary

|   |
|---|
| Cycle Length: 120   |
| Actuated Cycle Length: 120  |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 90   |
| Control Type: Actuated-Coordinated                                  |
| Maximum v/c Ratio: 0.79   |
| Intersection Signal Delay (s/veh): 30.0                             |
| Intersection LOS: C   |
| Intersection Capacity Utilization 73.8%                             |
| ICU Level of Service D  |
| Analysis Period (min) 15  |

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                              | ↖    | →    | ↙    | ←    | ↖    | ↙    | ↑    | ↘    | ↘    | ↓    | ↖    |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↖↖   | ↖↗   |      | ↖↖   | ↖↗   |      |      | ↖↗↖  |      |      | ↖↗   | ↖↖   |
| Traffic Volume (veh/h)       | 373  | 470  | 24   | 214  | 212  | 27   | 0    | 1094 | 538  | 0    | 1319 | 609  |
| Future Volume (veh/h)        | 373  | 470  | 24   | 214  | 212  | 27   | 0    | 1094 | 538  | 0    | 1319 | 609  |
| 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 | 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 | 0    | 1870 | 1870 | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 405  | 511  | 26   | 233  | 230  | 29   | 0    | 1189 | 0    | 0    | 1434 | 662  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    |
| Cap, veh/h                   | 482  | 614  | 31   | 298  | 398  | 50   | 0    | 2861 |      | 0    | 1991 | 1952 |
| Arrive On Green              | 0.14 | 0.18 | 0.18 | 0.09 | 0.13 | 0.13 | 0.00 | 0.56 | 0.00 | 0.00 | 0.56 | 0.56 |
| Sat Flow, veh/h              | 3456 | 3441 | 175  | 3456 | 3180 | 396  | 0    | 5443 | 0    | 0    | 3647 | 2790 |
| Grp Volume(v), veh/h         | 405  | 263  | 274  | 233  | 127  | 132  | 0    | 1189 | 0    | 0    | 1434 | 662  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1777 | 1839 | 1728 | 1777 | 1799 | 0    | 1702 | 0    | 0    | 1777 | 1395 |
| Q Serve(g_s), s              | 13.7 | 17.2 | 17.2 | 7.9  | 8.1  | 8.3  | 0.0  | 16.0 | 0.0  | 0.0  | 35.7 | 11.2 |
| Cycle Q Clear(g_c), s        | 13.7 | 17.2 | 17.2 | 7.9  | 8.1  | 8.3  | 0.0  | 16.0 | 0.0  | 0.0  | 35.7 | 11.2 |
| Prop In Lane                 | 1.00 |      | 0.10 | 1.00 |      |      | 0.22 | 0.00 |      | 0.00 | 0.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 482  | 317  | 328  | 298  | 223  | 225  | 0    | 2861 |      | 0    | 1991 | 1952 |
| V/C Ratio(X)                 | 0.84 | 0.83 | 0.83 | 0.78 | 0.57 | 0.58 | 0.00 | 0.42 |      | 0.00 | 0.72 | 0.34 |
| Avail Cap(c_a), veh/h        | 720  | 429  | 444  | 490  | 311  | 315  | 0    | 2861 |      | 0    | 1991 | 1952 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 50.3 | 47.5 | 47.6 | 53.7 | 49.5 | 49.5 | 0.0  | 15.1 | 0.0  | 0.0  | 19.4 | 7.1  |
| Incr Delay (d2), s/veh       | 5.7  | 9.7  | 9.7  | 4.5  | 2.3  | 2.4  | 0.0  | 0.4  | 0.0  | 0.0  | 2.3  | 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     | 10.4 | 13.1 | 13.5 | 6.5  | 6.7  | 6.9  | 0.0  | 10.1 | 0.0  | 0.0  | 20.8 | 5.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 56.1 | 57.3 | 57.2 | 58.2 | 51.8 | 51.9 | 0.0  | 15.6 | 0.0  | 0.0  | 21.7 | 7.6  |
| LnGrp LOS                    | E    | E    | E    | E    | D    | D    |      | B    |      |      | C    | A    |
| Approach Vol, veh/h          |      | 942  |      |      | 492  |      |      | 1189 |      |      | 2096 |      |
| Approach Delay, s/veh        |      | 56.8 |      |      | 54.8 |      |      | 15.6 |      |      | 17.3 |      |
| Approach LOS                 |      | E    |      |      | D    |      |      | B    |      |      | B    |      |

| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |
|------------------------------|------|------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 74.2 | 17.4 | 28.4 | 74.2 | 23.7 | 22.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0  | 7.0  | 7.0  | 7.0  | 7.0  |
| Max Green Setting (Gmax), s  | 53.0 | 17.0 | 29.0 | 53.0 | 25.0 | 21.0 |
| Max Q Clear Time (g_c+I1), s | 18.0 | 9.9  | 19.2 | 37.7 | 15.7 | 10.3 |
| Green Ext Time (p_c), s      | 10.4 | 0.4  | 2.2  | 11.1 | 1.0  | 1.0  |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 28.6 |
| HCM 7th LOS                  | C    |

Notes

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

Timings

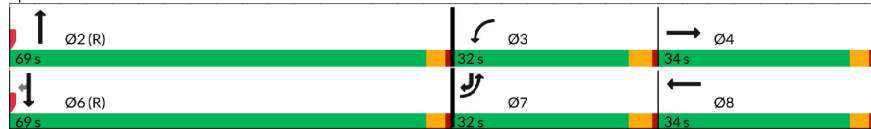
1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                        | ↖     | →     | ↙     | ←     | ↑     | ↓     | ↘     |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group             | EBL   | EBT   | WBL   | WBT   | NBT   | SBT   | SBR   |
| Lane Configurations    | ↖↖    | ↖↗    | ↖↖    | ↖↗    | ↖↗    | ↖↗    | ↖↗    |
| Traffic Volume (vph)   | 486   | 320   | 422   | 539   | 1460  | 1111  | 558   |
| Future Volume (vph)    | 486   | 320   | 422   | 539   | 1460  | 1111  | 558   |
| Turn Type              | Prot  | NA    | Prot  | NA    | NA    | NA    | pm+ov |
| Protected Phases       | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Permitted Phases       |       |       |       |       |       |       | 6     |
| Detector Phase         | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Switch Phase           |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)      | 9.5   | 22.5  | 9.5   | 22.5  | 22.5  | 22.5  | 9.5   |
| Total Split (s)        | 32.0  | 34.0  | 32.0  | 34.0  | 69.0  | 69.0  | 32.0  |
| Total Split (%)        | 23.7% | 25.2% | 23.7% | 25.2% | 51.1% | 51.1% | 23.7% |
| Yellow Time (s)        | 3.5   | 3.0   | 3.5   | 3.0   | 3.0   | 3.0   | 3.5   |
| All-Red Time (s)       | 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   |
| Total Lost Time (s)    | 4.5   | 4.0   | 4.5   | 4.0   | 4.0   | 4.0   | 4.5   |
| Lead/Lag               | Lead  | Lag   | Lead  | Lag   |       |       | Lead  |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   |       |       | Yes   |
| Recall Mode            | None  | None  | None  | None  | C-Max | C-Max | None  |
| Act Effct Green (s)    | 25.2  | 30.2  | 22.5  | 27.6  | 69.7  | 69.7  | 98.9  |
| Actuated g/C Ratio     | 0.19  | 0.22  | 0.17  | 0.20  | 0.52  | 0.52  | 0.73  |
| v/c Ratio              | 0.80  | 0.45  | 0.77  | 0.84  | 0.76  | 0.64  | 0.29  |
| Control Delay (s/veh)  | 68.0  | 37.8  | 63.3  | 62.8  | 28.1  | 26.5  | 6.0   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 68.0  | 37.8  | 63.3  | 62.8  | 28.1  | 26.5  | 6.0   |
| LOS                    | E     | D     | E     | E     | C     | C     | A     |
| Approach Delay (s/veh) |       | 55.6  |       | 63.0  | 28.1  | 19.6  |       |
| Approach LOS           |       | E     |       | E     | C     | B     |       |

| Intersection Summary  |                        |
|---|------------------------|
| Cycle Length: 135   |                        |
| Actuated Cycle Length: 135  |                        |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |                        |
| Natural Cycle: 80   |                        |
| Control Type: Actuated-Coordinated                                  |                        |
| Maximum v/c Ratio: 0.84   |                        |
| Intersection Signal Delay (s/veh): 36.2                             | Intersection LOS: D    |
| Intersection Capacity Utilization 77.0%                             | ICU Level of Service D |
| Analysis Period (min) 15  |                        |

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                              | ↖    | →    | ↙    | ←    | ↑    | ↓    | ↘    | ↙    | ↘    | ↙    | ↘    |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↖↖   | ↖↗   |      | ↖↖   | ↖↗   |      |      | ↖↗   | ↖↗   | ↖↗   | ↖↗   | ↖↗   |
| Traffic Volume (veh/h)       | 486  | 320  | 19   | 422  | 539  | 38   | 0    | 1460 | 395  | 0    | 1111 | 558  |
| Future Volume (veh/h)        | 486  | 320  | 19   | 422  | 539  | 38   | 0    | 1460 | 395  | 0    | 1111 | 558  |
| 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 | 0    | 1870 | 1870 | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 512  | 337  | 20   | 444  | 567  | 40   | 0    | 1537 | 0    | 0    | 1169 | 587  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    |
| Cap, veh/h                   | 578  | 719  | 43   | 513  | 647  | 46   | 0    | 2799 | 0    | 0    | 1948 | 1996 |
| Arrive On Green              | 0.17 | 0.21 | 0.21 | 0.15 | 0.19 | 0.19 | 0.00 | 0.55 | 0.00 | 0.00 | 0.55 | 0.55 |
| Sat Flow, veh/h              | 3456 | 3409 | 202  | 3456 | 3367 | 237  | 0    | 5443 | 0    | 0    | 3647 | 2790 |
| Grp Volume(v), veh/h         | 512  | 175  | 182  | 444  | 299  | 308  | 0    | 1537 | 0    | 0    | 1169 | 587  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1777 | 1834 | 1728 | 1777 | 1828 | 0    | 1702 | 0    | 0    | 1777 | 1395 |
| Q Serve(g_s), s              | 19.6 | 11.6 | 11.7 | 16.9 | 22.0 | 22.1 | 0.0  | 26.3 | 0.0  | 0.0  | 29.9 | 10.2 |
| Cycle Q Clear(g_c), s        | 19.6 | 11.6 | 11.7 | 16.9 | 22.0 | 22.1 | 0.0  | 26.3 | 0.0  | 0.0  | 29.9 | 10.2 |
| Prop In Lane                 | 1.00 |      |      | 1.00 |      |      | 0.13 | 0.00 |      |      | 0.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 578  | 375  | 387  | 513  | 341  | 351  | 0    | 2799 | 0    | 0    | 1948 | 1996 |
| V/C Ratio(X)                 | 0.89 | 0.47 | 0.47 | 0.87 | 0.88 | 0.88 | 0.00 | 0.55 | 0.00 | 0.00 | 0.60 | 0.29 |
| Avail Cap(c_a), veh/h        | 704  | 395  | 408  | 704  | 395  | 406  | 0    | 2799 | 0    | 0    | 1948 | 1996 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 54.9 | 46.6 | 46.7 | 56.2 | 53.0 | 53.0 | 0.0  | 19.7 | 0.0  | 0.0  | 20.5 | 6.9  |
| Incr Delay (d2), s/veh       | 11.3 | 0.9  | 0.9  | 8.4  | 17.5 | 17.5 | 0.0  | 0.8  | 0.0  | 0.0  | 1.4  | 0.4  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 14.4 | 9.0  | 9.3  | 12.6 | 17.0 | 17.4 | 0.0  | 15.6 | 0.0  | 0.0  | 18.2 | 5.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 66.3 | 47.5 | 47.6 | 64.5 | 70.5 | 70.5 | 0.0  | 20.5 | 0.0  | 0.0  | 21.9 | 7.3  |
| LnGrp LOS                    | E    | D    | D    | E    | E    | E    |      | C    |      |      | C    | A    |
| Approach Vol, veh/h          |      | 869  |      |      | 1051 |      |      | 1537 |      |      | 1756 |      |
| Approach Delay, s/veh        |      | 58.6 |      |      | 68.0 |      |      | 20.5 |      |      | 17.0 |      |
| Approach LOS                 |      | E    |      |      | E    |      |      | C    |      |      | B    |      |

| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |
|------------------------------|------|------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 78.0 | 24.5 | 32.5 | 78.0 | 27.1 | 29.9 |
| Change Period (Y+Rc), s      | 4.0  | 4.5  | 4.0  | 4.0  | 4.5  | 4.0  |
| Max Green Setting (Gmax), s  | 65.0 | 27.5 | 30.0 | 65.0 | 27.5 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 28.3 | 18.9 | 13.7 | 31.9 | 21.6 | 24.1 |
| Green Ext Time (p_c), s      | 15.1 | 1.1  | 1.7  | 14.3 | 1.0  | 1.8  |

| Intersection Summary         |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 35.2 |
| HCM 7th LOS                  | D    |

Notes  
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                        | ↖     | →     | ↙     | ←     | ↑     | ↓     | ↘     |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group             | EBL   | EBT   | WBL   | WBT   | NBT   | SBT   | SBR   |
| Lane Configurations    | ↖↖    | ↖↗    | ↖↖    | ↖↗    | ↖↗↖   | ↖↖    | ↖↖    |
| Traffic Volume (vph)   | 495   | 324   | 422   | 543   | 1460  | 1111  | 567   |
| Future Volume (vph)    | 495   | 324   | 422   | 543   | 1460  | 1111  | 567   |
| Turn Type              | Prot  | NA    | Prot  | NA    | NA    | NA    | pm+ov |
| Protected Phases       | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Permitted Phases       |       |       |       |       |       |       | 6     |
| Detector Phase         | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Switch Phase           |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)      | 9.5   | 22.5  | 9.5   | 22.5  | 22.5  | 22.5  | 9.5   |
| Total Split (s)        | 32.0  | 34.0  | 32.0  | 34.0  | 69.0  | 69.0  | 32.0  |
| Total Split (%)        | 23.7% | 25.2% | 23.7% | 25.2% | 51.1% | 51.1% | 23.7% |
| Yellow Time (s)        | 3.5   | 3.0   | 3.5   | 3.0   | 3.0   | 3.0   | 3.5   |
| All-Red Time (s)       | 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   |
| Total Lost Time (s)    | 4.5   | 4.0   | 4.5   | 4.0   | 4.0   | 4.0   | 4.5   |
| Lead/Lag               | Lead  | Lag   | Lead  | Lag   |       |       | Lead  |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   |       |       | Yes   |
| Recall Mode            | None  | None  | None  | None  | C-Max | C-Max | None  |
| Act Effct Green (s)    | 25.4  | 30.5  | 22.5  | 27.7  | 69.4  | 69.4  | 98.8  |
| Actuated g/C Ratio     | 0.19  | 0.23  | 0.17  | 0.21  | 0.51  | 0.51  | 0.73  |
| v/c Ratio              | 0.81  | 0.46  | 0.77  | 0.85  | 0.76  | 0.64  | 0.29  |
| Control Delay (s/veh)  | 69.1  | 37.7  | 63.3  | 63.0  | 28.4  | 26.7  | 6.1   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 69.1  | 37.7  | 63.3  | 63.0  | 28.4  | 26.7  | 6.1   |
| LOS                    | E     | D     | E     | E     | C     | C     | A     |
| Approach Delay (s/veh) |       | 56.1  |       | 63.1  | 28.4  | 19.7  |       |
| Approach LOS           |       | E     |       | E     | C     | B     |       |

Intersection Summary

|   |
|---|
| Cycle Length: 135   |
| Actuated Cycle Length: 135  |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 80   |
| Control Type: Actuated-Coordinated                                  |
| Maximum v/c Ratio: 0.85   |
| Intersection Signal Delay (s/veh): 36.5                             |
| Intersection LOS: D   |
| Intersection Capacity Utilization 77.4%                             |
| ICU Level of Service D  |
| Analysis Period (min) 15  |

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                              | ↖    | →    | ↙    | ←    | ↗    | ↘    | ↑    | ↖    | ↙    | ↓    | ↘    |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↖↖   | ↖↗   |      | ↖↖   | ↖↗   |      |      | ↖↗↖  |      |      | ↖↖   | ↖↖   |
| Traffic Volume (veh/h)       | 495  | 324  | 27   | 422  | 543  | 38   | 0    | 1460 | 395  | 0    | 1111 | 567  |
| Future Volume (veh/h)        | 495  | 324  | 27   | 422  | 543  | 38   | 0    | 1460 | 395  | 0    | 1111 | 567  |
| 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 | 0    | 1870 | 1870 | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 521  | 341  | 28   | 444  | 572  | 40   | 0    | 1537 | 0    | 0    | 1169 | 597  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    |
| Cap, veh/h                   | 587  | 714  | 58   | 513  | 651  | 45   | 0    | 2780 |      | 0    | 1935 | 1992 |
| Arrive On Green              | 0.17 | 0.21 | 0.21 | 0.15 | 0.19 | 0.19 | 0.00 | 0.54 | 0.00 | 0.00 | 0.54 | 0.54 |
| Sat Flow, veh/h              | 3456 | 3327 | 272  | 3456 | 3370 | 235  | 0    | 5443 | 0    | 0    | 3647 | 2790 |
| Grp Volume(v), veh/h         | 521  | 181  | 188  | 444  | 301  | 311  | 0    | 1537 | 0    | 0    | 1169 | 597  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1777 | 1821 | 1728 | 1777 | 1828 | 0    | 1702 | 0    | 0    | 1777 | 1395 |
| Q Serve(g_s), s              | 19.9 | 12.0 | 12.2 | 16.9 | 22.2 | 22.3 | 0.0  | 26.5 | 0.0  | 0.0  | 30.1 | 10.5 |
| Cycle Q Clear(g_c), s        | 19.9 | 12.0 | 12.2 | 16.9 | 22.2 | 22.3 | 0.0  | 26.5 | 0.0  | 0.0  | 30.1 | 10.5 |
| Prop In Lane                 | 1.00 |      | 0.15 | 1.00 |      | 0.13 | 0.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 587  | 381  | 391  | 513  | 343  | 353  | 0    | 2780 |      | 0    | 1935 | 1992 |
| V/C Ratio(X)                 | 0.89 | 0.48 | 0.48 | 0.87 | 0.88 | 0.88 | 0.00 | 0.55 |      | 0.00 | 0.60 | 0.30 |
| Avail Cap(c_a), veh/h        | 704  | 395  | 405  | 704  | 395  | 406  | 0    | 2780 |      | 0    | 1935 | 1992 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 54.8 | 46.4 | 46.4 | 56.2 | 52.9 | 52.9 | 0.0  | 20.0 | 0.0  | 0.0  | 20.9 | 7.0  |
| Incr Delay (d2), s/veh       | 11.7 | 0.9  | 0.9  | 8.4  | 17.8 | 17.8 | 0.0  | 0.8  | 0.0  | 0.0  | 1.4  | 0.4  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 14.6 | 9.2  | 9.5  | 12.6 | 17.1 | 17.6 | 0.0  | 15.7 | 0.0  | 0.0  | 18.3 | 5.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 66.5 | 47.3 | 47.4 | 64.5 | 70.7 | 70.7 | 0.0  | 20.8 | 0.0  | 0.0  | 22.3 | 7.4  |
| LnGrp LOS                    | E    | D    | D    | E    | E    | E    |      | C    |      |      | C    | A    |
| Approach Vol, veh/h          |      | 890  |      |      | 1056 |      |      | 1537 |      |      | 1766 |      |
| Approach Delay, s/veh        |      | 58.6 |      |      | 68.1 |      |      | 20.8 |      |      | 17.2 |      |
| Approach LOS                 |      | E    |      |      | E    |      |      | C    |      |      | B    |      |

| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |
|------------------------------|------|------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 77.5 | 24.5 | 33.0 | 77.5 | 27.4 | 30.1 |
| Change Period (Y+Rc), s      | 4.0  | 4.5  | 4.0  | 4.0  | 4.5  | 4.0  |
| Max Green Setting (Gmax), s  | 65.0 | 27.5 | 30.0 | 65.0 | 27.5 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 28.5 | 18.9 | 14.2 | 32.1 | 21.9 | 24.3 |
| Green Ext Time (p_c), s      | 15.1 | 1.1  | 1.8  | 14.4 | 1.0  | 1.8  |

| Intersection Summary         |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 35.5 |
| HCM 7th LOS                  | D    |

Notes  
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Lane Group             | EBT   | WBL   | WBT   | NBL   |
|------------------------|-------|-------|-------|-------|
| Lane Configurations    | ↑↑    | ↑     | ↑↑    | ↑↑    |
| Traffic Volume (vph)   | 809   | 143   | 708   | 221   |
| Future Volume (vph)    | 809   | 143   | 708   | 221   |
| Turn Type              | NA    | pm+pt | NA    | Prot  |
| Protected Phases       | 2     | 1     | 6     | 8     |
| Permitted Phases       | 6     |       |       |       |
| Detector Phase         | 2     | 1     | 6     | 8     |
| Switch Phase           |       |       |       |       |
| Minimum Initial (s)    | 15.0  | 5.0   | 15.0  | 5.0   |
| Minimum Split (s)      | 24.0  | 10.0  | 24.0  | 22.5  |
| Total Split (s)        | 70.0  | 18.0  | 88.0  | 32.0  |
| Total Split (%)        | 58.3% | 15.0% | 73.3% | 26.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 3.5   |
| All-Red Time (s)       | 2.0   | 1.0   | 2.0   | 1.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 6.0   | 5.0   | 6.0   | 4.5   |
| Lead/Lag               | Lag   | Lead  |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   |       |       |
| Recall Mode            | C-Max | None  | C-Max | None  |
| Act Effct Green (s)    | 81.1  | 95.1  | 94.1  | 15.4  |
| Actuated g/C Ratio     | 0.68  | 0.79  | 0.78  | 0.13  |
| v/c Ratio              | 0.53  | 0.44  | 0.28  | 0.68  |
| Control Delay (s/veh)  | 10.7  | 8.1   | 3.0   | 53.0  |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 10.7  | 8.1   | 3.0   | 53.0  |
| LOS                    | B     | A     | A     | D     |
| Approach Delay (s/veh) | 10.7  |       | 3.9   | 53.0  |
| Approach LOS           | B     |       | A     | D     |

| Intersection Summary  |                        |
|---|------------------------|
| Cycle Length: 120   |                        |
| Actuated Cycle Length: 120  |                        |
| Offset: 110 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green |                        |
| Natural Cycle: 60   |                        |
| Control Type: Actuated-Coordinated                                      |                        |
| Maximum v/c Ratio: 0.68   |                        |
| Intersection Signal Delay (s/veh): 13.4                                 | Intersection LOS: B    |
| Intersection Capacity Utilization 61.0%                                 | ICU Level of Service B |
| Analysis Period (min) 15  |                        |

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



HCM 7th Signalized Intersection Summary  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↑↑   |      | ↑    | ↑↑   | ↑↑   |      |
| Traffic Volume (veh/h)       | 809  | 303  | 143  | 708  | 221  | 57   |
| Future Volume (veh/h)        | 809  | 303  | 143  | 708  | 221  | 57   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      |      |      |      |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 889  | 333  | 157  | 778  | 153  | 159  |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 1793 | 669  | 384  | 2811 | 216  | 192  |
| Arrive On Green              | 0.71 | 0.71 | 0.04 | 0.79 | 0.12 | 0.12 |
| Sat Flow, veh/h              | 2626 | 945  | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 623  | 599  | 157  | 778  | 153  | 159  |
| Grp Sat Flow(s),veh/h/ln     | 1777 | 1700 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s              | 18.9 | 19.1 | 2.7  | 7.0  | 9.9  | 11.8 |
| Cycle Q Clear(g_c), s        | 18.9 | 19.1 | 2.7  | 7.0  | 9.9  | 11.8 |
| Prop In Lane                 | 0.56 |      |      |      |      |      |
| Lane Grp Cap(c), veh/h       | 1258 | 1204 | 384  | 2811 | 216  | 192  |
| V/C Ratio(X)                 | 0.49 | 0.50 | 0.41 | 0.28 | 0.71 | 0.83 |
| Avail Cap(c_a), veh/h        | 1258 | 1204 | 504  | 2811 | 408  | 363  |
| HCM Platoon Ratio            | 1.00 |      |      |      |      |      |
| Upstream Filter(I)           | 1.00 |      |      |      |      |      |
| Uniform Delay (d), s/veh     | 7.9  | 7.9  | 6.4  | 3.4  | 50.7 | 51.5 |
| Incr Delay (d2), s/veh       | 1.4  | 1.5  | 0.7  | 0.2  | 4.2  | 8.7  |
| Initial Q Delay(d3), s/veh   | 0.0  |      |      |      |      |      |
| %ile BackOfQ(95%),veh/ln     | 11.1 | 10.9 | 1.6  | 3.6  | 8.2  | 8.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 9.3  | 9.4  | 7.1  | 3.6  | 54.9 | 60.1 |
| LnGrp LOS                    | A    | A    | A    | A    | D    | E    |
| Approach Vol, veh/h          | 1222 |      |      | 935  |      | 312  |
| Approach Delay, s/veh        | 9.3  |      |      | 4.2  |      | 57.6 |
| Approach LOS                 | A    |      |      | A    |      | E    |

| Timer - Assigned Phs         | 1    | 2    | 6     | 8    |
|------------------------------|------|------|-------|------|
| Phs Duration (G+Y+Rc), s     | 10.0 | 91.0 | 100.9 | 19.1 |
| Change Period (Y+Rc), s      | 5.0  | 6.0  | 6.0   | 4.5  |
| Max Green Setting (Gmax), s  | 13.0 | 64.0 | 82.0  | 27.5 |
| Max Q Clear Time (g_c+I1), s | 4.7  | 21.1 | 9.0   | 13.8 |
| Green Ext Time (p_c), s      | 0.2  | 10.9 | 6.3   | 0.8  |

| Intersection Summary         |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.5 |
| HCM 7th LOS                  | B    |

Notes  
User approved volume balancing among the lanes for turning movement.

Timings

2: Cordova Rd & Cerrillos Rd

11/18/2025

|                        | →     | ↖     | ←     | ↗     |
|------------------------|-------|-------|-------|-------|
| Lane Group             | EBT   | WBL   | WBT   | NBL   |
| Lane Configurations    | ↑↑    | ↖     | ↑↑    | ↗     |
| Traffic Volume (vph)   | 823   | 147   | 719   | 221   |
| Future Volume (vph)    | 823   | 147   | 719   | 221   |
| Turn Type              | NA    | pm+pt | NA    | Prot  |
| Protected Phases       | 2     | 1     | 6     | 8     |
| Permitted Phases       | 6     |       |       |       |
| Detector Phase         | 2     | 1     | 6     | 8     |
| Switch Phase           |       |       |       |       |
| Minimum Initial (s)    | 15.0  | 5.0   | 15.0  | 5.0   |
| Minimum Split (s)      | 24.0  | 10.0  | 24.0  | 22.5  |
| Total Split (s)        | 70.0  | 18.0  | 88.0  | 32.0  |
| Total Split (%)        | 58.3% | 15.0% | 73.3% | 26.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 3.5   |
| All-Red Time (s)       | 2.0   | 1.0   | 2.0   | 1.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 6.0   | 5.0   | 6.0   | 4.5   |
| Lead/Lag               | Lag   | Lead  |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   |       |       |
| Recall Mode            | C-Max | None  | C-Max | None  |
| Act Effct Green (s)    | 80.6  | 94.9  | 93.9  | 15.6  |
| Actuated g/C Ratio     | 0.67  | 0.79  | 0.78  | 0.13  |
| v/c Ratio              | 0.54  | 0.46  | 0.29  | 0.69  |
| Control Delay (s/veh)  | 11.2  | 8.9   | 3.1   | 52.0  |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 11.2  | 8.9   | 3.1   | 52.0  |
| LOS                    | B     | A     | A     | D     |
| Approach Delay (s/veh) | 11.2  |       | 4.1   | 52.0  |
| Approach LOS           | B     |       | A     | D     |

Intersection Summary

|   |
|---|
| Cycle Length: 120   |
| Actuated Cycle Length: 120  |
| Offset: 110 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green |
| Natural Cycle: 60   |
| Control Type: Actuated-Coordinated                                      |
| Maximum v/c Ratio: 0.69   |
| Intersection Signal Delay (s/veh): 13.7                                 |
| Intersection LOS: B   |
| Intersection Capacity Utilization 62.0%                                 |
| ICU Level of Service B  |
| Analysis Period (min) 15  |

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



HCM 7th Signalized Intersection Summary

2: Cordova Rd & Cerrillos Rd

11/18/2025

|                              | →    | ↖    | ←    | ↗    | ↘    |      |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↑↑   |      | ↖    | ↑↑   | ↗    |      |
| Traffic Volume (veh/h)       | 823  | 303  | 147  | 719  | 221  | 69   |
| Future Volume (veh/h)        | 823  | 303  | 147  | 719  | 221  | 69   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      |      |      |      |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 904  | 333  | 162  | 790  | 160  | 165  |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 1790 | 656  | 378  | 2797 | 223  | 199  |
| Arrive On Green              | 0.70 | 0.70 | 0.04 | 0.79 | 0.13 | 0.13 |
| Sat Flow, veh/h              | 2639 | 933  | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 630  | 607  | 162  | 790  | 160  | 165  |
| Grp Sat Flow(s),veh/h/ln     | 1777 | 1702 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s              | 19.5 | 19.8 | 2.9  | 7.3  | 10.4 | 12.2 |
| Cycle Q Clear(g_c), s        | 19.5 | 19.8 | 2.9  | 7.3  | 10.4 | 12.2 |
| Prop In Lane                 | 0.55 |      |      |      |      |      |
| Lane Grp Cap(c), veh/h       | 1249 | 1197 | 378  | 2797 | 223  | 199  |
| V/C Ratio(X)                 | 0.50 | 0.51 | 0.43 | 0.28 | 0.72 | 0.83 |
| Avail Cap(c_a), veh/h        | 1249 | 1197 | 495  | 2797 | 408  | 363  |
| HCM Platoon Ratio            | 1.00 |      |      |      |      |      |
| Upstream Filter(I)           | 1.00 |      |      |      |      |      |
| Uniform Delay (d), s/veh     | 8.2  | 8.2  | 6.8  | 3.5  | 50.4 | 51.2 |
| Incr Delay (d2), s/veh       | 1.5  | 1.5  | 0.8  | 0.3  | 4.3  | 8.6  |
| Initial Q Delay(d3), s/veh   | 0.0  |      |      |      |      |      |
| %ile BackOfQ(95%),veh/ln     | 11.5 | 11.2 | 1.7  | 3.8  | 8.5  | 9.1  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 9.6  | 9.8  | 7.6  | 3.7  | 54.7 | 59.9 |
| LnGrp LOS                    | A    | A    | A    | A    | D    | E    |
| Approach Vol, veh/h          | 1237 |      | 952  |      | 325  |      |
| Approach Delay, s/veh        | 9.7  |      | 4.4  |      | 57.3 |      |
| Approach LOS                 | A    |      | A    |      | E    |      |

| Timer - Assigned Phs         | 1    | 2    | 6     | 8    |
|------------------------------|------|------|-------|------|
| Phs Duration (G+Y+Rc), s     | 10.1 | 90.4 | 100.5 | 19.5 |
| Change Period (Y+Rc), s      | 5.0  | 6.0  | 6.0   | 4.5  |
| Max Green Setting (Gmax), s  | 13.0 | 64.0 | 82.0  | 27.5 |
| Max Q Clear Time (g_c+I1), s | 4.9  | 21.8 | 9.3   | 14.2 |
| Green Ext Time (p_c), s      | 0.2  | 11.1 | 6.5   | 0.8  |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 13.8 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

Timings  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Lane Group             | EBT   | WBL   | WBT   | NBL   |
|------------------------|-------|-------|-------|-------|
| Lane Configurations    | ↑↑    | ↔     | ↑↑    | ↔     |
| Traffic Volume (vph)   | 760   | 61    | 1058  | 345   |
| Future Volume (vph)    | 760   | 61    | 1058  | 345   |
| Turn Type              | NA    | pm+pt | NA    | Prot  |
| Protected Phases       | 2     | 1     | 6     | 8     |
| Permitted Phases       | 6     |       |       |       |
| Detector Phase         | 2     | 1     | 6     | 8     |
| Switch Phase           |       |       |       |       |
| Minimum Initial (s)    | 15.0  | 5.0   | 15.0  | 5.0   |
| Minimum Split (s)      | 24.0  | 10.0  | 24.0  | 22.5  |
| Total Split (s)        | 85.0  | 18.0  | 103.0 | 32.0  |
| Total Split (%)        | 63.0% | 13.3% | 76.3% | 23.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 3.5   |
| All-Red Time (s)       | 2.0   | 1.0   | 2.0   | 1.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 6.0   | 5.0   | 6.0   | 4.5   |
| Lead/Lag               | Lag   | Lead  |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   |       |       |
| Recall Mode            | C-Max | None  | C-Max | None  |
| Act Effct Green (s)    | 93.4  | 104.0 | 103.0 | 21.5  |
| Actuated g/C Ratio     | 0.69  | 0.77  | 0.76  | 0.16  |
| v/c Ratio              | 0.43  | 0.16  | 0.42  | 0.77  |
| Control Delay (s/veh)  | 10.2  | 8.7   | 11.3  | 62.2  |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 10.2  | 8.7   | 11.3  | 62.2  |
| LOS                    | B     | A     | B     | E     |
| Approach Delay (s/veh) | 10.2  |       | 11.1  | 62.2  |
| Approach LOS           | B     |       | B     | E     |

Intersection Summary

|   |
|---|
| Cycle Length: 135   |
| Actuated Cycle Length: 135  |
| Offset: 65 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green |
| Natural Cycle: 60   |
| Control Type: Actuated-Coordinated                                    |
| Maximum v/c Ratio: 0.77   |
| Intersection Signal Delay (s/veh): 18.9                               |
| Intersection LOS: B   |
| Intersection Capacity Utilization 55.9%                               |
| ICU Level of Service B  |
| Analysis Period (min) 15  |

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



HCM 7th Signalized Intersection Summary  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↑↑   |      | ↔    | ↑↑   | ↔    |      |
| Traffic Volume (veh/h)       | 760  | 201  | 61   | 1058 | 345  | 50   |
| Future Volume (veh/h)        | 760  | 201  | 61   | 1058 | 345  | 50   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      |      |      |      |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 809  | 214  | 65   | 1126 | 416  | 0    |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 1985 | 525  | 443  | 2790 | 489  | 217  |
| Arrive On Green              | 0.71 | 0.71 | 0.03 | 0.79 | 0.14 | 0.00 |
| Sat Flow, veh/h              | 2873 | 735  | 1781 | 3647 | 3563 | 1585 |
| Grp Volume(v), veh/h         | 517  | 506  | 65   | 1126 | 416  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1777 | 1738 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s              | 15.8 | 15.8 | 1.2  | 13.5 | 15.4 | 0.0  |
| Cycle Q Clear(g_c), s        | 15.8 | 15.8 | 1.2  | 13.5 | 15.4 | 0.0  |
| Prop In Lane                 | 0.42 |      |      |      |      |      |
| Lane Grp Cap(c), veh/h       | 1269 | 1241 | 443  | 2790 | 489  | 217  |
| V/C Ratio(X)                 | 0.41 | 0.41 | 0.15 | 0.40 | 0.85 | 0.00 |
| Avail Cap(c_a), veh/h        | 1269 | 1241 | 554  | 2790 | 726  | 323  |
| HCM Platoon Ratio            | 1.00 |      |      |      |      |      |
| Upstream Filter(I)           | 1.00 |      |      |      |      |      |
| Uniform Delay (d), s/veh     | 7.8  | 7.8  | 5.3  | 4.6  | 56.9 | 0.0  |
| Incr Delay (d2), s/veh       | 1.0  | 1.0  | 0.2  | 0.4  | 6.4  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(95%),veh/ln     | 9.9  | 9.7  | 0.7  | 7.7  | 11.8 | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 8.7  | 8.8  | 5.4  | 5.0  | 63.3 | 0.0  |
| LnGrp LOS                    | A    | A    | A    | A    | E    |      |
| Approach Vol, veh/h          | 1023 |      | 1191 |      | 416  |      |
| Approach Delay, s/veh        | 8.8  |      | 5.0  |      | 63.3 |      |
| Approach LOS                 | A    |      | A    |      | E    |      |

| Timer - Assigned Phs         | 1    | 2     | 6     | 8    |
|------------------------------|------|-------|-------|------|
| Phs Duration (G+Y+Rc), s     | 9.6  | 102.4 | 112.0 | 23.0 |
| Change Period (Y+Rc), s      | 5.0  | 6.0   | 6.0   | 4.5  |
| Max Green Setting (Gmax), s  | 13.0 | 79.0  | 97.0  | 27.5 |
| Max Q Clear Time (g_c+I1), s | 3.2  | 17.8  | 15.5  | 17.4 |
| Green Ext Time (p_c), s      | 0.1  | 8.4   | 11.0  | 1.1  |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 15.7 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

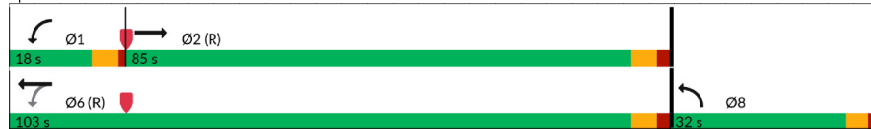
Timings  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Lane Group             | EBT   | WBL   | WBT   | NBL   |
|------------------------|-------|-------|-------|-------|
| Lane Configurations    | ↑↑    | ↑     | ↑↑    | ↑↑    |
| Traffic Volume (vph)   | 776   | 66    | 1074  | 345   |
| Future Volume (vph)    | 776   | 66    | 1074  | 345   |
| Turn Type              | NA    | pm+pt | NA    | Prot  |
| Protected Phases       | 2     | 1     | 6     | 8     |
| Permitted Phases       | 6     |       |       |       |
| Detector Phase         | 2     | 1     | 6     | 8     |
| Switch Phase           |       |       |       |       |
| Minimum Initial (s)    | 15.0  | 5.0   | 15.0  | 5.0   |
| Minimum Split (s)      | 24.0  | 10.0  | 24.0  | 22.5  |
| Total Split (s)        | 85.0  | 18.0  | 103.0 | 32.0  |
| Total Split (%)        | 63.0% | 13.3% | 76.3% | 23.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 3.5   |
| All-Red Time (s)       | 2.0   | 1.0   | 2.0   | 1.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 6.0   | 5.0   | 6.0   | 4.5   |
| Lead/Lag               | Lag   | Lead  |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   |       |       |
| Recall Mode            | C-Max | None  | C-Max | None  |
| Act Effct Green (s)    | 92.8  | 103.5 | 102.5 | 22.0  |
| Actuated g/C Ratio     | 0.69  | 0.77  | 0.76  | 0.16  |
| v/c Ratio              | 0.44  | 0.18  | 0.43  | 0.77  |
| Control Delay (s/veh)  | 10.6  | 8.9   | 11.6  | 61.8  |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 10.6  | 8.9   | 11.6  | 61.8  |
| LOS                    | B     | A     | B     | E     |
| Approach Delay (s/veh) | 10.6  |       | 11.5  | 61.8  |
| Approach LOS           | B     |       | B     | E     |

| Intersection Summary  |                        |
|---|------------------------|
| Cycle Length: 135   |                        |
| Actuated Cycle Length: 135  |                        |
| Offset: 65 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green |                        |
| Natural Cycle: 60   |                        |
| Control Type: Actuated-Coordinated                                    |                        |
| Maximum v/c Ratio: 0.77   |                        |
| Intersection Signal Delay (s/veh): 19.3                               | Intersection LOS: B    |
| Intersection Capacity Utilization 56.8%                               | ICU Level of Service B |
| Analysis Period (min) 15  |                        |

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



HCM 7th Signalized Intersection Summary  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Movement                     | EBT  | EBR   | WBL  | WBT  | NBL   | NBR  |
|------------------------------|------|-------|------|------|-------|------|
| Lane Configurations          | ↑↑   |       | ↑    | ↑↑   | ↑↑    |      |
| Traffic Volume (veh/h)       | 776  | 201   | 66   | 1074 | 345   | 63   |
| Future Volume (veh/h)        | 776  | 201   | 66   | 1074 | 345   | 63   |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0    |
| Lane Width Adj.              | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      |      |       |      |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        | No   |       |      |      |       |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 826  | 214   | 70   | 1143 | 430   | 0    |
| Peak Hour Factor             | 0.94 | 0.94  | 0.94 | 0.94 | 0.94  | 0.94 |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 1983 | 514   | 433  | 2776 | 503   | 224  |
| Arrive On Green              | 0.71 | 0.71  | 0.03 | 0.78 | 0.14  | 0.00 |
| Sat Flow, veh/h              | 2887 | 724   | 1781 | 3647 | 3563  | 1585 |
| Grp Volume(v), veh/h         | 525  | 515   | 70   | 1143 | 430   | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1777 | 1740  | 1781 | 1777 | 1781  | 1585 |
| Q Serve(g_s), s              | 16.4 | 16.5  | 1.3  | 14.0 | 15.9  | 0.0  |
| Cycle Q Clear(g_c), s        | 16.4 | 16.5  | 1.3  | 14.0 | 15.9  | 0.0  |
| Prop In Lane                 | 0.42 |       |      |      |       |      |
| Lane Grp Cap(c), veh/h       | 1261 | 1235  | 433  | 2776 | 503   | 224  |
| V/C Ratio(X)                 | 0.42 | 0.42  | 0.16 | 0.41 | 0.86  | 0.00 |
| Avail Cap(c_a), veh/h        | 1261 | 1235  | 544  | 2776 | 726   | 323  |
| HCM Platoon Ratio            | 1.00 |       |      |      |       |      |
| Upstream Filter(I)           | 1.00 |       |      |      |       |      |
| Uniform Delay (d), s/veh     | 8.1  | 8.1   | 5.5  | 4.8  | 56.6  | 0.0  |
| Incr Delay (d2), s/veh       | 1.0  | 1.0   | 0.2  | 0.5  | 6.9   | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  |       |      |      |       |      |
| %ile BackOfQ(95%),veh/ln     | 10.2 | 10.1  | 0.8  | 7.9  | 12.2  | 0.0  |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |      |
| LnGrp Delay(d), s/veh        | 9.1  | 9.1   | 5.7  | 5.2  | 63.5  | 0.0  |
| LnGrp LOS                    | A    | A     | A    | A    | E     |      |
| Approach Vol, veh/h          | 1040 |       | 1213 |      | 430   |      |
| Approach Delay, s/veh        | 9.1  |       | 5.2  |      | 63.5  |      |
| Approach LOS                 | A    |       | A    |      | E     |      |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 9.6  | 101.8 |      |      | 111.5 | 23.5 |
| Change Period (Y+Rc), s      | 5.0  | 6.0   |      |      | 6.0   | 4.5  |
| Max Green Setting (Gmax), s  | 13.0 | 79.0  |      |      | 97.0  | 27.5 |
| Max Q Clear Time (g_c+I1), s | 3.3  | 18.5  |      |      | 16.0  | 17.9 |
| Green Ext Time (p_c), s      | 0.1  | 8.6   |      |      | 11.3  | 1.1  |

| Intersection Summary         |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 16.1 |
| HCM 7th LOS                  | B    |

Notes  
User approved volume balancing among the lanes for turning movement.

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↘    | ↑↑   | ↑↑   |      | ↘    |      |
| Traffic Vol, veh/h       | 18   | 830  | 842  | 4    | 0    | 8    |
| Future Vol, veh/h        | 18   | 830  | 842  | 4    | 0    | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 1    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 20   | 922  | 936  | 4    | 0    | 9    |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 940    | 0      | -      | 0 | 1439 470  |
| Stage 1              | -      | -      | -      | - | 938 -     |
| Stage 2              | -      | -      | -      | - | 501 -     |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.52 3.32 |
| Pot Cap-1 Maneuver   | 725    | -      | -      | - | 124 540   |
| Stage 1              | -      | -      | -      | - | 341 -     |
| Stage 2              | -      | -      | -      | - | 574 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 725    | -      | -      | - | 120 540   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 242 -     |
| Stage 1              | -      | -      | -      | - | 332 -     |
| Stage 2              | -      | -      | -      | - | 574 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.21 | 0  | 11.78 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 725   | -   | -   | -   | 540   |
| HCM Lane V/C Ratio    | 0.028 | -   | -   | -   | 0.016 |
| HCM Ctrl Dly (s/v)    | 10.1  | -   | -   | -   | 11.8  |
| HCM Lane LOS          | B     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↘    | ↑↑   | ↑↑   |      | ↘    |      |
| Traffic Vol, veh/h       | 18   | 845  | 853  | 4    | 0    | 8    |
| Future Vol, veh/h        | 18   | 845  | 853  | 4    | 0    | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 1    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 20   | 939  | 948  | 4    | 0    | 9    |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 952    | 0      | -      | 0 | 1459 476  |
| Stage 1              | -      | -      | -      | - | 950 -     |
| Stage 2              | -      | -      | -      | - | 509 -     |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.52 3.32 |
| Pot Cap-1 Maneuver   | 717    | -      | -      | - | 120 535   |
| Stage 1              | -      | -      | -      | - | 336 -     |
| Stage 2              | -      | -      | -      | - | 568 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 717    | -      | -      | - | 117 535   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 237 -     |
| Stage 1              | -      | -      | -      | - | 327 -     |
| Stage 2              | -      | -      | -      | - | 568 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.21 | 0  | 11.84 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 717   | -   | -   | -   | 535   |
| HCM Lane V/C Ratio    | 0.028 | -   | -   | -   | 0.017 |
| HCM Ctrl Dly (s/v)    | 10.2  | -   | -   | -   | 11.8  |
| HCM Lane LOS          | B     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↵    | ↑↑   | ↑↑   |      | ↵    |      |
| Traffic Vol, veh/h       | 2    | 808  | 1085 | 1    | 3    | 8    |
| Future Vol, veh/h        | 2    | 808  | 1085 | 1    | 3    | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 1    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2    | 860  | 1154 | 1    | 3    | 9    |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1155   | 0      | -      | 0 | 1589 578  |
| Stage 1              | -      | -      | -      | - | 1155 -    |
| Stage 2              | -      | -      | -      | - | 434 -     |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.52 3.32 |
| Pot Cap-1 Maneuver   | 600    | -      | -      | - | 98 459    |
| Stage 1              | -      | -      | -      | - | 262 -     |
| Stage 2              | -      | -      | -      | - | 621 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 600    | -      | -      | - | 98 459    |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 203 -     |
| Stage 1              | -      | -      | -      | - | 261 -     |
| Stage 2              | -      | -      | -      | - | 621 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.03 | 0  | 15.91 |
| HCM LOS           |      |    | C     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 600   | -   | -   | -   | 342   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | -   | 0.034 |
| HCM Ctrl Dly (s/v)    | 11    | -   | -   | -   | 15.9  |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↵    | ↑↑   | ↑↑   |      | ↵    |      |
| Traffic Vol, veh/h       | 2    | 829  | 1098 | 1    | 3    | 8    |
| Future Vol, veh/h        | 2    | 829  | 1098 | 1    | 3    | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 1    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2    | 882  | 1168 | 1    | 3    | 9    |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1169   | 0      | -      | 0 | 1614 585  |
| Stage 1              | -      | -      | -      | - | 1169 -    |
| Stage 2              | -      | -      | -      | - | 445 -     |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.52 3.32 |
| Pot Cap-1 Maneuver   | 593    | -      | -      | - | 95 455    |
| Stage 1              | -      | -      | -      | - | 258 -     |
| Stage 2              | -      | -      | -      | - | 613 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 593    | -      | -      | - | 94 455    |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 199 -     |
| Stage 1              | -      | -      | -      | - | 257 -     |
| Stage 2              | -      | -      | -      | - | 613 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.03 | 0  | 16.08 |
| HCM LOS           |      |    | C     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 593   | -   | -   | -   | 337   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | -   | 0.035 |
| HCM Ctrl Dly (s/v)    | 11.1  | -   | -   | -   | 16.1  |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

| 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       | 36   | 845  | 0    | 0    | 833  | 11   | 0    | 0    | 0    | 1    | 0    | 15   |
| Future Vol, veh/h        | 36   | 845  | 0    | 0    | 833  | 11   | 0    | 0    | 0    | 1    | 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           | 50   | -    | -    | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 1    | -    | -    | 1    | -    |
| 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                | 40   | 939  | 0    | 0    | 926  | 12   | 0    | 0    | 0    | 1    | 0    | 17   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 938    | 0 | 0 | 939    | 0 | 0 | 1482   | 1957 | 469  | 1481   | 1951 | 469  |
| Stage 1              | -      | - | - | -      | - | - | 1019   | 1019 | -    | 932    | 932  | -    |
| Stage 2              | -      | - | - | -      | - | - | 463    | 938  | -    | 549    | 1019 | -    |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.54   | 6.54 | 6.94 | 7.54   | 6.54 | 6.94 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.52   | 4.02 | 3.32 | 3.52   | 4.02 | 3.32 |
| Pot Cap-1 Maneuver   | 726    | - | - | 726    | - | - | 87     | 63   | 540  | 87     | 64   | 541  |
| Stage 1              | -      | - | - | -      | - | - | 254    | 313  | -    | 287    | 343  | -    |
| Stage 2              | -      | - | - | -      | - | - | 549    | 341  | -    | 487    | 313  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 726    | - | - | 726    | - | - | 80     | 60   | 540  | 82     | 60   | 541  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 178    | 163  | -    | 196    | 172  | -    |
| Stage 1              | -      | - | - | -      | - | - | 240    | 295  | -    | 287    | 343  | -    |
| Stage 2              | -      | - | - | -      | - | - | 532    | 341  | -    | 460    | 295  | -    |

| Approach          | EB   |  |  | WB |  |  | NB |  |  | SB    |  |  |
|-------------------|------|--|--|----|--|--|----|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.42 |  |  | 0  |  |  | 0  |  |  | 12.67 |  |  |
| HCM LOS           |      |  |  |    |  |  | A  |  |  | B     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | -     | 726   | -   | -   | 726 | -   | -   | 487   |
| HCM Lane V/C Ratio    | -     | 0.055 | -   | -   | -   | -   | -   | 0.036 |
| HCM Ctrl Dly (s/v)    | 0     | 10.2  | -   | -   | 0   | -   | -   | 12.7  |
| HCM Lane LOS          |       | A     | B   | -   | -   | A   | -   | B     |
| HCM 95th %tile Q(veh) | -     | 0.2   | -   | -   | 0   | -   | -   | 0.1   |

| 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       | 36   | 851  | 27   | 11   | 833  | 11   | 15   | 0    | 9    | 1    | 0    | 15   |
| Future Vol, veh/h        | 36   | 851  | 27   | 11   | 833  | 11   | 15   | 0    | 9    | 1    | 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           | 50   | -    | 120  | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 1    | -    | -    | 1    | -    |
| 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                | 40   | 946  | 30   | 12   | 926  | 12   | 17   | 0    | 10   | 1    | 0    | 17   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 938    | 0 | 0 | 976    | 0 | 0 | 1513   | 1988 | 473  | 1509   | 2012 | 469  |
| Stage 1              | -      | - | - | -      | - | - | 1026   | 1026 | -    | 956    | 956  | -    |
| Stage 2              | -      | - | - | -      | - | - | 487    | 962  | -    | 553    | 1056 | -    |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.54   | 6.54 | 6.94 | 7.54   | 6.54 | 6.94 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.52   | 4.02 | 3.32 | 3.52   | 4.02 | 3.32 |
| Pot Cap-1 Maneuver   | 726    | - | - | 703    | - | - | 82     | 60   | 538  | 83     | 58   | 541  |
| Stage 1              | -      | - | - | -      | - | - | 251    | 310  | -    | 277    | 335  | -    |
| Stage 2              | -      | - | - | -      | - | - | 531    | 332  | -    | 485    | 300  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 726    | - | - | 703    | - | - | 74     | 56   | 538  | 76     | 54   | 541  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 173    | 158  | -    | 185    | 160  | -    |
| Stage 1              | -      | - | - | -      | - | - | 238    | 293  | -    | 272    | 329  | -    |
| Stage 2              | -      | - | - | -      | - | - | 505    | 327  | -    | 450    | 284  | -    |

| Approach          | EB  |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|-----|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.4 |  |  | 0.13 |  |  | 22.53 |  |  | 12.74 |  |  |
| HCM LOS           |     |  |  |      |  |  | C     |  |  | B     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 232   | 726   | -   | -   | 703   | -   | -   | 483   |
| HCM Lane V/C Ratio    | 0.115 | 0.055 | -   | -   | 0.017 | -   | -   | 0.037 |
| HCM Ctrl Dly (s/v)    | 22.5  | 10.2  | -   | -   | 10.2  | -   | -   | 12.7  |
| HCM Lane LOS          | C     | B     | -   | -   | B     | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.4   | 0.2   | -   | -   | 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       | 9    | 832  | 0    | 0    | 1053 | 6    | 0    | 0    | 0    | 5    | 0    | 16   |
| Future Vol, veh/h        | 9    | 832  | 0    | 0    | 1053 | 6    | 0    | 0    | 0    | 5    | 0    | 16   |
| 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           | 50   | -    | -    | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 1    | -    | -    | 1    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 10   | 885  | 0    | 0    | 1120 | 6    | 0    | 0    | 0    | 5    | 0    | 17   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1127   | 0 | 0 | 885    | 0 | 0 | 1464   | 2031 | 443  | 1585   | 2028 | 563  |
| Stage 1              | -      | - | - | -      | - | - | 904    | 904  | -    | 1123   | 1123 | -    |
| Stage 2              | -      | - | - | -      | - | - | 560    | 1127 | -    | 462    | 904  | -    |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.54   | 6.54 | 6.94 | 7.54   | 6.54 | 6.94 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.52   | 4.02 | 3.32 | 3.52   | 4.02 | 3.32 |
| Pot Cap-1 Maneuver   | 616    | - | - | 760    | - | - | 90     | 57   | 563  | 73     | 57   | 469  |
| Stage 1              | -      | - | - | -      | - | - | 298    | 354  | -    | 219    | 279  | -    |
| Stage 2              | -      | - | - | -      | - | - | 480    | 278  | -    | 549    | 354  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 616    | - | - | 760    | - | - | 85     | 56   | 563  | 72     | 56   | 469  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 199    | 163  | -    | 168    | 167  | -    |
| Stage 1              | -      | - | - | -      | - | - | 293    | 348  | -    | 219    | 279  | -    |
| Stage 2              | -      | - | - | -      | - | - | 463    | 278  | -    | 541    | 348  | -    |

| Approach          | EB   |  |  | WB |  |  | NB |  |  | SB    |  |  |
|-------------------|------|--|--|----|--|--|----|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.12 |  |  | 0  |  |  | 0  |  |  | 16.75 |  |  |
| HCM LOS           |      |  |  |    |  |  | A  |  |  | C     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | -     | 616   | -   | -   | 760 | -   | -   | 329   |
| HCM Lane V/C Ratio    | -     | 0.016 | -   | -   | -   | -   | -   | 0.068 |
| HCM Ctrl Dly (s/v)    | 0     | 10.9  | -   | -   | 0   | -   | -   | 16.8  |
| HCM Lane LOS          |       | A     | B   | -   | -   | A   | -   | C     |
| HCM 95th %tile Q(veh) | -     | 0     | -   | -   | 0   | -   | -   | 0.2   |

| 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       | 9    | 840  | 29   | 13   | 1053 | 6    | 21   | 0    | 12   | 5    | 0    | 16   |
| Future Vol, veh/h        | 9    | 840  | 29   | 13   | 1053 | 6    | 21   | 0    | 12   | 5    | 0    | 16   |
| 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           | 50   | -    | 120  | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 1    | -    | -    | 1    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 10   | 894  | 31   | 14   | 1120 | 6    | 22   | 0    | 13   | 5    | 0    | 17   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1127   | 0 | 0 | 924    | 0 | 0 | 1501   | 2067 | 447  | 1617   | 2095 | 563  |
| Stage 1              | -      | - | - | -      | - | - | 913    | 913  | -    | 1151   | 1151 | -    |
| Stage 2              | -      | - | - | -      | - | - | 588    | 1154 | -    | 466    | 944  | -    |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.54   | 6.54 | 6.94 | 7.54   | 6.54 | 6.94 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.52   | 4.02 | 3.32 | 3.52   | 4.02 | 3.32 |
| Pot Cap-1 Maneuver   | 616    | - | - | 735    | - | - | 84     | 54   | 559  | 69     | 52   | 469  |
| Stage 1              | -      | - | - | -      | - | - | 295    | 351  | -    | 211    | 271  | -    |
| Stage 2              | -      | - | - | -      | - | - | 462    | 270  | -    | 546    | 339  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 616    | - | - | 735    | - | - | 78     | 52   | 559  | 65     | 50   | 469  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 192    | 157  | -    | 157    | 155  | -    |
| Stage 1              | -      | - | - | -      | - | - | 290    | 345  | -    | 207    | 266  | -    |
| Stage 2              | -      | - | - | -      | - | - | 437    | 265  | -    | 525    | 334  | -    |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.11 |  |  | 0.12 |  |  | 21.59 |  |  | 17.14 |  |  |
| HCM LOS           |      |  |  |      |  |  | C     |  |  | C     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 252   | 616   | -   | -   | 735   | -   | -   | 319   |
| HCM Lane V/C Ratio    | 0.139 | 0.016 | -   | -   | 0.019 | -   | -   | 0.07  |
| HCM Ctrl Dly (s/v)    | 21.6  | 10.9  | -   | -   | 10    | -   | -   | 17.1  |
| HCM Lane LOS          | C     | B     | -   | -   | A     | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.5   | 0     | -   | -   | 0.1   | -   | -   | 0.2   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 881  | 0    | 0    | 848  | 0    | 0    |
| Future Vol, veh/h        | 881  | 0    | 0    | 848  | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 968  | 0    | 0    | 932  | 0    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |   |      |
|----------------------|--------|--------|--------|---|---|------|
| Conflicting Flow All | 0      | 0      | -      | - | - | 484  |
| Stage 1              | -      | -      | -      | - | - | -    |
| Stage 2              | -      | -      | -      | - | - | -    |
| Critical Hdwy        | -      | -      | -      | - | - | 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | - | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | - | -    |
| Follow-up Hdwy       | -      | -      | -      | - | - | 3.32 |
| Pot Cap-1 Maneuver   | -      | -      | 0      | - | 0 | 529  |
| Stage 1              | -      | -      | 0      | - | 0 | -    |
| Stage 2              | -      | -      | 0      | - | 0 | -    |
| Platoon blocked, %   | -      | -      | -      | - | - | -    |
| Mov Cap-1 Maneuver   | -      | -      | -      | - | - | 529  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | - | -    |
| Stage 1              | -      | -      | -      | - | - | -    |
| Stage 2              | -      | -      | -      | - | - | -    |

| Approach          | EB | WB | NB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|-----------------------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | -   | -   | -   |
| HCM Ctrl Dly (s/v)    | 0     | -   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | -   |
| HCM 95th %tile Q(veh) | -     | -   | -   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 908  | 0    | 0    | 863  | 0    | 6    |
| Future Vol, veh/h        | 908  | 0    | 0    | 863  | 0    | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 998  | 0    | 0    | 948  | 0    | 7    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | -      |
| Pot Cap-1 Maneuver   | -      | 0      | 0      |
| Stage 1              | -      | 0      | 0      |
| Stage 2              | -      | 0      | 0      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB | NB    |
|-------------------|----|----|-------|
| HCM Ctrl Dly, s/v | 0  | 0  | 12.05 |
| HCM LOS           |    |    | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 517   | -   | -   |
| HCM Lane V/C Ratio    | 0.013 | -   | -   |
| HCM Ctrl Dly (s/v)    | 12.1  | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 841  | 0    | 0    | 1069 | 0    | 0    |
| Future Vol, veh/h        | 841  | 0    | 0    | 1069 | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 895  | 0    | 0    | 1137 | 0    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0      | 0      | -      | - | 447  |
| Stage 1              | -      | -      | -      | - | -    |
| Stage 2              | -      | -      | -      | - | -    |
| Critical Hdwy        | -      | -      | -      | - | 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | -    |
| Follow-up Hdwy       | -      | -      | -      | - | 3.32 |
| Pot Cap-1 Maneuver   | -      | 0      | -      | 0 | 559  |
| Stage 1              | -      | 0      | -      | 0 | -    |
| Stage 2              | -      | 0      | -      | 0 | -    |
| Platoon blocked, %   | -      | -      | -      | - | -    |
| Mov Cap-1 Maneuver   | -      | -      | -      | - | 559  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | -    |
| Stage 1              | -      | -      | -      | - | -    |
| Stage 2              | -      | -      | -      | - | -    |

| Approach          | EB | WB | NB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|-----------------------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | -   | -   | -   |
| HCM Ctrl Dly (s/v)    | 0     | -   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | -   |
| HCM 95th %tile Q(veh) | -     | -   | -   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 870  | 0    | 0    | 1090 | 0    | 8    |
| Future Vol, veh/h        | 870  | 0    | 0    | 1090 | 0    | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 926  | 0    | 0    | 1160 | 0    | 9    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | -      |
| Pot Cap-1 Maneuver   | -      | 0      | 0      |
| Stage 1              | -      | 0      | 0      |
| Stage 2              | -      | 0      | 0      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB | NB   |
|-------------------|----|----|------|
| HCM Ctrl Dly, s/v | 0  | 0  | 11.7 |
| HCM LOS           |    |    | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 546   | -   | -   |
| HCM Lane V/C Ratio    | 0.016 | -   | -   |
| HCM Ctrl Dly (s/v)    | 11.7  | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   |

Timings

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                        | ↖     | →     | ↙     | ←     | ↑     | ↓     | ↘     |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group             | EBL   | EBT   | WBL   | WBT   | NBT   | SBT   | SBR   |
| Lane Configurations    | ↖↖    | ↖↗    | ↖↖    | ↖↗    | ↖↗    | ↖↗    | ↖↗    |
| Traffic Volume (vph)   | 403   | 513   | 235   | 230   | 1202  | 1448  | 660   |
| Future Volume (vph)    | 403   | 513   | 235   | 230   | 1202  | 1448  | 660   |
| Turn Type              | Prot  | NA    | Prot  | NA    | NA    | NA    | pm+ov |
| Protected Phases       | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Permitted Phases       |       |       |       |       |       |       | 6     |
| Detector Phase         | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Switch Phase           |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 10.0  | 10.0  | 3.0   | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)      | 17.0  | 25.0  | 10.0  | 25.0  | 25.0  | 25.0  | 17.0  |
| Total Split (s)        | 32.0  | 36.0  | 24.0  | 28.0  | 60.0  | 60.0  | 32.0  |
| Total Split (%)        | 26.7% | 30.0% | 20.0% | 23.3% | 50.0% | 50.0% | 26.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)       | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |
| Lead/Lag               | Lead  | Lag   | Lead  | Lag   |       | Lead  |       |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   |       | Yes   |       |
| Recall Mode            | None  | None  | None  | None  | C-Max | C-Max | None  |
| Act Effct Green (s)    | 21.8  | 25.0  | 14.0  | 17.2  | 60.0  | 60.0  | 88.8  |
| Actuated g/C Ratio     | 0.18  | 0.21  | 0.12  | 0.14  | 0.50  | 0.50  | 0.74  |
| v/c Ratio              | 0.70  | 0.79  | 0.64  | 0.56  | 0.78  | 0.89  | 0.34  |
| Control Delay (s/veh)  | 42.7  | 56.6  | 57.9  | 50.1  | 26.6  | 35.7  | 3.6   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 42.7  | 56.6  | 57.9  | 50.1  | 26.6  | 35.7  | 3.6   |
| LOS                    | D     | E     | E     | D     | C     | D     | A     |
| Approach Delay (s/veh) |       | 50.6  |       | 53.8  | 26.6  | 25.6  |       |
| Approach LOS           |       | D     |       | D     | C     | C     |       |

Intersection Summary

|   |
|---|
| Cycle Length: 120   |
| Actuated Cycle Length: 120  |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 90   |
| Control Type: Actuated-Coordinated                                  |
| Maximum v/c Ratio: 0.89   |
| Intersection Signal Delay (s/veh): 33.0                             |
| Intersection LOS: C   |
| Intersection Capacity Utilization 79.0%                             |
| ICU Level of Service D  |
| Analysis Period (min) 15  |

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                              | ↖    | →    | ↙    | ←    | ↖    | ↙    | ↑    | ↘    | ↘    | ↓    | ↖    |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↖↖   | ↖↗   |      | ↖↖   | ↖↗   |      |      | ↖↗   |      |      | ↖↗   | ↖↗   |
| Traffic Volume (veh/h)       | 403  | 513  | 20   | 235  | 230  | 29   | 0    | 1202 | 590  | 0    | 1448 | 660  |
| Future Volume (veh/h)        | 403  | 513  | 20   | 235  | 230  | 29   | 0    | 1202 | 590  | 0    | 1448 | 660  |
| 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 | 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 | 0    | 1870 | 1870 | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 438  | 558  | 22   | 255  | 250  | 32   | 0    | 1307 | 0    | 0    | 1574 | 717  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    |
| Cap, veh/h                   | 515  | 661  | 26   | 320  | 423  | 54   | 0    | 2772 |      | 0    | 1929 | 1930 |
| Arrive On Green              | 0.15 | 0.19 | 0.19 | 0.09 | 0.13 | 0.13 | 0.00 | 0.54 | 0.00 | 0.00 | 0.54 | 0.54 |
| Sat Flow, veh/h              | 3456 | 3485 | 137  | 3456 | 3173 | 402  | 0    | 5443 | 0    | 0    | 3647 | 2790 |
| Grp Volume(v), veh/h         | 438  | 284  | 296  | 255  | 139  | 143  | 0    | 1307 | 0    | 0    | 1574 | 717  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1777 | 1846 | 1728 | 1777 | 1798 | 0    | 1702 | 0    | 0    | 1777 | 1395 |
| Q Serve(g_s), s              | 14.8 | 18.5 | 18.6 | 8.7  | 8.8  | 9.0  | 0.0  | 18.9 | 0.0  | 0.0  | 43.6 | 12.8 |
| Cycle Q Clear(g_c), s        | 14.8 | 18.5 | 18.6 | 8.7  | 8.8  | 9.0  | 0.0  | 18.9 | 0.0  | 0.0  | 43.6 | 12.8 |
| Prop In Lane                 | 1.00 |      | 0.07 | 1.00 |      | 0.22 | 0.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 515  | 337  | 350  | 320  | 237  | 240  | 0    | 2772 |      | 0    | 1929 | 1930 |
| V/C Ratio(X)                 | 0.85 | 0.84 | 0.85 | 0.80 | 0.59 | 0.60 | 0.00 | 0.47 |      | 0.00 | 0.82 | 0.37 |
| Avail Cap(c_a), veh/h        | 720  | 429  | 446  | 490  | 311  | 315  | 0    | 2772 |      | 0    | 1929 | 1930 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 49.8 | 46.9 | 46.9 | 53.3 | 48.9 | 49.0 | 0.0  | 16.9 | 0.0  | 0.0  | 22.5 | 7.7  |
| Incr Delay (d2), s/veh       | 7.0  | 11.6 | 11.4 | 5.2  | 2.3  | 2.4  | 0.0  | 0.6  | 0.0  | 0.0  | 3.9  | 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     | 11.1 | 14.1 | 14.6 | 7.1  | 7.3  | 7.5  | 0.0  | 11.7 | 0.0  | 0.0  | 25.2 | 6.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 56.8 | 58.6 | 58.4 | 58.5 | 51.2 | 51.4 | 0.0  | 17.4 | 0.0  | 0.0  | 26.5 | 8.2  |
| LnGrp LOS                    | E    | E    | E    | E    | D    | D    |      | B    |      |      | C    | A    |
| Approach Vol, veh/h          |      | 1018 |      |      | 537  |      |      | 1307 |      |      | 2291 |      |
| Approach Delay, s/veh        |      | 57.7 |      |      | 54.7 |      |      | 17.4 |      |      | 20.8 |      |
| Approach LOS                 |      | E    |      |      | D    |      |      | B    |      |      | C    |      |

| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |
|------------------------------|------|------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 72.1 | 18.1 | 29.7 | 72.1 | 24.9 | 23.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0  | 7.0  | 7.0  | 7.0  | 7.0  |
| Max Green Setting (Gmax), s  | 53.0 | 17.0 | 29.0 | 53.0 | 25.0 | 21.0 |
| Max Q Clear Time (g_c+I1), s | 20.9 | 10.7 | 20.6 | 45.6 | 16.8 | 11.0 |
| Green Ext Time (p_c), s      | 11.5 | 0.4  | 2.2  | 6.3  | 1.0  | 1.0  |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 30.8 |
| HCM 7th LOS                  | C    |

Notes

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

Timings

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                        | ↖     | →     | ↙     | ←     | ↑     | ↓     | ↘     |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group             | EBL   | EBT   | WBL   | WBT   | NBT   | SBT   | SBR   |
| Lane Configurations    | ↖↖    | ↖↗    | ↖↖    | ↖↗    | ↖↗    | ↖↗    | ↖↗    |
| Traffic Volume (vph)   | 409   | 516   | 235   | 233   | 1202  | 1448  | 668   |
| Future Volume (vph)    | 409   | 516   | 235   | 233   | 1202  | 1448  | 668   |
| Turn Type              | Prot  | NA    | Prot  | NA    | NA    | NA    | pm+ov |
| Protected Phases       | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Permitted Phases       |       |       |       |       |       |       | 6     |
| Detector Phase         | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Switch Phase           |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 10.0  | 10.0  | 3.0   | 10.0  | 10.0  | 10.0  | 10.0  |
| Minimum Split (s)      | 17.0  | 25.0  | 10.0  | 25.0  | 25.0  | 25.0  | 17.0  |
| Total Split (s)        | 32.0  | 36.0  | 24.0  | 28.0  | 60.0  | 60.0  | 32.0  |
| Total Split (%)        | 26.7% | 30.0% | 20.0% | 23.3% | 50.0% | 50.0% | 26.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| All-Red Time (s)       | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   | 7.0   |
| Lead/Lag               | Lead  | Lag   | Lead  | Lag   | Lead  | Lag   | Lead  |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   |       |       | Yes   |
| Recall Mode            | None  | None  | None  | None  | C-Max | C-Max | None  |
| Act Effct Green (s)    | 21.9  | 25.2  | 14.0  | 17.3  | 59.8  | 59.8  | 88.7  |
| Actuated g/C Ratio     | 0.18  | 0.21  | 0.12  | 0.14  | 0.50  | 0.50  | 0.74  |
| v/c Ratio              | 0.71  | 0.79  | 0.64  | 0.56  | 0.79  | 0.89  | 0.34  |
| Control Delay (s/veh)  | 43.0  | 55.8  | 57.9  | 50.0  | 26.9  | 36.1  | 3.7   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 43.0  | 55.8  | 57.9  | 50.0  | 26.9  | 36.1  | 3.7   |
| LOS                    | D     | E     | E     | D     | C     | D     | A     |
| Approach Delay (s/veh) |       | 50.3  |       | 53.8  | 26.9  | 25.9  |       |
| Approach LOS           |       | D     |       | D     | C     | C     |       |

| Intersection Summary  |                        |
|---|------------------------|
| Cycle Length: 120   |                        |
| Actuated Cycle Length: 120  |                        |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |                        |
| Natural Cycle: 90   |                        |
| Control Type: Actuated-Coordinated                                  |                        |
| Maximum v/c Ratio: 0.89   |                        |
| Intersection Signal Delay (s/veh): 33.1                             | Intersection LOS: C    |
| Intersection Capacity Utilization 79.3%                             | ICU Level of Service D |
| Analysis Period (min) 15  |                        |

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                              | ↖    | →    | ↙    | ←    | ↑    | ↓    | ↘    | ↗    | ↖    | ↗    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↖↖   | ↖↗   |      | ↖↖   | ↖↗   |      |      | ↖↗   | ↖↗   | ↖↗   | ↖↗   | ↖↗   |
| Traffic Volume (veh/h)       | 409  | 516  | 26   | 235  | 233  | 29   | 0    | 1202 | 590  | 0    | 1448 | 668  |
| Future Volume (veh/h)        | 409  | 516  | 26   | 235  | 233  | 29   | 0    | 1202 | 590  | 0    | 1448 | 668  |
| 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 | 0    | 1870 | 1870 | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 445  | 561  | 28   | 255  | 253  | 32   | 0    | 1307 | 0    | 0    | 1574 | 726  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    |
| Cap, veh/h                   | 521  | 662  | 33   | 320  | 425  | 53   | 0    | 2758 | 0    | 0    | 1920 | 1928 |
| Arrive On Green              | 0.15 | 0.19 | 0.19 | 0.09 | 0.13 | 0.13 | 0.00 | 0.54 | 0.00 | 0.00 | 0.54 | 0.54 |
| Sat Flow, veh/h              | 3456 | 3445 | 172  | 3456 | 3178 | 398  | 0    | 5443 | 0    | 0    | 3647 | 2790 |
| Grp Volume(v), veh/h         | 445  | 289  | 300  | 255  | 140  | 145  | 0    | 1307 | 0    | 0    | 1574 | 726  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1777 | 1839 | 1728 | 1777 | 1799 | 0    | 1702 | 0    | 0    | 1777 | 1395 |
| Q Serve(g_s), s              | 15.1 | 18.8 | 18.9 | 8.7  | 8.9  | 9.1  | 0.0  | 19.0 | 0.0  | 0.0  | 43.9 | 13.0 |
| Cycle Q Clear(g_c), s        | 15.1 | 18.8 | 18.9 | 8.7  | 8.9  | 9.1  | 0.0  | 19.0 | 0.0  | 0.0  | 43.9 | 13.0 |
| Prop In Lane                 | 1.00 |      | 0.09 | 1.00 |      | 0.22 | 0.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 521  | 341  | 353  | 320  | 238  | 241  | 0    | 2758 | 0    | 0    | 1920 | 1928 |
| V/C Ratio(X)                 | 0.85 | 0.85 | 0.85 | 0.80 | 0.59 | 0.60 | 0.00 | 0.47 | 0.00 | 0.00 | 0.82 | 0.38 |
| Avail Cap(c_a), veh/h        | 720  | 429  | 445  | 490  | 311  | 315  | 0    | 2758 | 0    | 0    | 1920 | 1928 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 49.7 | 46.8 | 46.8 | 53.3 | 48.9 | 48.9 | 0.0  | 17.0 | 0.0  | 0.0  | 22.8 | 7.7  |
| Incr Delay (d2), s/veh       | 7.3  | 12.1 | 11.9 | 5.2  | 2.3  | 2.4  | 0.0  | 0.6  | 0.0  | 0.0  | 4.1  | 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     | 11.3 | 14.4 | 14.8 | 7.1  | 7.3  | 7.6  | 0.0  | 11.7 | 0.0  | 0.0  | 25.4 | 6.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 56.9 | 58.8 | 58.7 | 58.5 | 51.2 | 51.3 | 0.0  | 17.6 | 0.0  | 0.0  | 26.8 | 8.3  |
| LnGrp LOS                    | E    | E    | E    | E    | D    | D    |      | B    |      |      | C    | A    |
| Approach Vol, veh/h          |      | 1034 |      |      | 540  |      |      | 1307 |      |      | 2300 |      |
| Approach Delay, s/veh        |      | 58.0 |      |      | 54.7 |      |      | 17.6 |      |      | 21.0 |      |
| Approach LOS                 |      | E    |      |      | D    |      |      | B    |      |      | C    |      |

| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |
|------------------------------|------|------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 71.8 | 18.1 | 30.1 | 71.8 | 25.1 | 23.1 |
| Change Period (Y+Rc), s      | 7.0  | 7.0  | 7.0  | 7.0  | 7.0  | 7.0  |
| Max Green Setting (Gmax), s  | 53.0 | 17.0 | 29.0 | 53.0 | 25.0 | 21.0 |
| Max Q Clear Time (g_c+H1), s | 21.0 | 10.7 | 20.9 | 45.9 | 17.1 | 11.1 |
| Green Ext Time (p_c), s      | 11.5 | 0.4  | 2.2  | 6.1  | 1.0  | 1.0  |

| Intersection Summary         |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 31.0 |
| HCM 7th LOS                  | C    |

Notes  
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings

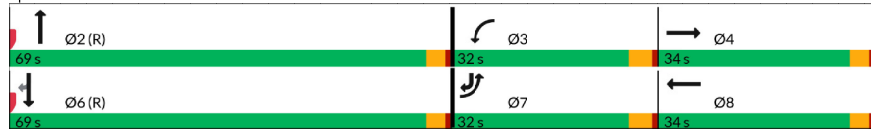
1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                        | ↖     | →     | ↙     | ←     | ↑     | ↓     | ↘     |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group             | EBL   | EBT   | WBL   | WBT   | NBT   | SBT   | SBR   |
| Lane Configurations    | ↖↗    | ↖↗    | ↖↗    | ↖↗    | ↖↗    | ↖↗    | ↖↗    |
| Traffic Volume (vph)   | 533   | 352   | 464   | 591   | 1603  | 1220  | 613   |
| Future Volume (vph)    | 533   | 352   | 464   | 591   | 1603  | 1220  | 613   |
| Turn Type              | Prot  | NA    | Prot  | NA    | NA    | NA    | pm+ov |
| Protected Phases       | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Permitted Phases       |       |       |       |       |       |       | 6     |
| Detector Phase         | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Switch Phase           |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)      | 9.5   | 22.5  | 9.5   | 22.5  | 22.5  | 22.5  | 9.5   |
| Total Split (s)        | 32.0  | 34.0  | 32.0  | 34.0  | 69.0  | 69.0  | 32.0  |
| Total Split (%)        | 23.7% | 25.2% | 23.7% | 25.2% | 51.1% | 51.1% | 23.7% |
| Yellow Time (s)        | 3.5   | 3.0   | 3.5   | 3.0   | 3.0   | 3.0   | 3.5   |
| All-Red Time (s)       | 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   |
| Total Lost Time (s)    | 4.5   | 4.0   | 4.5   | 4.0   | 4.0   | 4.0   | 4.5   |
| Lead/Lag               | Lead  | Lag   | Lead  | Lag   |       |       | Lead  |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   |       |       | Yes   |
| Recall Mode            | None  | None  | None  | None  | C-Max | C-Max | None  |
| Act Effct Green (s)    | 26.2  | 31.2  | 23.8  | 28.7  | 67.5  | 67.5  | 97.8  |
| Actuated g/C Ratio     | 0.19  | 0.23  | 0.18  | 0.21  | 0.50  | 0.50  | 0.72  |
| v/c Ratio              | 0.84  | 0.48  | 0.81  | 0.89  | 0.86  | 0.73  | 0.32  |
| Control Delay (s/veh)  | 73.0  | 37.1  | 64.1  | 65.8  | 33.5  | 30.1  | 6.8   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 73.0  | 37.1  | 64.1  | 65.8  | 33.5  | 30.1  | 6.8   |
| LOS                    | E     | D     | E     | E     | C     | C     | A     |
| Approach Delay (s/veh) |       | 58.2  |       | 65.1  | 33.5  | 22.3  |       |
| Approach LOS           |       | E     |       | E     | C     | C     |       |

| Intersection Summary  |                        |
|---|------------------------|
| Cycle Length: 135   |                        |
| Actuated Cycle Length: 135  |                        |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |                        |
| Natural Cycle: 90   |                        |
| Control Type: Actuated-Coordinated                                  |                        |
| Maximum v/c Ratio: 0.89   |                        |
| Intersection Signal Delay (s/veh): 39.7                             | Intersection LOS: D    |
| Intersection Capacity Utilization 83.5%                             | ICU Level of Service E |
| Analysis Period (min) 15  |                        |

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                              | ↖    | →    | ↙    | ←    | ↖    | ↙    | ↑    | ↘    | ↘    | ↓    | ↖    |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↖↗   | ↖↗   |      | ↖↗   | ↖↗   |      |      | ↖↗   | ↖↗   |      | ↖↗   | ↖↗   |
| Traffic Volume (veh/h)       | 533  | 352  | 21   | 464  | 591  | 41   | 0    | 1603 | 433  | 0    | 1220 | 613  |
| Future Volume (veh/h)        | 533  | 352  | 21   | 464  | 591  | 41   | 0    | 1603 | 433  | 0    | 1220 | 613  |
| 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 | 0    | 1870 | 1870 | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 561  | 371  | 22   | 488  | 622  | 43   | 0    | 1687 | 0    | 0    | 1284 | 645  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    |
| Cap, veh/h                   | 623  | 765  | 45   | 556  | 692  | 48   | 0    | 2666 |      | 0    | 1856 | 1959 |
| Arrive On Green              | 0.18 | 0.22 | 0.22 | 0.16 | 0.21 | 0.21 | 0.00 | 0.52 | 0.00 | 0.00 | 0.52 | 0.52 |
| Sat Flow, veh/h              | 3456 | 3409 | 201  | 3456 | 3372 | 233  | 0    | 5443 | 0    | 0    | 3647 | 2790 |
| Grp Volume(v), veh/h         | 561  | 193  | 200  | 488  | 327  | 338  | 0    | 1687 | 0    | 0    | 1284 | 645  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1777 | 1834 | 1728 | 1777 | 1828 | 0    | 1702 | 0    | 0    | 1777 | 1395 |
| Q Serve(g_s), s              | 21.4 | 12.7 | 12.8 | 18.6 | 24.2 | 24.3 | 0.0  | 31.8 | 0.0  | 0.0  | 36.5 | 12.1 |
| Cycle Q Clear(g_c), s        | 21.4 | 12.7 | 12.8 | 18.6 | 24.2 | 24.3 | 0.0  | 31.8 | 0.0  | 0.0  | 36.5 | 12.1 |
| Prop In Lane                 | 1.00 |      | 0.11 | 1.00 |      |      | 0.13 | 0.00 |      | 0.00 | 0.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 623  | 399  | 412  | 556  | 364  | 375  | 0    | 2666 |      | 0    | 1856 | 1959 |
| V/C Ratio(X)                 | 0.90 | 0.48 | 0.49 | 0.88 | 0.90 | 0.90 | 0.00 | 0.63 |      | 0.00 | 0.69 | 0.33 |
| Avail Cap(c_a), veh/h        | 704  | 399  | 412  | 704  | 395  | 406  | 0    | 2666 |      | 0    | 1856 | 1959 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 54.2 | 45.5 | 45.6 | 55.4 | 52.3 | 52.3 | 0.0  | 23.0 | 0.0  | 0.0  | 24.1 | 7.8  |
| Incr Delay (d2), s/veh       | 13.7 | 0.9  | 0.9  | 10.2 | 21.7 | 21.6 | 0.0  | 1.2  | 0.0  | 0.0  | 2.1  | 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     | 15.7 | 9.6  | 9.9  | 13.7 | 18.8 | 19.3 | 0.0  | 18.6 | 0.0  | 0.0  | 21.9 | 6.3  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 67.9 | 46.4 | 46.5 | 65.6 | 74.0 | 73.9 | 0.0  | 24.2 | 0.0  | 0.0  | 26.3 | 8.2  |
| LnGrp LOS                    | E    | D    | D    | E    | E    | E    |      | C    |      |      | C    | A    |
| Approach Vol, veh/h          |      | 954  |      |      | 1153 |      |      | 1687 |      |      | 1929 |      |
| Approach Delay, s/veh        |      | 59.0 |      |      | 70.4 |      |      | 24.2 |      |      | 20.2 |      |
| Approach LOS                 |      | E    |      |      | E    |      |      | C    |      |      | C    |      |

| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |
|------------------------------|------|------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 74.5 | 26.2 | 34.3 | 74.5 | 28.8 | 31.7 |
| Change Period (Y+Rc), s      | 4.0  | 4.5  | 4.0  | 4.0  | 4.5  | 4.0  |
| Max Green Setting (Gmax), s  | 65.0 | 27.5 | 30.0 | 65.0 | 27.5 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 33.8 | 20.6 | 14.8 | 38.5 | 23.4 | 26.3 |
| Green Ext Time (p_c), s      | 15.9 | 1.1  | 1.9  | 14.6 | 0.9  | 1.4  |

| Intersection Summary         |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 38.0 |
| HCM 7th LOS                  | D    |

Notes  
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                        | ↖     | →     | ↙     | ←     | ↑     | ↓     | ↘     |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group             | EBL   | EBT   | WBL   | WBT   | NBT   | SBT   | SBR   |
| Lane Configurations    | ↖↖    | ↖↗    | ↖↖    | ↖↗    | ↖↗    | ↖↗    | ↖↗    |
| Traffic Volume (vph)   | 542   | 356   | 464   | 595   | 1603  | 1220  | 622   |
| Future Volume (vph)    | 542   | 356   | 464   | 595   | 1603  | 1220  | 622   |
| Turn Type              | Prot  | NA    | Prot  | NA    | NA    | NA    | pm+ov |
| Protected Phases       | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Permitted Phases       |       |       |       |       |       |       | 6     |
| Detector Phase         | 7     | 4     | 3     | 8     | 2     | 6     | 7     |
| Switch Phase           |       |       |       |       |       |       |       |
| Minimum Initial (s)    | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)      | 9.5   | 22.5  | 9.5   | 22.5  | 22.5  | 22.5  | 9.5   |
| Total Split (s)        | 32.0  | 34.0  | 32.0  | 34.0  | 69.0  | 69.0  | 32.0  |
| Total Split (%)        | 23.7% | 25.2% | 23.7% | 25.2% | 51.1% | 51.1% | 23.7% |
| Yellow Time (s)        | 3.5   | 3.0   | 3.5   | 3.0   | 3.0   | 3.0   | 3.5   |
| All-Red Time (s)       | 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   |
| Total Lost Time (s)    | 4.5   | 4.0   | 4.5   | 4.0   | 4.0   | 4.0   | 4.5   |
| Lead/Lag               | Lead  | Lag   | Lead  | Lag   |       |       | Lead  |
| Lead-Lag Optimize?     | Yes   | Yes   | Yes   | Yes   |       |       | Yes   |
| Recall Mode            | None  | None  | None  | None  | C-Max | C-Max | None  |
| Act Effct Green (s)    | 26.4  | 31.4  | 23.8  | 28.8  | 67.3  | 67.3  | 97.7  |
| Actuated g/C Ratio     | 0.20  | 0.23  | 0.18  | 0.21  | 0.50  | 0.50  | 0.72  |
| v/c Ratio              | 0.85  | 0.50  | 0.81  | 0.89  | 0.86  | 0.73  | 0.32  |
| Control Delay (s/veh)  | 73.9  | 37.1  | 64.1  | 66.0  | 33.8  | 30.2  | 6.9   |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 73.9  | 37.1  | 64.1  | 66.0  | 33.8  | 30.2  | 6.9   |
| LOS                    | E     | D     | E     | E     | C     | C     | A     |
| Approach Delay (s/veh) |       | 58.6  |       | 65.2  | 33.8  | 22.3  |       |
| Approach LOS           |       | E     |       | E     | C     | C     |       |

Intersection Summary

|   |
|---|
| Cycle Length: 135   |
| Actuated Cycle Length: 135  |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |
| Natural Cycle: 90   |
| Control Type: Actuated-Coordinated                                  |
| Maximum v/c Ratio: 0.89   |
| Intersection Signal Delay (s/veh): 40.0                             |
| Intersection LOS: D   |
| Intersection Capacity Utilization 83.8%                             |
| ICU Level of Service E  |
| Analysis Period (min) 15  |

Splits and Phases: 1: Saint Francis Dr & Cerrillos Rd



HCM 7th Signalized Intersection Summary

1: Saint Francis Dr & Cerrillos Rd

11/18/2025

|                              | ↖    | →    | ↙    | ←    | ↖    | ↙    | ↑    | ↗    | ↘    | ↓    | ↘    |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          | ↖↖   | ↖↗   |      | ↖↖   | ↖↗   |      |      | ↖↗   | ↖↗   |      | ↖↗   | ↖↗   |
| Traffic Volume (veh/h)       | 542  | 356  | 29   | 464  | 595  | 41   | 0    | 1603 | 433  | 0    | 1220 | 622  |
| Future Volume (veh/h)        | 542  | 356  | 29   | 464  | 595  | 41   | 0    | 1603 | 433  | 0    | 1220 | 622  |
| 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 | 0    | 1870 | 1870 | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 571  | 375  | 31   | 488  | 626  | 43   | 0    | 1687 | 0    | 0    | 1284 | 655  |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 2    | 0    | 2    | 2    |
| Cap, veh/h                   | 631  | 757  | 62   | 556  | 695  | 48   | 0    | 2649 |      | 0    | 1844 | 1957 |
| Arrive On Green              | 0.18 | 0.23 | 0.23 | 0.16 | 0.21 | 0.21 | 0.00 | 0.52 | 0.00 | 0.00 | 0.52 | 0.52 |
| Sat Flow, veh/h              | 3456 | 3324 | 274  | 3456 | 3374 | 231  | 0    | 5443 | 0    | 0    | 3647 | 2790 |
| Grp Volume(v), veh/h         | 571  | 200  | 206  | 488  | 329  | 340  | 0    | 1687 | 0    | 0    | 1284 | 655  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1777 | 1821 | 1728 | 1777 | 1829 | 0    | 1702 | 0    | 0    | 1777 | 1395 |
| Q Serve(g_s), s              | 21.8 | 13.2 | 13.3 | 18.6 | 24.4 | 24.5 | 0.0  | 32.1 | 0.0  | 0.0  | 36.7 | 12.4 |
| Cycle Q Clear(g_c), s        | 21.8 | 13.2 | 13.3 | 18.6 | 24.4 | 24.5 | 0.0  | 32.1 | 0.0  | 0.0  | 36.7 | 12.4 |
| Prop In Lane                 | 1.00 |      | 0.15 | 1.00 |      | 0.13 | 0.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 631  | 405  | 415  | 556  | 366  | 376  | 0    | 2649 |      | 0    | 1844 | 1957 |
| V/C Ratio(X)                 | 0.90 | 0.49 | 0.50 | 0.88 | 0.90 | 0.90 | 0.00 | 0.64 |      | 0.00 | 0.70 | 0.33 |
| Avail Cap(c_a), veh/h        | 704  | 405  | 415  | 704  | 395  | 406  | 0    | 2649 |      | 0    | 1844 | 1957 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 54.0 | 45.3 | 45.4 | 55.4 | 52.3 | 52.3 | 0.0  | 23.3 | 0.0  | 0.0  | 24.5 | 7.9  |
| Incr Delay (d2), s/veh       | 14.2 | 0.9  | 0.9  | 10.2 | 22.0 | 21.9 | 0.0  | 1.2  | 0.0  | 0.0  | 2.2  | 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     | 16.0 | 9.9  | 10.2 | 13.7 | 18.9 | 19.4 | 0.0  | 18.7 | 0.0  | 0.0  | 22.1 | 6.4  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 68.3 | 46.3 | 46.3 | 65.6 | 74.3 | 74.2 | 0.0  | 24.5 | 0.0  | 0.0  | 26.7 | 8.3  |
| LnGrp LOS                    | E    | D    | D    | E    | E    | E    |      | C    |      |      | C    | A    |
| Approach Vol, veh/h          |      | 977  |      |      | 1157 |      |      | 1687 |      |      | 1939 |      |
| Approach Delay, s/veh        |      | 59.1 |      |      | 70.6 |      |      | 24.5 |      |      | 20.5 |      |
| Approach LOS                 |      | E    |      |      | E    |      |      | C    |      |      | C    |      |

| Timer - Assigned Phs         | 2    | 3    | 4    | 6    | 7    | 8    |
|------------------------------|------|------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 74.0 | 26.2 | 34.8 | 74.0 | 29.2 | 31.8 |
| Change Period (Y+Rc), s      | 4.0  | 4.5  | 4.0  | 4.0  | 4.5  | 4.0  |
| Max Green Setting (Gmax), s  | 65.0 | 27.5 | 30.0 | 65.0 | 27.5 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 34.1 | 20.6 | 15.3 | 38.7 | 23.8 | 26.5 |
| Green Ext Time (p_c), s      | 15.9 | 1.1  | 2.0  | 14.6 | 0.8  | 1.3  |

| Intersection Summary         |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 38.3 |
| HCM 7th LOS                  | D    |

Notes  
 Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

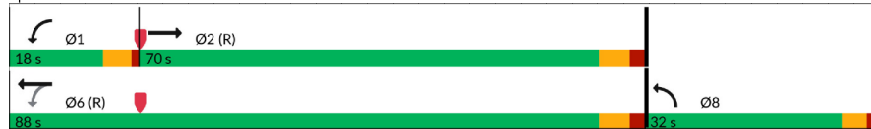
Timings  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Lane Group             | EBT   | WBL   | WBT   | NBL   |
|------------------------|-------|-------|-------|-------|
| Lane Configurations    | ↑↑    | ↑     | ↑↑    | ↑↑    |
| Traffic Volume (vph)   | 888   | 157   | 777   | 243   |
| Future Volume (vph)    | 888   | 157   | 777   | 243   |
| Turn Type              | NA    | pm+pt | NA    | Prot  |
| Protected Phases       | 2     | 1     | 6     | 8     |
| Permitted Phases       | 6     |       |       |       |
| Detector Phase         | 2     | 1     | 6     | 8     |
| Switch Phase           |       |       |       |       |
| Minimum Initial (s)    | 15.0  | 5.0   | 15.0  | 5.0   |
| Minimum Split (s)      | 24.0  | 10.0  | 24.0  | 22.5  |
| Total Split (s)        | 70.0  | 18.0  | 88.0  | 32.0  |
| Total Split (%)        | 58.3% | 15.0% | 73.3% | 26.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 3.5   |
| All-Red Time (s)       | 2.0   | 1.0   | 2.0   | 1.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 6.0   | 5.0   | 6.0   | 4.5   |
| Lead/Lag               | Lag   | Lead  |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   |       |       |
| Recall Mode            | C-Max | None  | C-Max | None  |
| Act Effct Green (s)    | 78.5  | 94.1  | 93.1  | 16.4  |
| Actuated g/C Ratio     | 0.65  | 0.78  | 0.78  | 0.14  |
| v/c Ratio              | 0.60  | 0.53  | 0.31  | 0.70  |
| Control Delay (s/veh)  | 13.4  | 14.3  | 3.3   | 53.1  |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 13.4  | 14.3  | 3.3   | 53.1  |
| LOS                    | B     | B     | A     | D     |
| Approach Delay (s/veh) | 13.4  |       | 5.2   | 53.1  |
| Approach LOS           | B     |       | A     | D     |

| Intersection Summary  |                        |
|---|------------------------|
| Cycle Length: 120   |                        |
| Actuated Cycle Length: 120  |                        |
| Offset: 110 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green |                        |
| Natural Cycle: 65   |                        |
| Control Type: Actuated-Coordinated                                      |                        |
| Maximum v/c Ratio: 0.70   |                        |
| Intersection Signal Delay (s/veh): 15.2                                 | Intersection LOS: B    |
| Intersection Capacity Utilization 65.7%                                 | ICU Level of Service C |
| Analysis Period (min) 15  |                        |

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



HCM 7th Signalized Intersection Summary  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↑↑   |      | ↑    | ↑↑   | ↑↑   |      |
| Traffic Volume (veh/h)       | 888  | 333  | 157  | 777  | 243  | 63   |
| Future Volume (veh/h)        | 888  | 333  | 157  | 777  | 243  | 63   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      |      |      |      |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 976  | 366  | 173  | 854  | 168  | 175  |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 1760 | 654  | 344  | 2775 | 235  | 209  |
| Arrive On Green              | 0.69 | 0.69 | 0.04 | 0.78 | 0.13 | 0.13 |
| Sat Flow, veh/h              | 2629 | 942  | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 681  | 661  | 173  | 854  | 168  | 175  |
| Grp Sat Flow(s),veh/h/ln     | 1777 | 1701 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s              | 22.8 | 23.3 | 3.2  | 8.3  | 10.8 | 12.9 |
| Cycle Q Clear(g_c), s        | 22.8 | 23.3 | 3.2  | 8.3  | 10.8 | 12.9 |
| Prop In Lane                 | 0.55 |      |      |      |      |      |
| Lane Grp Cap(c), veh/h       | 1233 | 1181 | 344  | 2775 | 235  | 209  |
| V/C Ratio(X)                 | 0.55 | 0.56 | 0.50 | 0.31 | 0.72 | 0.84 |
| Avail Cap(c_a), veh/h        | 1233 | 1181 | 456  | 2775 | 408  | 363  |
| HCM Platoon Ratio            | 1.00 |      |      |      |      |      |
| Upstream Filter(I)           | 1.00 |      |      |      |      |      |
| Uniform Delay (d), s/veh     | 9.1  | 9.2  | 8.6  | 3.8  | 49.9 | 50.8 |
| Incr Delay (d2), s/veh       | 1.8  | 1.9  | 1.1  | 0.3  | 4.0  | 8.6  |
| Initial Q Delay(d3), s/veh   | 0.0  |      |      |      |      |      |
| %ile BackOfQ(95%),veh/ln     | 13.2 | 13.0 | 2.3  | 4.5  | 8.8  | 9.5  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 10.9 | 11.1 | 9.8  | 4.1  | 54.0 | 59.5 |
| LnGrp LOS                    | B    | B    | A    | A    | D    | E    |
| Approach Vol, veh/h          | 1342 |      | 1027 |      | 343  |      |
| Approach Delay, s/veh        | 11.0 |      | 5.0  |      | 56.8 |      |
| Approach LOS                 | B    |      | A    |      | E    |      |

| Timer - Assigned Phs         | 1    | 2    | 6    | 8    |
|------------------------------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 10.4 | 89.3 | 99.7 | 20.3 |
| Change Period (Y+Rc), s      | 5.0  | 6.0  | 6.0  | 4.5  |
| Max Green Setting (Gmax), s  | 13.0 | 64.0 | 82.0 | 27.5 |
| Max Q Clear Time (g_c+I1), s | 5.2  | 25.3 | 10.3 | 14.9 |
| Green Ext Time (p_c), s      | 0.3  | 12.5 | 7.2  | 0.9  |

| Intersection Summary         |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 14.5 |
| HCM 7th LOS                  | B    |

Notes  
User approved volume balancing among the lanes for turning movement.

Timings

2: Cordova Rd & Cerrillos Rd

11/18/2025

| Lane Group             | EBT   | WBL   | WBT   | NBL   |
|------------------------|-------|-------|-------|-------|
| Lane Configurations    | ↑↑    | ↑     | ↑↑    | ↑↑    |
| Traffic Volume (vph)   | 902   | 161   | 788   | 243   |
| Future Volume (vph)    | 902   | 161   | 788   | 243   |
| Turn Type              | NA    | pm+pt | NA    | Prot  |
| Protected Phases       | 2     | 1     | 6     | 8     |
| Permitted Phases       | 6     |       |       |       |
| Detector Phase         | 2     | 1     | 6     | 8     |
| Switch Phase           |       |       |       |       |
| Minimum Initial (s)    | 15.0  | 5.0   | 15.0  | 5.0   |
| Minimum Split (s)      | 24.0  | 10.0  | 24.0  | 22.5  |
| Total Split (s)        | 70.0  | 18.0  | 88.0  | 32.0  |
| Total Split (%)        | 58.3% | 15.0% | 73.3% | 26.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 3.5   |
| All-Red Time (s)       | 2.0   | 1.0   | 2.0   | 1.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 6.0   | 5.0   | 6.0   | 4.5   |
| Lead/Lag               | Lag   | Lead  |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   |       |       |
| Recall Mode            | C-Max | None  | C-Max | None  |
| Act Effct Green (s)    | 77.9  | 93.8  | 92.8  | 16.7  |
| Actuated g/C Ratio     | 0.65  | 0.78  | 0.77  | 0.14  |
| v/c Ratio              | 0.61  | 0.55  | 0.32  | 0.71  |
| Control Delay (s/veh)  | 14.0  | 15.6  | 3.4   | 52.3  |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 14.0  | 15.6  | 3.4   | 52.3  |
| LOS                    | B     | B     | A     | D     |
| Approach Delay (s/veh) | 14.0  |       | 5.5   | 52.3  |
| Approach LOS           | B     |       | A     | D     |

Intersection Summary

|   |
|---|
| Cycle Length: 120   |
| Actuated Cycle Length: 120  |
| Offset: 110 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green |
| Natural Cycle: 65   |
| Control Type: Actuated-Coordinated                                      |
| Maximum v/c Ratio: 0.71   |
| Intersection Signal Delay (s/veh): 15.6                                 |
| Intersection LOS: B   |
| Intersection Capacity Utilization 66.7%                                 |
| ICU Level of Service C  |
| Analysis Period (min) 15  |

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



HCM 7th Signalized Intersection Summary

2: Cordova Rd & Cerrillos Rd

11/18/2025

| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↑↑   |      | ↑    | ↑↑   | ↑↑   |      |
| Traffic Volume (veh/h)       | 902  | 333  | 161  | 788  | 243  | 75   |
| Future Volume (veh/h)        | 902  | 333  | 161  | 788  | 243  | 75   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      |      |      |      |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 991  | 366  | 177  | 866  | 175  | 181  |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 1756 | 642  | 338  | 2761 | 242  | 215  |
| Arrive On Green              | 0.69 | 0.69 | 0.05 | 0.78 | 0.14 | 0.14 |
| Sat Flow, veh/h              | 2641 | 932  | 1781 | 3647 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 688  | 689  | 177  | 866  | 175  | 181  |
| Grp Sat Flow(s),veh/h/ln     | 1777 | 1703 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s              | 23.6 | 24.1 | 3.3  | 8.6  | 11.3 | 13.4 |
| Cycle Q Clear(g_c), s        | 23.6 | 24.1 | 3.3  | 8.6  | 11.3 | 13.4 |
| Prop In Lane                 | 0.55 |      |      |      |      |      |
| Lane Grp Cap(c), veh/h       | 1224 | 1173 | 338  | 2761 | 242  | 215  |
| V/C Ratio(X)                 | 0.56 | 0.57 | 0.52 | 0.31 | 0.72 | 0.84 |
| Avail Cap(c_a), veh/h        | 1224 | 1173 | 449  | 2761 | 408  | 363  |
| HCM Platoon Ratio            | 1.00 |      |      |      |      |      |
| Upstream Filter(I)           | 1.00 |      |      |      |      |      |
| Uniform Delay (d), s/veh     | 9.5  | 9.6  | 9.2  | 3.9  | 49.7 | 50.6 |
| Incr Delay (d2), s/veh       | 1.9  | 2.0  | 1.3  | 0.3  | 4.1  | 8.6  |
| Initial Q Delay(d3), s/veh   | 0.0  |      |      |      |      |      |
| %ile BackOfQ(95%),veh/ln     | 13.7 | 13.5 | 2.6  | 4.7  | 9.1  | 9.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 11.3 | 11.6 | 10.5 | 4.2  | 53.8 | 59.2 |
| LnGrp LOS                    | B    | B    | B    | A    | D    | E    |
| Approach Vol, veh/h          | 1357 |      | 1043 |      | 356  |      |
| Approach Delay, s/veh        | 11.5 |      | 5.3  |      | 56.6 |      |
| Approach LOS                 | B    |      | A    |      | E    |      |

| Timer - Assigned Phs         | 1    | 2    | 6    | 8    |
|------------------------------|------|------|------|------|
| Phs Duration (G+Y+Rc), s     | 10.5 | 88.7 | 99.2 | 20.8 |
| Change Period (Y+Rc), s      | 5.0  | 6.0  | 6.0  | 4.5  |
| Max Green Setting (Gmax), s  | 13.0 | 64.0 | 82.0 | 27.5 |
| Max Q Clear Time (g_c+I1), s | 5.3  | 26.1 | 10.6 | 15.4 |
| Green Ext Time (p_c), s      | 0.3  | 12.6 | 7.3  | 0.9  |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 14.9 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

Timings  
2: Cordova Rd & Cerrillos Rd

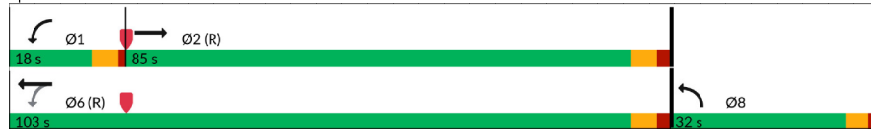
11/18/2025

| Lane Group             | EBT   | WBL   | WBT   | NBL   |
|------------------------|-------|-------|-------|-------|
| Lane Configurations    | ↑↑    | ↔     | ↑↑    | ↔     |
| Traffic Volume (vph)   | 834   | 67    | 1161  | 379   |
| Future Volume (vph)    | 834   | 67    | 1161  | 379   |
| Turn Type              | NA    | pm+pt | NA    | Prot  |
| Protected Phases       | 2     | 1     | 6     | 8     |
| Permitted Phases       | 6     |       |       |       |
| Detector Phase         | 2     | 1     | 6     | 8     |
| Switch Phase           |       |       |       |       |
| Minimum Initial (s)    | 15.0  | 5.0   | 15.0  | 5.0   |
| Minimum Split (s)      | 24.0  | 10.0  | 24.0  | 22.5  |
| Total Split (s)        | 85.0  | 18.0  | 103.0 | 32.0  |
| Total Split (%)        | 63.0% | 13.3% | 76.3% | 23.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 3.5   |
| All-Red Time (s)       | 2.0   | 1.0   | 2.0   | 1.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 6.0   | 5.0   | 6.0   | 4.5   |
| Lead/Lag               | Lag   | Lead  |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   |       |       |
| Recall Mode            | C-Max | None  | C-Max | None  |
| Act Effct Green (s)    | 91.8  | 102.6 | 101.6 | 22.9  |
| Actuated g/C Ratio     | 0.68  | 0.76  | 0.75  | 0.17  |
| v/c Ratio              | 0.48  | 0.20  | 0.46  | 0.79  |
| Control Delay (s/veh)  | 11.6  | 9.7   | 13.3  | 62.5  |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 11.6  | 9.7   | 13.3  | 62.5  |
| LOS                    | B     | A     | B     | E     |
| Approach Delay (s/veh) | 11.6  |       | 13.1  | 62.5  |
| Approach LOS           | B     |       | B     | E     |

Intersection Summary

|   |
|---|
| Cycle Length: 135   |
| Actuated Cycle Length: 135  |
| Offset: 65 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green |
| Natural Cycle: 60   |
| Control Type: Actuated-Coordinated                                    |
| Maximum v/c Ratio: 0.79   |
| Intersection Signal Delay (s/veh): 20.4                               |
| Intersection LOS: C   |
| Intersection Capacity Utilization 59.7%                               |
| ICU Level of Service B  |
| Analysis Period (min) 15  |

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



HCM 7th Signalized Intersection Summary  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Movement                     | EBT  | EBR   | WBL   | WBT  | NBL  | NBR  |
|------------------------------|------|-------|-------|------|------|------|
| Lane Configurations          | ↑↑   |       | ↔     | ↑↑   | ↔    |      |
| Traffic Volume (veh/h)       | 834  | 221   | 67    | 1161 | 379  | 55   |
| Future Volume (veh/h)        | 834  | 221   | 67    | 1161 | 379  | 55   |
| Initial Q (Qb), veh          | 0    | 0     | 0     | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |       |      |      |      |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |       |       |      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870  | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 887  | 235   | 71    | 1235 | 458  | 0    |
| Peak Hour Factor             | 0.94 | 0.94  | 0.94  | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2     | 2     | 2    | 2    | 2    |
| Cap, veh/h                   | 1951 | 516   | 397   | 2748 | 530  | 236  |
| Arrive On Green              | 0.70 | 0.70  | 0.03  | 0.77 | 0.15 | 0.00 |
| Sat Flow, veh/h              | 2873 | 736   | 1781  | 3647 | 3563 | 1585 |
| Grp Volume(v), veh/h         | 567  | 555   | 71    | 1235 | 458  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1777 | 1738  | 1781  | 1777 | 1781 | 1585 |
| Q Serve(g_s), s              | 18.9 | 18.9  | 1.4   | 16.3 | 17.0 | 0.0  |
| Cycle Q Clear(g_c), s        | 18.9 | 18.9  | 1.4   | 16.3 | 17.0 | 0.0  |
| Prop In Lane                 | 0.42 |       |       |      |      |      |
| Lane Grp Cap(c), veh/h       | 1247 | 1220  | 397   | 2748 | 530  | 236  |
| V/C Ratio(X)                 | 0.45 | 0.46  | 0.18  | 0.45 | 0.86 | 0.00 |
| Avail Cap(c_a), veh/h        | 1247 | 1220  | 507   | 2748 | 726  | 323  |
| HCM Platoon Ratio            | 1.00 |       |       |      |      |      |
| Upstream Filter(I)           | 1.00 |       |       |      |      |      |
| Uniform Delay (d), s/veh     | 8.8  | 8.8   | 6.2   | 5.3  | 56.1 | 0.0  |
| Incr Delay (d2), s/veh       | 1.2  | 1.2   | 0.2   | 0.5  | 8.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  |       |       |      |      |      |
| %ile BackOfQ(95%),veh/ln     | 11.5 | 11.3  | 0.9   | 9.1  | 12.9 | 0.0  |
| Unsig. Movement Delay, s/veh |      |       |       |      |      |      |
| LnGrp Delay(d), s/veh        | 10.0 | 10.0  | 6.5   | 5.8  | 64.1 | 0.0  |
| LnGrp LOS                    | B    | B     | A     | A    | E    |      |
| Approach Vol, veh/h          | 1122 |       |       | 1306 |      | 458  |
| Approach Delay, s/veh        | 10.0 |       |       | 5.9  |      | 64.1 |
| Approach LOS                 | B    |       |       | A    |      | E    |
| Timer - Assigned Phs         | 1    | 2     | 6     |      |      | 8    |
| Phs Duration (G+Y+Rc), s     | 9.7  | 100.7 | 110.4 |      |      | 24.6 |
| Change Period (Y+Rc), s      | 5.0  | 6.0   | 6.0   |      |      | 4.5  |
| Max Green Setting (Gmax), s  | 13.0 | 79.0  | 97.0  |      |      | 27.5 |
| Max Q Clear Time (g_c+I1), s | 3.4  | 20.9  | 18.3  |      |      | 19.0 |
| Green Ext Time (p_c), s      | 0.1  | 9.7   | 12.9  |      |      | 1.1  |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 16.7 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

Timings  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Lane Group             | EBT   | WBL   | WBT   | NBL   |
|------------------------|-------|-------|-------|-------|
| Lane Configurations    | ↑↑    | ↑     | ↑↑    | ↑↑    |
| Traffic Volume (vph)   | 850   | 72    | 1177  | 379   |
| Future Volume (vph)    | 850   | 72    | 1177  | 379   |
| Turn Type              | NA    | pm+pt | NA    | Prot  |
| Protected Phases       | 2     | 1     | 6     | 8     |
| Permitted Phases       | 6     |       |       |       |
| Detector Phase         | 2     | 1     | 6     | 8     |
| Switch Phase           |       |       |       |       |
| Minimum Initial (s)    | 15.0  | 5.0   | 15.0  | 5.0   |
| Minimum Split (s)      | 24.0  | 10.0  | 24.0  | 22.5  |
| Total Split (s)        | 85.0  | 18.0  | 103.0 | 32.0  |
| Total Split (%)        | 63.0% | 13.3% | 76.3% | 23.7% |
| Yellow Time (s)        | 4.0   | 4.0   | 4.0   | 3.5   |
| All-Red Time (s)       | 2.0   | 1.0   | 2.0   | 1.0   |
| Lost Time Adjust (s)   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)    | 6.0   | 5.0   | 6.0   | 4.5   |
| Lead/Lag               | Lag   | Lead  |       |       |
| Lead-Lag Optimize?     | Yes   | Yes   |       |       |
| Recall Mode            | C-Max | None  | C-Max | None  |
| Act Effct Green (s)    | 91.3  | 102.2 | 101.2 | 23.3  |
| Actuated g/C Ratio     | 0.68  | 0.76  | 0.75  | 0.17  |
| v/c Ratio              | 0.49  | 0.22  | 0.47  | 0.80  |
| Control Delay (s/veh)  | 11.9  | 9.9   | 13.6  | 62.4  |
| Queue Delay            | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay (s/veh)    | 11.9  | 9.9   | 13.6  | 62.4  |
| LOS                    | B     | A     | B     | E     |
| Approach Delay (s/veh) | 11.9  |       | 13.4  | 62.4  |
| Approach LOS           | B     |       | B     | E     |

Intersection Summary

|   |                        |
|---|------------------------|
| Cycle Length: 135   |                        |
| Actuated Cycle Length: 135  |                        |
| Offset: 65 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green |                        |
| Natural Cycle: 60   |                        |
| Control Type: Actuated-Coordinated                                    |                        |
| Maximum v/c Ratio: 0.80   |                        |
| Intersection Signal Delay (s/veh): 20.7                               | Intersection LOS: C    |
| Intersection Capacity Utilization 60.6%                               | ICU Level of Service B |
| Analysis Period (min) 15  |                        |

Splits and Phases: 2: Cordova Rd & Cerrillos Rd



HCM 7th Signalized Intersection Summary  
2: Cordova Rd & Cerrillos Rd

11/18/2025

| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↑↑   |      | ↑    | ↑↑   | ↑↑   |      |
| Traffic Volume (veh/h)       | 850  | 221  | 72   | 1177 | 379  | 68   |
| Future Volume (veh/h)        | 850  | 221  | 72   | 1177 | 379  | 68   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      |      |      |      |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 904  | 235  | 77   | 1252 | 470  | 0    |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 1949 | 506  | 389  | 2736 | 542  | 241  |
| Arrive On Green              | 0.70 | 0.70 | 0.03 | 0.77 | 0.15 | 0.00 |
| Sat Flow, veh/h              | 2885 | 725  | 1781 | 3647 | 3563 | 1585 |
| Grp Volume(v), veh/h         | 575  | 564  | 77   | 1252 | 470  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1777 | 1740 | 1781 | 1777 | 1781 | 1585 |
| Q Serve(g_s), s              | 19.5 | 19.6 | 1.5  | 16.9 | 17.4 | 0.0  |
| Cycle Q Clear(g_c), s        | 19.5 | 19.6 | 1.5  | 16.9 | 17.4 | 0.0  |
| Prop In Lane                 | 0.42 |      |      |      |      |      |
| Lane Grp Cap(c), veh/h       | 1240 | 1214 | 389  | 2736 | 542  | 241  |
| V/C Ratio(X)                 | 0.46 | 0.46 | 0.20 | 0.46 | 0.87 | 0.00 |
| Avail Cap(c_a), veh/h        | 1240 | 1214 | 498  | 2736 | 726  | 323  |
| HCM Platoon Ratio            | 1.00 |      |      |      |      |      |
| Upstream Filter(I)           | 1.00 |      |      |      |      |      |
| Uniform Delay (d), s/veh     | 9.1  | 9.1  | 6.5  | 5.5  | 55.9 | 0.0  |
| Incr Delay (d2), s/veh       | 1.2  | 1.3  | 0.2  | 0.6  | 8.5  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  |      |      |      |      |      |
| %ile BackOfQ(95%),veh/ln     | 11.9 | 11.7 | 1.0  | 9.4  | 13.2 | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d), s/veh        | 10.3 | 10.4 | 6.8  | 6.1  | 64.4 | 0.0  |
| LnGrp LOS                    | B    | B    | A    | A    | E    |      |
| Approach Vol, veh/h          | 1139 |      | 1329 |      | 470  |      |
| Approach Delay, s/veh        | 10.4 |      | 6.1  |      | 64.4 |      |
| Approach LOS                 | B    |      | A    |      | E    |      |

| Timer - Assigned Phs         | 1    | 2     | 6     | 8    |
|------------------------------|------|-------|-------|------|
| Phs Duration (G+Y+Rc), s     | 9.7  | 100.2 | 110.0 | 25.0 |
| Change Period (Y+Rc), s      | 5.0  | 6.0   | 6.0   | 4.5  |
| Max Green Setting (Gmax), s  | 13.0 | 79.0  | 97.0  | 27.5 |
| Max Q Clear Time (g_c+I1), s | 3.5  | 21.6  | 18.9  | 19.4 |
| Green Ext Time (p_c), s      | 0.1  | 10.0  | 13.2  | 1.2  |

Intersection Summary

|                              |      |
|------------------------------|------|
| HCM 7th Control Delay, s/veh | 17.1 |
| HCM 7th LOS                  | B    |

Notes

User approved volume balancing among the lanes for turning movement.

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↘    | ↑↑   | ↑↑   |      | ↘    |      |
| Traffic Vol, veh/h       | 20   | 912  | 924  | 4    | 0    | 9    |
| Future Vol, veh/h        | 20   | 912  | 924  | 4    | 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           | 0    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 1    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 22   | 1013 | 1027 | 4    | 0    | 10   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1031   | 0      | -      | 0 | 1580 516  |
| Stage 1              | -      | -      | -      | - | 1029 -    |
| Stage 2              | -      | -      | -      | - | 551 -     |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.52 3.32 |
| Pot Cap-1 Maneuver   | 670    | -      | -      | - | 100 504   |
| Stage 1              | -      | -      | -      | - | 306 -     |
| Stage 2              | -      | -      | -      | - | 541 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 670    | -      | -      | - | 96 504    |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 214 -     |
| Stage 1              | -      | -      | -      | - | 295 -     |
| Stage 2              | -      | -      | -      | - | 541 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.23 | 0  | 12.28 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 670   | -   | -   | -   | 504   |
| HCM Lane V/C Ratio    | 0.033 | -   | -   | -   | 0.02  |
| HCM Ctrl Dly (s/v)    | 10.6  | -   | -   | -   | 12.3  |
| HCM Lane LOS          | B     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↵    | ↑↑   | ↑↑   |      | ↵    |      |
| Traffic Vol, veh/h       | 20   | 927  | 935  | 4    | 0    | 9    |
| Future Vol, veh/h        | 20   | 927  | 935  | 4    | 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           | 0    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 1    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 22   | 1030 | 1039 | 4    | 0    | 10   |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 1043   | 0      | 0 1601 522  |
| Stage 1              | -      | -      | - 1041 -    |
| Stage 2              | -      | -      | - 559 -     |
| Critical Hdwy        | 4.14   | -      | - 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | - 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | - 3.52 3.32 |
| Pot Cap-1 Maneuver   | 662    | -      | - 97 500    |
| Stage 1              | -      | -      | - 301 -     |
| Stage 2              | -      | -      | - 536 -     |
| Platoon blocked, %   |        | -      | -           |
| Mov Cap-1 Maneuver   | 662    | -      | - 93 500    |
| Mov Cap-2 Maneuver   | -      | -      | - 210 -     |
| Stage 1              | -      | -      | - 291 -     |
| Stage 2              | -      | -      | - 536 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.22 | 0  | 12.35 |
| HCM LOS           |      |    | B     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 662   | -   | -   | -   | 500   |
| HCM Lane V/C Ratio    | 0.034 | -   | -   | -   | 0.02  |
| HCM Ctrl Dly (s/v)    | 10.6  | -   | -   | -   | 12.4  |
| HCM Lane LOS          | B     | -   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↵    | ↑↑   | ↑↑   |      | ↵    |      |
| Traffic Vol, veh/h       | 2    | 887  | 1192 | 1    | 3    | 9    |
| Future Vol, veh/h        | 2    | 887  | 1192 | 1    | 3    | 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           | 0    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 1    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2    | 944  | 1268 | 1    | 3    | 10   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1269   | 0      | -      | 0 | 1745 635  |
| Stage 1              | -      | -      | -      | - | 1269 -    |
| Stage 2              | -      | -      | -      | - | 476 -     |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.52 3.32 |
| Pot Cap-1 Maneuver   | 543    | -      | -      | - | 77 421    |
| Stage 1              | -      | -      | -      | - | 228 -     |
| Stage 2              | -      | -      | -      | - | 591 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 543    | -      | -      | - | 77 421    |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 176 -     |
| Stage 1              | -      | -      | -      | - | 227 -     |
| Stage 2              | -      | -      | -      | - | 591 -     |

| Approach          | EB   | WB | SB |
|-------------------|------|----|----|
| HCM Ctrl Dly, s/v | 0.03 | 0  | 17 |
| HCM LOS           |      |    | C  |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 543   | -   | -   | -   | 313   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | -   | 0.041 |
| HCM Ctrl Dly (s/v)    | 11.7  | -   | -   | -   | 17    |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      | ↘    | ↑↑   | ↑↑   |      | ↘    |      |
| Traffic Vol, veh/h       | 2    | 908  | 1205 | 1    | 3    | 9    |
| Future Vol, veh/h        | 2    | 908  | 1205 | 1    | 3    | 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           | 0    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 1    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 2    | 966  | 1282 | 1    | 3    | 10   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1283   | 0      | -      | 0 | 1770 641  |
| Stage 1              | -      | -      | -      | - | 1282 -    |
| Stage 2              | -      | -      | -      | - | 487 -     |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.84 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.52 3.32 |
| Pot Cap-1 Maneuver   | 537    | -      | -      | - | 75 417    |
| Stage 1              | -      | -      | -      | - | 224 -     |
| Stage 2              | -      | -      | -      | - | 583 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 537    | -      | -      | - | 74 417    |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 173 -     |
| Stage 1              | -      | -      | -      | - | 223 -     |
| Stage 2              | -      | -      | -      | - | 583 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.03 | 0  | 17.18 |
| HCM LOS           |      |    | C     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 537   | -   | -   | -   | 308   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | -   | 0.041 |
| HCM Ctrl Dly (s/v)    | 11.7  | -   | -   | -   | 17.2  |
| HCM Lane LOS          | B     | -   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

| 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       | 39   | 927  | 0    | 0    | 915  | 12   | 0    | 0    | 0    | 1    | 0    | 17   |
| Future Vol, veh/h        | 39   | 927  | 0    | 0    | 915  | 12   | 0    | 0    | 0    | 1    | 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           | 50   | -    | -    | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 1    | -    | -    | 1    | -    |
| 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                | 43   | 1030 | 0    | 0    | 1017 | 13   | 0    | 0    | 0    | 1    | 0    | 19   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1030   | 0 | 0 | 1030   | 0 | 0 | 1625   | 2147 | 515  | 1625   | 2140 | 515  |
| Stage 1              | -      | - | - | -      | - | - | 1117   | 1117 | -    | 1023   | 1023 | -    |
| Stage 2              | -      | - | - | -      | - | - | 508    | 1030 | -    | 602    | 1117 | -    |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.54   | 6.54 | 6.94 | 7.54   | 6.54 | 6.94 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.52   | 4.02 | 3.32 | 3.52   | 4.02 | 3.32 |
| Pot Cap-1 Maneuver   | 670    | - | - | 670    | - | - | 68     | 48   | 505  | 68     | 48   | 505  |
| Stage 1              | -      | - | - | -      | - | - | 221    | 281  | -    | 252    | 311  | -    |
| Stage 2              | -      | - | - | -      | - | - | 515    | 309  | -    | 453    | 281  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 670    | - | - | 670    | - | - | 61     | 45   | 505  | 64     | 45   | 505  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 153    | 141  | -    | 171    | 150  | -    |
| Stage 1              | -      | - | - | -      | - | - | 207    | 263  | -    | 252    | 311  | -    |
| Stage 2              | -      | - | - | -      | - | - | 496    | 309  | -    | 424    | 263  | -    |

| Approach          | EB   |  |  | WB |  |  | NB |  |  | SB    |  |  |
|-------------------|------|--|--|----|--|--|----|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.43 |  |  | 0  |  |  | 0  |  |  | 13.27 |  |  |
| HCM LOS           |      |  |  |    |  |  | A  |  |  | B     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | -     | 670   | -   | -   | 670 | -   | -   | 455   |
| HCM Lane V/C Ratio    | -     | 0.065 | -   | -   | -   | -   | -   | 0.044 |
| HCM Ctrl Dly (s/v)    | 0     | 10.7  | -   | -   | 0   | -   | -   | 13.3  |
| HCM Lane LOS          |       | A     | B   | -   | -   | A   | -   | B     |
| HCM 95th %tile Q(veh) | -     | 0.2   | -   | -   | 0   | -   | -   | 0.1   |

| 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       | 39   | 933  | 27   | 11   | 915  | 12   | 15   | 0    | 9    | 1    | 0    | 17   |
| Future Vol, veh/h        | 39   | 933  | 27   | 11   | 915  | 12   | 15   | 0    | 9    | 1    | 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           | 50   | -    | 120  | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 1    | -    | -    | 1    | -    |
| 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                | 43   | 1037 | 30   | 12   | 1017 | 13   | 17   | 0    | 10   | 1    | 0    | 19   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1030   | 0 | 0 | 1067   | 0 | 0 | 1656   | 2178 | 518  | 1653   | 2201 | 515  |
| Stage 1              | -      | - | - | -      | - | - | 1123   | 1123 | -    | 1048   | 1048 | -    |
| Stage 2              | -      | - | - | -      | - | - | 533    | 1054 | -    | 605    | 1153 | -    |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.54   | 6.54 | 6.94 | 7.54   | 6.54 | 6.94 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.52   | 4.02 | 3.32 | 3.52   | 4.02 | 3.32 |
| Pot Cap-1 Maneuver   | 670    | - | - | 649    | - | - | 64     | 46   | 502  | 65     | 44   | 505  |
| Stage 1              | -      | - | - | -      | - | - | 219    | 279  | -    | 244    | 303  | -    |
| Stage 2              | -      | - | - | -      | - | - | 498    | 301  | -    | 451    | 270  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 670    | - | - | 649    | - | - | 57     | 42   | 502  | 58     | 41   | 505  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 148    | 136  | -    | 161    | 140  | -    |
| Stage 1              | -      | - | - | -      | - | - | 205    | 261  | -    | 239    | 297  | -    |
| Stage 2              | -      | - | - | -      | - | - | 471    | 295  | -    | 414    | 253  | -    |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.42 |  |  | 0.12 |  |  | 25.55 |  |  | 13.35 |  |  |
| HCM LOS           |      |  |  |      |  |  | D     |  |  | B     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 202   | 670   | -   | -   | 649   | -   | -   | 451   |
| HCM Lane V/C Ratio    | 0.132 | 0.065 | -   | -   | 0.019 | -   | -   | 0.044 |
| HCM Ctrl Dly (s/v)    | 25.5  | 10.7  | -   | -   | 10.7  | -   | -   | 13.3  |
| HCM Lane LOS          | D     | B     | -   | -   | B     | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.4   | 0.2   | -   | -   | 0.1   | -   | -   | 0.1   |

| 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       | 10   | 914  | 0    | 0    | 1156 | 7    | 0    | 0    | 0    | 6    | 0    | 18   |
| Future Vol, veh/h        | 10   | 914  | 0    | 0    | 1156 | 7    | 0    | 0    | 0    | 6    | 0    | 18   |
| 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           | 50   | -    | -    | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 1    | -    | -    | 1    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 11   | 972  | 0    | 0    | 1230 | 7    | 0    | 0    | 0    | 6    | 0    | 19   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1237   | 0 | 0 | 972    | 0 | 0 | 1609   | 2231 | 486  | 1741   | 2227 | 619  |
| Stage 1              | -      | - | - | -      | - | - | 994    | 994  | -    | 1234   | 1234 | -    |
| Stage 2              | -      | - | - | -      | - | - | 615    | 1237 | -    | 507    | 994  | -    |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.54   | 6.54 | 6.94 | 7.54   | 6.54 | 6.94 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.52   | 4.02 | 3.32 | 3.52   | 4.02 | 3.32 |
| Pot Cap-1 Maneuver   | 559    | - | - | 705    | - | - | 70     | 42   | 527  | 56     | 42   | 432  |
| Stage 1              | -      | - | - | -      | - | - | 263    | 321  | -    | 187    | 247  | -    |
| Stage 2              | -      | - | - | -      | - | - | 445    | 246  | -    | 516    | 321  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 559    | - | - | 705    | - | - | 66     | 41   | 527  | 54     | 42   | 432  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 173    | 141  | -    | 143    | 145  | -    |
| Stage 1              | -      | - | - | -      | - | - | 258    | 315  | -    | 187    | 247  | -    |
| Stage 2              | -      | - | - | -      | - | - | 426    | 246  | -    | 506    | 315  | -    |

| Approach          | EB   | WB | NB | SB    |
|-------------------|------|----|----|-------|
| HCM Ctrl Dly, s/v | 0.13 | 0  | 0  | 18.75 |
| HCM LOS           |      |    | A  | C     |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-----|-----|-----|-------|
| Capacity (veh/h)      | -     | 559   | -   | -   | 705 | -   | -   | 287   |
| HCM Lane V/C Ratio    | -     | 0.019 | -   | -   | -   | -   | -   | 0.089 |
| HCM Ctrl Dly (s/v)    | 0     | 11.6  | -   | -   | 0   | -   | -   | 18.7  |
| HCM Lane LOS          | A     | B     | -   | -   | A   | -   | -   | C     |
| HCM 95th %tile Q(veh) | -     | 0.1   | -   | -   | 0   | -   | -   | 0.3   |

| 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       | 10   | 922  | 29   | 13   | 1156 | 7    | 21   | 0    | 12   | 6    | 0    | 18   |
| Future Vol, veh/h        | 10   | 922  | 29   | 13   | 1156 | 7    | 21   | 0    | 12   | 6    | 0    | 18   |
| 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           | 50   | -    | 120  | 50   | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 1    | -    | -    | 1    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 11   | 981  | 31   | 14   | 1230 | 7    | 22   | 0    | 13   | 6    | 0    | 19   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 1237   | 0 | 0 | 1012   | 0 | 0 | 1645   | 2267 | 490  | 1773   | 2294 | 619  |
| Stage 1              | -      | - | - | -      | - | - | 1002   | 1002 | -    | 1261   | 1261 | -    |
| Stage 2              | -      | - | - | -      | - | - | 643    | 1265 | -    | 512    | 1033 | -    |
| Critical Hdwy        | 4.14   | - | - | 4.14   | - | - | 7.54   | 6.54 | 6.94 | 7.54   | 6.54 | 6.94 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.54   | 5.54 | -    | 6.54   | 5.54 | -    |
| Follow-up Hdwy       | 2.22   | - | - | 2.22   | - | - | 3.52   | 4.02 | 3.32 | 3.52   | 4.02 | 3.32 |
| Pot Cap-1 Maneuver   | 559    | - | - | 681    | - | - | 66     | 40   | 524  | 53     | 39   | 432  |
| Stage 1              | -      | - | - | -      | - | - | 260    | 318  | -    | 180    | 240  | -    |
| Stage 2              | -      | - | - | -      | - | - | 429    | 239  | -    | 513    | 308  | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 559    | - | - | 681    | - | - | 60     | 39   | 524  | 49     | 37   | 432  |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 167    | 136  | -    | 134    | 135  | -    |
| Stage 1              | -      | - | - | -      | - | - | 255    | 312  | -    | 176    | 235  | -    |
| Stage 2              | -      | - | - | -      | - | - | 401    | 234  | -    | 491    | 302  | -    |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.12 |  |  | 0.11 |  |  | 24.26 |  |  | 19.25 |  |  |
| HCM LOS           |      |  |  |      |  |  | C     |  |  | C     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | 222   | 559   | -   | -   | 681  | -   | -   | 278   |
| HCM Lane V/C Ratio    | 0.158 | 0.019 | -   | -   | 0.02 | -   | -   | 0.092 |
| HCM Ctrl Dly (s/v)    | 24.3  | 11.6  | -   | -   | 10.4 | -   | -   | 19.3  |
| HCM Lane LOS          | C     | B     | -   | -   | B    | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.6   | 0.1   | -   | -   | 0.1  | -   | -   | 0.3   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 966  | 0    | 0    | 932  | 0    | 0    |
| Future Vol, veh/h        | 966  | 0    | 0    | 932  | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1062 | 0    | 0    | 1024 | 0    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |   |      |
|----------------------|--------|--------|--------|---|---|------|
| Conflicting Flow All | 0      | 0      | -      | - | - | 531  |
| Stage 1              | -      | -      | -      | - | - | -    |
| Stage 2              | -      | -      | -      | - | - | -    |
| Critical Hdwy        | -      | -      | -      | - | - | 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | - | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | - | -    |
| Follow-up Hdwy       | -      | -      | -      | - | - | 3.32 |
| Pot Cap-1 Maneuver   | -      | -      | 0      | - | 0 | 493  |
| Stage 1              | -      | -      | 0      | - | 0 | -    |
| Stage 2              | -      | -      | 0      | - | 0 | -    |
| Platoon blocked, %   | -      | -      | -      | - | - | -    |
| Mov Cap-1 Maneuver   | -      | -      | -      | - | - | 493  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | - | -    |
| Stage 1              | -      | -      | -      | - | - | -    |
| Stage 2              | -      | -      | -      | - | - | -    |

| Approach          | EB | WB | NB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|-----------------------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | -   | -   | -   |
| HCM Ctrl Dly (s/v)    | 0     | -   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | -   |
| HCM 95th %tile Q(veh) | -     | -   | -   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 993  | 0    | 0    | 947  | 0    | 6    |
| Future Vol, veh/h        | 993  | 0    | 0    | 947  | 0    | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1091 | 0    | 0    | 1041 | 0    | 7    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | -      |
| Pot Cap-1 Maneuver   | -      | 0      | 0      |
| Stage 1              | -      | 0      | 0      |
| Stage 2              | -      | 0      | 0      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB | NB    |
|-------------------|----|----|-------|
| HCM Ctrl Dly, s/v | 0  | 0  | 12.57 |
| HCM LOS           |    |    | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 482   | -   | -   |
| HCM Lane V/C Ratio    | 0.014 | -   | -   |
| HCM Ctrl Dly (s/v)    | 12.6  | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 924  | 0    | 0    | 1174 | 0    | 0    |
| Future Vol, veh/h        | 924  | 0    | 0    | 1174 | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 983  | 0    | 0    | 1249 | 0    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0      | 0      | -      | - | 491  |
| Stage 1              | -      | -      | -      | - | -    |
| Stage 2              | -      | -      | -      | - | -    |
| Critical Hdwy        | -      | -      | -      | - | 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | -    |
| Follow-up Hdwy       | -      | -      | -      | - | 3.32 |
| Pot Cap-1 Maneuver   | -      | 0      | -      | 0 | 523  |
| Stage 1              | -      | 0      | -      | 0 | -    |
| Stage 2              | -      | 0      | -      | 0 | -    |
| Platoon blocked, %   | -      | -      | -      | - | -    |
| Mov Cap-1 Maneuver   | -      | -      | -      | - | 523  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | -    |
| Stage 1              | -      | -      | -      | - | -    |
| Stage 2              | -      | -      | -      | - | -    |

| Approach          | EB | WB | NB |
|-------------------|----|----|----|
| HCM Ctrl Dly, s/v | 0  | 0  | 0  |
| HCM LOS           |    |    | A  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|-----------------------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | -   | -   | -   |
| HCM Ctrl Dly (s/v)    | 0     | -   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | -   |
| HCM 95th %tile Q(veh) | -     | -   | -   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 953  | 0    | 0    | 1195 | 0    | 8    |
| Future Vol, veh/h        | 953  | 0    | 0    | 1195 | 0    | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 1014 | 0    | 0    | 1271 | 0    | 9    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | -      |
| Pot Cap-1 Maneuver   | -      | 0      | 0      |
| Stage 1              | -      | 0      | 0      |
| Stage 2              | -      | 0      | 0      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB | NB    |
|-------------------|----|----|-------|
| HCM Ctrl Dly, s/v | 0  | 0  | 12.17 |
| HCM LOS           |    |    | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|-----------------------|-------|-----|-----|
| Capacity (veh/h)      | 511   | -   | -   |
| HCM Lane V/C Ratio    | 0.017 | -   | -   |
| HCM Ctrl Dly (s/v)    | 12.2  | -   | -   |
| HCM Lane LOS          | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   |

## Traffic Count Data Sheet

Year Counts Taken: **2025**      E-W Street **Cerrillos Rd.**      Speed Limit (Cerrillos Rd.)= **35**  
 N-S Street: **St Francis Rd.**      Speed Limit (St Francis Rd.)= **35**  
Signalized 8/19/25

| Begin Time | End Time | Eastbound (Cerrillos Rd.) |            |          | Westbound (Cerrillos Rd.) |           |           | Northbound (St Francis Rd.) |            |            | Southbound (St Francis Rd.) |            |            |
|------------|----------|---------------------------|------------|----------|---------------------------|-----------|-----------|-----------------------------|------------|------------|-----------------------------|------------|------------|
|            |          | L                         | T          | R        | L                         | T         | R         | L                           | T          | R          | L                           | T          | R          |
| 7:00 AM    | 7:15 AM  | 63                        | 43         | 1        | 20                        | 17        | 1         | 0                           | 181        | 47         | 0                           | 183        | 71         |
| 7:15 AM    | 7:30 AM  | 56                        | 79         | 2        | 30                        | 29        | 4         | 0                           | 188        | 91         | 0                           | 224        | 94         |
| 7:30 AM    | 7:45 AM  | 72                        | 88         | 1        | 23                        | 37        | 6         | 0                           | 235        | 111        | 0                           | 270        | 152        |
| 7:45 AM    | 8:00 AM  | <b>88</b>                 | <b>143</b> | <b>3</b> | <b>46</b>                 | <b>42</b> | <b>5</b>  | <b>0</b>                    | <b>286</b> | <b>139</b> | <b>0</b>                    | <b>280</b> | <b>184</b> |
| 8:00 AM    | 8:15 AM  | <b>121</b>                | <b>97</b>  | <b>6</b> | <b>64</b>                 | <b>65</b> | <b>10</b> | <b>0</b>                    | <b>266</b> | <b>125</b> | <b>0</b>                    | <b>368</b> | <b>178</b> |
| 8:15 AM    | 8:30 AM  | <b>70</b>                 | <b>106</b> | <b>6</b> | <b>53</b>                 | <b>54</b> | <b>3</b>  | <b>0</b>                    | <b>266</b> | <b>124</b> | <b>0</b>                    | <b>355</b> | <b>119</b> |
| 8:30 AM    | 8:45 AM  | <b>81</b>                 | <b>112</b> | <b>3</b> | <b>47</b>                 | <b>44</b> | <b>8</b>  | <b>0</b>                    | <b>255</b> | <b>139</b> | <b>0</b>                    | <b>290</b> | <b>108</b> |
| 8:45 AM    | 9:00 AM  | 85                        | 83         | 2        | 42                        | 50        | 9         | 0                           | 233        | 130        | 0                           | 271        | 122        |

|                            |            |            |           |            |            |                   |          |             |            |          |             |            |
|----------------------------|------------|------------|-----------|------------|------------|-------------------|----------|-------------|------------|----------|-------------|------------|
| <b>Peak Hour Vol. (AM)</b> | <b>360</b> | <b>458</b> | <b>18</b> | <b>210</b> | <b>205</b> | <b>26</b>         | <b>0</b> | <b>1073</b> | <b>527</b> | <b>0</b> | <b>1293</b> | <b>589</b> |
| % of Total Traffic         | 7.6%       | 9.6%       | 0.4%      | 4.4%       | 4.3%       | 0.5%              | 0.0%     | 22.5%       | 11.1%      | 0.0%     | 27.2%       | 12.4%      |
| % Directional              |            | 17.6%      |           |            | 9.3%       | <b>PHF = 0.92</b> |          | 33.6%       |            |          | 39.5%       |            |

| Begin Time | End Time | Eastbound (Cerrillos Rd.) |           |          | Westbound (Cerrillos Rd.) |            |           | Northbound (St Francis Rd.) |            |            | Southbound (St Francis Rd.) |            |            |
|------------|----------|---------------------------|-----------|----------|---------------------------|------------|-----------|-----------------------------|------------|------------|-----------------------------|------------|------------|
|            |          | L                         | T         | R        | L                         | T          | R         | L                           | T          | R          | L                           | T          | R          |
| 4:00 PM    | 4:15 PM  | 124                       | 84        | 5        | 96                        | 123        | 7         | 0                           | 293        | 102        | 0                           | 241        | 132        |
| 4:15 PM    | 4:30 PM  | 93                        | 80        | 7        | 81                        | 97         | 4         | 0                           | 314        | 81         | 0                           | 247        | 146        |
| 4:30 PM    | 4:45 PM  | <b>128</b>                | <b>70</b> | <b>5</b> | <b>99</b>                 | <b>133</b> | <b>8</b>  | <b>0</b>                    | <b>353</b> | <b>93</b>  | <b>0</b>                    | <b>260</b> | <b>154</b> |
| 4:45 PM    | 5:00 PM  | <b>126</b>                | <b>79</b> | <b>1</b> | <b>85</b>                 | <b>107</b> | <b>6</b>  | <b>0</b>                    | <b>354</b> | <b>104</b> | <b>0</b>                    | <b>268</b> | <b>108</b> |
| 5:00 PM    | 5:15 PM  | <b>101</b>                | <b>78</b> | <b>9</b> | <b>98</b>                 | <b>130</b> | <b>8</b>  | <b>0</b>                    | <b>383</b> | <b>89</b>  | <b>0</b>                    | <b>286</b> | <b>142</b> |
| 5:15 PM    | 5:30 PM  | <b>121</b>                | <b>87</b> | <b>4</b> | <b>132</b>                | <b>158</b> | <b>15</b> | <b>0</b>                    | <b>341</b> | <b>101</b> | <b>0</b>                    | <b>275</b> | <b>143</b> |
| 5:30 PM    | 5:45 PM  | 116                       | 89        | 6        | 85                        | 91         | 3         | 0                           | 300        | 97         | 0                           | 286        | 156        |
| 5:45 PM    | 6:00 PM  | 103                       | 76        | 7        | 75                        | 77         | 7         | 0                           | 268        | 103        | 0                           | 291        | 121        |

|                            |            |            |           |            |            |                   |          |             |            |          |             |            |
|----------------------------|------------|------------|-----------|------------|------------|-------------------|----------|-------------|------------|----------|-------------|------------|
| <b>Peak Hour Vol. (PM)</b> | <b>476</b> | <b>314</b> | <b>19</b> | <b>414</b> | <b>528</b> | <b>37</b>         | <b>0</b> | <b>1431</b> | <b>387</b> | <b>0</b> | <b>1089</b> | <b>547</b> |
| % of Total Traffic         | 10.0%      | 6.6%       | 0.4%      | 8.7%       | 11.1%      | 0.8%              | 0.0%     | 30.1%       | 8.1%       | 0.0%     | 22.9%       | 11.5%      |
| % Directional              |            | 17.0%      |           |            | 20.6%      | <b>PHF = 0.95</b> |          | 38.2%       |            |          | 34.4%       |            |

## Traffic Count Data Sheet

Year Counts Taken: **2025**      E-W Street **Cordova Rd.**      Speed Limit (Cordova Rd.)= **30**  
 N-S Street: **Cerrilos Rd.**      Speed Limit (Cerrilos Rd.)= **35**  
Signalized      **8/19/25**

| Begin Time | End Time | Eastbound (Cordova Rd.) |   |   | Westbound (Cordova Rd.) |   |    | Northbound (Cerrilos Rd.) |     |    | Southbound (Cerrilos Rd.) |     |   |
|------------|----------|-------------------------|---|---|-------------------------|---|----|---------------------------|-----|----|---------------------------|-----|---|
|            |          | L                       | T | R | L                       | T | R  | L                         | T   | R  | L                         | T   | R |
| 7:00 AM    | 7:15 AM  | 0                       | 0 | 0 | 15                      | 0 | 2  | 0                         | 121 | 40 | 11                        | 77  | 0 |
| 7:15 AM    | 7:30 AM  | 0                       | 0 | 0 | 30                      | 0 | 9  | 0                         | 126 | 33 | 18                        | 102 | 0 |
| 7:30 AM    | 7:45 AM  | 0                       | 0 | 0 | 26                      | 0 | 17 | 0                         | 202 | 76 | 14                        | 167 | 0 |
| 7:45 AM    | 8:00 AM  | 0                       | 0 | 0 | 51                      | 0 | 17 | 0                         | 221 | 92 | 55                        | 168 | 0 |
| 8:00 AM    | 8:15 AM  | 0                       | 0 | 0 | 74                      | 0 | 11 | 0                         | 185 | 69 | 45                        | 203 | 0 |
| 8:15 AM    | 8:30 AM  | 0                       | 0 | 0 | 66                      | 0 | 11 | 0                         | 185 | 60 | 26                        | 156 | 0 |
| 8:30 AM    | 8:45 AM  | 0                       | 0 | 0 | 38                      | 0 | 10 | 0                         | 180 | 72 | 10                        | 149 | 0 |
| 8:45 AM    | 9:00 AM  | 0                       | 0 | 0 | 56                      | 0 | 7  | 0                         | 207 | 65 | 14                        | 154 | 0 |

|                            |          |          |          |            |          |                   |          |            |            |            |            |          |
|----------------------------|----------|----------|----------|------------|----------|-------------------|----------|------------|------------|------------|------------|----------|
| <b>Peak Hour Vol. (AM)</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>217</b> | <b>0</b> | <b>56</b>         | <b>0</b> | <b>793</b> | <b>297</b> | <b>140</b> | <b>694</b> | <b>0</b> |
| % of Total Traffic         | 0.0%     | 0.0%     | 0.0%     | 9.9%       | 0.0%     | 2.5%              | 0.0%     | 36.1%      | 13.5%      | 6.4%       | 31.6%      | 0.0%     |
| % Directional              |          | 0.0%     |          |            | 12.4%    | <b>PHF = 0.91</b> |          | 49.6%      |            |            | 38.0%      |          |

| Begin Time | End Time | Eastbound (Cordova Rd.) |   |   | Westbound (Cordova Rd.) |   |    | Northbound (Cerrilos Rd.) |     |    | Southbound (Cerrilos Rd.) |     |   |
|------------|----------|-------------------------|---|---|-------------------------|---|----|---------------------------|-----|----|---------------------------|-----|---|
|            |          | L                       | T | R | L                       | T | R  | L                         | T   | R  | L                         | T   | R |
| 4:00 PM    | 4:15 PM  | 0                       | 0 | 0 | 85                      | 0 | 9  | 0                         | 199 | 57 | 15                        | 247 | 0 |
| 4:15 PM    | 4:30 PM  | 0                       | 0 | 0 | 98                      | 0 | 10 | 0                         | 178 | 62 | 15                        | 248 | 0 |
| 4:30 PM    | 4:45 PM  | 0                       | 0 | 0 | 85                      | 0 | 13 | 0                         | 166 | 43 | 13                        | 271 | 0 |
| 4:45 PM    | 5:00 PM  | 0                       | 0 | 0 | 74                      | 0 | 15 | 0                         | 199 | 49 | 11                        | 220 | 0 |
| 5:00 PM    | 5:15 PM  | 0                       | 0 | 0 | 91                      | 0 | 11 | 0                         | 200 | 56 | 23                        | 267 | 0 |
| 5:15 PM    | 5:30 PM  | 0                       | 0 | 0 | 88                      | 0 | 10 | 0                         | 180 | 49 | 13                        | 279 | 0 |
| 5:30 PM    | 5:45 PM  | 0                       | 0 | 0 | 72                      | 0 | 9  | 0                         | 198 | 50 | 21                        | 227 | 0 |
| 5:45 PM    | 6:00 PM  | 0                       | 0 | 0 | 70                      | 0 | 15 | 0                         | 196 | 62 | 5                         | 200 | 0 |

|                            |          |          |          |            |          |                   |          |            |            |           |             |          |
|----------------------------|----------|----------|----------|------------|----------|-------------------|----------|------------|------------|-----------|-------------|----------|
| <b>Peak Hour Vol. (PM)</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>338</b> | <b>0</b> | <b>49</b>         | <b>0</b> | <b>745</b> | <b>197</b> | <b>60</b> | <b>1037</b> | <b>0</b> |
| % of Total Traffic         | 0.0%     | 0.0%     | 0.0%     | 15.4%      | 0.0%     | 2.2%              | 0.0%     | 33.9%      | 9.0%       | 2.7%      | 47.2%       | 0.0%     |
| % Directional              |          | 0.0%     |          |            | 17.6%    | <b>PHF = 0.94</b> |          | 42.9%      |            |           | 49.9%       |          |

## Traffic Count Data Sheet

Year Counts Taken: **2025**      E-W Street **NM School for the Deaf NE Driveway**      Speed Limit (NM School for the Deaf NE Dr **25**  
 N-S Street: **Cerrilos Rd.**      Speed Limit (Cerrilos Rd.)=**35**  
Signalized 8/19/25

| Begin Time | End Time | EB (NMSFTD NE Dwy) |   |   | WB (NMSFTD NE Dwy) |   |   | Northbound (Cerrilos Rd.) |     |   | Southbound (Cerrilos Rd.) |     |   |
|------------|----------|--------------------|---|---|--------------------|---|---|---------------------------|-----|---|---------------------------|-----|---|
|            |          | L                  | T | R | L                  | T | R | L                         | T   | R | L                         | T   | R |
| 7:00 AM    | 7:15 AM  | 0                  | 0 | 0 | 0                  | 0 | 0 | 2                         | 120 | 0 | 0                         | 88  | 1 |
| 7:15 AM    | 7:30 AM  | 0                  | 0 | 1 | 0                  | 0 | 0 | 3                         | 131 | 0 | 0                         | 124 | 0 |
| 7:30 AM    | 7:45 AM  | 0                  | 0 | 1 | 0                  | 0 | 0 | 4                         | 198 | 0 | 0                         | 187 | 1 |
| 7:45 AM    | 8:00 AM  | 0                  | 0 | 0 | 0                  | 0 | 0 | 5                         | 239 | 0 | 0                         | 218 | 3 |
| 8:00 AM    | 8:15 AM  | 0                  | 0 | 5 | 0                  | 0 | 0 | 4                         | 183 | 0 | 0                         | 249 | 0 |
| 8:15 AM    | 8:30 AM  | 0                  | 0 | 2 | 0                  | 0 | 0 | 5                         | 194 | 0 | 0                         | 171 | 0 |
| 8:30 AM    | 8:45 AM  | 1                  | 0 | 3 | 0                  | 0 | 0 | 2                         | 191 | 0 | 0                         | 153 | 1 |
| 8:45 AM    | 9:00 AM  | 0                  | 0 | 0 | 0                  | 0 | 0 | 0                         | 205 | 0 | 0                         | 168 | 1 |

|                            |          |          |          |          |          |                   |           |            |          |          |            |          |
|----------------------------|----------|----------|----------|----------|----------|-------------------|-----------|------------|----------|----------|------------|----------|
| <b>Peak Hour Vol. (AM)</b> | <b>0</b> | <b>0</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>0</b>          | <b>18</b> | <b>814</b> | <b>0</b> | <b>0</b> | <b>825</b> | <b>4</b> |
| % of Total Traffic         | 0.0%     | 0.0%     | 0.5%     | 0.0%     | 0.0%     | 0.0%              | 1.1%      | 48.8%      | 0.0%     | 0.0%     | 49.4%      | 0.2%     |
| % Directional              |          | 0.5%     |          |          | 0.0%     | <b>PHF = 0.90</b> |           | 49.9%      |          |          | 49.7%      |          |

| Begin Time | End Time | EB (NMSFTD NE Dwy) |   |   | WB (NMSFTD NE Dwy) |   |   | Northbound (Cerrilos Rd.) |     |   | Southbound (Cerrilos Rd.) |     |   |
|------------|----------|--------------------|---|---|--------------------|---|---|---------------------------|-----|---|---------------------------|-----|---|
|            |          | L                  | T | R | L                  | T | R | L                         | T   | R | L                         | T   | R |
| 4:00 PM    | 4:15 PM  | 1                  | 0 | 3 | 0                  | 0 | 0 | 1                         | 213 | 0 | 0                         | 252 | 1 |
| 4:15 PM    | 4:30 PM  | 2                  | 0 | 4 | 0                  | 0 | 0 | 1                         | 186 | 0 | 0                         | 255 | 0 |
| 4:30 PM    | 4:45 PM  | 2                  | 0 | 2 | 0                  | 0 | 0 | 0                         | 187 | 0 | 0                         | 283 | 1 |
| 4:45 PM    | 5:00 PM  | 0                  | 0 | 2 | 0                  | 0 | 0 | 2                         | 208 | 0 | 0                         | 212 | 0 |
| 5:00 PM    | 5:15 PM  | 1                  | 0 | 4 | 0                  | 0 | 0 | 0                         | 209 | 0 | 0                         | 283 | 0 |
| 5:15 PM    | 5:30 PM  | 0                  | 0 | 0 | 0                  | 0 | 0 | 0                         | 188 | 0 | 0                         | 286 | 0 |
| 5:30 PM    | 5:45 PM  | 0                  | 0 | 1 | 0                  | 0 | 0 | 2                         | 214 | 0 | 0                         | 251 | 0 |
| 5:45 PM    | 6:00 PM  | 0                  | 0 | 1 | 0                  | 0 | 0 | 0                         | 199 | 0 | 0                         | 202 | 0 |

|                            |          |          |          |          |          |                   |          |            |          |          |             |          |
|----------------------------|----------|----------|----------|----------|----------|-------------------|----------|------------|----------|----------|-------------|----------|
| <b>Peak Hour Vol. (PM)</b> | <b>3</b> | <b>0</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>0</b>          | <b>2</b> | <b>792</b> | <b>0</b> | <b>0</b> | <b>1064</b> | <b>1</b> |
| % of Total Traffic         | 0.2%     | 0.0%     | 0.5%     | 0.0%     | 0.0%     | 0.0%              | 0.1%     | 47.5%      | 0.0%     | 0.0%     | 63.8%       | 0.1%     |
| % Directional              |          | 0.7%     |          |          | 0.0%     | <b>PHF = 0.94</b> |          | 47.6%      |          |          | 63.8%       |          |

## Traffic Count Data Sheet

Year Counts Taken: **2025**      E-W Street **NM School for the Deaf SW Driveway** Speed Limit (NM School for the Deaf SW Driveway)= **25**  
 N-S Street: **Cerrilos Rd.**      Speed Limit (Cerrilos Rd.)= **35**  
Signalized 8/19/25

| Begin Time | End Time | Eastbound (NMSFTD SW Dwy) |   |   | Westbound (NMSFTD SW Dwy) |   |   | Northbound (Cerrilos Rd.) |     |   | Southbound (Cerrilos Rd.) |     |   |
|------------|----------|---------------------------|---|---|---------------------------|---|---|---------------------------|-----|---|---------------------------|-----|---|
|            |          | L                         | T | R | L                         | T | R | L                         | T   | R | L                         | T   | R |
| 7:00 AM    | 7:15 AM  | 0                         | 0 | 0 | 0                         | 0 | 0 | 0                         | 123 | 0 | 0                         | 88  | 0 |
| 7:15 AM    | 7:30 AM  | 0                         | 0 | 1 | 0                         | 0 | 0 | 6                         | 132 | 0 | 0                         | 121 | 0 |
| 7:30 AM    | 7:45 AM  | 0                         | 0 | 3 | 0                         | 0 | 0 | 16                        | 203 | 0 | 0                         | 181 | 7 |
| 7:45 AM    | 8:00 AM  | 0                         | 0 | 6 | 0                         | 0 | 0 | 11                        | 241 | 0 | 0                         | 215 | 1 |
| 8:00 AM    | 8:15 AM  | 1                         | 0 | 4 | 0                         | 0 | 0 | 5                         | 186 | 0 | 0                         | 249 | 3 |
| 8:15 AM    | 8:30 AM  | 0                         | 0 | 2 | 0                         | 0 | 0 | 3                         | 198 | 0 | 0                         | 172 | 0 |
| 8:30 AM    | 8:45 AM  | 2                         | 0 | 2 | 0                         | 0 | 0 | 4                         | 190 | 0 | 0                         | 156 | 1 |
| 8:45 AM    | 9:00 AM  | 0                         | 0 | 1 | 0                         | 0 | 0 | 1                         | 212 | 0 | 0                         | 168 | 0 |

|                            |          |          |           |          |          |          |                   |            |          |          |            |           |
|----------------------------|----------|----------|-----------|----------|----------|----------|-------------------|------------|----------|----------|------------|-----------|
| <b>Peak Hour Vol. (AM)</b> | <b>1</b> | <b>0</b> | <b>15</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>35</b>         | <b>828</b> | <b>0</b> | <b>0</b> | <b>817</b> | <b>11</b> |
| % of Total Traffic         | 0.1%     | 0.0%     | 0.9%      | 0.0%     | 0.0%     | 0.0%     | 2.1%              | 48.5%      | 0.0%     | 0.0%     | 47.9%      | 0.6%      |
| % Directional              |          | 0.9%     |           |          |          |          | <b>PHF = 0.90</b> | 50.6%      |          |          | 48.5%      |           |

| Begin Time | End Time | Eastbound (NMSFTD SW Dwy) |   |   | Westbound (NMSFTD SW Dwy) |   |   | Northbound (Cerrilos Rd.) |     |   | Southbound (Cerrilos Rd.) |     |   |
|------------|----------|---------------------------|---|---|---------------------------|---|---|---------------------------|-----|---|---------------------------|-----|---|
|            |          | L                         | T | R | L                         | T | R | L                         | T   | R | L                         | T   | R |
| 4:00 PM    | 4:15 PM  | 1                         | 0 | 6 | 0                         | 0 | 0 | 1                         | 213 | 0 | 0                         | 251 | 2 |
| 4:15 PM    | 4:30 PM  | 1                         | 0 | 7 | 0                         | 0 | 0 | 2                         | 187 | 0 | 0                         | 256 | 0 |
| 4:30 PM    | 4:45 PM  | 0                         | 0 | 4 | 0                         | 0 | 0 | 2                         | 179 | 0 | 0                         | 282 | 0 |
| 4:45 PM    | 5:00 PM  | 0                         | 0 | 4 | 0                         | 0 | 0 | 5                         | 210 | 0 | 0                         | 216 | 1 |
| 5:00 PM    | 5:15 PM  | 2                         | 0 | 8 | 0                         | 0 | 0 | 1                         | 208 | 0 | 0                         | 282 | 2 |
| 5:15 PM    | 5:30 PM  | 1                         | 0 | 2 | 0                         | 0 | 0 | 2                         | 185 | 0 | 0                         | 286 | 0 |
| 5:30 PM    | 5:45 PM  | 2                         | 0 | 2 | 0                         | 0 | 0 | 1                         | 213 | 0 | 0                         | 248 | 3 |
| 5:45 PM    | 6:00 PM  | 0                         | 0 | 2 | 0                         | 0 | 0 | 2                         | 199 | 0 | 0                         | 201 | 1 |

|                            |          |          |           |          |          |          |                   |            |          |          |             |          |
|----------------------------|----------|----------|-----------|----------|----------|----------|-------------------|------------|----------|----------|-------------|----------|
| <b>Peak Hour Vol. (PM)</b> | <b>5</b> | <b>0</b> | <b>16</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>9</b>          | <b>816</b> | <b>0</b> | <b>0</b> | <b>1032</b> | <b>6</b> |
| % of Total Traffic         | 0.3%     | 0.0%     | 0.9%      | 0.0%     | 0.0%     | 0.0%     | 0.5%              | 47.8%      | 0.0%     | 0.0%     | 60.5%       | 0.4%     |
| % Directional              |          | 1.2%     |           |          |          |          | <b>PHF = 0.94</b> | 48.3%      |          |          | 60.8%       |          |

### Traffic Count Data Sheet (Bicycles / Pedestrians)

Year Counts Taken: **2025**

E-W Street: **Cerrillos Rd.**  
 N-S Street: **St Francis Rd.**

Speed Limit (Cerrillos Rd.)= **35** MPH  
 Speed Limit (St Francis Rd.)= **35** MPH  
**8/19/25**

Signalized

| Begin Time                  | End Time | Eastbound (Cerrillos Rd.) |          |          |             | Westbound (Cerrillos Rd.) |          |          |             | Northbound (St Francis Rd.) |          |          |             | Southbound (St Francis Rd.) |          |          |             |          |
|-----------------------------|----------|---------------------------|----------|----------|-------------|---------------------------|----------|----------|-------------|-----------------------------|----------|----------|-------------|-----------------------------|----------|----------|-------------|----------|
|                             |          | L                         | T        | R        | Pedestrians | L                         | T        | R        | Pedestrians | L                           | T        | R        | Pedestrians | L                           | T        | R        | Pedestrians |          |
| 7:00 AM                     | 7:15 AM  | 0                         | 0        | 0        | 1           | 0                         | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 1        |
| 7:15 AM                     | 7:30 AM  | 0                         | 0        | 0        | 4           | 0                         | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 2        |
| 7:30 AM                     | 7:45 AM  | 0                         | 0        | 0        | 2           | 0                         | 0        | 0        | 4           | 0                           | 0        | 0        | 1           | 0                           | 0        | 0        | 0           | 3        |
| 7:45 AM                     | 8:00 AM  | 0                         | 0        | 0        | 2           | 0                         | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 1        |
| 8:00 AM                     | 8:15 AM  | 0                         | 0        | 0        | 0           | 1                         | 0        | 0        | 1           | 0                           | 0        | 0        | 1           | 0                           | 0        | 0        | 0           | 0        |
| 8:15 AM                     | 8:30 AM  | 1                         | 1        | 0        | 2           | 0                         | 0        | 0        | 4           | 0                           | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 2        |
| 8:30 AM                     | 8:45 AM  | 0                         | 0        | 0        | 0           | 0                         | 0        | 0        | 1           | 0                           | 0        | 0        | 2           | 0                           | 0        | 0        | 0           | 1        |
| 8:45 AM                     | 9:00 AM  | 0                         | 0        | 0        | 3           | 0                         | 0        | 0        | 0           | 0                           | 0        | 0        | 1           | 0                           | 0        | 0        | 0           | 1        |
| <b>AM Peak Hour Volumes</b> |          | <b>1</b>                  | <b>1</b> | <b>0</b> | <b>5</b>    | <b>1</b>                  | <b>0</b> | <b>0</b> | <b>6</b>    | <b>0</b>                    | <b>0</b> | <b>0</b> | <b>4</b>    | <b>0</b>                    | <b>0</b> | <b>0</b> | <b>0</b>    | <b>4</b> |

| Begin Time                  | End Time | Eastbound (Cerrillos Rd.) |          |          |             | Westbound (Cerrillos Rd.) |          |          |             | Northbound (St Francis Rd.) |          |          |             | Southbound (St Francis Rd.) |          |          |             |           |
|-----------------------------|----------|---------------------------|----------|----------|-------------|---------------------------|----------|----------|-------------|-----------------------------|----------|----------|-------------|-----------------------------|----------|----------|-------------|-----------|
|                             |          | L                         | T        | R        | Pedestrians | L                         | T        | R        | Pedestrians | L                           | T        | R        | Pedestrians | L                           | T        | R        | Pedestrians |           |
| 4:00 PM                     | 4:15 PM  | 0                         | 0        | 0        | 1           | 0                         | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 2         |
| 4:15 PM                     | 4:30 PM  | 0                         | 0        | 0        | 3           | 0                         | 0        | 0        | 2           | 0                           | 0        | 0        | 1           | 0                           | 0        | 0        | 0           | 1         |
| 4:30 PM                     | 4:45 PM  | 0                         | 0        | 0        | 2           | 0                         | 0        | 0        | 1           | 0                           | 1        | 0        | 1           | 0                           | 0        | 0        | 0           | 6         |
| 4:45 PM                     | 5:00 PM  | 0                         | 0        | 0        | 3           | 0                         | 0        | 0        | 2           | 0                           | 0        | 0        | 3           | 0                           | 0        | 0        | 0           | 1         |
| 5:00 PM                     | 5:15 PM  | 0                         | 0        | 0        | 2           | 0                         | 0        | 0        | 1           | 0                           | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 3         |
| 5:15 PM                     | 5:30 PM  | 0                         | 0        | 0        | 3           | 0                         | 0        | 0        | 6           | 0                           | 0        | 0        | 2           | 0                           | 0        | 0        | 0           | 1         |
| 5:30 PM                     | 5:45 PM  | 0                         | 0        | 0        | 0           | 0                         | 0        | 0        | 1           | 0                           | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 3         |
| 5:45 PM                     | 6:00 PM  | 0                         | 0        | 0        | 3           | 0                         | 0        | 0        | 1           | 0                           | 0        | 0        | 0           | 0                           | 0        | 0        | 0           | 2         |
| <b>PM Peak Hour Volumes</b> |          | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>10</b>   | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>10</b>   | <b>0</b>                    | <b>1</b> | <b>0</b> | <b>6</b>    | <b>0</b>                    | <b>0</b> | <b>0</b> | <b>0</b>    | <b>11</b> |

### Traffic Count Data Sheet (Bicycles / Pedestrians)

Year Counts Taken: **2025**

E-W Street: **Cordova Rd.**  
 N-S Street: **Cerrilos Rd.**

Speed Limit (Cordova Rd.)= **30** MPH  
 Speed Limit (Cerrilos Rd.)= **35** MPH  
**8/19/25**

Signalized

| Begin Time                  | End Time | Eastbound (Cordova Rd.) |   |   |             | Westbound (Cordova Rd.) |   |   |             | Northbound (Cerrilos Rd.) |   |   |             | Southbound (Cerrilos Rd.) |   |   |             |
|-----------------------------|----------|-------------------------|---|---|-------------|-------------------------|---|---|-------------|---------------------------|---|---|-------------|---------------------------|---|---|-------------|
|                             |          | L                       | T | R | Pedestrians | L                       | T | R | Pedestrians | L                         | T | R | Pedestrians | L                         | T | R | Pedestrians |
| 7:00 AM                     | 7:15 AM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:15 AM                     | 7:30 AM  | 0                       | 0 | 0 | 0           | 1                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:30 AM                     | 7:45 AM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 1           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:45 AM                     | 8:00 AM  | 0                       | 0 | 0 | 0           | 1                       | 0 | 0 | 1           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 4           |
| 8:00 AM                     | 8:15 AM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:15 AM                     | 8:30 AM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:30 AM                     | 8:45 AM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 1                         | 0 | 0 | 0           |
| 8:45 AM                     | 9:00 AM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| <b>AM Peak Hour Volumes</b> |          | 0                       | 0 | 0 | 0           | 2                       | 0 | 0 | 2           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 4           |

| Begin Time                  | End Time | Eastbound (Cordova Rd.) |   |   |             | Westbound (Cordova Rd.) |   |   |             | Northbound (Cerrilos Rd.) |   |   |             | Southbound (Cerrilos Rd.) |   |   |             |
|-----------------------------|----------|-------------------------|---|---|-------------|-------------------------|---|---|-------------|---------------------------|---|---|-------------|---------------------------|---|---|-------------|
|                             |          | L                       | T | R | Pedestrians | L                       | T | R | Pedestrians | L                         | T | R | Pedestrians | L                         | T | R | Pedestrians |
| 4:00 PM                     | 4:15 PM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 4           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:15 PM                     | 4:30 PM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 1           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:30 PM                     | 4:45 PM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:45 PM                     | 5:00 PM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 1           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:00 PM                     | 5:15 PM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:15 PM                     | 5:30 PM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:30 PM                     | 5:45 PM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 1                         | 0 | 0 | 0           |
| 5:45 PM                     | 6:00 PM  | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| <b>PM Peak Hour Volumes</b> |          | 0                       | 0 | 0 | 0           | 0                       | 0 | 0 | 6           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |

### Traffic Count Data Sheet (Bicycles / Pedestrians)

Year Counts Taken: **2025**      E-W Street: **NM School for the Deaf NE Driveway**      Speed Limit (NM School for the Deaf NE Driveway) **25** MPH  
 N-S Street: **Cerrilos Rd.**      Signalized      Speed Limit (Cerrilos Rd.)=**35** MPH  
8/19/25

| Begin Time                  | End Time | EB (NM School for the Deaf NE Driveway) |   |   |             | WB (NM School for the Deaf NE Driveway) |   |   |             | Northbound (Cerrilos Rd.) |   |   |             | Southbound (Cerrilos Rd.) |   |   |             |
|-----------------------------|----------|---|---|---|-------------|---|---|---|-------------|---------------------------|---|---|-------------|---------------------------|---|---|-------------|
|                             |          | L                                       | T | R | Pedestrians | L                                       | T | R | Pedestrians | L                         | T | R | Pedestrians | L                         | T | R | Pedestrians |
| 7:00 AM                     | 7:15 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:15 AM                     | 7:30 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:30 AM                     | 7:45 AM  | 0                                       | 0 | 0 | 1           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:45 AM                     | 8:00 AM  | 0                                       | 0 | 0 | 2           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:00 AM                     | 8:15 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:15 AM                     | 8:30 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:30 AM                     | 8:45 AM  | 0                                       | 0 | 0 | 1           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:45 AM                     | 9:00 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| <b>AM Peak Hour Volumes</b> |          | 0                                       | 0 | 0 | 3           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |

| Begin Time                  | End Time | EB (NM School for the Deaf NE Driveway) |   |   |             | WB (NM School for the Deaf NE Driveway) |   |   |             | Northbound (Cerrilos Rd.) |   |   |             | Southbound (Cerrilos Rd.) |   |   |             |
|-----------------------------|----------|---|---|---|-------------|---|---|---|-------------|---------------------------|---|---|-------------|---------------------------|---|---|-------------|
|                             |          | L                                       | T | R | Pedestrians | L                                       | T | R | Pedestrians | L                         | T | R | Pedestrians | L                         | T | R | Pedestrians |
| 4:00 PM                     | 4:15 PM  | 0                                       | 0 | 0 | 1           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:15 PM                     | 4:30 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:30 PM                     | 4:45 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:45 PM                     | 5:00 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:00 PM                     | 5:15 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:15 PM                     | 5:30 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:30 PM                     | 5:45 PM  | 0                                       | 0 | 0 | 5           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:45 PM                     | 6:00 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| <b>PM Peak Hour Volumes</b> |          | 0                                       | 0 | 0 | 5           | 0                                       | 0 | 0 | 0           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |

### Traffic Count Data Sheet (Bicycles / Pedestrians)

Year Counts Taken: **2025**      E-W Street: **NM School for the Deaf SW Driveway**      Speed Limit (NM School for the Deaf SW Driveway): **25** MPH  
 N-S Street: **Cerrilos Rd.**      Signalized      Speed Limit (Cerrilos Rd.): **35** MPH  
8/19/25

| Begin Time           | End Time | EB (NM School for the Deaf SW Driveway) |   |   |             | WB (NM School for the Deaf SW Driveway) |   |   |             | Northbound (Cerrilos Rd.) |   |   |             | Southbound (Cerrilos Rd.) |   |   |             |
|----------------------|----------|---|---|---|-------------|---|---|---|-------------|---------------------------|---|---|-------------|---------------------------|---|---|-------------|
|                      |          | L                                       | T | R | Pedestrians | L                                       | T | R | Pedestrians | L                         | T | R | Pedestrians | L                         | T | R | Pedestrians |
| 7:00 AM              | 7:15 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:15 AM              | 7:30 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:30 AM              | 7:45 AM  | 0                                       | 0 | 0 | 1           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 7:45 AM              | 8:00 AM  | 0                                       | 0 | 0 | 2           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:00 AM              | 8:15 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:15 AM              | 8:30 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:30 AM              | 8:45 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 8:45 AM              | 9:00 AM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| AM Peak Hour Volumes |          | 0                                       | 0 | 0 | 3           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |

| Begin Time           | End Time | EB (NM School for the Deaf SW Driveway) |   |   |             | WB (NM School for the Deaf SW Driveway) |   |   |             | Northbound (Cerrilos Rd.) |   |   |             | Southbound (Cerrilos Rd.) |   |   |             |
|----------------------|----------|---|---|---|-------------|---|---|---|-------------|---------------------------|---|---|-------------|---------------------------|---|---|-------------|
|                      |          | L                                       | T | R | Pedestrians | L                                       | T | R | Pedestrians | L                         | T | R | Pedestrians | L                         | T | R | Pedestrians |
| 4:00 PM              | 4:15 PM  | 0                                       | 0 | 0 | 1           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:15 PM              | 4:30 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:30 PM              | 4:45 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 4:45 PM              | 5:00 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:00 PM              | 5:15 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:15 PM              | 5:30 PM  | 0                                       | 0 | 0 | 1           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:30 PM              | 5:45 PM  | 0                                       | 0 | 0 | 5           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| 5:45 PM              | 6:00 PM  | 0                                       | 0 | 0 | 0           | 0                                       | 0 | 0 | 0           | 0                         | 0 | 0 | 0           | 0                         | 0 | 0 | 0           |
| PM Peak Hour Volumes |          | 0                                       | 0 | 0 | 6           | 0                                       | 0 | 0 | 0           | 0                         | 1 | 0 | 0           | 0                         | 0 | 0 | 0           |

City of Santa Fe



MOVING TRAFFIC FORWARD

St. Francis & Cerrillos - St. Francis @ Cerrillos - Econolite Type - EOS

**Configuration Cabinet Settings**

**Cabinet Type (MM) 1-1-1**

Cabinet Type: TS2-1

| Channel                 | 1 | 2 | 3 | 4 |
|-------------------------|---|---|---|---|
| BIU Terminal & Facility | X | X |   |   |
| BIU Detector            | X |   |   |   |
| Critical BIU            |   |   |   |   |

Enable SDLC      Yes  
 Stop Time:  
 Latch 3 Critical      Yes  
 Errors:

**Load Switch Configuration (MM) 1-1-2**

| Channel       | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Channel Type  | . | V | V | V | . | V | V | V | P | P  | P  | P  | O  | O  | O  | O  |
| Phase/Overlap | 0 | 2 | 3 | 4 | 0 | 6 | 7 | 8 | 2 | 4  | 6  | 8  | 1  | 2  | 3  | 4  |

**Color Check Enable (MM) 1-1-3**

Enable Color Check: Yes

| Channel | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Red     |   | X | X | X |   | X | X | X | X | X  | X  | X  |    | X  | X  |    |
| Yellow  |   | X | X | X |   | X | X | X |   |    |    |    |    | X  | X  |    |
| Green   |   | X | X | X |   | X | X | X | X | X  | X  | X  |    | X  | X  |    |

**Monitor Programming (MM) 1-1-4**

| Channel Can Serve With Channel |           |
|--------------------------------|-----------|
| Channel 1                      | Channel 2 |
| 2                              | 6         |
| 2                              | 9         |
| 2                              | 11        |
| 2                              | 15        |
| 3                              | 7         |
| 3                              | 8         |
| 3                              | 12        |
| 3                              | 14        |
| 3                              | 15        |
| 4                              | 7         |
| 4                              | 8         |
| 4                              | 10        |
| 4                              | 12        |
| 4                              | 14        |
| 4                              | 15        |

**Secondary Stations/Tests (MM) 1-1-6**

The Cabinet Type does not support this feature.

|    |    |
|----|----|
| 6  | 9  |
| 6  | 11 |
| 6  | 15 |
| 7  | 10 |
| 7  | 15 |
| 8  | 10 |
| 8  | 12 |
| 8  | 14 |
| 9  | 11 |
| 9  | 15 |
| 10 | 12 |
| 10 | 14 |
| 10 | 15 |
| 11 | 15 |
| 12 | 14 |

**Phase and Overlap Descriptions**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Approach       | N | S | E | W | S | N | W | E | N | N  | N  | N  | N  | N  | N  | N  |
| Movement       | L | T | L | T | L | T | L | T |   |    |    |    |    |    |    |    |
| Associated PED |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Overlap        | A | B | C | D | E | F | G | H | I | J  | K  | L  | M  | N  | O  | P  |
| Approach       | N | N | N | N | N | N | N | N | N | N  | N  | N  | N  | N  | N  | N  |
| Movement       |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

City of Santa Fe



MOVING TRAFFIC FORWARD

St. Francis & Cerrillos - St. Francis @ Cerrillos - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

| Phase         | 1                     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13    | 14    | 15    | 16    |
|---------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Direction     | N-L                   | S-T   | E-L   | W-T   | S-L   | N-T   | W-L   | E-T   | N     | N     | N     | N     | N     | N     | N     | N     |
| 2-1-1         | Minimum Green         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Delay Green   | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Green     | 0                     | 10    | 3     | 10    | 0     | 10    | 3     | 10    | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Bk Min Green  | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| CS Min Green  | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Variable Initial      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Lane          | False                 | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Act B4        | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sec/Act       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Max Int       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2-1-2         | Vehicle Passage       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Vehicle Ext   | 0.0                   | 4.0   | 2.0   | 2.0   | 2.0   | 4.0   | 2.0   | 2.0   | 3.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Vehicle Ext 2 | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
|               | Volume Occupancy      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Time B4       | 0                     | 10    | 10    | 10    | 0     | 10    | 10    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cars Wt       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| STPTDuc       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| TTReduc       | 0                     | 5     | 5     | 5     | 0     | 5     | 5     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Gap       | 0.0                   | 3.0   | 1.5   | 3.0   | 0.0   | 3.0   | 1.5   | 3.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-3         | Max Green Data        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Max1          | 0                     | 45    | 25    | 35    | 0     | 45    | 25    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    |
| Max2          | 0                     | 65    | 35    | 55    | 0     | 65    | 35    | 55    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    |
| Max3          | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Dynamic Max           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| DYM Max       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dym Step      | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-4         | Pedestrian            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Delay Walk    | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Walk          | 0                     | 7     | 0     | 7     | 0     | 7     | 0     | 7     | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    |
| Ped Clear     | 0                     | 30    | 0     | 30    | 0     | 38    | 0     | 24    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    |
|               | Alternate             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Walk2         | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ped Clear 2   | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Pedestrian Carry Over |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Ped CO        | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Max Extension         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Walk Max      | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ped Clear Max | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Hawk                  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

|               |               |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ingress Phase | 0             | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Travel Time   | 0             | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2-1-5         | Clearance     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Pre-Clear     | 0.0           | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 0.0           | 4.0 | 4.0 | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear     | 0.0           | 3.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 3.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert    | 0.0           | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
|               | Max Extension |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Red Max       | 0.0           | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|               | Hawk Flash    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Yellow        | 10            | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| Red Delay     | 0             | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

**Plan 1 - ""Continued**

**Phase Recall (MM) 2-1-6**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Ped Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Soft Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| No Rest        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

**Overlap (MM) 2-1-7**

| Phase      | A        | B   | C   | D   | E   | F   | G   | H   | I   | J   | K   | L   | M   | N   | O   | P   |
|------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|            | Leading  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Adv. Green | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped   | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA  | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|            | Trailing |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Lag Green  | 0.0      | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow     | 0.0      | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red        | 0.0      | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Phase Outputs (MM) 2-1-8**

| Phase        | 1            | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|--------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
|              | Double Serve |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Dbl Serv Ph. | 0            | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

**Plan 2 - ""**

| Phase        | 1                | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|------------------|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Direction    | N-L              | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N  | N  | N  | N  | N  | N  | N  |
| 2-1-1        | Minimum Green    |     |     |     |     |     |     |     |   |    |    |    |    |    |    |    |
| Delay Green  | 0                | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Min Green    | 5                | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5 | 5  | 5  | 5  | 5  | 5  | 5  | 5  |
| Bk Min Green | 0                | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| CS Min Green | 0                | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
|              | Variable Initial |     |     |     |     |     |     |     |   |    |    |    |    |    |    |    |

|               |                       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|---------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane          | False                 | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Act B4        | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sec/Act       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Max Int       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2-1-2         | Vehicle Passage       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Vehicle Ext   | 5.0                   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Vehicle Ext 2 | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
|               | Volume Occupancy      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Time B4       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cars Wt       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| STPTDuc       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| TTReduc       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Gap       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-3         | Max Green Data        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Max1          | 35                    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    |
| Max2          | 40                    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    |
| Max3          | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Dynamic Max           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| DYM Max       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dym Step      | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-4         | Pedestrian            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Delay Walk    | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Walk          | 0                     | 10    | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    |
| Ped Clear     | 0                     | 16    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    |
|               | Alternate             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Walk2         | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ped Clear 2   | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Pedestrian Carry Over |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Ped CO        | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Max Extension         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Walk Max      | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ped Clear Max | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Hawk                  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Ingress Phase | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Travel Time   | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2-1-5         | Clearance             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Pre-Clear     | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Yellow        | 3.0                   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Red Clear     | 1.0                   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Red Revert    | 2.0                   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
|               | Max Extension         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Red Max       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
|               | Hawk Flash            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Yellow        | 10                    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    |
| Red Delay     | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

**Plan 2 - ""Continued**

**Phase Recall (MM) 2-1-6**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

|             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Ped Recall  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Recall  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| No Rest     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**Overlap (MM) 2-1-7**

| Phase      | A   | B   | C   | D   | E   | F   | G   | H   | I   | J   | K   | L   | M   | N   | O   | P   |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Lag Green  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red        | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Phase Outputs (MM) 2-1-8**

| Phase        | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

**Plan 3 - ""**

| Phase            | 1               | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13    | 14    | 15    | 16    |
|------------------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Direction        | N-L             | S-T   | E-L   | W-T   | S-L   | N-T   | W-L   | E-T   | N     | N     | N     | N     | N     | N     | N     | N     |
| 2-1-1            | Minimum Green   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Delay Green      | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Green        | 5               | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Bk Min Green     | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| CS Min Green     | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Variable Initial |                 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Lane             | False           | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Act B4           | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sec/Act          | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Max Int          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2-1-2            | Vehicle Passage |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Vehicle Ext      | 5.0             | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Vehicle Ext 2    | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Volume Occupancy |                 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Time B4          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cars Wt          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| STPTDuc          | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| TTReduc          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Gap          | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-3            | Max Green Data  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Max1             | 35              | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    |
| Max2             | 40              | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    |
| Max3             | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dynamic Max      |                 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| DYM Max          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dym Step         | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |

|               |                       |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2-1-4         | Pedestrian            |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Delay Walk    | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk          | 0                     | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| Ped Clear     | 0                     | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  |
|               | Alternate             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Walk2         | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear 2   | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
|               | Pedestrian Carry Over |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Ped CO        | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
|               | Max Extension         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Walk Max      | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear Max | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
|               | Hawk                  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Ingress Phase | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Travel Time   | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2-1-5         | Clearance             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Pre-Clear     | 0.0                   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 3.0                   | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear     | 1.0                   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert    | 2.0                   | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
|               | Max Extension         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Red Max       | 0.0                   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|               | Hawk Flash            |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Yellow        | 10                    | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| Red Delay     | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

**Plan 3 - ""Continued**

**Phase Recall (MM) 2-1-6**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Soft Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| No Rest        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

**Overlap (MM) 2-1-7**

| Phase      | A   | B   | C   | D   | E   | F   | G   | H   | I   | J   | K   | L   | M   | N   | O   | P   |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Lag Green  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red        | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Phase Outputs (MM) 2-1-8**

| Phase        | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |



MOVING TRAFFIC FORWARD

St. Francis & Cerrillos - St. Francis @ Cerrillos - Econolite Type - EOS

**Time Base Event Plan**  
**Event Plan (MM) 5-2**

**Event Plan - 1 - Event Type: "Coord"**

Cycle Length: 120    Offset Value: 110s    Actuated Coord: Yes    Splits In:    Seconds    Offsets In:    Seconds

| Phase       | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N  | N  | N  | N  | N  | N  | N  |
| Split       | 0   | 60  | 24  | 36  | 0   | 60  | 32  | 28  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Phase             | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase       |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Fixed Force Off   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Adaptive Split    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2         |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall    |   |   | X |   |   |   | X |   |   |    |    |    |    |    |    |    |
| Walk 2            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 3  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAX 2  
 Max Transition: 0  
 Ring Group Offset Disp: 0

| Ring           | 1    | 2    | 3  | 4  |
|----------------|------|------|----|----|
| Ring Split Ext | 0    | 0    | 0  | 0  |
| Split Sum      | 120s | 120s | 0s | 0s |

|                               | 1  | 2 | 3 | 4 |
|-------------------------------|----|---|---|---|
| Ring Manual Permissive Period | 15 | 0 | 0 | 0 |

Veh Perm 1: 0    Veh Perm 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0    Veh Detector Plan: 0  
 SCP Detector Plan: 0    Veh Det Diag Plan: 0  
 Override Sys: No    Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0    Det Log: None

| Outputs                      | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec Func Outputs |   |   |   |   |   |   |   |   |
| Spec Func (1-8)              |   |   |   |   |   |   |   |   |
| Aux Func (1-3)               |   |   |   |   |   |   |   |   |

Exit Option: Off :

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |   |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| LP 1-25   | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | . |
| LP 26-50  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | . |
| LP 51-75  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | . |

**Event Plan - 2 - Event Type: "Coord"**

Cycle Length: 120    Offset Value: 110s    Actuated Coord: Yes    Splits In:    Seconds    Offsets In:    Seconds

| Phase       | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N  | N  | N  | N  | N  | N  | N  |
| Split       | 0   | 60  | 24  | 36  | 0   | 60  | 32  | 28  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Phase             | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase       |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Fixed Force Off   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Adaptive Split    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2         |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall    |   |   | X |   |   |   | X |   |   |    |    |    |    |    |    |    |
| Walk 2            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 3  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAX 2  
 Max Transition: 0  
 Ring Group Offset Disp: 0

| Ring           | 1    | 2    | 3  | 4  |
|----------------|------|------|----|----|
| Ring Split Ext | 0    | 0    | 0  | 0  |
| Split Sum      | 120s | 120s | 0s | 0s |

|                               | 1  | 2 | 3 | 4 |
|-------------------------------|----|---|---|---|
| Ring Manual Permissive Period | 15 | 0 | 0 | 0 |

Veh Perm 1: 0    Veh Perm 2: 0  
 Veh Perm 1 Disp: 2    Veh Perm 2 Disp: 0

SCP Strategy Plan: 0    Veh Detector Plan: 0  
 SCP Detector Plan: 0    Veh Det Diag Plan: 0  
 Override Sys: No    Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0    Det Log: None  
 Exit Option: Off :

| Outputs                      | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec Func Outputs |   |   |   |   |   |   |   |   |
| Spec Func (1-8)              |   |   |   |   |   |   |   |   |
| Aux Func (1-3)               |   |   |   |   |   |   |   |   |

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25   | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 26-50  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 51-75  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 76-100 | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |

**Event Plan - 3 - Event Type: "Coord"**

135                      55s                      Yes                      Seconds                      Seconds

Cycle Length:                      Offset Value:                      Actuated Coord:                      Splits In:                      Offsets In:

| Phase       | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N  | N  | N  | N  | N  | N  | N  |
| Split       | 0   | 69  | 32  | 34  | 0   | 69  | 32  | 34  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Phase             | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase       |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Fixed Force Off   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Adaptive Split    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2         |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall    |   |   | X |   |   |   | X |   |   |    |    |    |    |    |    |    |
| Walk 2            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 1  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAX 2  
 Max Transition: 0  
 Ring Group Offset Disp: 0

| Ring           | 1    | 2    | 3  | 4  |
|----------------|------|------|----|----|
| Ring Split Ext | 0    | 0    | 0  | 0  |
| Split Sum      | 135s | 135s | 0s | 0s |

|                               | 1  | 2 | 3 | 4 |
|-------------------------------|----|---|---|---|
| Ring Manual Permissive Period | 15 | 0 | 0 | 0 |

Veh Perm 1: 0      Veh Perm 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0      Veh Detector Plan: 0  
 SCP Detector Plan: 0      Veh Det Diag Plan: 0  
 Override Sys: No      Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0      Det Log: None  
 Exit Option: Off :

| Outputs         | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec |   |   |   |   |   |   |   |   |
| Func Outputs    |   |   |   |   |   |   |   |   |
| Spec Func (1-8) |   |   |   |   |   |   |   |   |
| Aux Func (1-3)  |   |   |   |   |   |   |   |   |

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25   | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 26-50  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 51-75  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 76-100 | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |

## City of Santa Fe



MOVING TRAFFIC FORWARD

St. Francis &amp; Cerrillos - St. Francis @ Cerrillos - Econolite Type - EOS

**Time Base Day Plan/Schedule****Day Plan (MM) 5-3****Day Plan #1 - "1"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1     | 5          | 00:00      |
| 2     | 4          | 06:00      |
| 3     | 2          | 11:00      |
| 4     | 2          | 18:30      |
| 5     | 4          | 20:30      |
| 6     | 5          | 22:00      |

**Day Plan #2 - "2"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1     | 5          | 00:00      |
| 2     | 4          | 06:00      |
| 3     | 1          | 07:00      |
| 4     | 4          | 09:00      |
| 5     | 2          | 11:00      |
| 6     | 2          | 13:30      |
| 7     | 3          | 15:00      |
| 8     | 2          | 18:30      |
| 9     | 4          | 20:30      |
| 10    | 5          | 22:00      |

**Day Plan #6 - "6"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1     | 5          | 00:00      |
| 2     | 4          | 06:00      |
| 3     | 1          | 07:00      |
| 4     | 4          | 09:00      |
| 5     | 2          | 11:00      |
| 6     | 3          | 13:30      |
| 7     | 3          | 15:00      |
| 8     | 2          | 18:30      |
| 9     | 4          | 20:30      |
| 10    | 5          | 22:00      |

**Day Plan #7 - "7"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1     | 5          | 00:00      |
| 2     | 4          | 06:00      |
| 3     | 3          | 09:30      |
| 4     | 2          | 18:30      |

**Schedule (MM) 5-4****Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           | X   |     |     |     |     |     |     |

| Day (DOM) | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
|-----------|----|----|----|----|----|----|----|----|----|----|----|
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |    |    |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  |    |    |

**Schedule Number - 2**

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           |     | X   | X   | X   | X   |     |     |

| Day (DOM) | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
|-----------|----|----|----|----|----|----|----|----|----|----|----|
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |    |    |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  |    |    |

**Schedule Number - 6**

Day Plan No.: 6

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           |     |     |     |     |     | X   |     |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|
|           | X | X | X | X | X | X | X | X | X | X  | X  |

City of Santa Fe



MOVING TRAFFIC FORWARD

Cerrillos & Cordova - Cerrillos @ Cordova - Econolite Type - EOS

**Configuration Cabinet Settings**

**Cabinet Type (MM) 1-1-1**

Cabinet Type: TS1

| Channel      | 1 | 2 | 3 | 4 |
|--------------|---|---|---|---|
| BIU Detector |   |   |   |   |
| Critical BIU |   |   |   |   |

I/O Mode: 0

**Load Switch Configuration (MM) 1-1-2**

| Channel       | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Channel Type  | V | V | . | V | . | V | . | . | P | P  | .  | .  | .  | .  | .  | .  |
| Phase/Overlap | 1 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 2 | 4  | 0  | 0  | 1  | 2  | 3  | 4  |

**Color Check Enable (MM) 1-1-3**

The Cabinet Type does not support this feature.

**Monitor Programming (MM) 1-1-4**

The Cabinet Type does not support this feature.

**Secondary Stations/Tests (MM) 1-1-6**

The Cabinet Type does not support this feature.

**Phase and Overlap Descriptions**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Approach       | N | S | E | W | S | N | W | E | N | N  | N  | N  | N  | N  | N  | N  |
| Movement       | L | T | L | T | L | T | L | T |   |    |    |    |    |    |    |    |
| Associated PED |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Overlap        | A | B | C | D | E | F | G | H | I | J  | K  | L  | M  | N  | O  | P  |
| Approach       | N | N | N | N | N | N | N | N | N | N  | N  | N  | N  | N  | N  | N  |
| Movement       |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |



MOVING TRAFFIC FORWARD

Cerrillos & Cordova - Cerrillos @ Cordova - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

| Phase         | 1                     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13    | 14    | 15    | 16    |
|---------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Direction     | N-L                   | S-T   | E-L   | W-T   | S-L   | N-T   | W-L   | E-T   | N     | N     | N     | N     | N     | N     | N     | N     |
| 2-1-1         | Minimum Green         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Delay Green   | 0                     | 0     | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Green     | 3                     | 15    | 0     | 5     | 0     | 15    | 0     | 0     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Bk Min Green  | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| CS Min Green  | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Variable Initial      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Lane          | False                 | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Act B4        | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sec/Act       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Max Int       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2-1-2         | Vehicle Passage       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Vehicle Ext   | 2.0                   | 4.0   | 0.0   | 2.0   | 0.0   | 4.0   | 0.0   | 0.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Vehicle Ext 2 | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
|               | Volume Occupancy      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Time B4       | 5                     | 10    | 0     | 10    | 0     | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cars Wt       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| STPTDuc       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| TTReduc       | 5                     | 5     | 0     | 5     | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Gap       | 1.0                   | 3.0   | 0.0   | 2.0   | 0.0   | 3.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-3         | Max Green Data        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Max1          | 20                    | 45    | 0     | 25    | 0     | 45    | 0     | 0     | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    |
| Max2          | 25                    | 65    | 0     | 35    | 0     | 65    | 0     | 0     | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    |
| Max3          | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Dynamic Max           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| DYM Max       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dym Step      | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-4         | Pedestrian            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Delay Walk    | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Walk          | 0                     | 7     | 0     | 7     | 0     | 0     | 0     | 0     | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    |
| Ped Clear     | 0                     | 26    | 0     | 22    | 0     | 0     | 0     | 0     | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    |
|               | Alternate             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Walk2         | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ped Clear 2   | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Pedestrian Carry Over |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Ped CO        | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Max Extension         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Walk Max      | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ped Clear Max | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Hawk                  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

|               |               |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ingress Phase | 0             | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Travel Time   | 0             | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2-1-5         | Clearance     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Pre-Clear     | 0.0           | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 4.0           | 4.0 | 3.5 | 3.5 | 4.0 | 4.0 | 3.5 | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear     | 1.0           | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert    | 2.0           | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
|               | Max Extension |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Red Max       | 0.0           | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|               | Hawk Flash    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Yellow        | 10            | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| Red Delay     | 0             | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

**Plan 1 - ""Continued**

**Phase Recall (MM) 2-1-6**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Ped Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Soft Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| No Rest        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

**Overlap (MM) 2-1-7**

| Phase      | A        | B   | C   | D   | E   | F   | G   | H   | I   | J   | K   | L   | M   | N   | O   | P   |
|------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|            | Leading  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Adv. Green | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped   | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA  | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|            | Trailing |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Lag Green  | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow     | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red        | 0.0      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Phase Outputs (MM) 2-1-8**

| Phase        | 1            | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|--------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
|              | Double Serve |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Dbl Serv Ph. | 0            | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

**Plan 2 - ""**

| Phase        | 1                | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|------------------|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Direction    | N-L              | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N  | N  | N  | N  | N  | N  | N  |
| 2-1-1        | Minimum Green    |     |     |     |     |     |     |     |   |    |    |    |    |    |    |    |
| Delay Green  | 0                | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Min Green    | 5                | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5 | 5  | 5  | 5  | 5  | 5  | 5  | 5  |
| Bk Min Green | 0                | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| CS Min Green | 0                | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
|              | Variable Initial |     |     |     |     |     |     |     |   |    |    |    |    |    |    |    |

|               |                       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|---------------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane          | False                 | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Act B4        | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sec/Act       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Max Int       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2-1-2         | Vehicle Passage       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Vehicle Ext   | 5.0                   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Vehicle Ext 2 | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
|               | Volume Occupancy      |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Time B4       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cars Wt       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| STPTDuc       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| TTReduc       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Gap       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-3         | Max Green Data        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Max1          | 35                    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    |
| Max2          | 40                    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    |
| Max3          | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Dynamic Max           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| DYM Max       | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dym Step      | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-4         | Pedestrian            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Delay Walk    | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Walk          | 0                     | 10    | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    | 0     | 10    |
| Ped Clear     | 0                     | 16    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    | 0     | 16    |
|               | Alternate             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Walk2         | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ped Clear 2   | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Pedestrian Carry Over |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Ped CO        | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Max Extension         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Walk Max      | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ped Clear Max | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|               | Hawk                  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Ingress Phase | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Travel Time   | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2-1-5         | Clearance             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Pre-Clear     | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Yellow        | 3.0                   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Red Clear     | 1.0                   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Red Revert    | 2.0                   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
|               | Max Extension         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Red Max       | 0.0                   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
|               | Hawk Flash            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Yellow        | 10                    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    | 10    |
| Red Delay     | 0                     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

**Plan 2 - ""Continued**

**Phase Recall (MM) 2-1-6**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

|             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Ped Recall  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Recall  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| No Rest     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**Overlap (MM) 2-1-7**

| Phase      | A   | B   | C   | D   | E   | F   | G   | H   | I   | J   | K   | L   | M   | N   | O   | P   |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Lag Green  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red        | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Phase Outputs (MM) 2-1-8**

| Phase        | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Dbl Serv Ph. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

**Plan 3 - ""**

| Phase            | 1               | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13    | 14    | 15    | 16    |
|------------------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Direction        | N-L             | S-T   | E-L   | W-T   | S-L   | N-T   | W-L   | E-T   | N     | N     | N     | N     | N     | N     | N     | N     |
| 2-1-1            | Minimum Green   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Delay Green      | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Green        | 5               | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     | 5     |
| Bk Min Green     | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| CS Min Green     | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Variable Initial |                 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Lane             | False           | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Act B4           | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sec/Act          | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Max Int          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 2-1-2            | Vehicle Passage |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Vehicle Ext      | 5.0             | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Vehicle Ext 2    | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Volume Occupancy |                 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Time B4          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cars Wt          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| STPTDuc          | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| TTReduc          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Min Gap          | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 2-1-3            | Max Green Data  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Max1             | 35              | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    | 35    |
| Max2             | 40              | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    | 40    |
| Max3             | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dynamic Max      |                 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| DYM Max          | 0               | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dym Step         | 0.0             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |

|               |                       |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 2-1-4         | Pedestrian            |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Delay Walk    | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk          | 0                     | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| Ped Clear     | 0                     | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  |
|               | Alternate             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Walk2         | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear 2   | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
|               | Pedestrian Carry Over |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Ped CO        | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
|               | Max Extension         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Walk Max      | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear Max | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
|               | Hawk                  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Ingress Phase | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Travel Time   | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2-1-5         | Clearance             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Pre-Clear     | 0.0                   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 3.0                   | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear     | 1.0                   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Revert    | 2.0                   | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
|               | Max Extension         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Red Max       | 0.0                   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|               | Hawk Flash            |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Yellow        | 10                    | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| Red Delay     | 0                     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

**Plan 3 - ""Continued**

**Phase Recall (MM) 2-1-6**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Soft Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| No Rest        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

**Overlap (MM) 2-1-7**

| Phase      | A   | B   | C   | D   | E   | F   | G   | H   | I   | J   | K   | L   | M   | N   | O   | P   |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Leading    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Adv. Green | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Adv. Ped   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay FYA  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trailing   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Lag Green  | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red        | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Phase Outputs (MM) 2-1-8**

| Phase        | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Double Serve |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |



MOVING TRAFFIC FORWARD

Cerrillos & Cordova - Cerrillos @ Cordova - Econolite Type - EOS

**Time Base Event Plan**  
**Event Plan (MM) 5-2**

**Event Plan - 1 - Event Type: "Coord"**

Cycle Length: 120    Offset Value: 110s    Actuated Coord: No    Splits In:    Seconds    Offsets In:    Seconds

| Phase       | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N  | N  | N  | N  | N  | N  | N  |
| Split       | 18  | 70  | 0   | 32  | 0   | 88  | 0   | 32  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Phase             | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase       |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Fixed Force Off   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Adaptive Split    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2         |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Walk 2            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 1  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAX 2  
 Max Transition: 0  
 Ring Group Offset Disp: 0

| Ring           | 1    | 2    | 3  | 4  |
|----------------|------|------|----|----|
| Ring Split Ext | 0    | 0    | 0  | 0  |
| Split Sum      | 120s | 120s | 0s | 0s |

|                               | 1 | 2  | 3 | 4 |
|-------------------------------|---|----|---|---|
| Ring Manual Permissive Period | 0 | 15 | 0 | 0 |

Veh Perm 1: 0    Veh Perm 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0    Veh Detector Plan: 0  
 SCP Detector Plan: 0    Veh Det Diag Plan: 0  
 Override Sys: No    Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0    Det Log: None

| Outputs                      | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec Func Outputs |   |   |   |   |   |   |   |   |
| Spec Func (1-8)              |   |   |   |   |   |   |   |   |
| Aux Func (1-3)               |   |   |   |   |   |   |   |   |

Exit Option: Off :

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |   |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| LP 1-25   | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | . |
| LP 26-50  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | . |
| LP 51-75  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | . |
| LP 76-100 | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | . |

**Event Plan - 2 - Event Type: "Coord"**

Cycle Length: 120      Offset Value: 110s      Actuated Coord: No      Splits In:      Seconds      Offsets In:      Seconds

| Phase       | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N  | N  | N  | N  | N  | N  | N  |
| Split       | 18  | 70  | 0   | 32  | 0   | 88  | 0   | 32  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Phase             | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase       |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Fixed Force Off   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Adaptive Split    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2         |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Walk 2            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 1  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAX 2  
 Max Transition: 0  
 Ring Group Offset Disp: 0

| Ring           | 1    | 2    | 3  | 4  |
|----------------|------|------|----|----|
| Ring Split Ext | 0    | 0    | 0  | 0  |
| Split Sum      | 120s | 120s | 0s | 0s |

|                               | 1 | 2  | 3 | 4 |
|-------------------------------|---|----|---|---|
| Ring Manual Permissive Period | 0 | 15 | 0 | 0 |

Veh Perm 1: 0      Veh Perm 2: 0  
 Veh Perm 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0      Veh Detector Plan: 0  
 SCP Detector Plan: 0      Veh Det Diag Plan: 0  
 Override Sys: No      Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0      Det Log: None  
 Exit Option: Off :

| Outputs                      | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------------------------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec Func Outputs |   |   |   |   |   |   |   |   |
| Spec Func (1-8)              |   |   |   |   |   |   |   |   |
| Aux Func (1-3)               |   |   |   |   |   |   |   |   |

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25   | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 26-50  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 51-75  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 76-100 | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |

**Event Plan - 3 - Event Type: "Coord"**

135      65s      No      Seconds      Seconds

Cycle Length:                      Offset Value:                      Actuated Coord:                      Splits In:                      Offsets In:

| Phase       | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|---|----|----|----|----|----|----|----|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N  | N  | N  | N  | N  | N  | N  |
| Split       | 18  | 85  | 0   | 32  | 0   | 103 | 0   | 32  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Phase             | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase       |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Fixed Force Off   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Adaptive Split    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2         |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall    |   |   | X |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Walk 2            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3             |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 1  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAX 2  
 Max Transition: 0  
 Ring Group Offset Disp: 0

| Ring           | 1    | 2    | 3  | 4  |
|----------------|------|------|----|----|
| Ring Split Ext | 0    | 0    | 0  | 0  |
| Split Sum      | 135s | 135s | 0s | 0s |

|                               | 1 | 2  | 3 | 4 |
|-------------------------------|---|----|---|---|
| Ring Manual Permissive Period | 0 | 15 | 0 | 0 |

Veh Perm 1: 0      Veh Perm 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0      Veh Detector Plan: 0  
 SCP Detector Plan: 0      Veh Det Diag Plan: 0  
 Override Sys: No      Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0      Det Log: None  
 Exit Option: Off :

| Outputs         | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------------|---|---|---|---|---|---|---|---|
| Coord Patt Spec |   |   |   |   |   |   |   |   |
| Func Outputs    |   |   |   |   |   |   |   |   |
| Spec Func (1-8) |   |   |   |   |   |   |   |   |
| Aux Func (1-3)  |   |   |   |   |   |   |   |   |

| Statement | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| LP 1-25   | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 26-50  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 51-75  | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |
| LP 76-100 | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  | .  |

## City of Santa Fe



MOVING TRAFFIC FORWARD

Cerrillos &amp; Cordova - Cerrillos @ Cordova - Econolite Type - EOS

**Time Base Day Plan/Schedule****Day Plan (MM) 5-3****Day Plan #1 - "1"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1     | 5          | 00:00      |
| 2     | 4          | 06:00      |
| 3     | 2          | 11:00      |
| 4     | 2          | 18:30      |
| 5     | 4          | 20:30      |
| 6     | 5          | 22:00      |

**Day Plan #2 - "2"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1     | 5          | 00:00      |
| 2     | 4          | 06:00      |
| 3     | 1          | 07:00      |
| 4     | 4          | 09:00      |
| 5     | 2          | 11:00      |
| 6     | 2          | 13:30      |
| 7     | 3          | 15:00      |
| 8     | 2          | 18:30      |
| 9     | 4          | 20:30      |
| 10    | 5          | 22:00      |

**Day Plan #6 - "6"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1     | 5          | 00:00      |
| 2     | 4          | 06:00      |
| 3     | 1          | 07:00      |
| 4     | 4          | 09:00      |
| 5     | 2          | 11:00      |
| 6     | 3          | 13:30      |
| 7     | 3          | 15:00      |
| 8     | 2          | 18:30      |
| 9     | 4          | 20:30      |
| 10    | 5          | 22:00      |

**Day Plan #7 - "7"**

| Event | Event Plan | Start Time |
|-------|------------|------------|
| 1     | 5          | 00:00      |
| 2     | 4          | 06:00      |
| 3     | 3          | 09:30      |
| 4     | 2          | 18:30      |

**A-103**

**Schedule (MM) 5-4**

**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           | X   |     |     |     |     |     |     |

| Day (DOM) | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
|-----------|----|----|----|----|----|----|----|----|----|----|----|
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |    |    |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  |    |    |

**Schedule Number - 2**

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           |     | X   | X   | X   | X   |     |     |

| Day (DOM) | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
|-----------|----|----|----|----|----|----|----|----|----|----|----|
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |    |    |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  |    |    |

**Schedule Number - 6**

Day Plan No.: 6

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           |     |     |     |     |     | X   |     |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|
|           | X | X | X | X | X | X | X | X | X | X  | X  |



## Traffic Impact Study Scoping Letter

|                       |  |
|-----------------------|--|
| <b>Project Name:</b>  | [Proj. 2025080] – AC Marriott Hotel  |
| <b>Location:</b>      | Cerrillos Rd. Nouth of Cordova Rd  |
| <b>Project Descr.</b> | Retail / Hotel Uses  |
| <b>Date / Time:</b>   | 08/12/2025 – 1:30 PM   |
| <b>Attendees:</b>     | Leroy Pacheco and Phil Gallegos (City of Santa Fe); Jennifer Jenkins and Margaret Ambrosino (Jenkins-Gavin), Ian Robertson, Rafael Castellanos, Josh Rogers (Titan); Ron Bohannon, Derek Bohannon, Jay Nelson, and Terry Brown (Tierra West, LLC). |

### Scope of Report:

|                                 |  |
|---------------------------------|--|
| <b>Traffic Data Collection:</b> | Collect New Volumes  |
| <b>Peak Hour? / Peak x 15</b>   | Peak hour factor   |
| <b>Demand Volumes?</b>          | No   |
| <b>Traffic Count Data:</b>      | 7:00 to 9:00 AM and 4:00 to 6:00 PM  |
| <b>Trip Generation:</b>         | ITE Trip Generation, 11 <sup>th</sup> Edition (see attached)   |
| <b>Growth Rates:</b>            | Based on Santa Fe MPO AADT data (10 year history)  |
| <b>Minimum Growth Rate:</b>     | 0.5% (justify growth rate in report)   |
| <b>Implementation Year:</b>     | 2027   |
| <b>Horizon Year:</b>            | 2037   |
| <b>Trip Distribution:</b>       | Based on City of SF Socioeconomic Data (Employment area wide inversely proportional to the distance of the project from the subarea. |
| <b>Other Projects:</b>          | N/A  |

### Study Area:

| Intersection                              | Count? | Control      | Comment                |
|---|--------|--------------|------------------------|
| 1 – Cordova Rd. / Cerrillos Rd.           | Yes    | Signalized   | Existing Signal Timing |
| 2 – St. Francis Dr. / Cerrillos Rd.       | Yes    | Signalized   | Existing Signal Timing |
| 3 – Project Access (School for Blind Dwy) | Yes    | Unsignalized |                        |
|   |        |              |                        |
|   |        |              |                        |
|   |        |              |                        |
|   |        |              |                        |
|   |        |              |                        |
|   |        |              |                        |
|   |        |              |                        |
|   |        |              |                        |
|   |        |              |                        |

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

Analysis Conditions Required:

|  | <b>Condition</b>                     | <b>Yes / No</b> | <b>Year</b> |
|--|--------------------------------------|-----------------|-------------|
|  | Existing Analysis                    | No              | N/A*        |
|  | Implementation Year Analysis (AM/PM) | Yes             | 2027        |
|  | Horizon Year Analysis (AM/PM)        | Yes             | 2037        |
|  |                                      |                 |             |

\* - 2027 NO BUILD Analysis should approximate the Existing Analysis.

Special Considerations:

- 1) Consider pedestrian mobility and the Santa Fe Pick-Up free transit service near the project.
- 2) Address RailRunner trips through intersection in text of report. No analysis necessary.
- 3) NM DOT has project to restrict access on Cerrillos Rd. from St. Michael's to St. Francis. Discuss this project in the TIS.
- 4) Discuss bike facilities near the project in the TIS.

Crash Analysis: Crash Analysis for 3-years for study area (2021 – 2023)

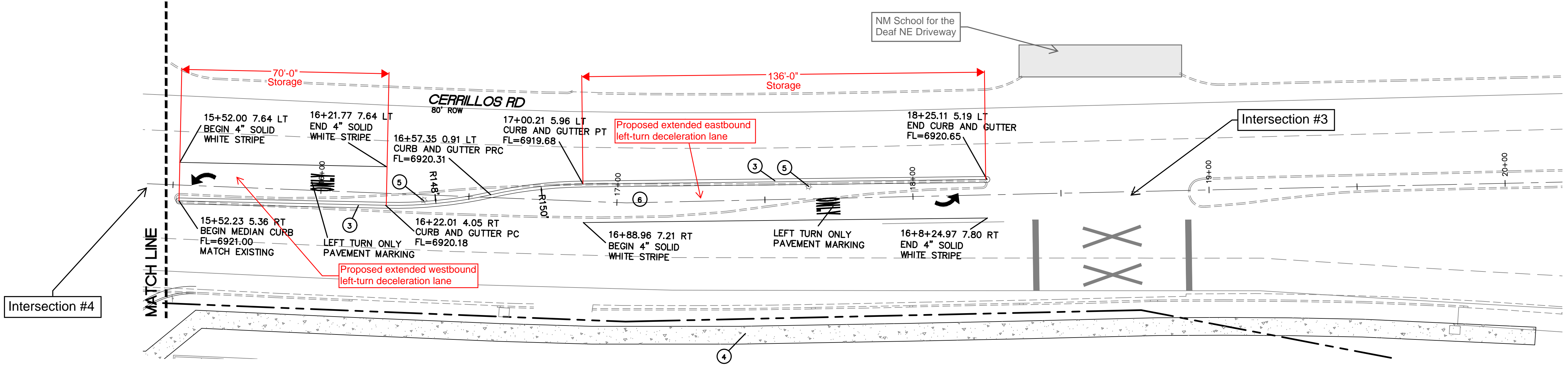
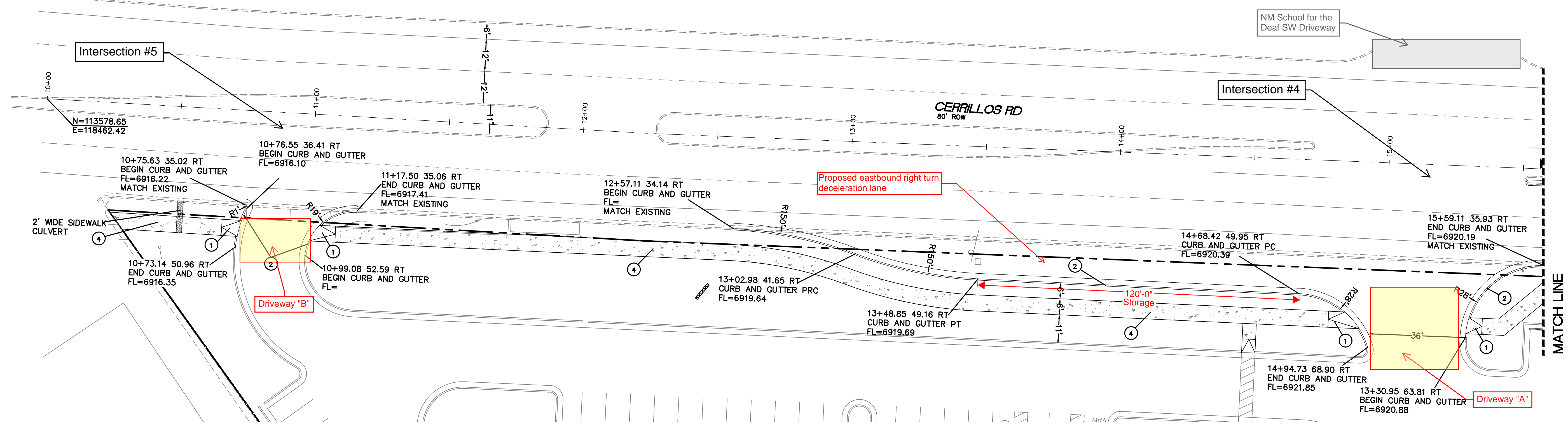
Report Submittals:

| <b>To:</b>       | <b>Hard Copies</b> | <b>Electronic Copy</b> |
|------------------|--------------------|------------------------|
| City of Santa Fe | 0                  | Yes                    |
|                  |                    |                        |

| <b>Intersection</b> | <b>Agency</b> |
|---------------------|---------------|
|                     |               |
|                     |               |
|                     |               |

Site Plan Received from Developer? **Y** / N

Land Use List Received from Developer? **Y** / N



**LEGEND**

|  |                        |
|--|------------------------|
|  | CURB & GUTTER          |
|  | BOUNDARY LINE          |
|  | BUILDING               |
|  | EXISTING CURB & GUTTER |
|  | CONCRETE SIDEWALK      |

- KEYED NOTES**
- ① UNIDIRECTIONAL ACCESSIBLE RAMP  
PER NMDOT DWG 608-001-8
  - ② CURB AND GUTTER TYPE C  
PER NMDOT DWG 609-01
  - ③ MOUNTABLE MEDIAN CURB (BACK TO BACK)  
PER NMDOT DWG 609-01
  - ④ 6" CONCRETE SIDEWALK
  - ⑤ REMOVE AND SALVAGE EXISTING LIGHT POLES
  - ⑥ REMOVE AND DISPOSE EXIST MEDIAN CURB AND LANDSCAPE

|  |   |                  |
|--|---|------------------|
| ENGINEER'S SEAL<br><br>RONALD R. BOHANNAN<br>P.E. #7868  | 1000, 1101, 1103 CERRILLOS RD<br>SANTA FE, NM | DRAWN BY<br>pm   |
|  | CERRILLOS RD<br>IMPROVEMENTS                  | DATE<br>11-27-25 |
| <br>5571 MIDWAY PARK PL NE<br>ALBUQUERQUE, NEW MEXICO 87109<br>(505) 858-3100<br>www.tierrawestllc.com |   | DRAWING          |
|  |   | SHEET #          |
|  |   | JOB #<br>2025080 |