Terry O. Brown P.E.

Andalucia, Tract 6

(Montano Rd. / Coors Blvd.)

Traffic Impact Study UPDATE

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D R A F T

Presented to:

City of Albuquerque
Transportation Development Section
&
New Mexico Department of Transportation
District 3

Prepared for:

Tierra West, LLC
5751 Midway Park Pl. NE
Albuquerque, NM 87109

Terry O. Brown P.E.
P.O. Box 92051
Albuquerque, NM 87199
505 · 883 · 8807

Andalucia, Tract 6 Development
TRAFFIC IMPACT STUDY
(UPDATE)

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STUDY PURPOSE

The study is being conducted as an update to the former Traffic Impact Study entitled Montano Shoppes / Andalucia, Tract 6 (Montano Rd. / Coors Blvd.) Traffic Impact Study dated June 1, 2007. The former approved study was associated with development plans proposing two new commercial centers including the Andalucia, Tract 6 project as shown conceptually in the Appendix (Pages A-3) of this report. The approved Andalucia, Tract 6 plan is proposed to be amended to implement the current proposed plan as shown on Page A-3 in the Appendix of this report. The purpose of this study is to re-evaluate the impact of the current proposed development on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system resulting from the implementation of the site development plan. This study is being prepared to meet the requirements of the City of Albuquerque Transportation Development Section and the New Mexico Department of Transportation, District 3 Office.

STUDY PROCEDURES

A scoping meeting was held with City of Albuquerque staff including the City Engineer, the traffic engineer, and the impact fee administrator, prior to beginning the study to discuss scope and methodology to be utilized within the report. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition. In reviewing the generated trips for the center a more conservative approach was used to separate the proposed Wal-Mart store into its components of grocery and discount, which resulted in more trips being generated than the stand alone store. Bosque School was considered as existing back ground traffic in the analysis. A horizon year analysis was not required for this study.

The basic procedure followed is described as follows:

1) Calculate the generated trips for the proposed development consisting of the following described lane uses:
   - *An approximately 40,000 S.F. Supermarket**
   - *An approximately 59,000 S.F. Free-standing Discount Store**
     NOTE: The Supermarket floor space and the Free-standing Discount Store floor space combined constitute the Walmart Store.
   - *Approximately 69,700 S.F. of general in line retail commercial building floor space*
   - *A Drive-In Bank (3 Drive-In Windows).*
   - *High Turnover Sit-Down Restaurants (Approximately 25,100 S.F for three different facilities.)*
   - *A 345 unit Apartment Complex*

2) Analysis included in this Traffic Impact Study will consist of considering an implementation year of 2015 (full building out of the center will be accomplished over that time period).
3) Calculate trip distribution for the newly generated trips by these developments. The new commercial trips will be distributed based on year 2015 population within a two (2) mile radius boundary of the proposed site as shown on Page A-16 in the Appendix of this report. In addition, an adjusted boundary was used for the proposed Walmart store based on locations of other adjacent Walmart stores. The new residential trips will be distributed based on year 2015 employment citywide inversely proportional to the distance of the employment subarea from the proposed project location.
4) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site (See Pages A-16 thru A-38 in the Appendix of this report).
5) Acquire a recent traffic count for the intersection of Montano Rd. / Coors Blvd.
6) Perform new traffic counts (turning movement counts) for the intersections of Dellyne Ave. / Coors Blvd., Montano Rd. / 4th St and Montano Rd. / Winterhaven Rd.
7) A 1.2% growth rate was used in this study based on Traffic Flow data and recent traffic count data in the area based upon the historic traffic growth in the area.
8) Determine 2015 NO BUILD Volumes by growing the existing turning movement counts to the year 2015 utilizing the appropriate annual historic growth rate for the area. Additionally, the trips generated by the U. S. New Mexico Credit Union project at Learning Rd. / Coors Blvd. were added in to the 2015 background volumes in this study.
9) Add in data from Trip Assignments Maps and Tables to the 2015 NO BUILD Volumes to obtain 2015 BUILD Volumes for this project.
10) Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
3) Montano Rd. / Coors Blvd.	Traffic Signal	2015	2015
4) Dellyne Ave. / Coors Blvd.	Traffic Signal	2015	2015
7) Montano Rd. / 4th St.	Traffic Signal	2015	2015
8) Montano Rd. / Winterhaven Rd.	Stop Sign	2015	2015
9) Montano Rd. / Antequera Rd	Stop Sign	N/A	2015
10) E-W Street / Coors Blvd.	Stop Sign	N/A	2015
11) Mirandela St / Coors Blvd.	Stop Sign	N/A	2015

PREVIOUS RELATED TRAFFIC IMPACT STUDIES

Included in the background traffic volumes for this project are the trips generated by the following previous Traffic Impact Study:

1) *U. S. New Mexico Credit Union at Dellyne Ave / Coors Blvd*

The Implementation Year Trips Generated Volumes from those reports were added into the 2015 Background Subtotal Volumes in this report to obtain the 2015 NO BUILD Volumes. The proposed U. S. New Mexico Credit Union project is being developed on a

parcel of land that was included in the 2007 Traffic Impact Study for the Montano Shoppes / Andalucia, Tract 6 project. The Credit Union tract is located on the south end of the Andalucia project. This study considers the Credit Union trips as included in the 2015 background traffic volumes.

GENERAL AREA CHARACTERISTICS

The proposed requested site development plan is at the southeast corner of Montano Rd. / Coors Blvd. as shown on the Vicinity Map on Page A-1 of the Appendix of this report. Properties surrounding this site are a mix of commercial, school, and residential uses. The property to the east of Andalucia, Tract 6 is the existing Bosque Prep Private School. The proposed ABCWA (Albuquerque Bernalillo County Water Authority) treatment plan will generate nominal maintenance traffic and was considered to be included in the annual background traffic growth increases. Most of the land surrounding this site to the north and west is substantially developed or being developed. The property to the south is being developed into apartments and the school will have more expansion plans to the east of the site. In conversations with the property owner, the apartments should break ground for development this year. More detailed zoning information may be obtained upon inspection of the Vicinity Maps on Page A-1 and A-2 in the Appendix.

AREA STREET NETWORK

Coors Boulevard is classified as a Principal Arterial roadway south of Alameda Blvd. on the Long Range Roadway System for the Albuquerque Urban Area. It is generally a six lane paved urban roadway with curbs and gutters on both sides of the roadway and raised medians in the center. There is a paved shoulder and bicycle lanes on each side of Coors Blvd.

Montano Road is classified as a Limited Access Minor Arterial Roadway on the Long Range Roadway System for the Albuquerque Urban Area. It is a four lane paved urban section roadway with curbs and gutters on both side of the street and a raised median. The posted speed limit on Montano Rd. from Taylor Ranch Rd. to Coors Blvd. is 40 MPH.

Dellyne Ave. is classified as a Collector Street on the Long Range Roadway System for the Albuquerque Metropolitan Area. It is currently a two lane paved facility west of Coors Blvd.

4th St. from Central Ave. to Alameda Blvd. is classified as a Minor Arterial Roadway on the Long Range Roadway System for the Albuquerque Metropolitan Area. It is currently a four lane urban roadway with curbs and gutters on both sides of the street and raised medians.

EXISTING TRAFFIC VOLUMES

2010 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-5 of the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for this project were acquired from recent field counts conducted by the consulting engineer.

Existing AM and PM Peak Hour turning movement counts were provided by the City of Albuquerque for the following intersections:

Montano Rd. / Coors Blvd. (2010)

Additionally, AM and PM Peak Hour turning movement counts for 2011 were obtained by field traffic counts taken for the following intersections:

Dellyne Ave. (Learning Rd.) / Coors Blvd. (2011)
Montano Rd. / 4th St. (2011)
Montano Rd. / Winterhaven Rd. (2011)

EXISTING (2011) LEVELS OF SERVICE

The Highway Capacity Manual defines Level of Service (LOS) for signalized intersections in terms of average controlled delay per vehicle as follows:

LOS A	10.0" or less	Most Vehicles do not stop
LOS B	10.1 to 20.0"	Some Vehicles stop
LOS C	20.1 to 35.0"	Significant number of vehicles stop
LOS D	35.1 to 55.0"	Many vehicles stop.
LOS E	55.1 to 80.0"	Limit of acceptable delay.
LOS F	> 80.0"	Increased delay with multiple cycle waits .

Level of Service D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study. In addition to consideration of the overall level-of-service of the signalized intersection, the levels-of-service of each individual movement should be considered.

The existing levels-of-service were not calculated for this report. An approximation of the existing levels of service can be acquired from the 2015 NO BUILD levels-of-service since the annual growth rates in this area are so low.

PROPOSED DEVELOPMENT

The proposed location is at the southeast corner of the existing signalized intersection of Montano Rd. / Coors Blvd. It is called Andalucia, Tract 6 in this study. This Traffic Impact Study Update considers the entirety of the Andalucia, Tract 6 land, but the primary application for approval by the City of Albuquerque Environmental Planning Commission is the retail commercial component on the north half of the project. The following commercial uses are proposed for this property (as mentioned the proposed Wal-Mart store has been separated into its component parts):

- *An approximately 40,000 S.F. Supermarket*
- *An approximately 59,000 S.F. Free-standing Discount Store*
- *Approximately 69,700 S.F. of retail commercial building floor space*

- *A Drive-In Bank (3 Drive-In Windows).*
- *High Turnover Sit-Down Restaurants (Approximately 25,100 S.F.)*

See the conceptual site development plan on Page A-3 in the Appendix of this report to acquire more detailed information about the proposed development plan.

The site plan is conceptual at this point in time and is subject to minor changes as progress takes place in the design process. The plan and level of traffic generation should, however, provide a reliable basis upon which to analyze the impact of the development on the adjacent transportation system and provide guidelines for mitigating the impact and establishing access criteria. The conceptual site plan as it is shown in this report proposes four (4) primary access points or driveways into the sites from arterial roadways.

The proposed retail commercial plan will be accessed from Montano Rd. at Winterhaven Rd. and Antequera; from Coors Blvd. at two proposed driveways located between Dellyne Ave. and Montano Rd. The driveway at Mirandela / Coors Blvd. is an approved right-in, right-out, left-in only unsignalized driveway. A second proposed driveway to the north is designated as a right-in, right-out only access.

The proposed driveway configuration can be seen on the site development plan on Page A-3 in the Appendix of this study.

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation report (8th Edition, 2008). Trips for the development were determined based on land uses defined on the Conceptual Site Development Plan on Page A-2 in the Appendix of this report. This project is rather unique in that it is an updated plan for Andalucia, Tract 6. The previous Andalucia, Tract 6 plan was proposed in 2005, and the previous Traffic Impact Study evaluated the trips generated by that plan. This study will consider not only the trips being generated under this new plan, but will provide a comparison to the plan proposed and approved in 2005. The resulting number of trips generated for the currently proposed development (and comparison with the previous plan) are summarized in the following table:

Andalucia, Tract 6 Update (Montano / Coors)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Walmart (Grocery)	Supermarket (850)	40.00	4,070	88	56	251	241
Walmart (Dry Goods)	Free-Standing Discount Store (815)	59.00	2,363	43	20	148	148
NORTH TRACT	Shopping Center (820)	69.70	5,371	76	49	245	255
NORTH TRACT	Drive-In Bank (912)	3	418	16	12	40	42
NORTH TRACT	High Turnover (Sit-Down) Restaurant (932)	19.10	2,429	114	106	126	87
NORTH TRACT	High Turnover (Sit-Down) Restaurant (932)	6.00	763	36	33	39	27
SOUTH TRACT	Drive-In Bank (912)	12.37	1,833	86	67	160	160
SOUTH TRACT	General Office Building (710) - Less than 51,000 S.F.	10.00	147	18	2	4	20
Apartments	Apartment, Post-1973 (220)	345	2,214	35	138	135	73
	Subtotal		**19,608**	**512**	**483**	**1,148**	**1,053**
	Subtotal (Commercial Trips)		**17,247**	**459**	**343**	**1,009**	**960**
	Pass-by Trip Reduction	35%	(6,036)	(161)	(120)	(353)	(336)
	Net New Commercial Trips on Adjacent Transportation System		11,211	298	223	656	624
	New Office Trips on Adjacent Transportation System		147	18	2	4	20
	New Residential Trips on Adjacent Transportation System		2,214	35	138	135	73
	Total New Trips on Adjacent Transportation System		13,572	351	363	795	717
	Net New Trips Utilized in Original Traffic Impact Study		19,363	502	620	1,038	906
	Net Increase (Decrease) in Traffic Generated		**(5,791)**	**(151)**	**(257)**	**(243)**	**(189)**
	Percentage Increase (-Decrease) in Traffic Generated		**-30%**	**-30%**	**-41%**	**-23%**	**-21%**

Pass-by trip credits were taken for the 2015 analysis due to the size of the development considered and types of commercial uses. Pass-by trip credits taken for retail commercial uses only the ITE manual allows this percentage to grow as high as 50 percent but a more conservative 35 percent was used for this analysis.

More detailed information regarding trip generation rates for this project can be viewed in Pages A-6 thru A-15 in the Appendix of this report.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Trips were distributed as follows:

Commercial Land Use / Walmart Use

Primary and diverted linked trips for the both the commercial land use development were distributed proportionally to the 2015 projected population of Data Analysis Subzones within a two mile radius of the proposed development. Population data for the years 2015 and 2025 Data were taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico supplied by the Middle Rio Grande Council of Governments (MRGCOG). Population data from the years 2015 and 2025 was interpolated linearly to obtain 2015 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip

distribution worksheets and associated map of subareas and data analysis subzones is shown on Appendix Pages A-16 and A-18 thru A-21.

In addition, the same analysis was performed for the Walmart store, but with an expanded and uneven boundary established approximately midway between this proposed Walmart facility and the nearest three adjacent existing Walmart facilities. See Trip Distribution Map on Page A-16 in the Appendix and Trip Distribution Worksheets on Pages A-22 thru A-24 in the Appendix of this report.

Residential Land Use

Primary and diverted linked trips for residential development have been distributed proportionally to the 2015 projected employment of Subareas citywide. Employment data for 2015 and 2025 Data were taken from Mid-Region Council of Governments' 2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico supplied by the Middle Rio Grande Council of Governments (MRGCOG). Employment data was interpolated linearly between the 2015 and 2025 data to obtain 2015 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas and data analysis subzones are shown on Appendix Pages A-17 and A-25 thru A-28.

TRIP ASSIGNMENT

Trip assignments are made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments including pass-by trip assignments are shown on Appendix Pages A-29 thru A-38.

BACKGROUND TRAFFIC GROWTH

The annual growth rate utilized in this Traffic Impact Study is 1.2% annually. This annual growth rate was determined by evaluating historic traffic flow data from the Mid-Region Council of Governments (MRCOG) annually published Traffic Flow Maps to determine a recent historic growth trend over the most recent five-year period of time (2006 – 2010). Most of the growth rate analyses yielded recent historic growth trends of less than 1%. It is the conclusion of this study that a 1.2% annual growth rate will be the best model of actual traffic growth in the area which again reflects a more conservative approach.

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2015 BUILDOUT

The established growth rates were applied to the most recent peak hour traffic counts (furnished by the consulting engineer and conducted for this study), and then the trips from the *Credit Union (Dellyne Ave / Coors Blvd) Traffic Impact Study* were added in to establish the 2015 background NO BUILD traffic volumes. To these volumes, the generated trips based on implementation of the proposed Andalucia, Tract 6 development was added to obtain 2015 BUILD volumes for the intersection analyses. See Appendix

Pages A-39 thru A-54 for further information regarding 2015 turning movement counts. The 2015 BUILD Conditions turning movement counts include trips generated by 100% implementation of the Andalucia, Tract 6 development (currently proposed plan).

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000, using Synchro 7 software. Synchro 8 software has recently been released which conforms with the 2010 Highway Capacity Manual, but there are several significant inconsistencies or bugs in the software. Trafficware, Inc., producers of Synchro 8 software are working on the computational engine to rectify the known issues with the program. Fixes are not expected before the end of the year. Therefore, this analysis was performed using Synchro 7. For signalized intersections, the operational method of analysis was used for implementation year (2015) conditions (NO BUILD and BUILD).

Capacity analyses were performed for the following traffic conditions.

Andalucia, Tract 6 Implementation Year – 2015
- Implementation Year (2015) - NO BUILD
- Implementation Year (2015) – BUILD of 2005 Approved Plan
- Implementation Year (2015) – BUILD of Current Proposed Plan

The results of the implementation year (2015) for the Andalucia, Tract 6 developments' capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses.*

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2015)

Intersection #3 - Montano Rd. / Coors Blvd. – Pages A-55 thru A-58

The intersection data and results of the analysis of the signalized intersection of Montano Rd. / Coors Blvd. are summarized in the following tables:

Existing Geometry (Montano Rd. / Coors Blvd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	2	0	2	0	1
WB Montano Rd.	2	0	1	1	0
NB Coors Blvd.	2	0	3	0	2*
SB Coors Blvd.	2	0	3	0	1

* - Note that dual northbound right turn lanes were constructed by this developer as a result of recommendations made in the 2007 Traffic Impact Study for the project.

Intersection: **#3 - Montano Rd. / Coors Blvd.**

	2015 AM Peak Hour					2015 PM Peak Hour				
	NO BUILD GEOM.		BUILD GEOMETRY			NO BUILD GEOM.		BUILD GEOMETRY		
	NO BUILD		2005 PLAN		2011 PLAN	NO BUILD		2005 PLAN		2011 PLAN
	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Montano Rd.										
L	2	E - 55.6	2	E - 55.6	E - 55.6	2	F - 202	2	F - 202	F - 202
T	2	F - 154	2	F - 165	F - 172	2	D - 43.3	2	D - 51.2	D - 50.2
R	1	C - 28.9	1	C - 27.8	C - 28.0	1	D- 35.2	1	D - 44.6	D - 43.4
Westbound - Montano Rd.										
L	2	E - 62.7	2	F - 122	F - 82.3	2	E - 68.9	2	D - 48.2	D - 44.3
T	2	C - 33.9	2	C - 33.9	C - 34.7	2	F - 160	2	F - 202	F - 202
R	>	C - 33.9	>	C - 33.9	C - 34.7	>	F - 160	>	F - 202	F - 202
Northbound - Coors Blvd.										
L	2	F - 144	2	F - 183	F - 131	2	F - 179	2	F - 209	F - 207
T	3	E - 67.8	3	F - 120	F - 90.4	3	D - 41.1	3	D - 44.9	D - 44.0
R	1	F - 107	2	C - 20.8	B - 20.0	1	B - 12.6	2	B - 11.9	B - 13.5
Southbound - Coors Blvd.										
L	2	F - 218	2	F - 203	F - 198	2	F - 122	2	F - 126	F - 119
T	3	D - 51.1	3	E - 75.1	E - 65.0	3	F - 93.8	3	F - 141	F - 121
R	1	B - 18.1	1	B - 19.8	B - 19.2	1	C - 26.4	1	C - 27.7	C - 27.1
Intersection:		F - 96.3		F - 108	F - 96.4		F - 95.7		F - 116	F - 111

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The three conditions analyzed and summarized above for this intersection are 1) 2015 NO BUILD, 2) 2015 BUILD (2005 Approved Plan), and 3) 2015 BUILD (2011 current proposed plan). Since this developer constructed the dual northbound right turn lanes on Coors Blvd. at Montano Rd. as a mitigation measure associated with the development of the 2005 plan, then the NO BUILD analysis assumes that there is only a single

northbound right turn lane since that is what would exist today absent this land development project. The 2015 BUILD (2005 Plan) assumes the intersection geometry that exists today with the traffic from the approved 2005 Plan superimposed onto the 2015 NO BUILD Volumes. The 2015 BUILD (2011 Plan) assumes the intersection geometry that exists today with the traffic from the currently proposed 2011 Plan superimposed onto the 2015 NO BUILD Volumes.

In summary, it can be concluded that the volumes generated by the 2011 Plan have minimal impact on the intersection for the 2015 AM Peak Hour condition and moderate impact on the intersection for the 2015 PM Peak Hour condition. Also, since the 2011 Plan generates significantly less traffic than the 2005 Plan, then the levels-of-service and delays associated with the approved 2005 Plan are higher than those for the newly proposed 2011 Plan. In other words, the proposed 2011 Plan results in a reduction in delays at this intersection when compared to the 2005 Plan for all conditions analyzed.

Proposed optimized timing for the intersection of Montano Rd. / Coors Blvd. can be maintained by constructing median pedestrian push buttons on Coors Blvd. so that pedestrians will have time to walk from the curb to the median and then push the button in the median to cross the other half of Coors Blvd.

The Queuing Analysis for this signalized intersection is calculated using Poisson's Arrival Equations with an associated 95th Percentile confidence level. The Queuing Analysis for this intersection is summarized in the following table.

Queueing Analysis Summary Sheet

Project: Andalucia Update (Montano Rd / Coors Blvd)

Intersection: Montano Rd / Coors Blvd

2015

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*234*	*290*	*2*	*1,107*	*Cont*	*1*	*300*	*290*
AM NO BUILD Queue	2	245	200	2	1,172	725	1	326	425
AM BUILD Queue	**2**	**245**	**200**	**2**	**1,211**	**750**	**1**	**366**	**450**
Existing Lane Length	*2*	*262*	*290*	*2*	*271*	*Cont*	*1*	*357*	*290*
PM NO BUILD Queue	2	275	250	2	301	**250**	1	391	**525**
PM BUILD Queue	**2**	**275**	**250**	**2**	**391**	**325**	**1**	**486**	**625**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*230*	*380*	*2*	*216*	*Cont*	*0*	*148*	*0*
AM NO BUILD Queue	2	242	200	2	226	200	0	155	225
AM BUILD Queue	**2**	**260**	**225**	**2**	**226**	**200**	**0**	**155**	**225**
Existing Lane Length	*2*	*378*	*380*	*2*	*1,051*	*Cont*	*0*	*154*	*0*
PM NO BUILD Queue	2	397	**325**	2	1,101	750	0	161	250
PM BUILD Queue	**2**	**431**	**350**	**2**	**1,101**	**750**	**0**	**161**	**250**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*252*	*650*	*3*	*1,124*	*Cont*	*2*	*622*	*450*
AM NO BUILD Queue	2	279	225	3	1,183	550	2	652	450
AM BUILD Queue	**2**	**341**	**275**	**3**	**1,229**	**550**	**2**	**652**	**450**
Existing Lane Length	*2*	*567*	*650*	*3*	*1,638*	*Cont*	*2*	*235*	*450*
PM NO BUILD Queue	2	633	**475**	3	1,729	**800**	2	246	225
PM BUILD Queue	**2**	**805**	**575**	**3**	**1,793**	**825**	**2**	**246**	**225**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*622*	*475*	*3*	*1,312*	*Cont*	*1*	*11*	*320*
AM NO BUILD Queue	2	652	450	3	1,382	625	1	12	50
AM BUILD Queue	**2**	**663**	**450**	**3**	**1,401**	**625**	**1**	**12**	**50**
Existing Lane Length	*2*	*314*	*475*	*3*	*1,463*	*Cont*	*1*	*65*	*320*
PM NO BUILD Queue	2	329	**275**	3	1,544	**725**	1	68	125
PM BUILD Queue	**2**	**354**	**300**	**3**	**1,599**	**750**	**1**	**68**	**125**

	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

All calculated queue lengths at this intersection appear to be adequate. No recommendation is made.

Intersection #4 – Dellyne Ave. (Learning Rd.) / Coors Blvd. – Pages A-59 thru A-62

The intersection data and results of the analysis of the signalized intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. are summarized in the following tables:

Existing Geometry (Dellyne Ave. / Coors Blvd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Dellyne Ave.	2	0	0	1	0
WB Learning Rd.	2	0	1	0	1
NB Coors Blvd.	1	0	3	0	1
SB Coors Blvd.	2	0	3	0	1

Intersection: **#4 - Dellyne Ave. (Learning Rd.) / Coors Blvd.**

	2015 AM Peak Hour					2015 PM Peak Hour				
	NO BUILD GEOM.		BUILD GEOMETRY			NO BUILD GEOM.		BUILD GEOMETRY		
	NO BUILD		2005 PLAN		2011 PLAN	NO BUILD		2005 PLAN		2011 PLAN
	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Dellyne Ave. (Learning Rd.)										
L	1	F - 101	2	E - 56.5	E - 59.0	1	F - 96.2	2	E - 62.3	E - 63.1
T	1	D - 37.5	1	F - 115	F - 91.8	1	E - 57.4	1	E - 56.1	E - 58.0
R	1	E - 67.9	>	F - 115	F - 91.8	1	E - 56.7	>	E - 56.1	E - 58.0
Westbound - Dellyne Ave. (Learning Rd.)										
L	1	E - 66.9	2	F - 120	F - 233	1	E - 73.1	2	F - 113	E - 71.7
T	1	D - 48.1	1	D - 44.7	D - 44.7	1	E - 59.7	1	E - 60.9	E - 59.7
R	1	D- 47.6	1	D - 45.8	D - 44.8	1	E - 57.8	1	D - 53.6	D - 54.2
Northbound - Coors Blvd.										
L	1	C - 29.9	1	C - 31.6	C - 30.1	1	D- 53.0	1	E - 61.1	E - 60.2
T	3	C - 29.7	3	C - 31.1	C - 27.2	3	B - 18.9	3	C - 30.5	C - 25.3
R	1	F - 168	1	B - 17.5	B - 15.6	1	A - 8.3	1	B - 12.7	B - 10.9
Southbound - Coors Blvd.										
L	1	E - 68.5	2	E - 73.9	E - 72.7	1	E - 62.3	2	E - 58.5	E - 58.7
T	3	C - 26.9	3	C - 24.1	B - 19.6	3	B - 15.8	3	C - 20.4	B - 18.1
R	1	A - 8.1	1	A - 2.3	A - 2.1	1	A - 1.3	1	A - 7.1	A - 5.8
Intersection:	**D - 36.1**		**D - 40.5**	**D - 37.9**		**C - 23.6**		**D - 36.0**	**C - 29.7**	

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The three conditions analyzed and summarized above for this intersection are 1) 2015 NO BUILD, 2) 2015 BUILD (2005 Approved Plan), and 3) 2015 BUILD (2011 current proposed plan). Since this developer constructed improvements to the intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. as a mitigation measure associated with the development of the 2005 plan, then the NO BUILD analysis assumes that the 2004 geometry is the base geometry. The 2015 BUILD (2005 Plan) assumes the intersection geometry that exists today with the traffic from the approved 2005 Plan superimposed onto the 2015 NO BUILD Volumes. The 2015 BUILD (2011 Plan) assumes the intersection geometry that exists today with the traffic from the currently proposed 2011 Plan superimposed onto the 2015 NO BUILD Volumes.

In summary, it can be concluded that the volumes generated by the 2011 Plan have minimal impact on the intersection for the 2015 AM Peak Hour condition and moderate impact on the intersection for the 2015 PM Peak Hour condition. Also, since the 2011 Plan generates significantly less traffic than the 2005 Plan, then the levels-of-service and delays associated with the approved 2005 Plan are higher than those for the newly proposed 2011 Plan. In other words, the proposed 2011 Plan results in a reduction in delays at this intersection when compared to the 2005 Plan for all conditions analyzed.

Proposed optimized timing for the intersection of Montano Rd. / Coors Blvd. can be maintained by constructing median pedestrian push buttons on Coors Blvd. so that pedestrians will have time to walk from the curb to the median and then push the button in the median to cross the other half of Coors Blvd.

The Queuing Analysis for this signalized intersection is calculated using Poisson's Arrival Equations with an associated 95th Percentile confidence level. The Queuing Analysis for this intersection is summarized in the following table.

Queueing Analysis Summary Sheet

Project: Andalucia Update (Montano Rd / Coors Blvd)

Intersection: Dellyne Ave / Coors Blvd

2015

Approach	Left Turns			Thru Movements				Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*231*	*120*	*1*	*30*	*Cont*		*0*	*282*	*0*
AM NO BUILD Queue	2	242	200	1	39	75		0	296	375
AM BUILD Queue	**2**	**269**	**225**	**1**	**39**	**75**		**0**	**296**	**375**
Existing Lane Length	*2*	*109*	*120*	*1*	*8*	*Cont*		*0*	*101*	*0*
PM NO BUILD Queue	2	114	125	1	20	50		0	106	175
PM BUILD Queue	**2**	**175**	**175**	**1**	**20**	**50**		**0**	**106**	**175**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*51*	*180*	*1*	*8*	*Cont*		*1*	*8*	*180*
AM NO BUILD Queue	2	63	75	1	13	50		1	18	50
AM BUILD Queue	**2**	**138**	**125**	**1**	**32**	**75**		**1**	**78**	**125**
Existing Lane Length	*2*	*37*	*180*	*1*	*7*	*Cont*		*1*	*11*	*180*
PM NO BUILD Queue	2	66	75	1	21	50		1	38	100
PM BUILD Queue	**2**	**242**	**225**	**1**	**78**	**150**		**1**	**70**	**125**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*1*	*59*	*350*	*3*	*1,615*	*Cont*		*1*	*69*	*200*
AM NO BUILD Queue	1	62	125	3	1,693	750		1	88	150
AM BUILD Queue	**1**	**62**	**125**	**3**	**1,722**	**750**		**1**	**116**	**175**
Existing Lane Length	*1*	*337*	*350*	*3*	*2,382*	*Cont*		*1*	*20*	*200*
PM NO BUILD Queue	1	353	475	3	2,496	>1,000	*	1	44	100
PM BUILD Queue	**1**	**353**	**475**	**3**	**2,567**	**>1,000**	*	**1**	**119**	**200**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length		# Lanes	Vol.	Length
Existing Lane Length	*2*	*40*	*280*	*3*	*2,077*	*Cont*		*1*	*29*	*240*
AM NO BUILD Queue	2	52	75	3	2,177	>1,000	*	1	30	75
AM BUILD Queue	**2**	**74**	**75**	**3**	**2,177**	**>1,000**	*	**1**	**30**	**75**
Existing Lane Length	*2*	*7*	*280*	*3*	*1,971*	*Cont*		*1*	*141*	*240*
PM NO BUILD Queue	2	21	50	3	2,066	>1,000	*	1	148	225
PM BUILD Queue	**2**	**73**	**100**	**3**	**2,066**	**>1,000**	*	**1**	**148**	**225**

	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

All calculated queue lengths at this intersection appear to be adequate except for the eastbound dual left turn lanes, the westbound dual left turn lanes, and the northbound single left turn lane. The dual eastbound left turn lanes cannot be lengthened due to existing right-of-way constraints. Recommendation is made to lengthen the dual westbound left turn lanes and the northbound left turn lane to meet the calculated lengths in the above table if possible.

Intersection #7 – Montano Rd. / 4th St. – Pages A-63 thru A-66

The intersection data and results of the analysis of the signalized intersection of Montano Rd. / 4th St. are summarized in the following tables:

Existing Geometry (Montano Rd. / 4th St.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	1	0	2	0	1
WB Montano Rd.	1	0	2	0	1
NB 4th St.	2	0	2	0	1
SB 4th St.	1	0	1	1	0

Intersection: **#7 - Montano Rd. / Fourth St.**

	2015 AM Peak Hour					2015 PM Peak Hour				
	NO BUILD GEOM.		BUILD GEOMETRY			NO BUILD GEOM.		BUILD GEOMETRY		
	NO BUILD		2005 PLAN		2011 PLAN	NO BUILD		2005 PLAN		2011 PLAN
	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
Eastbound - Montano Rd.										
L	1	C - 26.2	1	C - 27.4	C - 27.3	1	F - 80.4	1	F - 81.5	F - 86.7
T	2	F - 136	2	F - 157	F - 150	2	B - 18.3	2	C - 31.4	C - 31.7
R	1	D- 35.4	1	D - 39.5	D - 38.7	1	A - 2.8	1	C - 34.0	C - 34.8
Westbound - Montano Rd.										
L	1	F - 223	1	F - 223	F - 223	1	C - 20.2	1	C - 21.5	C - 21.9
T	2	D - 37.5	2	D - 38.5	D - 37.9	2	D - 52.6	2	E - 73.6	E - 77.4
R	1	C - 23.7	1	C - 24.3	C - 23.9	1	B - 17.6	1	B - 18.2	B - 18.7
Northbound - Fourth St.										
L	2	F - 85.3	2	F - 114	F - 165	2	E - 59.0	2	F - 83.2	E - 75.7
T	2	C - 32.5	2	C - 32.5	C - 32.5	2	D - 46.9	2	D - 47.0	D - 47.0
R	1	C - 26.9	1	C - 26.9	C - 26.9	1	C - 29.1	1	C - 29.2	C - 29.2
Southbound - Fourth St.										
L	1	C - 20.9	1	C - 20.9	C - 20.9	1	D- 41.5	1	D - 40.5	D - 40.5
T	2	F - 129	2	F - 156	F - 137	2	E - 61.3	2	F - 90.8	F - 99.0
R	>	F - 129	>	F - 156	F - 137	>	E - 61.3	>	F - 90.8	F - 99.0
Intersection:		**F - 93.6**		**F - 108**	**F - 104**		**D - 43.6**		**E - 59.7**	**E - 61.6**

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The three conditions analyzed and summarized above for this intersection are 1) 2015 NO BUILD, 2) 2015 BUILD (2005 Approved Plan), and 3) 2015 BUILD (2011 current proposed plan). The 2015 NO BUILD and BUILD (2005 Plan) all assume the intersection geometry that exists today with the traffic from the approved 2005 Plan superimposed onto the 2015 NO BUILD Volumes. The 2015 BUILD (2011 Plan) assumes the intersection geometry that exists today with the traffic from the currently proposed 2011 Plan superimposed onto the 2015 NO BUILD Volumes.

The 2011 Plan for Andalucia, Tract 6 (commercial and residential) generates approximately 174 trips per hour during the 2015 AM Peak Hour period through this intersection. Total AM volume at the intersection is 5,285 vehicles per hour. The 2011

Plan comprises approximately 3% of the intersection traffic in the 2015 AM Peak Hour. The 2011 Plan generates about 396 vehicles per hour during the 2015 PM Peak Hour. Total volume at the intersection in the PM Peak Hour is 5,081 vehicles per hour. The 2011 Plan comprises approximately 8% of the traffic in the 2015 PM Peak Hour.

In summary, it can be concluded that the volumes generated by the 2011 Plan have moderate impact on the intersection for the 2015 AM and PM Peak Hour conditions. The 2011 Plan results in a slight decrease in delays during the 2015 AM Peak Hour when compared to the 2005 Plan and a minimal increase in delays (1.9 seconds) during the 2015 PM Peak Hour when compared to the 2005 Plan.

The Queuing Analysis for this signalized intersection is calculated using Poisson's Arrival Equations with an associated 95th Percentile confidence level. The Queuing Analysis for this intersection is summarized in the following table.

Queueing Analysis Summary Sheet

Project: Andalucia Update (Montano Rd / Coors Blvd)

Intersection: **Montano Rd / Fourth St**

2015

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*148*	*180*	*2*	*1,239*	*Cont*	*1*	*473*	*270*
AM NO BUILD Queue	1	157	225	2	1,298	800	1	505	600
AM BUILD Queue	**1**	**171**	**250**	**2**	**1,333**	**825**	**1**	**549**	**650**
Existing Lane Length	*1*	*136*	*180*	*2*	*592*	*Cont*	*1*	*228*	*270*
PM NO BUILD Queue	1	149	**225**	2	620	**450**	1	264	**375**
PM BUILD Queue	**1**	**197**	**300**	**2**	**639**	**475**	**1**	**380**	**500**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*121*	*130*	*2*	*361*	*Cont*	*1*	*66*	*350*
AM NO BUILD Queue	1	127	200	2	378	300	1	69	125
AM BUILD Queue	**1**	**127**	**200**	**2**	**387**	**300**	**1**	**69**	**125**
Existing Lane Length	*1*	*153*	*130*	*2*	*1,218*	*Cont*	*1*	*193*	*350*
PM NO BUILD Queue	1	160	250	2	1,276	**850**	1	202	300
PM BUILD Queue	**1**	**160**	**250**	**2**	**1,311**	**875**	**1**	**202**	**300**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*194*	*160*	*2*	*405*	*Cont*	*1*	*179*	*70*
AM NO BUILD Queue	2	218	200	2	424	325	1	188	275
AM BUILD Queue	**2**	**271**	**225**	**2**	**424**	**325**	**1**	**188**	**275**
Existing Lane Length	*2*	*397*	*160*	*2*	*539*	*Cont*	*1*	*158*	*70*
PM NO BUILD Queue	2	438	**350**	2	565	425	1	166	250
PM BUILD Queue	**2**	**564**	**425**	**2**	**565**	**425**	**1**	**166**	**250**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*195*	*170*	*2*	*492*	*Cont*	*0*	*977*	*0*
AM NO BUILD Queue	1	204	275	2	516	375	0	1,027	>1,000
AM BUILD Queue	**1**	**204**	**275**	**2**	**516**	**375**	**0**	**1,046**	**>1,000**
Existing Lane Length	*1*	*168*	*170*	*2*	*496*	*Cont*	*0*	*137*	*0*
PM NO BUILD Queue	1	176	275	2	520	400	0	149	**225**
PM BUILD Queue	**1**	**176**	**275**	**2**	**520**	**400**	**0**	**201**	**300**

	AM	PM
Cycle Length:	120	130

NOTE: Queue lengths are in feet.

Due to various constraints imposed by virtue of the fact that this intersection is located in a fully developed urban environment, none of the left or right turn lanes can be extended without negatively impacting existing nearby intersections and / or driveways, or causing the reduction in the length of complementary left turn lanes. Therefore, no recommendation is made.

RESULTS OF UNSIGNALIZED INTERSECTION (DRIVEWAY) CAPACITY ANALYSES

IMPLEMENTATION YEAR (2015)

Intersection #8 –Montano Rd. / Winterhaven Rd. – Pages A-67 thru A-70

The results of the analysis of the unsignalized intersection of Montano Rd. / Winterhaven Rd. are summarized in the following table:

Intersection: **#8 - Montano Rd. / Winterhaven Rd. (Mirandela)**

	2015 AM Peak Hour					2015 PM Peak Hour				
	BASE GEOMETRY					BASE GEOMETRY				
				BUILD Condition					BUILD Condition	
	NO BUILD			2005 Plan	2011 Plan	NO BUILD			2005 Plan	2011 Plan
	Lanes	LOS-Delay		LOS-Delay	LOS-Delay	Lanes	LOS-Delay		LOS-Delay	LOS-Delay
Eastbound - Montano Rd.										
L	1	A	8.8	A - 9.0	A - 8.8	1	C	19.3	C - 19.7	C - 18.9
T	2	A	0.0	A - 0.0	A - 0.0	2	A	0.0	A - 0.0	A - 0.0
R	1	A	0.0	A - 0.0	A - 0.0	1	A	0.0	A - 0.0	A - 0.0
Westbound - Montano Rd.										
L	1	F	108	F - 308	F - 82.7	1	A	9.9	B - 12.9	B - 13.4
T	2	A	0.0	A - 0.0	A - 0.0	2	A	0.0	A - 0.0	A - 0.0
R	>	A	0.0	A - 0.0	A - 0.0	>	A	0.0	A - 0.0	A - 0.0
Northbound - Winterhaven Rd. (Mirandela)										
R	1	C	20.2	E - 46.7	C - 17.7	1	B	11.3	B - 14.7	B - 14.5
Southbound - Winterhaven Rd. (Mirandela)										
R	1	B	10.5	B - 10.7	B - 10.4	1	D	25.3	D - 26.4	D - 25.1

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The intersection of Montano Rd. / Winterhaven Rd. is currently a right-in, right-out, left-in only unsignalized access intersection. As with the signalized intersection analyzed in this study, there were three conditions analyzed for Montano Rd. / Winterhaven Rd. (Mirandela St.). The 2015 NO BUILD condition was the analysis of the volumes that would be at the intersection if the Andalucia, Tract 6 acreage were to remain vacant. The 2015 BUILD (2005 Plan) considers the analysis of the intersection based on traffic generated by the 2005 Approved Plan. The 2015 BUILD (2011 Plan) considers the analysis of the intersection based on traffic generated by the currently proposed plan (2011). The preceding table demonstrates that the currently proposed 2011 Plan results in slightly less delays than would the implementation of the 2005 Plan.

Also, the calculated westbound left turn queue length (95th percentile) on Montano Rd. at Mirandela St. is 165 feet for the 2015 AM Peak Hour period and 57 feet for the 2015 PM Peak Hour period. The unsignalized 95th percentile queue lengths are those reported by Synchro 7 in the HCM Unsignalized Intersection Report.

Intersection #9 –Montano Rd. / Antequera Rd. - Pages A-71 thru A-72

The results of the analysis of the unsignalized intersection of Montano Rd. / Antequera Rd. are summarized in the following table:

Intersection: **#9 - Montano Rd. / Antequera Ave.**

	2015 AM Peak Hour				2015 PM Peak Hour			
	BASE GEOMETRY				BASE GEOMETRY			
			BUILD Condition				BUILD Condition	
	NO BUILD		2005 Plan	2011 Plan	NO BUILD		2005 Plan	2011 Plan
	Lanes	LOS-Delay	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	LOS-Delay
Eastbound - Montano Rd.								
T	2	A - 0.0	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0	A - 0.0
R	1	A - 0.0	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0	A - 0.0
Westbound - Montano Rd.								
T	2	A - 0.0	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0	A - 0.0
Northbound - Antequera Ave.								
R	1	A - 0.0	C - 19.6	E - 48.3	1	A - 0.0	B - 10.9	B - 10.8

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The proposed intersection of Montano Rd. / Antequera Rd. is a right-in, right-out only unsignalized intersection. Implementation and construction of the driveway will require approval from the Mid-Region Council of Governments' (MRCOG) Transportation Coordinating Committee (T.C.C.).

Intersection #10 - E-W Street / Coors Blvd. – Pages A-73 thru A-74

The results of the analysis of the unsignalized intersection of E-W Street / Coors Blvd. are summarized in the following table:

Intersection: **#10 - E-W Street / Coors Blvd.**

	2015 AM Peak Hour				2015 PM Peak Hour			
	BASE GEOMETRY				BASE GEOMETRY			
			BUILD Condition				BUILD Condition	
	NO BUILD		2005 Plan	2011 Plan	NO BUILD		2005 Plan	2011 Plan
	Lanes	LOS-Delay	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	LOS-Delay
Westbound - E-W Street								
R	1	A - 0.0	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0	A - 0.0
Northbound - Coors Blvd.								
T	4	A - 0.0	A - 0.0	A - 0.0	4	A - 0.0	A - 0.0	A - 0.0
R	1	A - 0.0	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0	A - 0.0
Southbound - Coors Blvd.								
L	0	A - 0.0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0	A - 0.0
T	3	A - 0.0	A - 0.0	A - 0.0	3	A - 0.0	A - 0.0	A - 0.0
R	0	A - 0.0	C - 18.7	C - 15.8	0	A - 0.0	F - 68.3	E - 44.6

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

The proposed East-West Street intersection with Coors Blvd. is a right-in, right-out only unsignalized access to Andalucia, Tract 6 commercial portion of the project. It was approved and constructed under the approved 2005 Plan.

Intersection #11 – Mirandela St. / Coors Blvd. – Pages A-75 thru A-76

A right-turn-in, right-turn-out, left-turn-in driveway was constructed approximately midway between the E-W Street and Dellyne Ave. based on the approved 2005 Plan. The results of the analysis of the unsignalized intersection of Mirandela St. / Coors Blvd. are summarized in the following table:

Intersection: **#10 - Mirandela Ave. / Coors Blvd.**

	2015 AM Peak Hour				2015 PM Peak Hour			
	BASE GEOMETRY				BASE GEOMETRY			
			BUILD Condition				BUILD Condition	
	NO BUILD		2005 Plan	2011 Plan	NO BUILD		2005 Plan	2011 Plan
	Lanes	LOS-Delay	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	LOS-Delay
Westbound - Mirandela Ave.								
R	1	A - 0.0	B - 10.3	A - 9.8	1	A - 0.0	B - 13.5	B - 12.4
Northbound - Coors Blvd.								
T	4	A - 0.0	A - 0.0	A - 0.0	4	A - 0.0	A - 0.0	A - 0.0
R	1	A - 0.0	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0	A - 0.0
Southbound - Coors Blvd.								
L	1	A - 0.0	C - 22.4	C - 20.2	1	A - 0.0	C - 24.9	D - 28.8
T	3	A - 0.0	A - 0.0	A - 0.0	3	A - 0.0	A - 0.0	A - 0.0

NOTE: > denotes a shared thru/right and / or thru/left turn lane.

Operation of the existing right-in, right-out, left-in only unsignalized driveway is demonstrated to be acceptable for the 2015 AM and PM Peak Hour BUILD conditions.

It should be noted that Levels of Service (LOS) for unsignalized intersections cannot be compared directly with Levels of Service for signalized intersections.

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

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

CONCLUSIONS

The results of this analysis of the adjacent transportation system associated with the proposed commercial / residential development indicate that there will be minimal operational problems along Coors Blvd. at the intersections analyzed in this study. When compared with the approved 2005 Plan (which generates more traffic than this plan), the implementation of the currently proposed 2011 Plan will result generally in less delay and more favorable conditions on the adjacent transportation system. The roadway improvements constructed by this developer at the intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. and at Montano Rd. / Coors Blvd. have reduced the impact of the additional traffic generated by the Andalucia, Tract 6 project (2005 and 2011 Plans).

In summary, the proposed site development plans for the Andalucia, Tract 6 Project present minimal adverse impact to the adjacent transportation system provided that recommendations are implemented as follows:

RECOMMENDATIONS

- All design and construction for this project shall insure that adequate site distances at the proposed driveways along Montano Rd. and along Coors Blvd. are provided.
- Driveways shall be constructed using a minimum of 25-foot radius curb returns or the minimum required by the City of Albuquerque Development Process Manual (D.P.M.) or the New Mexico Department of Transportation's State *Access Management Manual.* Larger radii may be required to accommodate delivery trucks.

General Access:

- The Andalucia, Tract 6 Commercial / Residential Development should be accessed via four existing or proposed intersections / driveways along Coors Blvd. and Montano Rd. The primary access to the commercial component at the extreme northwest corner of the project will be via an existing extension of Winterhaven Rd. (Mirandela) to the south of Montano Rd. and the existing approved right-turn-in, right-turn-out, left-turn-in driveway (Mirandela St.) on Coors Blvd. approximately midway between Montano Rd. and Dellyne Ave. (Learning Rd.). Additionally an existing right-turn-in, right-turn-out driveway approximately midway between Mirandela St. and Montano Rd. along the east side of Coors Blvd. will serve the commercial component of this development. The residential component (multi-family) of Andalucia, Tract 6 to the south of the commercial tract is accessed primarily via the existing signalized intersection of Dellyne Ave. (Learning Rd.) / Coors Blvd. as well as the previously mentioned right-turn-in, right-turn-out, left-turn-in driveway (Mirandela St.). Proposed access is demonstrated on the site plan on Page A-3 in the Appendix of this study.

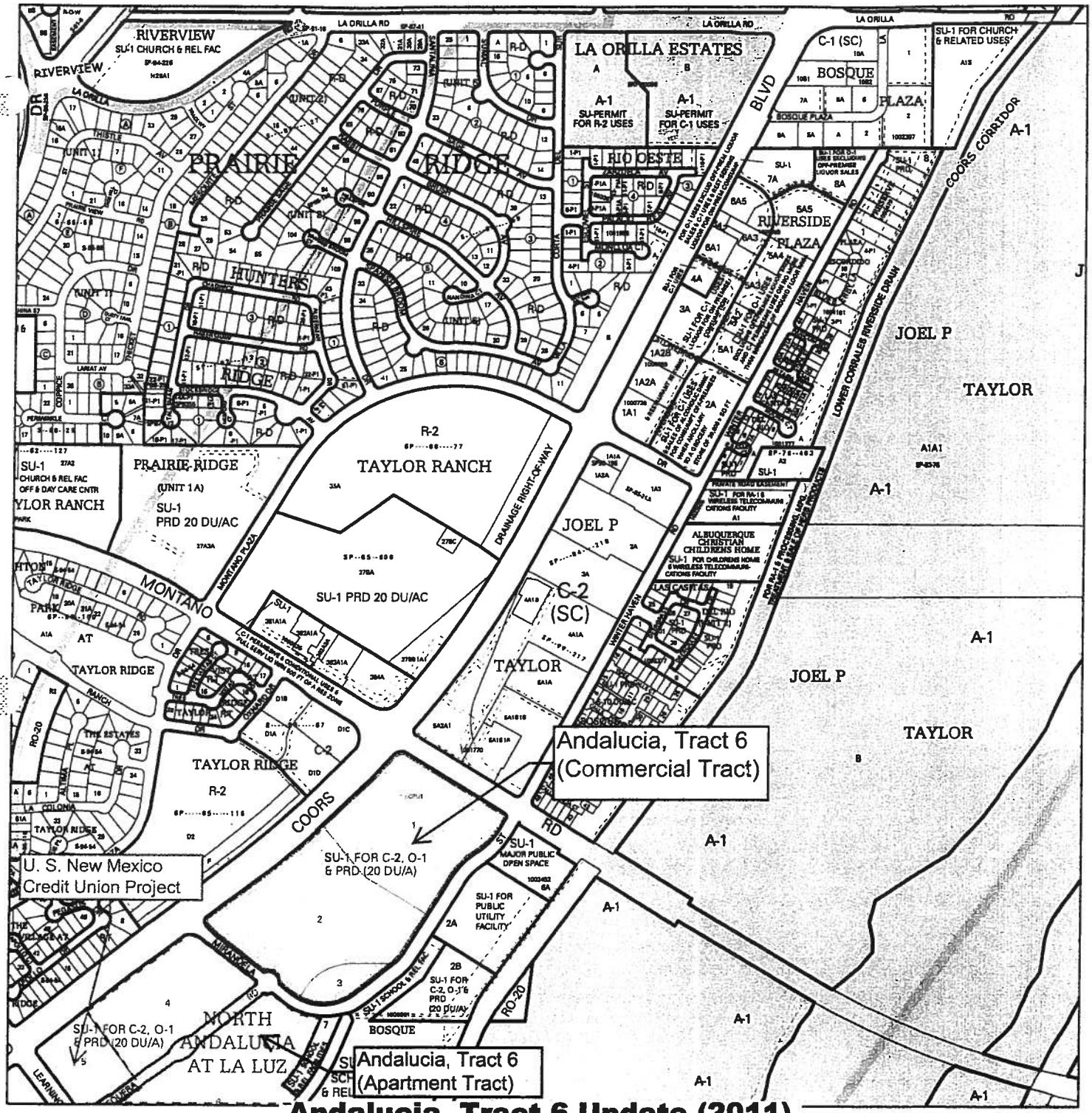
For the 2015 Analysis:

- **Dellyne Ave. (Learning Rd.) / Coors Blvd.** – Lengthen the existing eastbound dual left turn lanes as far as possible to try to achieve a total length of 225 feet plus transition. Extend the northbound left turn lane as far as possible to try to achieve a total length of 475 feet plus transition.

- **Montano Rd. / Winterhaven Dr. (Mirandela St.)** – lengthen the westbound left turn lane on Montano Rd. to a total length of 175 feet plus transition.
- **Montano Rd. / Antequera** – Acquire approval from the Transportation Coordinating Committee to construct the driveway on Montano Rd. as a right-in, right-out unsignalized driveway.
- **Montano Rd. / Coors Blvd.** – construct pedestrian push buttons in the medians on Coors Blvd. (Widening of median may be necessary.)
- **Dellyne Ave.** (Learning Rd.) / Coors Blvd. - construct pedestrian push buttons in the medians on Coors Blvd. (Widening of median may be necessary.)

Appendix

Appendix



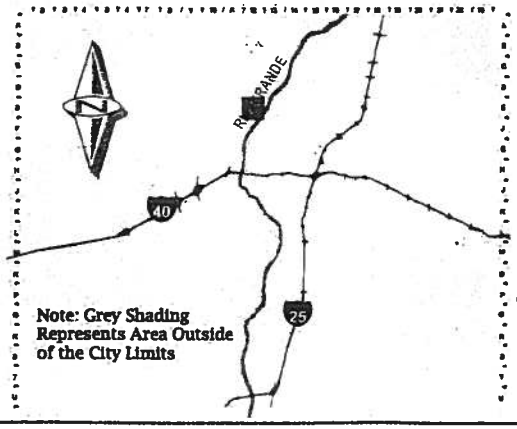
Andalucia, Tract 6 Update (2011)

CITY OF ALBUQUERQUE

AGIS

Albuquerque Geographic Information System

Map amended through: 1/24/2011



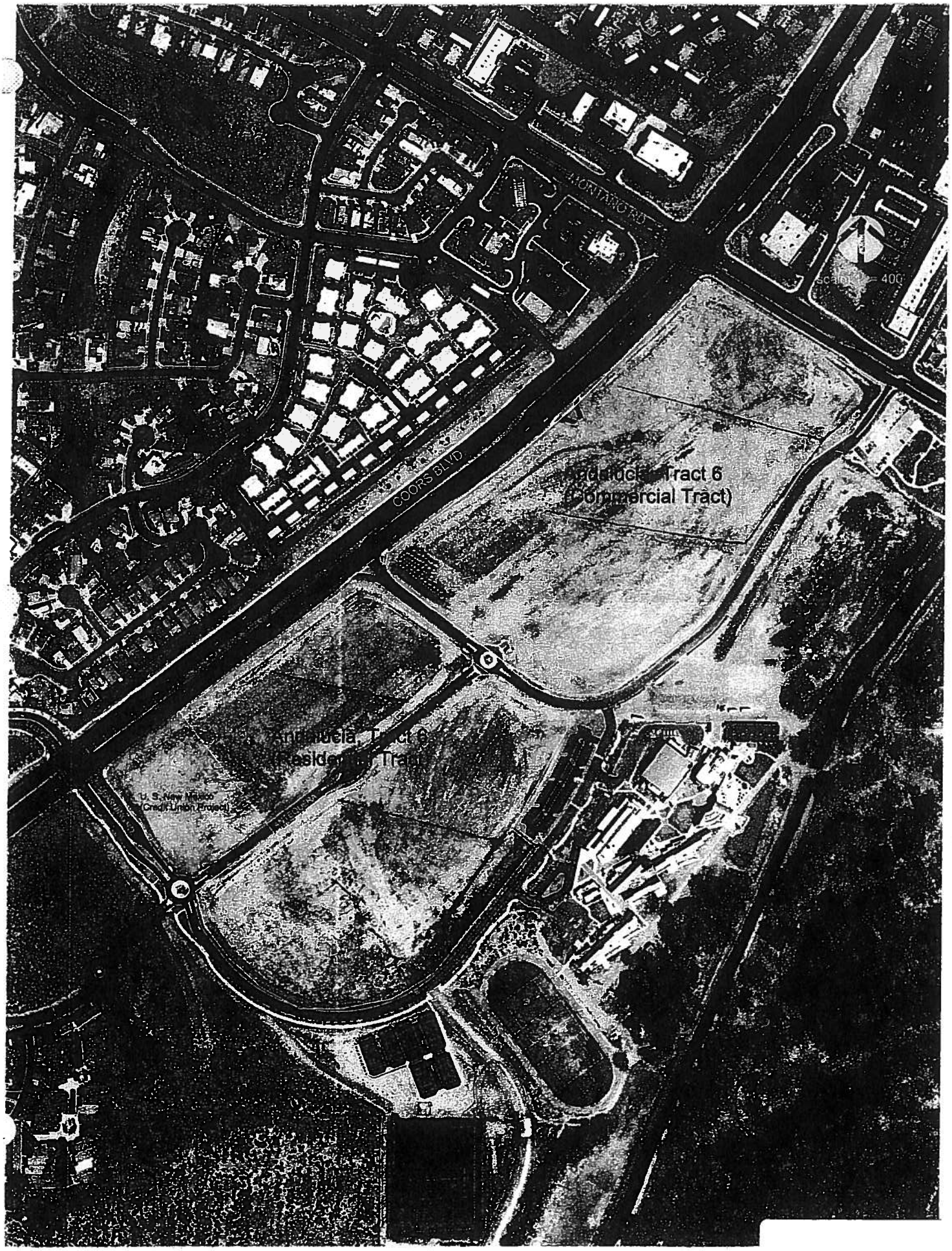
Zone Atlas Page:

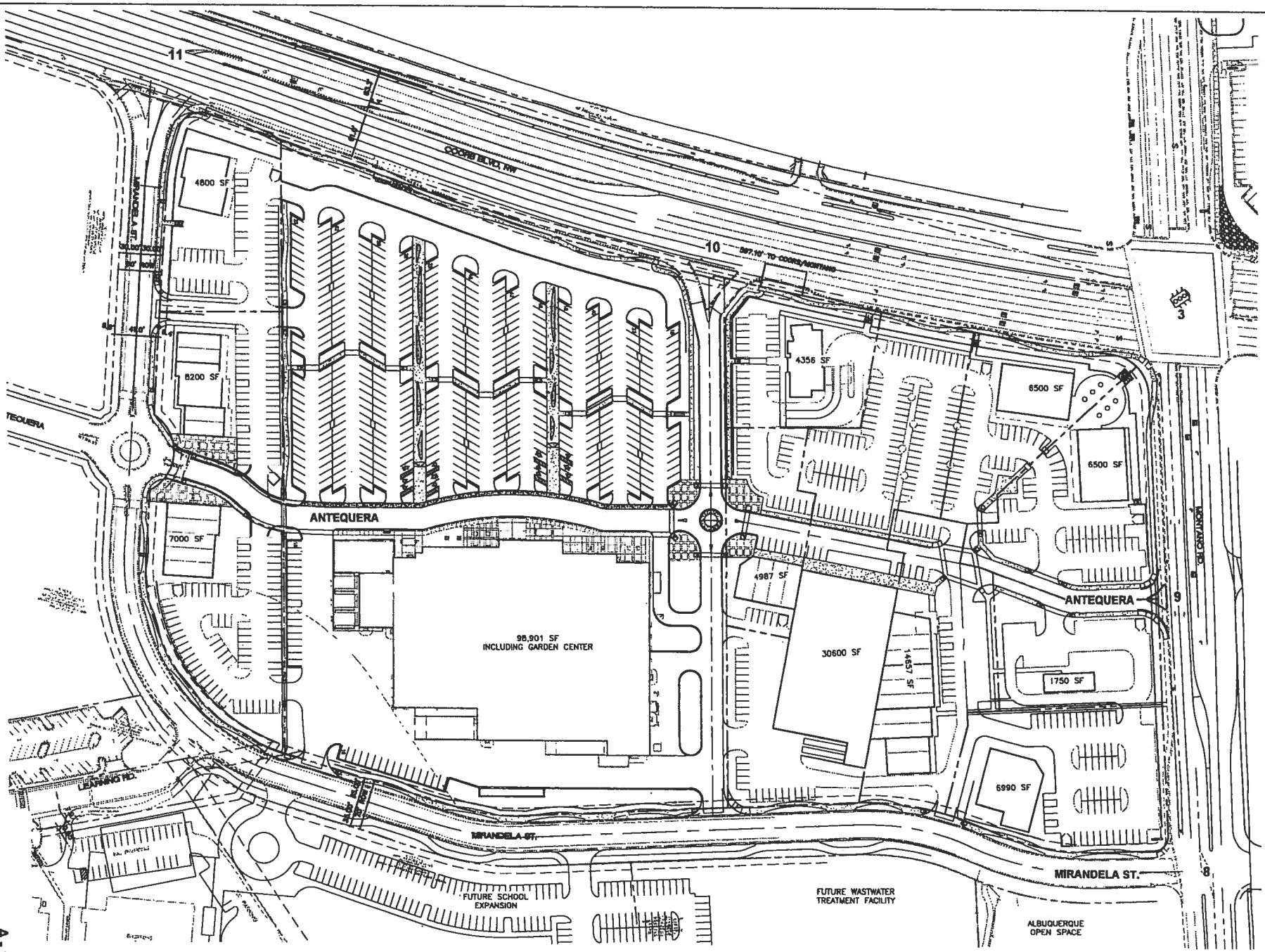
E-12-Z

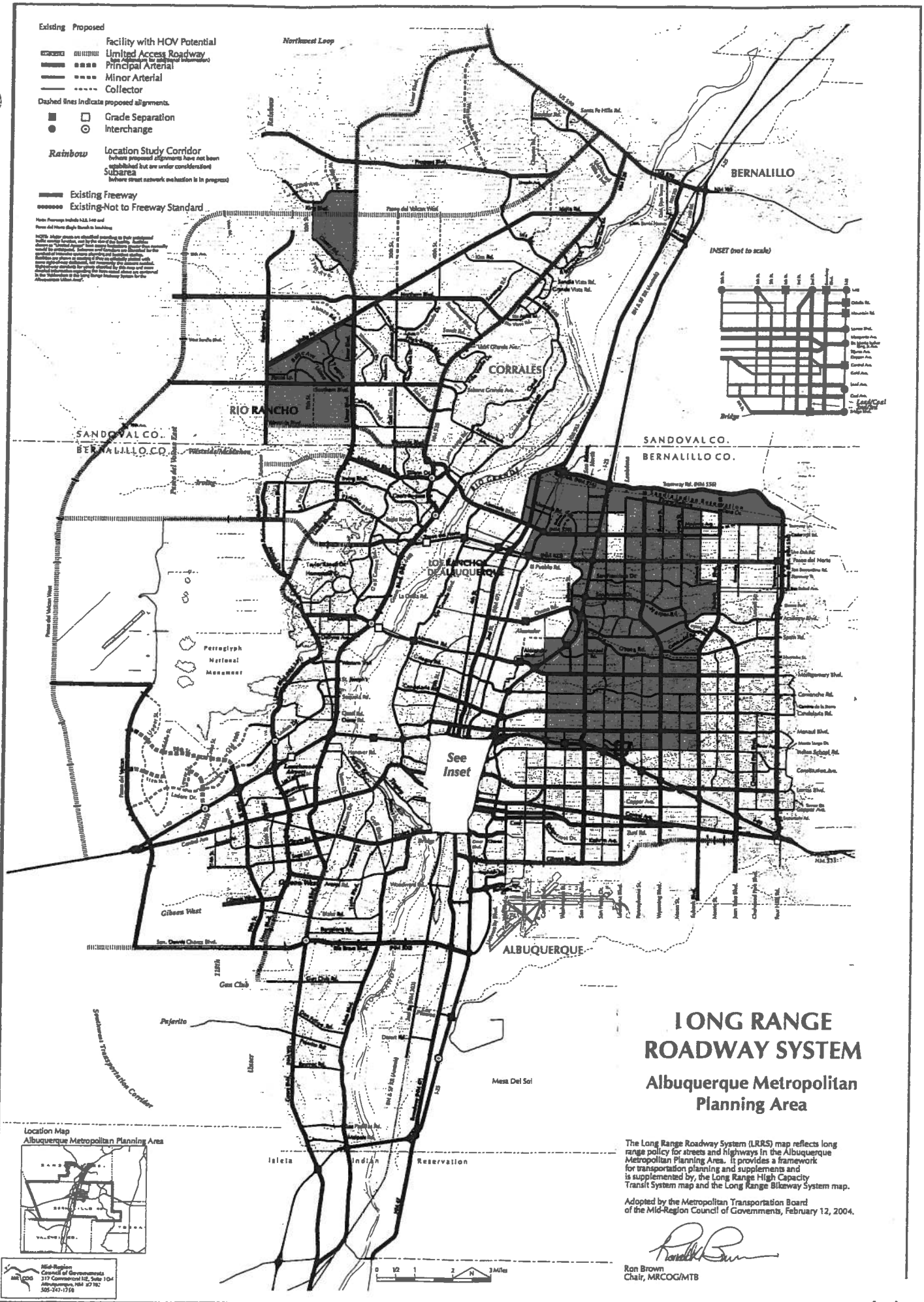
Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone

0 750 1,500 Feet


MONTANO RD
COORS BLVD
Andalucia Tract 6
(Commercial Tract)
U. S. New Mexico
Credit Union Project


11
10
9
8
3
COORS BLVD. NW
597.10' TO COORS/MONTANO
4800 SF
8200 SF
7000 SF
4356 SF
6500 SF
6500 SF
4987 SF
30600 SF
14557 SF
1750 SF
6990 SF
98,901 SF
INCLUDING GARDEN CENTER
ANTEQUERA
ANTEQUERA
TEQUERA
LEARNING RD.
MIRANDELA ST.
MIRANDELA ST.
MONTANO RD.
FUTURE SCHOOL
EXPANSION
FUTURE WASTWATER
TREATMENT FACILITY
ALBUQUERQUE
OPEN SPACE
GRAPHIC SCALE
60 30 0 30 60
SCALE: 1"=60'



LONG RANGE ROADWAY SYSTEM

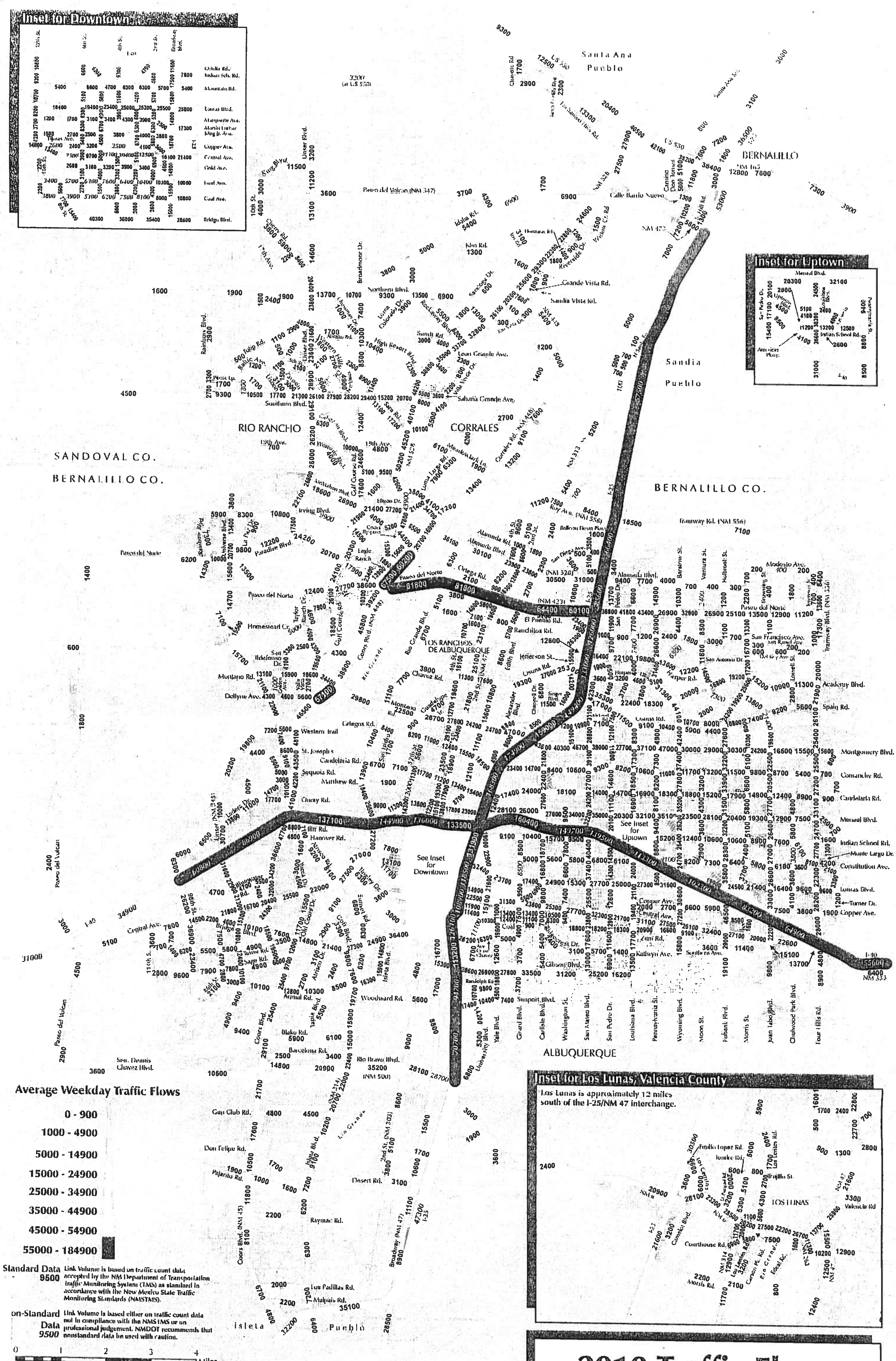
Albuquerque Metropolitan Planning Area

The Long Range Roadway System (LRRS) map reflects long range policy for streets and highways in the Albuquerque Metropolitan Planning Area. It provides a framework for transportation planning and supplements and is supplemented by, the Long Range High Capacity Transit System map and the Long Range Bikeway System map.

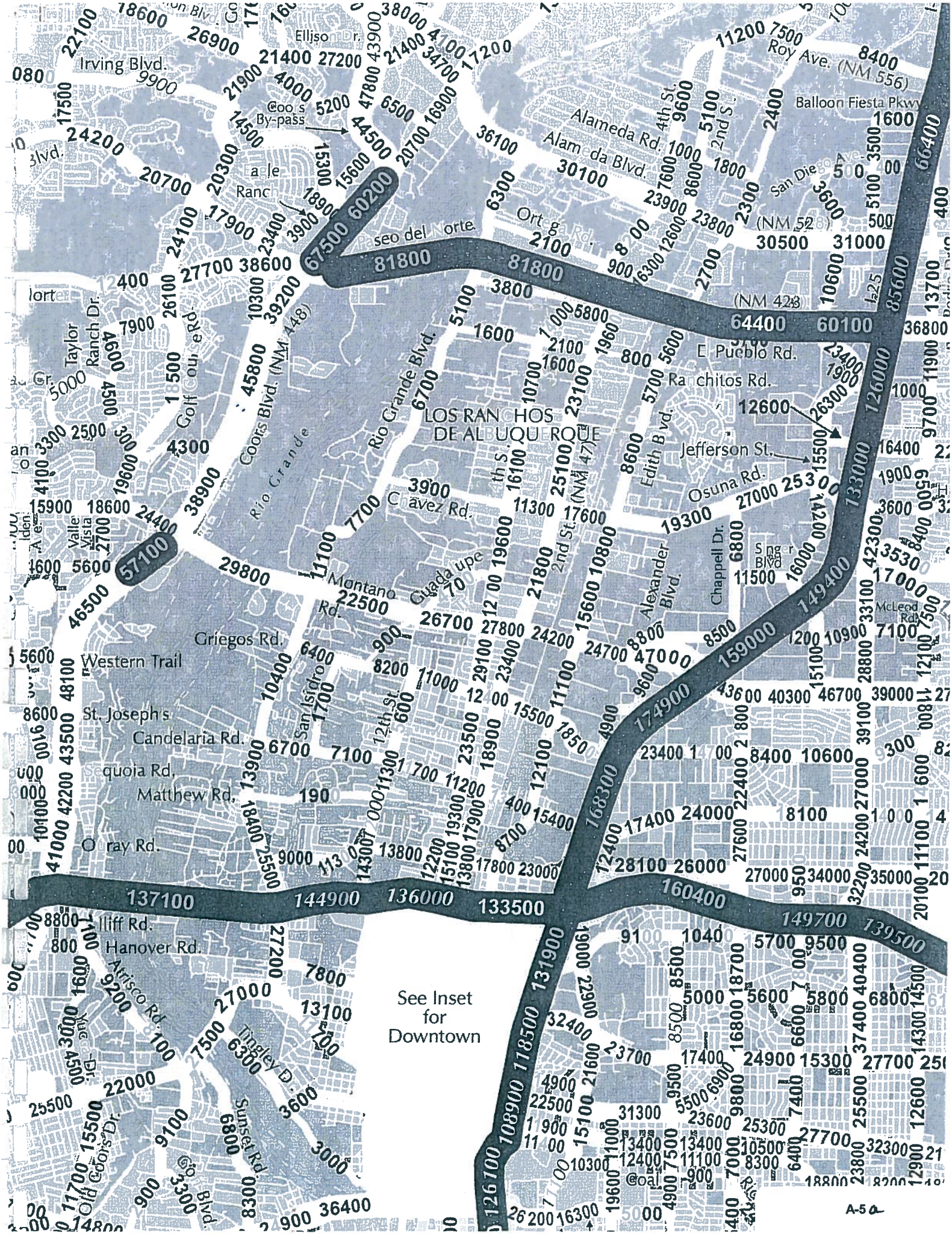
Adopted by the Metropolitan Transportation Board of the Mid-Region Council of Governments, February 12, 2004.

Ron Brown
Chair, MRCOG/MTB

2010 Traffic Flows
for the Greater Albuquerque Area



Map prepared by the Mid-Region Council of Governments in cooperation with the New Mexico Department of Transportation, the local governments in the Albuquerque Metropolitan Planning Area, and the U.S. Department of Transportation, Federal Highway Administration.


Irving Blvd.
Coors By-pass
Alameda Rd.
Alameda Blvd.
Roy Ave. (NM 556)
Balloon Fiesta Pkwy
San Diego
(NM 528)
Ortega Rd.
Paseo del Norte
(NM 423)
Taylor Ranch Dr.
Golf Course Rd.
Coors Blvd. (NM 448)
Rio Grande Blvd.
Rio Grande
LOS RANCHOS DE ALBUQUERQUE
E Pueblo Rd.
Ranchitos Rd.
Jefferson St.
Osuna Rd.
Edith Blvd.
4th St.
2nd St.
2nd St. (NM 47)
Chavez Rd.
Montano Rd.
Guadalupe
Alexander Blvd.
Chappell Dr.
Singer Blvd
McLeod Rd.
Griegos Rd.
Western Trail
St. Joseph's
Candelaria Rd.
Matthew Rd.
San Isidro
12th St.
Atrisco Rd.
Tingley Dr.
Sunset Rd.
Old Coors Dr.
Coal
See Inset for Downtown
A-5

Andalucia, Tract 6 Update (Montano / Coors)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

COMMENT	USE (ITE CODE) / DESCRIPTION		Units	24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet							
Walmart (Grocery)	Supermarket (850)		40.00	4,070	88	56	251	241
Walmart (Dry Goods)	Free-Standing Discount Store (815)		59.00	2,363	43	20	148	148
NORTH TRACT	Shopping Center (820)		69.70	5,371	76	49	245	255
NORTH TRACT	Drive-In Bank (912)		3.00	418	16	12	40	42
NORTH TRACT	High Turnover (Sit-Down) Restaurant (932)		19.10	2,429	114	106	126	87
NORTH TRACT	High Turnover (Sit-Down) Restaurant (932)		6.00	763	36	33	39	27
SOUTH TRACT	Drive-In Bank (912)		12.37	1,833	86	67	160	160
SOUTH TRACT	General Office Building (710) - Less than 51,000 S.F.		10.00	147	18	2	4	20
Apartments	Apartment, Post-1973 (220)		345.00	2,214	35	138	135	73
	Subtotal			19,608	512	483	1,148	1,053
	Subtotal (Commercial Trips)			17,247	459	343	1,009	960
	Pass-by Trip Reduction		35%	(6,036)	(161)	(120)	(353)	(336)
	Net New Commercial Trips on Adjacent Transportation System			11,211	298	223	656	624
	New Office Trips on Adjacent Transportation System			147	18	2	4	20
	New Residential Trips on Adjacent Transportation System			2,214	35	138	135	73
	Total New Trips on Adjacent Transportation System			13,572	351	363	795	717
	Net New Trips Utilized in Original Traffic Impact Study			19,363	502	620	1,038	906
	Net Increase (Decrease) in Traffic Generated			(5,791)	(151)	(257)	(243)	(189)
	Percentage Increase (-Decrease) in Traffic Generated			-30%	-30%	-41%	-23%	-21%
	NORTH TRACT (Walmart et al)							
	Trips Generated by North Tract			15,414	373	276	849	800
	Pass-by Trip Reduction		35%	(5,395)	(131)	(97)	(297)	(280)
>>	**Net New Commercial Trips on Adjacent Transportation System**			10,019	242	179	552	520
					76.56%	*79.56%*	*81.64%*	*80.75%*
	SOUTH TRACT							
	Trips Generated by South Tract			1,980	104	69	164	180
	Pass-by Trip Reduction (Commercial ONLY)		35%	(642)	(30)	(23)	(56)	(56)
>>	**Net New Commercial Trips on Adjacent Transportation System**			1,338	74	46	108	124
					23.42%	*20.44%*	*16.36%*	*19.25%*
	Total Commercial / Office Trips (Adj. for Passby)				316	225	660	644
	APARTMENTS TRACTS							
>>	**Residential Trips Generated**			2,214	35	138	135	73
	Walmart Trips			6,433	131	76	399	389
	Pass-by Trip Reduction		35%	(2,252)	(46)	(27)	(140)	(136)
	Net New Wal-Mart Trips on Adjacent Transportation System			4,181	85	49	259	253
	Balance of Net Commercial Trips			5,838	157	130	293	267

Andalucia, Tract 6 Update (Montano / Coors)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Supermarket (850)	*40.00*	4,070	88	56	251	241
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = *66.95* (X) + *1391.56*
50% Enter, *50%* Exit

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

T = *3.59* (X) + *0*
61% Enter, *39%* Exit

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

Ln(T) = *0.61* Ln(X) + *3.95*
51% Enter, *49%* Exit

Comments:
Walmart (Grocery)

Based on ITE Trip Generation Manual - 8th Edition

Andalucia, Tract 6 Update (Montano / Coors)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)	Units	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
Free-Standing Discount Store (815)	*59.00* 1,000 S.F.	2,363	43	20	148	148

ITE Trip Generation Equations:

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

Ln(T) = *1.52* Ln(X) + *1.57*
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 = *1.06* (X) + *0*
68% Enter, *32%* 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 = *5* (X) + *0*
50% Enter, *50%* Exit

Comments:
Walmart (Dry Goods)

Based on ITE Trip Generation Manual - 8th Edition

Andalucia, Tract 6 Update (Montano / Coors)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Center (820)	*69.70*	5,371	76	49	245	255
	1,000 S.F.					

ITE Trip Generation Equations:

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

Ln(T) = ***0.65*** **Ln(X) +** ***5.83***
50% Enter, ***50%*** Exit

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

Ln(T) = ***0.59*** **Ln(X) +** ***2.32***
61% Enter, ***39%*** Exit

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

Ln(T) = ***0.67*** **Ln(X) +** ***3.37***
49% Enter, ***51%*** Exit

Comments:
NORTH TRACT

Based on ITE Trip Generation Manual - 8th Edition

Andalucia, Tract 6 Update (Montano / Coors)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Drive-In Bank (912)	*3.00*	418	16	12	40	42
	Drive-In Lanes					

ITE Trip Generation Equations:

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

T = *139.25* (X) + *0*

50% Enter, *50%* Exit

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

T = *9.44* (X) + *0*

58% Enter, *42%* 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 = *27.41* (X) + *0*

49% Enter, *51%* Exit

Comments:

NORTH TRACT

Based on ITE Trip Generation Manual - 8th Edition

Andalucia, Tract 6 Update (Montano / Coors)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
High Turnover (Sit-Down) Restaurant (932)	*19.10*	2,429	114	106	126	87
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = *127.15* (X) + *0*

50% Enter, *50%* Exit

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

T = *11.52* (X) + *0*

52% Enter, *48%* 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 = *11.15* (X) + *0*

59% Enter, *41%* Exit

Comments:

NORTH TRACT

Based on ITE Trip Generation Manual - 8th Edition

Andalucia, Tract 6 Update (Montano / Coors)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
High Turnover (Sit-Down) Restaurant (932)	*6.00*	763	36	33	39	27
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = *127.15* (X) + *0*
50% Enter, *50%* Exit

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

T = *11.52* (X) + *0*
52% Enter, *48%* 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 = *11.15* (X) + *0*
59% Enter, *41%* Exit

Comments:
NORTH TRACT

Based on ITE Trip Generation Manual - 8th Edition

Andalucia, Tract 6 Update (Montano / Coors)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Drive-In Bank (912)	*12.37*	1,833	86	67	160	160
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = *148.15* (X) + *0*
50% Enter, *50%* Exit

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

T = *12.35* (X) + *0*
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 = *25.82* (X) + *0*
50% Enter, *50%* Exit

Comments:
SOUTH TRACT

Based on ITE Trip Generation Manual - 8th Edition

Andalucia, Tract 6 Update (Montano / Coors)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
General Office Building (710) - Less than 51,000 S.F.	***10.00***	147	18	2	4	20
	1,000 S.F.					

ITE Trip Generation Equations:

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

T = ***14.729*** (X) + ***0***
50% Enter, ***50%*** Exit

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

T = ***2.055*** (X) + ***0***
88% Enter, ***12%*** 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 = ***2.369*** (X) + ***0***
17% Enter, ***83%*** Exit

Comments:
SOUTH RACT

Based on ITE Trip Generation Manual - 8th Edition

Andalucia, Tract 6 Update (Montano / Coors)

Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Apartment, Post-1973 (220)	*345.00*	2,214	35	138	135	73
	Dwelling Units					

ITE Trip Generation Equations:

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

T = *6.06* (X) + *123.56*
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)

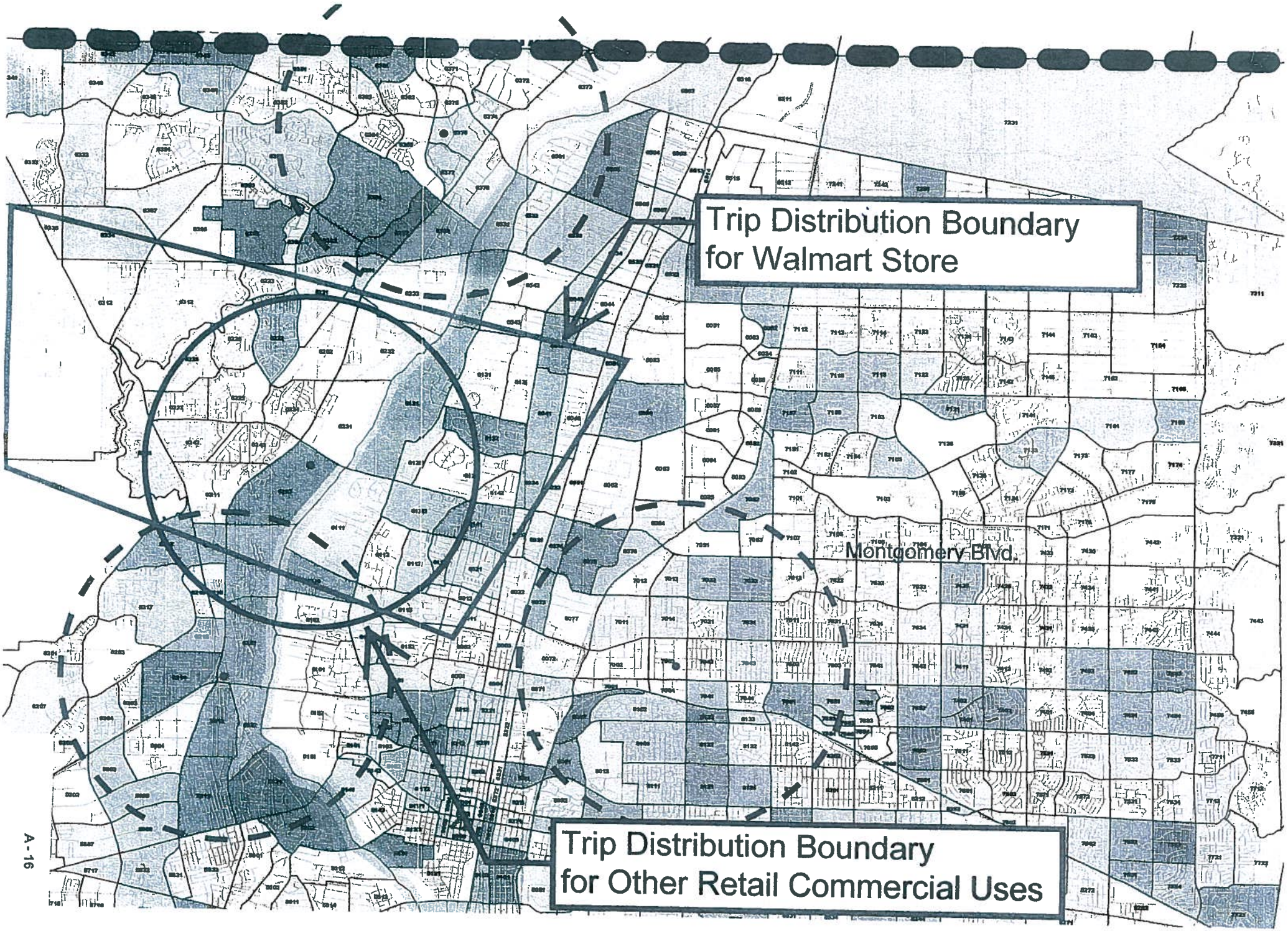
T = *0.49* (X) + *3.73*
20% Enter, *80%* Exit

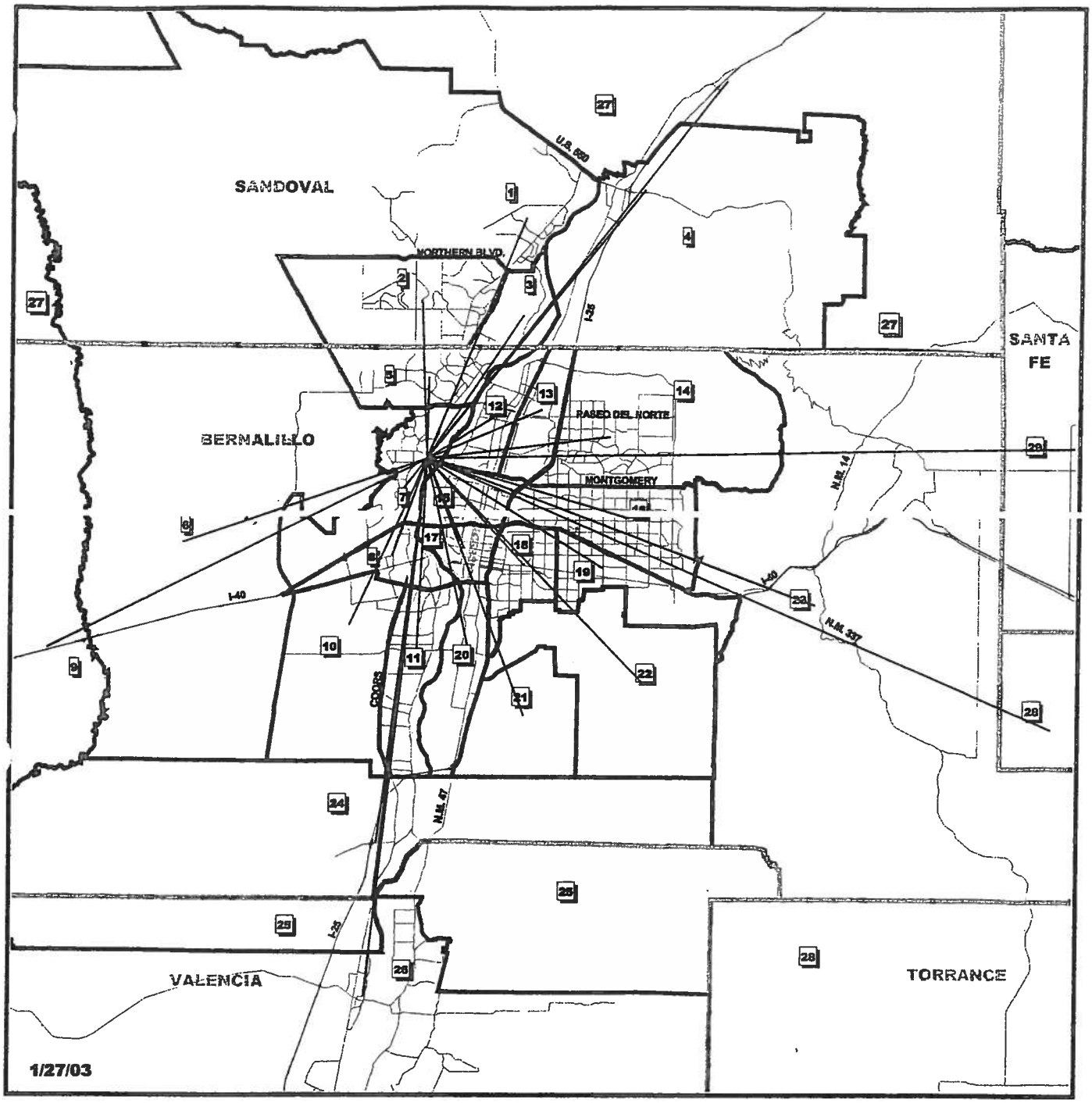
Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = *0.55* (X) + *17.65*
65% Enter, *35%* Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 8th Edition


Trip Distribution Boundary
for Walmart Store
Montgomery Blvd.
Trip Distribution Boundary
for Other Retail Commercial Uses



22 Subarea Identification Number

Figure 6

Subareas of the MRCOG Region

Mid-Region Council of Governments
317 Commercial NE, Suite 104
Albuquerque, NM 87102
505-247-1750

Subarea boundaries extend to county boundary where full extent of subarea not shown except for Subarea 29 which only includes southern Santa Fe County.

Andalucia Update
(Montano Rd / Coors Blvd)
Trip Distribution Subarea Map

Trip Distribution Table
Andulicia, Tract 6 RETAILCOMMERCIAL (Montano / Coors)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2015 and 2025 Data Taken from Mid-Region Council of Governments'
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(CN) Coors Blvd North			(LE) La Orilla Rd East			(MPE) Montano Plaza East			(WN) Winterhaven Rd North		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2015**														
Boundary Specified on DASZ Map																		
6102	35%	1395	1352	1,395	488	**1.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,333	1,333	**3.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,157	1,157	**3.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	95%	755	729	755	717	**1.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	80%	772	745	772	618	**1.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	40%	1400	1358	1,400	560	**1.51%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	100%	788	771	788	788	**2.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	80%	737	723	737	590	**1.59%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6122	35%	868	847	868	304	**0.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	868	868	**2.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	75%	833	804	833	625	**1.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	100%	150	141	150	150	**0.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6131	10%	610	595	610	61	**0.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	30%	2181	2179	2,181	654	**1.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6152	25%	897	866	897	224	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,469	2,469	**6.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6212	55%	2378	2434	2,378	1,308	**3.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6213	100%	731	718	731	731	**1.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6216	65%	434	457	434	282	**0.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6218	35%	2205	2126	2,205	772	**2.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	40%	2555	2512	2,555	1,022	**2.76%**	**100%**	2.76%	1,022	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	95%	3194	3144	3,194	3,034	**8.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,664	2,664	**7.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,938	1,938	**5.23%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	90%	1637	1609	1,637	1,473	**3.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	90%	1703	1652	1,703	1,533	**4.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	50%	1819	1760	1,819	910	**2.46%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	384	384	**1.04%**	0%	0.00%	0	0%	0.00%	0	**10%**	0.10%	38	**90%**	0.93%	346
6232	90%	714	699	714	643	**1.74%**	**85%**	1.47%	547	**15%**	0.26%	96	0%	0.00%	0	0%	0.00%	0
6241	45%	2616	2531	2,616	1,177	**3.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,044	2,044	**5.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,138	2,138	**5.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6251	20%	1987	1944	1,987	397	**1.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	100%	1403	1373	1,403	1,403	**3.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,478	1,478	**3.99%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	95%	124	117	124	118	**0.32%**	**80%**	0.25%	94	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				51,359	37,055	100.00%			**1,663**			**96**			**38**			**346**
									4.49%			0.26%			0.10%			0.93%

Trip Distribution Table
Andulicia, Tract 6 RETAILCOMMERCIAL (Montano / Coors)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial**

2015 and 2025 Data Taken from Mid-Region Council of Governments'
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(4N) Fourth St North			(ME) Montano Rd East			(4S) Fourth St South			(SE) Sevilla Ave East		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2015**														
Boundary Specified on DASZ Map																		
6102	35%	1395	1352	1,395	488	**1.32%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.32%	488	0%	0.00%	0
6111	100%	1333	1290	1,333	1,333	**3.60%**	0%	0.00%	0	0%	0.00%	0	**100%**	3.60%	1,333	0%	0.00%	0
6112	100%	1157	1123	1,157	1,157	**3.12%**	0%	0.00%	0	0%	0.00%	0	**100%**	3.12%	1,157	0%	0.00%	0
6113	95%	755	729	755	717	**1.93%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.93%	717	0%	0.00%	0
6114	80%	772	745	772	618	**1.67%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.67%	618	0%	0.00%	0
6115	40%	1400	1358	1,400	560	**1.51%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.51%	560	0%	0.00%	0
6116	100%	788	771	788	788	**2.13%**	0%	0.00%	0	0%	0.00%	0	**100%**	2.13%	788	0%	0.00%	0
6121	80%	737	723	737	590	**1.59%**	**100%**	1.59%	590	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6122	35%	868	847	868	304	**0.82%**	**100%**	0.82%	304	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	868	868	**2.34%**	0%	0.00%	0	0%	0.00%	0	**100%**	2.34%	868	0%	0.00%	0
6124	75%	833	804	833	625	**1.69%**	**100%**	1.69%	625	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	100%	150	141	150	150	**0.40%**	**100%**	0.40%	150	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6131	10%	610	595	610	61	**0.16%**	**100%**	0.16%	61	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	30%	2181	2179	2,181	654	**1.76%**	0%	0.00%	0	0%	0.00%	0	**100%**	1.76%	654	0%	0.00%	0
6152	25%	897	866	897	224	**0.60%**	0%	0.00%	0	0%	0.00%	0	**100%**	0.60%	224	0%	0.00%	0
6211	100%	2469	2384	2,469	2,469	**6.66%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6212	55%	2378	2434	2,378	1,308	**3.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6213	100%	731	718	731	731	**1.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6216	65%	434	457	434	282	**0.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6218	35%	2205	2126	2,205	772	**2.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	40%	2555	2512	2,555	1,022	**2.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	95%	3194	3144	3,194	3,034	**8.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,664	2,664	**7.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,938	1,938	**5.23%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	90%	1637	1609	1,637	1,473	**3.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	90%	1703	1652	1,703	1,533	**4.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	50%	1819	1760	1,819	910	**2.46%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	384	384	**1.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	90%	714	699	714	643	**1.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	45%	2616	2531	2,616	1,177	**3.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,044	2,044	**5.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,138	2,138	**5.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6251	20%	1987	1944	1,987	397	**1.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	100%	1403	1373	1,403	1,403	**3.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,478	1,478	**3.99%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**90%**	3.59%	1,330
6262	95%	124	117	124	118	**0.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				51,359	37,055	100.00%			**1,730**			**-**			**7,407**			**1,330**
									4.67%			0.00%			19.99%			3.59%

Trip Distribution Table
Andulicia, Tract 6 RETAILCOMMERCIAL (Montano / Coors)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial**

2015 and 2025 Data Taken from Mid-Region Council of Governments'
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(WE) Western Trail East			(CS) Coors Blvd South			(WW) Western Trail West			(SW) Sevilla Ave West		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2015**														
Boundary Specified on DASZ Map																		
6102	35%	1395	1352	1,395	488	**1.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,333	1,333	**3.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,157	1,157	**3.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	95%	755	729	755	717	**1.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	80%	772	745	772	618	**1.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	40%	1400	1358	1,400	560	**1.51%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	100%	788	771	788	788	**2.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	80%	737	723	737	590	**1.59%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6122	35%	868	847	868	304	**0.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	868	868	**2.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	75%	833	804	833	625	**1.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	100%	150	141	150	150	**0.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6131	10%	610	595	610	61	**0.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	30%	2181	2179	2,181	654	**1.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6152	25%	897	866	897	224	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,469	2,469	**6.66%**	0%	0.00%	0	0%	0.00%	0	**50%**	3.33%	1,235	**15%**	1.00%	370
6212	55%	2378	2434	2,378	1,308	**3.53%**	0%	0.00%	0	**85%**	3.00%	1,112	**15%**	0.53%	196	0%	0.00%	0
6213	100%	731	718	731	731	**1.97%**	0%	0.00%	0	**50%**	0.99%	366	**50%**	0.99%	366	0%	0.00%	0
6216	65%	434	457	434	282	**0.76%**	0%	0.00%	0	**100%**	0.76%	282	0%	0.00%	0	0%	0.00%	0
6218	35%	2205	2126	2,205	772	**2.08%**	0%	0.00%	0	**100%**	2.08%	772	0%	0.00%	0	0%	0.00%	0
6221	40%	2555	2512	2,555	1,022	**2.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	95%	3194	3144	3,194	3,034	**8.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,664	2,664	**7.19%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,938	1,938	**5.23%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	90%	1637	1609	1,637	1,473	**3.98%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	90%	1703	1652	1,703	1,533	**4.14%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	50%	1819	1760	1,819	910	**2.46%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	384	384	**1.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	90%	714	699	714	643	**1.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	45%	2616	2531	2,616	1,177	**3.18%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,044	2,044	**5.52%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,138	2,138	**5.77%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6251	20%	1987	1944	1,987	397	**1.07%**	0%	0.00%	0	**100%**	1.07%	397	0%	0.00%	0	0%	0.00%	0
6252	100%	1403	1373	1,403	1,403	**3.79%**	**15%**	0.57%	210	**85%**	3.22%	1,193	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,478	1,478	**3.99%**	**10%**	0.40%	148	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	95%	124	117	124	118	**0.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				51,359	37,055	100.00%			**358**			**4,121**			**1,796**			**370**
									0.97%			11.12%			4.85%			1.00%

11/4/2011

Trip Distribution Table

Andulicia, Tract 6 RETAILCOMMERCIAL (Montano / Coors)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial**

2015 and 2025 Data Taken from Mid-Region Council of Governments'
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(DW) Dellyne Ave West			(MW) Montano Rd West			(MPW) Montano Plaza West			(LW) La Orilla Rd West		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	**Population in Study**	**Percent Population**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2015**														
Boundary Specified on DASZ Map																		
6102	35%	1395	1352	1,395	488	**1.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,333	1,333	**3.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,157	1,157	**3.12%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	95%	755	729	755	717	**1.93%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	80%	772	745	772	618	**1.67%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	40%	1400	1358	1,400	560	**1.51%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	100%	788	771	788	788	**2.13%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	80%	737	723	737	590	**1.59%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6122	35%	868	847	868	304	**0.82%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	868	868	**2.34%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	75%	833	804	833	625	**1.69%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	100%	150	141	150	150	**0.40%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6131	10%	610	595	610	61	**0.16%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	30%	2181	2179	2,181	654	**1.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6152	25%	897	866	897	224	**0.60%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,469	2,469	**6.66%**	**35%**	2.33%	864	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6212	55%	2378	2434	2,378	1,308	**3.53%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6213	100%	731	718	731	731	**1.97%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6216	65%	434	457	434	282	**0.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6218	35%	2205	2126	2,205	772	**2.08%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	40%	2555	2512	2,555	1,022	**2.76%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	95%	3194	3144	3,194	3,034	**8.19%**	0%	0.00%	0	**100%**	8.19%	3,034	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,664	2,664	**7.19%**	0%	0.00%	0	**30%**	2.16%	799	**35%**	2.52%	932	**35%**	2.52%	932
6225	100%	1938	1907	1,938	1,938	**5.23%**	0%	0.00%	0	**100%**	5.23%	1,938	0%	0.00%	0	0%	0.00%	0
6226	90%	1637	1609	1,637	1,473	**3.98%**	0%	0.00%	0	**100%**	3.98%	1,473	0%	0.00%	0	0%	0.00%	0
6227	90%	1703	1652	1,703	1,533	**4.14%**	0%	0.00%	0	**100%**	4.14%	1,533	0%	0.00%	0	0%	0.00%	0
6228	50%	1819	1760	1,819	910	**2.46%**	0%	0.00%	0	**100%**	2.46%	910	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	384	384	**1.04%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	90%	714	699	714	643	**1.74%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	45%	2616	2531	2,616	1,177	**3.18%**	**100%**	3.18%	1,177	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,044	2,044	**5.52%**	**50%**	2.76%	1,022	**50%**	2.76%	1,022	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,138	2,138	**5.77%**	**50%**	2.88%	1,069	**50%**	2.88%	1,069	0%	0.00%	0	0%	0.00%	0
6251	20%	1987	1944	1,987	397	**1.07%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	100%	1403	1373	1,403	1,403	**3.79%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,478	1,478	**3.99%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	95%	124	117	124	118	**0.32%**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	**20%**	0.06%	24
				51,359	37,055	100.00%			**4,132** 11.15%			**11,778** 31.79%			**932** 2.52%			**956** 2.58%

Trip Distribution Table

Andalucia, Tract 6 WALMART STORE (Montano / Coors)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Walmart Store Trips**

2015 and 2025 Data Taken from Mid-Region Council of Governments'
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(CN) Coors Blvd North			(LE) La Orilla Rd East			(MPE) Montano Plaza East			(WN) Winterhaven Rd North			(4N) Fourth St North			(ME) Montano Rd East		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	2025	2015																				
Boundary Specified on DASZ Map																								
6002	10%	1364	1380	1,364	136	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	40%	542	608	542	217	0.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	65%	954	942	954	620	1.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	85%	2238	2252	2,238	1,902	3.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6032	20%	651	629	651	130	0.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.25%	130
6033	50%	561	579	561	281	0.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	5%	0.03%	14
6034	100%	449	479	449	449	0.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	95%	0.82%	427	5%	0.04%	22
6041	100%	1162	1155	1,162	1,162	2.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	2.22%	1,162	0%	0.00%	0
6042	45%	513	514	513	231	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.44%	231	0%	0.00%	0
6045	45%	758	732	758	341	0.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.65%	341	0%	0.00%	0
6046	95%	638	620	638	606	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.16%	606	0%	0.00%	0
6081	25%	355	341	355	89	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.17%	89	0%	0.00%	0
6111	100%	1333	1290	1,333	1,333	2.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,157	1,157	2.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	100%	755	729	755	755	1.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	100%	772	745	772	772	1.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	95%	1400	1358	1,400	1,330	2.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	70%	788	771	788	552	1.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	100%	737	723	737	737	1.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.41%	737	0%	0.00%	0
6122	100%	868	847	868	868	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.66%	868	0%	0.00%	0
6123	100%	868	850	868	868	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	100%	833	804	833	833	1.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.59%	833	0%	0.00%	0
6125	100%	150	141	150	150	0.29%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.29%	150	0%	0.00%	0
6131	100%	610	595	610	610	1.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.17%	610	0%	0.00%	0
6132	100%	772	768	772	772	1.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.48%	772	0%	0.00%	0
6141	100%	2181	2179	2,181	2,181	4.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6142	100%	550	621	550	550	1.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	1.05%	550	0%	0.00%	0
6153	5%	1640	1589	1,640	82	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,469	2,469	4.72%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6212	25%	2378	2434	2,378	595	1.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6213	55%	731	718	731	402	0.77%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	55%	2555	2512	2,555	1,405	2.69%	100%	2.69%	1,405	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	100%	3194	3144	3,194	3,194	6.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6223	85%	996	962	996	847	1.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,664	2,664	5.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,938	1,938	3.71%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	100%	1637	1609	1,637	1,637	3.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	100%	1703	1652	1,703	1,703	3.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	100%	1819	1760	1,819	1,819	3.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	384	384	0.73%	0%	0.00%	0	0%	0.00%	0	10%	0.07%	38	90%	0.66%	346	0%	0.00%	0	0%	0.00%	0
6232	100%	714	699	714	714	1.37%	85%	1.16%	607	15%	0.20%	107	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6233	20%	968	1069	968	194	0.37%	100%	0.37%	194	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	100%	2616	2531	2,616	2,616	5.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,044	2,044	3.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,138	2,138	4.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	50%	1403	1373	1,403	702	1.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,478	1,478	2.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	100%	124	117	124	124	0.24%	80%	0.19%	99	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	100%	1923	3502	1,923	1,923	3.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	100%	0	2064	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6334	55%	1895	2192	1,895	1,042	1.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6335	85%	454	438	454	386	0.74%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6396	10%	1154	2168	1,154	115	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6541	5%	166	159	166	8	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.02%	8	0%	0.00%	0
6543	5%	451	533	451	23	0.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	0.04%	23	0%	0.00%	0
				65,595	52,278	100.00%			2,305			107			38			346			7,407			167
									4.41%			0.20%			0.07%			0.66%			14.17%			0.32%

Trip Distribution Table

Andalucia, Tract 6 WALMART STORE (Montano / Coors)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Walmart Store Trip**

2015 and 2025 Data Taken from Mid-Region Council of Governments'
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(4S) Fourth St South			(SE) Sevilla Ave East			(WE) Western Trail East			(CS) Coors Blvd South			(WW) Western Trail West			(SW) Sevilla Ave West		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	2025	2015																				
Boundary Specified on DASZ Map																								
6002	10%	1364	1380	1,364	136	0.26%	100%	0.26%	136	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	40%	542	608	542	217	0.42%	100%	0.42%	217	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	65%	954	942	954	620	1.19%	100%	1.19%	620	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	85%	2238	2252	2,238	1,902	3.64%	100%	3.64%	1,902	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6032	20%	651	629	651	130	0.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6033	50%	561	579	561	281	0.54%	95%	0.51%	267	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6034	100%	449	479	449	449	0.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6041	100%	1162	1155	1,162	1,162	2.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6042	45%	513	514	513	231	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6045	45%	758	732	758	341	0.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6046	95%	638	620	638	606	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6081	25%	355	341	355	89	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,333	1,333	2.55%	100%	2.55%	1,333	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,157	1,157	2.21%	100%	2.21%	1,157	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	100%	755	729	755	755	1.44%	100%	1.44%	755	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	100%	772	745	772	772	1.48%	100%	1.48%	772	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	95%	1400	1358	1,400	1,330	2.54%	100%	2.54%	1,330	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	70%	788	771	788	552	1.06%	100%	1.06%	552	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	100%	737	723	737	737	1.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6122	100%	868	847	868	868	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	868	868	1.66%	100%	1.66%	868	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	100%	833	804	833	833	1.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	100%	150	141	150	150	0.29%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6131	100%	610	595	610	610	1.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6132	100%	772	768	772	772	1.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	100%	2181	2179	2,181	2,181	4.17%	100%	4.17%	2,181	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6142	100%	550	621	550	550	1.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6153	5%	1640	1589	1,640	82	0.16%	100%	0.16%	82	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,469	2,469	4.72%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	2.36%	1,235	15%	0.71%	370
6212	25%	2378	2434	2,378	595	1.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	85%	0.97%	506	15%	0.17%	89	0%	0.00%	0
6213	55%	731	718	731	402	0.77%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.38%	201	50%	0.38%	201	0%	0.00%	0
6221	55%	2555	2512	2,555	1,405	2.69%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	100%	3194	3144	3,194	3,194	6.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6223	85%	996	962	996	847	1.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,664	2,664	5.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6225	100%	1938	1907	1,938	1,938	3.71%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	100%	1637	1609	1,637	1,637	3.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6227	100%	1703	1652	1,703	1,703	3.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	100%	1819	1760	1,819	1,819	3.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	384	384	0.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	100%	714	699	714	714	1.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6233	20%	968	1069	968	194	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	100%	2616	2531	2,616	2,616	5.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,044	2,044	3.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,138	2,138	4.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6252	50%	1403	1373	1,403	702	1.34%	0%	0.00%	0	0%	0.00%	0	15%	0.20%	105	85%	1.14%	597	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,478	1,478	2.83%	0%	0.00%	0	90%	2.54%	1,330	10%	0.28%	148	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	100%	124	117	124	124	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	100%	1923	3502	1,923	1,923	3.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	100%	0	2064	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6334	55%	1895	2192	1,895	1,042	1.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6335	85%	454	438	454	386	0.74%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6396	10%	1154	2168	1,154	115	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6541	5%	166	159	166	8	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6543	5%	451	533	451	23	0.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				65,595	52,278	100.00%			12,172			1,330			253			1,303			1,525			370
									23.28%			2.54%			0.48%			2.49%			2.92%			0.71%

Trip Distribution Table
Andalucia, Tract 6 WALMART STORE (Montano / Coors)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Walmart Store Trip**

2015 and 2025 Data Taken from Mid-Region Council of Governments'
2035 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(DW) Dellyne Ave West			(MW) Montano Rd West			(MPW) Montano Plaza West			(LW) La Orilla Rd West		
DASZ #	% Sub Area in Study	2015 Population	2025 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	2025	2015														
Boundary Specified on DASZ Map																		
6002	10%	1364	1380	1,364	136	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6011	40%	542	608	542	217	0.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	65%	954	942	954	620	1.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	85%	2238	2252	2,238	1,902	3.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6032	20%	651	629	651	130	0.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6033	50%	561	579	561	281	0.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6034	100%	449	479	449	449	0.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6041	100%	1162	1155	1,162	1,162	2.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6042	45%	513	514	513	231	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6045	45%	758	732	758	341	0.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6046	95%	638	620	638	606	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6081	25%	355	341	355	89	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6111	100%	1333	1290	1,333	1,333	2.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6112	100%	1157	1123	1,157	1,157	2.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6113	100%	755	729	755	755	1.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6114	100%	772	745	772	772	1.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6115	95%	1400	1358	1,400	1,330	2.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6116	70%	788	771	788	552	1.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6121	100%	737	723	737	737	1.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6122	100%	868	847	868	868	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	100%	868	850	868	868	1.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	100%	833	804	833	833	1.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6125	100%	150	141	150	150	0.29%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6131	100%	610	595	610	610	1.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6132	100%	772	768	772	772	1.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	100%	2181	2179	2,181	2,181	4.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6142	100%	550	621	550	550	1.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6153	5%	1640	1589	1,640	82	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6211	100%	2469	2384	2,469	2,469	4.72%	35%	1.65%	864	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6212	25%	2378	2434	2,378	595	1.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6213	55%	731	718	731	402	0.77%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	55%	2555	2512	2,555	1,405	2.69%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	100%	3194	3144	3,194	3,194	6.11%	0%	0.00%	0	100%	6.11%	3,194	0%	0.00%	0	0%	0.00%	0
6223	85%	996	962	996	847	1.62%	0%	0.00%	0	100%	1.62%	847	0%	0.00%	0	0%	0.00%	0
6224	100%	2664	2574	2,664	2,664	5.10%	0%	0.00%	0	30%	1.53%	799	35%	1.78%	932	35%	1.78%	932
6225	100%	1938	1907	1,938	1,938	3.71%	0%	0.00%	0	100%	3.71%	1,938	0%	0.00%	0	0%	0.00%	0
6226	100%	1637	1609	1,637	1,637	3.13%	0%	0.00%	0	100%	3.13%	1,637	0%	0.00%	0	0%	0.00%	0
6227	100%	1703	1652	1,703	1,703	3.26%	0%	0.00%	0	100%	3.26%	1,703	0%	0.00%	0	0%	0.00%	0
6228	100%	1819	1760	1,819	1,819	3.48%	0%	0.00%	0	100%	3.48%	1,819	0%	0.00%	0	0%	0.00%	0
6231	100%	384	382	384	384	0.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6232	100%	714	699	714	714	1.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6233	20%	968	1069	968	194	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6241	100%	2616	2531	2,616	2,616	5.00%	100%	5.00%	2,616	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6242	100%	2044	2020	2,044	2,044	3.91%	50%	1.95%	1,022	50%	1.95%	1,022	0%	0.00%	0	0%	0.00%	0
6243	100%	2138	2078	2,138	2,138	4.09%	50%	2.04%	1,069	50%	2.04%	1,069	0%	0.00%	0	0%	0.00%	0
6252	50%	1403	1373	1,403	702	1.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6253	100%	1478	2183	1,478	1,478	2.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6262	100%	124	117	124	124	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	20%	0.05%	25
6312	100%	1923	3502	1,923	1,923	3.68%	0%	0.00%	0	100%	3.68%	1,923	0%	0.00%	0	0%	0.00%	0
6313	100%	0	2064	0	0	0.00%	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6334	55%	1895	2192	1,895	1,042	1.99%	0%	0.00%	0	100%	1.99%	1,042	0%	0.00%	0	0%	0.00%	0
6335	85%	454	438	454	386	0.74%	0%	0.00%	0	100%	0.74%	386	0%	0.00%	0	0%	0.00%	0
6396	10%	1154	2168	1,154	115	0.22%	0%	0.00%	0	100%	0.22%	115	0%	0.00%	0	0%	0.00%	0
6541	5%	166	159	166	8	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6543	5%	451	533	451	23	0.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				65,595	52,278	100.00%			5,571			17,494			932			957
									10.66%			33.46%			1.78%			1.83%

Trip Distribution Table

Andalucia, Tract 6 Update (Montano Rd / Coors Blvd)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

								(CN) Coors Blvd North			(LE) La Orilla Rd East			(MPE) Montano Plaza East			(WN) Winterhaven Rd North		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2025 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2015**															
1	100%	12,703	25,695	12,703	12,703	11.1	**1,144**	100%	1.58%	1,144	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	18,552	22,669	18,552	18,552	6.8	**2,728**	100%	3.78%	2,728	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,515	1,695	1,515	1,515	7.4	**205**	100%	0.28%	205	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,740	4,392	3,740	3,740	14.8	**253**	100%	0.35%	253	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	16,599	25,368	16,599	16,599	3.5	**4,743**	70%	4.60%	3,320	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,853	8,317	1,853	1,853	11	**168**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7*	100%	9,714	15,525	9,714	9,714	1.6	**6,071**	5%	0.42%	304	0%	0.00%	0	0%	0.00%	0	4%	0.34%	243
8	100%	10,946	16,047	10,946	10,946	4.4	**2,488**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,745	2,012	1,745	1,745	18.2	**96**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,782	7,258	3,782	3,782	7.9	**479**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	6,376	7,317	6,376	6,376	8.2	**778**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	6,731	7,304	6,731	6,731	3.5	**1,923**	45%	1.20%	865	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	40,930	43,430	40,930	40,930	5.4	**7,580**	50%	5.25%	3,790	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	37,316	40,591	37,316	37,316	7.9	**4,724**	50%	3.27%	2,362	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	16,633	17,690	16,633	16,633	2.3	**7,232**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	62,474	65,263	62,474	62,474	9.1	**6,865**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	39,102	39,919	39,102	39,102	4.2	**9,310**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	46,080	50,268	46,080	46,080	6.2	**7,432**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	28,254	29,328	28,254	28,254	8.9	**3,175**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	7,602	9,770	7,602	7,602	8.2	**927**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	1,392	21,398	1,392	1,392	11.9	**117**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	28,721	30,372	28,721	28,721	13.6	**2,112**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,916	4,611	2,916	2,916	18	**162**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,337	2,604	2,337	2,337	16.7	**140**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	207	231	207	207	19.1	**11**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	19,091	27,014	19,091	19,091	23.4	**816**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	6,750	7,930	6,750	6,750	20.7	**326**	100%	0.45%	326	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,759	5,816	4,759	4,759	29.5	**161**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	2,042	2,773	2,042	2,042	28	**73**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		440,862	542,607	440,862	440,862		**72,237**		21.18%	**15,297**		0.00%	**0**		0.00%	**0**		0.34%	**243**
										21.18%			0.00%			0.00%			0.34%

* - Subarea in which the site it located.

Trip Distribution Table

Andalucia, Tract 6 Update (Montano Rd / Coors Blvd)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

								(4N) Fourth St North			(ME) Montano Rd East			(4S) Fourth St South			(SE) Sevilla Ave East		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2025 Employment**	**Interpolated Employment for the Year**	**Employment in Study**	**Dist. (Mi.)**	**Employment / Distance**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2015**															
1	100%	12,703	25,695	12,703	12,703	11.1	**1,144**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	18,552	22,669	18,552	18,552	6.8	**2,728**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,515	1,695	1,515	1,515	7.4	**205**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,740	4,392	3,740	3,740	14.8	**253**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	16,599	25,368	16,599	16,599	3.5	**4,743**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,853	8,317	1,853	1,853	11	**168**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7*	100%	9,714	15,525	9,714	9,714	1.6	**6,071**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	10,946	16,047	10,946	10,946	4.4	**2,488**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,745	2,012	1,745	1,745	18.2	**96**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,782	7,258	3,782	3,782	7.9	**479**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	6,376	7,317	6,376	6,376	8.2	**778**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	6,731	7,304	6,731	6,731	3.5	**1,923**	25%	0.67%	481	15%	0.40%	288	15%	0.40%	288	0%	0.00%	0
13	100%	40,930	43,430	40,930	40,930	5.4	**7,580**	0%	0.00%	0	50%	5.25%	3,790	0%	0.00%	0	0%	0.00%	0
14	100%	37,316	40,591	37,316	37,316	7.9	**4,724**	0%	0.00%	0	50%	3.27%	2,362	0%	0.00%	0	0%	0.00%	0
15	100%	16,633	17,690	16,633	16,633	2.3	**7,232**	0%	0.00%	0	15%	1.50%	1,085	50%	5.01%	3,616	0%	0.00%	0
16	100%	62,474	65,263	62,474	62,474	9.1	**6,865**	0%	0.00%	0	50%	4.75%	3,433	0%	0.00%	0	0%	0.00%	0
17	100%	39,102	39,919	39,102	39,102	4.2	**9,310**	0%	0.00%	0	20%	2.58%	1,862	0%	0.00%	0	0%	0.00%	0
18	100%	46,080	50,268	46,080	46,080	6.2	**7,432**	0%	0.00%	0	20%	2.06%	1,486	0%	0.00%	0	0%	0.00%	0
19	100%	28,254	29,328	28,254	28,254	8.9	**3,175**	0%	0.00%	0	50%	2.20%	1,587	0%	0.00%	0	0%	0.00%	0
20	100%	7,602	9,770	7,602	7,602	8.2	**927**	0%	0.00%	0	50%	0.64%	464	0%	0.00%	0	0%	0.00%	0
21	100%	1,392	21,398	1,392	1,392	11.9	**117**	0%	0.00%	0	50%	0.08%	58	0%	0.00%	0	0%	0.00%	0
22	100%	28,721	30,372	28,721	28,721	13.6	**2,112**	0%	0.00%	0	50%	1.46%	1,056	0%	0.00%	0	0%	0.00%	0
23	100%	2,916	4,611	2,916	2,916	18	**162**	0%	0.00%	0	50%	0.11%	81	0%	0.00%	0	0%	0.00%	0
24	100%	2,337	2,604	2,337	2,337	16.7	**140**	0%	0.00%	0	50%	0.10%	70	0%	0.00%	0	0%	0.00%	0
25	100%	207	231	207	207	19.1	**11**	0%	0.00%	0	50%	0.01%	5	0%	0.00%	0	0%	0.00%	0
26	100%	19,091	27,014	19,091	19,091	23.4	**816**	0%	0.00%	0	50%	0.56%	408	0%	0.00%	0	0%	0.00%	0
27	100%	6,750	7,930	6,750	6,750	20.7	**326**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,759	5,816	4,759	4,759	29.5	**161**	0%	0.00%	0	50%	0.11%	81	0%	0.00%	0	0%	0.00%	0
29	100%	2,042	2,773	2,042	2,042	28	**73**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		440,862	542,607	440,862	440,862		**72,237**		0.67%	**481**		25.08%	**18,116**		5.40%	**3,904**		0.00%	**0**
										0.67%			25.08%			5.40%			0.00%

* - Subarea in which the site it located.

Trip Distribution Table

Andalucia, Tract 6 Update (Montano Rd / Coors Blvd)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

								(WE) Western Trail East			(CS) Coors Blvd South			(WW) Western Trail West			(SW) Sevilla Ave West		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2025 Employment**	**Interpolated Employment for the Year**	**Employment in Study**	**Dist. (Mi.)**	**Employment / Distance**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**2025**	**2015**															
1	100%	12,703	25,695	12,703	12,703	11.1	**1,144**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	18,552	22,669	18,552	18,552	6.8	**2,728**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,515	1,695	1,515	1,515	7.4	**205**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	3,740	4,392	3,740	3,740	14.8	**253**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	16,599	25,368	16,599	16,599	3.5	**4,743**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	1,853	8,317	1,853	1,853	11	**168**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7*	100%	9,714	15,525	9,714	9,714	1.6	**6,071**	2%	0.17%	121	63%	5.29%	3,825	8%	0.67%	486	0%	0.00%	0
8	100%	10,946	16,047	10,946	10,946	4.4	**2,488**	0%	0.00%	0	100%	3.44%	2,488	0%	0.00%	0	0%	0.00%	0
9	100%	1,745	2,012	1,745	1,745	18.2	**96**	0%	0.00%	0	100%	0.13%	96	0%	0.00%	0	0%	0.00%	0
10	100%	3,782	7,258	3,782	3,782	7.9	**479**	0%	0.00%	0	100%	0.66%	479	0%	0.00%	0	0%	0.00%	0
11	100%	6,376	7,317	6,376	6,376	8.2	**778**	0%	0.00%	0	100%	1.08%	778	0%	0.00%	0	0%	0.00%	0
12	100%	6,731	7,304	6,731	6,731	3.5	**1,923**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	40,930	43,430	40,930	40,930	5.4	**7,580**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	37,316	40,591	37,316	37,316	7.9	**4,724**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	16,633	17,690	16,633	16,633	2.3	**7,232**	0%	0.00%	0	35%	3.50%	2,531	0%	0.00%	0	0%	0.00%	0
16	100%	62,474	65,263	62,474	62,474	9.1	**6,865**	0%	0.00%	0	50%	4.75%	3,433	0%	0.00%	0	0%	0.00%	0
17	100%	39,102	39,919	39,102	39,102	4.2	**9,310**	0%	0.00%	0	80%	10.31%	7,448	0%	0.00%	0	0%	0.00%	0
18	100%	46,080	50,268	46,080	46,080	6.2	**7,432**	0%	0.00%	0	80%	8.23%	5,946	0%	0.00%	0	0%	0.00%	0
19	100%	28,254	29,328	28,254	28,254	8.9	**3,175**	0%	0.00%	0	50%	2.20%	1,587	0%	0.00%	0	0%	0.00%	0
20	100%	7,602	9,770	7,602	7,602	8.2	**927**	0%	0.00%	0	50%	0.64%	464	0%	0.00%	0	0%	0.00%	0
21	100%	1,392	21,398	1,392	1,392	11.9	**117**	0%	0.00%	0	50%	0.08%	58	0%	0.00%	0	0%	0.00%	0
22	100%	28,721	30,372	28,721	28,721	13.6	**2,112**	0%	0.00%	0	50%	1.46%	1,056	0%	0.00%	0	0%	0.00%	0
23	100%	2,916	4,611	2,916	2,916	18	**162**	0%	0.00%	0	50%	0.11%	81	0%	0.00%	0	0%	0.00%	0
24	100%	2,337	2,604	2,337	2,337	16.7	**140**	0%	0.00%	0	50%	0.10%	70	0%	0.00%	0	0%	0.00%	0
25	100%	207	231	207	207	19.1	**11**	0%	0.00%	0	50%	0.01%	5	0%	0.00%	0	0%	0.00%	0
26	100%	19,091	27,014	19,091	19,091	23.4	**816**	0%	0.00%	0	50%	0.56%	408	0%	0.00%	0	0%	0.00%	0
27	100%	6,750	7,930	6,750	6,750	20.7	**326**	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,759	5,816	4,759	4,759	29.5	**161**	0%	0.00%	0	50%	0.11%	81	0%	0.00%	0	0%	0.00%	0
29	100%	2,042	2,773	2,042	2,042	28	**73**	0%	0.00%	0	100%	0.10%	73	0%	0.00%	0	0%	0.00%	0
		440,862	542,607	440,862	440,862		**72,237**		0.17%	**121**		42.78%	**30,905**		0.67%	**486**		0.00%	**0**
										0.17%			42.78%			0.67%			0.00%

* - Subarea in which the site it located.

Trip Distribution Table

Andalucia, Tract 6 Update (Montano Rd / Coors Blvd)

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

2015 and 2025 Data Taken from Mid-Region Council of Governments' 2035
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

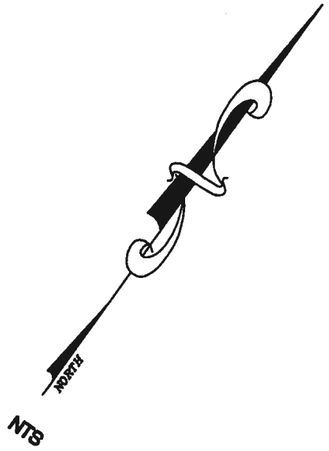
								(DW) Dellyne Ave West			(MW) Montano Rd West		
Sub Area I.D.#	**% Sub Area in Study**	**2015 Employment**	**2025 Employment**	**Interpolated Employment for the Year**	Employment in Study	Dist. (Mi.)	**Employment / Distance**	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2015	**'2025**	**2015**									
1	100%	12,703	25,695	12,703	12,703	11.1	**1,144**	0%	0.00%	0	0%	0.00%	0
2	100%	18,552	22,669	18,552	18,552	6.8	**2,728**	0%	0.00%	0	0%	0.00%	0
3	100%	1,515	1,695	1,515	1,515	7.4	**205**	0%	0.00%	0	0%	0.00%	0
4	100%	3,740	4,392	3,740	3,740	14.8	**253**	0%	0.00%	0	0%	0.00%	0
5	100%	16,599	25,368	16,599	16,599	3.5	**4,743**	0%	0.00%	0	30%	1.97%	1,423
6	100%	1,853	8,317	1,853	1,853	11	**168**	0%	0.00%	0	100%	0.23%	168
7*	100%	9,714	15,525	9,714	9,714	1.6	**6,071**	2%	0.17%	121	14%	1.18%	850
8	100%	10,946	16,047	10,946	10,946	4.4	**2,488**	0%	0.00%	0	0%	0.00%	0
9	100%	1,745	2,012	1,745	1,745	18.2	**96**	0%	0.00%	0	0%	0.00%	0
10	100%	3,782	7,258	3,782	3,782	7.9	**479**	0%	0.00%	0	0%	0.00%	0
11	100%	6,376	7,317	6,376	6,376	8.2	**778**	0%	0.00%	0	0%	0.00%	0
12	100%	6,731	7,304	6,731	6,731	3.5	**1,923**	0%	0.00%	0	0%	0.00%	0
13	100%	40,930	43,430	40,930	40,930	5.4	**7,580**	0%	0.00%	0	0%	0.00%	0
14	100%	37,316	40,591	37,316	37,316	7.9	**4,724**	0%	0.00%	0	0%	0.00%	0
15	100%	16,633	17,690	16,633	16,633	2.3	**7,232**	0%	0.00%	0	0%	0.00%	0
16	100%	62,474	65,263	62,474	62,474	9.1	**6,865**	0%	0.00%	0	0%	0.00%	0
17	100%	39,102	39,919	39,102	39,102	4.2	**9,310**	0%	0.00%	0	0%	0.00%	0
18	100%	46,080	50,268	46,080	46,080	6.2	**7,432**	0%	0.00%	0	0%	0.00%	0
19	100%	28,254	29,328	28,254	28,254	8.9	**3,175**	0%	0.00%	0	0%	0.00%	0
20	100%	7,602	9,770	7,602	7,602	8.2	**927**	0%	0.00%	0	0%	0.00%	0
21	100%	1,392	21,398	1,392	1,392	11.9	**117**	0%	0.00%	0	0%	0.00%	0
22	100%	28,721	30,372	28,721	28,721	13.6	**2,112**	0%	0.00%	0	0%	0.00%	0
23	100%	2,916	4,611	2,916	2,916	18	**162**	0%	0.00%	0	0%	0.00%	0
24	100%	2,337	2,604	2,337	2,337	16.7	**140**	0%	0.00%	0	0%	0.00%	0
25	100%	207	231	207	207	19.1	**11**	0%	0.00%	0	0%	0.00%	0
26	100%	19,091	27,014	19,091	19,091	23.4	**816**	0%	0.00%	0	0%	0.00%	0
27	100%	6,750	7,930	6,750	6,750	20.7	**326**	0%	0.00%	0	0%	0.00%	0
28	100%	4,759	5,816	4,759	4,759	29.5	**161**	0%	0.00%	0	0%	0.00%	0
29	100%	2,042	2,773	2,042	2,042	28	**73**	0%	0.00%	0	0%	0.00%	0
		440,862	542,607	440,862	440,862		**72,237**		0.17%	**121**		3.38%	**2,441**
										0.17%			3.38%

* - Subarea in which the site it located.

Walmart Development

(Montano Rd / Coors Blvd)

Trip Distribution Map (%)
Two Mile Radius for
Retail & Credit Union



(LW) 2.58

(CN) 4.49

LA ORILLA RD

(MpW) 2.52

(LE) 0.26

(MW) 31.79

DELLYNE AVE

(DW) 11.15

(SW) 1.0

MONTANO PLAZA

WINTER-HAVEN

(WN) 0.93

(WW) 4.85

WESTERN TRAIL

COORS BLVD

SEVILLA AVE

ANTEQUERA

MIRANDELA

E-W STREET

MONTANO RD

(MpE) 0.10

(SE) 3.59

LEARNING RD

(WE) 0.97

(4N) 4.67

FOURTH ST

(CS) 11.12

(4S) 19.99

Learning Rd loops around to the north where it intersects with Mirandela St; therefore, it is not expected that any traffic will travel westbound to Coors Blvd.

Montano Rd east of Fourth St is beyond the 2 mile limit of this distribution

Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

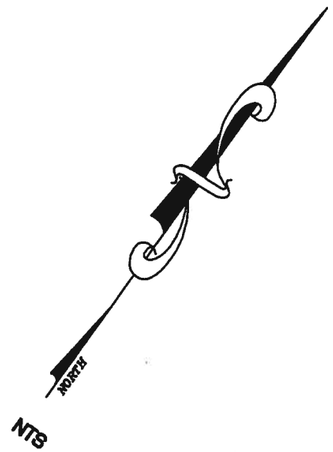
Walmart Development

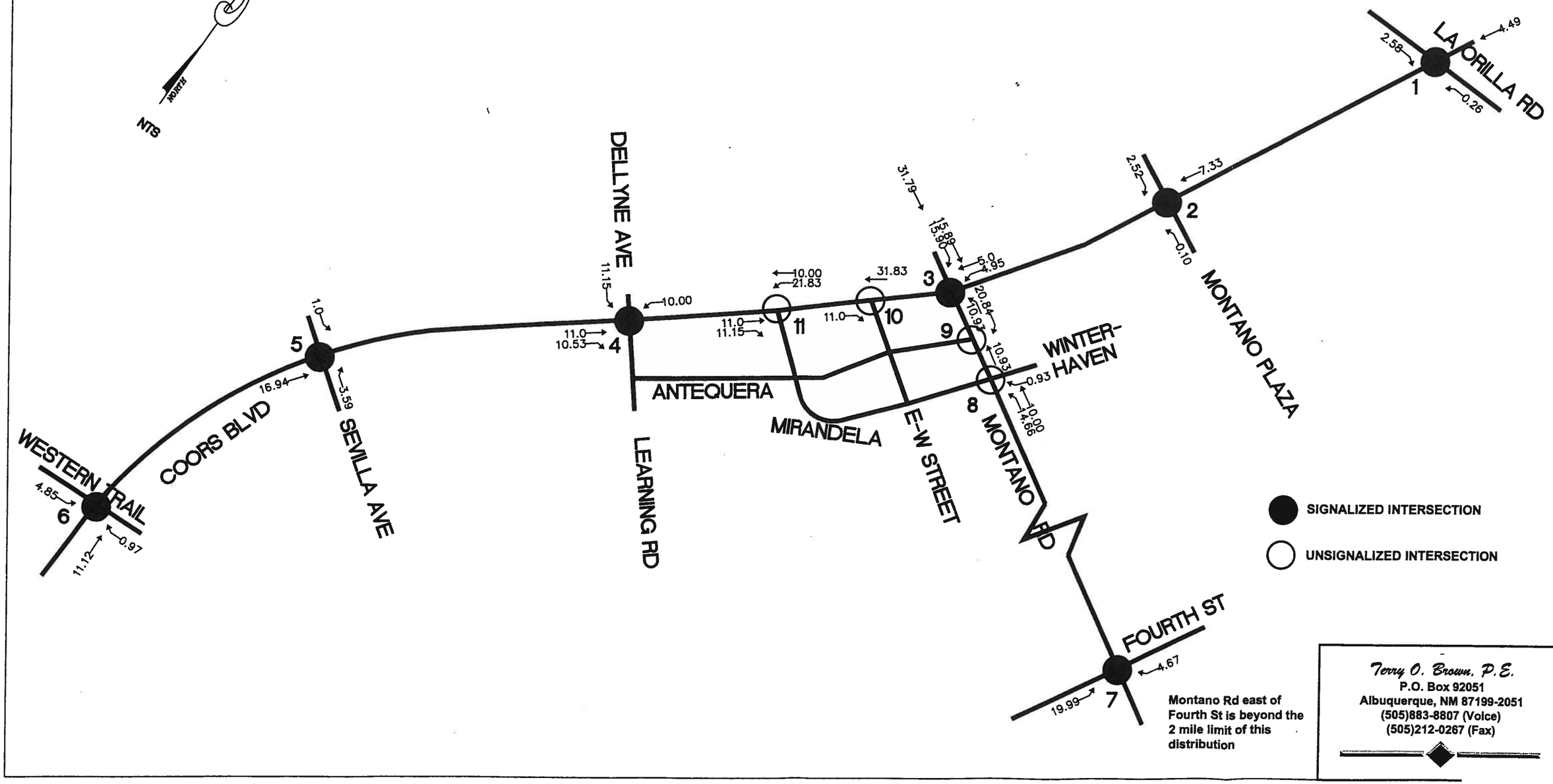
(Montano Rd / Coors Blvd)

Trip Assignments (% Entering)

Two Mile Radius for

Retail





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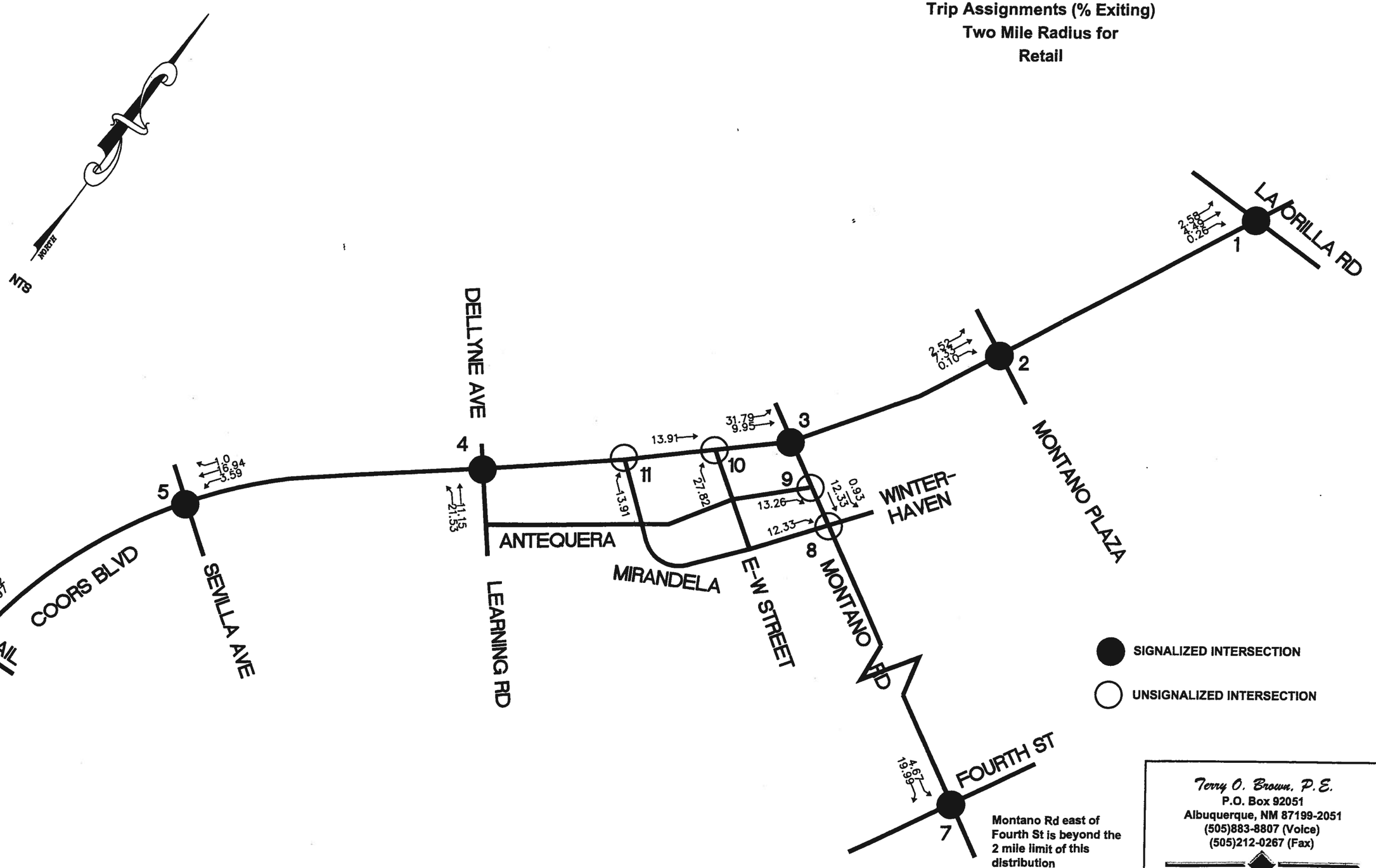
Walmart Development

(Montano Rd / Coors Blvd)

Trip Assignments (% Exiting)

Two Mile Radius for

Retail



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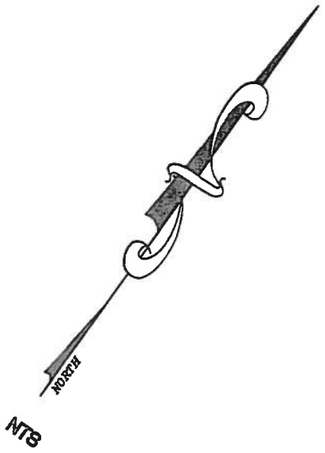
Walmart Development

(Montano Rd / Coors Blvd)

Trip Distribution Map (%)

Walmart Store only



(LW) 1.83

(CN) 4.41

LA ORILLA RD

(MpW) 1.78

(LE) 0.20

(MW) 33.46

(DW) 10.66

DELLYNE AVE

(SW) 0.71

MONTANO PLAZA

WINTER-HAVEN

(WN) 0.66

(WW) 2.92

WESTERN TRAIL

COORS BLVD

SEVILLA AVE

(SE) 2.54

LEARNING RD

MONTANO RD

(MpE) 0.07

(WE) 0.48

(4N) 14.17

(CS) 2.49

FOURTH ST

(4S) 23.28

(ME) 0.32

Learning Rd loops around to the north where it intersects with Mirandela St; therefore, it is not expected that any traffic will travel westbound to Coors Blvd.

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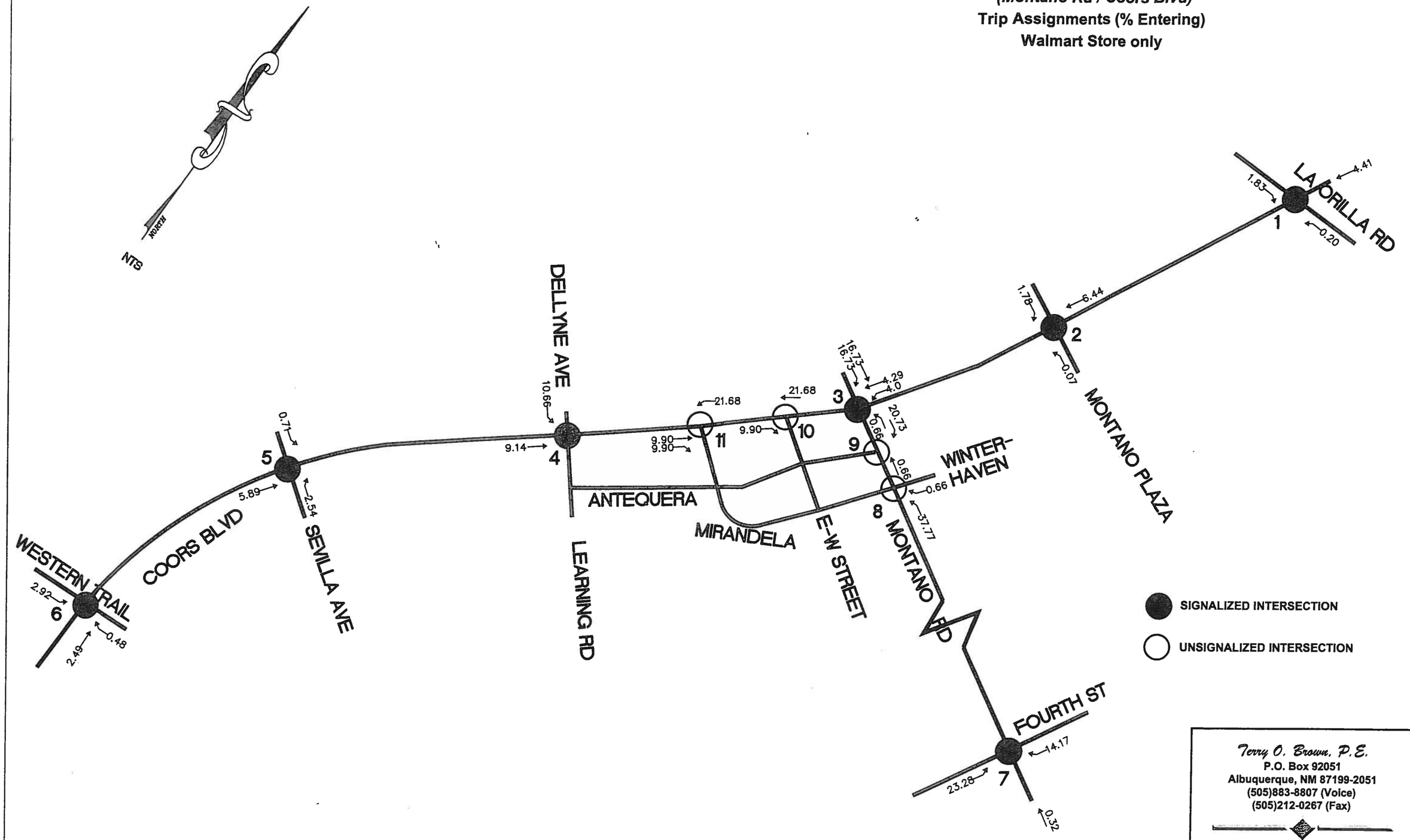
Walmart Development

(Montano Rd / Coors Blvd)

Trip Assignments (% Entering)

Walmart Store only



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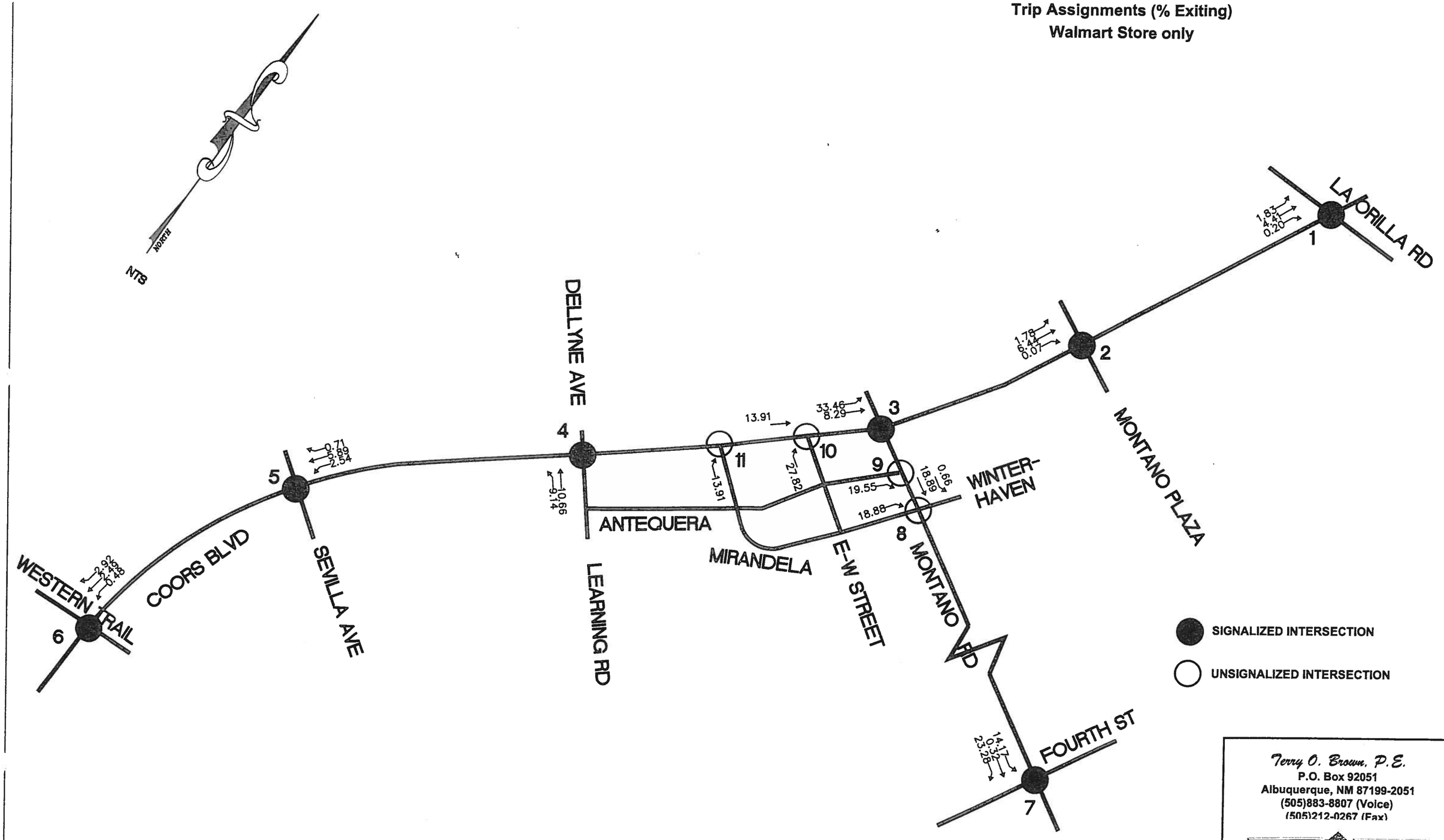
Walmart Development

(Montano Rd / Coors Blvd)

Trip Assignments (% Exiting)

Walmart Store only



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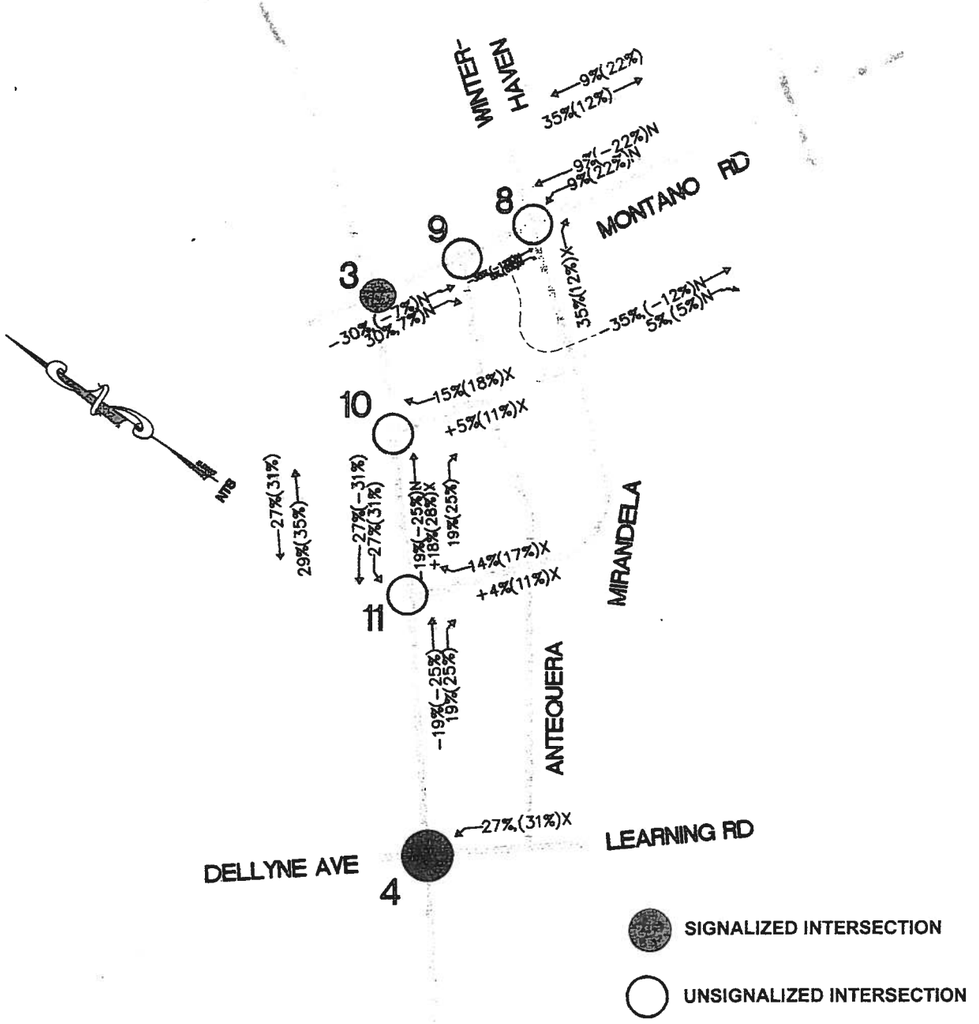
Walmart Development

(Montano Rd / Coors Blvd)

Pass-by Trips (%)

Retail



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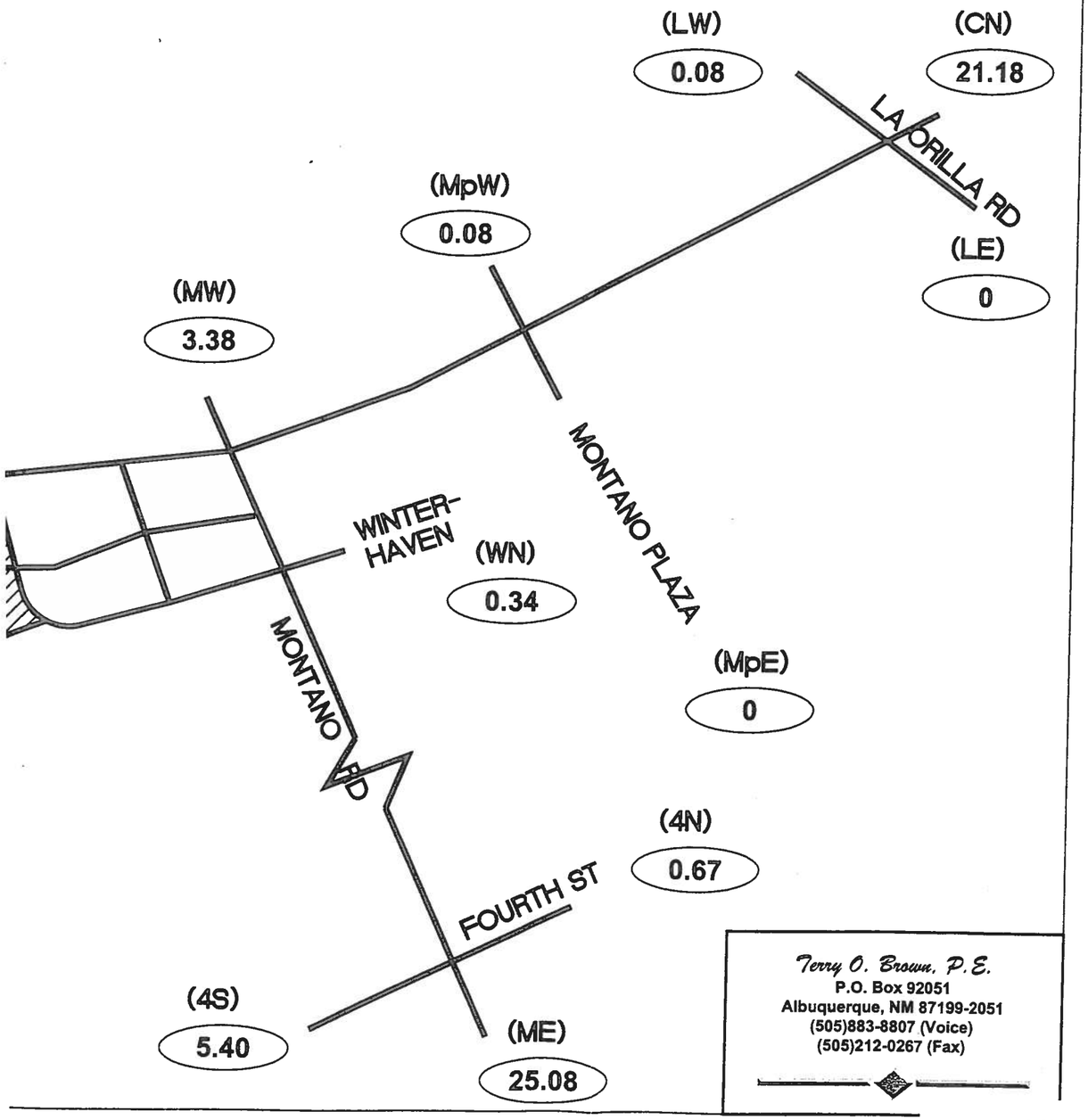
Walmart Development

(Montano Rd / Coors Blvd)

Trip Distribution Map (%)

Residential



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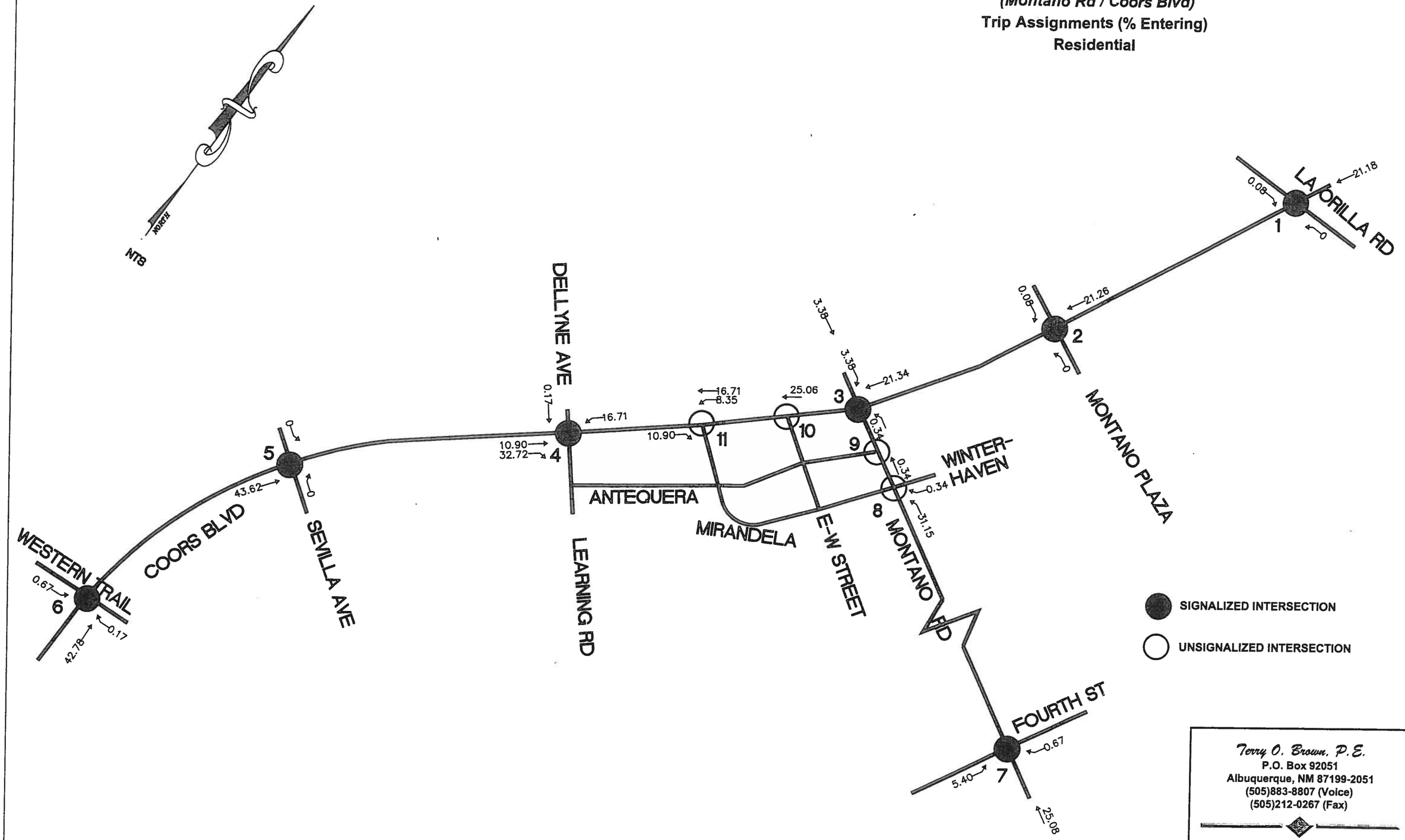
Walmart Development

(Montano Rd / Coors Blvd)

Trip Assignments (% Entering)

Residential



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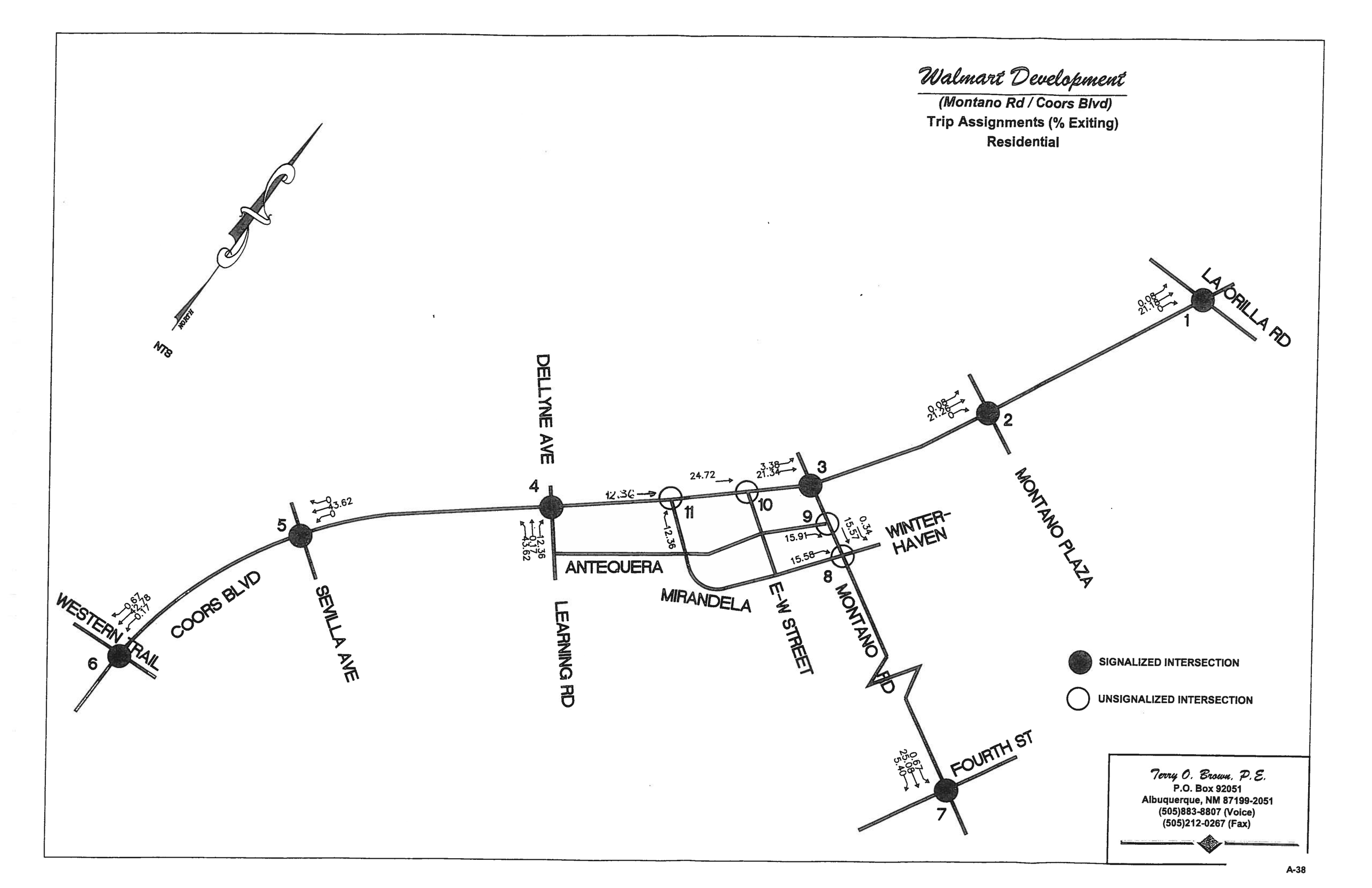
Walmart Development

(Montano Rd / Coors Blvd)

Trip Assignments (% Exiting)

Residential



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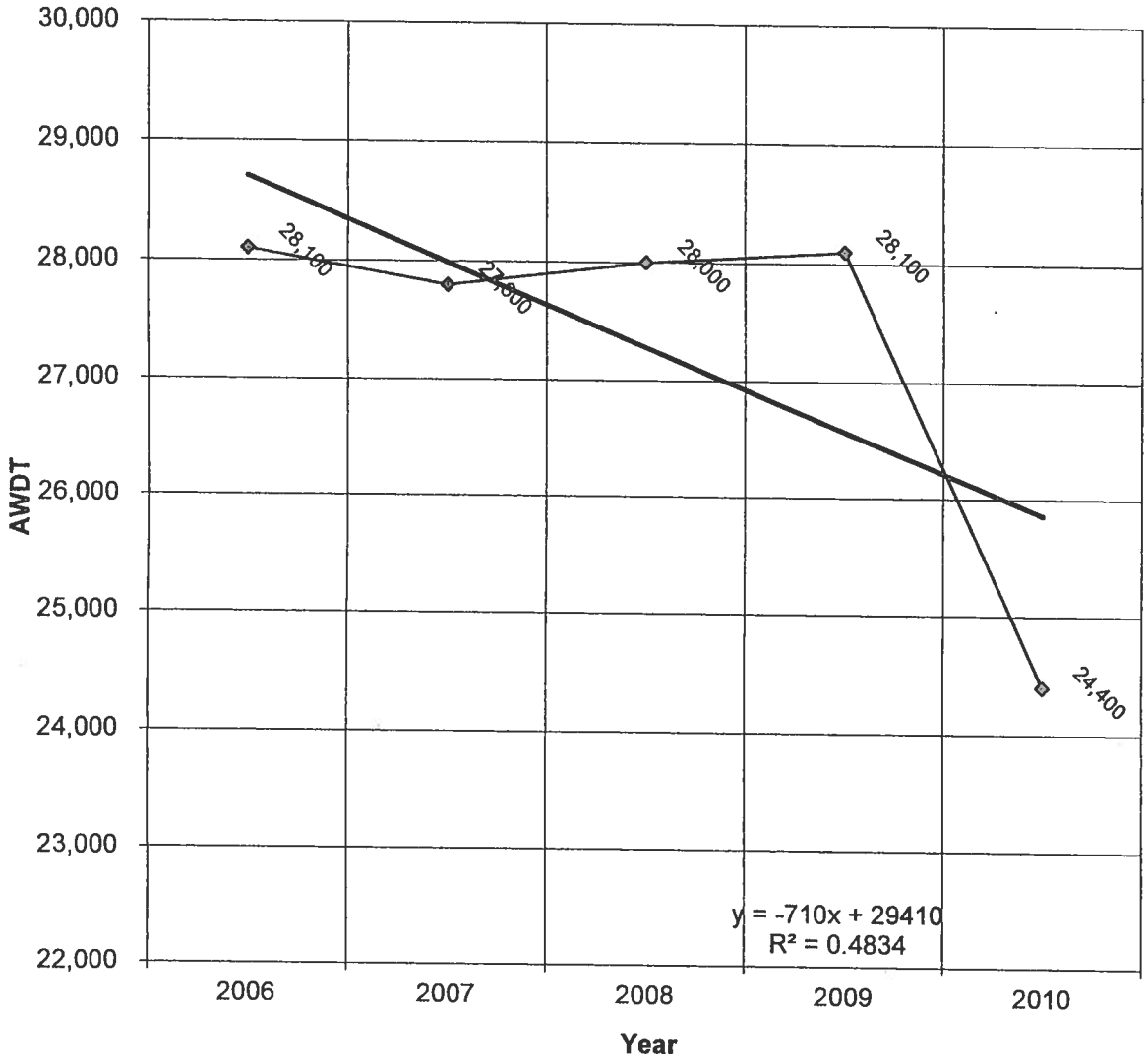
Andalucia, Tract 6 (Montano Rd. / Coors Blvd.)
Historic Growth Rate Table

Traffic Flows from MRCOG Map

	2006	2007	2008	2009	2010
Montano Rd. West of Coors Blvd.	28,100	27,800	28,000	28,100	24,400
Montano Rd. East of Coors Blvd.	28,900	28,700	28,600	29,100	29,800
Coors Blvd. North of Montano Rd.	42,800	43,900	44,900	39,000	38,900
Coors Blvd. South of Montano Rd.	45,600	46,800	56,900	57,100	57,100
Dellyne Ave. West of Coors Blvd.	3,900	4,500	4,500	5,600	5,600
Learning Rd. East of Coors Blvd.	-	-	-	-	-
Coors Blvd. North of Dellyne Ave.	45,600	46,800	56,900	57,100	57,100
Coors Blvd. South of Dellyne Ave.	43,500	44,600	55,200	55,400	46,500

Historic Growth Chart Montano Rd. West of Coors Blvd. (2006-2010)

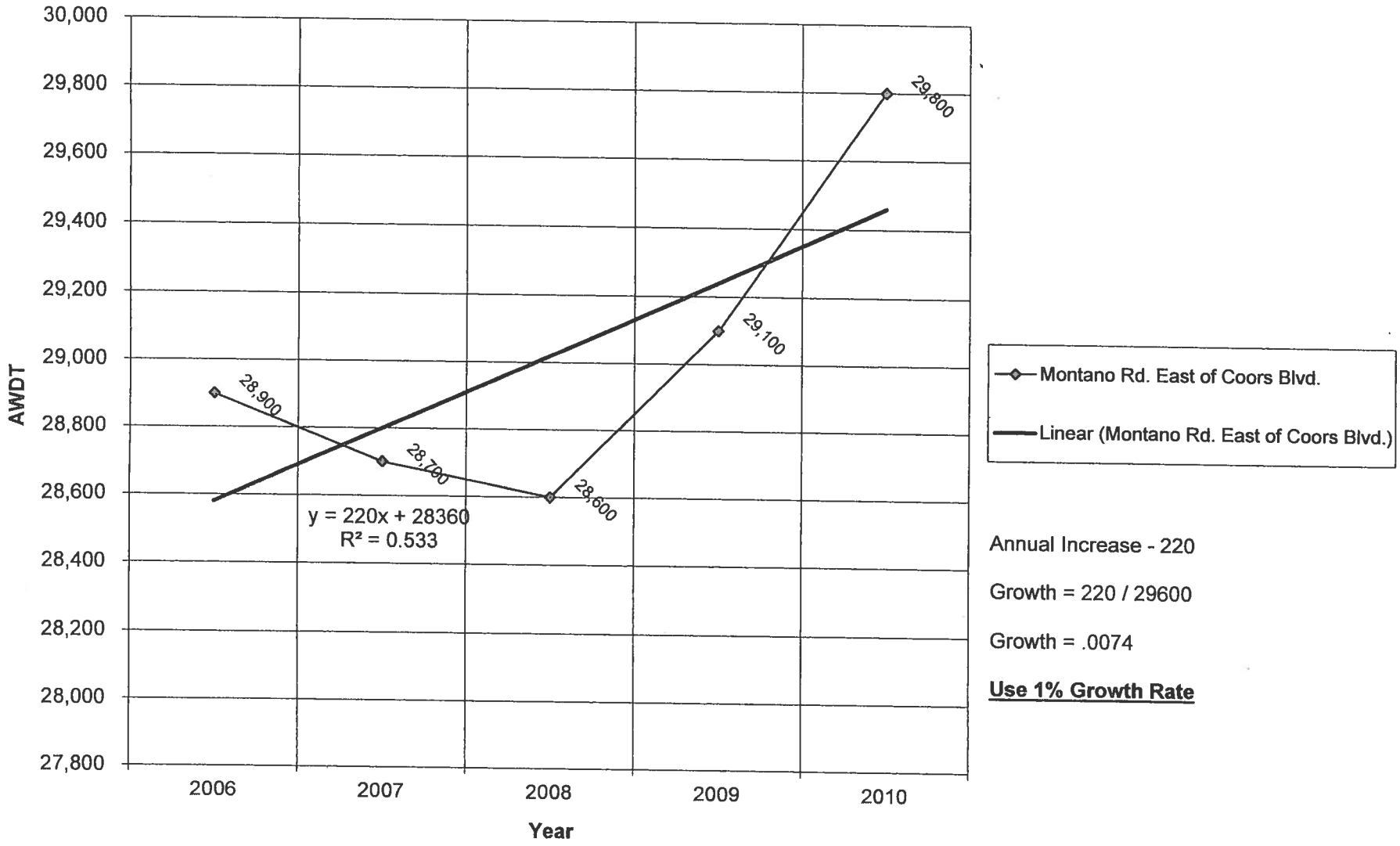


Growth Rate is negative - DO NOT USE

Use 1% Growth Rate

Andalucia_Growth.xls

Historic Growth Chart Montano Rd. East of Coors Blvd. (2006-2010)



Annual Increase - 220

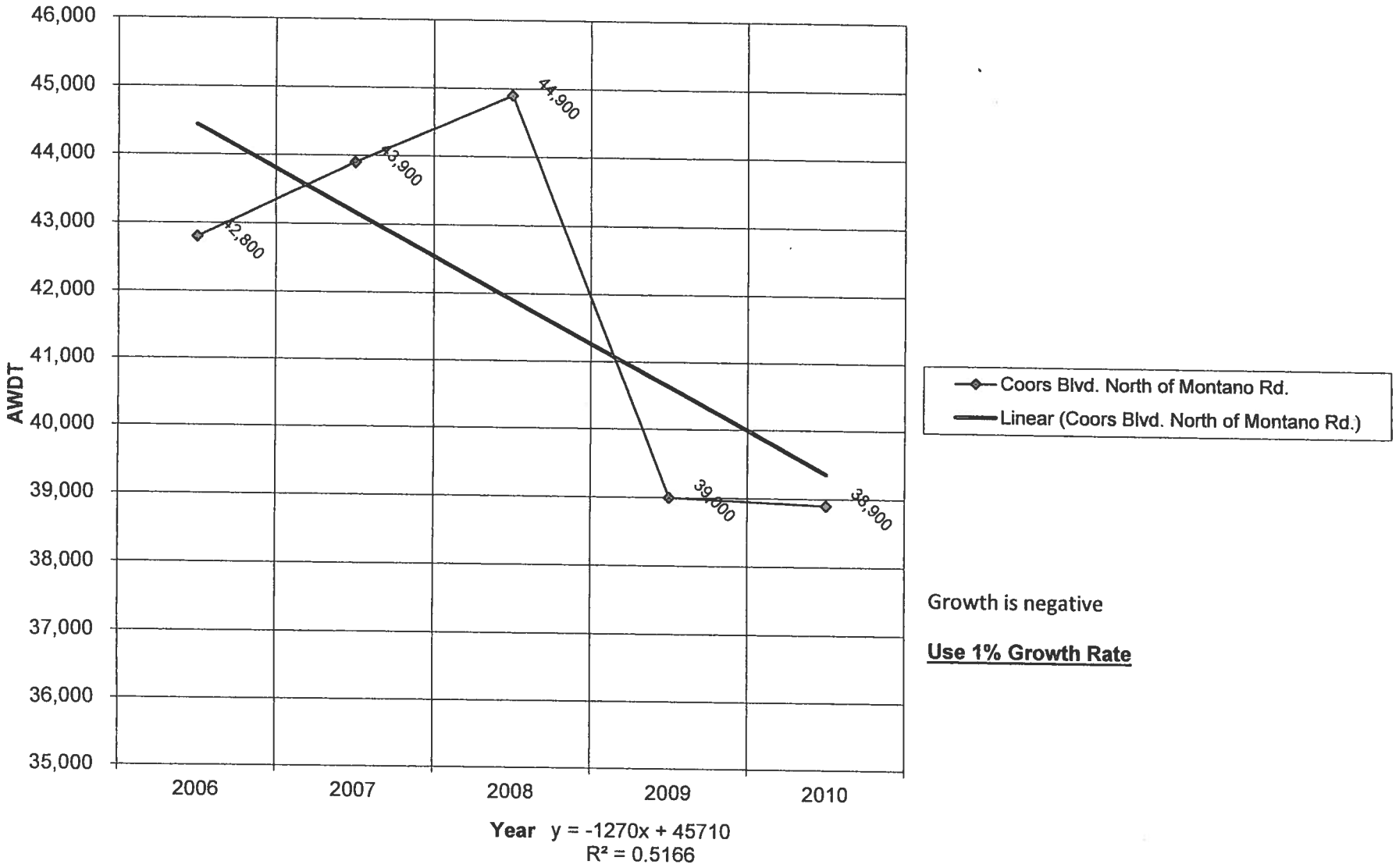
Growth = 220 / 29600

Growth = .0074

Use 1% Growth Rate

Andalucia_Growth.xls

Historic Growth Chart Coors Blvd. North of Montano Rd. (2006-2010)

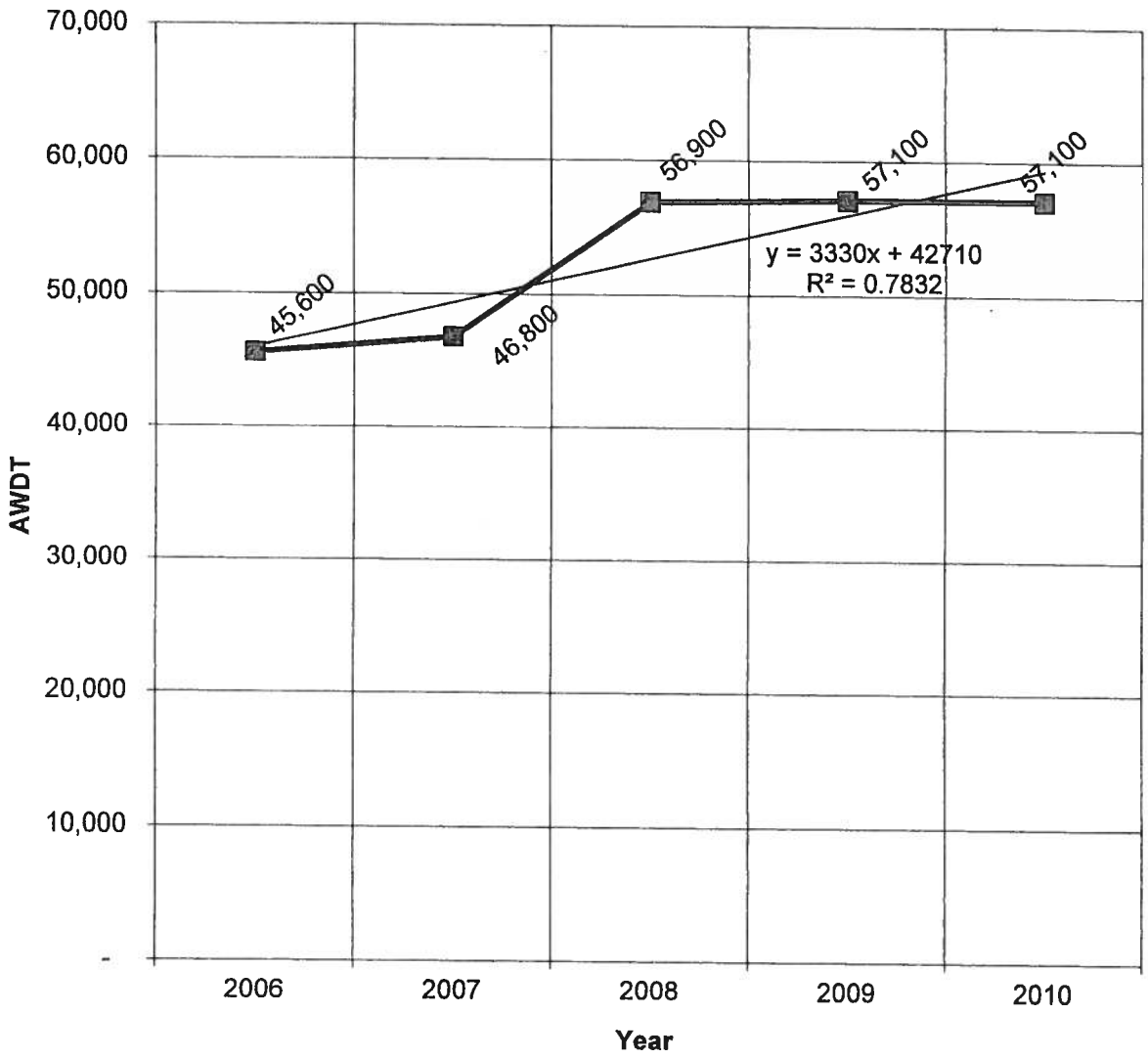


Growth is negative

Use 1% Growth Rate

4 3Bd

Historic Growth Chart Coors Blvd. North of Montano Rd. (2006-2010)



Annual Increase (Trendline) = 260 veh./day

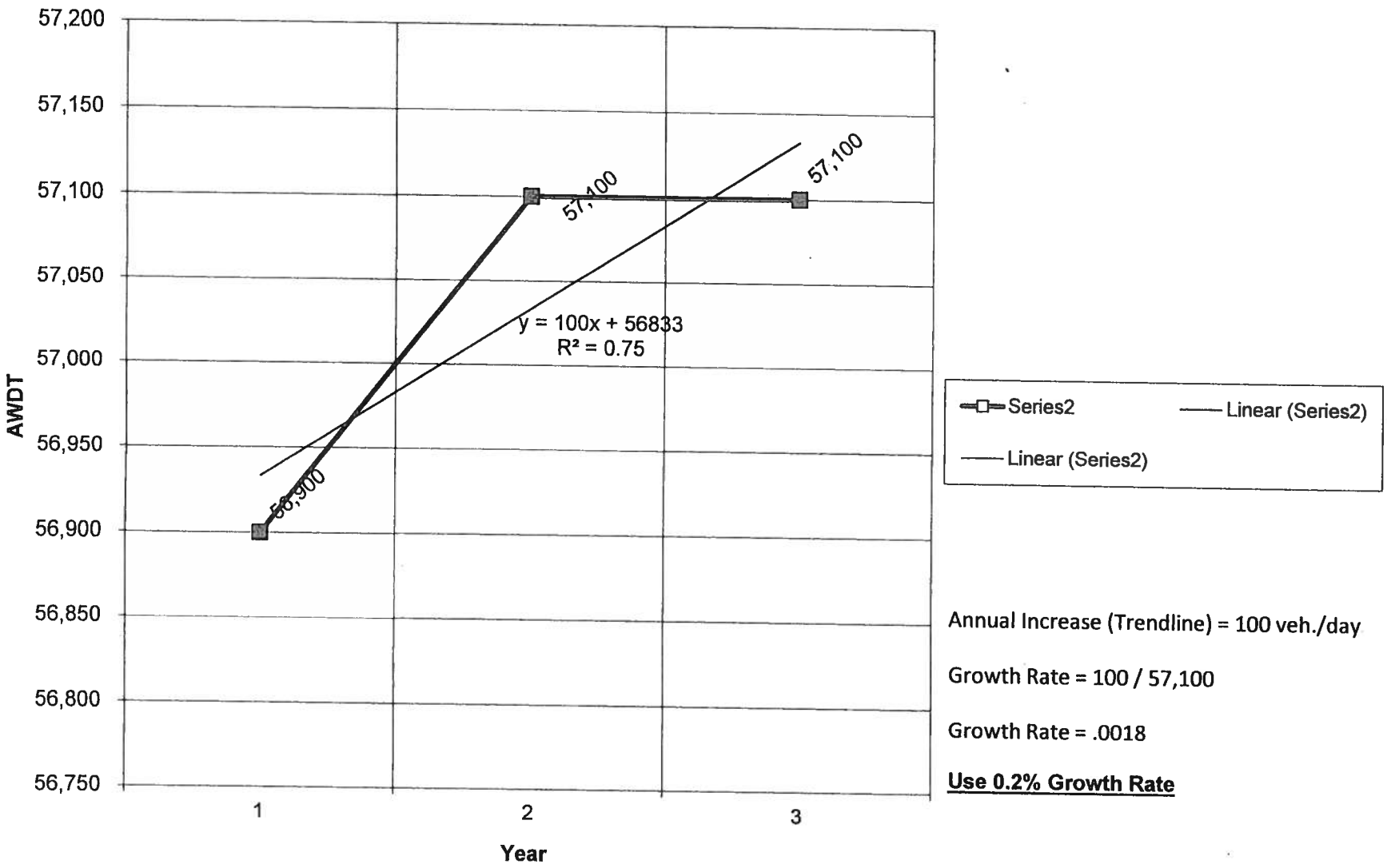
Growth Rate = 260 / 9500

Growth Rate = .027 (this rate is too high for this area)

Use 1% Growth Rate

Andalucia_Growth.xls

Historic Growth Chart Coors Blvd. North of Montano Rd. (2006-2010)

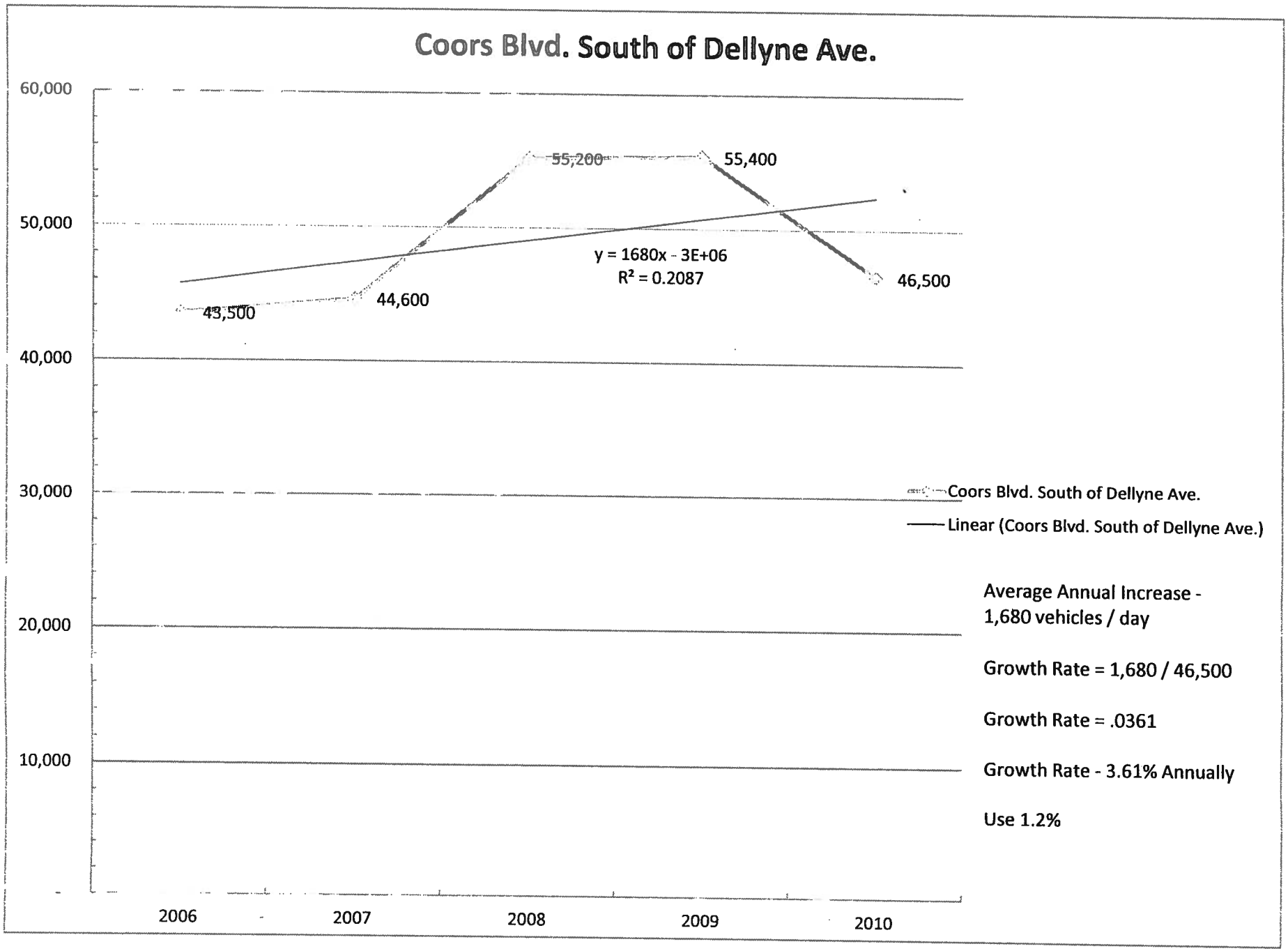


Annual Increase (Trendline) = 100 veh./day

Growth Rate = 100 / 57,100

Growth Rate = .0018

Use 0.2% Growth Rate


Coors Blvd. South of Dellyne Ave.
60,000
50,000
40,000
30,000
20,000
10,000
2006
2007
2008
2009
2010
43,500
44,600
55,200
55,400
46,500
y = 1680x - 3E+06
R² = 0.2087
Coors Blvd. South of Dellyne Ave.
Linear (Coors Blvd. South of Dellyne Ave.)
Average Annual Increase - 1,680 vehicles / day
Growth Rate = 1,680 / 46,500
Growth Rate = .0361
Growth Rate - 3.61% Annually
Use 1.2%

A-28a

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2015) - 100% Development

INTERSECTION: **Summary**

Montano Rd / Antequera Rd

(9)

2.0% Truck

	0.76			0.76			0.85			0.85			PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	2,351	0	0	594	0	0	0	0	0	0	0	
2015 (NO BUILD - A.M.)	*0*	*2,464*	*12*	*0*	*624*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	
2015 (BUILD - A.M.)	***0***	***2,425***	***102***	***0***	***642***	***0***	***0***	***0***	***55***	***0***	***0***	***0***	

	0.93			0.93			0.85			0.85			PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	820	0	0	1,583	0	0	0	0	0	0	0	
2015 (NO BUILD - P.M.)	*0*	*859*	*17*	*0*	*1,660*	*0*	*0*	*0*	*16*	*0*	*0*	*0*	
2015 (BUILD - P.M.)	***0***	***838***	***153***	***0***	***1,694***	***0***	***0***	***0***	***112***	***0***	***0***	***0***	

E-W Street / Coors Blvd

(10)

2.0% Truck

	0.85			0.85			0.88			0.88			PHF
	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	0	0	0	0	0	0	1,998	0	0	1,842	0	
2015 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2,113*	*0*	*0*	*1,950*	*0*	
2015 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***69***	***0***	***2,164***	***50***	***0***	***2,027***	***0***	

	0.85			0.85			0.96			0.96			PHF
	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	0	0	0	0	0	0	2,440	0	0	2,198	0	
2015 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2,609*	*0*	*0*	*2,333*	*0*	
2015 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***225***	***0***	***2,703***	***132***	***0***	***2,516***	***0***	

Mirandela Rd / Coors Blvd

(11)

2.0% Truck

	0.85			0.85			0.88			0.88			PHF
	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	0	0	0	0	0	0	1,998	0	0	1,842	0	
2015 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*2,104*	*0*	*10*	*1,940*	*0*	
2015 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***69***	***0***	***2,121***	***55***	***100***	***1,927***	***0***	

	0.85			0.85			0.96			0.96			PHF
	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	0	0	0	0	0	0	2,440	0	0	2,198	0	
2015 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*26*	*0*	*2,583*	*0*	*14*	*2,318*	*0*	
2015 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***185***	***0***	***2,576***	***148***	***237***	***2,278***	***0***	

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Montano Rd / Coors Blvd

INTERSECTION: E-W Street: **Montano Rd** (3)

N-S Street: **Coors Blvd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates 1.20% 1.20% 1.20% 1.20%

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	234	1,107	300	230	216	148	252	1,124	622	622	1,312	11
Background Traffic Growth	11	53	14	11	10	7	12	54	30	30	63	1
Subtotal	245	1,160	314	241	226	155	264	1,178	652	652	1,375	12
Credit Union (Learning) Trips	0	12	12	1	0	0	15	5	0	0	7	0
Subtotal (NO BUILD - A.M.)	***245***	***1,172***	***326***	***242***	***226***	***155***	***279***	***1,183***	***652***	***652***	***1,382***	***12***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.38%*	*0.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.34%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.38%*	*21.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*15.89%*	*15.90%*	*10.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.95%*	*5.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.79%*	*9.95%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*16.73%*	*16.73%*	*0.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.00%*	*4.29%*	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.46%*	*8.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	39	40	18	0	0	62	46	0	11	19	0
Total AM Peak Hour BUILD Volumes	**245**	**1,211**	**366**	**260**	**226**	**155**	**341**	**1,229**	**652**	**663**	**1,401**	**12**

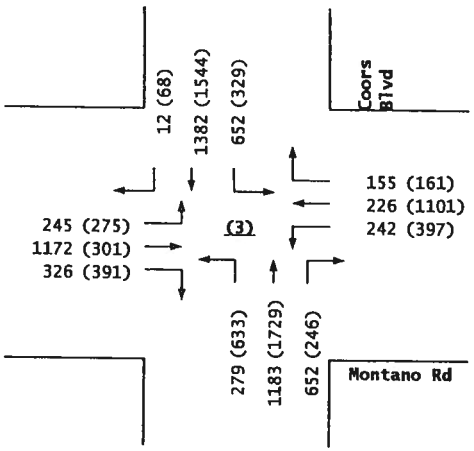
AM Adjustment for Heavy EB Flow on Montano 20

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65
Background Traffic Growth	13	13	17	18	50	7	27	79	11	15	70	3
Subtotal	275	284	374	396	1,101	161	594	1,717	246	329	1,533	68
Credit Union (Learning) Trips	0	17	17	1	0	0	39	12	0	0	11	0
Subtotal (NO BUILD - P.M.)	***275***	***301***	***391***	***397***	***1,101***	***161***	***633***	***1,729***	***246***	***329***	***1,544***	***68***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.38%*	*0.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.34%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.38%*	*21.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*15.89%*	*15.90%*	*10.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.95%*	*5.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.79%*	*9.95%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*16.73%*	*16.73%*	*0.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.00%*	*4.29%*	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.46%*	*8.29%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	90	95	34	0	0	172	64	0	25	55	0
Total PM Peak Hour BUILD Volumes	**275**	**391**	**486**	**431**	**1,101**	**161**	**805**	**1,793**	**246**	**354**	**1,599**	**68**

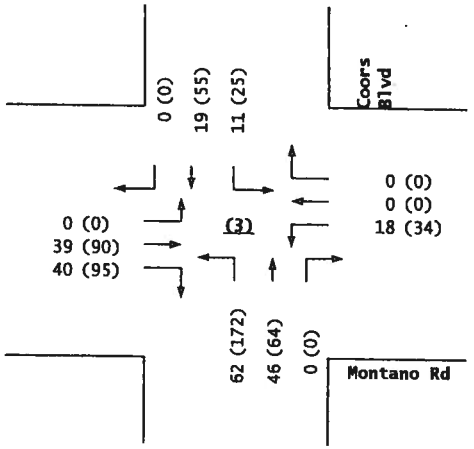
	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	100% Residential Development
	135	**73**	P.M.	
Number of Commercial Trips Generated	**157**	**130**	A.M.	100% Commercial Development
	293	**267**	P.M.	
Number of Walmart Store Trips Generated	**85**	**49**	A.M.	100% Walmart Store Development
	259	**253**	P.M.	

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2011 AM Peak Hr. Volumes	234	1107	300	230	216	148	252	1,124	622	622	1,312	11
2011 PM Peak Hr. Volumes	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65

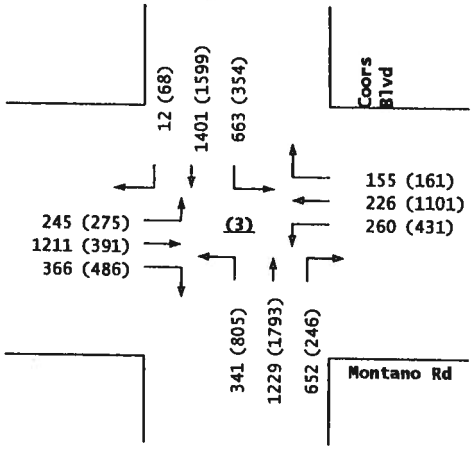
2015
NO BUILD



Trips



2015
BUILD



Montano Rd / Coors Blvd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Dellyne Ave / Coors Blvd

INTERSECTION: E-W Street: **Dellyne Ave** (4)

N-S Street: **Coors Blvd**

Year of Existing Counts 2011

Implementation Year **2015**

	Growth Rates	1.20%			1.20%			1.20%			1.20%		
		Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		231	30	282	51	8	8	59	1,615	69	40	2,077	29
Background Traffic Growth		11	1	14	2	0	0	3	78	3	2	100	1
Subtotal		242	31	296	53	8	8	62	1,693	72	42	2,177	30
Credit Union (Learning) Trips		*0*	*8*	*0*	*10*	*5*	*10*	*0*	*0*	*16*	*10*	*0*	*0*
Subtotal (NO BUILD - A.M.)		***242***	***39***	***296***	***63***	***13***	***18***	***62***	***1,693***	***88***	***52***	***2,177***	***30***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.17%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.90%*	*32.72%*	*16.71%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*12.36%*	*0.17%*	*43.62%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)		*11.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*10.53%*	*10.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*21.53%*	*11.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)		*10.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.14%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*9.14%*	*10.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		27	0	0	49	19	60	0	29	28	22	0	0
Total AM Peak Hour BUILD Volumes		**269**	**39**	**296**	**138**	**32**	**78**	**62**	**1,722**	**116**	**74**	**2,177**	**30**

	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	109	8	101	37	7	11	337	2,382	20	7	1,971	141
Background Traffic Growth	5	0	5	2	0	1	16	114	1	0	95	7
Subtotal	114	8	106	39	7	12	353	2,496	21	7	2,066	148
Credit Union (Learning) Trips	0	12	0	27	14	26	0	0	23	14	0	0
Subtotal (NO BUILD - P.M.)	***114***	***20***	***106***	***66***	***21***	***38***	***353***	***2,496***	***44***	***21***	***2,066***	***148***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.17%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.90%*	*32.72%*	*16.71%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*12.36%*	*0.17%*	*43.62%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*11.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*10.53%*	*10.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*21.53%*	*11.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*10.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.14%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*9.14%*	*10.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	61	0	0	89	57	32	0	71	75	52	0	0
Total PM Peak Hour BUILD Volumes	**175**	**20**	**106**	**242**	**78**	**70**	**353**	**2,567**	**119**	**73**	**2,066**	**148**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	100% Residential Development
	135	**73**	P.M.	
Number of Commercial Trips Generated	**157**	**130**	A.M.	100% Commercial Development
	293	**267**	P.M.	
Number of Walmart Store Trips Generated	**85**	**49**	A.M.	100% Walmart Store Development
	259	**253**	P.M.	

	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2011 AM Peak Hr. Volumes	231	30	282	51	8	8	59	1,615	69	40	2,077	29
2011 PM Peak Hr. Volumes	109	8	101	37	7	11	337	2,382	20	7	1,971	141

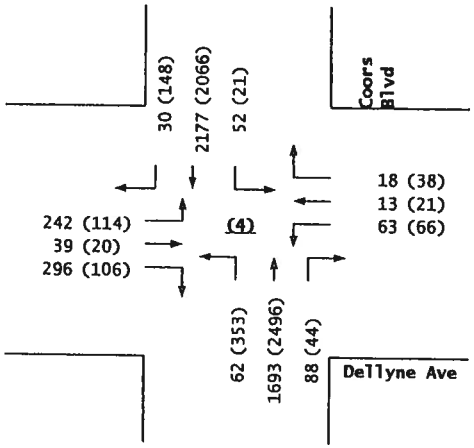
Pass-by Trip Calculations:

AM Pass-by Trips	*Eastbound (Dellyne Ave)*			*Westbound (Dellyne Ave)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*27.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*26*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	*0*	*0*	*0*	*26*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

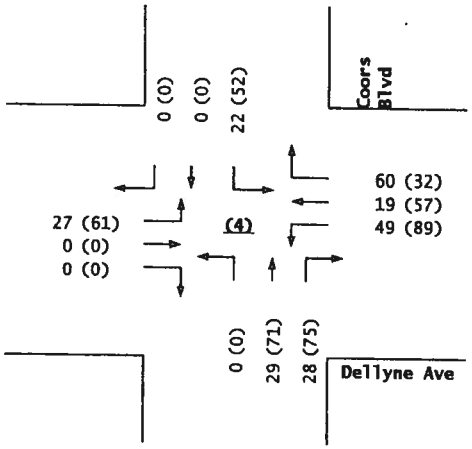
PM Pass-by Trips	*Eastbound (Dellyne Ave)*			*Westbound (Dellyne Ave)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*31.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*87*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	*0*	*0*	*0*	*87*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

	Entering	*Exiting*	
Pass-by Trips	***131***	***97***	*AM*
	297	***280***	*PM*

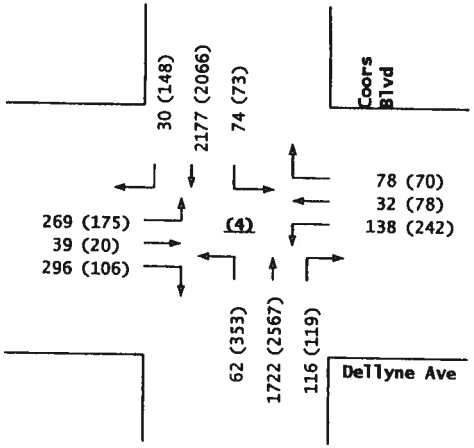
2015
NO BUILD



Trips



2015
BUILD



Dellyne Ave / Coors Blvd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Montano Rd / Fourth St

INTERSECTION: E-W Street: **Montano Rd** (7)

N-S Street: **Fourth St**

Year of Existing Counts **2011**

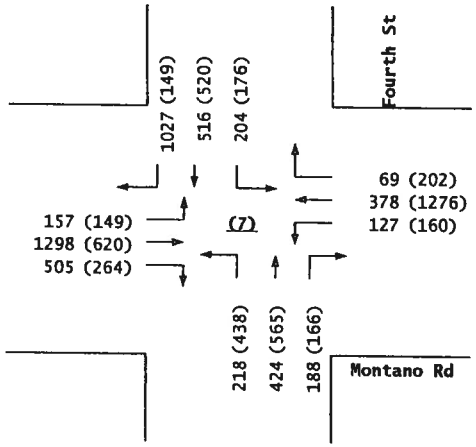
Implementation Year **2015**

Growth Rates	1.20%			1.20%			1.20%			1.20%		
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Fourth St)			Southbound (Fourth St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	148	1,239	473	121	361	66	194	405	179	195	492	977
Background Traffic Growth	7	59	23	6	17	3	9	19	9	9	24	47
Subtotal	155	1,298	496	127	378	69	203	424	188	204	516	1,024
Credit Union (Learning) Trips	2	0	9	0	0	0	15	0	0	0	0	3
Subtotal (NO BUILD - A.M.)	***157***	***1,298***	***505***	***127***	***378***	***69***	***218***	***424***	***188***	***204***	***516***	***1,027***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.08%*	*0.00%*	*5.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.67%*
Percent Residential Trips Generated(Exiting)	*0.67%*	*25.08%*	*5.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*19.99%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.67%*
Percent Commercial Trips Generated(Exiting)	*4.67%*	*0.00%*	*19.99%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.32%*	*0.00%*	*23.28%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.17%*
Percent Walmart Store Trips Generated(Exiting)	*14.17%*	*0.32%*	*23.28%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	14	35	44	0	9	0	53	0	0	0	0	19
Total AM Peak Hour BUILD Volumes	**171**	**1,333**	**549**	**127**	**387**	**69**	**271**	**424**	**188**	**204**	**516**	**1,046**

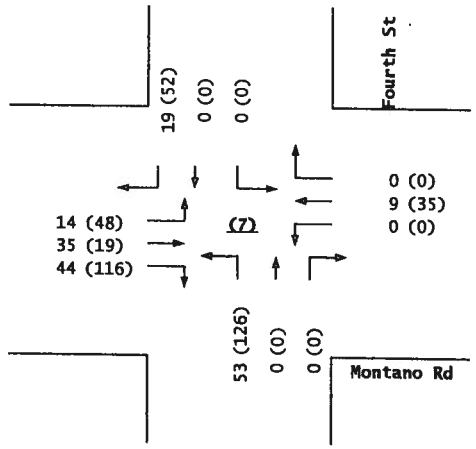
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Fourth St)			Southbound (Fourth St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	136	592	228	153	1,218	193	397	539	158	168	496	137
Background Traffic Growth	7	28	11	7	58	9	19	26	8	8	24	7
Subtotal	143	620	239	160	1,276	202	416	565	166	176	520	144
Credit Union (Learning) Trips	6	0	25	0	0	0	22	0	0	0	0	5
Subtotal (NO BUILD - P.M.)	***149***	***620***	***264***	***160***	***1,276***	***202***	***438***	***565***	***166***	***176***	***520***	***149***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.08%*	*0.00%*	*5.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.67%*
Percent Residential Trips Generated(Exiting)	*0.67%*	*25.08%*	*5.40%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*19.89%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.67%*
Percent Commercial Trips Generated(Exiting)	*4.67%*	*0.00%*	*19.99%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.32%*	*0.00%*	*23.28%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.17%*
Percent Walmart Store Trips Generated(Exiting)	*14.17%*	*0.32%*	*23.28%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	48	19	116	0	35	0	126	0	0	0	0	52
Total PM Peak Hour BUILD Volumes	**197**	**639**	**380**	**160**	**1,311**	**202**	**564**	**565**	**166**	**176**	**520**	**201**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	100% Residential Development
	135	**73**	P.M.	
Number of Commercial Trips Generated	**157**	**130**	A.M.	100% Commercial Development
	293	**267**	P.M.	
Number of Walmart Store Trips Generated	**85**	**49**	A.M.	100% Walmart Store Development
	259	**253**	P.M.	

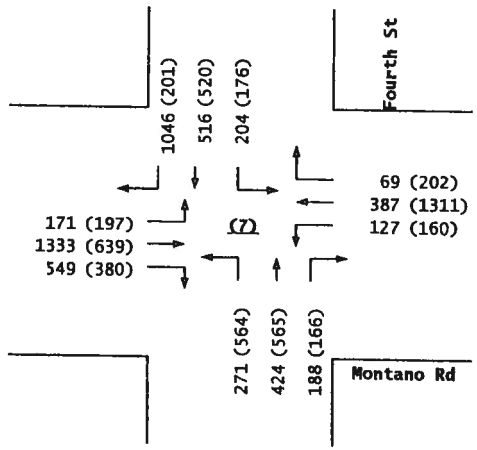
2015
NO BUILD



Trips



2015
BUILD



Montano Rd / Fourth St

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Montano Rd / Winterhaven Rd

INTERSECTION: E-W Street: **Montano Rd** (8)

N-S Street: **Winterhaven Rd**

Year of Existing Counts **2011**

Implementation Year **2015**

Growth Rates	1.20%			1.20%			1.20%			1.20%		
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Winterhaven Rd)			Southbound (Winterhaven Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	27	2,050	30	73	417	51	0	0	55	0	0	29
Background Traffic Growth	1	98	1	4	20	2	0	0	3	0	0	1
Subtotal	28	2,148	31	77	437	53	0	0	58	0	0	30
Credit Union (Learning) Trips	0	6	0	18	0	0	0	0	6	0	0	1
Subtotal (NO BUILD - A.M.)	***28***	***2,154***	***31***	***95***	***437***	***53***	***0***	***0***	***64***	***0***	***0***	***31***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*31.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*
Percent Residential Trips Generated(Exiting)	*0.34%*	*15.57%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.58%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*14.66%*	*10.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.93%*
Percent Commercial Trips Generated(Exiting)	*0.93%*	*12.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.33%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*37.77%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.66%*
Percent Walmart Store Trips Generated(Exiting)	*0.66%*	*18.89%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.88%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	46	0	66	16	0	0	0	47	0	0	2
Subtotal AM Pk Hr. BUILD Volumes	**29**	**2,200**	**31**	**161**	**453**	**53**	**0**	**0**	**111**	**0**	**0**	**33**
Pass-by Trip Adjustments	*0*	*-46*	*7*	*12*	*-12*	*0*	*0*	*0*	*34*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**29**	**2,154**	**38**	**173**	**441**	**53**	**0**	**0**	**145**	**0**	**0**	**33**

AM Adjustment for Heavy EB Flow on Montano -20 20

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Winterhaven Rd)			Southbound (Winterhaven Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	57	736	15	46	1,368	326	0	0	46	0	0	69
Background Traffic Growth	3	35	1	2	66	16	0	0	2	0	0	3
Subtotal	60	771	16	48	1,434	342	0	0	48	0	0	72
Credit Union (Learning) Trips	1	15	0	27	0	0	0	0	15	0	0	1
Subtotal (NO BUILD - P.M.)	***61***	***786***	***16***	***75***	***1,434***	***342***	***0***	***0***	***63***	***0***	***0***	***73***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*31.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*
Percent Residential Trips Generated(Exiting)	*0.34%*	*15.57%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.58%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*14.66%*	*10.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.93%*
Percent Commercial Trips Generated(Exiting)	*0.93%*	*12.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.33%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*37.77%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.66%*
Percent Walmart Store Trips Generated(Exiting)	*0.66%*	*18.89%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.88%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	4	92	0	183	29	0	0	0	92	0	0	5
Subtotal PM Pk Hr. BUILD Volumes	**65**	**878**	**16**	**258**	**1,463**	**342**	**0**	**0**	**155**	**0**	**0**	**78**
Pass-by Trip Adjustments	*0*	*-36*	*15*	*65*	*-65*	*0*	*0*	*0*	*34*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**65**	**842**	**31**	**323**	**1,398**	**342**	**0**	**0**	**189**	**0**	**0**	**78**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	100% Residential Development
	135	**73**	P.M.	
Number of Commercial Trips Generated	**157**	**130**	A.M.	100% Commercial Development
	293	**267**	P.M.	
Number of Walmart Store Trips Generated	**85**	**49**	A.M.	100% Walmart Store Development
	259	**253**	P.M.	

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Winterhaven Rd)			Southbound (Winterhaven Rd)		
2011 AM Peak Hr. Volumes	27	2050	30	73	417	51	0	0	55	0	0	29
2011 PM Peak Hr. Volumes	57	736	15	46	1,368	326	0	0	46	0	0	69

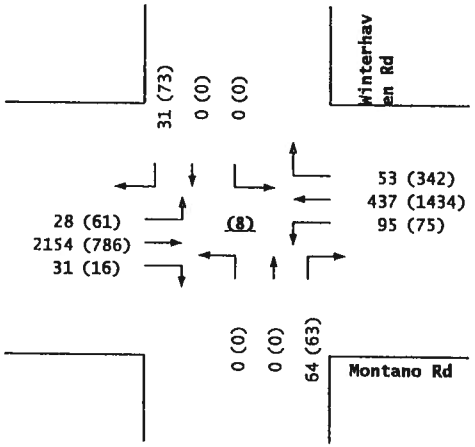
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Montano Rd)***			***Westbound (Montano Rd)***			***Northbound (Winterhaven Rd)***			***Southbound (Winterhaven Rd)***		
Percent Entering	*0.00%*	*-35.00%*	*5.00%*	*9.00%*	*-9.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-46*	*7*	*12*	*-12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*35.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***-46***	***7***	***12***	***-12***	***0***	***0***	***0***	***34***	***0***	***0***	***0***

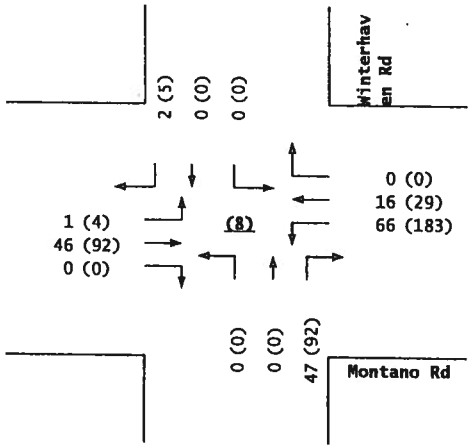
PM Pass-by Trips	***Eastbound (Monta***	***-12***		***Westbound (Montano Rd)***			***Northbound (Winterhaven Rd)***			***Southbound (Winterhaven Rd)***		
Percent Entering	*0.00%*	*-12.00%*	*5.00%*	*22.00%*	*-22.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-36*	*15*	*65*	*-65*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***-36***	***15***	***65***	***-65***	***0***	***0***	***0***	***34***	***0***	***0***	***0***

	Entering	*Exiting*		
Pass-by Trips	***131***	***97***	*AM*	
	297	***280***	*PM*	

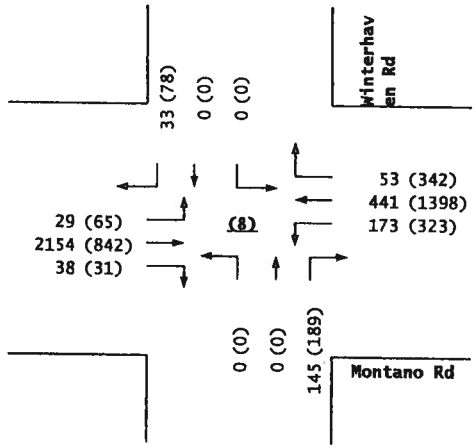
2015
NO BUILD



Trips



2015
BUILD



Montano Rd / Winterhaven Rd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Montano Rd / Antequera Rd

INTERSECTION: E-W Street: **Montano Rd** (9)

N-S Street: **Antequera Rd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates 1.20% 1.20% 1.20% 1.20%

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	2,351	0	0	594	0	0	0	0	0	0	0
Background Traffic Growth	0	113	0	0	29	0	0	0	0	0	0	0
Subtotal	0	2,464	0	0	623	0	0	0	0	0	0	0
Credit Union (Learning) Trips	0	0	12	0	1	0	0	0	6	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***2,464***	***12***	***0***	***624***	***0***	***0***	***0***	***6***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.91%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*20.84%*	*0.00%*	*10.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.26%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*20.73%*	*0.00%*	*0.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*19.55%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	51	0	18	0	0	0	49	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**2,464**	**63**	**0**	**642**	**0**	**0**	**0**	**55**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*-39*	*39*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**2,425**	**102**	**0**	**642**	**0**	**0**	**0**	**55**	**0**	**0**	**0**

AM Adjustment for Heavy EB Flow on Montano 20

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	820	0	0	1,583	0	0	0	0	0	0	0
Background Traffic Growth	0	39	0	0	76	0	0	0	0	0	0	0
Subtotal	0	859	0	0	1,659	0	0	0	0	0	0	0
Credit Union (Learning) Trips	0	0	17	0	1	0	0	0	16	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***859***	***17***	***0***	***1,660***	***0***	***0***	***0***	***16***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.91%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*20.84%*	*0.00%*	*10.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.26%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*20.73%*	*0.00%*	*0.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*19.55%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	115	0	34	0	0	0	96	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**859**	**132**	**0**	**1,694**	**0**	**0**	**0**	**112**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*-21*	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**838**	**153**	**0**	**1,694**	**0**	**0**	**0**	**112**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	
	135	**73**	P.M.	
Number of Commercial Trips Generated	**157**	**130**	A.M.	100% Commercial Development
	293	**267**	P.M.	
Number of Walmart Store Trips Generated	**85**	**49**	A.M.	100% Walmart Store Development
	259	**253**	P.M.	

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)		
2011 AM Peak Hr. Volumes	0	2351	0	0	594	0	0	0	0	0	0	0
2011 PM Peak Hr. Volumes	0	820	0	0	1,583	0	0	0	0	0	0	0

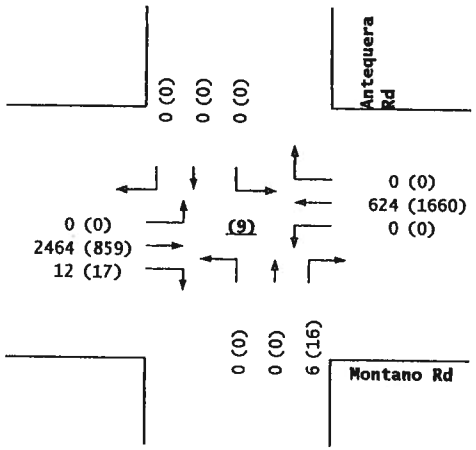
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Montano Rd)***			***Westbound (Montano Rd)***			***Northbound (Antequera Rd)***			***Southbound (Antequera Rd)***		
Percent Entering	*0.00%*	*-30.00%*	*30.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-39*	*39*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***-39***	***39***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

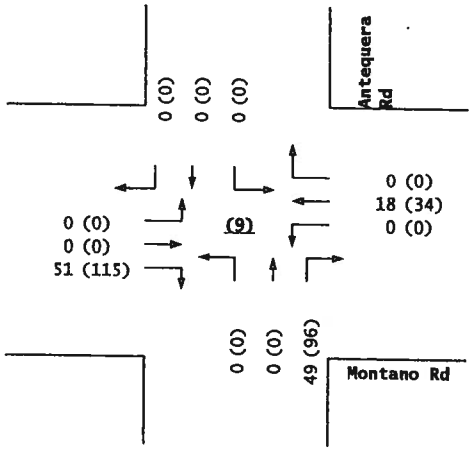
PM Pass-by Trips	***Eastbound (Montano Rd)***			***Westbound (Montano Rd)***			***Northbound (Antequera Rd)***			***Southbound (Antequera Rd)***		
Percent Entering	*0.00%*	*-7.00%*	*7.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-21*	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***-21***	***21***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	Entering	*Exiting*	
Pass-by Trips	***131***	***97***	*AM*
	297	***280***	*PM*

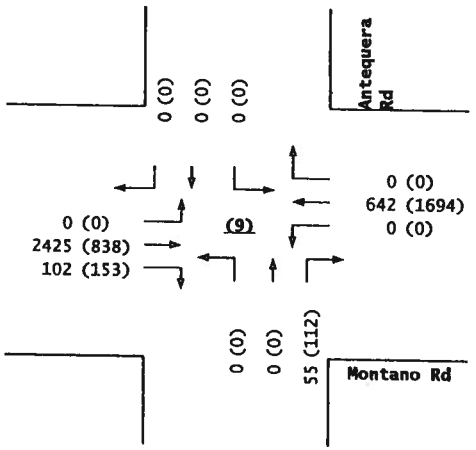
2015
NO BUILD



Trips



2015
BUILD



Montano Rd / Antequera Rd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

E-W Street / Coors Blvd

INTERSECTION: E-W Street: **E-W Street** (10)

N-S Street: **Coors Blvd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates	1.20%			1.20%			1.20%			1.20%		
	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,998	0	0	1,842	0
Background Traffic Growth	0	0	0	0	0	0	0	96	0	0	88	0
Subtotal	0	0	0	0	0	0	0	2,094	0	0	1,930	0
Credit Union (Learning) Trips	0	0	0	0	0	0	0	19	0	0	20	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,113***	***0***	***0***	***1,950***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.06%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***24.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.00%***	*0.00%*	***31.83%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***27.82%***	*0.00%*	***13.91%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.90%***	*0.00%*	***21.68%***	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***27.82%***	*0.00%*	***13.91%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	50	0	59	25	0	77	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**50**	**0**	**2,172**	**25**	**0**	**2,027**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*19*	*0*	*-8*	*25*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**2,164**	**50**	**0**	**2,027**	**0**

AM Adjustment for Heavy EB Flow on Montano 20

	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	2,440	0	0	2,198	0
Background Traffic Growth	0	0	0	0	0	0	0	117	0	0	106	0
Subtotal	0	0	0	0	0	0	0	2,557	0	0	2,304	0
Credit Union (Learning) Trips	0	0	0	0	0	0	0	52	0	0	29	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,609***	***0***	***0***	***2,333***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.06%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***24.72%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***11.00%***	*0.00%*	***31.83%***	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***27.82%***	*0.00%*	***13.91%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***9.90%***	*0.00%*	***21.68%***	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***27.82%***	*0.00%*	***13.91%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	144	0	90	58	0	183	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**144**	**0**	**2,699**	**58**	**0**	**2,516**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*81*	*0*	*4*	*74*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**225**	**0**	**2,703**	**132**	**0**	**2,516**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	
	135	**73**	P.M.	
Number of Commercial Trips Generated	**157**	**130**	A.M.	100% Commercial Development
	293	**267**	P.M.	
Number of Walmart Store Trips Generated	**85**	**49**	A.M.	100% Walmart Store Development
	259	**253**	P.M.	

	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2011 AM Peak Hr. Volumes	0	0	0	0	0	0	0	1,998	0	0	1,842	0
2011 PM Peak Hr. Volumes	0	0	0	0	0	0	0	2,440	0	0	2,198	0

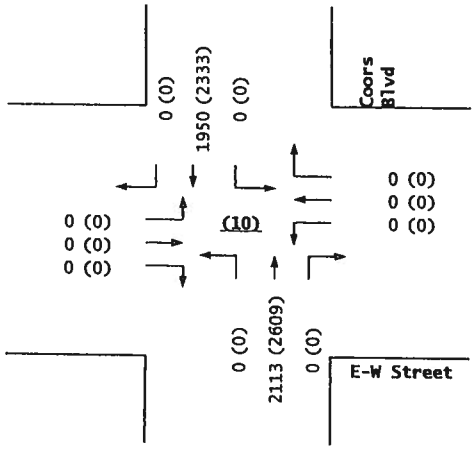
Pass-by Trip Calculations:

AM Pass-by Trips	*Eastbound (E-W Street)*			*Westbound (E-W Street)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-19.00%***	***19.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-25*	*25*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	***18.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*19*	*0*	*17*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***19***	***0***	***-8***	***25***	***0***	***0***	***0***

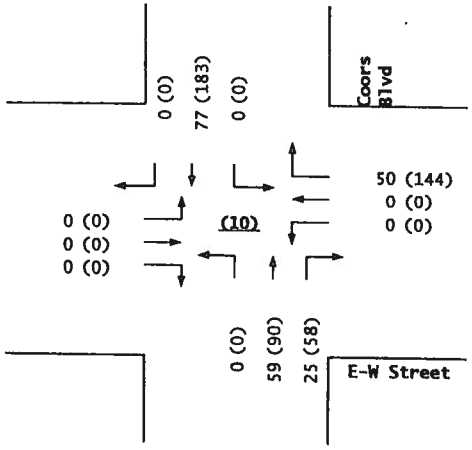
PM Pass-by Trips	*Eastbound (E-W Street)*			*Westbound (E-W Street)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***-25.00%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-74*	*74*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***29.00%***	*0.00%*	***28.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*81*	*0*	*78*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***81***	***0***	***4***	***74***	***0***	***0***	***0***

	Entering	*Exiting*	
Pass-by Trips	***131***	***97***	*AM*
	297	***280***	*PM*

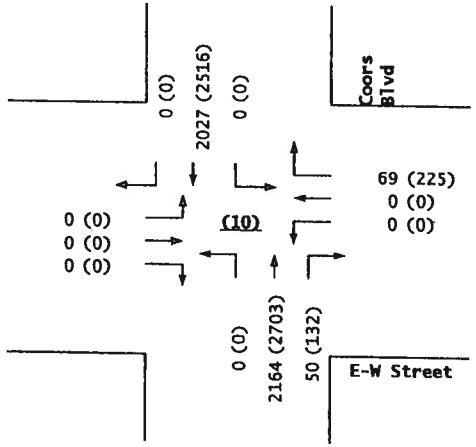
2015
NO BUILD



Trips



2015
BUILD



E-W Street / Coors Blvd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Mirandela Rd / Coors Blvd

INTERSECTION: E-W Street: **Mirandela Rd** (11)

N-S Street: **Coors Blvd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates 1.20% 1.20% 1.20% 1.20%

	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,998	0	0	1,842	0
Background Traffic Growth	0	0	0	0	0	0	0	96	0	0	88	0
Subtotal	0	0	0	0	0	0	0	2,094	0	0	1,930	0
Credit Union (Learning) Trips	0	0	0	0	0	10	0	10	0	10	10	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***10***	***0***	***2,104***	***0***	***10***	***1,940***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.90%*	*8.35%*	*16.71%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.36%*	*0.00%*	*12.36%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*11.15%*	*21.83%*	*10.00%*	*0.00%*
Percent Commercial Trips Genefated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.90%*	*9.90%*	*21.68%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	42	0	42	30	55	22	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**2,146**	**30**	**65**	**1,962**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*17*	*0*	*-25*	*25*	*35*	*-35*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**2,121**	**55**	**100**	**1,927**	**0**

AM Adjustment for Heavy EB Flow on Montano 20

	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	2,440	0	0	2,198	0
Background Traffic Growth	0	0	0	0	0	0	0	117	0	0	106	0
Subtotal	0	0	0	0	0	0	0	2,557	0	0	2,304	0
Credit Union (Learning) Trips	0	0	0	0	0	26	0	26	0	14	14	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***26***	***0***	***2,583***	***0***	***14***	***2,318***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.90%*	*8.35%*	*16.71%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.36%*	*0.00%*	*12.36%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*11.15%*	*21.83%*	*10.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*9.90%*	*9.90%*	*21.68%*	*0.00%*	*0.00%*
Percent Walmart Store Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	81	0	67	74	131	52	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**107**	**0**	**2,650**	**74**	**145**	**2,370**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*78*	*0*	*-74*	*74*	*92*	*-92*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**185**	**0**	**2,576**	**148**	**237**	**2,278**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	
	135	**73**	P.M.	
Number of Commercial Trips Generated	**157**	**130**	A.M.	100% Commercial Development
	293	**267**	P.M.	
Number of Walmart Store Trips Generated	**85**	**49**	A.M.	100% Walmart Store Development
	259	**253**	P.M.	

	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2011 AM Peak Hr. Volumes	0	0	0	0	0	0	0	1,998	0	0	1,842	0
2011 PM Peak Hr. Volumes	0	0	0	0	0	0	0	2,440	0	0	2,198	0

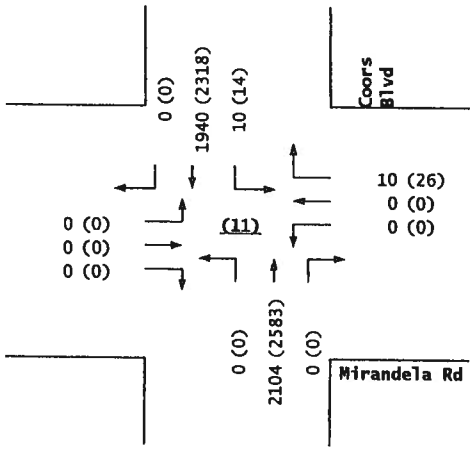
Pass-by Trip Calculations:

AM Pass-by Trips	*Eastbound (Mirandela Rd)*			*Westbound (Mirandela Rd)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*-19.00%*	*19.00%*	*27.00%*	*-27.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-25*	*25*	*35*	*-35*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*17*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	*0*	*0*	*0*	*0*	*0*	*17*	*0*	*-25*	*25*	*35*	*-35*	*0*

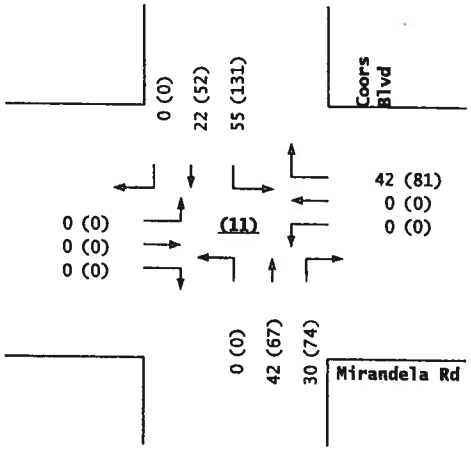
PM Pass-by Trips	*Eastbound (Mirandela Rd)*			*Westbound (Mirandela Rd)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*-25.00%*	*25.00%*	*31.00%*	*-31.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-74*	*74*	*92*	*-92*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*28.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*78*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	*0*	*0*	*0*	*0*	*0*	*78*	*0*	*-74*	*74*	*92*	*-92*	*0*

	Entering	*Exiting*		
Pass-by Trips	***131***	***97***	*AM*	
	297	***280***	*PM*	

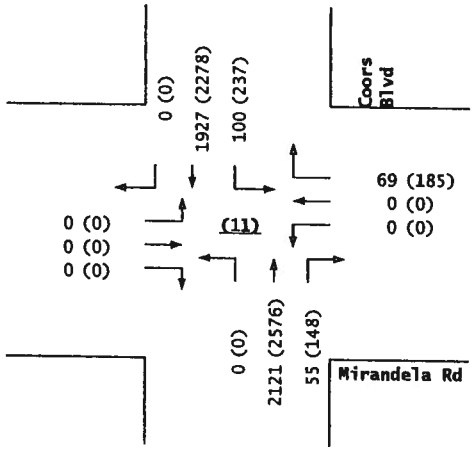
2015
NO BUILD



Trips



2015
BUILD



Mirandela Rd / Coors Blvd

Timings
3: Montano Rd & Coors Blvd

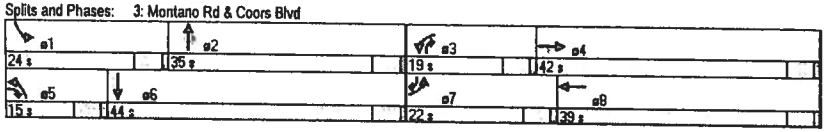
Terry O. Brown, PE
11/2/2011 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	245	1172	326	242	226	279	1183	652	652	1382	12
Turn Type	Prot		pm+ov	Prot		Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	3	1	6	7
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	22.0	42.0	15.0	19.0	39.0	15.0	35.0	19.0	24.0	44.0	22.0
Total Split (%)	18.3%	35.0%	12.5%	15.8%	32.5%	12.5%	29.2%	15.8%	20.0%	36.7%	18.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	Min	Min	C-Max	Min
Act Effct Green (s)	15.2	37.0	52.0	14.0	35.8	10.0	30.0	49.0	19.0	39.0	59.2
Actuated g/C Ratio	0.13	0.31	0.43	0.12	0.30	0.08	0.25	0.41	0.16	0.32	0.49
v/c Ratio	0.71	1.23	0.54	0.80	0.46	1.12	1.07	1.16	1.35	0.94	0.02
Control Delay	59.7	149.2	28.1	67.6	26.0	134.9	68.5	106.4	207.0	51.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	149.2	28.1	67.6	26.0	134.9	68.5	106.4	207.0	51.4	6.8
LOS	E	F	C	E	C	F	E	F	F	D	A
Approach Delay		113.2			42.1		89.0			100.7	
Approach LOS		F			D		F			F	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 86 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.35
Intersection Signal Delay: 93.9
Intersection Capacity Utilization 103.9%
Analysis Period (min) 15

Intersection LOS: F
ICU Level of Service G

Splits and Phases: 3: Montano Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
3: Montano Rd & Coors Blvd

Terry O. Brown, PE
11/2/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	245	1172	326	242	226	155	279	1183	652	652	1382	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3291		3400	5036	1568	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3291		3400	5036	1568	3400	5036	1568
Peak-hour factor, PHF	0.80	0.88	0.88	0.76	0.76	0.76	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	306	1332	370	318	297	204	317	1344	741	724	1536	13
RTOR Reduction (vph)	0	0	5	0	100	0	0	0	1	0	0	7
Lane Group Flow (vph)	306	1332	365	318	401	0	317	1344	740	724	1536	6
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	15.2	37.0	47.0	14.0	35.8		10.0	30.0	44.0	19.0	39.0	54.2
Effective Green, g (s)	15.2	37.0	47.0	14.0	35.8		10.0	30.0	44.0	19.0	39.0	54.2
Actuated g/C Ratio	0.13	0.31	0.39	0.12	0.30		0.08	0.25	0.37	0.16	0.32	0.45
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	431	1081	679	397	982		283	1259	640	538	1637	774
v/s Ratio Prot	0.09	c0.38	0.04	0.09	0.12		0.09	0.27	c0.13	c0.21	0.31	0.00
v/s Ratio Perm			0.19						0.34			0.00
v/c Ratio	0.71	1.23	0.54	0.80	0.41		1.12	1.07	1.16	1.35	0.94	0.01
Uniform Delay, d1	50.3	41.5	28.1	51.6	33.6		55.0	45.0	38.0	50.5	39.3	18.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.22	0.63	0.72	1.00	1.00	1.00
Incremental Delay, d2	5.3	112.7	0.8	11.0	0.3		76.5	39.7	79.9	167.7	11.7	0.0
Delay (s)	55.6	154.2	28.9	62.7	33.9		143.5	67.8	107.2	218.2	51.1	18.1
Level of Service	E	F	C	E	C		F	E	F	F	D	B
Approach Delay (s)		116.1			45.1			89.9			104.1	
Approach LOS		F			D			F			F	

Intersection Summary

HCM Average Control Delay	96.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	103.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

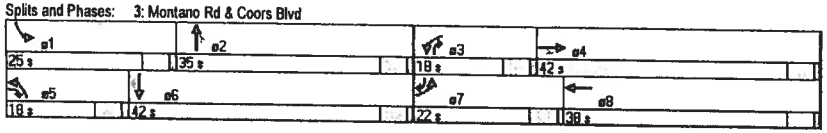
Timings
3: Montano Rd & Coors Blvd

Terry O. Brown, PE
11/4/2011 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	245	1211	366	260	226	341	1229	652	663	1401	12
Turn Type	Prot		pm+ov	Prot		Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	3	1	6	7
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	22.0	42.0	16.0	16.0	38.0	16.0	35.0	16.0	25.0	42.0	22.0
Total Split (%)	18.3%	35.0%	15.0%	15.0%	31.7%	15.0%	29.2%	15.0%	20.8%	35.0%	18.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	Min	Min	C-Max	Min
Act Effct Green (s)	15.2	37.0	55.0	13.0	34.6	13.0	30.0	48.0	20.0	37.0	57.2
Actuated g/C Ratio	0.13	0.31	0.46	0.11	0.29	0.11	0.25	0.40	0.17	0.31	0.48
v/c Ratio	0.71	1.27	0.58	0.93	0.46	1.05	1.11	0.67	1.30	1.00	0.02
Control Delay	59.7	165.9	27.6	85.4	26.6	124.3	89.9	19.6	167.6	65.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	165.9	27.6	85.4	26.6	124.3	89.9	19.6	167.6	65.1	7.2
LOS	E	F	C	F	C	F	F	B	F	E	A
Approach Delay		122.9			50.5		74.5			103.9	
Approach LOS		F			D		E			F	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 73 (61%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 93.7
Intersection LOS: F
Intersection Capacity Utilization 100.2%
ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Montano Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
3: Montano Rd & Coors Blvd

Terry O. Brown, PE
11/4/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	245	1211	366	260	226	155	341	1229	652	663	1401	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.80	0.88	0.88	0.76	0.76	0.76	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	306	1376	416	342	297	204	388	1397	741	737	1557	13
RTOR Reduction (vph)	0	0	3	0	100	0	0	0	3	0	0	7
Lane Group Flow (vph)	306	1376	413	342	401	0	388	1397	738	737	1557	6
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	15.2	37.0	50.0	13.0	34.8		13.0	30.0	43.0	20.0	37.0	52.2
Effective Green, g (s)	15.2	37.0	50.0	13.0	34.8		13.0	30.0	43.0	20.0	37.0	52.2
Actuated g/C Ratio	0.13	0.31	0.42	0.11	0.29		0.11	0.25	0.36	0.17	0.31	0.44
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	431	1081	719	368	954		368	1259	1104	567	1553	747
v/s Ratio Prot	0.09	c0.39	0.06	c0.10	0.12		0.11	c0.28	0.07	c0.22	0.31	0.00
v/s Ratio Perm			0.20						0.20			0.00
v/c Ratio	0.71	1.27	0.57	0.93	0.42		1.05	1.11	0.67	1.30	1.00	0.01
Uniform Delay, d1	50.3	41.5	26.6	53.0	34.4		53.5	45.0	32.5	50.0	41.5	19.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.44	0.72	0.58	1.00	1.00	1.00
Incremental Delay, d2	5.3	130.1	1.1	29.2	0.3		53.6	57.7	1.1	147.5	23.5	0.0
Delay (s)	55.6	171.6	28.0	82.3	34.7		130.9	90.4	20.0	197.5	65.0	19.2
Level of Service	E	F	C	F	C		F	F	C	F	E	B
Approach Delay (s)		126.2			54.0			76.0			107.0	
Approach LOS		F			D			E			F	

Intersection Summary

HCM Average Control Delay	96.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Timings
3: Montano Rd & Coors Blvd

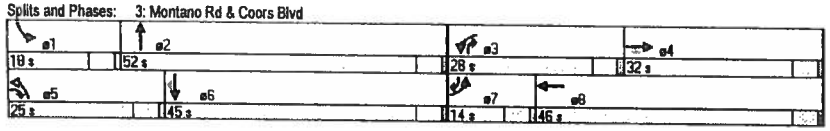
Terry O. Brown, PE
11/2/2011

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	275	301	391	397	1101	633	1729	246	329	1544	68
Turn Type	Prot		pm+ov	Prot		Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	3	1	6	7
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	14.0	32.0	25.0	28.0	46.0	25.0	52.0	28.0	18.0	45.0	14.0
Total Split (%)	10.8%	24.6%	19.2%	21.5%	35.4%	19.2%	40.0%	21.5%	13.8%	34.6%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	Min	Min	C-Max	Min
Act Effct Green (s)	9.0	29.4	54.4	20.6	41.0	20.0	47.0	72.6	13.0	40.0	54.0
Actuated g/C Ratio	0.07	0.23	0.42	0.16	0.32	0.15	0.36	0.56	0.10	0.31	0.42
v/c Ratio	1.25	0.42	0.65	0.79	1.24	1.26	0.99	0.28	1.05	1.08	0.11
Control Delay	189.7	45.5	35.2	72.0	153.0	169.5	42.0	7.0	118.8	91.4	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	189.7	45.5	35.2	72.0	153.0	169.5	42.0	7.0	118.8	91.4	22.4
LOS	F	D	D	E	F	F	D	A	F	F	C
Approach Delay		81.4			133.6		69.8			93.6	
Approach LOS		F			F		E			F	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 69 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 92.7 Intersection LOS: F
Intersection Capacity Utilization 108.0% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Montano Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
3: Montano Rd & Coors Blvd

Terry O. Brown, PE
11/2/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	275	301	391	397	1101	161	633	1729	246	329	1544	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3438		3400	5036	1568	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3438		3400	5036	1568	3400	5036	1568
Peak-hour factor, PHF	0.94	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	293	331	430	427	1184	173	659	1801	256	358	1678	74
RTOR Reduction (vph)	0	0	9	0	9	0	0	0	45	0	0	3
Lane Group Flow (vph)	293	331	421	427	1348	0	659	1801	211	358	1678	71
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	9.0	29.4	49.4	20.6	41.0		20.0	47.0	67.6	13.0	40.0	49.0
Effective Green, g (s)	9.0	29.4	49.4	20.6	41.0		20.0	47.0	67.6	13.0	40.0	49.0
Actuated g/C Ratio	0.07	0.23	0.38	0.16	0.32		0.15	0.36	0.52	0.10	0.31	0.38
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	235	793	656	539	1084		523	1821	676	340	1550	651
v/s Ratio Prot	c0.09	0.09	0.10	0.13	c0.39		c0.19	0.36	0.04	0.11	c0.33	0.01
v/s Ratio Perm			0.17						0.10			0.04
v/c Ratio	1.25	0.42	0.64	0.79	1.24		1.26	0.99	0.24	1.05	1.08	0.11
Uniform Delay, d1	60.5	43.0	33.1	52.6	44.5		55.0	41.2	17.1	58.5	45.0	26.3
Progression Factor	1.00	1.00	1.00	1.17	0.96		0.97	0.66	0.73	1.00	1.00	1.00
Incremental Delay, d2	141.4	0.4	2.2	7.3	117.1		126.3	13.9	0.1	63.4	48.8	0.1
Delay (s)	201.9	43.3	35.2	68.9	160.0		179.4	41.1	12.6	121.9	93.8	26.4
Level of Service	F	D	D	E	F		F	D	B	F	F	C
Approach Delay (s)		84.1			138.2			72.0			96.2	
Approach LOS		F			F			E			F	

Intersection Summary

HCM Average Control Delay	95.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	108.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

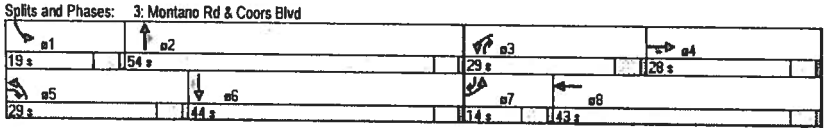
Timings
3: Montano Rd & Coors Blvd

Terry O. Brown, PE
11/3/2011 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	275	391	486	431	1101	805	1793	246	354	1599	68
Turn Type	Prot		pm+ov	Prot		Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	3	1	6	7
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	14.0	28.0	29.0	29.0	43.0	29.0	54.0	29.0	19.0	44.0	14.0
Total Split (%)	10.8%	21.5%	22.3%	22.3%	33.1%	22.3%	41.5%	22.3%	14.6%	33.8%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	Min	Min	C-Max	Min
Act Effct Green (s)	9.0	25.1	54.1	21.9	38.0	24.0	49.0	75.9	14.0	39.0	53.0
Actuated g/C Ratio	0.07	0.19	0.42	0.17	0.29	0.18	0.38	0.58	0.11	0.30	0.41
v/c Ratio	1.25	0.64	0.81	0.81	1.34	1.34	0.98	0.16	1.05	1.15	0.12
Control Delay	189.7	53.7	44.5	46.1	191.6	197.1	44.5	9.0	116.3	116.9	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	189.7	53.7	44.5	46.1	191.6	197.1	44.5	9.0	116.3	116.9	23.6
LOS	F	D	D	D	F	F	D	A	F	F	C
Approach Delay		81.5			154.6		84.7			113.7	
Approach LOS		F			F		F			F	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 78 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 107.4 Intersection LOS: F
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 3: Montano Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
3: Montano Rd & Coors Blvd

Terry O. Brown, PE
11/3/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	275	391	486	431	1101	161	805	1793	246	354	1599	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.94	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	293	430	534	463	1184	173	839	1868	256	385	1736	74
RTOR Reduction (vph)	0	0	7	0	9	0	0	0	23	0	0	2
Lane Group Flow (vph)	293	430	527	463	1348	0	839	1868	233	385	1738	72
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	9.0	25.1	49.1	21.9	38.0		24.0	49.0	70.9	14.0	39.0	48.0
Effective Green, g (s)	9.0	25.1	49.1	21.9	38.0		24.0	49.0	70.9	14.0	39.0	48.0
Actuated g/C Ratio	0.07	0.19	0.38	0.17	0.29		0.18	0.38	0.55	0.11	0.30	0.37
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	235	677	653	573	1005		628	1898	1611	366	1511	639
v/s Ratio Prot	c0.09	0.12	0.15	0.14	c0.39		c0.25	0.37	0.02	0.11	c0.35	0.01
v/s Ratio Perm			0.19						0.06			0.04
v/c Ratio	1.25	0.64	0.81	0.81	1.34		1.34	0.98	0.14	1.05	1.15	0.11
Uniform Delay, d1	60.5	48.2	36.2	52.0	46.0		53.0	40.1	14.6	58.0	45.5	27.0
Progression Factor	1.00	1.00	1.00	0.77	0.97		0.91	0.75	0.92	1.00	1.00	1.00
Incremental Delay, d2	141.4	2.0	7.2	4.4	157.1		158.8	14.0	0.0	61.3	75.7	0.1
Delay (s)	201.9	50.2	43.4	44.3	201.5		206.9	44.0	13.5	119.3	121.2	27.1
Level of Service	F	D	D	D	F		F	D	B	F	F	C
Approach Delay (s)		82.7			161.5			87.5			117.7	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	111.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	113.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Timings
4: Dellyne Ave & Coors Blvd

Terry O. Brown, PE
11/2/2011 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	242	39	296	63	13	18	62	1693	68	52	2177	30
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	27.0	34.0	34.0	14.0	21.0	21.0	10.0	61.0	61.0	11.0	62.0	62.0
Total Split (%)	22.5%	28.3%	28.3%	11.7%	17.5%	17.5%	8.3%	50.8%	50.8%	9.2%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min	C-Max	C-Max
Act Effct Green (s)	22.0	26.6	26.6	8.6	13.2	13.2	63.9	58.3	58.3	6.5	59.3	59.3
Actuated g/C Ratio	0.18	0.22	0.22	0.07	0.11	0.11	0.53	0.49	0.49	0.05	0.49	0.49
v/c Ratio	1.01	0.13	0.91	0.67	0.08	0.12	0.52	0.82	0.13	0.61	0.98	0.04
Control Delay	101.0	36.9	58.4	79.5	46.8	18.2	28.1	30.6	6.4	79.3	29.0	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.0	36.9	58.4	79.5	46.8	18.2	28.1	30.6	6.4	79.3	29.0	4.1
LOS	F	D	E	E	D	B	C	C	A	E	C	A
Approach Delay		74.8			63.3			29.4			29.8	
Approach LOS		E			E			C			C	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 36.5 Intersection LOS: D
Intersection Capacity Utilization 78.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: Dellyne Ave & Coors Blvd

HCM Signalized Intersection Capacity Analysis
4: Dellyne Ave & Coors Blvd

Terry O. Brown, PE
11/2/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	242	39	296	63	13	18	62	1893	88	52	2177	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	1752	1845	1568	1752	5036	1568	1752	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.07	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	1845	1568	1752	1845	1568	127	5036	1568	1752	5036	1568
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.84	0.84	0.84	0.89	0.89	0.89
Adj. Flow (vph)	323	52	395	84	17	24	74	2015	105	58	2446	34
RTOR Reduction (vph)	0	0	86	0	0	21	0	0	41	0	0	13
Lane Group Flow (vph)	323	52	309	84	17	3	74	2015	64	58	2446	21
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4		3	6		5	2		1	6	
Permitted Phases			4			8	2		2			6
Actuated Green, G (s)	22.0	26.6	26.6	8.6	13.2	13.2	63.8	58.3	58.3	6.5	59.3	59.3
Effective Green, g (s)	22.0	26.6	26.6	8.6	13.2	13.2	63.8	58.3	58.3	6.5	59.3	59.3
Actuated g/C Ratio	0.18	0.22	0.22	0.07	0.11	0.11	0.53	0.49	0.49	0.05	0.49	0.49
Clearance Time (s)	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 Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	321	409	348	126	203	172	142	2447	762	95	2489	775
v/s Ratio Prot	c0.18	0.03		0.05	0.01		0.02	0.40		c0.03	c0.49	
v/s Ratio Perm			c0.20			0.00	0.25		0.04			0.01
v/c Ratio	1.01	0.13	0.89	0.67	0.08	0.02	0.52	0.82	0.08	0.61	0.98	0.03
Uniform Delay, d1	49.0	37.4	45.2	54.3	48.0	47.6	26.5	26.4	16.5	55.5	29.8	15.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	0.53	0.51
Incremental Delay, d2	51.8	0.1	22.7	12.5	0.2	0.0	3.4	3.3	0.2	7.4	11.1	0.0
Delay (s)	100.8	37.5	67.9	66.9	48.1	47.6	29.9	29.7	16.8	68.5	26.9	8.1
Level of Service	F	D	E	E	D	D	C	C	B	E	C	A
Approach Delay (s)		79.7			60.6			29.1			27.6	
Approach LOS		E			E			C			C	

Intersection Summary

HCM Average Control Delay	36.1	HCM Level of Service		D	
HCM Volume to Capacity ratio	0.89				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		10.0	
Intersection Capacity Utilization	78.8%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Timings
4: Dellyne Ave & Coors Blvd

Terry O. Brown, PE
11/3/2011 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	269	39	138	32	76	62	1722	116	74	2177	30
Turn Type	Prot		Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8	2		2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	22.0	34.0	10.0	22.0	22.0	10.0	66.0	66.0	10.0	66.0	66.0
Total Split (%)	18.3%	28.3%	8.3%	18.3%	18.3%	8.3%	55.0%	55.0%	8.3%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min	C-Max	C-Max
Act Effct Green (s)	16.1	29.0	5.0	17.9	17.9	66.0	61.0	61.0	5.0	61.0	61.0
Actuated g/C Ratio	0.13	0.24	0.04	0.15	0.15	0.55	0.51	0.51	0.04	0.51	0.51
v/c Ratio	0.79	1.00	1.30	0.16	0.35	0.55	0.80	0.16	0.58	0.96	0.04
Control Delay	63.3	81.2	220.1	46.9	18.8	29.0	27.5	4.7	79.2	20.4	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	81.2	220.1	46.9	18.8	29.0	27.5	4.7	79.2	20.4	1.0
LOS	E	F	F	D	B	C	C	A	E	C	A
Approach Delay		73.2		134.4			26.2			22.1	
Approach LOS		E		F			C			C	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 36.8 — Intersection LOS: D
Intersection Capacity Utilization 87.4% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Dellyne Ave & Coors Blvd

HCM Signalized Intersection Capacity Analysis
4: Dellyne Ave & Coors Blvd

Terry O. Brown, PE
11/3/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	269	39	296	138	32	78	62	1722	116	74	2177	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	1.00		0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1600		3400	1845	1568	1752	5036	1568	3400	5036	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.07	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	1600		3400	1845	1568	121	5036	1568	3400	6036	1568
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.84	0.84	0.84	0.89	0.89	0.89
Adj. Flow (vph)	359	52	395	184	43	104	74	2050	138	83	2446	34
RTOR Reduction (vph)	0	59	0	0	0	67	0	0	55	0	0	14
Lane Group Flow (vph)	359	388	0	184	43	37	74	2050	83	83	2446	20
Turn Type	Prot			Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2		2			6
Actuated Green, G (s)	16.1	29.0		5.0	17.9	17.9	66.0	61.0	61.0	5.0	61.0	61.0
Effective Green, g (s)	16.1	29.0		5.0	17.9	17.9	66.0	61.0	61.0	5.0	61.0	61.0
Actuated g/C Ratio	0.13	0.24		0.04	0.15	0.15	0.55	0.51	0.51	0.04	0.51	0.51
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	456	387		142	275	234	135	2560	797	142	2560	797
v/s Ratio Prot	0.11	c0.24		c0.05	0.02		0.02	0.41		c0.02	c0.49	
v/s Ratio Perm						0.02	0.28		0.05			0.01
v/c Ratio	0.79	1.00		1.30	0.16	0.16	0.55	0.80	0.10	0.58	0.96	0.03
Uniform Delay, d1	50.3	45.5		57.5	44.5	44.5	25.6	24.5	15.3	56.5	28.2	14.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.23	0.46	0.14
Incremental Delay, d2	8.7	46.3		175.3	0.3	0.3	4.5	2.7	0.3	3.4	6.5	0.0
Delay (s)	59.0	91.8		232.8	44.7	44.8	30.1	27.2	15.6	72.7	19.6	2.1
Level of Service	E	F		F	D	D	C	C	B	E	B	A
Approach Delay (s)		77.2			149.3			26.6			21.1	
Approach LOS		E			F			C			C	

Intersection Summary

HCM Average Control Delay	37.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Timings
4: Dellyne Ave & Coors Blvd

Terry O. Brown, PE
11/2/2011

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	20	108	86	21	38	353	2496	44	21	2066	148
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	16.0	22.0	22.0	15.0	21.0	21.0	30.0	83.0	83.0	10.0	63.0	63.0
Total Split (%)	12.3%	16.9%	16.9%	11.5%	16.2%	16.2%	23.1%	63.8%	63.8%	7.7%	48.5%	48.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min	C-Max	C-Max
Act Effct Green (s)	11.0	9.2	9.2	9.5	7.7	7.7	96.3	84.1	84.1	7.2	62.8	62.8
Actuated g/C Ratio	0.08	0.07	0.07	0.07	0.06	0.06	0.74	0.65	0.65	0.06	0.48	0.48
v/c Ratio	0.86	0.17	0.54	0.69	0.26	0.36	0.84	0.80	0.04	0.23	0.88	0.19
Control Delay	103.6	59.1	18.9	84.8	63.2	22.2	53.0	19.8	4.5	63.2	17.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.6	59.1	18.9	84.8	63.2	22.2	53.0	19.8	4.5	63.2	17.0	0.5
LOS	F	E	B	F	E	C	D	B	A	E	B	A
Approach Delay		62.5			62.1			23.6			16.4	
Approach LOS		E			E			C			B	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 127 (98%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 23.6
Intersection LOS: C
Intersection Capacity Utilization 85.0%
ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Dellyne Ave & Coors Blvd

HCM Signalized Intersection Capacity Analysis
4: Dellyne Ave & Coors Blvd

Terry O. Brown, PE
11/2/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	20	106	66	21	38	353	2496	44	21	2066	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	1752	1845	1568	1752	5036	1568	1752	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.06	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	1845	1568	1752	1845	1568	109	5036	1568	1752	5036	1568
Peak-hour factor, PHF	0.89	0.89	0.89	0.75	0.75	0.75	0.96	0.96	0.96	0.97	0.97	0.97
Adj. Flow (vph)	128	22	119	88	28	51	368	2600	46	22	2130	153
RTOR Reduction (vph)	0	0	111	0	0	48	0	0	12	0	0	62
Lane Group Flow (vph)	128	22	8	88	28	3	368	2600	34	22	2130	91
Turn Type	Prot		Perm	Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2		2			6
Actuated Green, G (s)	11.0	9.2	9.2	9.5	7.7	7.7	96.3	84.1	84.1	7.2	62.9	62.9
Effective Green, g (s)	11.0	9.2	9.2	9.5	7.7	7.7	96.3	84.1	84.1	7.2	62.9	62.9
Actuated g/C Ratio	0.08	0.07	0.07	0.07	0.06	0.06	0.74	0.65	0.65	0.06	0.48	0.48
Clearance Time (s)	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 Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	148	131	111	128	109	93	440	3258	1014	97	2437	759
v/s Ratio Prot	c0.07	0.01		0.05	c0.02		c0.18	0.52		0.01	c0.42	
v/s Ratio Perm			0.01			0.00	0.44		0.02			0.06
v/c Ratio	0.86	0.17	0.08	0.69	0.26	0.03	0.84	0.80	0.03	0.23	0.87	0.12
Uniform Delay, d1	58.8	56.8	56.4	58.8	58.4	57.6	40.0	16.8	8.3	58.7	30.0	18.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	0.47	0.06
Incremental Delay, d2	37.4	0.6	0.3	14.3	1.3	0.1	12.9	2.1	0.1	0.4	1.6	0.1
Delay (s)	96.2	57.4	56.7	73.1	59.7	57.8	53.0	18.9	8.3	62.3	15.8	1.3
Level of Service	F	E	E	E	E	E	D	B	A	E	B	A
Approach Delay (s)		75.5			66.2			22.9			15.3	
Approach LOS		E			E			C			B	

Intersection Summary

HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

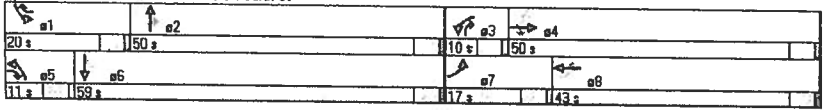
Timings
7: Montano Rd & Fourth St

Terry O. Brown, PE
11/2/2011 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	157	1298	505	127	378	69	218	424	188	204	516
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	17.0	50.0	11.0	10.0	43.0	20.0	11.0	50.0	10.0	20.0	59.0
Total Split (%)	13.1%	38.5%	8.5%	7.7%	33.1%	15.4%	8.5%	38.5%	7.7%	15.4%	45.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	54.9	45.0	56.0	43.6	38.6	57.2	52.3	46.3	56.3	64.9	54.0
Actuated g/C Ratio	0.42	0.35	0.43	0.34	0.30	0.44	0.40	0.36	0.43	0.50	0.42
v/c Ratio	0.50	1.19	0.73	1.29	0.46	0.12	0.99	0.41	0.32	0.53	1.42dr
Control Delay	29.4	131.5	27.2	207.0	39.1	4.6	79.1	33.1	17.9	23.5	113.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	131.5	27.2	207.0	39.1	4.6	79.1	33.1	17.9	23.5	113.6
LOS	C	F	C	F	D	A	E	C	B	C	F
Approach Delay		96.6			72.2			41.7			103.1
Approach LOS		F			E			D			F

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 130
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 86.2
Intersection LOS: F
Intersection Capacity Utilization 113.2%
ICU Level of Service H
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: Montano Rd & Fourth St



HCM Signalized Intersection Capacity Analysis
7: Montano Rd & Fourth St

Terry O. Brown, PE
11/2/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	1298	505	127	378	69	218	424	188	204	518	1027
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	3400	3505	1568	1752	3155	
Flt Permitted	0.32	1.00	1.00	0.10	1.00	1.00	0.09	1.00	1.00	0.33	1.00	
Satd. Flow (perm)	582	3505	1568	191	3505	1568	309	3505	1568	610	3155	
Peak-hour factor, PHF	0.90	0.90	0.90	0.79	0.79	0.79	0.83	0.83	0.83	0.91	0.91	0.91
Adj. Flow (vph)	174	1442	561	161	478	87	263	511	227	224	567	1129
RTOR Reduction (vph)	0	0	103	0	0	52	0	0	43	0	143	0
Lane Group Flow (vph)	174	1442	458	161	478	35	263	511	184	224	1553	0
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	55.0	45.0	51.0	43.6	38.6	52.3	52.3	46.3	51.3	65.0	54.0	
Effective Green, g (s)	55.0	45.0	51.0	43.6	38.6	52.3	52.3	46.3	51.3	65.0	54.0	
Actuated g/C Ratio	0.42	0.35	0.39	0.34	0.30	0.40	0.40	0.36	0.39	0.50	0.42	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	349	1213	675	124	1041	691	267	1248	679	425	1311	
v/s Ratio Prot	0.04	c0.41	0.03	c0.05	0.14	0.01	c0.05	0.15	0.01	0.06	c0.49	
v/s Ratio Perm	0.17		0.26	c0.38		0.02	0.35		0.11	0.21		
v/c Ratio	0.50	1.19	0.68	1.30	0.46	0.05	0.99	0.41	0.27	0.53	1.42dr	
Uniform Delay, d1	25.1	42.5	32.7	41.7	37.2	23.7	34.8	31.5	26.7	19.8	38.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.1	93.4	2.7	181.1	0.3	0.0	50.5	1.0	0.2	1.2	91.0	
Delay (s)	26.2	135.9	35.4	222.8	37.5	23.7	85.3	32.5	26.9	20.9	129.0	
Level of Service	C	F	D	F	D	C	F	C	C	C	F	
Approach Delay (s)		101.3			77.0			45.1			116.4	
Approach LOS		F			E			D			F	

Intersection Summary

HCM Average Control Delay	93.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	113.2%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

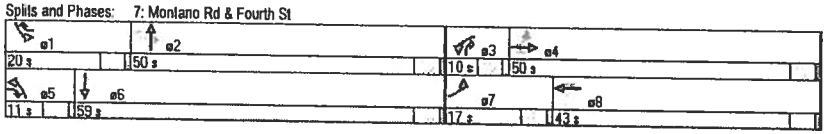
Timings
7: Montano Rd & Fourth St

Terry O. Brown, PE
11/3/2011 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	171	1333	549	127	387	69	271	424	188	204	516
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	17.0	50.0	11.0	10.0	43.0	20.0	11.0	60.0	10.0	20.0	59.0
Total Split (%)	13.1%	38.5%	8.5%	7.7%	33.1%	15.4%	8.5%	38.5%	7.7%	15.4%	45.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	55.0	45.0	56.0	43.4	38.4	57.1	52.3	46.3	56.3	64.9	54.0
Actuated g/C Ratio	0.42	0.35	0.43	0.33	0.30	0.44	0.40	0.36	0.43	0.50	0.42
v/c Ratio	0.55	1.22	0.79	1.29	0.47	0.12	1.22	0.41	0.32	0.53	1.45dr
Control Delay	31.1	144.4	31.3	207.0	39.4	4.6	156.3	33.1	18.0	23.5	120.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	144.4	31.3	207.0	39.4	4.6	156.3	33.1	18.0	23.5	120.4
LOS	C	F	C	F	D	A	F	C	B	C	F
Approach Delay		104.7			71.9			67.7			109.2
Approach LOS		F			E			E			F

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 130
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 95.6
Intersection LOS: F
Intersection Capacity Utilization 116.3%
ICU Level of Service H
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: Montano Rd & Fourth St



HCM Signalized Intersection Capacity Analysis
7: Montano Rd & Fourth St

Terry O. Brown, PE
11/3/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	1333	549	127	387	69	271	424	188	204	516	1046
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	3400	3505	1568	1752	3153	
Flt Permitted	0.31	1.00	1.00	0.10	1.00	1.00	0.09	1.00	1.00	0.33	1.00	
Satd. Flow (perm)	565	3505	1568	192	3505	1568	309	3505	1568	610	3153	
Peak-hour factor, PHF	0.90	0.90	0.90	0.79	0.79	0.79	0.83	0.83	0.83	0.91	0.91	0.91
Adj. Flow (vph)	190	1481	610	161	490	87	327	511	227	224	567	1149
RTOR Reduction (vph)	0	0	103	0	0	52	0	0	42	0	140	0
Lane Group Flow (vph)	190	1481	507	161	490	35	327	511	185	224	1676	0
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	55.0	45.0	51.0	43.4	38.4	52.1	52.3	46.3	51.3	65.0	54.0	
Effective Green, g (s)	55.0	45.0	51.0	43.4	38.4	52.1	52.3	46.3	51.3	65.0	54.0	
Actuated g/C Ratio	0.42	0.35	0.39	0.33	0.30	0.40	0.40	0.36	0.39	0.50	0.42	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	345	1213	675	124	1035	689	267	1248	679	425	1310	
v/s Ratio Prot	0.05	c0.42	0.03	c0.05	0.14	0.01	c0.06	0.15	0.01	0.06	c0.50	
v/s Ratio Perm	0.18		0.29	0.38		0.02	0.44		0.11	0.21		
v/c Ratio	0.55	1.22	0.75	1.30	0.47	0.05	1.22	0.41	0.27	0.53	1.45dr	
Uniform Delay, d1	25.4	42.5	34.0	41.9	37.5	23.8	35.2	31.5	26.7	19.8	38.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	107.0	4.7	181.1	0.3	0.0	129.8	1.0	0.2	1.2	99.0	
Delay (s)	27.3	149.5	38.7	223.0	37.9	23.9	165.0	32.5	26.9	20.9	137.0	
Level of Service	C	F	D	F	D	C	F	C	C	C	F	
Approach Delay (s)		109.7			76.6			72.0			123.6	
Approach LOS		F			E			E			F	

Intersection Summary

HCM Average Control Delay	103.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	116.3%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Timings
7: Montano Rd & Fourth St

Terry O. Brown, PE
11/2/2011

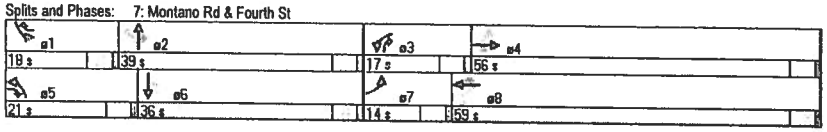
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	149	620	264	160	1276	202	438	565	166	176	520
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	14.0	56.0	21.0	17.0	59.0	18.0	21.0	39.0	17.0	18.0	36.0
Total Split (%)	10.8%	43.1%	16.2%	13.1%	45.4%	13.8%	16.2%	30.0%	13.1%	13.8%	27.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max
Act Effct Green (s)	60.9	51.9	72.9	65.1	54.0	71.5	50.4	34.5	50.6	43.5	31.0
Actuated g/C Ratio	0.47	0.40	0.56	0.50	0.42	0.55	0.39	0.27	0.39	0.33	0.24
v/c Ratio	0.88	0.47	0.30	0.48	0.96	0.25	0.93	0.68	0.27	0.71	0.89
Control Delay	79.8	19.3	2.1	21.0	53.5	11.3	59.7	47.4	8.5	42.8	59.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	19.3	2.1	21.0	53.5	11.3	59.7	47.4	8.5	42.8	59.7
LOS	E	B	A	C	D	B	E	D	A	D	E
Approach Delay		23.7			45.1			46.5			56.2
Approach LOS		C			D			D			E

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 84 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 42.9
Intersection Capacity Utilization 91.8%
Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service F

Splits and Phases: 7: Montano Rd & Fourth St



HCM Signalized Intersection Capacity Analysis
7: Montano Rd & Fourth St

Terry O. Brown, PE
11/2/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	149	620	264	160	1276	202	438	565	166	176	520	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	3400	3505	1568	1752	3388	
Flt Permitted	0.08	1.00	1.00	0.29	1.00	1.00	0.12	1.00	1.00	0.23	1.00	
Satd. Flow (perm)	142	3505	1568	530	3505	1568	415	3505	1568	433	3388	
Peak-hour factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91	0.89	0.89	0.89	0.91	0.91	0.91
Adj. Flow (vph)	157	653	278	176	1402	222	492	635	187	193	571	164
RTOR Reduction (vph)	0	0	57	0	0	31	0	0	92	0	21	0
Lane Group Flow (vph)	157	653	221	176	1402	191	492	635	95	193	714	0
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	60.9	51.9	67.9	65.1	54.0	66.5	50.5	34.5	45.6	43.5	31.0	
Effective Green, g (s)	60.9	51.9	67.9	65.1	54.0	66.5	50.5	34.5	45.6	43.5	31.0	
Actuated g/C Ratio	0.47	0.40	0.52	0.50	0.42	0.51	0.39	0.27	0.35	0.33	0.24	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	178	1399	879	370	1456	862	529	930	610	272	808	
v/s Ratio Prot	c0.06	0.19	0.03	0.04	c0.40	0.02	c0.11	0.18	0.01	0.07	0.21	
v/s Ratio Perm	0.35		0.11	0.20		0.10	c0.25		0.05	0.17		
v/c Ratio	0.88	0.47	0.25	0.48	0.96	0.22	0.93	0.68	0.16	0.71	0.88	
Uniform Delay, d1	32.3	26.8	17.1	19.2	37.0	17.5	35.9	42.8	29.0	33.2	47.8	
Progression Factor	1.44	0.63	0.16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	33.9	0.2	0.1	1.0	15.6	0.1	23.2	4.1	0.1	8.2	13.5	
Delay (s)	80.4	16.3	2.8	20.2	52.6	17.6	59.0	46.9	29.1	41.5	61.3	
Level of Service	F	B	A	C	D	B	E	D	C	D	E	
Approach Delay (s)		23.3			45.1			48.9			57.2	
Approach LOS		C			D			D			E	

Intersection Summary

HCM Average Control Delay	43.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

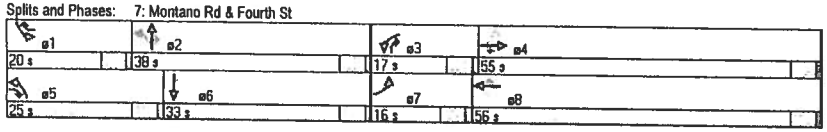
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	197	639	380	160	1311	202	564	585	166	176	520
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	8
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	16.0	55.0	25.0	17.0	56.0	20.0	25.0	38.0	17.0	20.0	33.0
Total Split (%)	12.3%	42.3%	19.2%	13.1%	43.1%	15.4%	19.2%	29.2%	13.1%	15.4%	25.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max
Act Effct Green (s)	61.9	50.9	75.9	62.1	51.0	69.6	53.0	34.4	50.5	41.6	28.0
Actuated g/C Ratio	0.40	0.39	0.58	0.48	0.39	0.54	0.41	0.26	0.39	0.32	0.22
v/c Ratio	1.01	0.49	0.41	0.50	1.05	0.26	1.00	0.68	0.27	0.67	1.05
Control Delay	87.1	33.1	21.7	22.2	76.4	12.5	73.0	47.7	8.7	38.9	92.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.1	33.1	21.7	22.2	76.4	12.5	73.0	47.7	8.7	38.9	92.8
LOS	F	C	C	C	E	B	E	D	A	D	F
Approach Delay		38.3			63.5			53.7			82.3
Approach LOS		D			E			D			F

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 20 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 58.5 — Intersection LOS: E
Intersection Capacity Utilization 100.7% — ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 7: Montano Rd & Fourth St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	197	639	380	180	1311	202	564	565	166	178	520	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	3400	3505	1568	1752	3358	
Flt Permitted	0.08	1.00	1.00	0.28	1.00	1.00	0.12	1.00	1.00	0.26	1.00	
Satd. Flow (perm)	145	3505	1568	523	3505	1568	434	3505	1568	476	3358	
Peak-hour factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91	0.89	0.89	0.89	0.91	0.91	0.91
Adj. Flow (vph)	207	673	400	176	1441	222	634	635	187	193	571	221
RTOR Reduction (vph)	0	0	57	0	0	28	0	0	92	0	31	0
Lane Group Flow (vph)	207	673	343	176	1441	194	634	635	96	193	761	0
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	61.9	50.9	70.9	62.1	51.0	64.6	53.0	34.4	45.5	41.6	28.0	
Effective Green, g (s)	61.9	50.9	70.9	62.1	51.0	64.6	53.0	34.4	45.5	41.6	28.0	
Actuated g/C Ratio	0.48	0.39	0.55	0.48	0.39	0.50	0.41	0.26	0.35	0.32	0.22	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	205	1372	915	355	1375	839	633	927	609	286	723	
v/s Ratio Prot	c0.09	0.19	0.06	0.04	c0.41	0.02	c0.15	0.18	0.01	0.07	0.23	
v/s Ratio Perm	0.40		0.16	0.19		0.10	c0.25		0.05	0.15		
v/c Ratio	1.01	0.49	0.37	0.50	1.05	0.23	1.00	0.69	0.16	0.67	1.05	
Uniform Delay, d1	38.6	29.8	16.9	20.8	39.5	18.6	39.5	42.9	29.0	34.3	51.0	
Progression Factor	0.61	1.06	2.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	53.3	0.3	0.2	1.1	37.9	0.1	36.2	4.1	0.1	6.2	48.0	
Delay (s)	86.7	31.7	34.8	21.9	77.4	18.7	75.7	47.0	29.2	40.5	99.0	
Level of Service	F	C	C	C	E	B	E	D	C	D	F	
Approach Delay (s)		41.6			65.0			57.2			87.5	
Approach LOS		D			E			E			F	

Intersection Summary

HCM Average Control Delay	61.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	2154	31	95	437	53	0	0	64	0	0	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.83	0.83	0.83	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	33	2564	37	114	527	64	0	0	85	0	0	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		801										
pX, platoon unblocked				0.71			0.71	0.71	0.71	0.71	0.71	
vC, conflicting volume	590			2601			3164	3450	1282	2221	3455	295
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	590			2440			3231	3633	586	1906	3640	295
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			14			100	100	73	100	100	94
cM capacity (veh/h)	974			133			1	0	321	6	0	698

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	33	1282	1282	37	114	351	239	85	41
Volume Left	33	0	0	0	114	0	0	0	0
Volume Right	0	0	0	37	0	0	64	85	41
cSH	974	1700	1700	1700	133	1700	1700	321	698
Volume to Capacity	0.03	0.75	0.75	0.02	0.86	0.21	0.14	0.27	0.06
Queue Length 95th (ft)	3	0	0	0	137	0	0	26	5
Control Delay (s)	8.8	0.0	0.0	0.0	108.0	0.0	0.0	20.2	10.5
Lane LOS	A				F			C	B
Approach Delay (s)	0.1				17.5			20.2	10.5
Approach LOS								C	B

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	2154	38	153	461	53	0	0	145	0	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.96	0.95	0.88	0.90	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	31	2244	40	174	512	62	0	0	171	0	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		801										
pX, platoon unblocked				0.71			0.71	0.71	0.71	0.71	0.71	
vC, conflicting volume	575			2284			2947	3227	1122	2245	3236	287
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	575			1992			2926	3320	357	1937	3332	287
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			13			100	100	62	100	100	95
cM capacity (veh/h)	988			200			1	1	453	4	1	706

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	31	1122	1122	40	174	341	233	171	39
Volume Left	31	0	0	0	174	0	0	0	0
Volume Right	0	0	0	40	0	0	62	171	39
cSH	988	1700	1700	1700	200	1700	1700	453	706
Volume to Capacity	0.03	0.66	0.66	0.02	0.87	0.20	0.14	0.38	0.05
Queue Length 95th (ft)	2	0	0	0	165	0	0	43	4
Control Delay (s)	8.8	0.0	0.0	0.0	82.7	0.0	0.0	17.7	10.4
Lane LOS	A				F			C	B
Approach Delay (s)	0.1				19.2			17.7	10.4
Approach LOS								C	B

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	786	16	75	1434	342	0	0	63	0	0	73
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.75	0.75	0.75	0.82	0.82	0.82
Hourly flow rate (vph)	63	810	16	79	1509	360	0	0	84	0	0	89
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		801										
pX, platoon unblocked				0.97			0.97	0.97	0.97	0.97	0.97	
vC, conflicting volume	1869			827			1938	2963	405	2462	2800	935
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1869			754			1902	2962	319	2444	2793	935
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	80			90			100	100	87	100	100	66
cM capacity (veh/h)	314			818			21	10	652	11	13	265

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	63	405	405	16	79	1006	863	84	89
Volume Left	63	0	0	0	79	0	0	0	0
Volume Right	0	0	0	16	0	0	360	84	89
cSH	314	1700	1700	1700	818	1700	1700	652	265
Volume to Capacity	0.20	0.24	0.24	0.01	0.10	0.59	0.51	0.13	0.34
Queue Length 95th (ft)	18	0	0	0	8	0	0	11	36
Control Delay (s)	19.3	0.0	0.0	0.0	9.9	0.0	0.0	11.3	25.3
Lane LOS	C				A			B	D
Approach Delay (s)	1.4				0.4			11.3	25.3
Approach LOS								B	D

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	61.7%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	842	31	323	1398	342	0	0	189	0	0	78
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.75	0.75	0.75	0.82	0.82	0.82
Hourly flow rate (vph)	67	868	32	340	1472	360	0	0	252	0	0	95
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		801										
pX, platoon unblocked				0.96			0.96	0.96	0.96	0.96	0.96	
vC, conflicting volume	1832			900			2513	3514	434	3152	3366	916
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1832			823			2495	3532	340	3157	3379	916
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	79			56			100	100	60	100	100	65
cM capacity (veh/h)	325			768			5	2	630	1	3	273

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	67	434	434	32	340	981	851	252	95
Volume Left	67	0	0	0	340	0	0	0	0
Volume Right	0	0	0	32	0	0	360	252	95
cSH	325	1700	1700	1700	768	1700	1700	630	273
Volume to Capacity	0.21	0.26	0.26	0.02	0.44	0.58	0.50	0.40	0.35
Queue Length 95th (ft)	19	0	0	0	57	0	0	48	38
Control Delay (s)	18.9	0.0	0.0	0.0	13.4	0.0	0.0	14.5	25.1
Lane LOS	C				B			B	D
Approach Delay (s)	1.3				2.1			14.5	25.1
Approach LOS								B	D

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	61.1%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		↱
Volume (veh/h)	2425	102	0	662	0	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2636	111	0	779	0	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	385					
pX, platoon unblocked			0.70		0.70	0.70
vC, conflicting volume			2747		3025	1318
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2638		3036	596
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	79
cM capacity (veh/h)			109		7	311

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	1318	1318	111	389	389	65
Volume Left	0	0	0	0	0	0
Volume Right	0	0	111	0	0	65
cSH	1700	1700	1700	1700	1700	311
Volume to Capacity	0.78	0.78	0.07	0.23	0.23	0.21
Queue Length 95th (ft)	0	0	0	0	0	19
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	19.6
Lane LOS						C
Approach Delay (s)	0.0			0.0		19.6
Approach LOS						C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Volume (veh/h)	838	153	0	1694	0	112
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.85	0.85
Hourly flow rate (vph)	901	165	0	1822	0	132
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	385					
pX, platoon unblocked			0.91		0.91	0.91
vC, conflicting volume			1066		1812	451
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			863		1688	184
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	82
cM capacity (veh/h)			696		76	746

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	451	451	165	911	911	132
Volume Left	0	0	0	0	0	0
Volume Right	0	0	165	0	0	132
cSH	1700	1700	1700	1700	1700	746
Volume to Capacity	0.27	0.27	0.10	0.54	0.54	0.18
Queue Length 95th (ft)	0	0	0	0	0	16
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.9
Lane LOS						B
Approach Delay (s)	0.0			0.0		10.9
Approach LOS						B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	69	2164	50	0	2037
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	81	2459	57	0	2315
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						707
pX, platoon unblocked	0.71					
vC, conflicting volume	3259	643			2516	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2754	643			2516	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	80			100	
cM capacity (veh/h)	11	414			174	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	81	703	703	703	408	772	772	772
Volume Left	0	0	0	0	0	0	0	0
Volume Right	81	0	0	0	57	0	0	0
cSH	414	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.20	0.41	0.41	0.41	0.24	0.45	0.45	0.45
Queue Length 95th (ft)	18	0	0	0	0	0	0	0
Control Delay (s)	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C							
Approach Delay (s)	15.8	0.0				0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	225	2703	132	0	2516
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	265	2816	138	0	2621
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						707
pX, platoon unblocked	0.72					
vC, conflicting volume	3758	773			2953	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3466	773			2953	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	22			100	
cM capacity (veh/h)	3	340			116	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	265	804	804	804	540	874	874	874
Volume Left	0	0	0	0	0	0	0	0
Volume Right	265	0	0	0	138	0	0	0
cSH	340	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.78	0.47	0.47	0.47	0.32	0.51	0.51	0.51
Queue Length 95th (ft)	158	0	0	0	0	0	0	0
Control Delay (s)	44.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	E							
Approach Delay (s)	44.6	0.0				0.0		
Approach LOS	E							

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	69	2121	55	120	1927
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	81	2410	62	136	2190
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1190			
pX, platoon unblocked	0.76	0.76			0.76	
vC, conflicting volume	3444	634			2473	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2653	0			1381	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	90			63	
cM capacity (veh/h)	9	825			372	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	81	689	689	689	407	136	730	730	730
Volume Left	0	0	0	0	0	136	0	0	0
Volume Right	81	0	0	0	62	0	0	0	0
cSH	825	1700	1700	1700	1700	372	1700	1700	1700
Volume to Capacity	0.10	0.41	0.41	0.41	0.24	0.37	0.43	0.43	0.43
Queue Length 95th (ft)	8	0	0	0	0	41	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0	0.0	20.2	0.0	0.0	0.0
Lane LOS	A					C			
Approach Delay (s)	9.8	0.0				1.2			
Approach LOS	A								

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	185	2576	148	237	2278
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	218	2683	154	247	2373
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1190			
pX, platoon unblocked	0.65	0.65			0.65	
vC, conflicting volume	4045	748			2838	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3000	0			1147	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	69			37	
cM capacity (veh/h)	2	705			390	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	218	767	767	767	538	247	791	791	791
Volume Left	0	0	0	0	0	247	0	0	0
Volume Right	218	0	0	0	154	0	0	0	0
cSH	705	1700	1700	1700	1700	390	1700	1700	1700
Volume to Capacity	0.31	0.45	0.45	0.45	0.32	0.63	0.47	0.47	0.47
Queue Length 95th (ft)	33	0	0	0	0	105	0	0	0
Control Delay (s)	12.4	0.0	0.0	0.0	0.0	28.8	0.0	0.0	0.0
Lane LOS	B					D			
Approach Delay (s)	12.4	0.0				2.7			
Approach LOS	B								

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

Traffic Count Data Sheet

Year Counts Taken: **2010**

E-W Street **Montano Blvd**
N-S Street: **Coors Blvd**

Speed Limit (Montano Blvd)= **40** MPH
Speed Limit (Coors Blvd)= **45** MPH
Date of Count: **11/16/10**

Begin Time	End Time	Eastbound (Montano Blvd)			Westbound (Montano Blvd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	45	335	85	51	57	27	43	223	178	157	298	2
7:15 AM	7:30 AM	48	305	69	51	28	29	46	237	185	163	348	0
7:30 AM	7:45 AM	56	250	43	57	58	40	64	319	134	163	375	3
7:45 AM	8:00 AM	85	217	103	71	73	52	99	345	125	139	291	6
8:00 AM	8:15 AM	~~42~~	~~168~~	~~102~~	~~59~~	~~125~~	~~63~~	~~73~~	~~225~~	~~83~~	~~89~~	~~225~~	~~2~~
8:15 AM	8:30 AM	~~35~~	~~146~~	~~142~~	~~37~~	~~73~~	~~43~~	~~42~~	~~269~~	~~66~~	~~44~~	~~246~~	~~4~~
8:30 AM	8:45 AM	~~67~~	~~166~~	~~124~~	~~42~~	~~85~~	~~30~~	~~28~~	~~200~~	~~64~~	~~70~~	~~162~~	~~2~~
8:45 AM	9:00 AM	~~59~~	~~124~~	~~134~~	~~54~~	~~71~~	~~33~~	~~39~~	~~285~~	~~59~~	~~69~~	~~226~~	~~1~~
AM Peak Hour Volumes		**234**	**1107**	**300**	**230**	**216**	**148**	**252**	**1124**	**622**	**622**	**1312**	**11**
% of Total Traffic		3.8%	17.9%	4.9%	3.7%	3.5%	2.4%	4.1%	18.2%	10.1%	10.1%	21.2%	0.2%
% Directional			26.6%			9.6%			32.3%			31.5%	
AM Peak Hour Factor			***0.88***			***0.76***			***0.88***			***0.90***	

Begin Time	End Time	Eastbound (Montano Blvd)			Westbound (Montano Blvd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~49~~	~~86~~	~~69~~	~~72~~	~~187~~	~~78~~	~~58~~	~~425~~	~~39~~	~~56~~	~~325~~	~~11~~
4:15 PM	4:30 PM	~~51~~	~~87~~	~~71~~	~~71~~	~~191~~	~~84~~	~~62~~	~~428~~	~~46~~	~~60~~	~~347~~	~~10~~
4:30 PM	4:45 PM	~~55~~	~~82~~	~~74~~	~~75~~	~~195~~	~~91~~	~~49~~	~~430~~	~~48~~	~~61~~	~~375~~	~~13~~
4:45 PM	5:00 PM	62	74	70	99	272	55	127	383	68	70	374	24
5:00 PM	5:15 PM	73	70	86	88	249	24	149	413	65	87	333	11
5:15 PM	5:30 PM	67	68	110	107	279	38	142	406	54	88	390	20
5:30 PM	5:45 PM	60	59	91	84	251	37	149	436	48	69	366	10
5:45 PM	6:00 PM	~~62~~	~~60~~	~~85~~	~~100~~	~~245~~	~~34~~	~~137~~	~~453~~	~~42~~	~~48~~	~~333~~	~~14~~
PM Peak Hour Volumes		**262**	**271**	**357**	**378**	**1051**	**154**	**567**	**1638**	**235**	**314**	**1463**	**65**
% of Total Traffic		3.9%	4.0%	5.3%	5.6%	15.6%	2.3%	8.4%	24.2%	3.5%	4.6%	21.7%	1.0%
% Directional			13.2%			23.4%			36.1%			27.3%	
PM Peak Hour Factor			***0.91***			***0.93***			***0.96***			***0.92***	

Traffic Count Data Sheet

Andalucia, Tract 6 Update

Year Counts Taken: **2011**

E-W Street **Dellyne Ave. (Learning Rd.)**

N-S Street: **Coors Blvd.**

SIGNALIZED

Speed Limit (Dellyne Ave.)= **25** MPH

Speed Limit (Coors Blvd.)= **45** MPH

Date of Count: **10/20/11**

Begin Time	End Time	Eastbound (Dellyne Ave.)			Westbound (Dellyne Ave.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~58~~	~~3~~	~~74~~	~~5~~	~~1~~	~~0~~	~~14~~	~~307~~	~~2~~	~~1~~	~~452~~	~~3~~
7:15 AM	7:30 AM	**87**	**3**	**103**	**3**	**1**	**1**	**12**	**346**	**5**	**5**	**554**	**3**
7:30 AM	7:45 AM	**78**	**12**	**81**	**13**	**1**	**1**	**12**	**419**	**20**	**21**	**575**	**8**
7:45 AM	8:00 AM	**47**	**14**	**51**	**16**	**5**	**6**	~~24~~	**456**	**39**	**13**	**463**	**6**
8:00 AM	8:15 AM	**19**	**1**	**47**	**19**	**1**	**0**	**11**	**394**	**5**	**1**	**485**	**12**
8:15 AM	8:30 AM	~~27~~	~~0~~	~~38~~	~~1~~	~~0~~	~~0~~	~~14~~	~~334~~	~~3~~	~~0~~	~~461~~	~~14~~
8:30 AM	8:45 AM	~~20~~	~~1~~	~~35~~	~~1~~	~~0~~	~~1~~	~~24~~	~~331~~	~~2~~	~~1~~	~~455~~	~~11~~
8:45 AM	9:00 AM	~~22~~	~~0~~	~~41~~	~~4~~	~~0~~	~~0~~	~~20~~	~~362~~	~~1~~	~~0~~	~~464~~	~~13~~
AM Peak Hour Volumes		**231**	**30**	**282**	**51**	**8**	**8**	**59**	**1615**	**69**	**40**	**2077**	**29**
% of Total Traffic		5.1%	0.7%	6.3%	1.1%	0.2%	0.2%	1.3%	35.9%	1.5%	0.9%	46.2%	0.6%
% Directional			12.1%			1.5%			38.7%			47.7%	
AM Peak Hour Factor			***0.70***			***0.62***			***0.84***			***0.89***	

Begin Time	End Time	Eastbound (Dellyne Ave.)			Westbound (Dellyne Ave.)			Northbound (Coors Blvd.)			Southbound (Coors Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~18~~	~~1~~	~~30~~	~~4~~	~~2~~	~~3~~	~~71~~	~~606~~	~~0~~	~~2~~	~~441~~	~~20~~
4:15 PM	4:30 PM	~~23~~	~~2~~	~~21~~	~~1~~	~~1~~	~~0~~	~~72~~	~~568~~	~~4~~	~~1~~	~~490~~	~~23~~
4:30 PM	4:45 PM	~~29~~	~~1~~	~~24~~	~~6~~	~~4~~	~~1~~	~~71~~	~~590~~	~~1~~	~~4~~	~~483~~	~~24~~
4:45 PM	5:00 PM	**30**	**1**	**25**	**9**	**0**	**0**	**70**	**604**	**1**	**2**	**498**	**27**
5:00 PM	5:15 PM	**26**	**0**	**20**	**8**	**1**	**2**	**94**	**574**	**6**	**2**	**487**	**40**
5:15 PM	5:30 PM	**27**	**5**	**29**	**11**	**2**	**2**	**81**	**592**	**7**	**2**	**506**	**40**
5:30 PM	5:45 PM	**26**	**2**	**27**	**9**	**4**	**7**	**92**	**612**	**6**	**1**	**480**	**34**
5:45 PM	6:00 PM	~~18~~	~~1~~	~~28~~	~~2~~	~~2~~	~~2~~	~~70~~	~~617~~	~~2~~	~~2~~	~~456~~	~~31~~
PM Peak Hour Volumes		**109**	**8**	**101**	**37**	**7**	**11**	**337**	**2382**	**20**	**7**	**1971**	**141**
% of Total Traffic		2.1%	0.2%	2.0%	0.7%	0.1%	0.2%	6.6%	46.4%	0.4%	0.1%	38.4%	2.7%
% Directional			4.2%			1.1%			53.4%			41.3%	
PM Peak Hour Factor			***0.89***			***0.69***			***0.96***			***0.97***	

Traffic Count Data Sheet

Andalucia, Tract 6 Update

Year Counts Taken: **2011**

E-W Street **Montano Rd.**

N-S Street: **Winterhaven**

UNSIGNALIZED

Speed Limit (Montano Rd.)= **25** MPH

Speed Limit (Winterhaven)= **25** MPH

Date of Count: **10/19/11**

Begin Time	End Time	Eastbound (Montano Rd.)			Westbound (Montano Rd.)			Northbound (Winterhaven)			Southbound (Winterhaven)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~6~~	~~467~~	~~2~~	~~2~~	~~42~~	~~6~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~11~~
7:15 AM	7:30 AM	3	566	1	6	82	9	0	0	2	0	0	12
7:30 AM	7:45 AM	6	621	1	15	92	16	0	0	8	0	0	5
7:45 AM	8:00 AM	3	484	14	28	122	9	0	0	19	0	0	7
8:00 AM	8:15 AM	15	379	14	24	121	17	0	0	26	0	0	5
8:15 AM	8:30 AM	~~17~~	~~358~~	~~1~~	~~3~~	~~111~~	~~18~~	~~0~~	~~0~~	~~5~~	~~0~~	~~0~~	~~6~~
8:30 AM	8:45 AM	~~14~~	~~367~~	~~0~~	~~2~~	~~124~~	~~11~~	~~0~~	~~0~~	~~6~~	~~0~~	~~0~~	~~7~~
8:45 AM	9:00 AM	~~16~~	~~326~~	~~2~~	~~1~~	~~141~~	~~22~~	~~0~~	~~0~~	~~1~~	~~0~~	~~0~~	~~17~~
AM Peak Hour Volumes		**27**	**2050**	**30**	**73**	**417**	**51**	**0**	**0**	**55**	**0**	**0**	**29**
% of Total Traffic		1.0%	75.0%	1.1%	2.7%	15.3%	1.9%	0.0%	0.0%	2.0%	0.0%	0.0%	1.1%
% Directional			77.1%			19.8%			2.0%			1.1%	
AM Peak Hour Factor			*0.84*			*0.83*			*0.53*			*0.60*	

Begin Time	End Time	Eastbound (Montano Rd.)			Westbound (Montano Rd.)			Northbound (Winterhaven)			Southbound (Winterhaven)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~11~~	~~156~~	~~2~~	~~11~~	~~291~~	~~64~~	~~0~~	~~0~~	~~8~~	~~0~~	~~0~~	~~33~~
4:15 PM	4:30 PM	~~17~~	~~186~~	~~4~~	~~8~~	~~353~~	~~77~~	~~0~~	~~0~~	~~8~~	~~0~~	~~0~~	~~29~~
4:30 PM	4:45 PM	~~15~~	~~221~~	~~4~~	~~4~~	~~292~~	~~68~~	~~0~~	~~0~~	~~6~~	~~0~~	~~0~~	~~20~~
4:45 PM	5:00 PM	13	181	1	5	345	80	0	0	7	0	0	20
5:00 PM	5:15 PM	14	184	2	16	340	72	0	0	9	0	0	21
5:15 PM	5:30 PM	13	187	9	14	347	95	0	0	19	0	0	11
5:30 PM	5:45 PM	17	184	3	11	336	79	0	0	11	0	0	17
5:45 PM	6:00 PM	~~10~~	~~151~~	~~4~~	~~5~~	~~358~~	~~89~~	~~0~~	~~0~~	~~5~~	~~0~~	~~0~~	~~14~~
PM Peak Hour Volumes		**57**	**736**	**15**	**46**	**1368**	**326**	**0**	**0**	**46**	**0**	**0**	**69**
% of Total Traffic		2.1%	27.6%	0.6%	1.7%	51.4%	12.2%	0.0%	0.0%	1.7%	0.0%	0.0%	2.6%
% Directional			30.3%			65.3%			1.7%			2.6%	
PM Peak Hour Factor			*0.97*			*0.95*			*0.61*			*0.82*	

Traffic Count Data Sheet

Year Counts Taken: **2011**

E-W Street **Montano Rd**
N-S Street: **Fourth St**

Speed Limit (Montano Rd)= **25** MPH
Speed Limit (Fourth St)= **25** MPH
Date of Count: **10/27/11**

Begin Time	End Time	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Fourth St)			Southbound (Fourth St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~32~~	~~322~~	~~120~~	~~14~~	~~39~~	~~8~~	~~23~~	~~52~~	~~26~~	~~31~~	~~81~~	~~8~~
7:15 AM	7:30 AM	**28**	**351**	**137**	**26**	**68**	**9**	**40**	**75**	**40**	**41**	**101**	**13**
7:30 AM	7:45 AM	**42**	**344**	**118**	**30**	**70**	**17**	**52**	**102**	**50**	**51**	**120**	**38**
7:45 AM	8:00 AM	**47**	**291**	**129**	**30**	**122**	**22**	**56**	**122**	**56**	**49**	**133**	**22**
8:00 AM	8:15 AM	**31**	**253**	**89**	**35**	**101**	**18**	**46**	**106**	**33**	**54**	**138**	**24**
8:15 AM	8:30 AM	~~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~~
8:45 AM	9:00 AM	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
AM Peak Hour Volumes		**148**	**1239**	**473**	**121**	**361**	**66**	**194**	**405**	**179**	**195**	**492**	**97**
% of Total Traffic		3.7%	31.2%	11.9%	3.0%	9.1%	1.7%	4.9%	10.2%	4.5%	4.9%	12.4%	2.4%
% Directional			46.9%			13.8%			19.6%			19.7%	
AM Peak Hour Factor			*0.90*			*0.79*			*0.83*			*0.91*	

Begin Time	End Time	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Fourth St)			Southbound (Fourth St)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~37~~	~~126~~	~~66~~	~~32~~	~~239~~	~~45~~	~~89~~	~~150~~	~~26~~	~~47~~	~~126~~	~~18~~
4:15 PM	4:30 PM	**34**	**147**	**55**	**43**	**340**	**47**	**102**	**121**	**34**	**48**	**137**	**35**
4:30 PM	4:45 PM	**31**	**156**	**62**	**45**	**257**	**50**	**108**	**142**	**26**	**38**	**113**	**38**
4:45 PM	5:00 PM	**40**	**150**	**61**	**29**	**331**	**59**	**95**	**133**	**26**	**45**	**131**	**41**
5:00 PM	5:15 PM	**31**	**139**	**50**	**36**	**290**	**37**	**92**	**143**	**72**	**37**	**115**	**23**
5:15 PM	5:30 PM	~~31~~	~~112~~	~~48~~	~~36~~	~~343~~	~~54~~	~~135~~	~~138~~	~~22~~	~~45~~	~~119~~	~~36~~
5:30 PM	5:45 PM	~~42~~	~~124~~	~~44~~	~~37~~	~~301~~	~~45~~	~~120~~	~~155~~	~~30~~	~~25~~	~~98~~	~~46~~
5:45 PM	6:00 PM	~~5~~	~~19~~	~~8~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~10~~	~~21~~	~~2~~
PM Peak Hour Volumes		**136**	**592**	**228**	**153**	**1218**	**193**	**397**	**539**	**158**	**168**	**496**	**137**
% of Total Traffic		3.1%	13.4%	5.2%	3.5%	27.6%	4.4%	9.0%	12.2%	3.6%	3.8%	11.2%	3.1%
% Directional			21.7%			35.4%			24.8%			18.1%	
PM Peak Hour Factor			*0.95*			*0.91*			*0.89*			*0.91*	

Data from 2005

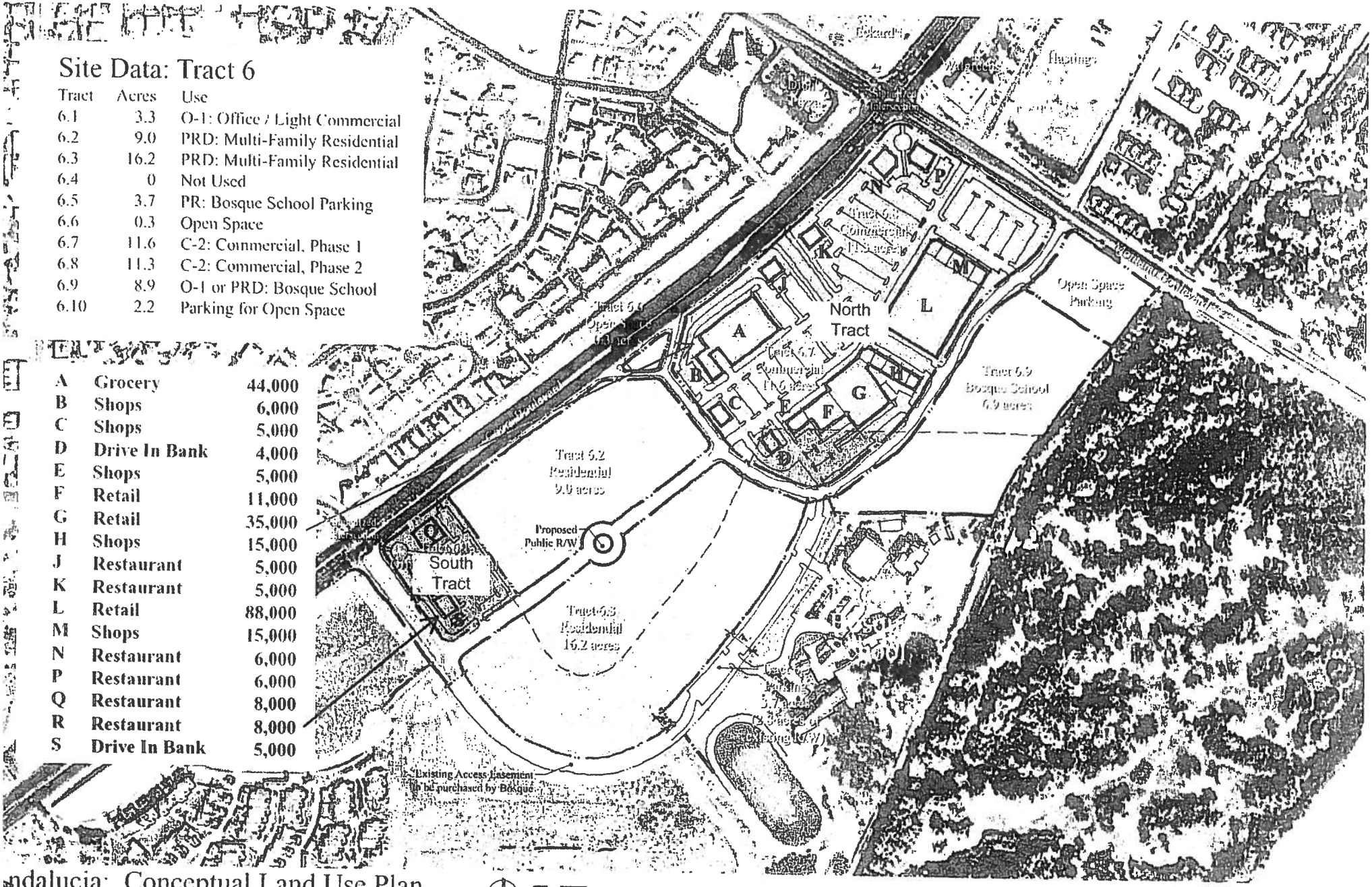
Approved Plan for

Andalucia, Tract 6

Site Data: Tract 6

Tract	Acres	Use
6.1	3.3	O-1: Office / Light Commercial
6.2	9.0	PRD: Multi-Family Residential
6.3	16.2	PRD: Multi-Family Residential
6.4	0	Not Used
6.5	3.7	PR: Bosque School Parking
6.6	0.3	Open Space
6.7	11.6	C-2: Commercial, Phase 1
6.8	11.3	C-2: Commercial, Phase 2
6.9	8.9	O-1 or PRD: Bosque School
6.10	2.2	Parking for Open Space

A	Grocery	44,000
B	Shops	6,000
C	Shops	5,000
D	Drive In Bank	4,000
E	Shops	5,000
F	Retail	11,000
G	Retail	35,000
H	Shops	15,000
J	Restaurant	5,000
K	Restaurant	5,000
L	Retail	88,000
M	Shops	15,000
N	Restaurant	6,000
P	Restaurant	6,000
Q	Restaurant	8,000
R	Restaurant	8,000
S	Drive In Bank	5,000



ndalucia: Conceptual Land Use Plan

uquerque, New Mexico August 9, 2004 04046

0 200'

Dekker Perich Sabatini

turn-in only driveway located approximately midway between Dellyne Ave. and Montano Rd.

The proposed driveway configuration can be seen on two site development plans on Pages A-2 and A-3 in Appendix "A" of this study.

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation report (7th Edition, 2003). Trips for the development were determined based on land uses defined on the Conceptual Site Development Plan on Pages A-2 and A-3 in the Appendix of this report. The resulting number of trips generated for the proposed development are summarized in the following tables:

Montano Shops (Montano Rd. / Winterhaven Dr.)
Trip Generation Data

USE (ITE CODE) / DESCRIPTION		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet	Units					
Shopping Center (820)	25.00	2,758	42	27	121	131
Automobile Parts Sales (843)	7.00	416	7	7	20	21
Drive-In Bank (912)	4.00	1,563	54	41	127	127
Subtotal		**4,737**	**103**	**75**	**268**	**279**

Andalucia Tract 6 - Daskalos Development
Trip Generation Data

COMMENT	USE (ITE CODE) / DESCRIPTION		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
			GROSS	ENTER	EXIT	ENTER	EXIT
	Summary Sheet	Units					
Bldg. A	Supermarket (850)	44.00	4,337	92	59	249	239
Bldg. B, C, E, H, M	Specialty Retail Center (814)	46.00	2,006	150	191	58	74
Bldg. D	Drive-In Bank (912)	4.00	1,563	54	41	127	127
Bldg. F, G, L	Shopping Center (820)	134.00	8,214	114	73	366	396
Bldg. S	Drive-In Bank (912)	5.00	2,101	67	51	158	158
Bldg. J, K, N, P, Q, R	High Turnover (Sit-Down) Restaurant (832)	38.00	4,953	183	169	248	165
	Subtotal Commercial		**23,174**	**660**	**584**	**1,206**	**1,159**
	Pass-by Trip Adjustment	30%	(6,952)	(198)	(175)	(362)	(348)
	Adjusted Commercial Trips		**16,222**	**462**	**409**	**844**	**811**
Residential	Apartment, Post-1973 (220)	500.00	3,131	40	211	194	95
	Total New Trips		**19,353**	**502**	**620**	**1,038**	**906**

Pass-by trip credits were taken for the 2010 analysis but not the 2006 analysis due to the size of the development considered at those levels.

Andalucia Tract 6 - Daskalos Development

Trip Generation Data

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Bldg. A	Supermarket (850)	44.00	4,337	92	59	249	239
Bldg. B, C, E, H, M	Specialty Retail Center (814)	46.00	2,006	150	191	58	74
Bldg. D	Drive-In Bank (912)	4.00	1,563	54	41	127	127
Bldg. F, G, L	Shopping Center (820)	134.00	8,214	114	73	366	396
Bldg. S	Drive-In Bank (912)	0.00	-	-	-	-	-
Bldg. J, K, N, P, Q, R	High Turnover (Sit-Down) Restaurant (832)	22.00	2,867	106	98	143	96
	Subtotal Commercial		**18,987**	**516**	**462**	**943**	**932**
	Pass-by Trip Adjustment	30%	(5,696)	(155)	(139)	(283)	(280)
	Adjusted Commercial Trips		**13,291**	**361**	**323**	**660**	**652**
Residential	Apartment, Post-1973 (220)	500.00	3,131	40	211	194	95
	Total New Trips		**16,422**	**401**	**534**	**854**	**747**

NOTE: Trips from South Tract have been excluded from this Table

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2015) - 100% Development

Based on Trips Generated by APPROVED PLAN

INTERSECTION: **Summary**

Montano Rd / Coors Blvd

(3)

2.0% Truck

	0.88			0.76			0.88			0.90		PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	234	1,107	300	230	216	148	252	1,124	622	622	1,312	11
2015 (NO BUILD - A.M.)	*245*	*1,172*	*326*	*242*	*226*	*155*	*279*	*1,183*	*652*	*652*	*1,382*	*12*
2015 (BUILD - A.M.)	***245***	***1,229***	***384***	***281***	***226***	***155***	***389***	***1,260***	***652***	***670***	***1,409***	***12***

	0.91			0.93			0.96			0.92		PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65
2015 (NO BUILD - P.M.)	*275*	*301*	*391*	*397*	*1,101*	*161*	*633*	*1,729*	*246*	*329*	*1,544*	*68*
2015 (BUILD - P.M.)	***275***	***406***	***503***	***470***	***1,101***	***161***	***843***	***1,814***	***246***	***362***	***1,618***	***68***

Dellyne Ave / Coors Blvd

(4)

2.0% Truck

	0.75			0.75			0.84			0.89		PHF
	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	231	30	282	51	8	8	59	1,615	69	40	2,077	29
2015 (NO BUILD - A.M.)	*242*	*39*	*296*	*63*	*13*	*18*	*62*	*1,693*	*88*	*52*	*2,177*	*30*
2015 (BUILD - A.M.)	***282***	***39***	***296***	***197***	***49***	***110***	***62***	***1,737***	***139***	***95***	***2,177***	***30***

	0.89			0.75			0.96			0.97		PHF
	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	109	8	101	37	7	11	337	2,382	20	7	1,971	141
2015 (NO BUILD - P.M.)	*114*	*20*	*106*	*66*	*21*	*38*	*353*	*2,496*	*44*	*21*	*2,066*	*148*
2015 (BUILD - P.M.)	***188***	***20***	***106***	***305***	***94***	***79***	***353***	***2,590***	***176***	***119***	***2,066***	***148***

Montano Rd / Fourth St

(7)

2.0% Truck

	0.90			0.79			0.83			0.91		PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Fourth St)			Southbound (Fourth St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	148	1,239	473	121	361	66	194	405	179	195	492	977
2015 (NO BUILD - A.M.)	*157*	*1,298*	*505*	*127*	*378*	*69*	*218*	*424*	*188*	*204*	*516*	*1,027*
2015 (BUILD - A.M.)	***173***	***1,351***	***581***	***127***	***388***	***69***	***292***	***424***	***188***	***204***	***516***	***1,044***

	0.95			0.91			0.89			0.91		PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Fourth St)			Southbound (Fourth St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	136	592	228	153	1,218	193	397	539	158	168	496	137
2015 (NO BUILD - P.M.)	*149*	*620*	*264*	*160*	*1,276*	*202*	*438*	*565*	*166*	*176*	*520*	*149*
2015 (BUILD - P.M.)	***180***	***644***	***399***	***160***	***1,325***	***202***	***580***	***565***	***166***	***176***	***520***	***181***

Montano Rd / Winterhaven Rd

(8)

2.0% Truck

	0.84			0.83			0.75			0.75		PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Winterhaven Rd)			Southbound (Winterhaven Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	27	2,050	30	73	417	51	0	0	55	0	0	29
2015 (NO BUILD - A.M.)	*28*	*2,154*	*31*	*95*	*437*	*53*	*0*	*0*	*64*	*0*	*0*	*31*
2015 (BUILD - A.M.)	***32***	***2,173***	***39***	***174***	***459***	***53***	***0***	***0***	***186***	***0***	***0***	***34***

	0.97			0.95			0.75			0.82		PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Winterhaven Rd)			Southbound (Winterhaven Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2011)	57	736	15	46	1,368	326	0	0	46	0	0	69
2015 (NO BUILD - P.M.)	*61*	*786*	*16*	*75*	*1,434*	*342*	*0*	*0*	*63*	*0*	*0*	*73*
2015 (BUILD - P.M.)	***67***	***847***	***30***	***294***	***1,438***	***342***	***0***	***0***	***192***	***0***	***0***	***80***

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2015) - 100% Development

Based on Trips Generated by APPROVED PLAN

INTERSECTION: **Summary**

Montano Rd / Antequera Rd
(9)
2.0% Truck

	0.76			0.76			0.85			0.85			PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	2,351	0	0	594	0	0	0	0	0	0	0	
2015 (NO BUILD - A.M.)	*0*	*2,464*	*12*	*0*	*624*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	
2015 (BUILD - A.M.)	***0***	***2,417***	***134***	***0***	***663***	***0***	***0***	***0***	***83***	***0***	***0***	***0***	

	0.93			0.93			0.85			0.85			PHF
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	820	0	0	1,583	0	0	0	0	0	0	0	
2015 (NO BUILD - P.M.)	*0*	*859*	*17*	*0*	*1,660*	*0*	*0*	*0*	*16*	*0*	*0*	*0*	
2015 (BUILD - P.M.)	***0***	***839***	***175***	***0***	***1,733***	***0***	***0***	***0***	***117***	***0***	***0***	***0***	

E-W Street / Coors Blvd
(10)
2.0% Truck

	0.85			0.85			0.88			0.88			PHF
	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	0	0	0	0	0	0	1,998	0	0	1,842	0	
2015 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2,113*	*0*	*0*	*1,950*	*0*	
2015 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***118***	***0***	***2,206***	***69***	***0***	***2,075***	***0***	

	0.85			0.85			0.96			0.96			PHF
	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	0	0	0	0	0	0	2,440	0	0	2,198	0	
2015 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2,609*	*0*	*0*	*2,333*	*0*	
2015 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***262***	***0***	***2,730***	***144***	***0***	***2,592***	***0***	

Mirandela Rd / Coors Blvd
(11)
2.0% Truck

	0.85			0.85			0.88			0.88			PHF
	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	0	0	0	0	0	0	1,998	0	0	1,842	0	
2015 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*2,104*	*0*	*10*	*1,940*	*0*	
2015 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***106***	***0***	***2,141***	***73***	***134***	***1,941***	***0***	

	0.85			0.85			0.96			0.96			PHF
	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2011)	0	0	0	0	0	0	0	2,440	0	0	2,198	0	
2015 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*26*	*0*	*2,583*	*0*	*14*	*2,318*	*0*	
2015 (BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***207***	***0***	***2,597***	***166***	***262***	***2,328***	***0***	

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Montano Rd / Coors Blvd

Based on Trips Generated by APPROVED PLAN

INTERSECTION: E-W Street: **Montano Rd** (3)

N-S Street: **Coors Blvd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates 1.20% 1.20% 1.20% 1.20%

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	234	1,107	300	230	216	148	252	1,124	622	622	1,312	11
Background Traffic Growth	11	53	14	11	10	7	12	54	30	30	63	1
Subtotal	245	1,160	314	241	226	155	264	1,178	652	652	1,375	12
Credit Union (Learning) Trips (South Tract)	0	12	12	1	0	0	15	5	0	0	7	0
Subtotal (NO BUILD - A.M.)	***245***	***1,172***	***326***	***242***	***226***	***155***	***279***	***1,183***	***652***	***652***	***1,382***	***12***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.38%*	*0.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.34%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.38%*	*21.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*15.89%*	*15.90%*	*10.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.95%*	*5.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.79%*	*9.95%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	57	58	39	0	0	110	77	0	18	27	0
Total AM Peak Hour BUILD Volumes	**245**	**1,229**	**384**	**281**	**226**	**155**	**389**	**1,260**	**652**	**670**	**1,409**	**12**

Adjustement for Heavy EB Flow on Montano 20

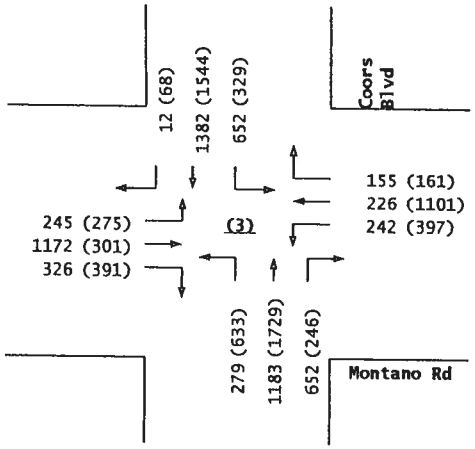
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65
Background Traffic Growth	13	13	17	18	50	7	27	79	11	15	70	3
Subtotal	275	284	374	396	1,101	161	594	1,717	246	329	1,533	68
Credit Union (Learning) Trips (South Tract)	0	17	17	1	0	0	39	12	0	0	11	0
Subtotal (NO BUILD - P.M.)	***275***	***301***	***391***	***397***	***1,101***	***161***	***633***	***1,729***	***246***	***329***	***1,544***	***68***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*3.38%*	*0.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*21.34%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.38%*	*21.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*15.89%*	*15.90%*	*10.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.95%*	*5.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*31.79%*	*9.95%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	105	112	73	0	0	210	85	0	33	74	0
Total PM Peak Hour BUILD Volumes	**275**	**406**	**503**	**470**	**1,101**	**161**	**843**	**1,814**	**246**	**362**	**1,618**	**68**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	100% Residential Development
	135	**73**	P.M.	
Number of Commercial Trips Generated	**361**	**323**	A.M.	100% Commercial Development
	660	**652**	P.M.	

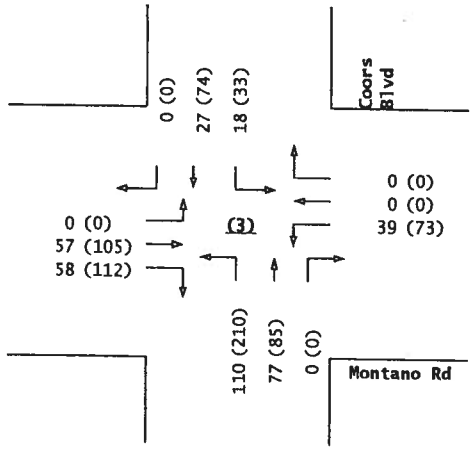
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2011 AM Peak Hr. Volumes	234	1107	300	230	216	148	252	1,124	622	622	1,312	11
2011 PM Peak Hr. Volumes	262	271	357	378	1,051	154	567	1,638	235	314	1,463	65

Based on Trips Generated by APPROVED PLAN

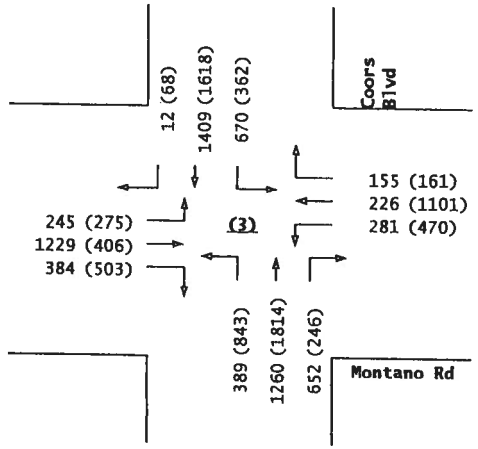
2015
NO BUILD



Trips



2015
BUILD



Montano Rd / Coors Blvd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Dellyne Ave / Coors Blvd

Based on Trips Generated by APPROVED PLAN

INTERSECTION: E-W Street: **Dellyne Ave** (4)

N-S Street: **Coors Blvd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates	1.20%			1.20%			1.20%			1.20%		
	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	231	30	282	51	8	8	59	1,615	69	40	2,077	29
Background Traffic Growth	11	1	14	2	0	0	3	78	3	2	100	1
Subtotal	242	31	296	53	8	8	62	1,693	72	42	2,177	30
Credit Union (Learning) Trips (South Tract)	***0***	***8***	***0***	***10***	***5***	***10***	*0*	*0*	***16***	***10***	*0*	*0*
Subtotal (NO BUILD - A.M.)	***242***	***39***	***296***	***63***	***13***	***18***	***62***	***1,693***	***88***	***52***	***2,177***	***30***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.17%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.90%*	*32.72%*	*16.71%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*12.36%*	*0.17%*	*43.62%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*11.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*10.53%*	*10.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*21.53%*	*11.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	40	0	0	96	36	92	0	44	51	43	0	0
Total AM Peak Hour BUILD Volumes	**282**	**39**	**296**	**197**	**49**	**110**	**62**	**1,737**	**139**	**95**	**2,177**	**30**

	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	109	8	101	37	7	11	337	2,382	20	7	1,971	141
Background Traffic Growth	5	0	5	2	0	1	16	114	1	0	95	7
Subtotal	114	8	106	39	7	12	353	2,496	21	7	2,066	148
Credit Union (Learning) Trips (South Tract)	0	12	0	27	14	26	0	0	23	14	0	0
Subtotal (NO BUILD - P.M.)	***114***	***20***	***106***	***66***	***21***	***38***	***353***	***2,496***	***44***	***21***	***2,066***	***148***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.17%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.90%*	*32.72%*	*16.71%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*12.36%*	*0.17%*	*43.62%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*11.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*10.53%*	*10.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*21.53%*	*11.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	74	0	0	152	73	41	0	94	132	98	0	0
Total PM Peak Hour BUILD Volumes	**188**	**20**	**106**	**305**	**94**	**79**	**353**	**2,590**	**176**	**119**	**2,066**	**148**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	100% Residential Development
	135	**73**	P.M.	
Number of Commercial Trips Generated	**361**	**323**	A.M.	100% Commercial Development
	660	**652**	P.M.	

	Eastbound (Dellyne Ave)			Westbound (Dellyne Ave)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2011 AM Peak Hr. Volumes	231	30	282	51	8	8	59	1,615	69	40	2,077	29
2011 PM Peak Hr. Volumes	109	8	101	37	7	11	337	2,382	20	7	1,971	141

Pass-by Trip Calculations:

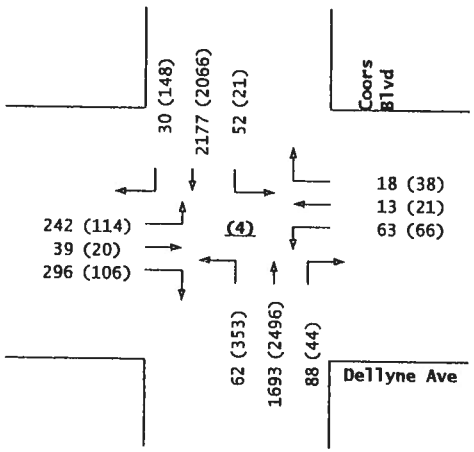
AM Pass-by Trips	*Eastbound (Dellyne Ave)*			*Westbound (Dellyne Ave)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*27.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*38*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	*0*	*0*	*0*	*38*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

PM Pass-by Trips	*Eastbound (Dellyne Ave)*			*Westbound (Dellyne Ave)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*31.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*87*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	*0*	*0*	*0*	*87*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

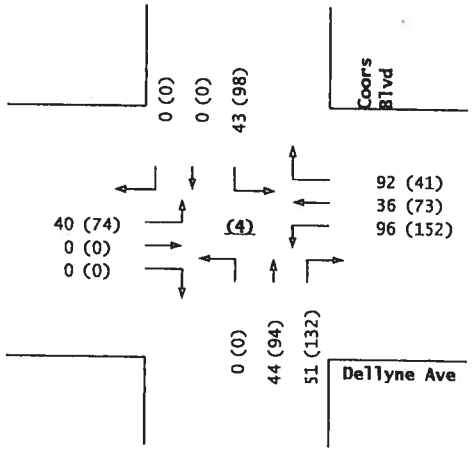
	Entering	*Exiting*		
Pass-by Trips	***155***	***139***	*AM*	
	283	***280***	*PM*	

Based on Trips Generated by APPROVED PLAN

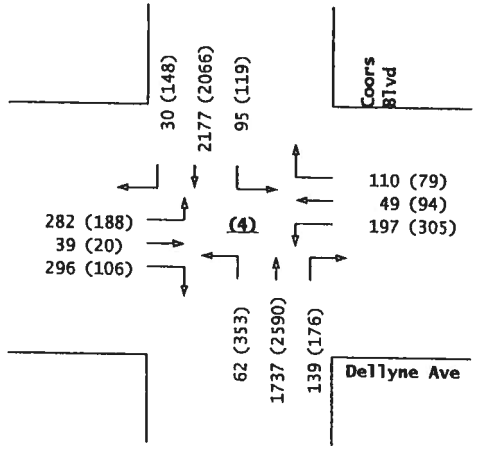
2015
NO BUILD



Trips



2015
BUILD



Dellyne Ave / Coors Blvd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Montano Rd / Winterhaven Rd

Based on Trips Generated by APPROVED PLAN

INTERSECTION: E-W Street: **Montano Rd** (8)

N-S Street: **Winterhaven Rd**

Year of Existing Counts: 2011

Implementation Year: **2015**

Growth Rates	1.20%			1.20%			1.20%			1.20%		
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Winterhaven Rd)			Southbound (Winterhaven Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	27	2,050	30	73	417	51	0	0	55	0	0	29
Background Traffic Growth	1	98	1	4	20	2	0	0	3	0	0	1
Subtotal	28	2,148	31	77	437	53	0	0	58	0	0	30
Credit Union (Learning) Trips (South Tract)	0	6	0	18	0	0	0	0	6	0	0	1
Subtotal (NO BUILD - A.M.)	***28***	***2,154***	***31***	***95***	***437***	***53***	***0***	***0***	***64***	***0***	***0***	***31***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*31.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*
Percent Residential Trips Generated(Exiting)	*0.34%*	*15.57%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.58%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*14.66%*	*10.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.93%*
Percent Commercial Trips Generated(Exiting)	*0.93%*	*12.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.33%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	4	73	0	65	36	0	0	0	73	0	0	3
Subtotal AM Pk Hr. BUILD Volumes	**32**	**2,227**	**31**	**160**	**473**	**53**	**0**	**0**	**137**	**0**	**0**	**34**
Pass-by Trip Adjustments	*0*	*-54*	*8*	*14*	*-14*	*0*	*0*	*0*	*49*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**32**	**2,173**	**39**	**174**	**459**	**53**	**0**	**0**	**186**	**0**	**0**	**34**
Adjustement for Heavy EB Flow on Montano				-20	20							

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Winterhaven Rd)			Southbound (Winterhaven Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	57	736	15	46	1,368	326	0	0	46	0	0	69
Background Traffic Growth	3	35	1	2	66	16	0	0	2	0	0	3
Subtotal	60	771	16	48	1,434	342	0	0	48	0	0	72
Credit Union (Learning) Trips (South Tract)	1	15	0	27	0	0	0	0	15	0	0	1
Subtotal (NO BUILD - P.M.)	***61***	***786***	***16***	***75***	***1,434***	***342***	***0***	***0***	***63***	***0***	***0***	***73***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*31.15%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*
Percent Residential Trips Generated(Exiting)	*0.34%*	*15.57%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.58%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*14.66%*	*10.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.93%*
Percent Commercial Trips Generated(Exiting)	*0.93%*	*12.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.33%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	95	0	157	66	0	0	0	95	0	0	7
Subtotal PM Pk Hr. BUILD Volumes	**67**	**881**	**16**	**232**	**1,500**	**342**	**0**	**0**	**158**	**0**	**0**	**80**
Pass-by Trip Adjustments	*0*	*-34*	*14*	*62*	*-62*	*0*	*0*	*0*	*34*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**67**	**847**	**30**	**294**	**1,438**	**342**	**0**	**0**	**192**	**0**	**0**	**80**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	100% Residential Development
	135	**73**	P.M.	
Number of Commercial Trips Generated	**361**	**323**	A.M.	100% Commercial Development
	660	**652**	P.M.	

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Winterhaven Rd)			Southbound (Winterhaven Rd)		
2011 AM Peak Hr. Volumes	27	2050	30	73	417	51	0	0	55	0	0	29
2011 PM Peak Hr. Volumes	57	736	15	46	1,368	326	0	0	46	0	0	69

Pass-by Trip Calculations:

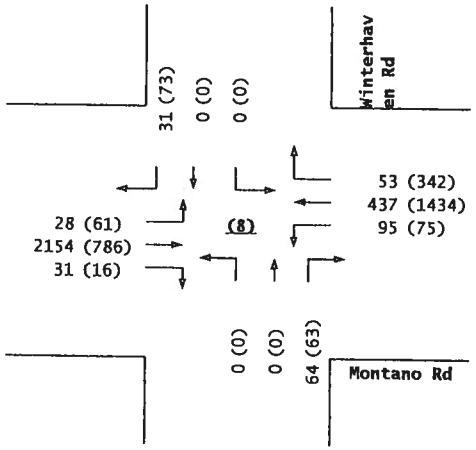
AM Pass-by Trips	***Eastbound (Montano Rd)***			***Westbound (Montano Rd)***			***Northbound (Winterhaven Rd)***			***Southbound (Winterhaven Rd)***		
Percent Entering	*0.00%*	*-35.00%*	*5.00%*	*9.00%*	*-9.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-54*	*8*	*14*	*-14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*35.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*49*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***-54***	***8***	***14***	***-14***	***0***	***0***	***0***	***49***	***0***	***0***	***0***

PM Pass-by Trips	***Eastbound (Monta***	***-12***		***Westbound (Montano Rd)***			***Northbound (Winterhaven Rd)***			***Southbound (Winterhaven Rd)***		
Percent Entering	*0.00%*	*-12.00%*	*5.00%*	*22.00%*	*-22.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-34*	*14*	*62*	*-62*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*34*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***-34***	***14***	***62***	***-62***	***0***	***0***	***0***	***34***	***0***	***0***	***0***

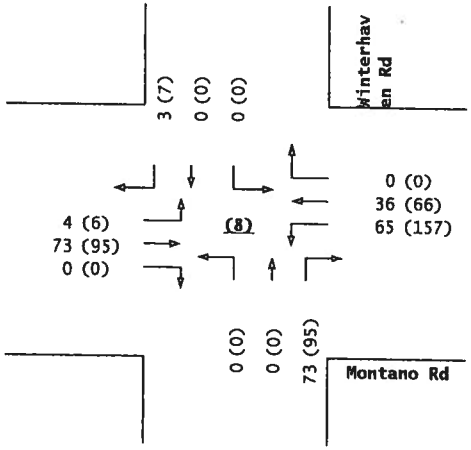
	Entering	*Exiting*	
Pass-by Trips	***155***	***139***	*AM*
	283	***280***	*PM*

Based on Trips Generated by APPROVED PLAN

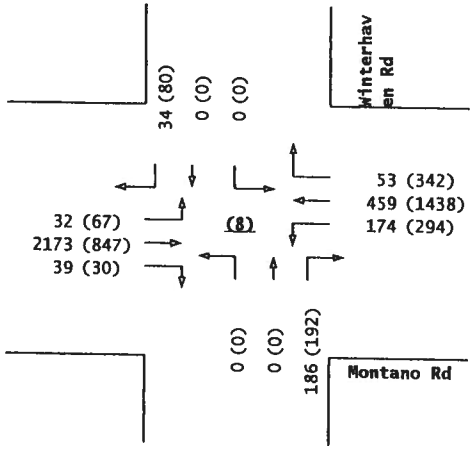
2015
NO BUILD



Trips



2015
BUILD



Montano Rd / Winterhaven Rd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Montano Rd / Antequera Rd

Based on Trips Generated by APPROVED PLAN

INTERSECTION: E-W Street: **Montano Rd** (9)

N-S Street: **Antequera Rd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates	1.20%			1.20%			1.20%			1.20%		
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	2,351	0	0	594	0	0	0	0	0	0	0
Background Traffic Growth	0	113	0	0	29	0	0	0	0	0	0	0
Subtotal	0	2,464	0	0	623	0	0	0	0	0	0	0
Credit Union (Learning) Trips (South Tract)	0	0	12	0	1	0	0	0	6	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***2,464***	***12***	***0***	***624***	***0***	***0***	***0***	***6***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.91%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*20.84%*	*0.00%*	*10.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.26%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	75	0	39	0	0	0	77	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**2,464**	**87**	**0**	**663**	**0**	**0**	**0**	**83**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*-47*	*47*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**2,417**	**134**	**0**	**663**	**0**	**0**	**0**	**83**	**0**	**0**	**0**

Adjustement for Heavy EB Flow on Montano 20

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	820	0	0	1,583	0	0	0	0	0	0	0
Background Traffic Growth	0	39	0	0	76	0	0	0	0	0	0	0
Subtotal	0	859	0	0	1,659	0	0	0	0	0	0	0
Credit Union (Learning) Trips (South Tract)	0	0	17	0	1	0	0	0	16	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***859***	***17***	***0***	***1,660***	***0***	***0***	***0***	***16***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.34%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.91%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*20.84%*	*0.00%*	*10.93%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.26%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	138	0	73	0	0	0	101	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**859**	**155**	**0**	**1,733**	**0**	**0**	**0**	**117**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*-20*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**839**	**175**	**0**	**1,733**	**0**	**0**	**0**	**117**	**0**	**0**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	
	135	**73**	P.M.	
Number of Commercial Trips Generated	**361**	**323**	A.M.	100% Commercial Development
	660	**652**	P.M.	

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Antequera Rd)			Southbound (Antequera Rd)		
2011 AM Peak Hr. Volumes	0	2351	0	0	594	0	0	0	0	0	0	0
2011 PM Peak Hr. Volumes	0	820	0	0	1,583	0	0	0	0	0	0	0

Pass-by Trip Calculations:

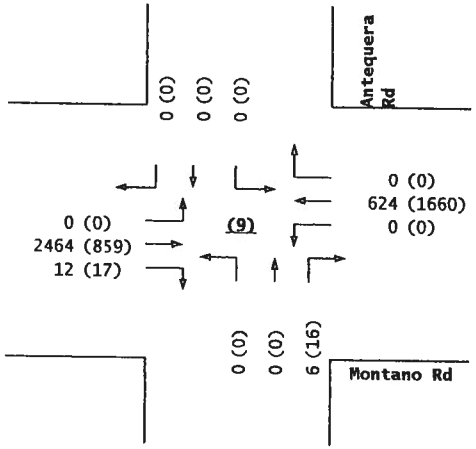
AM Pass-by Trips	*Eastbound (Montano Rd)*			*Westbound (Montano Rd)*			*Northbound (Antequera Rd)*			*Southbound (Antequera Rd)*		
Percent Entering	*0.00%*	*-30.00%*	*30.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-47*	*47*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	*0*	*-47*	*47*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

PM Pass-by Trips	*Eastbound (Montano Rd)*			*Westbound (Montano Rd)*			*Northbound (Antequera Rd)*			*Southbound (Antequera Rd)*		
Percent Entering	*0.00%*	*-7.00%*	*7.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*-20*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	*0*	*-20*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

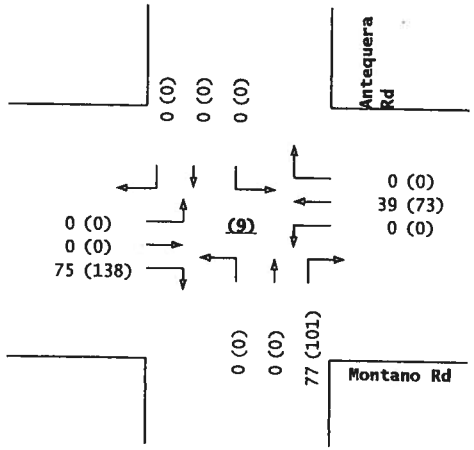
	Entering	*Exiting*	
Pass-by Trips	***155***	***139***	*AM*
	283	***280***	*PM*

Based on Trips Generated by APPROVED PLAN

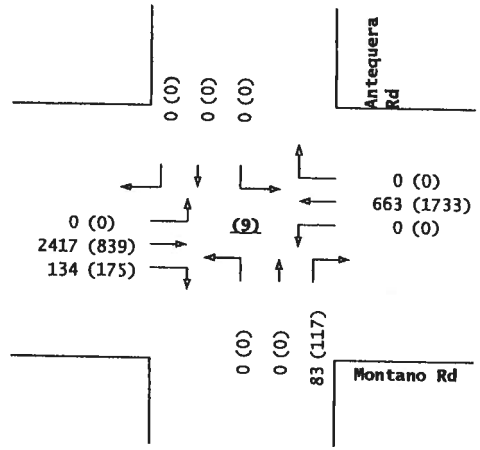
2015
NO BUILD



Trips



2015
BUILD



Montano Rd / Antequera Rd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

E-W Street / Coors Blvd

Based on Trips Generated by APPROVED PLAN

INTERSECTION: E-W Street: **E-W Street** (10)

N-S Street: **Coors Blvd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates 1.20% 1.20% 1.20% 1.20%

	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,998	0	0	1,842	0
Background Traffic Growth	0	0	0	0	0	0	0	96	0	0	88	0
Subtotal	0	0	0	0	0	0	0	2,094	0	0	1,930	0
Credit Union (Leaming) Trips (South Tract)	0	0	0	0	0	0	0	19	0	0	20	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,113***	***0***	***0***	***1,950***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.06%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*24.72%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*0.00%*	*31.83%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*27.82%*	*0.00%*	*13.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	90	0	97	40	0	125	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**2,210**	**40**	**0**	**2,075**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*28*	*0*	*-4*	*29*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**118**	**0**	**2,206**	**69**	**0**	**2,075**	**0**

Adjustement for Heavy EB Flow on Montano 20

	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	2,440	0	0	2,198	0
Background Traffic Growth	0	0	0	0	0	0	0	117	0	0	106	0
Subtotal	0	0	0	0	0	0	0	2,557	0	0	2,304	0
Credit Union (Leaming) Trips (South Tract)	0	0	0	0	0	0	0	52	0	0	29	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***2,609***	***0***	***0***	***2,333***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*25.06%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*24.72%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*0.00%*	*31.83%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*27.82%*	*0.00%*	*13.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	181	0	114	73	0	259	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**181**	**0**	**2,723**	**73**	**0**	**2,592**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*81*	*0*	*7*	*71*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**262**	**0**	**2,730**	**144**	**0**	**2,592**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	
	135	**73**	P.M.	
Number of Commercial Trips Generated	**361**	**323**	A.M.	100% Commercial Development
	660	**652**	P.M.	

	Eastbound (E-W Street)			Westbound (E-W Street)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2011 AM Peak Hr. Volumes	0	0	0	0	0	0	0	1,998	0	0	1,842	0
2011 PM Peak Hr. Volumes	0	0	0	0	0	0	0	2,440	0	0	2,198	0

Pass-by Trip Calculations:

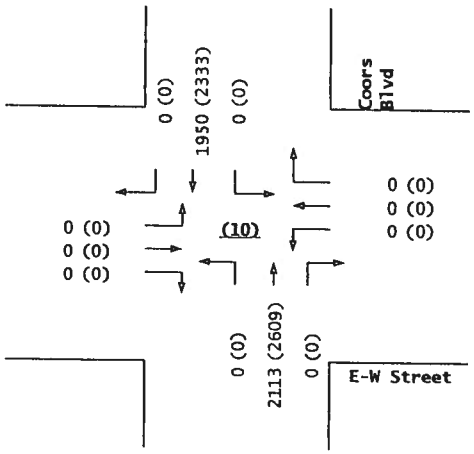
AM Pass-by Trips	*Eastbound (E-W Street)*			*Westbound (E-W Street)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*-19.00%*	*19.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-29*	*29*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*18.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*28*	*0*	*25*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***28***	***0***	***-4***	***29***	***0***	***0***	***0***

PM Pass-by Trips	*Eastbound (E-W Street)*			*Westbound (E-W Street)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*-25.00%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-71*	*71*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*29.00%*	*0.00%*	*28.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*81*	*0*	*78*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***81***	***0***	***7***	***71***	***0***	***0***	***0***

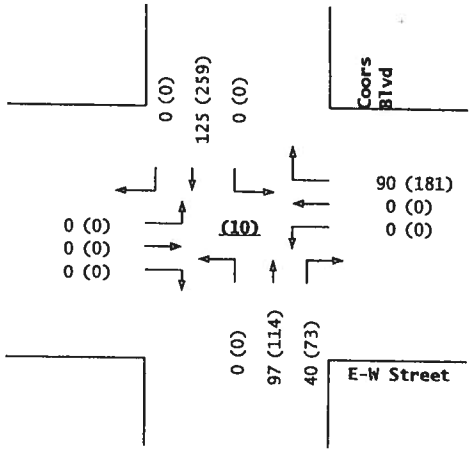
	Entering	*Exiting*	
Pass-by Trips	***155***	***139***	*AM*
	283	***280***	*PM*

Based on Trips Generated by APPROVED PLAN

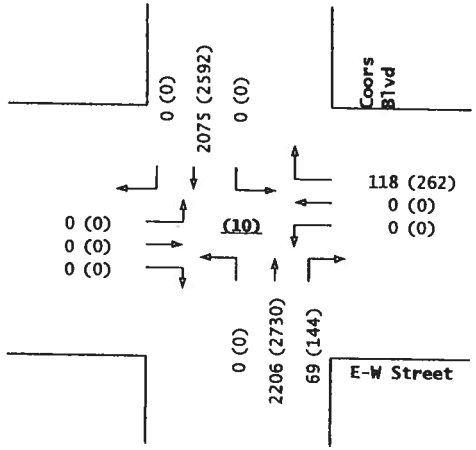
2015
NO BUILD



Trips



2015
BUILD



E-W Street / Coors Blvd

Andalucia Update (Montano Rd / Coors Blvd)

Projected Turning Movements Worksheet

Mirandela Rd / Coors Blvd

Based on Trips Generated by APPROVED PLAN

INTERSECTION: E-W Street: **Mirandela Rd** (11)

N-S Street: **Coors Blvd**

Year of Existing Counts 2011

Implementation Year **2015**

Growth Rates 1.20% 1.20% 1.20% 1.20%

	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	1,998	0	0	1,842	0
Background Traffic Growth	0	0	0	0	0	0	0	96	0	0	88	0
Subtotal	0	0	0	0	0	0	0	2,094	0	0	1,930	0
Credit Union (Learning) Trips (South Tract)	0	0	0	0	0	10	0	10	0	10	10	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***10***	***0***	***2,104***	***0***	***10***	***1,940***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.90%*	*8.35%*	*16.71%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.36%*	*0.00%*	*12.36%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*11.15%*	*21.83%*	*10.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	71	0	66	44	82	43	0
Subtotal AM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**81**	**0**	**2,170**	**44**	**92**	**1,983**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*25*	*0*	*-29*	*29*	*42*	*-42*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**106**	**0**	**2,141**	**73**	**134**	**1,941**	**0**

Adjustement for Heavy EB Flow on Montano 20

	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	2,440	0	0	2,198	0
Background Traffic Growth	0	0	0	0	0	0	0	117	0	0	106	0
Subtotal	0	0	0	0	0	0	0	2,557	0	0	2,304	0
Credit Union (Learning) Trips (South Tract)	0	0	0	0	0	26	0	26	0	14	14	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***26***	***0***	***2,583***	***0***	***14***	***2,318***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.90%*	*8.35%*	*16.71%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*12.36%*	*0.00%*	*12.36%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*11.00%*	*11.15%*	*21.83%*	*10.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.91%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	103	0	85	95	160	98	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**129**	**0**	**2,668**	**95**	**174**	**2,416**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*78*	*0*	*-71*	*71*	*88*	*-88*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**207**	**0**	**2,597**	**166**	**262**	**2,328**	**0**

	Entering	Exiting		
Number of Residential Trips Generated	**35**	**138**	A.M.	
	135	**73**	P.M.	
Number of Commercial Trips Generated	**361**	**323**	A.M.	100% Commercial Development
	660	**652**	P.M.	

	Eastbound (Mirandela Rd)			Westbound (Mirandela Rd)			Northbound (Coors Blvd)			Southbound (Coors Blvd)		
2011 AM Peak Hr. Volumes	0	0	0	0	0	0	0	1,998	0	0	1,842	0
2011 PM Peak Hr. Volumes	0	0	0	0	0	0	0	2,440	0	0	2,198	0

Pass-by Trip Calculations:

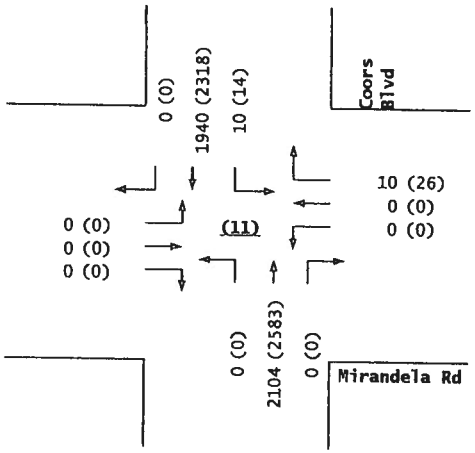
AM Pass-by Trips	*Eastbound (Mirandela Rd)*			*Westbound (Mirandela Rd)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*-19.00%*	*19.00%*	*27.00%*	*-27.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-29*	*29*	*42*	*-42*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*18.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*25*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***25***	***0***	***-29***	***29***	***42***	***-42***	***0***

PM Pass-by Trips	*Eastbound (Mirandela Rd)*			*Westbound (Mirandela Rd)*			*Northbound (Coors Blvd)*			*Southbound (Coors Blvd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*-25.00%*	*25.00%*	*31.00%*	*-31.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-71*	*71*	*88*	*-88*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*28.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*78*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***78***	***0***	***-71***	***71***	***88***	***-88***	***0***

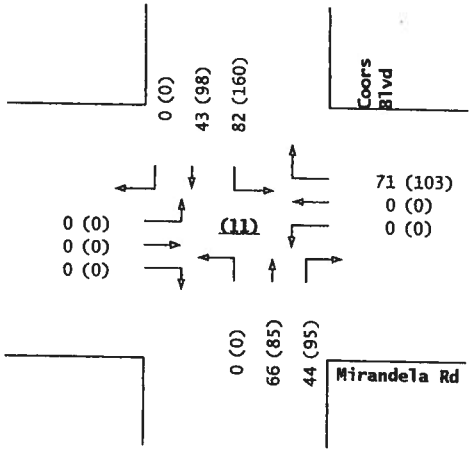
	Entering	*Exiting*	
Pass-by Trips	***155***	***139***	*AM*
	283	***280***	*PM*

Based on Trips Generated by APPROVED PLAN

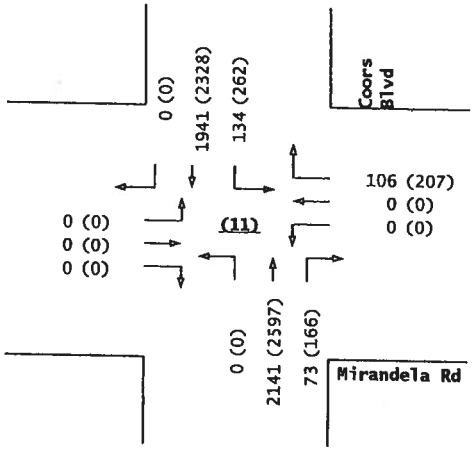
2015
NO BUILD



Trips



2015
BUILD



Mirandela Rd / Coors Blvd

Timings
3: Montano Rd & Coors Blvd

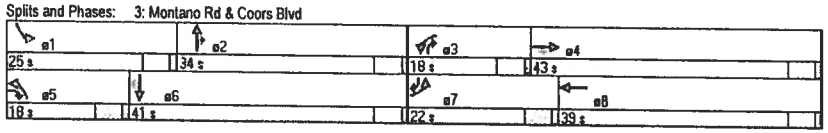
Terry O. Brown, P.E.
11/4/2011 - Synchros 7

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	245	1229	384	301	226	389	1260	652	670	1409	12
Turn Type	Prot		pm+ov	Prot		Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	3	1	6	7
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	22.0	43.0	18.0	18.0	39.0	18.0	34.0	18.0	25.0	41.0	22.0
Total Split (%)	18.3%	35.8%	15.0%	15.0%	32.5%	15.0%	28.3%	15.0%	20.8%	34.2%	18.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	Min	Min	C-Max	Min
Act Effct Green (s)	15.2	38.0	56.0	13.0	35.8	13.0	29.0	47.0	20.0	36.0	56.2
Actuated g/C Ratio	0.13	0.32	0.47	0.11	0.30	0.11	0.24	0.39	0.17	0.30	0.47
v/c Ratio	0.71	1.26	0.59	1.08	0.46	1.20	1.18	0.68	1.31	1.04	0.02
Control Delay	59.7	159.5	27.6	118.9	25.0	167.6	118.4	20.4	192.7	74.4	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	159.5	27.6	118.9	26.0	167.6	118.4	20.4	192.7	74.4	7.4
LOS	E	F	C	F	C	F	F	C	F	E	A
Approach Delay		118.3			67.0		98.9			111.9	
Approach LOS		F			E		F			F	

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 72 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 104.3
Intersection LOS: F
Intersection Capacity Utilization 102.7%
ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Montano Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
3: Montano Rd & Coors Blvd

Terry O. Brown, P.E.
11/4/2011 - Synchros 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	245	1229	384	301	226	155	389	1260	652	670	1409	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3291		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.80	0.88	0.88	0.76	0.76	0.76	0.88	0.88	0.88	0.90	0.90	0.90
Adj. Flow (vph)	306	1397	436	396	297	204	442	1432	741	744	1566	13
RTOR Reduction (vph)	0	0	2	0	100	0	0	0	3	0	0	7
Lane Group Flow (vph)	306	1397	434	396	401	0	442	1432	738	744	1566	6
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	15.2	38.0	51.0	13.0	35.8		13.0	29.0	42.0	20.0	36.0	51.2
Effective Green, g (s)	15.2	38.0	51.0	13.0	35.8		13.0	29.0	42.0	20.0	36.0	51.2
Actuated g/C Ratio	0.13	0.32	0.42	0.11	0.30		0.11	0.24	0.35	0.17	0.30	0.43
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	431	1110	732	368	982		368	1217	1081	567	1511	734
v/s Ratio Prot	0.09	c0.40	0.06	c0.12	0.12		0.13	c0.28	0.07	c0.22	0.31	0.00
v/s Ratio Perm			0.21						0.19			0.00
v/c Ratio	0.71	1.26	0.59	1.08	0.41		1.20	1.18	0.68	1.31	1.04	0.01
Uniform Delay, d1	50.3	41.0	26.5	53.5	33.6		53.5	45.5	33.3	50.0	42.0	19.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.42	0.76	0.59	1.00	1.00	1.00
Incremental Delay, d2	5.3	123.8	1.3	68.7	0.3		107.2	85.7	1.2	152.7	33.1	0.0
Delay (s)	55.6	164.6	27.8	122.2	33.9		183.2	120.3	20.8	202.7	75.1	19.8
Level of Service	E	F	C	F	C		F	F	C	F	E	B
Approach Delay (s)		121.2			72.9			102.7			115.7	
Approach LOS		F			E			F			F	

Intersection Summary

HCM Average Control Delay	108.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

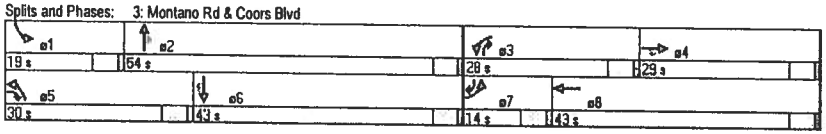
Timings
3: Montano Rd & Coors Blvd

Terry O. Brown, P.E.
11/3/2011 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	275	406	503	470	1101	843	1814	246	362	1618	68
Turn Type	Prot		pm+ov	Prot		Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	5	2	3	1	6	7
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	14.0	29.0	30.0	28.0	43.0	30.0	54.0	28.0	19.0	43.0	14.0
Total Split (%)	10.8%	22.3%	23.1%	21.5%	33.1%	23.1%	41.5%	21.5%	14.6%	33.1%	10.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	Min	Min	C-Max	Min
Act Effct Green (s)	9.0	24.9	54.9	22.1	38.0	25.0	49.0	76.1	14.0	38.0	52.0
Actuated g/C Ratio	0.07	0.19	0.42	0.17	0.29	0.19	0.38	0.59	0.11	0.29	0.40
v/c Ratio	1.25	0.67	0.83	0.87	1.34	1.34	1.00	0.16	1.07	1.19	0.12
Control Delay	189.7	54.5	45.7	50.1	192.0	199.3	45.6	8.0	122.0	135.1	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	189.7	54.5	45.7	50.1	192.0	199.3	45.6	8.0	122.0	135.1	24.3
LOS	F	D	D	D	F	F	D	A	F	F	C
Approach Delay		81.4			153.5		87.0			129.1	
Approach LOS		F			F		F			F	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 78 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.34
Intersection Signal Delay: 112.0 Intersection LOS: F
Intersection Capacity Utilization 115.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 3: Montano Rd & Coors Blvd



HCM Signalized Intersection Capacity Analysis
3: Montano Rd & Coors Blvd

Terry O. Brown, P.E.
11/3/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	275	406	503	470	1101	161	843	1814	246	362	1618	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	6.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	0.88	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	3505	1568	3400	3438		3400	5036	2760	3400	5036	1568
Peak-hour factor, PHF	0.94	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	293	446	553	505	1184	173	878	1890	256	393	1759	74
RTOR Reduction (vph)	0	0	4	0	9	0	0	0	24	0	0	2
Lane Group Flow (vph)	293	446	549	505	1348	0	878	1890	232	393	1759	72
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	9.0	24.9	49.9	22.1	38.0		25.0	49.0	71.1	14.0	38.0	47.0
Effective Green, g (s)	9.0	24.9	49.9	22.1	38.0		25.0	49.0	71.1	14.0	38.0	47.0
Actuated g/C Ratio	0.07	0.19	0.38	0.17	0.29		0.19	0.38	0.55	0.11	0.29	0.36
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	235	671	662	578	1005		654	1898	1616	366	1472	627
v/s Ratio Prot	c0.09	0.13	0.16	0.15	c0.39		c0.26	0.38	0.02	0.12	c0.35	0.01
v/s Ratio Perm			0.19						0.06			0.04
v/c Ratio	1.25	0.66	0.83	0.87	1.34		1.34	1.00	0.14	1.07	1.19	0.11
Uniform Delay, d1	60.5	48.7	36.2	52.6	46.0		52.5	40.4	14.5	58.0	46.0	27.6
Progression Factor	1.00	1.00	1.00	0.77	0.98		0.92	0.71	0.82	1.00	1.00	1.00
Incremental Delay, d2	141.4	2.5	8.4	7.7	157.0		161.2	16.1	0.0	68.1	94.7	0.1
Delay (s)	201.9	51.2	44.6	48.2	202.3		209.4	44.9	11.9	126.1	140.7	27.7
Level of Service	F	D	D	D	F		F	D	B	F	F	C
Approach Delay (s)		82.6			160.5			89.8			134.4	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	116.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	115.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

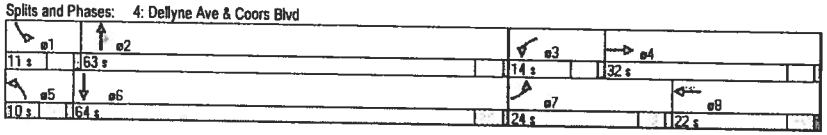
Timings
4: Dellyne Ave & Coors Blvd

Terry O. Brown, P.E.
11/3/2011 - Synchros 7

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	282	39	197	49	110	62	1737	139	95	2177	30
Turn Type	Prot		Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8	2		2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	24.0	32.0	14.0	22.0	22.0	10.0	63.0	63.0	11.0	64.0	64.0
Total Split (%)	20.0%	26.7%	11.7%	18.3%	18.3%	8.3%	52.5%	52.5%	9.2%	53.3%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min	C-Max	C-Max
Act Effct Green (s)	17.3	27.0	9.0	18.7	18.7	63.0	58.0	58.0	6.0	59.0	59.0
Actuated g/C Ratio	0.14	0.22	0.08	0.16	0.16	0.52	0.48	0.48	0.05	0.49	0.49
v/c Ratio	0.77	1.06	1.03	0.23	0.47	0.55	0.85	0.20	0.63	0.99	0.04
Control Delay	60.2	99.1	118.8	47.7	27.5	30.0	31.5	5.7	78.9	25.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	99.1	118.8	47.7	27.5	30.0	31.5	5.7	78.9	25.4	1.1
LOS	E	F	F	D	C	C	C	A	E	C	A
Approach Delay		81.4		80.9			29.6			27.3	
Approach LOS		F		F			C			C	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 39.4 Intersection LOS: D
Intersection Capacity Utilization 88.8% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Dellyne Ave & Coors Blvd



HCM Signalized Intersection Capacity Analysis
4: Dellyne Ave & Coors Blvd

Terry O. Brown, P.E.
11/3/2011 - Synchros 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	282	39	296	197	49	110	62	1737	139	95	2177	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	1.00		0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1600		3400	1845	1568	1752	5036	1568	3400	5036	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.07	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	1600		3400	1845	1568	127	5036	1568	3400	5036	1568
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.84	0.84	0.84	0.89	0.89	0.89
Adj. Flow (vph)	376	52	395	263	65	147	74	2068	165	107	2446	34
RTOR Reduction (vph)	0	60	0	0	0	68	0	0	65	0	0	14
Lane Group Flow (vph)	376	387	0	263	65	79	74	2068	100	107	2446	20
Turn Type	Prot			Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2		2			6
Actuated Green, G (s)	17.3	27.0		9.0	18.7	18.7	63.0	58.0	58.0	6.0	59.0	59.0
Effective Green, g (s)	17.3	27.0		9.0	18.7	18.7	63.0	58.0	58.0	6.0	59.0	59.0
Actuated g/C Ratio	0.14	0.22		0.08	0.16	0.16	0.52	0.48	0.48	0.05	0.49	0.49
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	490	360		255	288	244	134	2434	758	170	2476	771
v/s Ratio Prot	0.11	c0.24		c0.08	0.04		0.02	0.41		c0.03	c0.49	
v/s Ratio Perm						0.05	0.27		0.06			0.01
v/c Ratio	0.77	1.07		1.03	0.23	0.32	0.55	0.85	0.13	0.63	0.99	0.03
Uniform Delay, d1	49.4	46.5		55.5	44.3	45.0	26.8	27.2	17.1	55.9	30.1	15.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.28	0.46	0.14
Incremental Delay, d2	7.1	68.5		64.7	0.4	0.8	4.9	3.9	0.4	3.6	10.1	0.0
Delay (s)	56.5	115.0		120.2	44.7	45.8	31.6	31.1	17.5	73.9	24.1	2.3
Level of Service	E	F		F	D	D	C	C	B	E	C	A
Approach Delay (s)		88.3			86.9			30.2			25.9	
Approach LOS		F			F			C			C	

Intersection Summary

HCM Average Control Delay	40.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Timings
4: Dellyne Ave & Coors Blvd

Terry O. Brown, P.E.
11/3/2011 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	188	20	305	94	79	353	2590	176	119	2068	148
Turn Type	Prot		Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8	2		2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	21.0
Total Split (s)	18.0	21.0	20.0	23.0	23.0	27.0	79.0	79.0	10.0	62.0	62.0
Total Split (%)	13.8%	16.2%	15.4%	17.7%	17.7%	20.8%	60.8%	60.8%	7.7%	47.7%	47.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	Min	Min	Min	Min	Min	Min	C-Max	C-Max	Min	C-Max	C-Max
Act Effct Green (s)	12.1	11.3	15.0	14.2	14.2	88.7	75.7	75.7	8.0	57.1	57.1
Actuated g/C Ratio	0.09	0.09	0.12	0.11	0.11	0.68	0.58	0.58	0.06	0.44	0.44
v/c Ratio	0.67	0.57	1.04	0.62	0.44	0.89	0.92	0.19	0.59	0.96	0.20
Control Delay	67.6	22.7	110.9	68.5	25.0	61.4	31.2	5.4	59.7	21.3	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	22.7	110.9	68.5	25.0	61.4	31.2	5.4	59.7	21.3	2.1
LOS	E	C	F	E	C	E	C	A	E	C	A
Approach Delay		49.6		88.4			33.2			22.0	
Approach LOS		D		F			C			C	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 119 (92%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 35.3 Intersection LOS: D
Intersection Capacity Utilization 92.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 4: Dellyne Ave & Coors Blvd

HCM Signalized Intersection Capacity Analysis
4: Dellyne Ave & Coors Blvd

Terry O. Brown, P.E.
11/3/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	188	20	106	305	94	79	353	2590	176	119	2068	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	1.00		0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1611		3400	1845	1568	1752	5036	1568	3400	5036	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.06	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	1611		3400	1845	1568	119	5036	1568	3400	5036	1568
Peak-hour factor, PHF	0.89	0.89	0.89	0.75	0.75	0.75	0.96	0.96	0.96	0.97	0.97	0.97
Adj. Flow (vph)	211	22	119	407	125	105	368	2698	183	123	2130	153
RTOR Reduction (vph)	0	109	0	0	0	66	0	0	50	0	0	66
Lane Group Flow (vph)	211	32	0	407	125	39	368	2698	133	123	2130	87
Turn Type	Prot			Prot		Perm	pm+pt		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2		2			6
Actuated Green, G (s)	12.1	11.3		15.0	14.2	14.2	88.7	75.7	75.7	8.0	57.1	57.1
Effective Green, g (s)	12.1	11.3		15.0	14.2	14.2	88.7	75.7	75.7	8.0	57.1	57.1
Actuated g/C Ratio	0.09	0.09		0.12	0.11	0.11	0.68	0.58	0.58	0.06	0.44	0.44
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	316	140		392	202	171	415	2933	913	209	2212	689
v/s Ratio Prot	0.06	0.02		c0.12	c0.07		c0.18	c0.54		0.04	c0.42	
v/s Ratio Perm						0.02	0.42		0.09			0.06
v/c Ratio	0.67	0.23		1.04	0.62	0.23	0.89	0.92	0.15	0.59	0.96	0.13
Uniform Delay, d1	57.0	55.3		57.5	55.3	52.9	41.4	24.4	12.4	59.4	35.4	21.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.53	0.33
Incremental Delay, d2	5.3	0.8		55.7	5.5	0.7	19.8	6.0	0.3	0.4	1.7	0.0
Delay (s)	62.3	56.1		113.2	60.9	53.6	61.1	30.5	12.7	58.5	20.4	7.1
Level of Service	E	E		F	E	D	E	C	B	E	C	A
Approach Delay (s)		59.8			93.1			32.9			21.5	
Approach LOS		E			F			C			C	

Intersection Summary

HCM Average Control Delay	36.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Timings
7: Montano Rd & Fourth St

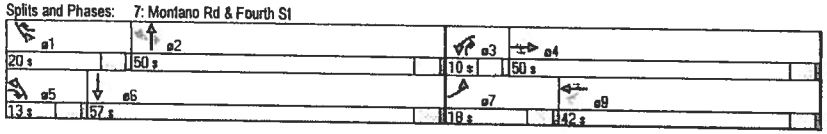
Terry O. Brown, P.E.
11/3/2011 - Synchros 7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	173	1351	581	127	388	69	292	424	188	204	516
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	18.0	50.0	13.0	10.0	42.0	20.0	13.0	50.0	10.0	20.0	57.0
Total Split (%)	13.8%	38.5%	10.0%	7.7%	32.3%	15.4%	10.0%	38.5%	7.7%	15.4%	43.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max
Act Effct Green (s)	55.0	45.0	58.0	42.7	37.7	56.4	54.3	46.3	56.3	64.5	52.0
Actuated g/C Ratio	0.42	0.35	0.45	0.33	0.29	0.43	0.42	0.36	0.43	0.50	0.40
v/c Ratio	0.55	1.24	0.82	1.30	0.48	0.12	1.10	0.41	0.32	0.53	1.48dr
Control Delay	30.9	151.1	33.4	208.7	40.2	4.7	110.6	33.1	18.0	23.6	135.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	151.1	33.4	208.7	40.2	4.7	110.6	33.1	18.0	23.6	135.4
LOS	C	F	C	F	D	A	F	C	B	C	F
Approach Delay		108.7			72.6			55.0			122.5
Approach LOS		F			E			D			F

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 130
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 99.2
Intersection LOS: F
Intersection Capacity Utilization 117.3%
ICU Level of Service H
Analysis Period (min) 15
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: Montano Rd & Fourth St



HCM Signalized Intersection Capacity Analysis
7: Montano Rd & Fourth St

Terry O. Brown, P.E.
11/3/2011 - Synchros 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	1351	581	127	388	69	292	424	188	204	516	1044
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	3400	3505	1568	1752	3153	
Flt Permitted	0.30	1.00	1.00	0.11	1.00	1.00	0.09	1.00	1.00	0.33	1.00	
Satd. Flow (perm)	556	3505	1568	196	3505	1568	309	3505	1568	610	3153	
Peak-hour factor, PHF	0.90	0.90	0.90	0.79	0.79	0.79	0.83	0.83	0.83	0.91	0.91	0.91
Adj. Flow (vph)	192	1501	646	161	491	87	352	511	227	224	567	1147
RTOR Reduction (vph)	0	0	94	0	0	53	0	0	42	0	146	0
Lane Group Flow (vph)	192	1501	552	161	491	34	352	511	185	224	1568	0
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	55.0	45.0	53.0	42.7	37.7	51.4	54.3	46.3	51.3	65.0	52.0	
Effective Green, g (s)	55.0	45.0	53.0	42.7	37.7	51.4	54.3	46.3	51.3	65.0	52.0	
Actuated g/C Ratio	0.42	0.35	0.41	0.33	0.29	0.40	0.42	0.36	0.39	0.50	0.40	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	348	1213	700	124	1016	680	319	1248	679	425	1261	
v/s Ratio Prot	0.05	c0.43	0.05	c0.05	0.14	0.01	c0.07	0.15	0.01	0.06	c0.50	
v/s Ratio Perm	0.18		0.30	0.38		0.02	0.39		0.11	0.21		
v/c Ratio	0.55	1.24	0.79	1.30	0.48	0.05	1.10	0.41	0.27	0.53	1.48dr	
Uniform Delay, d1	25.5	42.5	33.6	42.2	38.1	24.2	32.8	31.5	26.7	19.8	39.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	114.1	5.9	181.1	0.4	0.0	81.1	1.0	0.2	1.2	116.5	
Delay (s)	27.4	156.6	39.5	223.3	38.5	24.3	113.9	32.5	26.9	20.9	155.5	
Level of Service	C	F	D	F	D	C	F	C	C	C	F	
Approach Delay (s)		113.6			77.1			57.6			139.9	
Approach LOS		F			E			E			F	

Intersection Summary

HCM Average Control Delay	107.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	117.3%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

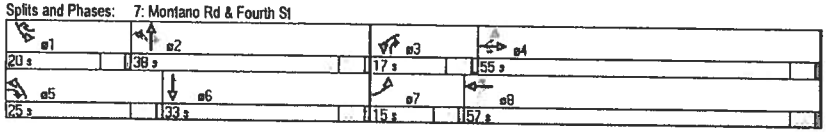
Timings
7: Montano Rd & Fourth St

Terry O. Brown, P.E.
11/3/2011 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Volume (vph)	180	644	399	160	1325	202	580	565	166	178	520
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt	
Protected Phases	7	4	5	3	8	1	5	2	3	1	6
Permitted Phases	4		4	8		8	2		2	6	
Detector Phase	7	4	5	3	8	1	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	15.0	55.0	25.0	17.0	57.0	20.0	25.0	38.0	17.0	20.0	33.0
Total Split (%)	11.5%	42.3%	19.2%	13.1%	43.8%	15.4%	19.2%	29.2%	13.1%	15.4%	25.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max
Act Effct Green (s)	60.9	50.9	75.9	63.1	52.0	70.6	53.0	34.4	50.5	41.6	28.0
Actuated g/C Ratio	0.47	0.39	0.58	0.49	0.40	0.54	0.41	0.26	0.39	0.32	0.22
v/c Ratio	0.98	0.49	0.44	0.50	1.04	0.25	1.03	0.68	0.27	0.67	1.02
Control Delay	82.8	32.8	22.3	22.3	72.9	12.0	80.1	47.7	8.8	38.9	86.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.8	32.8	22.3	22.3	72.9	12.0	80.1	47.7	8.8	38.9	86.7
LOS	F	C	C	C	E	B	F	D	A	D	F
Approach Delay		36.7			60.8			57.1			77.1
Approach LOS		D			E			E			E

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 18 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 57.1 Intersection LOS: E
Intersection Capacity Utilization 100.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: Montano Rd & Fourth St



HCM Signalized Intersection Capacity Analysis
7: Montano Rd & Fourth St

Terry O. Brown, P.E.
11/3/2011 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	644	399	160	1325	202	580	565	166	176	520	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	3400	3505	1568	1752	3369	
Flt Permitted	0.08	1.00	1.00	0.28	1.00	1.00	0.12	1.00	1.00	0.26	1.00	
Satd. Flow (perm)	145	3505	1568	508	3505	1568	434	3505	1568	476	3369	
Peak-hour factor, PHF	0.95	0.95	0.95	0.91	0.91	0.91	0.89	0.89	0.89	0.91	0.91	0.91
Adj. Flow (vph)	189	678	420	176	1456	222	652	635	187	193	571	199
RTOR Reduction (vph)	0	0	54	0	0	28	0	0	92	0	27	0
Lane Group Flow (vph)	189	678	366	176	1456	194	652	635	95	193	743	0
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	60.9	50.9	70.9	63.1	52.0	65.6	53.0	34.4	45.5	41.6	28.0	
Effective Green, g (s)	60.9	50.9	70.9	63.1	52.0	65.6	53.0	34.4	45.5	41.6	28.0	
Actuated g/C Ratio	0.47	0.39	0.55	0.49	0.40	0.50	0.41	0.26	0.35	0.32	0.22	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	192	1372	915	353	1402	852	633	927	609	286	726	
v/s Ratio Prot	c0.08	0.19	0.06	0.04	c0.42	0.02	c0.16	0.18	0.01	0.07	0.22	
v/s Ratio Perm	0.39		0.17	0.20		0.10	c0.26		0.05	0.15		
v/c Ratio	0.98	0.49	0.40	0.50	1.04	0.23	1.03	0.69	0.16	0.67	1.02	
Uniform Delay, d1	37.1	29.8	17.2	20.4	39.0	18.0	39.5	42.9	29.1	34.3	51.0	
Progression Factor	0.64	1.04	1.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	57.7	0.3	0.3	1.1	34.6	0.1	43.7	4.1	0.1	6.2	39.6	
Delay (s)	81.5	31.4	34.0	21.5	73.6	18.2	83.2	47.0	29.2	40.5	90.6	
Level of Service	F	C	C	C	E	B	F	D	C	D	F	
Approach Delay (s)		39.6			62.1			60.8			80.6	
Approach LOS		D			E			E			F	

Intersection Summary

HCM Average Control Delay	59.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	2173	39	154	479	53	0	0	186	0	0	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.83	0.83	0.83	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	38	2587	46	186	577	64	0	0	248	0	0	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		801										
pX, platoon unblocked				0.71			0.71	0.71	0.71	0.71	0.71	
vC, conflicting volume	641			2633			3368	3675	1293	2598	3690	320
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	641			2482			3520	3955	587	2431	3975	320
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			0			0	0	22	0	0	93
cM capacity (veh/h)	933			127			0	0	319	0	0	672

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	38	1293	1293	46	186	385	256	248	45
Volume Left	38	0	0	0	186	0	0	0	0
Volume Right	0	0	0	46	0	0	64	248	45
cSH	933	1700	1700	1700	127	1700	1700	319	672
Volume to Capacity	0.04	0.76	0.76	0.03	1.46	0.23	0.15	0.78	0.07
Queue Length 95th (ft)	3	0	0	0	319	0	0	155	5
Control Delay (s)	9.0	0.0	0.0	0.0	308.2	0.0	0.0	46.7	10.7
Lane LOS	A				F			E	B
Approach Delay (s)	0.1				69.2			46.7	10.7
Approach LOS								E	B

Intersection Summary			
Average Delay	18.4		
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	847	30	294	1438	342	0	0	192	0	0	80
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.75	0.75	0.75	0.82	0.82	0.82
Hourly flow rate (vph)	69	873	31	309	1514	360	0	0	256	0	0	98
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		801										
pX, platoon unblocked				0.97			0.97	0.97	0.97	0.97	0.97	
vC, conflicting volume	1874			904			2485	3504	437	3143	3355	937
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1874			828			2466	3522	344	3149	3368	937
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	78			60			100	100	59	100	100	63
cM capacity (veh/h)	313			765			5	3	626	1	3	264

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	69	437	437	31	309	1009	865	256	98
Volume Left	69	0	0	0	309	0	0	0	0
Volume Right	0	0	0	31	0	0	360	256	98
cSH	313	1700	1700	1700	765	1700	1700	626	264
Volume to Capacity	0.22	0.26	0.26	0.02	0.40	0.59	0.51	0.41	0.37
Queue Length 95th (ft)	21	0	0	0	49	0	0	50	41
Control Delay (s)	19.7	0.0	0.0	0.0	12.9	0.0	0.0	14.7	26.4
Lane LOS	C				B			B	D
Approach Delay (s)	1.4				1.8			14.7	26.4
Approach LOS								B	D

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Volume (veh/h)	2417	134	0	683	0	83
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.85	0.85
Hourly flow rate (vph)	3180	176	0	899	0	98
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	385					
pX, platoon unblocked			0.69		0.69	0.69
vC, conflicting volume			3357		3630	1590
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3516		3911	961
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	45
cM capacity (veh/h)			47		2	176

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	1590	1590	176	449	449	98
Volume Left	0	0	0	0	0	0
Volume Right	0	0	176	0	0	98
cSH	1700	1700	1700	1700	1700	176
Volume to Capacity	0.94	0.94	0.10	0.26	0.26	0.55
Queue Length 95th (ft)	0	0	0	0	0	72
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	48.3
Lane LOS						E
Approach Delay (s)	0.0			0.0		48.3
Approach LOS						E

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱		↑↑		↱
Volume (veh/h)	839	175	0	1733	0	117
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.85	0.85
Hourly flow rate (vph)	902	188	0	1863	0	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	385					
pX, platoon unblocked			0.90		0.90	0.90
vC, conflicting volume			1090		1834	451
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			883		1707	174
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	82
cM capacity (veh/h)			682		73	754

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1
Volume Total	451	451	188	932	932	138
Volume Left	0	0	0	0	0	0
Volume Right	0	0	188	0	0	138
cSH	1700	1700	1700	1700	1700	754
Volume to Capacity	0.27	0.27	0.11	0.55	0.55	0.18
Queue Length 95th (ft)	0	0	0	0	0	17
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.8
Lane LOS						B
Approach Delay (s)	0.0			0.0		10.8
Approach LOS						B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	118	2206	69	0	2095
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	139	2507	78	0	2381
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						707
pX, platoon unblocked	0.72					
vC, conflicting volume	3340	666			2585	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2886	666			2585	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	65			100	
cM capacity (veh/h)	9	400			163	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	139	716	716	716	437	794	794	794
Volume Left	0	0	0	0	0	0	0	0
Volume Right	139	0	0	0	78	0	0	0
cSH	400	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.35	0.42	0.42	0.42	0.26	0.47	0.47	0.47
Queue Length 95th (ft)	38	0	0	0	0	0	0	0
Control Delay (s)	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C							
Approach Delay (s)	18.7	0.0				0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	262	2730	144	0	2592
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	308	2844	150	0	2700
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						707
pX, platoon unblocked	0.73					
vC, conflicting volume	3819	786			2994	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3561	786			2994	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	7			100	
cM capacity (veh/h)	3	333			112	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	308	812	812	812	556	900	900	900
Volume Left	0	0	0	0	0	0	0	0
Volume Right	308	0	0	0	150	0	0	0
cSH	333	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.93	0.48	0.48	0.48	0.33	0.53	0.53	0.53
Queue Length 95th (ft)	233	0	0	0	0	0	0	0
Control Delay (s)	68.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F							
Approach Delay (s)	68.3	0.0				0.0		
Approach LOS	F							

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	106	2141	73	154	1941
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	125	2433	83	175	2206
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1190			
pX, platoon unblocked	0.75	0.75			0.75	
vC, conflicting volume	3560	650			2516	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2733	0			1336	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	85			54	
cM capacity (veh/h)	6	808			379	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	125	695	695	695	431	175	735	735	735
Volume Left	0	0	0	0	0	175	0	0	0
Volume Right	125	0	0	0	83	0	0	0	0
cSH	808	1700	1700	1700	1700	379	1700	1700	1700
Volume to Capacity	0.15	0.41	0.41	0.41	0.25	0.46	0.43	0.43	0.43
Queue Length 95th (ft)	14	0	0	0	0	59	0	0	0
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	22.4	0.0	0.0	0.0
Lane LOS	B					C			
Approach Delay (s)	10.3	0.0				1.6			
Approach LOS	B								

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	207	2597	166	262	2328
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	244	2705	173	273	2425
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1190			
pX, platoon unblocked	0.62	0.62			0.62	
vC, conflicting volume	4146	763			2878	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2987	0			928	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	63			39	
cM capacity (veh/h)	3	665			447	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	244	773	773	773	559	273	808	808	808
Volume Left	0	0	0	0	0	273	0	0	0
Volume Right	244	0	0	0	173	0	0	0	0
cSH	665	1700	1700	1700	1700	447	1700	1700	1700
Volume to Capacity	0.37	0.45	0.45	0.45	0.33	0.61	0.48	0.48	0.48
Queue Length 95th (ft)	42	0	0	0	0	99	0	0	0
Control Delay (s)	13.5	0.0	0.0	0.0	0.0	24.9	0.0	0.0	0.0
Lane LOS	B					C			
Approach Delay (s)	13.5	0.0				2.5			
Approach LOS	B								

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		