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Westside / Golf Course Commercial Development

Traffic Impact Study

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Presented to:

City of Albuquerque Transportation Development Section

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Westside / Golf Course Commercial Development (Westside Blvd. / Golf Course Rd.) TRAFFIC IMPACT STUDY

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Westside / Golf Course Commercial Development (Westside Blvd. / Golf Course Rd.) TRAFFIC IMPACT STUDY

STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of a proposed retail commercial development plan such as the one shown in the Appendix (Pages A-2 thru A-4) of this report. The purpose of this study is to identify the impact of the 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 proposed plan. This report is being prepared to meet the requirements of the City of Albuquerque Transportation Development Division in association with the development of the Westside / Golf Course Commercial Development which straddles Golf Course Rd south of Westside Blvd.

STUDY PROCEDURES

The basic procedure followed in this study is described as follows:

- 1) Calculate the generated trips for the proposed development consisting of a combination of retail commercial & medical / dental office uses (See more detailed trip generation rate table on Appendix Page A-8):
- 2) Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on year 2012 population within a two-mile radius of the proposed new commercial development (See Appendix Pages A-20 thru A-25 of this report).
- 3) 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 Appendix Pages A-26 thru A-31 of this report).
- 4) Acquire recent traffic counts from the City of Albuquerque or from consultant for all signalized intersections to be analyzed in this report. Conduct new AM and PM Peak Hour traffic counts for all existing unsignalized intersections to be analyzed in this report.
- 5) Calculate growth rate for the area utilizing a historic linear growth trendline of the Mid-Region Council of Governments' (MRCOG) Traffic Flow Data from 2001 to 2005 to define area traffic growth rate. (See Appendix Pages A-32 thru A-50a).
- 6) Consider trips generated from the recently approved Smith's @ McMahon / Golf Course and Cabazon Development (Rio Rancho).
- 7) Determine 2012 NO BUILD Volumes by growing the existing turning movement counts to the year 2012 utilizing the calculated annual historic growth rate for the area, and then adding in generated traffic volumes from the other approved and proposed projects.
- 8) Add in data from Trip Assignments Maps and Tables to the 2012 NO BUILD Volumes to obtain 2012 BUILD Volumes for this project.

9) Provide signalized and / or unsignalized intersection analyses for the following intersections:

	INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
1)	Westside Blvd / NMSR 528	Traffic Signal	2012	2012
2)	Westside Blvd /Golf Course Rd	Traffic Signal	2012	2012
3)	McMahon Blvd. / Golf Course Rd.	Traffic Signal	2012	2012
4)	Westside Blvd / Unser Blvd	Stop Sign	2012	2012
5)	Driveway 'A' / Golf Course Rd	Stop Sign	N/A	2012
6)	Westside Blvd / Driveway 'B'	Stop Sign	N/A	2012
7)	Westside Blvd / Driveway 'C'	Stop Sign	N/A	2012
8)	Driveway "D" / Golf Course Rd	Stop Sign	N/A	2012
9)	Driveway "E" / Golf Course Rd	Stop Sign	N/A	2012

GENERAL AREA CHARACTERISTICS

The proposed development plan straddles Golf Course Rd. south of Westside Blvd as shown on the Vicinity Map on Page A-1 of the Appendix of this report. The property is bounded on the north by Westside Blvd. and is centered on Golf Course Rd.

This development is comprised of four separate but contiguous projects located in a relatively active development area.

AREA STREET NETWORK

McMahon Blvd. (Ellison Dr.) is classified as a Principal Arterial Street on the Long Range Roadway System Plan for the Albuquerque Urban Area. McMahon Blvd. (west of Golf Course Rd.) is a Limited Access Arterial Street. McMahon Blvd. (Ellison Dr.) has been reconstructed within the past two years so that there will be a continuous four-lane facility connecting Unser Blvd. with Coors By-Pass Blvd.

Golf Course Rd. is classified as a Minor Arterial Street on the Long Range Roadway System Plan for the Albuquerque Urban Area. Golf Course Rd. has recently been reconstructed to be a four lane roadway from the Calabacillas Arroyo north to Westside Blvd. The posted speed limit on Golf Course Rd. near Westside Blvd. is 40 MPH.

Unser Blvd. is classified as a Limited Access Principal Arterial Street on the Long Range Roadway System Plan for the Albuquerque Urban Area. It is a four lane paved street with curbs and gutters intermittently present. The posted speed limit on Unser Blvd. near Westside Blvd. increases from 35 MPH to 45 MPH.

NMSR 528 is classified as a Limited Access Principal Arterial Street on the Long Range Roadway System Plan for the Albuquerque Urban Area. It is an eight lane paved street with curbs and gutters. The posted speed limit on NMSR 528 near Westside Blvd. is 40 MPH.

Westside Blvd is classified as a Limited Access Principal Arterial Street on the Long Range Roadway System Plan for the Albuquerque Urban Area. It is a four lane paved street with

curbs and gutters. The posted speed limit on NMSR 528 near Westside Blvd. is 35 MPH. The plans for the northern quadrants of this development proposed two driveways on Westside Blvd. either side of Golf Course Rd. These driveways will require approval of the Transportation Coordinating Committee.

EXISTING TRAFFIC VOLUMES

2005 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-6 in the Appendix.

Recent AM and PM peak hour turning movement counts were provided by the City of Albuquerque for the following intersections:

Westside Blvd / NMSR 528 - 2004

Existing AM and PM peak hour turning movement counts for the intersections of Westside Blvd / Golf Course Rd, McMahon Blvd. / Golf Course Rd, and Westside Blvd / Unser Blvd were also obtained by the consultant for this study.

The counts are included in Appendix Z.

EXISTING (2007) LEVELS OF SERVICE

The <u>Highway Capacity Manual</u> 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.
LOSE	55.1 to 80.0"	Limit of acceptable delay.
LOS F	> 80.0"	Unacceptable delay.

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 also.

EXISTING TRANSIT SERVICE

There is no transit service on Golf Course Rd. north of Ellison at this time.

PROPOSED DEVELOPMENT

The proposed project consists of a combination of retail commercial & medical / dental office space. There are four distinct tracts of land targeted for development. The northwest quadrant of the project is targeted for medical / dental office development. The other three

quadrants of the project are characterized by proposed commercial development. The eastern two tracts are more intense commercial developments. There is a gasoline station with a convenience market and a fast food restaurant proposed for the southwest quadrant of the project. (See Conceptual Site Plans on Pages A-2 thru A-5 of the Appendix). The northeast quadrant project is called "Concept One Tract" in the Trip Generation Summary Table on Page A-8. The southeast quadrant is called "Chavez Tract", the northwest quadrant is called "Medical Tract", and the southwest quadrant is called "Sherman/Brody Tract."

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers <u>Trip Generation</u> report (7th Edition, 2003). Trips for the development were determined based on land uses defined on the Conceptual Site Development Plans on Pages A-2 thru A-5 in the Appendix of this report.

The resulting number of trips generated for the proposed development are summarized in the following table:

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

	USE (ITE CODE)	24 HR VOL	A. M. PE	AK HR.	P. M. PE	AK HR.	
COMMENT	DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
	Summary Sheet	Units					
Chavez Tract	Shopping Center (820)	50.00	4,328	63	40	191	207
Chavez Tract	High Turnover (Sit-Down) Restaurant (932)	10.00		60	55	67	43
Chavez Tract	Fast Food Restaurant w/ Drive-Thru Window (934)	3.50		95	91	63	58
Chavez Tract	Specialty Retail Center (814)	31.90	1,402	120	152	43	55
Concept One Tract	Shopping Center (820)	50.50	4,356	63	41	192	208
Concept One Tract	High Turnover (Sit-Down) Restaurant (932)	15.00	1,907	90	83	100	64
Concept One Tract	Fast Food Restaurant w/o Drive-Thru Window (933)	5.00	3,580	132	88	67	64
Concept One Tract	Specialty Retail Center (814)	10.00	465	72	92	20	25
Sherman/Brody Tract	Gasoline / Service Station w/ Convenience Market (945)	12.00	1,953	60	60	80	80
Sherman/Brody Tract	Fast Food Restaurant w/ Drive-Thru Window (934)	3.40	1,687	92	88	61	57
/ledical Tract	Medical-Dental Office Building (720)	50.00	1,830	98	26	45	121
	Subtotal		24,516	945	816	929	982
	Subtotal Commercial Trips					884	861
	Pass-by Trip Reduction	30%	-	-		(279)	(258
	Net New Trips to Transportation System		24,516	945	816	650	724

A 30% adjustment was made to the trip generation rates for PM Pass-by Trips.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Trips were distributed as follows:

Commerce liberal livers

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2012 projected population of Data Analysis Subzones within a two mile radius of the proposed development. Population data for the years 2000 and 2025 were taken from the 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico, S-03-01 (2000), Appendix B and Appendix C, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2000 and 2025

was interpolated linearly to obtain 2012 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 data analysis subzones is shown in the Appendix. The Trip Distribution map can be found in the Appendix on Page A-25.

The medical / dental office land use constituted only 7% of the total trips generated by this project, and were therefore included in the trip distribution percentages of commercial land uses.

TRIP ASSIGNMENT

Trip assignments are first 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 are shown on Appendix Pages A-26 thru A-31.

BACKGROUND TRAFFIC GROWTH

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the 2001, 2002, 2003, 2004 and 2005 Traffic Flow maps prepared by the Mid-Region Council of Governments. Almost all of the Traffic Flow Data for the years 2001, 2002, 2003, 2004 and 2005 taken from the MRCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear "regression trend line" calculated using the equation format y=mx+b. The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent Average Weekday Traffic (AWDT) used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the growth rate for each approach if that calculated rate appeared feasible. However, there were some instances where the rate indicated a negative growth trend. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was considered. Due to the potential for growth in the area, it was believed that a zero percent growth rate was inappropriate for this study. Additionally, if the R² value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered. Historical Growth Rate Graphs with linear regression trend lines are shown on Appendix Pages A-33 thru A-43.

The growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (Appendix Pages A-54 thru A-77).

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2012 BUILDOUT

The calculated growth rates were applied to the most recent peak hour traffic counts furnished by the City of Albuquerque to establish the 2012 background traffic volumes. Additionally, adjustments were made to the background volumes to account for the additional trips generated by Smith's @ McMahon / Golf Course, and Cabazon Development (which are currently being developed). To these volumes, the generated trips

based on implementation of the proposed Westside / Golf Course Commercial Development Plan were added to obtain BUILD volumes for the intersection analyses. See Appendix Pages A-51 thru A-80 for further information regarding turning movement counts.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Transportation Research Board, 2000, using TEAPAC Signal 2000 Signalized Intersection Analysis Software for signalized intersections and HiCAP 2000 (Highway Capacity Software) for unsignalized intersections. For signalized intersections, the operational method of analysis was used for 2012 conditions (NO BUILD and BUILD). In addition to utilizing the operational analysis for the intersections, the 1985 planning method was also used to provide additional information at the intersection to help define critical lane volumes and to help analyze a solution.

Capacity analyses were performed for the following traffic conditions.

2012 without development of the subject property (2012 NO BUILD) 2012 with total development as per the Proposed Site Plan (2012 BUILD).

The results of the existing, 2012 NO BUILD and 2012 BUILD capacity analyses are summarized in the following sections - Results and Discussion of Intersection Capacity Analyses.

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2012)

Intersection #1: Westside Blvd / NMSR 528 - Pages A-81 thru A-87

The results of the 2012 implementation year analysis of the signalized intersection of Westside Blvd / NMSR 528 are summarized in the following tables:

Existing Geometry (Westside Blvd / NMSR 528)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Westside Blvd	2	0	1	0	1
WB Westside Blvd	2	0	1	Ö	1
NB NMSR 528	1	0	4	0	1*
SB NMSR 528	1	0	4	0	1

^{* -} Right Turn Lane by-passes the signal.

Westside Blvd / NMSR 528	2012 N	lo Build	2012	BUILD
	<u>A.M.</u>	<u>P.M.</u>	A.M.	P.M.
Existing Geometry	F - 264	D - 52.2	F - 258	E - 59.5
Mitigated Geometry			F - 111	E - 55.6

D - 39.8 - Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

It is apparent from this study that the lane configuration at the intersection of Westside Blvd. / NM S.R. 528 is inappropriately configured to accommodate the NO BUILD and BUILD Volumes projected at the intersection for the year 2012. That may also be the case for current volumes. There are not sufficient left turn volumes at the intersection (current or projected) to warrant dual left turn lanes. However, the current configuration of the intersection incorporates dual left turn lanes at all but the northbound left turn movements. The dual left turn lane configuration forces a protected left turn movement, which deteriorates the operation of the intersection. Unless there are safety reasons for incorporating the dual left turn lanes (and protected left turns) at the intersection, this study recommends that the dual left turn lanes at the intersection be eliminated on all but the northbound left turn movement.

Also, the eastbound thru movement on Westside Blvd. at NM S.R. 528 does not warrant dual thru lanes, but the eastbound right turn movement warrants dual right turn lanes. Therefore, this study recommends that the outside eastbound thru lane on Westside Blvd. be converted to a right turn lane to provide dual right turn lanes at the intersection. The eastbound right turn movement should also have an overlap right turn arrow that allows the eastbound right turn movement to occur concurrently with the northbound left turn protected movement at the intersection. Under this scenario, the east-west traffic on Westside Blvd. would be operated with a single phase (See Appendix Pages A-84 and A-87).

In summary, this report recommends that the eastbound, westbound, and southbound dual left turn lanes be eliminated and that dual northbound lanes be implemented. Also, the outside eastbound thru lane should be converted to a second right turn lane and an eastbound right turn overlap phase be implemented.

The queuing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project: Intersection:

Westside / Golf Course Commercial Development

Westside Blvd / NMSR 528

2012				and the second s		Primaries Autoritaris (territoria) y simplementaris deliveres (antiques deliveres).	and the second section of the second	The second secon	arri alamininga da		
Approach	Left Turns			Thru	Thru Movements			Right Turns			
Eastbound	# Lanes	Vol.	Length	# Lanes		Length	# Lanes		Length		
Existing Lane Length	1	120	110	1	60	Cont	2	330	250		
AM NO BUILD Queue	1	147	225	1	73	150	2	853	600		
AM BUILD Queue	1	215	325	1	92	175	2	892	625		
Existing Lane Length	1	58	110	1	12	Cont	2	72	250		
PM NO BUILD Queue	1	71	125	1	15	50	2	461	350		
PM BUILD Queue	1	132	225	1	31	75	2	496	375		
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	1	69	375	1	38	Cont	1	27	250		
AM NO BUILD Queue	1	86	150	1	47	100	1	33	75		
AM BUILD Queue	1	86	150	1	68	125	1	33	75		
Existing Lane Length	1	212	375	1	92	Cont	1	58	250		
PM NO BUILD Queue	1	263	375	1	114	200	1	72	125		
PM BUILD Queue	1	263	375	1	129	200	1	72	125		
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	2	31	375	4	1,376	Cont	1	155	250		
AM NO BUILD Queue	2	108	125	4	1,800	675	1	200	300		
AM BUILD Queue	2	153	150	4	1,800	675	1	200	300		
Existing Lane Length	2	246	375	4	2,183	Cont	1	53	250		
PM NO BUILD Queue	2	464	350	4	2,880	>1,000	1	68	125		
PM BUILD Queue	2	495	375	4	2,880	>1,000	1	68	125		
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	1	26	375	4	3,384	Cont	1	32	200		
AM NO BUILD Queue	1	32	75	4	4,278	>1,000	1	40	100		
AM BUILD Queue	1	32	75	4	4,278	>1,000	1	119	200		
Existing Lane Length	1	39	375	4	2,533	Cont	1	52	200		
PM NO BUILD Queue	11	48	100	4	3,220	>1,000	1	64	125		
PM BUILD Queue	1	48	100		3,220	>1,000	1	118	200		

AM PM Cycle Length: 130 130

NOTE: Queue lengths are in feet.

Since there are exclusive right turn lanes on all four legs of this intersections, it is appropriate to reduce the calculated length of the right turn queues above by 50% to account for right turns on red and overlap phases.

The eastbound left turn movement will queue into the thru lane. Since the thru queuing is less than the length of the left turn lane, this should not present a significant problem.

Intersection #2: Westside Blvd / Golf Course Rd - Pages A-88 thru A-94

The results of the 2012 implementation year analysis of the signalized intersection of Westside Blvd / Golf Course Rd are summarized in the following tables:

Base Geometry (Westside Blvd / Golf Course Rd)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Westside Blvd	1	0	0	1	0
WB Westside Blvd	1	0	0	1	0
NB Golf Course Rd	1	0	1	1	0
SB Golf Course Rd	1	0	1	1	0

Westside Blvd / Golf Course Rd	2012 N	lo Build	2012	BUILD
Evisting Goometry	<u>A.M.</u>	<u>P.M.</u>	<u>A.M.</u>	<u>P.M.</u>
Existing Geometry	C - 25.8	C - 33.8	F - 100	E - 62.0
Mitigated Geometry			C - 32.5	C - 33.9

D - 39.8 - Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

The intersection of Westside Blvd / Golf Course Rd is projected to be significantly impacted by the implementation of the Westside / Golf Course Commercial Development. Assumming the Base Geometry in the table above, the signalized intersection fails under the projected BUILD Conditions. Mitigation of the failing levels-of-service for the BUILD Conditions consists of constructing an eastbound right turn lane and a westbound right turn lane on Westside Blvd. at Golf Course Rd.

The base geometry on Westside Blvd. for this study assumes one thru lane eastbound and one thru lane westbound. However, since Westside Blvd. is classified as a Principal Arterial Limited Access Roadway, it should be planned as a four lane urban facility ultimately. However, for the purposes of this study, it is noted that the eastbound and westbound thru volumes at the intersection are not sufficient to warrant dual thru lanes based on the projected 2012 volumes. However, it is probably that dual eastbound and westbound thru lanes will be needed beyond that date.

The intersection of Westside Blvd. / Golf Course Rd. does not currently exist. Recent traffic counts were conducted at the intersection only to obtain current northbound and southbound thru volumes on Golf Course Rd. Forecast 2012 volumes on Westside Blvd. at Golf Course Rd. were obtained based on Mid-Region Council of Governments' Regional Model Forecast volumes (2025 data set).

The queuing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Westside / Golf Course Commercial Development

Intersection: Westside Blvd / Golf Course Rd

2012		terri que tata é que constituir de la guerra	Побилиства такженторина разрадащите учестваници дост	and the desired the deliction of the contract		nne de van-dryvense som volkelingen-dryvense groek van de skrivense van de	emin-kritis-histor-t-kid-t az rászakhazás könhedekvelysevel manneszárásák-reszári Burak ir akaramekrásajákasákasásvely	-kalmandra nama nannan apa ayi ayan apa agan saga Sari-Palitani anam-adam-finanam-masanana mari	Bhirdischtisch som Etympie- geberen EWijschtisch ist diesel auschlan-wasen	
	Ī	.eft Tu	rns	Thru	Thru Movements			Right Turns		
Eastbound			Length			Length	-		Leng	
<u>Approach</u>	# Lanes	Vol.	(Ft.)	# Lanes	Vol.	(Ft.)	# Lanes	Vol.	(Ft.	
Existing Lane Length	1	0	TBD	1	0	Cont	1	0	TBI	
AM NO BUILD Queue	1	52	100	1	220	325	1	254	350	
AM BUILD Queue	1	54	100	1	298	400	1	410	525	
Existing Lane Length	1	0	TBD	1	0	Cont	1	0	TBI	
PM NO BUILD Queue	1	140	225	1	42	100	1	79	150	
PM BUILD Queue	1	142	225	1	96	175	1	186	275	
			militakilande ukrazanimatakaphulinuskalanda asakusesen militakilanda kilopolinuskalanda uka ukili funksyye	entegenhetpetronen – ige entgemet entegenhetbilden oppenhetbilden oppenhetbilden op	от пр. Дінт-царіч, ретайтач карона та притічно вина атай атаматані і		one was an one specific to share some statement of the same specific to			
Westbound	1		Length			Length			Leng	
<u>Approach</u>	# Lanes	Vol.	(Ft.)	# Lanes	Vol.	(Ft.)	# Lanes	Vol.	(Ft.	
Existing Lane Length	1	0	TBD	1	0	Cont	1	0	TBL	
AM NO BUILD Queue	1	77	150	1	8	25	1	16	50	
AM BUILD Queue	1	157	250	1	76	150	1	38	100	
Existing Lane Length	1	0	TBD	1	0	Cont	1	0	TBI	
PM NO BUILD Queue	1	189	275	1	160	250	1	335	450	
PM BUILD Queue	1	244	350	1	220	325	1	354	475	
etter for de et reflection programme de delever reportingen en met benever et en engeler i president delegen ge Milliager un religie get solviet des une en que gans communicative la qual origina, con en que de l'amenimie à learne solviet de la facilité de la communication de la communi	A habit - ann dia habitama promisional der Schrichtenschillige Alt - 1	an agamengan ngang nganggan n Nganggan nganggan ng	habit frikansit kingiljarningan-autorialahit kalengapan-parel 💆 e enemerajan i ingeris kangiplikapat palik yali esik praesistena. 🕻 e	Andrews - Section and Antonion	- herhaltsternikersker aktiske en sjertellerskersker aktiske sk	- Spiriteam international design with the design of the contraction of	The description of the contraction of the contracti	kapanining paga ang ang kapaning paga ang ang ang ang ang ang ang ang ang		
<u>Northbound</u>			Length	- 1		Length			Leng	
<u>Approach</u>	# Lanes	Vol.	(Ft.)	# Lanes	Vol.	(Ft.)	# Lanes	Vol.	(Ft.)	
Existing Lane Length	1	0	280	2	0	Cont	1	0	140	
AM NO BUILD Queue	1	25	75	2	50	75	1	212	300	
AM BUILD Queue	1	159	250	2	98	100	1	281	400	
Existing Lane Length	1	0	280	2	0	Cont	1	0	140	
PM NO BUILD Queue	1	258	375	2	539	400	1	161	250	
PM BUILD Queue	1	377	500	2	582	425	1	222	325	
aantikagen aminaksykelemanisissa kalee regiskolen kaleenamaningangan kohoranya regiskolen asaa saa saa saa saa amininganing diin ahukulmagalgan oo yang aminahaadi, amina gaariga minaksyahiran oo asaa saa saa saa saa saa sa	Angele de la companya	alah-apa gungunuh untuka tengan salah Rajambut dibalah salah salah tengah								
Southbound										
			Length	1		Length			Lengt	
	# Lanes	Vol.	(Ft.)		Vol.	(Ft.)	# Lanes	Vol.	(Ft.)	
xisting Lane Length	1	0	200	2	0	Cont	0	0	0	
M NO BUILD Queue	1	395	525	2	456	350	0	46	100	
M BUILD Queue	1	420	550	2	512	400	0	49	100	
xisting Lane Length	1	0	200	2	0	Cont	0	0	0	
M NO BUILD Queue M BUILD Queue	1	134	225		253	225	0	214	325	
AS DIGITO Occasion 1	1	151	250	2	291	250	0	216	325	

AM

M PM

TBD - To Be Designed

Cycle Length: 130 130

Intersection #3: McMahon Blvd. (Ellison Dr.) / Golf Course Rd. – Pages A-95 thru A-99

The results of the 2012 implementation year analysis of the signalized intersection of McMahon Blvd. (Ellison Dr.) / Golf Course Rd. are summarized in the following tables:

Existing Geometry (McMahon Blvd. / Golf Course Rd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB McMahon Blvd.	1	0	2	0	1
WB Ellison Dr.	2	0	2	0	1
NB Golf Course Rd.	2	0	2	0	1
SB Golf Course Rd.	2	0	2	Ō	1

McMahon Blvd. / Golf Course Rd.	2012 N	o Build	2012	BUILD
	<u>A.M.</u>	P.M.	A.M.	P.M.
Existing Geometry	F - 81.4	F - 150	F - 94.1	The state of the second state of the state o

D - 39.8 - Bold Italicized LOS indicates that one or more movements are at Level-of-Service "E" or worse.

The intersection of McMahon Blvd. (Ellison Dr.) / Golf Course Rd. is projected to operate at or beyond capacity for the projected 2012 AM and PM Peak Hour NO BUILD and BUILD Conditions. The intersection of McMahon Blvd. (Ellison Dr.) / Golf Course Rd. was recently reconstructed to its optimum attainable geometry. No additional improvements can be made to the intersection.

Given that this is a new intersection, this study does not recommend further improvements.

The queuing analysis for this intersection is summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Westside / Golf Course Commercial Development

Intersection: McMahon Blvd / Golf Course Rd

2012	man of the street is different about the street age.	77 1 - Children Sammagarovi - Sandrigani - S	Ballit allrife intellet y om vannig delegenthegeng op symmet. De differ om Tytomeprintly athina v old refere om gelyneningebr	ikite en granssom sellen finde hande som en en septimet in den finde finde som prostedigen freiget. Som i den gransfigere i en septimete finde finde still en finde still en en tredestige en tredestige som de de	Professional analysis (Papinas Albania Managaman, Managaman, Albania Albania Albania Managaman, Managaman, Albania Albania	an ang nguyang ang bannan ilaha ^t king serang ang ang serang ang serang ang serang ang serang bannan ang ang serang serang ang sera	arti. Amerikanskingkontrologiscomskykytetytään († Aphillin _s ian) ys saan systemassaa tyykyte Aphilytenstrykytenstrykytenstrykyt titäkisensyksi sijänkisti dahenkykytenstrykykytenstrykykytenstrykykytenstry	t de deutschaften de deutsche deutsche deutsche des deutsche des deutsche des deutsche deutsc	такот, ктурут эксприят дан түйктүй түйкөн жасында жасында жасында жасында жасында жасында жасында жасында жасы Резілген уштанан түйкөн жасында жасынд
	L	eft Tu	ırns	Thru	Move	ements	R	ght T	urns
<u>Eastbound</u>			Length			Length			Length
Approach	# Lanes	Vol.	(Ft.)	# Lanes	Vol.	(Ft.)	# Lanes	Vol.	(Ft.)
Existing Lane Length		93	200	2	590	Cont	1	580	250
AM NO BUILD Queue	1	193	300	2	852	600	1	794	>1,000
AM BUILD Queue	1	285	400	2	852	600	1	794	>1,000
Existing Lane Length		52	200	2	555	Cont	1	283	250
PM NO BUILD Queue	1	167	250	2	831	575	1	392	525
PM BUILD Queue	1	230	325	2	831	575	1	392	525
Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Voi.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	2	121	300	2	269	Cont	1	69	250
AM NO BUILD Queue	2	200	175	2	367	300	1	114	200
AM BUILD Queue	2	200	175	2	367	300	1	276	375
Existing Lane Length	2	376	300	2	949	Cont	1	129	250
PM NO BUILD Queue	2	555	425	2	1,269	850	1	240	350
PM BUILD Queue	2	555	425	2	1,269	850	1	351	475
Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	2	201	250	2	348	Cont	1	220	120
AM NO BUILD Queue	2	219	200	2	514	400	1	226	325
AM BUILD Queue	2	219	200	2	713	525	1	226	325
Existing Lane Length	2	743	250	2	766	Cont	1	313	120
PM NO BUILD Queue	2	802	575	2	1,241	825	1	321	425
PM BUILD Queue	2	802	575	2	1,378	900	1	321	425
Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	2	126	160	2	538	Cont	1	17	100
AM NO BUILD Queue	2	181	175	2	1,022	700	1	64	125
AM BUILD Queue	2	321	275		1,194	800	1	144	225
Existing Lane Length	2	125	160	2	448	Cont	1	73	100
PM NO BUILD Queue	2	201	200	2	1,166	775	1	174	275
PM BUILD Queue	2	325	275		1,318	875	1	245	350

AM PM

Cycle Length: 130 130

RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2012)

Intersection #4: Westside Blvd / Unser Blvd - Pages A-100 thru A-104

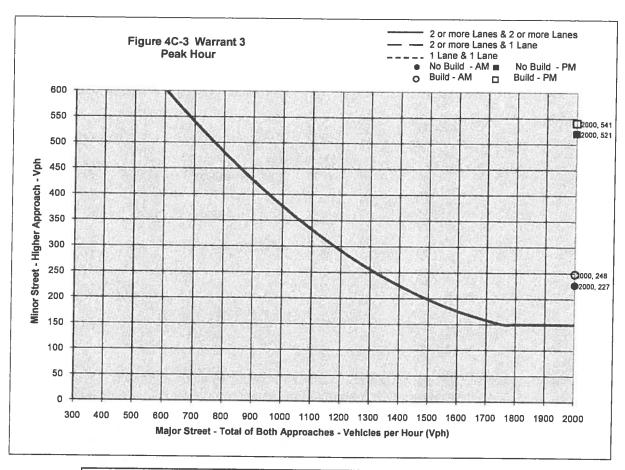
The results of the analysis of the unsignalized intersection of Westside Blvd / Unser Blvd are summarized in the following table:

	2012 N	O BUILD	2012	BUILD
	AM	PM	AM	PM
Westside Blvd / Unser Blvd				
Major Street (Westside Blvd)				
EB Left	F-*	F-*	F-*	F-*
EB Thru	F-*	F-*	F-*	F-*
EB Right	F-*	F-*	F-*	F-*
Major Street (Westside Blvd)				
WB Left	F-*	F-*	F-*	F-*
WB Thru	F-*	F·*	F.*	F-*
WB Right	F-*	F-*	F-*	F-*
Minor Street (Unser Blvd)				
NB Left	B - 12	B-11	B – 12	B - 11
SB Left	C - 24	F - 55	D - 27	F - 69

Due to the fact that this intersection is projected to fail and it is comprised of the intersection of two Limited Access Principal Arterial Roadways, then it is reasonable to assume that a traffic signal may be warranted here.

The following graph depicts the Peak Hour Signal Warrant analysis for this intersection based on projected 2012 AM and PM Peak Hour Volumes:

Project Name		Ana	lysis Year	Traffic Volu	ımes	
Westside / Golf Course Commercial Dev.	AM	Major	Minor	PM	Major	Minor
Intersection Westside Blvd. / Unser Blvd. Analysis Year 2012	No Build	2583	227	No Build	2955	
Number of Lanes Major St. 2 Minor St. 2	Build	2621	248	Build	2981	541



Comments - Signal is Warranted for AM and PM Peak Hour NO BUILD and BUILD.

A traffic signal is warranted at the intersection of Westside Blvd. / Unser Blvd. based on the forecast 2012 AM and PM Peak Hour Volumes defined in this report. Consideration should be given to the construction of a new traffic signal at the intersection of Westside Blvd. / Unser Blvd. However, this analysis does not constitute reason to construct nor provide a guarantee that a traffic signal will be warranted in the future. It is merely an indicator that additional study is warranted near the horizon year to certify that the traffic volumes present at that time may provide the need for the traffic signal. A full signal warrant study should be performed at the intersection in the future based on actual traffic volumes present to determine if a signal should be constructed.

at Driveway "A" will still fail with the added full access driveway to the south, but the calculated westbound queue length for the left turn movements at Driveway "A" will be reduced to 625 feet and the queue will need to be contained on the project property for that quadrant of the development.

Intersection #6: Westside Blvd / Driveway "B" - Pages A-110 thru A-112

The results of the analysis of the unsignalized intersection of Westside Blvd / Driveway "B" are summarized in the following table:

	2012	BUILD
Mark III Mr. II m.	AM	PM
Westside Blvd / Driveway "B"		
Minor Street (Driveway "B")		
NB Left	N/A	N/A
NB Right	C - 18	B - 10
Major Street (Westside Blvd)		
WB Left	N/A	N/A

Driveway "B" is proposed as a right-turn-in, right-turn-out access driveway located approximately 450 feet east of the intersection of Westside Blvd / Golf Course Rd. (centerline to centerline).

Intersection #7: Westside Blvd / Driveway "C" - Pages A-113 thru A-115

The results of the analysis of the unsignalized intersection of Westside Blvd / Driveway "C" are summarized in the following table:

	2012	BUILD
	AM	PM
Westside Blvd / Driveway "C"		
Minor Street (Driveway "C")		
NB Left	N/A	N/A
NB Right	D - 27	C - 17
Major Street (Westside Blvd)		
WB Left	N/A	N/A

Driveway "C" is proposed as a right-turn-in, right-turn-out access driveway located approximately 525 feet west of the intersection of Westside Blvd / Golf Course Rd. (centerline to centerline).

Intersection # 8: Driveway "D" / Golf Course Rd. - Pages A-116 thru A-120

The results of the analysis of the unsignalized intersection of Driveway "D" / Golf Course Rd. are summarized in the following table:

	2012	BUILD
	AM	PM
Driveway "D" / Golf Course Rd.		
Minor Street (Driveway "D")		
WB Left	N/A	N/A
WB Right	B - 13	D - 27
Major Street (Golf Course Rd.)		
SB Left	N/A	N/A

Driveway "D" was initially proposed to be a right-turn-in, right-turn-out driveway. However, the results of the analysis of Driveway "A" in this report suggests that it would be beneficial to permit Driveway "D" as a full access driveway. The results of the analysis of Driveway "D" if approved as a full access driveway, is summarized in the following table:

Full Access	2012	BUILD
	AM	PM
Driveway "D" / Golf Course Rd.		
Minor Street (Driveway "D")		
WB Left	F - 53	F - 202
WB Right	B – 13	D - 27
Major Street (Golf Course Rd.)		
SB Left	A - 10	B - 14

While the westbound left turn movement fails, it demonstrates a significant improvement in operation over the scenario where only one full access driveway (Driveway "A") is permitted on Golf Course Rd. The calculated westbound left turn queue length at Driveway "D" as a full access driveway is 11 vehicles (275 feet).

Intersection # 9: Driveway "E" / Golf Course Rd. - Pages A-121 thru A-123

The results of the analysis of the unsignalized intersection of Driveway "E" / Golf Course Rd. are summarized in the following table:

	2012	BUILD
	AM	PM
Driveway "E" / Golf Course Rd.		
Minor Street (Driveway "E")		
EB Left	N/A	N/A
EB Right	C - 15	B - 13
Major Street (Golf Course Rd.)		
NB Left	N/A	N/A

Driveway "E" is proposed as a right-turn-in, right-turn-out access intersection.

It should be noted that Levels of Service (LOS) for unsignalized intersections cannot be compared directly with Levels of Service for signalized intersections. LOS for unsignalized intersections is based on reserve capacity, which is converted to generalized levels of delay; LOS for signalized intersections is based on actual delay in seconds.

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Average Delay	Level-of-Service
(secs)	
≤ 10	Α
> 10 and ≤ 15	В
> 15 and ≤ 25	С
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

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

CONCLUSIONS

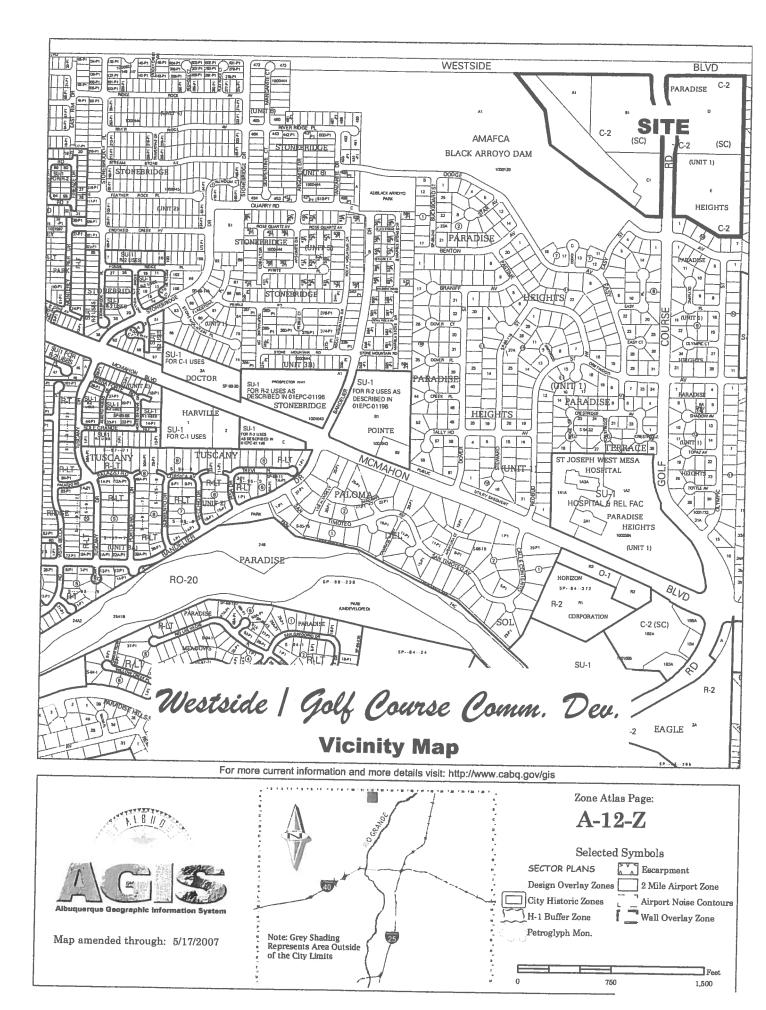
This analysis was conducted using the following methodology: Trip Generation was established using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual (7th Edition). Generated Trips were distributed proportionately based on the Population Data within a two-mile radius of the project; Growth rate of background traffic volumes was established from Traffic Flow Map data from 2001 through 2005 or from the Mid-Region Council of Governments' Regional Model forecast volumes (2025 data set); and the intersection analyses were performed in accordance with the 2000 Highway Capacity Manual. The Traffic Impact Study showed a moderate increase in traffic congestion for the adjacent transportation network based on 100% buildout of the proposed project.

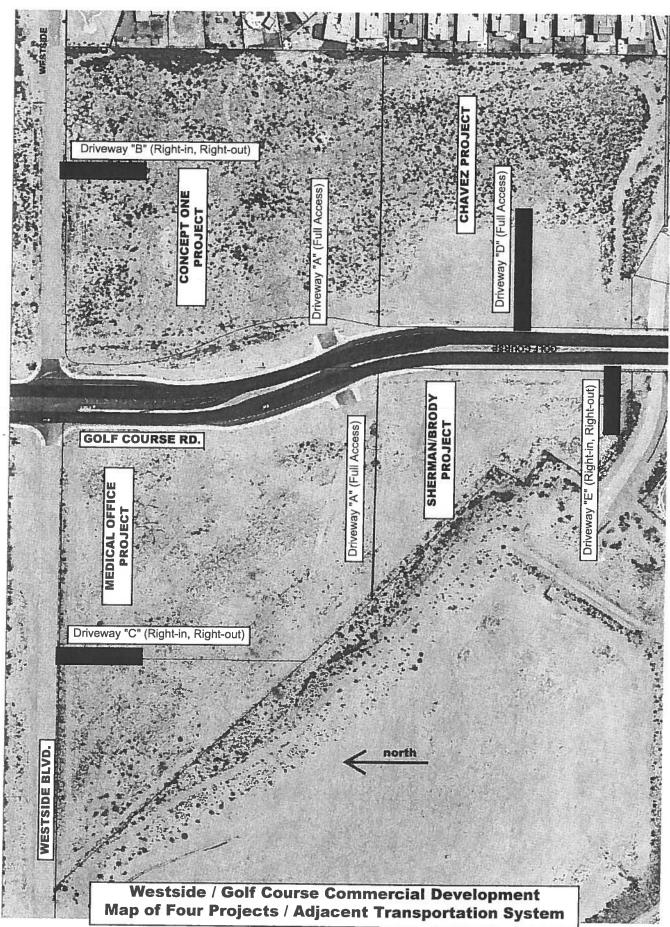
In summary, the proposed retail commercial / office development plan presents no significant adverse impact to the adjacent transportation system provided that the following recommendations are followed:

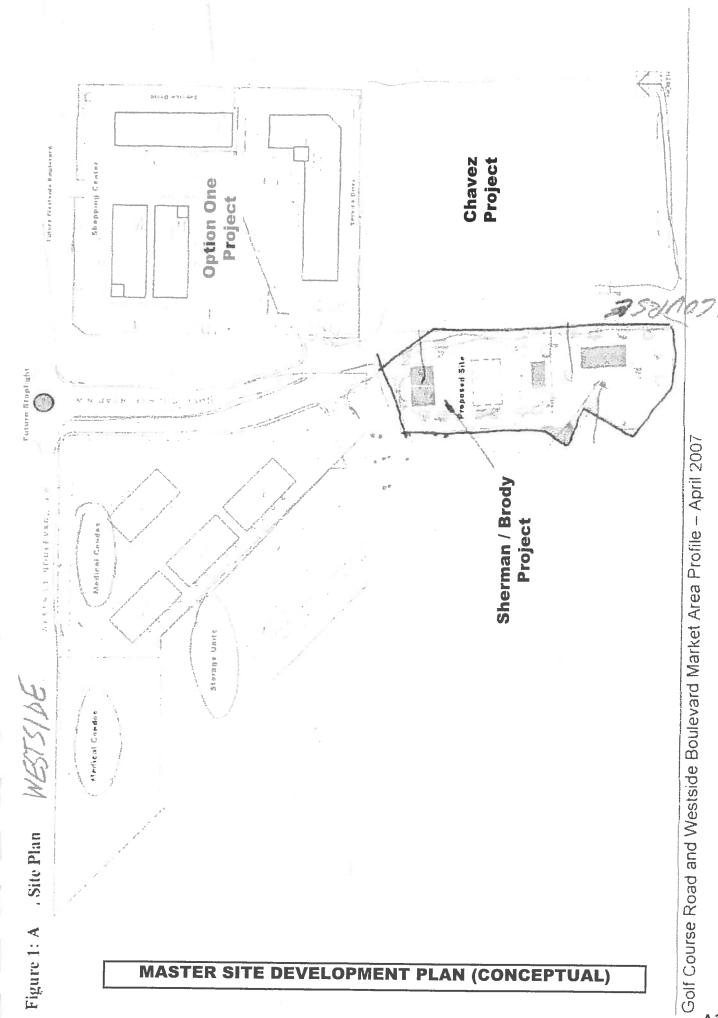
<u>Appendix</u>

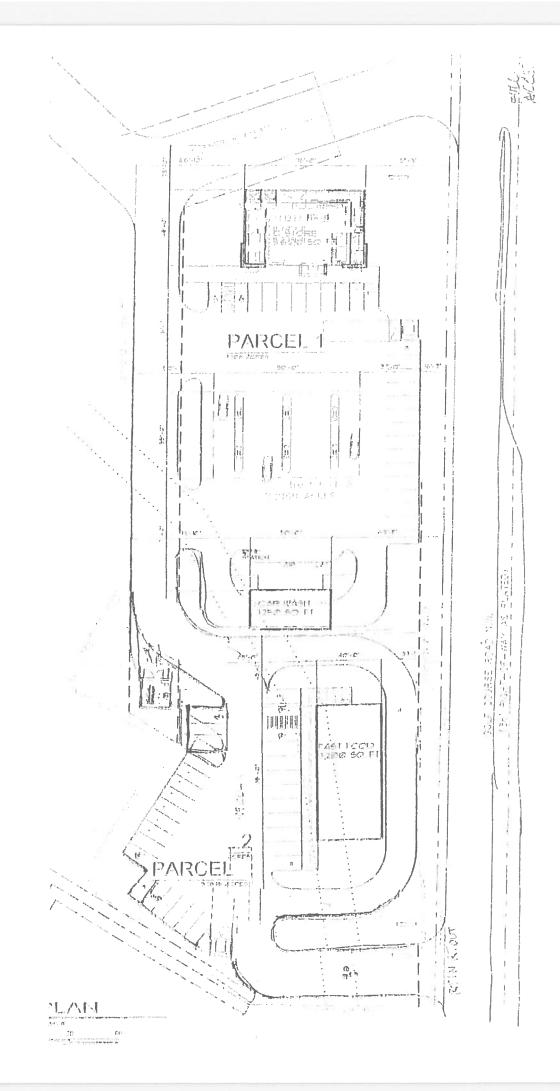
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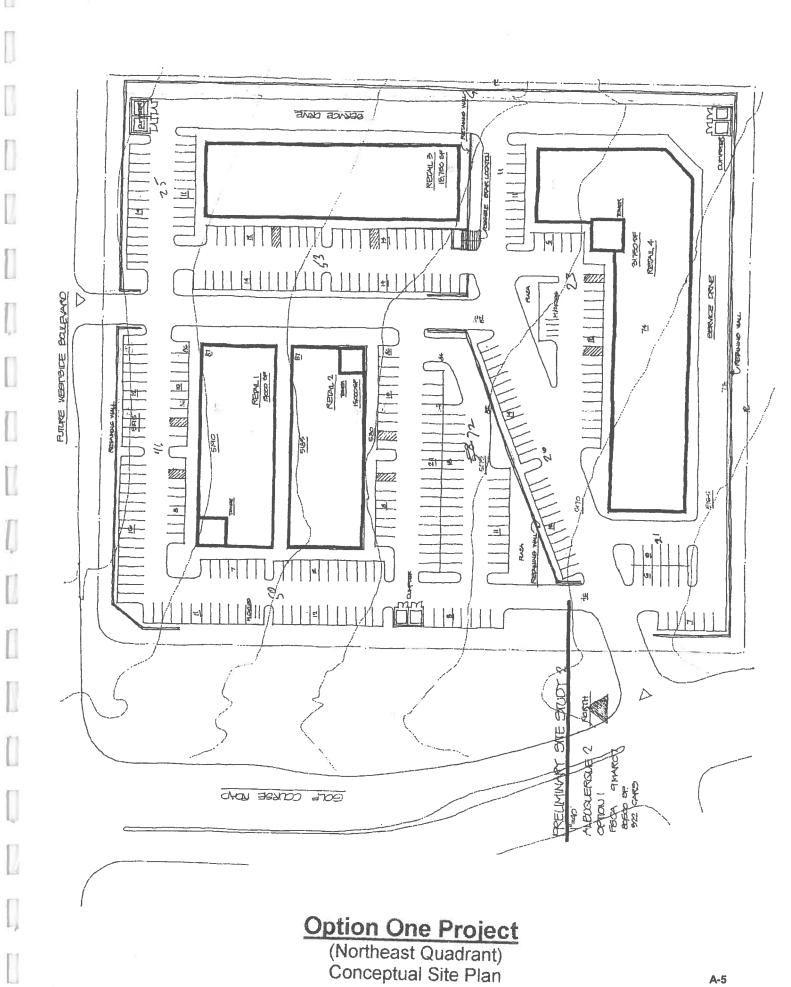
Appendix



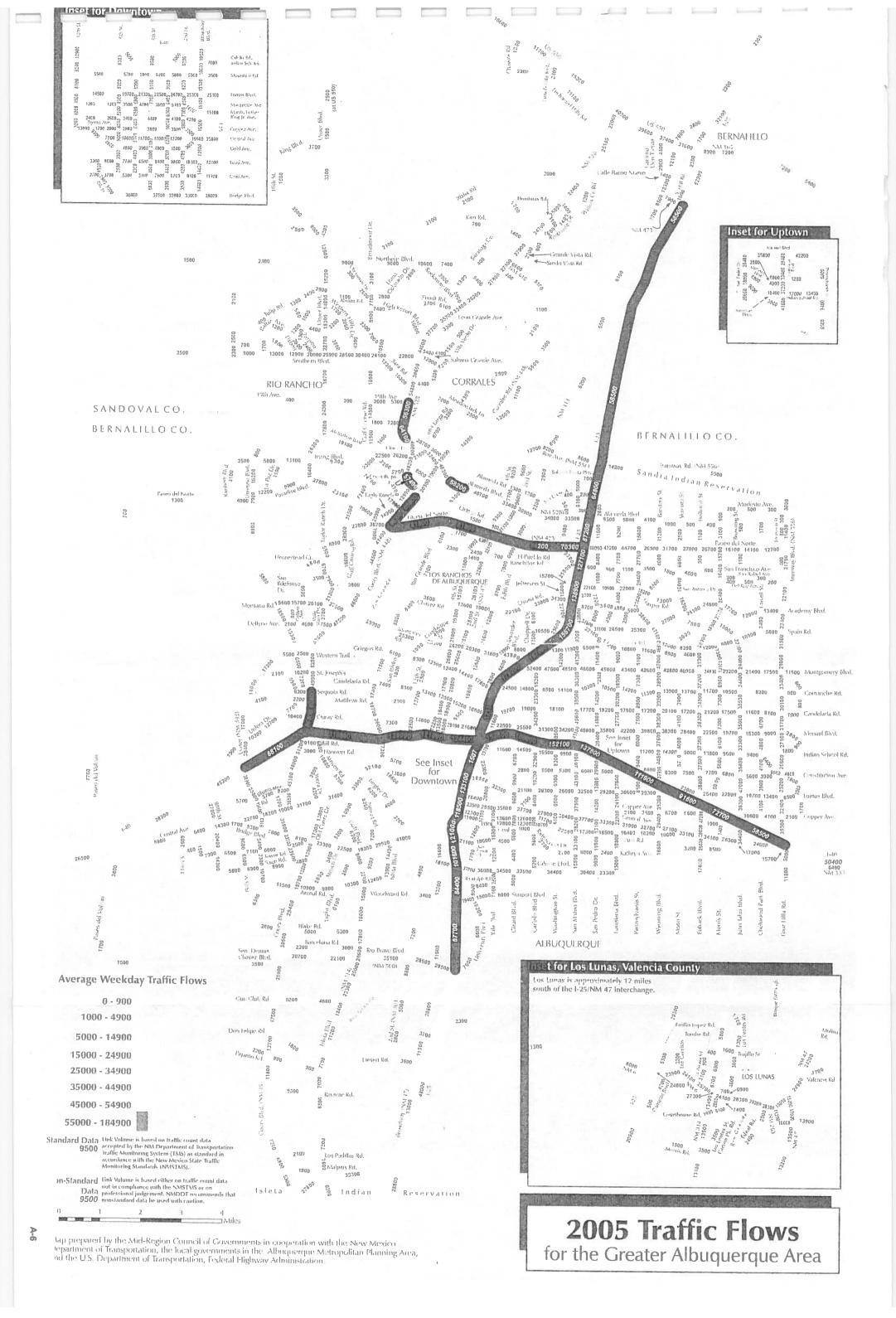


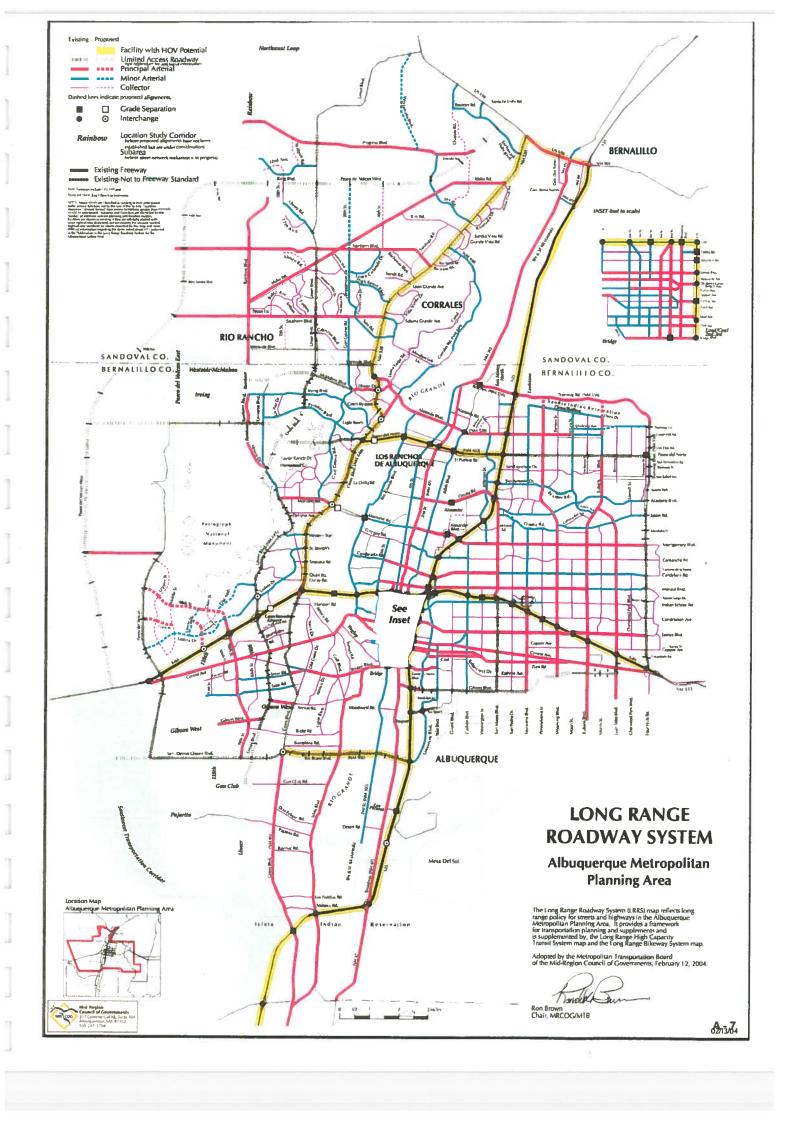






A-5





Westside / Golf Course Rd. Commercial Development **Trip Generation Data**

DESCRIPTION
High Turnover (Sit-Down) Restaurant (032)
Fast Food Restaurant w/ Drive Then Windows
VIII UOW (934)
High Turnover (Sit-Down) Bostonson (200)
Fast Food Restaurant w/o Orivo Theorems
vvindow (933)
Gasoline / Service Station w/ Commission Martin / Commission
Fast Food Restaurant w/ Drive The Windows (945)
VITIGOW (934)
Subtotal Commercial Trins
Pass-by Trin Reduction
Net New Trine to Transmortation Contra
ntation System

USE (ITE CODE)							
GROSS ENTER EXIT ENTER EXI Units 50.00 4,328 63 40 191	USE (ITE CODE)		1 Y/M·O	M.A	PEAK	M.A	PEAK
Units 50.00 4,328 63 40 191			ROSS	ENTER	EXIT	FNTER	FVIT
50.00 4,328 63 40 191		S					3
		.0.00	4,328	63	40	191	207

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)

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

$$Ln(T) = 0.66 Ln(X) + 3.403$$

48% Enter, 52% Exit

Based on ITE Trip Generation Manual - 7th Edition

Comments: Chavez Tract

1,000 S.F.

ITE Trip Generation Equations:

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

$$T = 127.15 \text{ (X)} + 0$$

$$50\% \text{ Enter,} 50\% \text{ Exit}$$
 am and 9am (A.M. PEAK HOUR)

11.52 (X) +

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

39% Exit

61% Enter,

Based on ITE Trip Generation Manual - 7th Edition

Chavez Tract Comments:

USE (ITE CODE)	AUOH AS	TWO-WAY	.M.A	PEAK	.M.ª	PEAK
	GROSS	SSC	ENTER	EXIT	ENTER	EXIT
East Food Rostaniant w/ Drive The Minder Action of the	Units					
actions and an all verified will down (934)	3.50	1,736	92	91	63	28
1,00	,000 S.F.					

ITE Trip Generation Equations:

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

$$T = 496.12 (X) + 0$$

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)

$$\Gamma = 53.11 \text{ (X)} + 0$$

$$51\% \text{ Enter}, 49\% \text{ Exit}$$

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

Comments: T =
$$34.64$$
 (X) + 0 Comments: 52% Enter, 48% Exit Chavez Tract

Based on ITE Trip Generation Manual - 7th Edition

		i				
USE (ITE CODE)	31176	24 HOUR TWO-WAY VOLUME	.M. ^A	PEAK	.M. ^A	PEAK
	9	GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Specially Ketall Center (814)	31.90	1,402	120	152	43	55
1,00	1.000 S.F.					

ITE Trip Generation Equations:

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

$$T = 42.78 (X) + 37.66$$

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)

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

Based on ITE Trip Generation Manual - 7th Edition

PEAK HOUR M.A ENTER PEAK HOUR EXIT M.A ENTER 24 HOUR TWO-WAY GROSS Units High Turnover (Sit-Down) Restaurant (932) USE (ITE CODE)

ITE Trip Generation Equations:

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

Exit 20% 127.15 (X) + Enter, 20%

8

100

8

8

1,907

15.00 1,000 S.F. Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

0 48% Exit 11.52 (X) + 52% Enter, 11 |--

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

39% Exit 10.92 (X) + 61% Enter, H

Based on ITE Trip Generation Manual - 7th Edition

Concept One Tract

Comments:

Westside_GC_TRIPS.xls - LandUse (6)

PEAK EXIT M.^d ENTER PEAK HOUR EXIT M.A ENTER 24 HOUR TWO-WAY VOLUME GROSS Units Fast Food Restaurant w/o Drive-Thru Window (933) USE (ITE CODE)

ITE Trip Generation Equations:

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

Exit 20% 716 (X) + Enter, 20%

8

29

88

132

3,580

5.00

1,000 S.F.

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

Exit 40% 43.87 (X) + 60% Enter,

49% Exit

51% Enter,

26.15 (X) +

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

Concept One Tract Comments:

Based on ITE Trip Generation Manual - 7th Edition

USE (ITE CODE)	AUOH AS YAW-OW	NOTOWE	A. M. PEAK HOUR	.M. ^A	PEAK HOUR
	. [
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
Specially Retail Center (814)	90 465	72	92	20	25

1,000 S.F.

ITE Trip Generation Equations:

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

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

21.48 56% Exit

2.4 (X) +

44% Enter,

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

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development Tríp Generation Data

ITE Trip Generation Equations:

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

$$T = 162.78 (X) + 0$$

50% Enter, 50% Exit

8

8

8

1,953

12.00

Fueling Positions

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

$$T = 10.06 (X) + 0$$

50% Enter, 50% Exit

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

Comments:
$$T = 13.38 \text{ (X)} + 0$$
 Sherman/Brody Tract

Based on ITE Trip Generation Manual - 7th Edition

A - 17

Westside / Golf Course Rd. Commercial Development Trip Generation Data

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

ITE Trip Generation Equations:

Fast Food Restaurant w/ Drive-Thru Window (934)

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

$$T = 496.12 (X) + 0$$

50% Enter, 50% Exit

6

88

32

1,687

1,000 S.F.

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

.
$$T = 53.11 (X) + 0$$

51% Enter, 49% Exit

11

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

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development Trip Generation Data

USE (ITE CODE)		HOUR YO-WAY	.M.A	PEAK	.M.º	PEAK
		14 .		1	<i>'</i>	ď
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Medical-Dental Office Building (720)	50.00	1 830	ő	36	AK	104

ITE Trip Generation Equations:

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

$$T = 40.89 (X) + -214.97$$

50% Enter, 50% Exit

45

28

86

1,830

50.00 1,000 S.F. Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

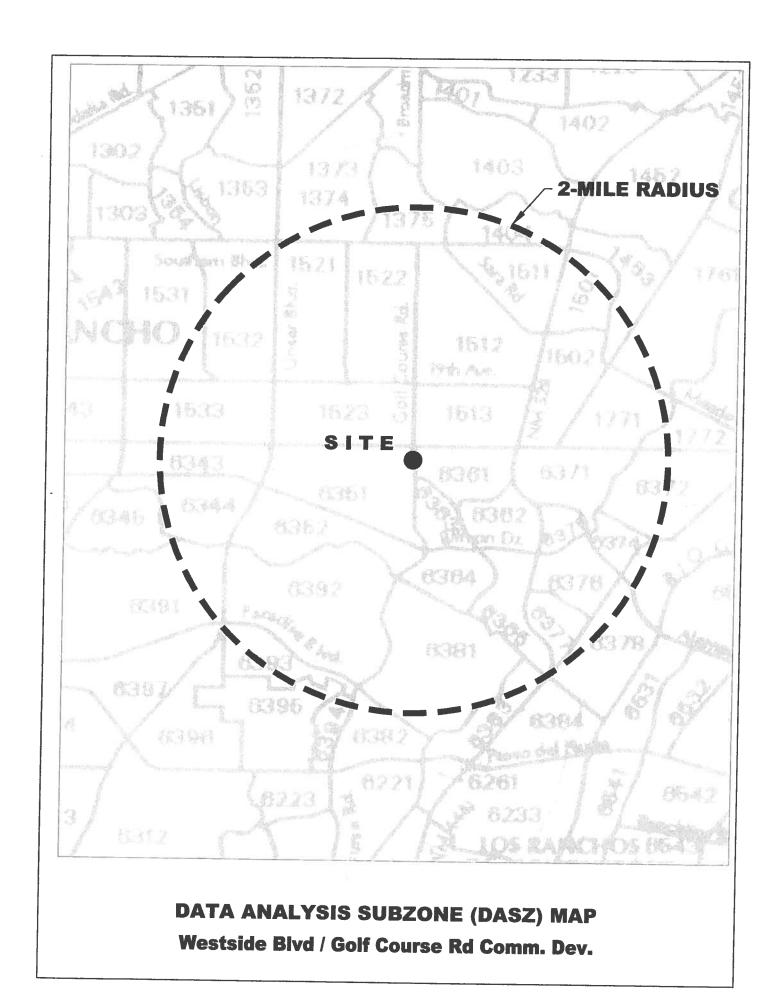
$$T = 2.48 (X) + 0$$
79% Enter, 21% Exit

1.47

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

Based on ITE Trip Generation Manual - 7th Edition

Westside_GC_TRIPS.xls - LandUse (12)



Trip Distribution TableWestside / Golf Course Comm. Dev.

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

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 <u>Socioespromic</u> 2025 Socioespromic Forecasts by Data Analysis S<u>ubzones for the Mid-Region of New Mexico</u> (S-03-01)

		Population						63	296	13	906	975	479	0	0	0	0	0	0	0	0		0 0		0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2,757
(5N)	% Population	Utilizing			79000	%000	2000	0.20%	0.80%	0.04%	2.73%	7.20%	1.45%	0.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%000	2000	0.00%	8 800	2000	2000	0.00%	0.00%	800.0	8000	9000	8 600	0.00%	2000	0.00%	2000	888	8 8 8	8000	8000	800.0	0.00%	0.00%	0.00%	
2	% I Bilizina	Bullyling of			0%	%0	150/	100%	900	4000/	900	30%	20%	2 3	200	%0	%,0	%0	%0	%0	9,60	1%0	%0	0%'	%0	200	200	8 8	500	800	%000	8 8	700	200	200	700	%,0	760	%0	2 %	200	5 6	3 20	ů,	%0	0%0	
dh dh	Population				0	569	518	C	0	0	075	077	9 0	0 000	9 4	800	5 0	0	0	0	0	0	0	0	0	C		0	0	0	o	0 0	p	0	0	0	0	c	0	c	C	0 0	0 0	0	0	0	2,906 8.84%
(GN) Golf Course Rd North	% Population	Unitzing			0.00%	1.73%	1.57%	0.00%	0.00%	0.00%	2 96%	1 45%	0.00%	0 0444	0.18%	2000	8 8 8 8	0.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	76000	%UU U	0.00%	0.00%	%000	%00.0	0.00%	0.00%	0.00%	%00.0	%00.0	0.00%	0.00%	%00.0	%000	%000	7000	20020	8000	
Gol	% Utilizing				%0	100%	85%	%0	%0	%0	20%	20%	01/2	100%	20%	00%	700	200	5 8	C. C.	%0	0%	%0	3,0	9%0	%0	%0	%0	%0	%0	80	%0	%,0	%0	%0	%0	%.0	%0	0%0	%0	%0	0%0	%0	0.00	7,0	9,0	
=	Population				501	0	0	0	0	0	0	0	630	0	59	0	140	2		0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4 220	4.04%
Unser Blvd. North	% Population	B		100	1.52%	0.00%	800°	0.00%	%00.0	0.00%	0.00%	0.00%	1.92%	0.00%	0.18%	0.00%	0.42%	0.00%	78000	0.00	8000	2000	8 8 8	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	%00.0	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%		
ה	% Utilizing			4000	%001	%00	: S	%.0	%0	%0	%0	%0	100%	%0	20%	0%	20%	%0	%0	%0	700	750	200	0.00	%0	0%	0,,0	%0	0%0	*,0	0%	%0	%0	%0	%,0	250	%0	850	%0	0.20	%0	%0	%0	%0	090		
	Percent Population			4 808/	4 736/	1 858	2000	%08.0 %08.0	% 80.0	2.75%	0.83%	2.91%	1.92%	0.94%	0.38%	0.14%	0.85%	0.22%	1.80%	0.06%	2.69%	3.18%	R 9394	7 898	7.007	5.4676	8.63%	7.72%	3.49%	4.12%	1.16%	0.45%	3.28%	200.0	0.01%	200.0	0.12%	12.00%	0.16%	0.0276	1.81%	10.83%	1.81%	0.08%	0.00%	100.00%	
	Population in Study			501	580	808	300	200	2 2	4 6	A C	/CB	020	808	117	45	279	74	525	20	851	1.045	2 2 7 9	2 527	1 144	1, 194	2,107	2	1,14/	1,358	381	14/	8/0,	0	70	2 6	4444	1	000	202		192,5	980	28	0	32,893	
Interpolated	Population for	2012		3.338	1.422	1.354	305	35	200	1 040	250	1000	2000	200	111	0440	372	92	553	196	1,064	1,161	2,279	2.527	1.144	2 487	745	7 7	1,14/	1,338	2001	320	0,0	0 0	N C	משכ	4 804	1,00	1,023	2070	2000	100,0	08.0	220	0	45,186	
		2025		3288	1679	1522	638	52	803	1931	050	1342	600	330	000	000	200	192	554	249	2216	1736	4082	3080	1429	4791	730	1280	1334	270	327	1047	Ì	0	10	286	5850	129A	1413	5511	3472	4034	555	700	0		
	2000 Population 2025 Population	2000		3384	1185	1198	170	0	914	1966	964	C	39	3 0	255	184	200	0 6	700	147	0	631	615	2016	880	1668	759	1025	1376	389	325	1106	0	2	0	245	3454	770	647	2565	3643	574	366	000	0		
% Cub Area			Boundary Specified on DASZ Map	15%	40%	45%	75%	100%	100%	100%	100%	100%	100%	100%	10%	75%	80%	0507	200	20%	80%	%06	100%	100%	100%	100%	100%	100%	100%	100%	45%	100%	100%	100%	100%	15%	%06	2%	20%	15%	100%	75%	5%	50%	200		
	DASZ#		Boundary Spec	1374	1375	1404	1501	1502	1511	1512	1513	1521	1522	1523	1531	1532	1533	1771	1770	2717	0243	6344	6351	6352	6361	6362	6363	6364	6365	6371	6372	6374	6375	6376	6377	6378	6381	6382	6383	6391	6392	6393	6394	6395			

Westside-GC_TD_Comm.xls

Trip Distribution Table Westside / Golf Course Comm. Dev.

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

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 <u>Socioeconomic</u> 2025 Socioeconomic Forecasts by Data Anahvis Subzones for the Mid-Region of New Mexico (S-03-01)

	ž.	Donalotion	- chaincin			0	0	0	P	P	0	p		0	0			0				0		0	0	0	0	3,167	186	1,032	1,220	0	0	0	0		0	9	D	0	0	0	0	0	0	0	5,626 17.10%
(EE)	Ellison Blvd East	% Population	Utilizing			76000	%0000	0.00%	0.00%	%00.0	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%000	70000	0.00%	2000	888	8000	8000	0.00%	0.00%	0.00%	9.63%	0.57%	3.14%	3.71%	0.00%	0.00%	0.00%	0.00%	0.000	0.00%	8000	0.00%	2000	8 200	90.0	0.00%	0.00%	0.00%	0.00%	
		% Utilizina	0			900	%,0	°00	%0	9%0	9/,0	%0	%0	%0	%0	%0	%0	%0	%0	%0	0%"	%0	200	0.00	2 20	200	%00%	%001	25%	%06	%06	0%	%O	0,00	× > > > > > > > > > > > > > > > > > > >	4000	500%	300	Oex.		000	0 0	500	5	0.0	0,74	
	=	Population				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0 0	5 6	5 0	0 00	200	201	14/	2	-	- -	19	20	C	0	0	0 0	0 0	0	0	0	1,571 4.78%
(58)	NMSR 528 South	% Population	Contains			0.00%	0.00%	0.00%	%00.0	%00.0	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	%00.0	0.00%	%00.0	76UU U	0.00%	0.00%	8000	24.8	2000	0.303	3286	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	%00.0	%00.0	7600 U	2000	8000	S-25.5	
	Z -	% Utilizing				930	%0	%0	%0	%0	%,0	%0	%0	%. O. O.	5 6	Ď	0,%	%0	%0	%0	260	0/,0	%0	%0	%0	%0	%0	%0	%0	10%	20%	100%	100%	100%	20%	%.0	20%	0%	%0	%0	%,0	9%0	%0	%OU	300	To: A	
	1	Population				0	0	0	0	13	0	5 0	0	0		5 0	0	Б	0	525	20	0	0	0	0	0	0	0	0	0	191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	748	2.27%
(WE)		% Population Utilizing			10000	0.00%	8000	0.00%	0.00%	R 2000	8000	8000	8 8 8	2000	0.00%	2000	8 8 8	0.00%	800	1.60%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	%00.0	0.00%	0.00%	0.58%	0.00%	%00.0	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%		
N.		% Utilizing			00%	000	200	è	500%	700	000	000	%0	%0	0%"	7/10	000	òòòò	0.00	100%	9,00	ς Ο	0.20	%,0	0.29	%0	%0	9,50	0%0	940	20%	9%5	0%0	%0	%0	0%	0%	%0	9%0	0.%	0.%	%0	%0	0%0	%.0		
	Parrant	Population			1.52%	4 7207	1.85%	7000	0.08%	2.75%	5.93%	2.91%	1.92%	0.94%	0.38%	0.14%	0.85%	0 22%	4 808/	9900	0.00	5.00 /e	0.10%	0.82%	7.68%	3.48%	9.63%	2.26%	3.49%	4.12%	1.16%	0.45%	3.28%	0.00%	0.01%	200.0	0.12%	12.60%	0.16%	0.02%	2 Lo. I	10.83%	1.81%	0.08%	%00.0	100.00%	
	Population in	Study			501	589	609	298	25	904	1.949	957	830	308	117	45	279	74	525	200	248	1 045	2 270	2,2/3	770'7	1 1 44	3,167	(45	1,147	1,356	381	147	1,078	5 0	N	0 6	200	4, 144	000	204	200	100'0	980	97	0	32,893	
	Interpolated	Population for the Year	2012		3,338	1.422	1,354	385	25	904	1,949	957	630	308	117	445	372	92	553	196	1.064	1 161	2 2 2 2	2 527	4 444	1,144	3,10/	140	1,14/	1,356	381	326	8/0,	0	7 0	250	A 80.4	1000	1015	3 070	20,00	100,0	Cou	220	0	45,186	
			2026		3288	1679	1522	638	52	893	1931	920	1312	009	235	650	598	192	554	249	2216	1736	4082	3080	1429	A704	730	2000	1224	1004	216	327	104/	0 0	4 0	266	5850	1298	1413	5511	3470	1035	852	700	5		
	2000 Donulotics 2005 Decul-	zoo - opulation zu	2000		3384	1185	1198	170	0	914	1966	964	0	39	מ	255	164	0	552	147	0	631	615	2016	880	1668	759	1025	1378	000	305	1108	3	2	0	245	3454	770	647	2565	3643	574	399	200	2		
	a	in Study		Boundary Specified on DASZ Map	15%	40%	45%	75%	100%	100%	100%	100%	%200	2004	100.30	200	%6/	%08	85%	10%	%08	%06	100%	100%	100%	100%	100%	100%	100%	100%	45%	100%	100%	100%	100%	15%	%06	5%	20%	15%	100%	75%	2%	2%	-		
	DASZ #			Boundary Spec	1374	13/0	1404	Loci	1502	1101	1512	1013	1071	1522	45.04	1001	7007	1993	1//1	1772	6343	6344	6351	6352	6361	6362	6363	6364	6365	6371	6372	6374	6375	6376	6377	6378	6381	6382	6383	6391	6392	6393	6394	6395			

Westside-GC_TD_Comm.xds

Trip Distribution Table Westside / Golf Course Comm. Dev.

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

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 <u>Socioeconomic</u> 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

	ţ.	Population						0	0	0	0	0	0	0	0	0	0	0	C		C	428	1 045	3			0	0	0	0	0	0	0						0		0	BR7	1,781	298	0	0	3,848 11.70%
(SD)	Unser Blvd South	Utilizing	,		70000	2000	2000	0.00%	6000	8000	0.00%	8000	800.0	6000	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	1.29%	3.18%	70000	0.00%	0.00	8 8	8000	850	8000	8000	8 900	8000	3000	2000	2000	7000	7000	8000	2000	2000	2 448	0.41%	0.91%	0.00%	0.00%	
	٦	% Utilizing			0%	03%	790	200	2 6	800	300	200	\$ 2	800	200	500	0.%	%0	%0	%0	%0	20%	100%	0%0	%0	%0	700	300	2000	0.00	200	760	%.0	760	300	0.%	%0	%0	570	0.0	50%	500%	20 %	20.20	950	0.50	
	i i	Population			0	0	C		0	0	ō	0	0	0	0	0	5 0	0	0	0	0	0	0	684	2.527	0	0		PC	0 0	0	C	0	0	0	0	0	0	0	a	0	C	0 0		5 6	ם כ	3,211 9.76%
(MW)	% Population	Utilizing			%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%000	%00 O	0.00%	8000	200.0	0.00%	0.00%	0.00%	0.00%	0.00%	2.08%	7.68%	%00.0	0.00%	0.00%	%000	%000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00 O	7000	8000	833	
ACAA	OK I Billing	Buizing &			%0	0%'	0%	%0	%0	%0	%0	%0	0%0	%0	1%0	003	000	200	200	%n	30	0.2%	%0	30%	100%	%0	%0	%0	%0	%0	%0	%0	9%0	9%0	%0	0%	%0	%0	%0	%0	%0	%0	0.50	%00	0.0		
hin	Population	- opulation			0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	5 6	0	סופ	D	0	0	0	0	115	0	0	0	0	0	0	0	0	4,144	51	203	588	1,781	298	26	0	A D1A	21.02%
(GS) Golf Course Rd South	% Population	Utilizing			0.00%	0.00%	800.0	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	7000	8000	9000	8 600	8 8 8	8000	0.00%	0.00%	0.00%	0.00%	0.35%	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.80%	0.16%	0.62%	0.91%	5.41%	0.91%	0.08%	0.00%		
Golf	% Utilizina	D		200	2:0	è	0.75	230	560	9,70	5,40	0.00	× 0	% 0	°.00	%0	22.0	%0	%U	700	Ook.	000	O.V.	P è	5 6	200	%0	0%0	10%	%0	%0	%0	%0	C.C.	Can Can	0.00	02.0	%001	100%	%001	20%	20%	50%	100%	100%		
	Percent	Population		4 800/	1.04.78	1 AK94	2000	2080%	0.08%	2.75%	0.83%	2.91%	1.92%	0.84%	0.36%	0.14%	0.85%	0.22%	1.60%	0.06%	2.58%	3.18%	6.93%	7 8887	7.00%	0.40/0	8.00.76	7.77	3.48%	4.12%	1.16%	U.40%	3.28%	2000	2000	0.00%	42 6047	0.40070	0.10%	4 0407	1.01%	10.057s	1.81%	0.08%	%00.0	100.00%	
	Population in	Scnox		504	282	609	age	200	070	400	1,000	/08	200	201	1	04	279	74	525	20	851	1.045	2.279	2 527	1 144	2 487	707	740	141	905,7	381	4 070	0,0,	0 0	4 0	o g	4 144	2,5	202	704	2 500	000	OAC	97	0	32,893	
	g g	the Year	7104	3.338	1 422	1,354	305	25.	200	1 040	720	000	000	447	146	0	3/2	92	553	196	1,064	1,161	2,279	2.527	1.144	3.187	745	4 4 4 7	4 250	1,000	200	1 07B	200	0	10	255	4 804	1 023	1015	3 979	3.581	705	000	250	0	45,186	
		2025		3288	1679	1522	638	52	803	1931	950	1312	909	235	200	200	080	781	554	249	2216	1736	4082	3080	1429	4791	730	1280	1334	370	327	1047	0	2	0	266	5850	1298	1413	5511	3472	1035	852	300	o		
	2000 Population 2025 Population	2000	Map	3384	1185	1198	170	0	914	1966	964	0	39	σ	255	184	5	0 0	700	147	0	631	615	2016	880	1668	759	1025	1376	389	325	1106	0	2	0	245	3454	770	647	2565	3643	574	399	000	5		
	% Sub Area in Study		Boundary Specified on DASZ Map	15%	40%	45%	75%	100%	100%	100%	100%	100%	100%	100%	10%	75%	80%	0507	200	851	80%	%06	%001	100%	100%	100%	100%	100%	100%	100%	45%	100%	100%	100%	100%	15%	%06	2%	20%	15%	100%	75%	5%	2%	20		
	DASZ#		Boundary Spec	1374	1375	1404	1501	1502	1511	1512	1513	1521	1522	1523	1531	1532	1533	1771	4770	2010	2420	9550	1000	6352	6361	6362	6363	6364	6365	6371	6372	6374	6375	6376	6377	6378	6381	6382	6383	6391	6392	6393	6394	6395			

Westside-GC_TD_Comm.xls

7/17/2007

Trip Distribution TableWestside / Golf Course Comm. Dev.

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

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 <u>Socioeconomic</u> 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

	est.	Population				C	0		0 0		0		0	olc	0	0	0	45	140	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	٦	0			0	0	0	0	0	222
(ww)	Westside Bivd West	% Population	Cultura			0.00%	0.00%	0.00%	0.00%	70000	2000	2000	2000	2000	2000	0.00%	9000	0.14%	0.42%	0.11%	%00.0	0.00%	%00.0	%00.0	0.00%	0.00%	0.00%	0.00%	8 900	8 200	2000	0.00%	8000	8000	0.00%	8 8 8	8 8 8 8	6000	2000	8 900	2000	0.00%	8000	8000	8000	0.00%	0.00%	
7.87	Wei	% Utilizing				%0	%.0	9,0	%0	200	, oO	200	%0	%0	200	8 8	0,000	2001	%00	20%	%0	%0 0%'	%0	%0	%0	%0	%0	%0	03%	000	790	200	200	800	200	%0	06%	%0	000	900	\$ O	%0	00%	200	000	8 3	0%0	
otral	all da	Population				0	0	0	0	0	0	0	c	0	C	0		0	0	0	0	0	0	0	0	0	0	0	559	C	0	0	0	0	0 0		C	0		0	0	0	0		0 0			1.70%
(GC) Golf Course Rd Central		% Population Utilizing	1			0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	7000	0.00%	2000	2000	9000	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	%00.0	1.70%	%00.0	0.00%	%00.0	0.00%	0.00%	%0000	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	%00.0	0.00%	0.00%	76000	0.00%	2	
Golf		% Utilizing					%0									%0				900	2/0	0,50	2 2	8,0	%0	%0	%0	%0	75%	%0	%0	%0	%0	%0	%0	%0	%0	0%0	%0	0%	9%0	%0	%0	%0	%0	5,00		
Vest		Population							D	Q	0	0	0	0	0	0	0	0	37			200	420	4 100	CAC'	3	1,144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.202	9.73%
(Black Arrovo Blvd West	% Population	Utilizing			0 00%	70000	2000	2000	6000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	%00.0	0.11%	0.00%	2000	1 2094	2000	A BSoL	2007	6000	2.40%	800	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0		
Black		% Utilizing			%0	%0	8,0	- 20	500	0 0	, , , , , , , , , , , , , , , , , , ,	000	0.%	9%0	0%0	%0	340	0.0	20%	%0	0%	20%	0%0	70%	%0	400%	000	200	%0	0.2	%0	%0	%0	%.0	%,0	%0	%0	%0°	0%	%0	200	300	°,0	%0	%.0	%0		
	Percent	Population			1.52%	1.73%	1.85%	%08.0	0.08%	927.6	Z./ 078	0.95%	4.01.70	7.82%	0.84%	0.36%	0.14%	0.86%	0.22%	1.60%	0.08%	2.59%	3.18%	8.83%	7.88%	3.48%	0 834	9000	6.407.9	2.48%	4.12%	1.16%	0.45%	3.28%	0.00%	%LO.0	20.00	0.12%	12.60%	2000	0.0276	1.0176	10.03%	7.87%	0.08%	0.00%	100.00%	
-	Population in	Study			501	569	609	286	25	And And	1 040	057	200	908	000	11:	04	2/8	74	525	20	851	1,045	2,279	2,527	1.144	3.187	745	1 1 1 1	1,147	0000	381	741	0/0,	0	7 0	0 00	200	4, 144	202	202	2 500	00,0	000	8	0	32,883	
Information	_		2012		3,338	1,422	1,354	385	25	904	1 949	957	830	308	47	445	0.00	3/2	28	223	196	1,064	1,161	2,279	2,527	1,144	3,167	745	1 147	1 350	200	300	4 070	2,	0 0	10	255	A ROA	1,001	1015	3 070	3.581	705	520	040	0 0	42,186	
-		1	2026		3288	1679	1522	638	52	893	1931	098	1312	009	235	650	2004	000	722	200	249	2216	1736	4082	3080	1429	4791	730	1280	1334	372	327	1047		200	C	286	5850	1208	1413	5511	3472	1035	652	3	5		
	2000 Population 2025 Population		Mar		3384	1185	1198	170	0	914	1968	964	0	39	6	255	164		2 64	200	14/	0	631	615	2016	880	1668	759	1025	1376	389	325	1106	C	2	0	245	3454	770	647	2565	3643	574	389	0	0		
	œ	in study	Reundary Specified on DASS Name	יינופת חוו האסל	1070	40.20	45%	0,0%	100%	100%	100%	100%	100%	100%	100%	10%	75%	80%	95%	1007	200	800	30%	100%	%001	100%	100%	100%	100%	100%	100%	45%	100%	100%	100%	100%	15%	%06	5%	20%	15%	100%	75%	5%	5%			
	DASZ#		Boundary Spec	1274	4375	200	1404	1001	1502	1511	1512	1513	1521	1522	1523	1531	1532	1533	1771	4772	6343	6344	0344	0000	7050	D361	2929	6363	6364	6365	6371	6372	6374	6375	6376	6377	6378	6381	6382	6383	6391	6392	6393	6394	6395			

Westside | Golf Course Comm. Dev. Trip Distribution Map (%) (UN) RD 4.04 COURSE \mathbb{R} NTS UNSER (5N)(GN) 8.38 8.84 WESTSIDE BLVD ARROYO BLVD BLACK (WE) 2.27 (5S) (US) (GC) 11.70 4.78 1.70 MCMAHON BL VD (EE) (MW) 17.10

(WW)

0.67

(BW)

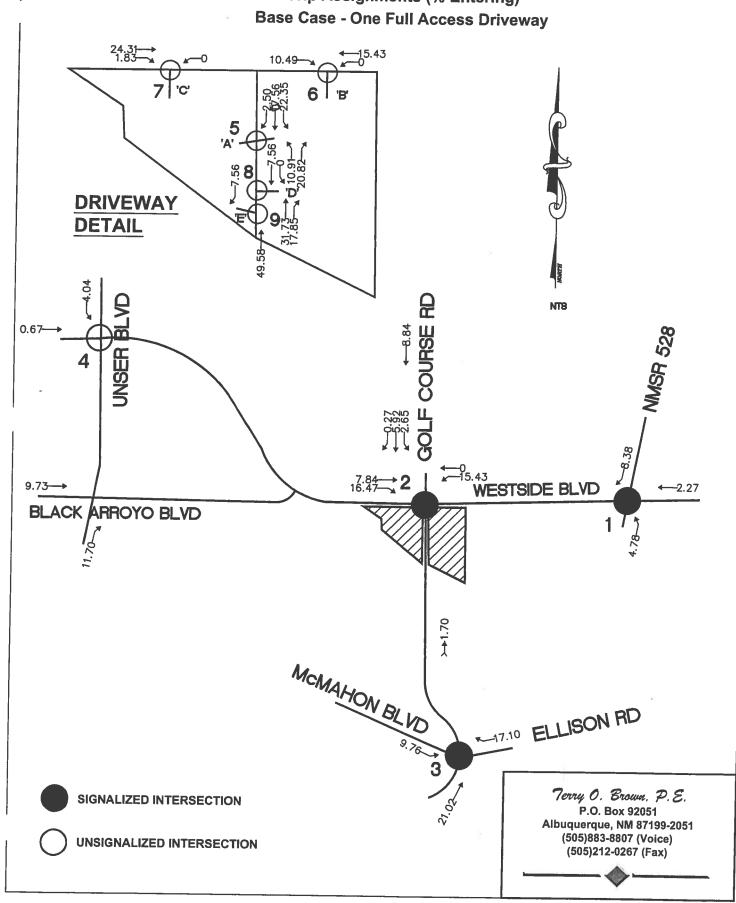
9.73

ELLISON RD (GS) Terry O. Brown, P.E. 21.02

9.76

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

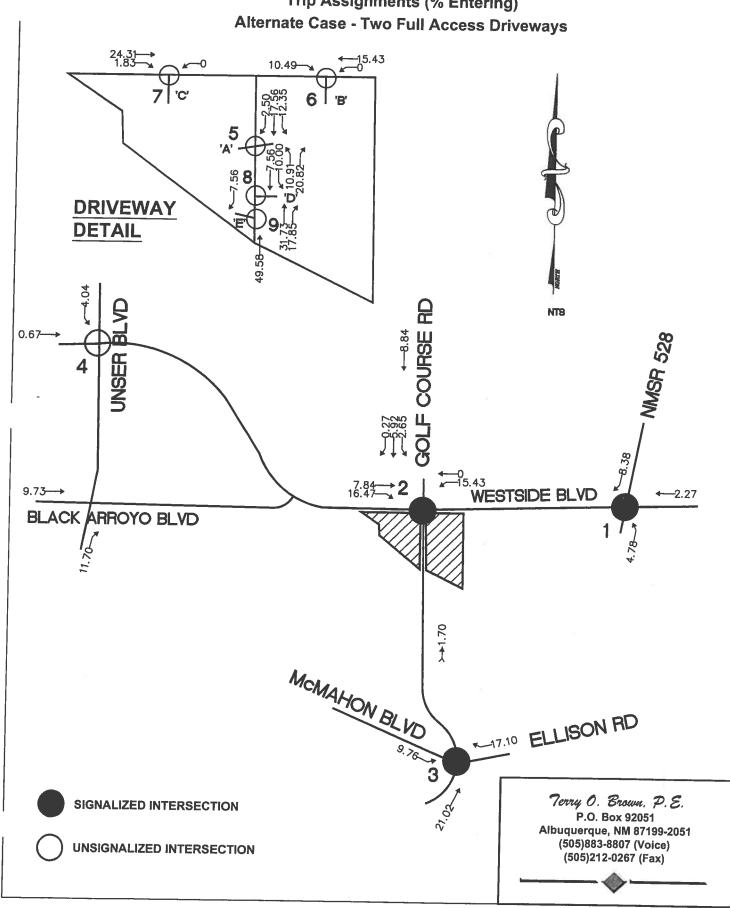
Trip Assignments (% Entering)



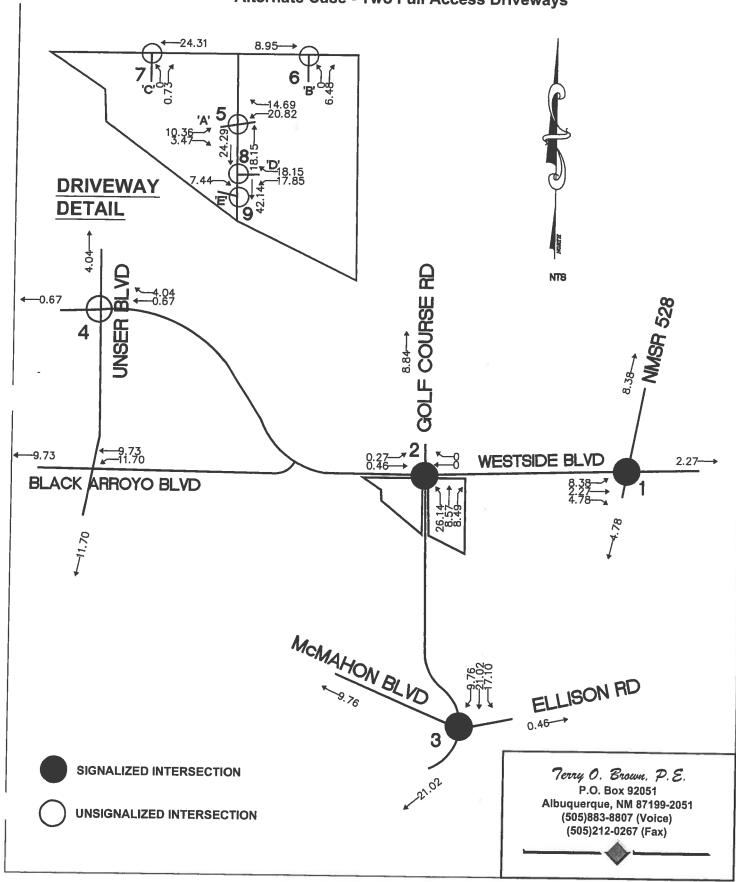
Westside | Golf Course Comm. Dev. Trip Assignments (% Exiting) **Base Case - One Full Access Driveway** 24.31 **DRIVEWAY** DETAIL ИТВ -0.67 UNSER 4 0.27—2 0.46—2 -9.73 -11.70 9.73 WESTSIDE BLVD 2.27-BLACK ARROYO BLVD ELLISON RD 0.46 SIGNALIZED INTERSECTION Terry O. Brown, P.E. P.O. Box 92051 Albuquerque, NM 87199-2051 **UNSIGNALIZED INTERSECTION** (505)883-8807 (Voice) (505)212-0267 (Fax)

Westside | Golf Course Comm. Dev. Passby Trip Assignments (Base Case - One Full Access Driveway) Terry O. Brown, P.E. P.O. Box 92051 Albuquerque, NM 87199-2051 (505)883-8807 (Voice) (505)212-0267 (Fax)

Trip Assignments (% Entering)



Trip Assignments (% Exiting)
Alternate Case - Two Full Access Driveways

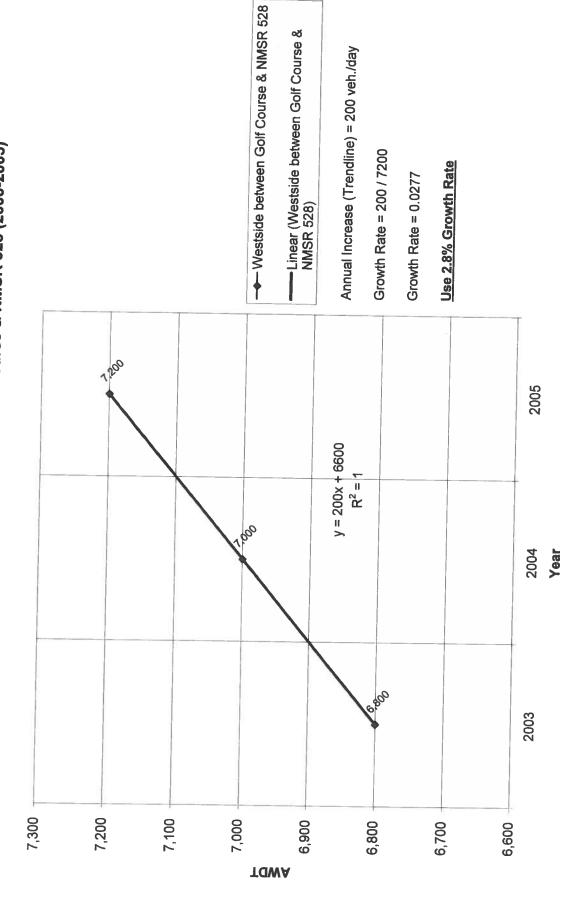


Westside | Golf Course Comm. Dev. Passby Trip Assignments (Alternate Case - Two Full Access Driveways) NT8 Terry O. Brown, P.E. P.O. Box 92051 Albuquerque, NM 87199-2051 (505)883-8807 (Voice) (505)212-0267 (Fax)

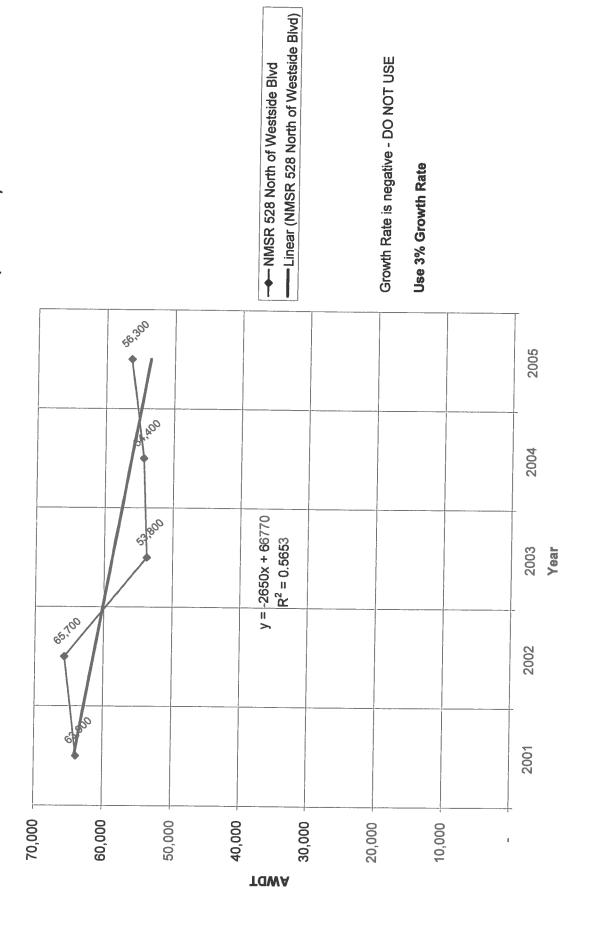
Westside / Golf Course Comm. Dev. Historic Growth Rate Table

Traffic Flows from MRCOG Map					
	2001	2002	2003	2004	2005
Unser Blvd North of Westside Blvd	16,500	16,100	23,200	24.000	24 900
Golf Course Rd North of Westside Blvd	21,100	21,700	13,500	14,000	14.500
Westside between Golf Course & NMSR 528	ı		6,800	7.000	7.200
NMISK 528 North of Westside Blvd	63,900	65,700	53,800	54.400	56 300
NMSR 528 South of Westside Blvd	55,300	56,800	61.800	62,000	64 100
Golf Course between Westside & McMahon	12,400	12,700	13.000	13.400	11,500
McMahon Blvd East of Golf Course Rd	1,500	18,600	21,000	21,700	22.500
Golf Course Rd South of McMahon Blvd	23,100	23,800	24,300	25,200	23,000
Michiganon Blvd West of Golf Course Rd	ı	1	14,300	14,800	19,100
oriser bive south of westside Bivd	15,300	15,800	16,100	17.200	17.800

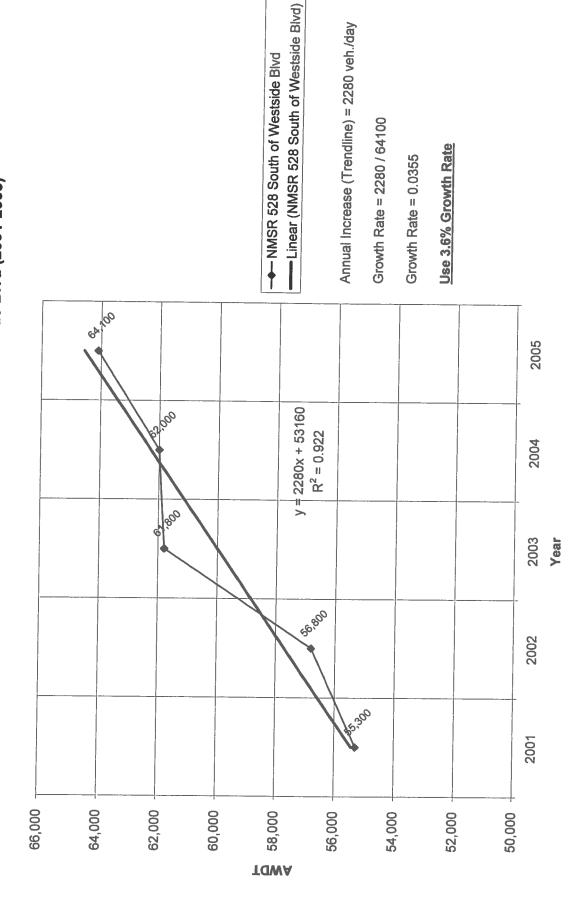
Historic Growth Chart Westside between Golf Course & NMSR 528 (2003-2005)



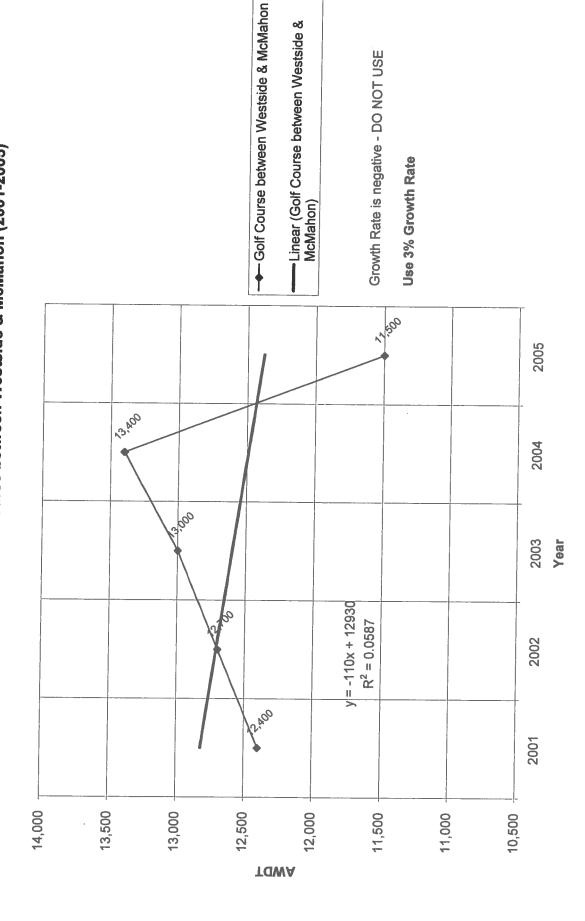
Historic Growth Chart NMSR 528 North of Westside Blvd (2001-2005)



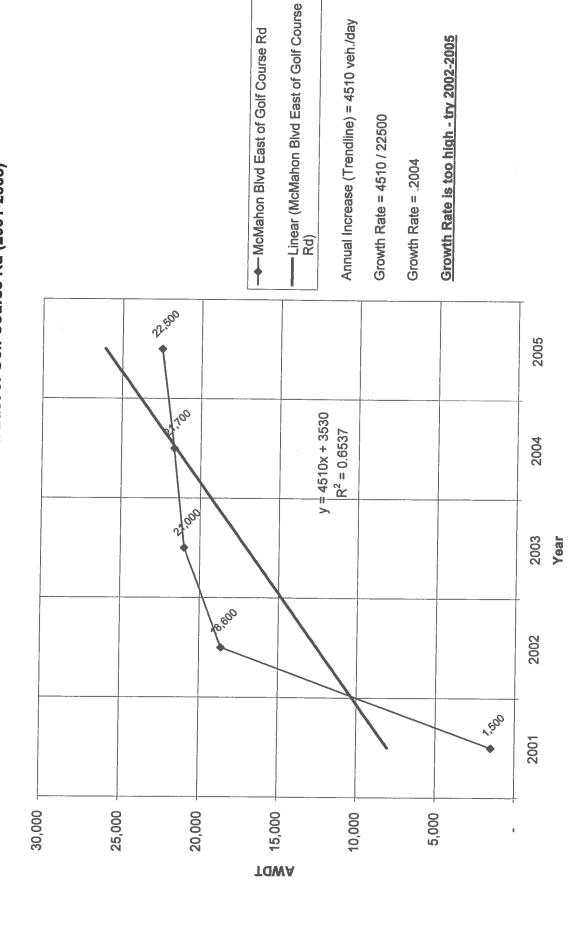
Historic Growth Chart NMSR 528 South of Westside Blvd (2001-2005)



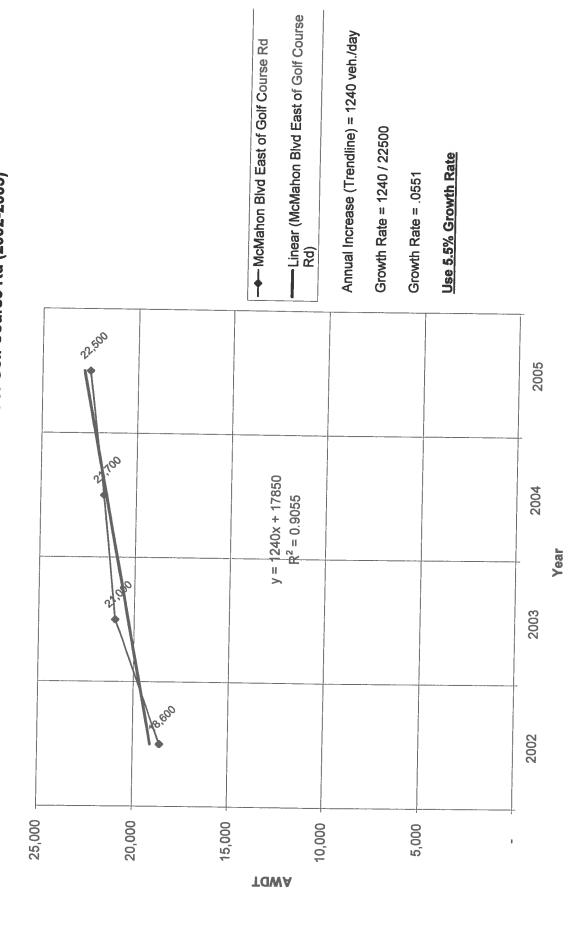
Historic Growth Chart Golf Course between Westside & McMahon (2001-2005)



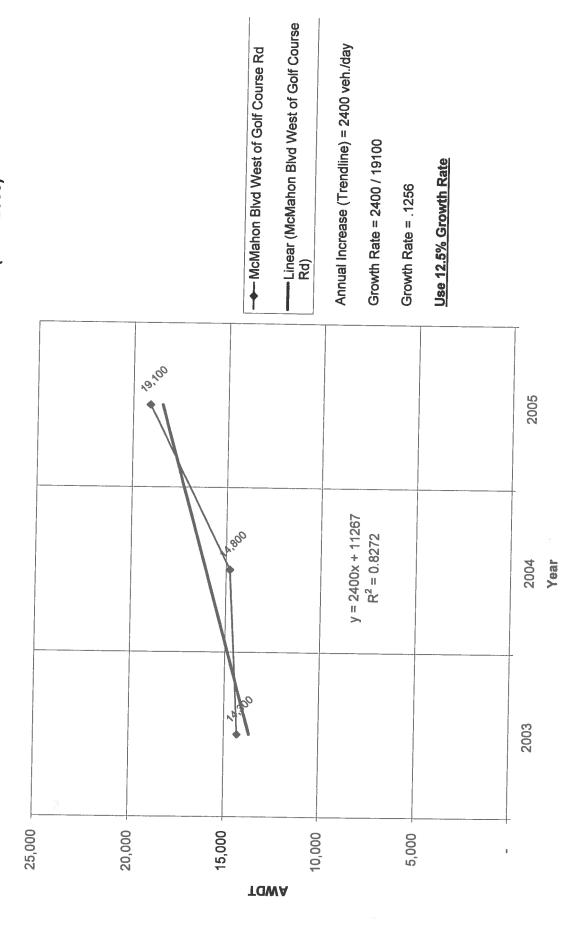
Historic Growth Chart McMahon Blvd East of Golf Course Rd (2001-2005)



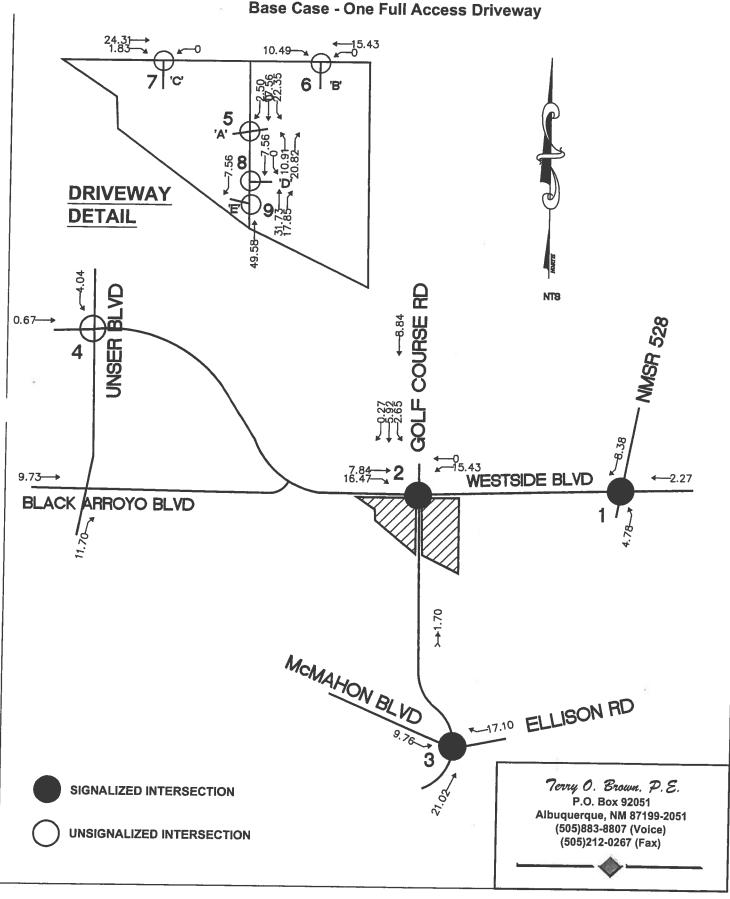
Historic Growth Chart McMahon Blvd East of Golf Course Rd (2002-2005)



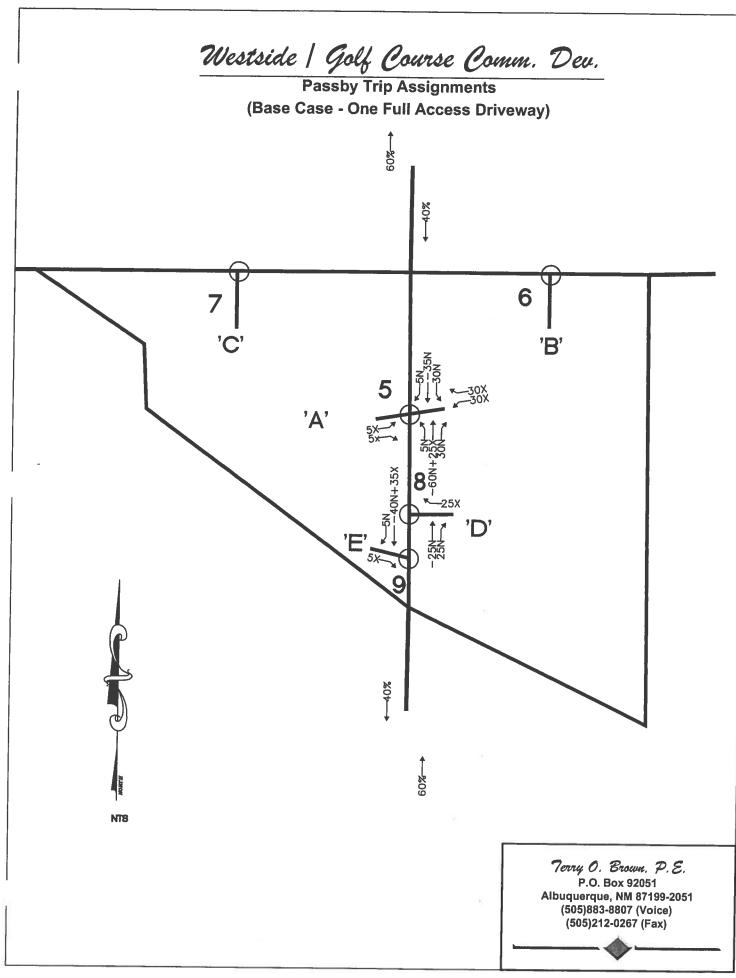
Historic Growth Chart McMahon Blvd West of Golf Course Rd (2001-2005)



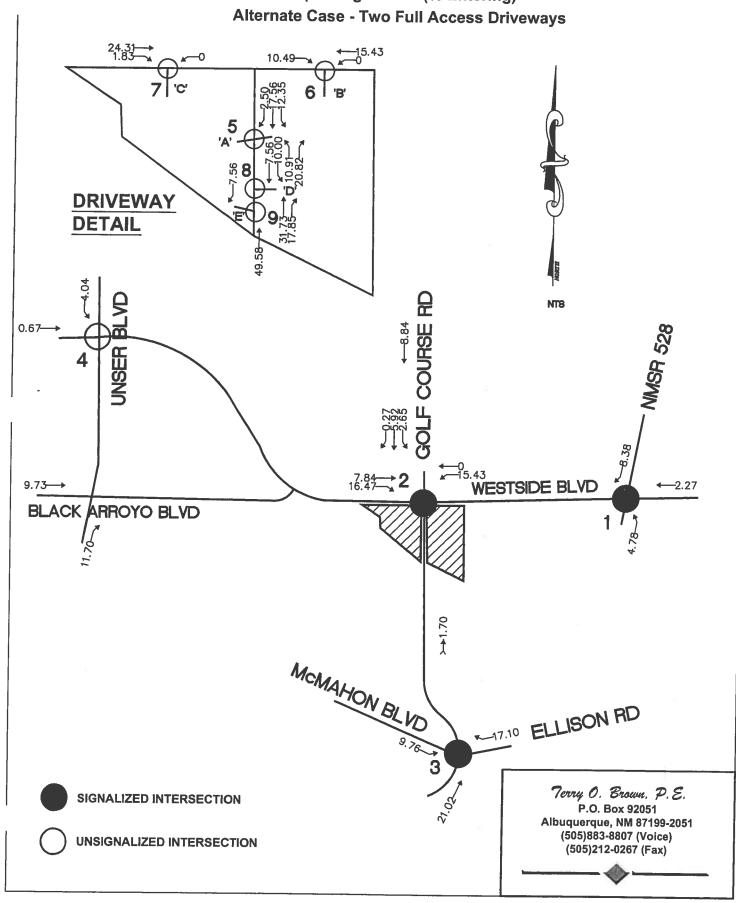
Trip Assignments (% Entering)
Base Case - One Full Access Driveway



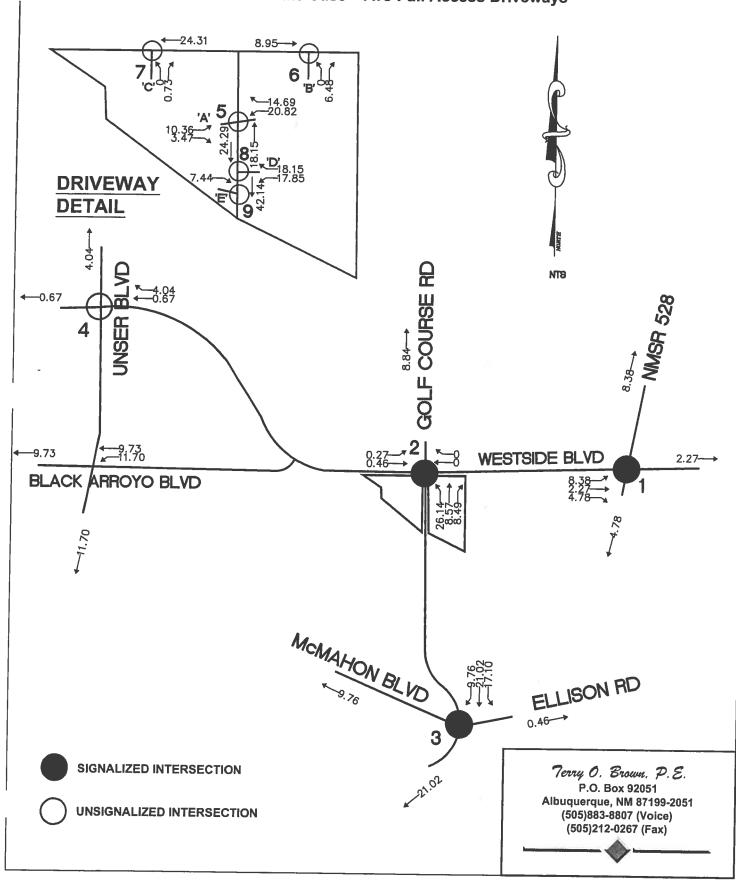
Westside | Golf Course Comm. Dev. **Trip Assignments (% Exiting) Base Case - One Full Access Driveway** 24 4 24-31 8.95 **DRIVEWAY DETAIL** ВТИ -0.67 4 9.73 11.70 -9.73 **WESTSIDE BLVD** 2.27-BLACK ARROYO BLVD ELLISON RD 0.46 SIGNALIZED INTERSECTION Terry O. Brown, P.E. P.O. Box 92051 Albuquerque, NM 87199-2051 **UNSIGNALIZED INTERSECTION** (505)883-8807 (Voice) (505)212-0267 (Fax)



Trip Assignments (% Entering)



Trip Assignments (% Exiting)
Alternate Case - Two Full Access Driveways



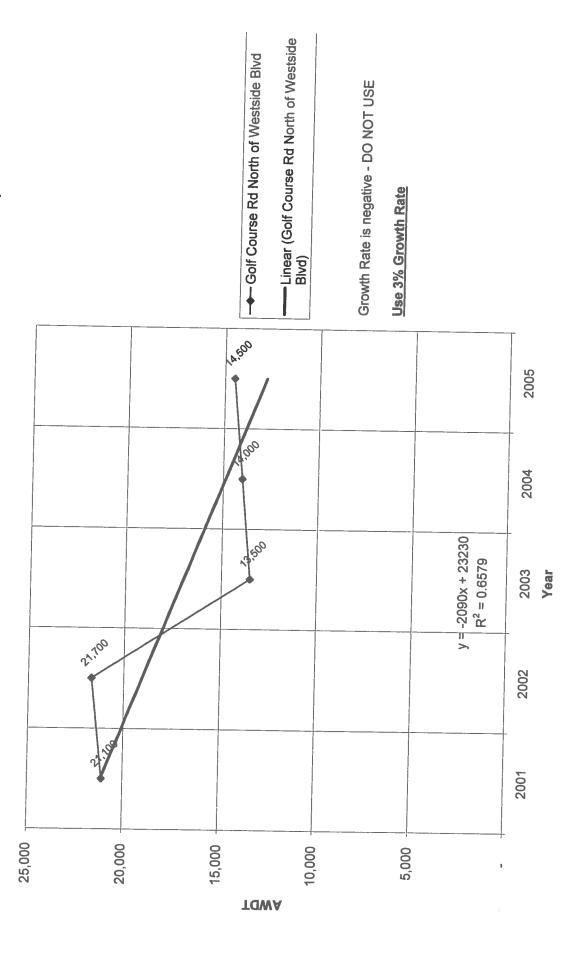
Westside | Golf Course Comm. Dev. Passby Trip Assignments (Alternate Case - Two Full Access Driveways) 7erry O. Brown, P.E. P.O. Box 92051 Albuquerque, NM 87199-2051 (505)883-8807 (Voice) (505)212-0267 (Fax)

Westside-GC_GROWTH.xls

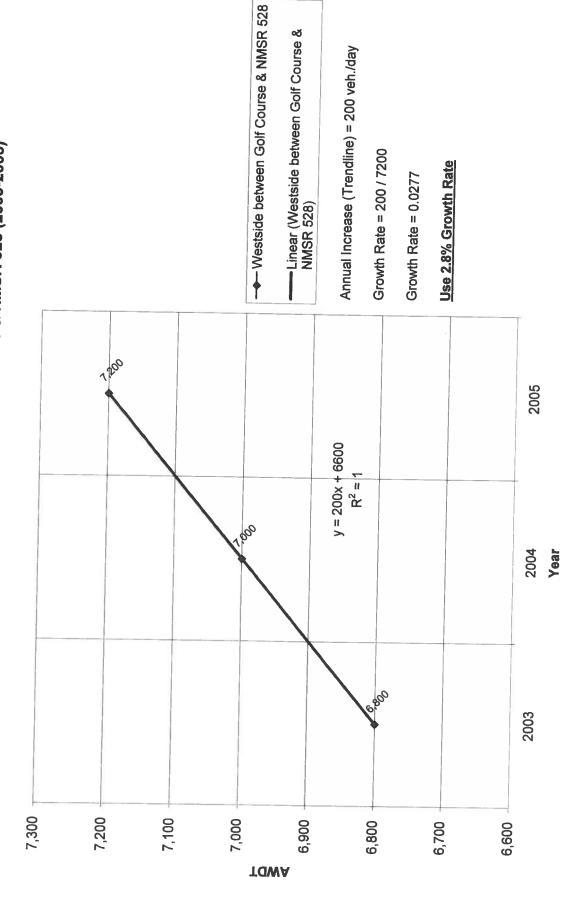
Westside / Golf Course Comm. Dev. Historic Growth Rate Table

Traffic Flows from MRCOG Map					
	2001	2002	2003	2004	2005
Unser Bivd North of Westside Bivd	16,500	16.100	23.200	24 000	2000
Golf Course Rd North of Westside Blvd	21,100	21,700	13,500	14,000	14 500
Westside between Golf Course & NMSR 528	8	B	6,800	7,000	7.200
INVIOR 528 NORTH OF Westside Blvd	63,900	65,700	53,800	54.400	56 300
NMSK 528 South of Westside Blvd	55,300	56,800	61,800	62.000	64 100
Golf Course between Westside & McMahon	12,400	12,700	13,000	13,400	11,500
incivianon Blvd East of Golf Course Rd	1,500	18,600	21,000	21,700	22.500
Modern Blid Wick Co. 15	23,100	23,800	24,300	25,200	23,000
I hear Blid Court of M. Course Rd	•	1	14,300	14,800	19,100
oriser bive south of westside BIVd	15,300	15,800	16,100	17.200	17,800

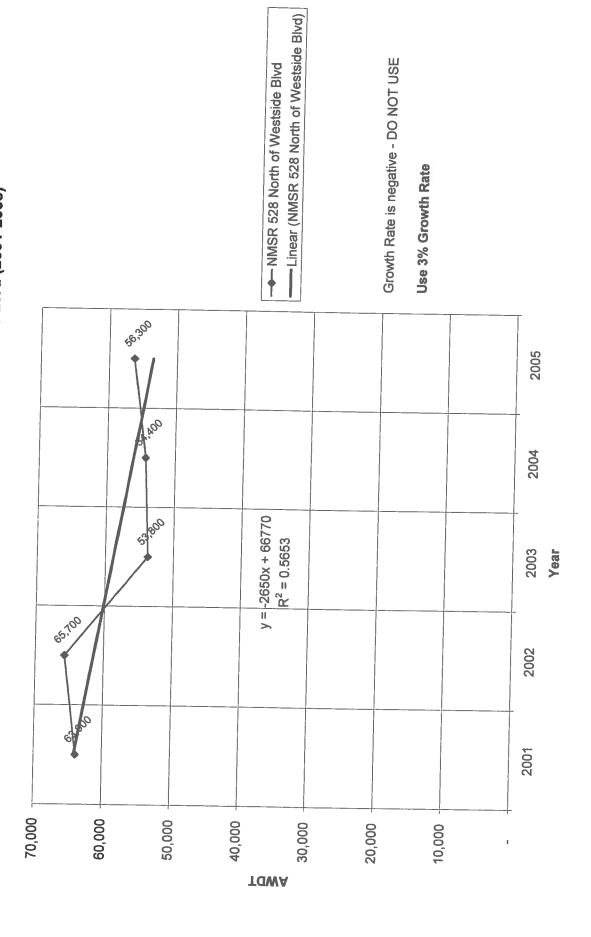
Historic Growth Chart Golf Course Rd North of Westside Blvd (2001-2005)



Historic Growth Chart Westside between Golf Course & NMSR 528 (2003-2005)

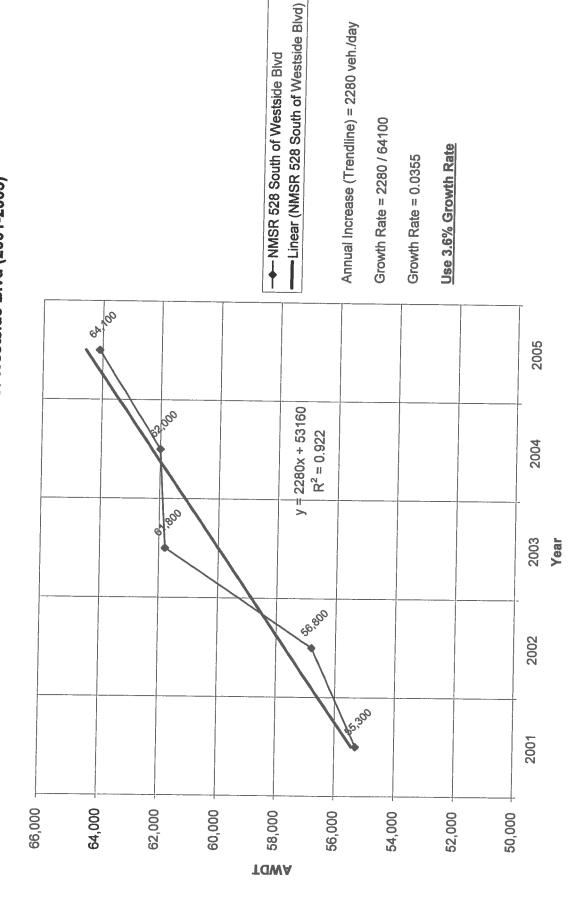


Historic Growth Chart NMSR 528 North of Westside Blvd (2001-2005)

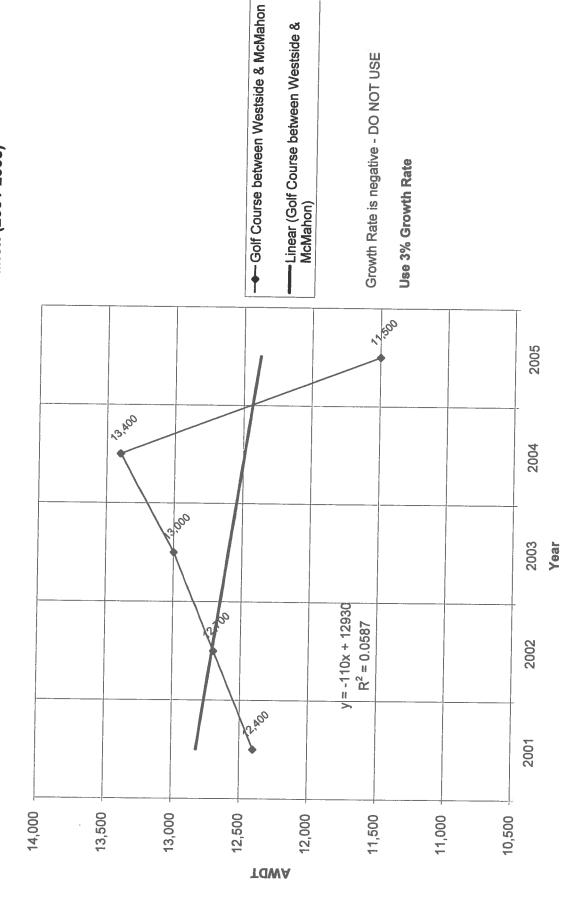


Westside-GC_GROWTH.xls

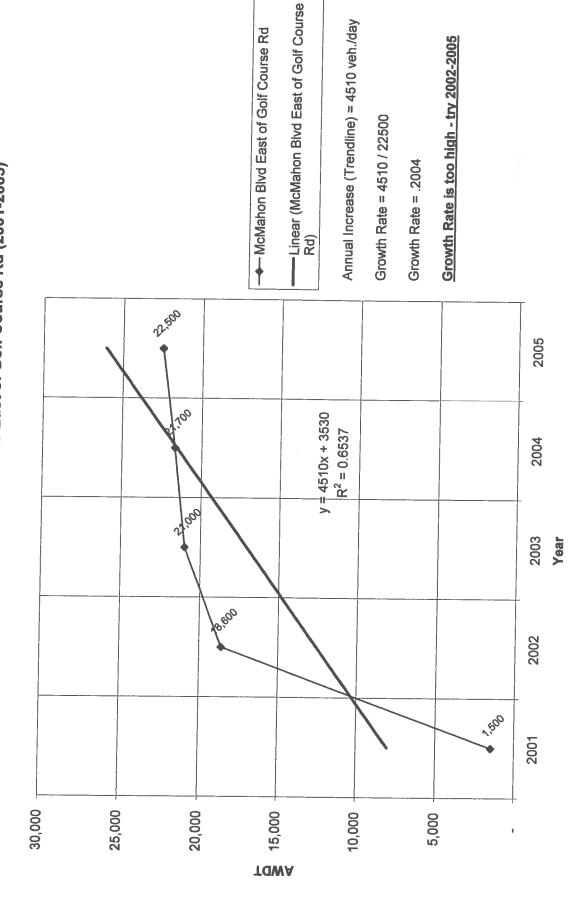
Historic Growth Chart NMSR 528 South of Westside Blvd (2001-2005)



Historic Growth Chart Golf Course between Westside & McMahon (2001-2005)



Historic Growth Chart McMahon Blvd East of Golf Course Rd (2001-2005)



Historic Growth Chart McMahon Blvd East of Golf Course Rd (2002-2005) 100

20,000

15,000

25,000

22,500



y = 1240x + 17850

 $R^2 = 0.9055$

10,000

TGWA

5,000



Growth Rate = 1240 / 22500

Growth Rate = .0551

Use 5.5% Growth Rate

2005

2004

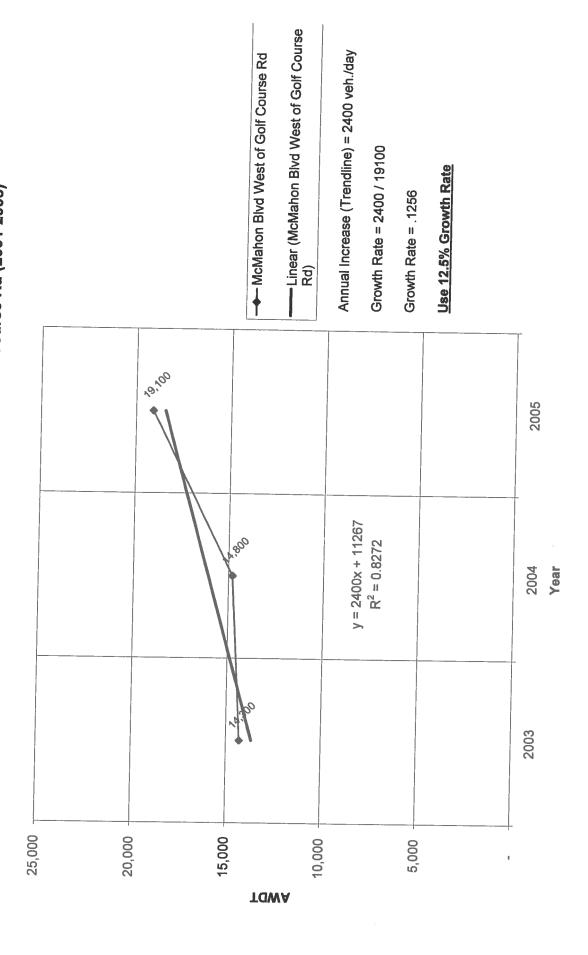
2003

2002

Year

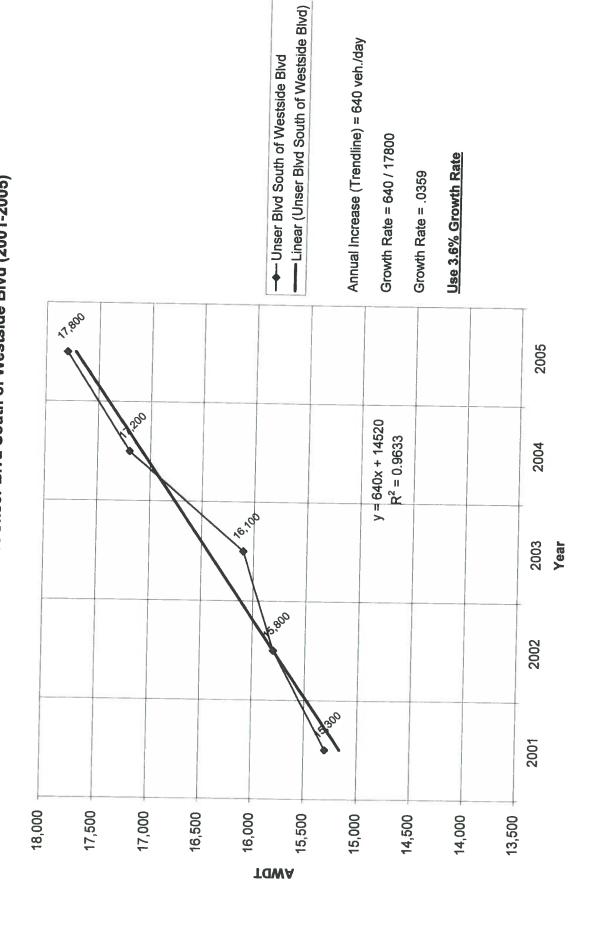


Historic Growth Chart McMahon Blvd West of Golf Course Rd (2001-2005)

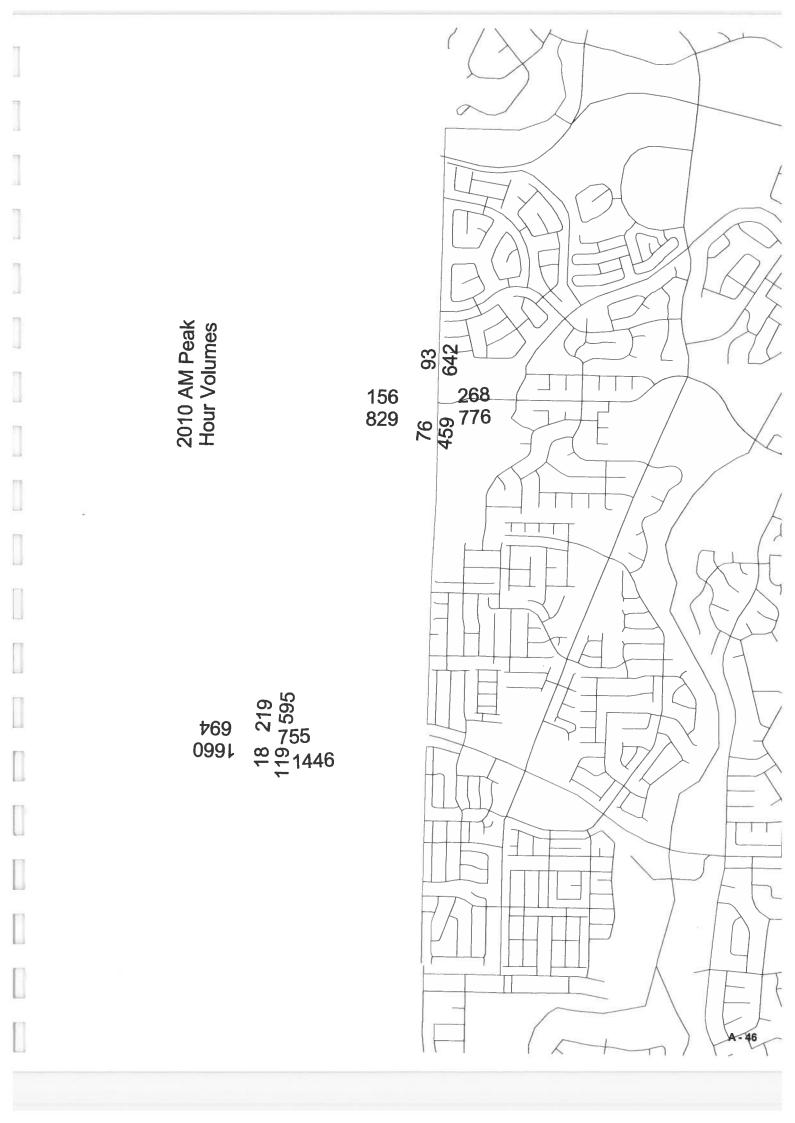


Westside-GC_GROWTH.xls

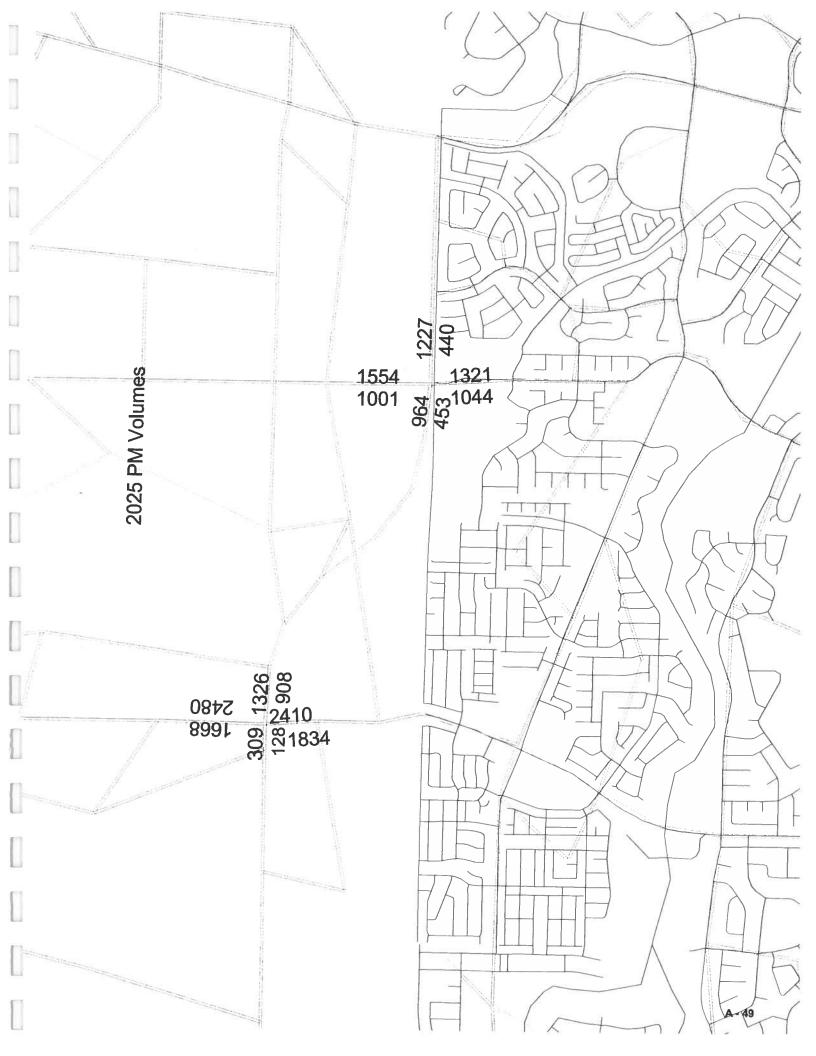
Historic Growth Chart Unser Blvd South of Westside Blvd (2001-2005)



2005 PM Peak Hour Volumes 731 682 2 4 4 ω 1296

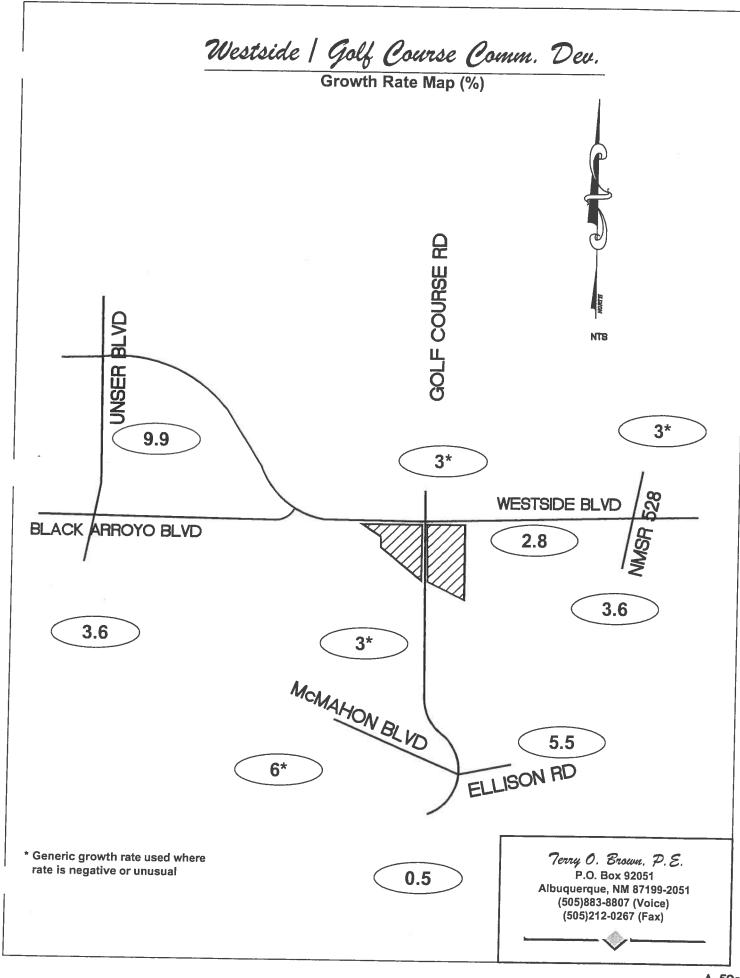


2010 PM Peak Hour Volumes



Interpolation of 2012 Volumes from MRCOG Link Volumes

exiting traffic)	Eastbound Westbound Northbound Southbound Left Thru Right Left Thru Right Left Thru Right 36 33 75 180 3 87 14 427 391 530 1202 19 PM	Eastbound Westbound Northbound Southbound Left Thru Right Left Thru Right Left Thru Right 35 10 25 288 32 402 99 1246 346 327 844 93	_	Eastbound Westbound Northbound Southbound Left Thru Right Left Thru Right Left Thru Right 52 220 254 77 8 16 25 50 212 395 456 46 PM	Eastbound Westbound Northbound Southbound Left Thru Right Left Thru Right Left Thru Right 140 42 79 189 160 335 258 539 161 134 253 214
ss (based on %	Northbound Left Thru Righ 14 427 39	Northbound Left Thru Righ 99 1246 34		Northbound Left Thru Righ 25 50 21	nd Northbound ight Left Thru Righ 335 258 539 16
NOBUILD Turning Volumes (based on % exiting traffic) Westside / Unser	d Westbound ight Left Thru Right 75 180 3 87	Westbound Left Thru Right 288 32 402	Westside / Golf Course	Westbound Left Thru Right Le	Westbound ght Left Thru Right 79 189 160 335
NOBUILI West	Eastbound Left Thru Right 36 33 75	Eastbound Left Thru Right 35 10 25	West	Eastbound Left Thru Right 52 220 254 PM	Eastbound Left Thru Right 140 42 79
	K WB SB SB	S N N N N N N N N N N N N N N N N N N N		K WB SB BB SB	EB WB NB SB
<u>Trips</u> 2012 nser	681 24 745 1545	502 143 1805 1296	olf Course	723 85 170 834	320 511 1069 604
Exiting Trips 2025 Westside / Unser	1243 63 1079 2187	908 309 2480 1834	Westside / Golf Course	1249 147 262 1209	440 964 1554 1044
2010 We	595 18 694 1446	440 117 1701 1213	We	642 76 156 776	301 441 994 536
	XX	S	V	Š	Æ
	KB NB SB SB	EB NB SB	0	SB BB BB	EB NB RB SB
<u>ips</u> 2012 nser	144 270 832 1750	70 722 1691 1264	olf Course	526 100 287 898	261 684 958 601
Entering Trips 2025 Westside / Unser	304 602 1330 2336	128 1326 2410 1668	Westside / Golf Course	964 148 408 1346	453 1227 1321 1001
2010	119 219 755 1660	61 629 1580 1202		459 93 268 829	231 601 902 539
MA		≥ L	AM	Č	2



Westside / Golf Course Commercial Development Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2012) - 100% Development

			rnorosi	D DEVEL	JEMICINI (A	(012) - 100	<u>% Developn</u>	<u>nent</u>				
INTERSECTION:		umma	ary									
Westside Blvd / NMSR 528		0.78			0.75			0.79			0.84	PHF
(1)	Eastbo	ound (Wests	ide Blvd)	Westbe	ound (West	side Blvd)	North	bound (NM	SR 5281	South	bound (NMS	
4.2% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	130	6:	358	75	4	1 29	34					
2012 (NO BUILD - A.M.)	147	73	853	86				1,800	200		-,,-,-	40
2012 (BUILD - A.M.)	215		892	86	68	33	153	1,800	200	32		119
		0.91			0.82			0.97		1	0.96	PHF
		und (Wests			und (Wests	ide Blvd)	North	bound (NMS	R 528)	South	bound (NMS	R 528)
F-1-41 (000F)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	63							2,419	59	43	2,761	57
2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	71	15		263	114			2,880	68	48	3,220	64
2012 (BUILD - P.M.)	132	31	496	263	129	72	495	2,880	68	48	3,220	118
Westside Blvd / Golf Course	Rd	0.85			0.85			0.96			0.87	PHF
(2)	Eastbo	und (Westsi	de Blvd)	Westbo	und (Wests	ide Blvd)	Northbox	ind (Golf Co	urse Rd)	Southho	und (Golf Co	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	. OI	0		01	O O
2012 (NO BUILD - A.M.)	52	220	254	77	8	16	25	50	212	395	456	46
2012 (BUILD - A.M.)	54	298	410	223	8	16	222	120	281	420	512	49
		0.85			0.85			0.93			0.90	PHF
		ınd (Westsi			ınd (Westsi		Northbou	nd (Golf Co	urse Rd)	Southbou	ind (Golf Co	urse Rd)
Existing (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2012 (NO BUILD - P.M.)	0	0		0	0	0	0	0	0	0	0	0,
2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	140	42	79	189	160	335	258	539	161	134	253	214
2012 (BUILD - P.M.)	142	96	186	289	160	335	433	601	222	151	291	216
McMahon Blvd / Golf Course		0.92			0.83			0.89			0.76	PHF
(3)		nd (McMaho		Westbou	nd (McMah	on Blvd)	Northbou	nd (Golf Co	rse Rd)	Southbou	nd (Golf Co	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	93	590	580	121	269	69	201	348	220	126	538	17
2012 (NO BUILD - A.M.)	193	852	794	200	367	114	219	514	226	181	1,022	64
2012 (BUILD - A.M.)	285	852	794	200	367	276	219	713	226	321	1,194	144
r.	P - 41 1	0.78	T		0.97			0.91			0.92	PHF
-		d (McMaho			nd (McMaho			id (Golf Cou		Southbou	nd (Golf Cou	rse Rd)
Existing (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2012 (NO BUILD - P.M.)	52 167	555 831	283	376	949	129	743	766	313	125	448	73
2012 (NO BOILD - P.M.)	230	831	392	555	1,269	240	802	1,241	321	201	1,166	174
-012 (DOILD - F.M.)	230	637	392	555	1,269	351	802	1,378	321	325	1,318	245

Westside / Golf Course Commercial Development
Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION:	<u> </u>	ı m m a	ry	•								
Westside Blvd / Unser Blvd		0.75			0.85			0.87			0.98	PHF
(4)	Eastbo	und (Wests	ide Blvd)	Westbo	und (West	side Blvd)	North	bound (Uns	er Blvd)	South	bound (Uns	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	() (0	0				
2012 (NO BUILD - A.M.)	36	33	75	180	3	87	14	427	391	530		
2012 (BUILD - A.M.)	36	39	75	180	8	120	14	427	391	568	1,100	19
		0.80			0.75		<u> </u>	0.98			0.94	PHF
		ind (Westsi			und (Wests		North	ound (Unse	r Blvd)	South	bound (Uns	
Eviation (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0		0				0	0	0	0	
2012 (NO BUILD - P.M.)	35	10	25	288	32	402	99	1,246	346	327	844	93
2012 (BUILD - P.M.)	35	14	25	288	37	431	99	1,246	346	353	844	93
Driveway 'A' / Golf Course R	d	0.85										
(5)	22	und (Drivey	I I I I	10741-	0.85			0.96			0.96	PHF
3.0% Truck	Left	Thru	Right	Left	ound (Drive Thru			and (Golf Co			und (Golf Co	
Existing (2007)	0	0	0	Leit	0	Right	Left	Thru	Right	Left	Thru	Right
2012 (NO BUILD - A.M.)	0	0	0	0	0	0		0	0	0	0	0
2012 (BUILD - A.M.)	85	0					0	287	0	0	787	0
2012 (BOILD - A.M.)	03		28	316	0	120	103	435	197	211	953	24
ı	Faethor	0.85 and (Drivew	(A) ver	Months	0.85 und (Drive	was IAB	11 41 1	0.93			0.93	PHF
	Left	Thru	Right	Left	Thru	Right	Left	ind (Golf Co	Right		ınd (Golf Co	
Existing (2007)	0	0	0	0	0	0	0	0	Right	Left	Thru	Right
2012 (NO BUILD - P.M.)	0	0	0	0	0	0	0	958	0	0	0	0
2012 (BUILD - P.M.)	88	0	38	357	0	183	85	987	219	229	521	0
. , ,				007		700	00	307	219	229	537	30
Westside Blvd / Driveway 'B'		0.85			0.85			0.85				
(6)	Eastbour	nd (Westsid	e Blvd)	Westbou	nd (Westsi	de Blvd\	Northbo	und (Drivew	rev 'R')	Couthha	0.85 ound (Drivey	PHF
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	553	0	0	109	0	0.	0	0	0	0	0
2012 (NO BUILD - A.M.)	0	624	0	0	124	0	0	0	0	0	0	0
2012 (BUILD - A.M.)	0	697	99	0	270	0	0	0	53	0	0	0
		0.85			0.85			0.85			0.85	PHF
<u> </u>		d (Westsid			nd (Westsic		Northbo	und (Drivew	ay 'B')	Southbo	und (Drivew	
Eviation (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	154	0	0	423	0	0	0	0	0	0	0
2012 (NO BUILD - P.M.)	0	174	0	0	477	0	0	0	0	0	0	0
2012 (BUILD - P.M.)	0	239	68	0	577	0	0	0	47	0	0	0

Westside / Golf Course Commercial Development
Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION:	S	u m m a	ry	ı								
Westside Blvd / Driveway '(3'	0.85			0.85			0.85				
(7)		und (Westsi	de Blvd)	Westbo	und (Wests	lide Blvd)	North	bound (Drive	man (Ci)	Couth	0,85 cound (Drive	PHF
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0								
2012 (NO BUILD - A.M.)	0	954	0	0	270	0						
2012 (BUILD - A.M.)	0	1,184	17	0	483	0	-			0		
		0.85			0.85			0.85			0.85	PHF
		und (Westsl			und (Wests	ide Blvd)	North	ound (Drive	way 'C')	Southb	ound (Drive	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0		0	0	0	0	0	0	0	0	0	
2012 (NO BUILD - P.M.)	0	683	0	0	722	0	0	0	0	0	0	0
2012 (BUILD - P.M.)	0	841	12	0	911	0	0	0	5	0	0	0
Driveway 'D' / Golf Course R	<u>Rd</u>	0.85			0.85			0.96			0.96	PHF
- (8)	Eastbo	und (Drivew	ay 'D')	Westbo	ound (Drive	wav 'D')	Northbo	und (Golf Co	nurse Rd)	Southboo	und (Golf Co	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	0		0	0	
2012 (NO BUILD - A.M.)	0	0	0	0	0	0	0	287	0	0	787	0
2012 (BUILD - A.M.)	0	0	0	146	0	148	0	587	169	0	1.056	0
		0.85			0.85			0.93			0.93	PHF
		und (Drivew			und (Drive		Northboi	und (Golf Co	urse Rd)	Southbou	ind (Golf Co	
Eviation (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	0	0	0	0	0	0	0
2012 (NO BUILD - P.M.)	0	0	0	0	0	0	0	958	0	0	521	0
2012 (BUILD - P.M.)	0	0	0	129	0	196	0	1,094	186	0	746	0
Driveway 'E' / Golf Course R		0.85			0.85			0.96			0.96	PHF
(9) 3.0% Truck		and (Drivewa			und (Drivey			ınd (Golf Co		Southbou	nd (Golf Co	urse Rd)
Existing (2007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2012 (NO BUILD - A.M.)	0	0	0	0	0	0	0	0	0	0	0	0
·	0	0	0	0	0	0	0	287	0	0	787	0
2012 (BUILD - A.M.)	0	0	61	0	0	0	0	756	0	0	1,131	71
Г	Easthau	0.85 Ind (Drivewa		16141	0.85			0.93			0.93	PHF
	Left	Thru	Right	Left	und (Drivew	Right	Northbou Left	nd (Golf Co			nd (Golf Co	
Existing (2007)	0	0	O	0	0	Right	Leπ	Thru	Right	Left	Thru	Right
2012 (NO BUILD - P.M.)	0	0	0	0	0	0	0	958	0	0	0	0
2012 (BUILD - P.M.)	0	0	67	0	0	0	0	1.280	0	0	521	0
(, , , , , , , , , , , , , , , , , , ,			· · ·		0	0	0	1,200	0	0	804	63

Projected Turning Movements Worksheet Westside Bivd / NMSR 528

3 00%

INTERSECTION:

N-S Street:

E-W Street: Westside Blvd **NMSR 528**

2.80%

(1)

Year of Existing Counts

2004

Implementation Year

2012

Growth Rates

		2.0070			3,00 /6			J.0U%			3.00%	
		und (Westsi		Westbo	und (Westsi	de Blvd)	North	bound (NMS	R 528)	South	ound (NMS	R 528)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	120	60	330	69	38	27	31	1,376	155	26	3.384	
Background Traffic Growth	<u>27</u>	<u>13</u>	74	17	9	6	9	396	45	6	812	8
Subtotal	147	73	404	86	47	33	40	1,772		32	4,196	40
Cabezon Development	Q	<u>0</u>	449	0	0	0	68	28	0	0	82	0
Subtotal (NO BUILD - A.M.)	147	73	853	86	47	33	108	1,800	200	32	4,278	40
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	2.27%	0.00%	4.78%	0.00%	0.00%	0.00%	0.00%	8.38%
Percent Commercial Trips Generaled(Exiting)	8.38%	2.27%	4.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	68	19	39	0	21	0	45	0	0	0	0	79
Total AM Peak Hour BUILD Volumes	215	92	892	86	68	33	153	1.800	200	32	4.278	119

212

Existing Volumes Background Traffic Growth Subtotal Cabezon Development Subtotal (NO BUILD - P.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) **Total Trips Generated**

id Hallic Glowill	13	2	<u>16</u>	1 51	22	14	71	629	15
ıbtotal	71	15	88	263	114	72	317	2.812	68
Dovelegene				200	117	16		2,012	00
Development	<u>U</u>	<u>0</u>	<u>373</u>	<u>0</u>	l Ωi	0	147	68	0
Subtotal (NO BUILD - P.M.)	71	15	461	263	114	72	464	2.880	68
t Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	2.27%	0.00%	4.78%	0.00%	0.00%
nt Commercial Trips Generated(Exiting)	8.38%	2.27%	4.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Generated	61	16	35	0	15	0	31	0	0
Total PM Peak Hour BUILD Volumes	132	31	496	263	129	72	495	2.880	68

Westbound (Westside Blvd)
Left | Thru | Right

Number of Commercial Trips Generated

Entering Exiting 945 816

58

650

A.M 724 P.M.

Eastbound (Westside Blvd)

Thru | Right

72

12

100% Commercial Development

2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes

L		nd (Westsid		Westbo	und (Westsi	de Blvd)	Northl	ound (NMS)		Southbo	ound (NMS	R 528)
L	130	65	358	75	41	29	. 34	1,525	172	28	3.689	35
L	63	13	78	231	100	63	273	2,419	59	43	2.761	57

Northbound (NMSR 528) eft Thru Right

2,183

Left

246

Southbound (NMSR 528)

2,533

608

79

0

3,141

3,220

3,220

0.00%

0.00%

Left

39

48

0

48

0

0.00%

0.00%

9

53

<u>15</u>

68

68

Thru | Right

52

<u>12</u>

64

0

64

54

118

8.38%

0.00%

33 (72) 68 (129) 86 (263)

200 (88)

2012 BUILD

NWSE SZ8

Westside-GC_TURNS.xls - Int_1

Westside / Golf Course Commercial Development Projected Turning Movements Worksheet

Westside Bivd / Golf Course Rd

INTERSECTION:

E-W Street:

Growth Rates

Westside Bivd N-S Street: Golf Course Rd

(2)

Year of Existing Counts

Implementation Year

2007 2012 NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

Existing Volumes Background Traffic Growth

Subtotal

Subtotal (NO BUILD - A.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) **Total Trips Generated**

Total AM Peak Hour BUILD Volume

tes _		3.00%			2.80%			3.00%			3.00%	
		und (Westsid-	e Blvd)	Westbo	ound (Westsi	de Blvd)	Northbo	und (Golf Co	ourse Rd)	Southbo	und (Golf C	urse Rd)
ļ	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	Ō	0
	0	0	0	Q	0	0	0	0	0	0	0	0
	. 0	0	0	0	0	0	0	0	0	0	0	<u>-</u>
	52	220	254	77	8	16	25	50	212	395	456	46
	0.00%	7.84%	16.47%	15.43%	0.00%	0.00%	0.00%	0.00%	0.00%	2.65%	5.92%	0.27%
	0.27%	0.46%	0.00%	0.00%	0.00%	0.00%	24.14%	8.57%	8.49%	0.00%	0.00%	0.00%
	2	78	156	146	0	0	197	70	69	25	56	3
es	54	298	410	223	8	16	222	120	281	420	512	49

Ô

0

829

539

268

902

Existing Volumes Background Traffic Growth Subtotal

Subtotal (NO BUILD - P.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) **Total Trips Generated**

Total PM Peak Hour BUILD Volumes

[und (Westsid	e Blvd)	Westb	ound (Westsid	e Blvd)	Northbo	und (Golf Co	ourse Rd)	Southbo	and (Golf Co	urse Rd)
ļ	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	0	0	0	0	0	0	0	0	0	0	0	0
	<u>0</u>	0	<u>0</u>	<u>0</u>	0	0	0	0	0	0	0	0
	. 0	0	0	0	0	0	0	0	0	0	0	0
	140	42	79	189	160	335	258	539	161	134	253	214
	0.00%	7.84%	16.47%	15.43%	0.00%	0.00%	0.00%	0.00%	0.00%	2.65%	5.92%	0.27%
J	0.27%	0.46%	0.00%	0.00%	0.00%	0.00%	24.14%	8.57%	8.49%	0.00%	0.00%	0.00%
L	2	54	107	100	0	0	175	62	61	17	38	2
5	142	96	186	289	160	335	433	601	222	151	291	216

Number of Commercial Trips Generated

Entering Exiting 945 816

650

A.M. P.M. 724

459

231

100% Commercial Development

2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes

Volume

Volume

Eastbound	d (Westside Blv	d)	Westbound	(Westside Bh	vd) ·	Northbou	nd (Golf Cou	rse Rd)	Southboun	d (Golf Co	urse Rd)
0	0	0	0	0	0	0	0	0	01	0	0
0	01	0	0	0	0	0	0	0.	0	0	0

MRCOG Forecast Volumes Worksheet

Based on	2007	Traffic	Cor	ınt
		2007	AM	Link
		2007	PM	Link

Based on MRCOG Model (2025 Data Set) 2010 AM Link Volume 2010 PM Link Volume 2025 AM Link Volume

2025 PM Link Volume Growth Rate to Apply to Existing Counts to Mai

2007-2025 AM Growth Rates 2007-2025 PM Growth Rates Growth Rate to Apply to 2005 Model Volumes 2010-2025 AM Growth Rates

2010-2025 PM Growth Rates

Pass-by Trip Calculations AM Pass-by Trips Percent Entering Volume Entering Percent Exiting

> PM Pass-by Trips Percent Entering Volume Entering Percent Exiting Volume Exiting Net PM Passby Trips

Volume Exiting

Net AM Passby Trips

Pass-by Trips

964 453	148 1227	408 1321	1346 1001
atch 2025 Forecasts #DIV/0! #DIV/0!	#DIV/01 #DIV/01	#DIV/0!	#DIV/01 #DIV/01
to Match 2025 Forecasts 7.33% 6.41%	3.94% 6.94%	3.48% 3.10%	4.16% 5.71%

Ω

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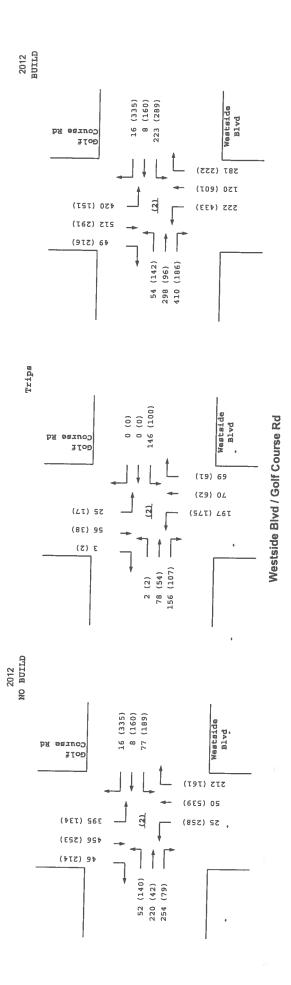
93

601

Eastbound (Westside Blvd) Westbound (Westside Blvd) Northbound (Golf Course Rd) Southbound (Golf Course Rd) 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0

Eastbound (Westside Blvd) Westbound (Westside Blvd) Northbound (Golf Course Rd) Southbound (Golf Course Rd) 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0 0 0 0 0 0 0 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0 0 0 0 n 0

Entering Exiting O AM 279 258 PM



Projected Turning Movements Worksheet

Westside Blvd / Golf Course Rd ALTERNATE Case (Two Full Access Driveways)

INTERSECTION:

E-W Street: Westside Blvd

N-S Street: Golf Course Rd

Year of Existing Counts

Implementation Year

2007 2012

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

Existing Volumes Background Traffic Growth

Subtotal Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) Total Trips Generated

Total AM Peak Hour BUILD Volumes

Growth Rates		3.00%			2.80%			3.00%			3.00%	
		und (Westsid	e Blvd)	Westbo	und (Westsid	le Bivd)	Northboi	and (Golf Co	urse Rd)	Southbor	und (Golf Co	urse Rd)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0.	0	0	0	0	O.	n
_	<u>0</u>	0	0	0	0	Q	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	
.M.)	52	220	254	77	8	16	25	50	212	395	456	46
ed(Entering)	0.00%	7.84%	16.47%	15.43%	0.00%	0.00%	0.00%	0.00%	0.00%	2.65%	5.92%	0.27%
ed(Exiting)	0.27%	0.46%	0.00%	0.00%	0.00%	0.00%	26.14%	8.57%	8.49%	0.00%	0.00%	0.00%
ļ	2	78	156	146	0	0	213	70	69	25	56	3
UILD Volumes	54	298	410	223	8	16	238	120	281	420	512	49

Existing Volumes Background Traffic Growth Subtotal

Subtotal (NO BUILD - P.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) Total Trips Generated

Total PM Peak Hour BUILD Volumes

	nd (Westsid	e Blvd)	Westbo	ound (Westsid	e Bivd) '	Northbou	and (Golf Co	ourse Rd)	Southbou	nd (Golf Co	urse Rd)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	01	0	0	0	0	0	01	Oi	ſ
0	<u>0</u>	Ō	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	
140	42	79	189	160	335	258	539	161	134	253	214
0.00%	7.84%	16.47%	15.43%	0.00%	0.00%	0.00%	0.00%	0.00%	2.65%	5.92%	0.27%
0.27%	0.46%	0.00%	0.00%	0.00%	0.00%	26.14%	8.57%	8.49%	0.00%	0.00%	0.00%
2	54	107	100	0	0	189	62	61	17	38	2.0075
142	96	186	289	160	335	447	601	222	151	291	216

Number of Commercial Trips Generated

Entering Exiting

945 816 650

A.M. 724 P.M.

6.41%

100% Commercial Development

6.94%

2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes

	Eastbound (Westside Bl	vd)	Westbound	(Westside Blvd)	1	Northbou	nd (Golf Co	urse Rd)	Southbour	d (Golf Cou	(rse Rd)
	0	0	0	0	0	Q.	0	0	0	0	0	0
ı	01	0	0	0	0	0	0	0	0	0	0.	0

3.10%

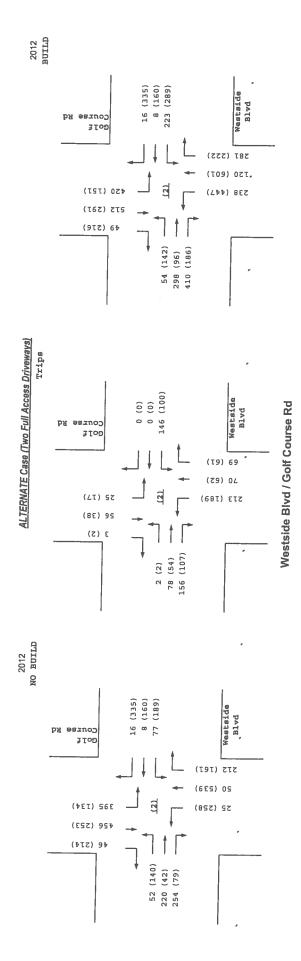
MRCOG Forecast Volumes Worksheet

Based on 20	007 Traffic Count				
	2007 AM Link Volume	D	0		
	2007 PM Link Volume	0	0	0	. 0
Based on M	RCOG Model (2025 Data Set)	•	· ·	U	0.
	2010 AM Link Volume	459	93	268	
	2010 PM Link Volume	231	601	902	829 539
	2025 AM Link Volume	964	148	408	1346
	2025 PM Link Volume	453	1227	1321	1001
Growth Rate	to Apply to Existing Counts to Match 2	025 Forecasts			
2007-2025 A	M Growth Rates	#DIV/0!	#DIV/0!	#DIV/0!	Amusen
2007-2025 P	M Growth Rates	#DIV/01	#DIV/0!	#DIV/0!	#DIV/01 #DIV/01
Growth Rate	to Apply to 2005 Model Volumes to Ma	tch 2025 Forecasts			
2010-2025 A	M Growth Rates	7.33%	3.94%	3.48%	4.16%
	U Croudh Datos				

Pass-by Trip Calculations:												
AM Pass-by Trips	Eastbo	und (Westsi	de Blvd)	Westbo	ound (Westsia	le Blvd)	Northbou	ind (Golf Co	urse Rd)	Southbox	ınd (Golf Co	urea Pd)
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.	ō	0	0.557,0	0.0078	0.0070	0.0078
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	Ö	0	0	0	0.0070	0.0073	0.0076	0.003
Net AM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
										_		
PM Pass-by Trips		und (Westsic	de Blvd)	Westbo	und (Westsid	e Blvd)	Northbou	nd (Golf Co	urse Rd)	Southbou	nd (Golf Co	urse Rd1
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	0.007.5	0.0078
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	0.0078
Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	-
1	Entering	Exiting						_		•		"
Pass-by Trips	0	0	AM									
<u></u>	279	258	PM									- 1

2010-2025 PM Growth Rates

5.71%



Westside / Golf Course Commercial Development Projected Turning Movements Worksheet McMahon Bivd / Golf Course Rd

INTERSECTION:

E-W Street: McMahon Blvd

N-S Street: Golf Course Rd

(3)

Year of Existing Counts

2007

Implementation Year 2012

Existing Volumes Background Traffic Growth

Subtotal Paradise Hts / Anasazi Ridge

Smiths @ Golf Course / McMahon Cabezon Development

Subtotal (NO BUILD - A.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting)

Total Trips Generated Total AM Peak Hour BUILD Volumes

Growth Rates		6.00%			5.50%			0.50%			3.00%	
	Eastbou	ınd (McMah	on Blvd)	Westbo	und (McMah	on Blvd)	Northbo	und (Golf Co	urse Rd)	Southbo	und (Golf Co	ourse Rd)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	93	590	580	121	269	69	201	348	220	126	538	17
	<u>28</u>	177	174	<u>33</u>	<u>74</u>	<u>19</u>	5	9	6	<u>19</u>	<u>81</u>	3
	121	767	754	154	343	88	206	357	226	145	619	20
ĺ	40	40	40	0	13	0	13	0	0	0	0	13
ո	19	45	0	46	11	0	0	0	0	0	25	0
į	<u>13</u>	0	<u>0</u>	0	Q	26	0	157	0	36	378	31
.М.)	193	852	794	200	367	114	219	514	226	181	1,022	64
d(Entering)	9.76%	0.00%	0.00%	0.00%	0.00%	17.10%	0.00%	21.02%	0.00%	0.00%	0.00%	0.00%
ed(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.10%	21.02%	9.76%
	92	0	0	0	0	162	0	199	0	140	172	80
UILD Volumes	285	852	794	200	367	276	219	713	226	321	1,194	144

Existing Volumes Background Traffic Growth Subtotal Paradise Hts / Anasazi Ridge Smiths @ Golf Course / McMahon Cabezon Development Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generaled(Exiting) **Total Trips Generated** Total PM Peak Hour BUILD Volumes

Number of Commercial Trips Generated

Eastbou	ind (McMah	on Blvd)	Westbo	und (McMah	on Blvd)	Northbo	und (Golf Co	ourse Rd)	Southbo	und (Golf Co	ourse Rd)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
52	555	283	376	949	129	. 743	766	313	125	448	73
<u>16</u>	<u>167</u>	<u>85</u>	<u>103</u>	<u>261</u>	<u>35</u>	19	19	8	<u>19</u>	67	11
68	722	368	479	1,210	164	762	785	321	144	515	84
24	24	24	0	40	0	40	0	0	0	0	40
37	85	0	76	19	0	0	0	0	0	41	0
38	<u>0</u>	Q	<u>Q</u>	Q	<u>76</u>	0	456	0	<u>57</u>	610	50
167	831	392	555	1,269	240	802	1,241	321	201	1,166	174
9.76%	0.00%	0.00%	0.00%	0.00%	17.10%	0.00%	21.02%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.10%	21.02%	9.76%
63	0	0	0	0	111	0	137	0	124	152	71
230	831	392	555	1,269	351	802	1,378	321	325	1,318	245

Entering Exiting 816

945

A.M. 650 P.M. 724

100% Commercial Development

2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes

		id (McMaho		Westbo	und (McMah	on Blvd)	Northbox	und (Golf Co	urse Rd)	Southbou	nd (Golf Co	ourse Rd)
1	93	590	580	121	269	69	201	348	220	126	538	17
	52	555	283	376	949	129	743	766	313	125	448	73

Westside / Golf Course Commercial Development Projected Turning Movements Worksheet Westside Bivd / Unser Bivd

INTERSECTION:

E-W Street: Westside Blvd Unser Blvd

36

39

75

180

Year of Existing Counts

N-S Street:

2007 2012 NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

Implementation Year

Growth Rates

3.00% 3.00% 9.90% Westbound (Westside Bivd) Eastbound (Westside Blvd) Northbound (Unser Blvd) Southbound (Unser Blvd) Right Thru Right Left Thru Left Thru Right Left Thru Right 0 36 33 75 180 3 87 14 427 391 530 1,202 19 0.00% 0.67% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 4.04% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.67% 0.00% 4.04% 0.00% 0.00% 0.00% 0.00% 0.00% 0 33 0 0 38

120

14

427

391

568

1,202

19

Existing Volumes Background Traffic Growth Subtotal Cabezon Development Subtotal (NO BUILD - A.M.) Percent Commercial Trips Generaled(Entering) Percent Commercial Trips Generaled(Exiting) Total Trips Generated Total AM Peak Hour BUILD Volumes

Existing Volumes **Background Traffic Growth** Subtotal Cabezon Development Subtotal (NO BUILD - P.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) Total PM Peak Hour BUILD Volumes

		und (Westsid	e Blvd)	Westbo	ound (Westsic	le Blvd)	Northi	ound (Unse	er Bivd)	Southi	oound (Unse	r Blvd)
Le	eft	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0
L	0	0	<u>0</u>	<u>0</u>	0	0	0	0	Q	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	Q	0	0	Q	Q	Q	0	0	0
	35	10	25	288	32	402	99	1,246	346	327	844	93
0.00		0.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.04%	0.00%	0.00%
0.00	0%	0.00%	0.00%	0.00%	0.67%	4.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	0	4	0	0	5	29	0	0	0	26	0	0
3	35	14	25	288	37	431	99	1,246	346	353	844	93

Number of Commercial Trips Generated

Entering 945 816

650

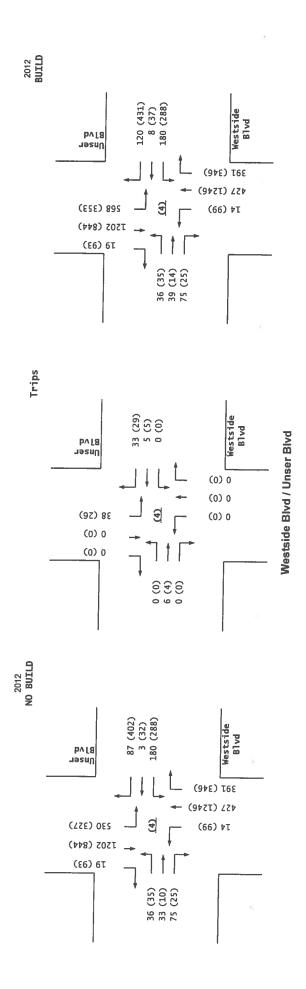
Exiting A.M. 724

P.M.

100% Commercial Development

2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes

Eastbo	und (Westsid	e Blvd)	Westbe	ound (Westsid	ie Blvd)	North	ound (Unse	er Blvd)	South	ound (Unse	er Blyd)
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	T)	0	0	0	0	0	



Projected Turning Movements Worksheet

Driveway 'A' / Golf Course Rd Base Case (One Full Access Driveway)

INTERSECTION:

E-W Street: Driveway 'A'

Growth Rates

N-S Street: Golf Course Rd

Year of Existing Counts

Implementation Year

2007

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix) 2012

3.00%

		und (Drivey		Westbo	ound (Drivey	vay 'A')	Northbo	und (Golf Co	urse Rd)	Southbol	ınd (Golf Co	urse Rd)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	Q	0	0	0	0	Q	0	0
Subtotal	0	0	0	0	0	0	0	0	0.	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	287	0	0	787	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.91%	0.00%	20.82%	22.35%	17.56%	2.50%
Percent Commercial Trips Generated(Exiting)	10.36%	0.00%	3.47%	38.67%	0.00%	14.69%	0.00%	18.15%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	85	0	28	316	0	120	103	148	197	211	166	24
Subtotal AM Pk Hr. BUILD Volumes	85	0	28	316	0	120	103	435	197	211	953	24
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	85	0	28	316	0	120	103	435	197	211	953	24

Existing Volumes Background Traffic Growth Subtotal Subtotal (NO BUILD - P.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) **Total Trips Generated** Subtotal PM Pk Hr. BUILD Volumes Pass-by Trip Adjustments Total PM Peak Hour BUILD Volumes

Eastbo	und (Drivew	ray 'A')	Westbo	ound (Drive	way 'A')	Northbou	und (Golf Co	urse Rd)	Southbo	und (Golf Co	urse Rd)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	0	0	0	0	0	0	0	0
<u>0</u>	0	0	<u>0</u>	0	0	0	0	0	Q	Q	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	. 0	958	0	0	521	0
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.91%	0.00%	20.82%	22.35%	17.56%	2.50%
10.36%	0.00%	3.47%	38.67%	0.00%	14.69%	0.00%	18.15%	0.00%	0.00%	0.00%	0.00%
75	0	25	280	0	106	71	131	135	145	114	16
75	0	25	280	0	106	71	1,089	135	145	635	16
13	0	13	77		77	14	-102	84	84	-98	14
88	0	38	357	0	183	85	987	219	229	537	30

3.00%

3.00%

Number of Commercial Trips Generated

Entering Exiting 945 816

A.M. 650 724 P.M. 100% Commercial Development

	Eastbou	nd (Drivew	ay 'A'}	Westbo	ound (Drivew	ay 'A')	Northbo	und (Golf Co	urse Rd)	Southbo	und (Golf Co	urse Rd)
2007 AM Peak Hr. Volumes	0	0	0	0	0	0	. 0	0	0	0	0	0
2007 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

MRCOG	Forecast	Volumee	Worksheet

Based on 2007 Traffic Count				
2007 AM Link Volume	0	0	0	0
2007 PM Link Volume	0	0	0	0
Based on MRCOG Model (2025 Data Set)				•
2005 AM Link Volume	370	327	1248	1049
2005 PM Link Volume	313	1024	1058	1248
2025 AM Link Volume	1468	0.40	4000	
		848	1609	777
2025 PM Link Volume	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match 2025	Forecasts			
2007-2025 AM Growth Rates	#DIV/01	#DIV/01	#DIV/0I	#DIV/0!
2007-2025 PM Growth Rates	#DIV/0!	#DIV/01	#DIV/01	#DIV/0!
			12.0.0.	#DIV/0:
Growth Rate to Apply to 2005 Model Volumes to Match	2025 Forecasts			
2005-2025 AM Growth Rates	14.84%	7.97%	1.45%	-1.30%
2005-2025 PM Growth Rates	9.74%	3.56%	1.56%	1.16%
				12.5

Pass-by Trip Calculations:												
PM Pass-by Trips	Eastbo	und (Drives	vay 'A')	Westbo	und (Drivey	ray 'A')	Northbou	ınd (Golf Co	urse Rd)	Southbound (Golf Course Rd)		
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	-60.00%	30.00%	30.00%	-35.00%	5.00%
Volume Entering	0	0	0	0	0	0	14	-167	84	84	-98	14
Percent Exiting	5.00%	0.00%	5.00%	30.00%	0.00%	30.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%
Volume Exiting	13	0	13	77	0	77	0	65	0	0	0	0
Net PM Passby Trips	13	0	13	77	0	77	14	-102	84	84	-98	14
	Entering	Exiting										
Pass-by Trips	0	0	AM									
	279	258	PM									

Projected Turning Movements Worksheet

Driveway 'A' / Golf Course Rd

ALTERNATE Case (Two Full Access Driveways)

INTERSECTION:

E-W Street: Driveway 'A'

N-S Street: Golf Course Rd

Year of Existing Counts Implementation Year

Background Traffic Growth

Subtotal

Total Trips Generated

Pass-by Trip Adjustments

Existing Volumes

2007

2012

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

Growth Rates

3.00%
Eastbound (Driveway 'A')
Thru Right 3.00% 3.00% Westbound (Driveway 'A') Left Thru Righ Northbound (Golf Course Rd) Southbound (Golf Course Rd) Left Left Right Left Right Left Right Thru 0 0 0 0 0 0 0 0 0 0 0 Q 0 287 0 0 787 0 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 10.91% 0.00% 20.82% 12.35% 17.56% 2.50% 10.36% 0.00% 3.47% 20.82% 0.00% 14.69% 0.00% 18.15% 0.00% 0.00% 0.00% 0.00% 85 n 120 103 148 197 117 166 85 0 28 170 120 103 435 197 117 953 24 0 0 0 0 0 0 85 0 28 170 0 120 103 435 197 117 953 24

Existing Volumes Background Traffic Growth Subtotal Subtotal (NO BUILD - P.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) **Total Trips Generated** Subtotal PM Pk Hr. BUILD Volumes Pass-by Trip Adjustments

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total AM Peak Hour BUILD Volumes

Subtotal AM Pk Hr. BUILD Volumes

		ound (Drivey		Westb	ound (Driver	⊮ay 'A')	Northbo	und (Golf Co	urse Rd)	Southbo	und (Golf Co	urse Rd)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
olumes	0	0	0	0	0	0	0	0	0	0	0	O
nd Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
ıbtotal	0	0	0	0	0	0	0	0	0	0	0	
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	958	0	0	521	0
nt Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.91%	0.00%	20.82%	12.35%	17.56%	2.50%
nt Commercial Trips Generated(Exiting)	10.36%	0.00%	3.47%	20.82%	0.00%	14.69%	0.00%	18.15%	0.00%	0.00%	0.00%	0.00%
s Generated	75	0	25	151	0	106	71	131	135	80	114	0.0076
PM Pk Hr. BUILD Volumes	75	0	25	151	0	106	71	1.089	135	80	635	16
ip Adjustments	13	0	13	77	a	77	14	-102	84	84	-98	10
Total PM Peak Hour BUILD Volumes	88	0	38	228	0	183	85	987	219	164	537	30

Number of Commercial Trips Generated

Entering Exiting 945

816 A.M. 650 724 P.M. 100% Commercial Development

0007 AM District 14 75	Eastbo	und (Drivew	ay 'A')	Westbo	and (Drivew	ay 'A')	Northbo	und (Golf Co	ourse Rd)	Southbou	ınd (Golf Cour	rse Rd)
2007 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2007 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

3.56%

MRCOG Forecast Volumes Worksheet

Based on 2007 Traffic Count				
2007 AM Link Volume	0		•	
2007 PM Link Volume	ő	0	0	0
Based on MRCOG Model (2025 Data Set)	•	0	• 0	0
2005 AM Link Volume	370	327	1248	4040
2005 PM Link Volume	313			1049
2000 1 111 20111 7 0101110	313	1024	1058	1246
2025 AM Link Volume	1468	848	1609	777
2025 PM Link Volume	923	1753		777
	323	1703	1389	1534
Growth Rate to Apply to Existing Counts to Match	2025 Forecasts			
2007-2025 AM Growth Rates	#DIV/01	#DIV/01	#DIV/0I	#DIV/0I
2007-2025 PM Growth Rates	#DIV/01	#DIV/0I		
	WD11101	#DIVIOI	#DIV/0!	#DIV/01
Growth Rate to Apply to 2005 Model Volumes to I	Astch 2025 Forecasts			
2005-2025 AM Growth Rates	14.84%	7.97%	4 4500	4.000/
2005 2025 DM Counth Dates	14.0470	1.3170	1.45%	-1.30%

Pass-by Trip Calculations:													
PM Pass-by Trips	Eastbound (Driveway 'A') Westbound (Driveway 'A') Northbound (Golf Course R								urse Rd)	Southbound (Golf Course Rd)			
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%	-60.00%	30.00%	30.00%	-35.00%	5.00%	
Volume Entering	0	0	0	0	0	0	14	-167	84	84	-98	14	
Percent Exiting	5.00%	0.00%	5.00%	30.00%	0.00%	30.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	
Volume Exiting	13	0	13	77	0	77	0	65	0	0	0	0.00,0	
Net PM Passby Trips	13	0	13	77	0	77	14	-102	84	84	-98	14	
	Entering	Exiting									-	- '''	
Pass-by Trips	0	0	AM									- 1	
	279	258	PM									- 1	

2005-2025 PM Growth Rates

1.16%

1.56%

Projected Turning Movements Worksheet

Westside Blvd / Driveway 'B'

INTERSECTION:

E-W Street: Westside Blvd

Base Case (One Full Access Driveway)

Year of Existing Counts

Implementation Year

N-S Street: Driveway 'B' 2004

	2012
Growth	Rates

Growth Rates		2.80%			2.80%			3.00%			3.00%	
		and (Westsi	de Blvd)	Westbot	und (Westsi	de Blvd)	Northb	ound (Drive	way 'B')	Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	510	0	0	101	0	0	0	Ω	0	OI.	0
Background Traffic Growth	Q	114	Q	Q	23	Q	0	0	0	0	0	- 0
Subtotal	0	624	0	0	124	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	624	0	0	124	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	10.49%	0.00%	15.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.95%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.48%	0.00%	0.00%	0.00%
Total Trips Generated	0	73	99	0	146	0	0	0	53	0	0	0.0070
Subtotal AM Pk Hr. BUILD Volumes	0	697	99	0	270	0	0	0	53	0	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	o	0	ام	ام
Total AM Peak Hour BUILD Volumes	0	697	99	0	270	0	0	0	53	0	0	0

Existing Volumes Background Traffic Growth Subtotal

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generaled(Exiting) Total Trips Generated Subtotal PM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

M FK MI. BUILD VOIUMES	i
Adjustments	
Total PM Peak Hour BUILD Volumes	

0 Exiting Entering

Eastbound (Westside Blvd)
Left Thru Right

142

174

174

65

0

A.M.

P.M.

239

239

0.00%

8.95%

0

68

68

10.49%

0.00%

<u>32</u>

0

0

0

0

0

0

0

0.00%

0.00%

945 816 650 724

100% Commercial Development

Westbound (Westside Bivd)
Left Thru Right

0

0

0

0

0

0

0.00%

0.00%

390

87

477

477

100

577

15.43%

0.00%

2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes

Eastbound (Westside Bivd) We				Westbo	und (Westsl	/estside Bivd) Northbound (Driveway 'B')					Southbound (Driveway 'B')			
1	0	553		0	109	0		0	0	0	0	01	0	
	0	154	0	0	423	0		0	0	0	0	0	0	

0

0

0

0

0

0

0.00%

0.00%

Northbound (Driveway 'B') Left Thru Right

0

0

0

0

0

0

0.00%

6.48%

47

47

47

0.00%

0.00%

0

0

01

0

0

0.00%

0.00%

MRCOG	Forecast	Volumes	Worksheet

Number of Commercial Trips Generated

Based on 2004 Traffic Count				
2004 AM Link Volume	510	101	0	0
2004 PM Link Volume	142	390	o o	0
Based on MRCOG Model (2025 Data Set)			•	U
2005 AM Link Volume	370	327	1248	1049
2005 PM Link Volume	313	1024	1058	1246
				1240
2025 AM Link Volume	1468	848	1609	777
2025 PM Link Volume	923	1753	1389	1534
Growth Pate to Apply to Eviating Counts to March	2005			
Growth Rate to Apply to Existing Counts to Match	2025 Forecasts			
2004-2025 AM Growth Rates	8.94%	35.22%	#DIV/0!	#DIV/0!
2004-2025 PM Growth Rates	26.19%	16.64%	#DIV/0I	#DIV/01
Conside Data to Apply to 0000 to 11111				
Growth Rate to Apply to 2005 Model Volumes to M	atch 2025 Forecasts			
2005-2025 AM Growth Rates	14.84%	7.97%	1.45%	-1.30%
2005-2025 PM Growth Rates	9.74%	3.56%	1.56%	1.16%
				1.1070

	Pass-by Trip Calculations:		***	*****				~					
	PM Pass-by Trips	Eastbou	ınd (Wests	de Blvd)	Westbo	und (Westsid	de Blvd)	Northbo	ound (Drives	vav 'B'l	Southh	ound (Drivey	('R' vev
i	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
i	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
ı	Net PM Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0
	Sono hu Trino	Entering	Exiting										ľ
ĺ	Pass-by Trips	0	_	AM									
1		279	258	PM									ı

Southbound (Driveway 'B') Left Thru Right

0

0

0

0

0.00%

0.00%

0

0

0

0

0

0

0.00%

0.00%

Left

0.00%

0.00%

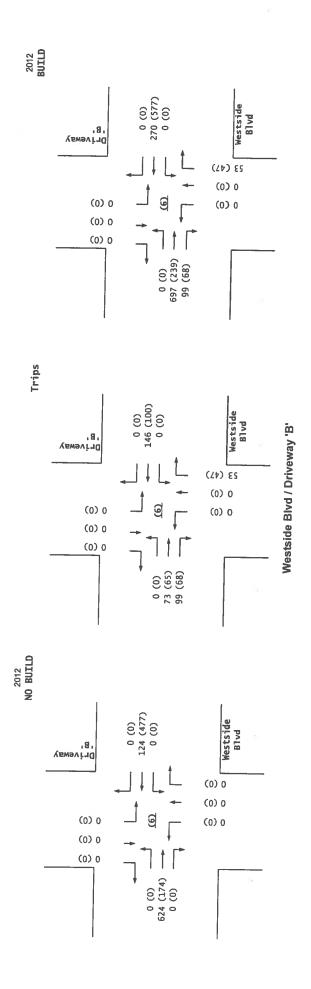
0

0

0

0

0



Projected Turning Movements Worksheet

Driveway 'E' / Golf Course Rd Base Case (One Full Access Driveway)

INTERSECTION:

E-W Street: Driveway 'E'

Year of Existing Counts

Implementation Year

N-S Street: Golf Course Rd 2007

2012

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

Growth Rates		3.00%			3.00%			3.00%		3.00%		
		Eastbound (Driveway 'E')			Westbound (Driveway 'E')			und (Golf Co	ourse Rd)	Southbound (Golf Course Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	Λ	0	0	0	g
Background Traffic Growth	<u>0</u>	Q	Q	0	Q	Q	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0,	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	287	0	0	787	0
Percent Commercial Trips Generaled(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.58%	0.00%	0.00%	0.00%	7.56%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	7.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	42.14%	0.00%
Total Trips Generated	0	0	61	0	0	0	0	469	0	0	344	71
Subtotal AM Pk Hr. BUILD Volumes	0	0	61	0	0	0	0	756	D	0	1,131	71
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	61	0	0	0	0	756	0	0	1,131	71

Existing Volumes Background Traffic Growth

Subtotal

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) **Total Trips Generated** Subtotal PM Pk Hr. BUILD Volumes Pass-by Trip Adjustments

Total PM Peak Hour BUILD Volumes

		ound (Drivey	ray 'E')	Westbe	ound (Drive	way 'E')	Northbo	und (Golf Co	ourse Rd)	Southbound (Golf Course Rd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Thru Right		Thru	Right	
i	0	0	0	0,	0	0	0	0	0	0	0	0	
	0	<u>0</u>	<u>Q</u>	<u>0</u>	0	0	0	Q	0	Q	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	
ı	0	0	0	0	0	0	0	958	0	0	521	0	
ļ	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	49.58%	0.00%	0.00%	0.00%	7.56%	
	0.00%	0.00%	7.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	42.14%	0.00%	
ļ	0	0	54	0	0	0	0	322	0	0	305	49	
	0	0	54	0	0	0	0	1,280	0	0	826	49	
-	0	0	13	0	0	0	0	0	0	0	-22	14	
s	0	0	67	0	0	0	0	1,280	0	0	804	63	

Number of Commercial Trips Generated

Entering Exiting

945

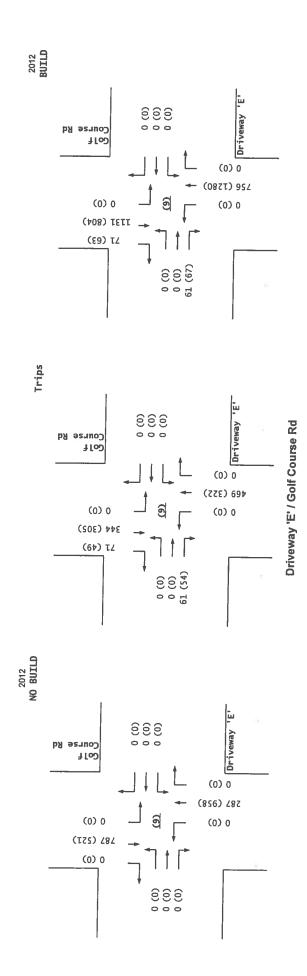
816 A.M. 650 724 P.M. 100% Commercial Development

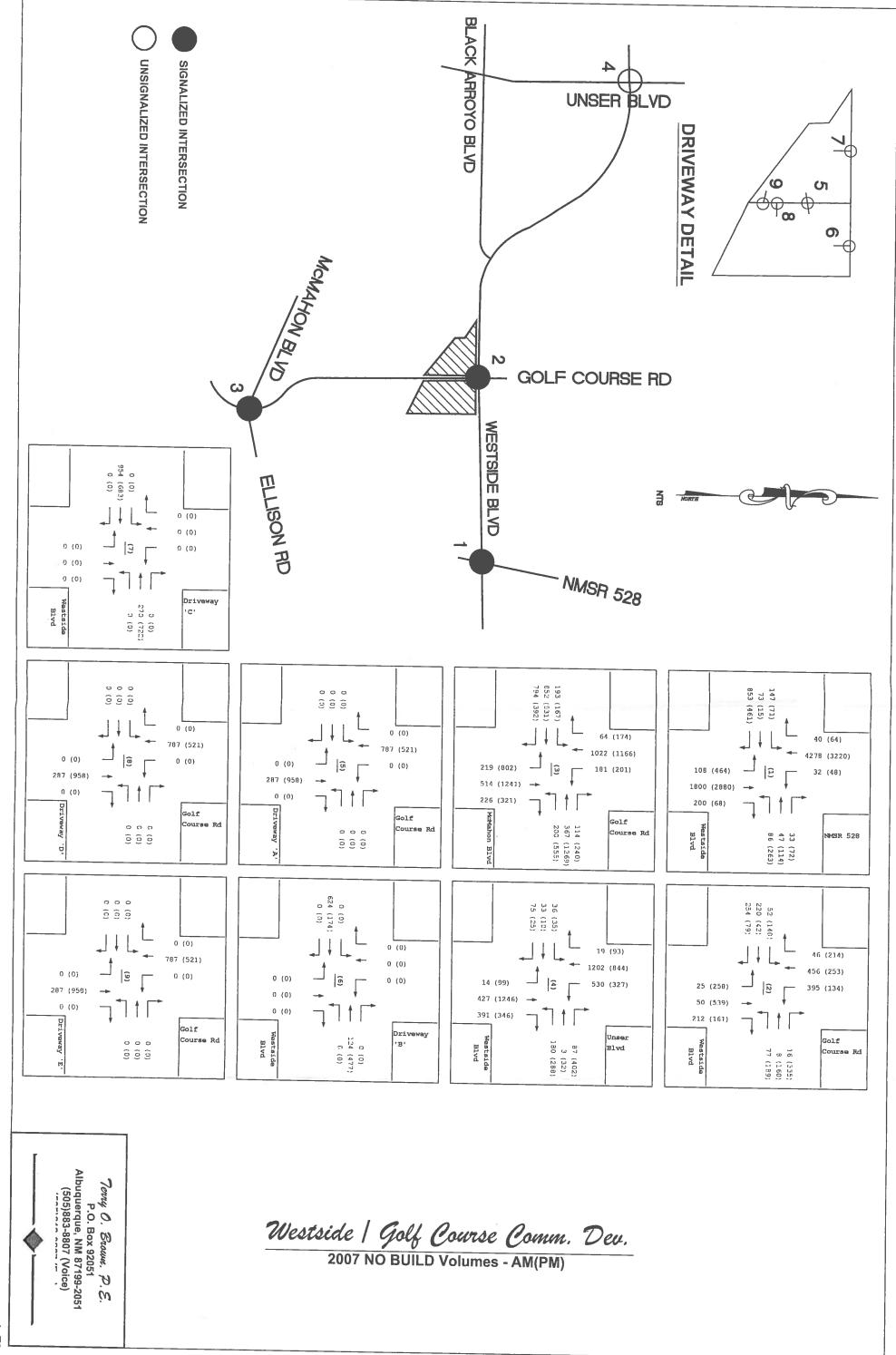
	Eastbo	und (Drivew	ay 'E')	Westbo	und (Driveway	/ 'E')	Northbo	und (Golf Co	ourse Rd)	Southbou	ind (Golf Cour	se Rd)
2007 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	ol	0
2007 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

MRCOG Forecast Volumes Worksho	et

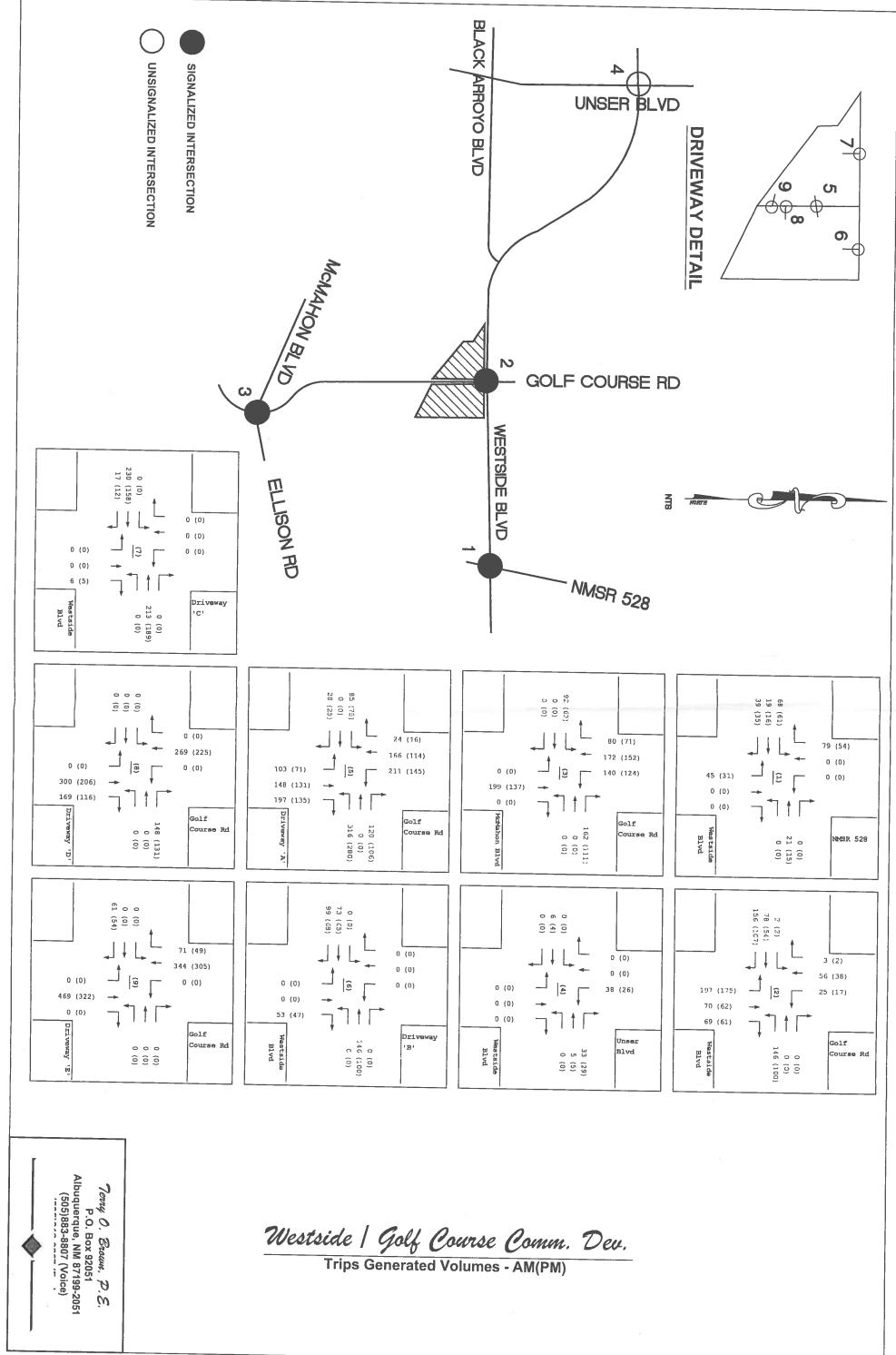
Based on 2007 Traffic Count				
2007 AM Link Volume	0	0	0	
2007 PM Link Volume	0	0	o o	0
Based on MRCOG Model (2025 Data Set)	•	•	U	0
2005 AM Link Volume	370	327	1248	1049
2005 PM Link Volume	313	1024		
	3.0	1024	1058	1246
2025 AM Link Volume	1468	848	1609	222
2025 PM Link Volume	923			777
2020 I III EIIIN VOIGINO	923	1753	1389	1534
Growth Rate to Apply to Existing Counts to Match	2025 Forecasts			
2007-2025 AM Growth Rates	#DIV/01	40000000		
2007-2025 PM Growth Rates		#DIV/0!	#DIV/0!	#DIV/0!
2007-2025 PM Growth Rates	#DIV/0I	#DIV/0!	#DIV/01	#DIV/0!
Growth Rate to Apply to 2005 Model Volumes to I	latch 2025 Forecasts			
2005-2025 AM Growth Rates	14.84%	7.97%	1 45%	1 200/

2005-2025 AM Growth Rates 2005-2025 PM Growth Rates Pass-by Trip Calculations;	14.84% 7.97% 9.74% 3.56%					1.45% 1.56%		-1.30% 1.16%				
1 ' '												
PM Pass-by Trips	Eastbo	und (Drivey	vay 'E')	Westbo	ound (Driver	vay 'E')	Northbou	nd (Golf Co	urse Rd)	Southhor	und (Golf Co	urea Rall
Percent Entering	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	-40.00%	5.00%
Volume Entering	0	0	0	0	0	0	0	0	0.0070	0.007		
Percent Exiting	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.0004	-112	14
Volume Exiting	0	0	13	0.0070	0.0078	0.0078		0.0076	0.00%	0.00%	35.00%	0.00%
Net PM Passby Trips		- 0				U	0	0	0	0	90	0
Not till tassby tilps			13	0	0	0	0	0	0	0	-22	14
	Entering	Exiting										
Pass-by Trips	0	0	AM									
	279	258	PM									

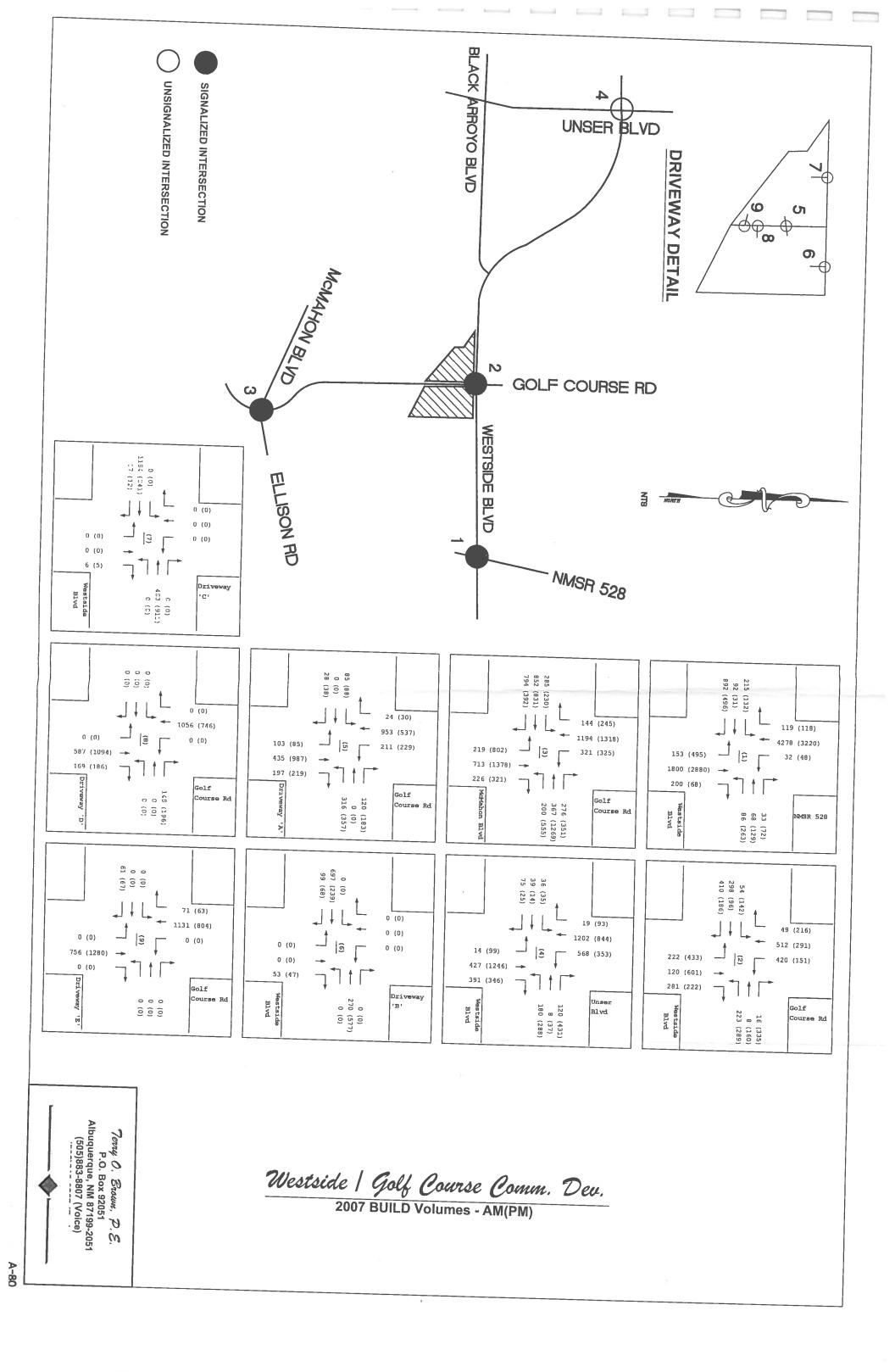




A-7



A-7



Analysis of Intersection #1

Westside Blvd / NMSR 528

Level of Service F Ped= 0.0 G/C=0.293 G= 38.1" 15.8 416.0 23.6 Off=66.9% HCM Delay 402,4 43.9 20.3 35.9 167.8 65.8 24.8 34.3 106.5 286.2 352.6 29.9 120.5 Phase 5 Y+R= Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528 V/C 1.422 (Critical V/C 1.722) 0.170 1.837 0.233 0.329 0.821 1.190 0.072 0.169 0.878 ٧/د 1.687 0.101 1.022 $Y=25.0 \text{ sec} \approx 19.2\%$ G/C=0.002 G= 0.3" Y+R= 5.0" SIGNAL2000/TEAPAC[Ver 2,71.07] - Capacity Analysis Summary Off=62.8% Phase 4 Adj 142 5093 38 1144 118 276 253 2278 194 44 91 115 Service Rate @D (vph) @E 833 2773 151 770 2773 149 614 532 96 678 1171 228 G/C=0.038 G= 5.0" Y+R= 5.0" Off=55.1% Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012ABX] Phase 3 G=105.0 sec = 80.8%814 2772 134 740 2772 132 559 457 1 633 1091 G/C=0.414 G= 53.8" Y+R= 5.0" Off= 9.9% Used 0.532 0.414 0.060 Phase 2 0.491 0.414 0.060 0.392 0.293 0.038 0.432 0.334 0.079 2/6 Read 0.153 0.711 0.005 0.220 0.349 0.105 0.101 0.115 0.101 0.706 0.100 0.136 G/C=0.060 G= 7.8" Y+R= 5.0" Off= 0.0% Phase 1 Width/ Lanes 12/1 48/4 12/1 12/1 48/4 12/1 12/1 12/1 24/2 12/1 24/2 24/2 C=130 sec Approach NB Approach WB Approach EB Approach Lane Group Sq 46 LD/LD 단무늬 FHT 두두드 유부다 \leftarrow SB VOLUMES — WIDTHS LANES 08/02/07 22:51:12 SEQUENCE 46
PERMSV YYYY
OVERLP YYYY
LEADLAG LD LD 3.0 .78 2.0 2.0 3 L Area Location Type: NONCBD G= 0.0" Y+R= 0.0" Phase 6 유 3.0 .78 2.0 2.0 008000 North RT Key: 38.1" ហ 占 3.0 .79 2.0 2.0 Phasing: Phase ! G= 30 Y+R= 9 罗干 3.0 .79 2.0 2.0 3 00000 н 2 12.0 12.0 24.0 R 0.3" Phase SIGNAL2000/TEAPAC[Ver 2.71.07] - HCM Input Worksheet G= Y+R= 33 200 12.0 68 86 占 3.0 .75 A 2.0 2.0 2.0 2.0 3 000000 ₽F Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012ABX] 1800 48.0 4 5.0" m 1 - - Westside Bivd / NMSR 528 Phase 2 RT G= Y+R= 153 12.0 3.0 .84 2.0 2.0 3.0 G= 53.8" Y+R= 5.0" Phase 2 4278 요돈 2.0 2.0 3 3.0 008000 R 3.0 .84 2.0 2.0 3.3 119 12.0 1 N 2

Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strtup lost, 11 Ext eff gm, e Arrival typ, AT

Ped vol, vped Bike vol, vbic Parking locatns Park mnvrs, Nm Bus stops, NB Grade, %G

24.0 24.0 12.0

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Intersection #

Queue Model 1

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08/02/07 22:51:12

7.8"

G= Y+R=

C=130"

North

Phase 1

Sq 46 LD/LD

Ped= 0.0 sec = 0.0%8.3 10.4 231.0 39.7 69.6 Intersection Averages for Int # 1 - - Westside Bivd / NMSR 528 V/C 1.001 (Critical V/C 1.270) Control Delay 111.0 0.153 1.282 0.5510.239 0.503 1.285 0.114 0.200 0.394 1.249 0.259 0.873 ٧/د Y=15.0 sec = 11.5%SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Volume 142 5093 38 253 2278 194 1144 118 276 44 91 115 Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012AB_Mit.FOR] Mitgated Geometry Service Rate @D (vph) @E 930 3973 59 1060 4529 114 916 438 293 366 438 269 G= 32.1" Y+R= 5.0" G/C=0.247 Phase 3 G=115.0 sec = 88.5%927 3973 52 1060 4529 300 361 218 836 361 238 G/C=0.593 G= 77.1" G= 77.1" Y+R= 5.0" Off= 8.3% Used 0.593 0.593 0.593 0.676 0.676 0.044 0.247 0.247 0.247 0.330 0.247 0.247 Phase 2 D/6 Regd 0.153 0.711 0.474 0.220 0.349 0.115 0.101 0.115 0.164 0.426 0.125 0.274 G/C=0.044 G= 5.8" Y+R= 5.0" Off= 0.0% Phase 1 Width/ Lanes 12/1 48/4 12/1 C=130 sec 12/1 48/4 24/2 24/2 12/1 12/1 12/1 SB Approach NB Approach Approach Approach Lane Group Sq 31 LD/LD F뉴片 FHT North 무무늬 무도그 WB E VOLUMES — WIDTHS LANES 08/04/07 16:36:18 SEQUENCE 31
PERMSV YYYY
OVERLP YYYY
LEADLAG LD LD h 3.0 .78 2.0 2.0 3.0 Area Location Type: NONCBD 0.0" Phase 6 田干 3.0 .78 .78 2.0 2.0 3.0 00000 R Key: G= 0.0" Y+R= 0.0" ហ 5 3.0 2.0 2.0 3.3 Phasing: Phase 3.0 2.0 2.0 3.3 罗干 008000 ₽ 12.0 12.0 12.0 R G= 0.0" Y+R= 0.0" Phase 4 SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet 33 200 12.0 68 86 5 3.0 .75 2.0 2.0 3.3 Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012AB_Mit_FOR] 8F 3.0 .75 .75 2.0 2.0 008000 G= 32.1" Y+R= 5.0" Intersection # 1 - - Westside Blvd / NMSR 528 Phase 3 3.0 .75 .75 2.0 2.0 R

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12.0 12.0 24.0

215 92 892 3.0 .84 2.0 2.0 3

3.0 .84 .84 2.0 2.0

Pretimed or Act Strtup lost, 11 Ext eff gm, e Arrival typ, AT

3.0 R

Heavy veh, %HV Pk-hr fact, PHF

Queue Model 1

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HCM Delay

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08/04/07 16:36:18

Level of Service F

4278 48.0

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Mitigated Geometry

G= 77.1" Y+R= 5.0"

5.8"

G= Y+R=

C = 130"

North

Phase 2

Phase

Sq 31 LD/LD

000000

Ped vol, vped Blke vol, vbic Parking locatns Park mnvrs, Nm Bus stops, NB Grade, %G

08/03/07 15:38:27 Level of Service D Queue Model 1 作作作 作作化 Ped= 0.0 sec = 0.0%たたた 作作化 56 1761 101 16 590 786 152 256 361 917 14 75 ᆓᅲ ᅲᇿᄠ u s ᇚᅓᅲᅲ m AA町 ш G/C=0.038 G= 5.0" Y+R= 5.0" Off=92.3% 14.4 78.5 108.1 63.5 82.0 112.7 HCM Delay 77.6 0.9 7.3 71.8 15.9 78.3 60.8 68.7 Phase 5 Intersection Averages for Int # 1 - - Westside Bivd / NMSR 528 V/C 0.851 (Critical V/C 1.038) Control Delay 52.2 0.079 1.082 0.877 0.050 0.588 0.958 0.603 0.808 1.013 0.983 0.119 0.595 ٧/د Y=25.0 sec = 19.2%G/C=0.016 G= 2.1" Y+R= 5.0" SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Off=86.9% Phase 4 Ad) Volume 67 3354 50 70 2969 478 88 139 321 507 16 78 Service Rate @D (vph) @E Westside / Golf Course Commercial Development 2012 PM Peak NOBUILD Conditions - [2012PNX.FOR] 846 3099 45 511 99 96 1387 5046 494 113 137 276 G= 5.0" Y+R= 5.0" Off=79.2% G/C=0.038 Phase 3 G=105.0 sec = 80.8%829 3099 39 446 1 1387 5046 433 34 73 G/C=0.463 G= 60.1" Y+R= 5.0" Off=29.1% Used Phase 2 0.540 0.463 0.463 0.885 0.753 0.252 0.093 0.093 0.093 0.329 0.038 0.038 2/b Redd 0.113 0.440 0.276 0.111 0.489 0.5580.121 0.137 0.147 0.363 0.083 0.094 G/C=0.252 G= 32.8" Y+R= 5.0" Off= 0.0% Phase 1 Width/ Lanes 12/1 48/4 12/1 C=130 sec 12/1 24/2 24/2 12/1 48/4 12/1 12/1 12/1 24/2 SB Approach NB Approach Approach Approach Lane Group Sq 35 LD/LD 다그로 F E L 주높구 North F 도 다 WB EB SEQUENCE 35
PERMSV YYYY
OVERLP YYYY
LEADLAG LD LD 08/03/07 WIDTHS 3.0 .91 2.0 2.0 3.0 Area Location Type: NONCBD 0.0" VOLUMES 3.0 .91 2.0 2.0 000000

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Westside / Golf Course Commercial Development 2012 PM Peak NOBUILD Conditions - {2012PNX.FOR}

3.0 .97 2.0 2.0 3.0

3.0 .97 .97 2.0 2.0

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3.0 .96 .96 2.0 2.0

3.0 .96 .96 2.0 2.0

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08/03/07 10:34:18 Level of Service E+ Queue Model 1 化化化 444 222 Ped= 0.0 sec = 0.0% 444 123 1939 117 19 646 971 177 368 428 1111 36 223 ى د ┖╬먗 ᆥᇿ B A A m G/C=0.038 G= 5.0" Y+R= 5.0" Off=92.3% 15.6 87.0 108.7 86.5 61.7 169.7 HCM Delay 84.8 0.9 7.1 76.3 66.2 116.5 127.4 16.9 Phase 5 59.5 0.148 1.102 0.877 $0.050 \\ 0.585 \\ 0.981$ 0.633 0.957 1.059 1.019 0.252 1.098 ٧/د Y=25.0 sec = 19.2%Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528 V/C 0.869 (Critical V/C 1.065) Control Delay G/C=0.012 G= 1.6" Y+R= 5.0" SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Off=87.3% Phase 4 Adj 88 157 321 123 3354 50 70 2969 510 545 34 145 Service Rate @D (vph) @E 833 3044 45 1387 5072 517 532 99 96 107 130 262 G/C=0.039 G= 5.0" Y+R= 5.0" Off=79.5% Westside / Golf Course Commercial Development 2012 PM Peak BUILD Conditions - [2012PBX.FOR] m Phase G=105.0 sec = 80.8% 814 3044 39 1387 5072 456 468 1 18 23 51 g/C Used G/C=0.454 G= 59.1" Y+R= 5.0" Off=30.3% 0.885 0.757 0.264 0.532 0.454 0.454 Phase 2 0.089 0.089 0.089 0.341 0.038 0.039 Redd 0.142 0.489 0.548 0.113 0.440 0.293 0.121 0.146 0.147 0.384 0.086 0.106 G/C=0.264 G= 34.3" Y+R= 5.0" Off= 0.0% Phase 1 Width/ Lanes 12/1 48/4 12/1 C≈130 sec 12/1 48/4 12/1 12/1 12/1 24/2 12/1 24/2 24/2 NB Approach Approach WB Approach Approach Lane Group 54 35 LD/LD FF 무류그 두두드 North 무무너 SB EB 08/03/07 10:34:18 WIDTHS F 35 3.0 .91 2.0 2.0 3.0 G= 0.0" Y+R= 0.0" VOLUMES 3.0 .91 A 2.0 2.0 2.0 000000 田上

Area Location Type: NONCBD SEQUENCE PERMSV Y OVERLP Y Phase LEADLAG RT 3.0 .91 A A 2.0 2.0 2.0 2.0 2.0 3 Phase 5 占 3.0 Phasing: 品上 3.0 2.0 2.0 3 008000 \dashv 2 12.0 12.0 24.0 R Phase 4 SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet 72 129 68 12.0 263 ₽ 3.0 .82 .82 2.0 2.0 2.0 2.0 3 008000 Westside / Goif Course Commercial Development 2012 PM Peak BUILD Conditions - [2012PBX.FOR] 2880 48.0 4 1 - - Westside Bivd / NMSR 528 Phase 3 RT 3.0 .82 2.0 2.0 ᆸ 3.0 2.0 2.0 3.3 3220 48.0 3.0 .96 .96 2.0 2.0 Phase 000000 Ł N N Н 24.0 24.0 12.0 Phase 1 Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strtup lost, 11 Ext eff gm, e Arrival typ, AT Ped vol, vped Bike vol, vbic Parking locatns Intersection # Park mnvrs, Nm Bus stops, NB 132 31 496 Grade, 2d 35 LD/LD

5.0"

G= Y+R=

1.6"

G= Y+R=

5.0"

G= Y+R=

59.1"

G= 59 Y+R= 1

34.3"

G= 3 Y+R=

C=130"

North

Ped= 0.0 sec = 0.0% 20.1 73.8 21.2 19.4 40.5 76.9 20.5 39.7 77.1 24.2 36.3 43.7 HCM Delay 45.3 28.7 Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528 V/C 0.907 (Critical V/C 1.003) Control Delay 55.6 0.168 1.071 0.147 0.095 0.948 0.932 0.123 0.332 0.925 Y=15.0 sec = 11.5%V/C 0.431 0.038 0.533 SIGNAL2000/TEAPAC[Ver 2,80.00] - Capacity Analysis Summary Adj 123 3354 50 70 2969 510 88 157 321 34 34 145 Service Rate @D (vph) @E Westside / Golf Course Commercial Development 2012 PM Peak BUILD Conditions - [2012PB_MILFOR] 733 3131 519 715 457 326 733 3131 323 1265 901 249 G/C=0.257 G= 33.3" Y+R= 5.0" Off=70.5% Phase 3 G=115.0 sec = 88.5%697 3131 276 697 3131 375 676 381 268 1238 780 203 g/C Used G/C=0.467 G= 60.8" Y+R= 5.0" Off=19.9% 0.467 0.467 0.161 0.467 0.467 0.161 0.456 0.257 0.257 0.456 0.257 0.257 Phase 2 Redd 0.142 0.489 0.011 0.113 0.440 0.195 0.121 0.146 0.291 0.239 0.086 0.205 G/C=0.161 G= 20.9" Y+R= 5.0" Off= 0.0% Phase 1 Width/ Lanes 12/1 48/4 12/1 12/1 48/4 24/2 C=130 sec 24/2 24/2 12/1 12/1 12/1 12/1 SB Approach NB Approach Approach Approach Lane 무무그 Sq 41 LD/LD 萨부드 F I 무무너 North WB 8 08/04/07 WIDTHS SEQUENCE 41
PERMSV YYYY
OVERLP YYYY
LEADLAG LD LD 3.0 .91 A 2.0 2.0 3.3 VOLUMES ---5 Area Location Type: NONCBD G= 0.0" Y+R= 0.0" Phase 6 3.0 .91 .91 2.0 2.0 田干 00000 RT 3.0 .91 .91 2.0 2.0 Key: G= 0.0" Y+R= 0.0" 'n 占 3.0 .97 A 2.0 2.0 3.0 Phasing: Phase 원두 3.0 .97 2.0 2.0 3 008000 12.0/1 Ħ 7 12.0 12.0 R G= 0.0" Y+R= 0.0" Phase 4 SIGNAL2000/TEAPACIVer 2.80.00] - HCM Input Worksheet 72 129 68 12.0 1 263 5 3.0 2.0 2.0 3 Westside / Golf Course Commercial Development 2012 PM Peak BUILD Conditions - [2012PB_Mt_FOR] 3.0 .82 .82 2.0 2.0 8 F 000000 G= 33.3" Y+R= 5.0" Intersection # 1 - - Westside Blvd / NMSR 528 Phase 3 3.0 .82 .82 2.0 2.0 R 3.0 .96 2.0 2.0 Ь 60.8" Phase 2 3220 48.0 3.0 .96 2.0 3.0 요두 000000 G= 6 Y+R= ^ R

Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strtup lost, 11 Ext eff gm, e Arrival typ, AT

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Queue Model 1

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08/04/07 16:38:04

Level of Service E+

G= 20.9" Y+R= 5.0"

C=130"

Phase 1

Sq 41 LD/LD

Parking locatns Park mnvrs, Nm Bus stops, NB Grade, %G

Ped vol, vped Bike vol, vbic

Westside Blvd / Golf Course Rd

Ped = 0.0 sec = 0.0%HCM Delay Intersection Averages for Int # 2 - - Westside Blvd / Golf Course V/C 0.532 (Critical V/C 0.724) Control Delay 25.8 0.385 0.430 0.045 0.099 0.044 0.691V/C Y=20.0 sec = 18.2%G/C=0.385 G= 42.4" Y+R= 5.0" Off≈56.9% SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Phase 4 Adj 28 91 577 221 52 26 558 61 Westside / Golf Course Commercial Development 2012 AM Peak NOBUILD Conditions - [2012ANX.FOR] Service Rate @C (vph) @E 1500 588 514 1151 252 638 807 654 G/C=0.045 G= 5.0" Y+R= 5.0" Off=47.9% Phase 3 G = 90.0 sec = 81.8%1321 342 838 160 488 161 695 553 G/C=0.328 G= 36.0" Y+R= 5.0" Used Off=10.5% 0.433 0.328 0.328 0.328 0.385 0.476 Phase 2 g/C Reqd 0.282 0.210 0.411 0.273 0.209 0.220 G/C=0.060 G= 6.6" Y+R= 5.0" Off= 0.0% Phase 1 Width/ Lanes 24/2 12/1 12/1 C=110 sec 12/1 24/2 12/1 12/1 N Approach Approach E Approach Approach RT+TH RT+TH LT RT+TH LT Lane Group Sq 23 LD/LD 무무그 YOLUMES — WIDTHS LANES 08/04/07 17:03:59 E 23 YYYY YYYY LD LD 3.0 2.0 2.0 3 Area Location Type: NONCBD G= 0.0" Y+R= 0.0" Phase (SEQUENCE PERMSV Y OVERLP Y LEADLAG I 3.0 .85 .85 2.0 2.0 000000 2.0 2.0 3.0 R Key: . G= 0.0" Y+R= 0.0" Phase 5 \vdash 3.0 .96 2.0 2.0 3 Phasing: 3.0 .96 2.0 2.0 SE 008000 0 Ħ + 0.0 12.0 12.0 G= 42.4" Y+R= 5.0" R 3.0 .96 2.0 2.0 3.0 Phase 4 SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet 16 8 212 12.0 77 3.0 .85 .85 2.0 2.0 5 Westside / Golf Course Commercial Development 2012 AM Peak NOBUILD Conditions - [2012ANX.FOR] ᄪᆍ 3.0 .85 A 2.0 2.0 00000 50 24.0 2 5.0" 2 - - Westside Blvd / Golf Course Phase 3 R 3.0 .85 .85 2.0 3.0 G= Y+R= 395 12.0 5 3.0 2.0 2.0 3 G= 36.0" Y+R= 5.0" Phase 2 456 24.0 2 2.0 2.0 ZF 3.0 00000

2.0 A

Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strup lost, 11 Ext eff gm, e Arrival typ, AT

Ped vol, vped Bike vol, vbic Parking locatns Park mnvrs, Nm Bus stops, NB Grade, %G

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Queue Model 1

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08/04/07 17:03:59

Level of Service C+

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C=110"

Phase

Sq 23 LD/LD

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08/04/07 20:58:46	Level of Service F	Phase 5	JŢ		G/C=0.433 G= 56.2" Y+R= 5.0" Off=52.9%	Ped= 0.0 sec = 0.0%	HCM L Queue Delay S Model 1	105.8 F	125.4 *F 754 ft 79.7 *E 889 ft	90.0 F	78.3 E 528 ft 129.4 F 150 ft 83.5 *F 425 ft		10.5 B+ 20 ft 74.5 *E 450 ft	110.2 F	116.9 *F 1733 ft 22.0 C+ 65 ft
	s Summary Golf Course ntrol Delay 100.0	Phase 4 Ph	TITE		G/C=0.131 G/C G= 17.0" G= Y+R= 5.0" Y+R Off=36.0% Off=	= 19.2%	Adi Volume v/c	White g	645 1.110 483 0.990		293 0.907 125 0.962 231 0.892		28 0.028 262 0.916		833 1.143 64 0.108
evelopment 12ABX.FOR}	apacity Analysi Nestside Blvd / ()	Phase 3	*		G/C=0.037 G= 4.8" Y+R= 5.0" Off=28.4%	80.8% Y=25.0 sec	Service Rate @C (vph) @E		1 555 220 484		1 296 1 95 1 227	1	909 997 164 269	1	543 729 429 590
Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012ABX.FOR]	SIGNAL2000/TEAPAC[Ver.2:80.09] - Capacity Analysis Summary Intersection Averages for Int # 2 Westside Bivd / Golf Course V/C 1.007 (Critical V/C 1.063) Control Delay 100.0	Phase 2	*		G/C=0.092 G= 12.0" Y+R= 5.0" Off=15.4%	G=105.0 sec = 80	Reqd Used		0.343 0.168 0.342 0.246		0.348 0.206 0.280 0.037 0.284 0.115		0.273 0.602 0.229 0.131		0.559 0.433 0.286 0.433
stside / Golf Cou	NAL2000/TEAPA Section Average V/C 1.007	Sq 52 Phase 1	₩ the second se	*	G/C=0.115 G= 15.0" Y+R= 5.0" Off= 0.0%	C=130 sec	Lane Width/ Group Lanes	Approach	RT+TH 24/2 LT 12/1	Approach	RT 12/1 TH 24/2 LT 12/1	Approach	RT+TH 12/1 (LT 12/1 (Approach	RT+TH 12/1 0 LT 12/1 0
08/04/07 20:58:46	rype: NONCBD VOLUMES — WIDTHS	LANES	≪ dr h		EQUENCE 52 ERMSV YYYY VERLP YYYY EADLAG LD LD	RT TH LT	3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	m 00	0 0 0 N	0 0.	Phase 6			6= 0.0"
08/04/07 20:58:46	Area Location Type: NONCBD Key: VOLUMES — WIDTHS		0 1 1		Phasing: SEQUENCE 52 PERMSV YYYY OVERLP YYYY LEADLAG LD LD	S LT RT TH	3.0 3.0 3.0 3.0 .96 .96 .85 .85	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0		ON ON		Phase 5 Phase 6	J		G= 56.2" G=
	Area Location T			- in	281 Phasing: SEQUENCE 12.0 PERMSY Y Y OVERLP Y Y LEADLAG LD	LT RT TH	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0		00°	0.0	3 Phase 4 Phase 5 Phase][G= 17.0" G= 56.2" G=
	Area Location T	12.0	0.0 0 12.0 1 12.0 1	- in	Phasing: SEQUENCE PERMSV Y Y OVERLP Y Y LEADLAG LD	LT RT TH LT RT TH	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0		ON 000	0.	2 Phase 3 Phase 4 Phase 5 Phase			G= 4.8" G= 17.0" G= 56.2" G=
	M.Input Worksheet. Area Location T. Key:	24.0 12.0	10 0.0 0 8 12.0 1 223 12.0 1	- in	120	LT RT TH LT RT TH LT RT TH	1V 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0		ON OO	0. 0.	Phase 3 Phase 4 Phase 5 Phase			4.8" G= 17.0" G= 56.2" G=

Y=20.0 sec = 15.4%Intersection Averages for Int # 2 - - Westside Blvd / Golf Course V/C 0.592 (Critical V/C 0.721) G/C=0.344 G= 44.8" Y+R= 5.0" Off=61.7% SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Phase 4 Volume 645 483 293 125 231 28 262 482 351 64 Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012AB_MI.FOR] Mitigated Geometry Service Rate @C (vph) @E 1158 595 700 1173 328 570 G/C=0.074 G= 9.6" Y+R= 5.0" Off=50.5% 747 635 638 Phase ? G=110.0 sec = 84.6% 583 299 258 532 591 254 598 336 496 G/C=0.334 G= 43.4" Y+R= 5.0" Off=13.2% q/C Reqd Used 0.334 Phase 2 0.447 0.344 0.476 0.344 0.074 0.3430.348 0.280 0.081 0.273 0.424 0.349 0.000 G/C=0.094 G= 12.2" Y+R= 5.0" Off= 0.0% Width/ Lanes Phase 24/2 12/1 12/1 24/2 12/1 C=130 sec 12/1 12/1 12/1 12/1 12/1 N Approach Approach E Approach Approach RT+TH LT Lane RT+TH LT Sq 44 LD/LD North 디포엄 무무그 \leftarrow VOLUMES WIDTHS LANES 08/04/07 21:17:27 3.0 .85 2.0 3.0 느 Area Location Type: NONCBD 0.0 9 Phase (SEQUENCE PERMSV Y OVERLP Y LEADLAG 2.0 2.0 3 00<u>0</u>000 North G= Y+R= 2.0 2.0 3 문 Key: 0.0" Phase 5 Phasing: 5 3.0 .96 2.0 2.0 3.3 G= Y+R= SE 00<u>5</u>000 0 $\overline{}$ 12.0 12.0 0.0 3.0 .96 2.0 2.0 3 R G= 44.8" Y+R= 5.0" Phase 4 SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet 16 8 281 12.0 1 223 片 Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012AB_MIt.FOR] Mitigated Geometry 폭 3.0 .85 2.0 2.0 005000 120 24.0 2 5.0" 2 - - Westside Blvd / Golf Course m Phase : 占 3.0 .85 2.0 3.0 G= Y+R= 420 222 12.0 Н 3.0 87 2.0 2.0 3.0 43.4" Phase 2 512 24.0 2 ZE 2.0 3.0 00000 G= 4 Y+R= 3.0 .87 2.0 2.0 3.0 RT 0.0 Θ G= 12.2" Y+R= 5.0" 12.0 12.0 (12.0 Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strtup lost, 11 Ext eff grn, e Arrival typ, AT Phase 1 Ped vol, vped Bike vol, vbic Parking locatns Park mnvrs, Nm Bus stops, NB Grade, %G Intersection # 298 410 54 C = 130" Sq 44 LD/LD North

Queue Model 1

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HCM Delay

V/C

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08/04/07 21:17:27

Level of Service C

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08/04/07 17:14:36 Level of Service C Queue Model 1 Ped= 0.0 sec = 0.0%377 205 422 425 723 153 245 0 \$ \$ ₽ Δť ပပ္ပံ 4 -10 ţ 39.4 38.0 29.4 39.8 39.7 HCM Delay 36.4 26.8 28.7 24.4 Intersection Averages for Int # 2 - - Westside Bivd / Goif Course V/C 0.569 (Critical V/C 0.699) Control Delay 33.8 0.545 0.299 0.566 0.796 0.712 ٧/د 0.205 Y=20.0 sec = 15.4% G/C=0.416 G= 54.1" Y+R= 5.0" Off=54.5% SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Phase 4 Adj Volume 519 149 173 580 277 582 142 165 Westside / Golf Course Commercial Development 2012 PM Peak NOBUILD Conditions - [2012PNX.FOR] Service Rate (C (vph) (DE 953 578 1024 347 817 692 226 G/C=0.038 G= 5.0" Y+R= 5.0" Off=46.8% Phase 3 G=110.0 sec = 84.6%212 240 347 228 261 674 435 494 149 G/C=0.291 G= 37.9" Y+R= 5.0" Off=13.9% Used 0.291 0.1000.368 0.291 0.100 0.493 0.416 0.416 Phase 2 g/C Redd 0.330 0.0520.312 0.333 0.109 0.301 0.453 G/C=0.100 G= 13.0" Y+R= 5.0" Off= 0.0% Width/ Lanes Phase 24/2 12/1 12/1 C=130 sec 12/1 24/2 12/1 12/1 N Approach Approach E Approach W Approach RT+TH LT RT+TH LT Lane RT+TH LT Sq 42 LD/LD 주도무 08/04/07 17:14:36 WIDTHS LANES SEQUENCE 42
PERMSV YYYY
OVERLP YYYY
LEADLAG LD LD VOLUMES ---3.0 2.0 2.0 3 Area Location Type: NONCBD G= 0.0" Y+R= 0.0" Phase 6 3.0 .85 .85 2.0 2.0 00000 R Key: 0.0" 5 2.0 2.0 3 3.0 Phasing: Phase G= Y+R= 3.0 .93 2.0 2.0 3.0 SH 008000 0 H Н 12.0 12.0 0.0 3.0 RT G= 54.1" Y+R= 5.0" Phase 4 SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet 335 160 161 12.0 1 189 2.0 2.0 3 5 Westside / Golf Course Commercial Development 2012 PM Peak NOBUILD Conditions - [2012PNX.FOR] ᄪ 3.0 .85 .85 2.0 2.0 008000 539 24.0 2 5.0" 2 - - Westside Blvd / Golf Course Phase R 2.0 2.0 3 G= Y+R= 258 12.0 5 3.0 2.0 2.0 3 G= 37.9" Y+R= 5.0" Phase 2 253 24.0 2 2.0 2.0 3 ΖF 3.0 00000 3.0 RT 214 0 G= 13.0" Y+R= 5.0" 12.0 12.0 0.0 Phase Bike vol, vbc Parking locatns Park mnvrs, Nm Bus stops, NB Grade, %G Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strtup lost, 11 Ext eff gm, e Arrival typ, AT Intersection # Ped vol, vped 140 42 79 C=130" Sq 42 LD/LD North

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21:04:53	Level of Service E+					Ped= 0.0 sec = 0.0%	HCM L Queue Delay S Model 1	48.0 D	56.2 E+ 547 ft 20.5 C+ 195 ft	52.5 D	40.1 D+ 377 ft 60.7 *E+ 642 ft 47.6 *D	76.4 E	43.9 D+ 939 ft 132.2 *F 845 ft	81.8 F	37.2 D+ 502 ft 170.5 *F 483 ft
, E	SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Intersection Averages for Int # 2 Westside Bivd / Golf Course V/C 0.822 (Critical V/C 1.039) Control Delay 62.0	Phase 4			G G/C=0.338 G= 44.0" Y+R= 5.0" Off=62.3%	Y=20.0 sec = 15.4%	ate Adi v/c		679 563 0.812 510 168 0.329		729 646 0.872 530 466 0.879		688 582 0.846 288 340 1.126		561 332 0.591 125 167 1.168
[2012PBX.FOF] - Capacity An Westside B .039)	Phase 3		→ •	m G/C=0.038 G= 5.0" Y+R= 5.0" Off=54.6%	= 84.6%	Service Rate @C (vph) @E		359		83 1 406		490 174		282 59
2012 PM Peak BUILD Conditions - [2012PBX.FOR]	SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary intersection Averages for Int # 2 Westside Bivd / Golf Course V/C 0.822 (Critical V/C 1.039)	1 Phase 2		<i>-</i>	59 G/C=0.211 G= 27.4" '0" Y+R= 5.0"	G=110.0 sec	/ Reqd Used		0.336 0.211 0.124 0.259		0.331 0.288 0.342 0.211 0.296 0.259		0.453 0.415 0.110 0.038		0.355 0.338 0.536 0.338
12 PM Peak BU	SNAL2000/TEA Prsection Avera V/C 0.822	Sq 42 Phase	_	now the	G/C=0.259 G= 33.6" Y+R= 5.0" Off= 0.0%	C=130 sec	Lane Width/ Group Lanes	Approach	RT+TH 24/2 LT 12/1	Approach	RT 12/1 TH 24/2 LT 12/1	Approach	RT+TH 12/1 LT 12/1	Approach	RT+TH 12/1 LT 12/1
, ,															
CC:40:17	SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet Intersection # 2 Westside Blvd / Golf Course Area Location Type: NONCBD Key: VOLUMES → WIDTHS				601 222 Phasing: SEQUENCE 42 24.0 12.0 PERMSV Y Y Y Y OVERLP Y Y Y Y OVERLP Y Y Y Y Y COVERLP Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	RT TH LT RT TH LT RT TH 1T	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0	Phase 3 Phase 4 Phase 5 Phase 6			5 n" G = 44 n" G = 0 0" C

08/04/07 21:20:36 Level of Service C Queue Model 1 ## 444 Ped= 0.0 sec = 0.0% ### 作作作 464 305 534 758 481 300 560 244 177 243 D+ B ‡ ‡ * 4 444 -10 а ф О 40.0 25.7 40.9 34.1 HCM Delay 34.8 35.9 33.6 22.4 42.3 41.8 19.2 40.2 29.7 27.5 33.9 0.583 0.3300.359 0.626 0.861 0.504 0.422 0.754 V/C 0.280 0.254 0.430 Y=20.0 sec = 15.4% Intersection Averages for Int # 2 - - Westside Blvd / Golf Course V/C 0.563 (Critical V/C 0.789) Control Delay G/C=0.241 G= 31.4" Y+R= 5.0" Off=72.0% SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Phase 4 Volume 563 239 546 466 394 340 219 113 167 Service Rate (a)C (vph) (a)E Westside / Golf Course Commercial Development 2012 PM Peak BUILD Conditions - [2012PB_Mit.FOR] 666 1032 541 966 781 426 448 781 426 381 G/C=0.092 G= 12.0" Y+R= 5.0" Off=58.9% Phase 3 G=110.0 sec = 84.6% 232 483 249 470 645 1 284 645 1 248 g/C Used G/C=0.294 G= 38.2" Y+R= 5.0" Off=25.7% 0.294 Phase 2 0.425 0.294 0.219 0.498 0.241 0.0920.498 0.241 0.092 Regd 0.336 0.331 0.342 0.217 0.387 0.308 0.1160.325 0.291 0.058 G/C=0.219 G= 28.4" Y+R= 5.0" Off= 0.0% Phase 1 Width/ Lanes 24/2 12/1 C=130 sec 12/1 24/2 12/1 12/1 12/1 12/1 12/1 12/1 12/1 Approach Approach E Approach Approach RT+TH LT Lane Sq 44 LD/LD ≪ å FT-근국坛 다 다 다 ≥ VOLUMES — WIDTHS LANES 08/04/07 21:20:36 占 3.0 .85 2.0 2.0 Area Location Type: NONCBD 0.0" Phase 6 SEQUENCE PERMSV Y OVERLP Y LEADLAG 00000 RT Key: 0.0 3.0 .93 2.0 3.0 LO Phasing: Phase ' G= Y+R= 3.0 93 2.0 2.0 3.0 00000 $\overline{}$ 12.0 12.0 12.0 R G= 31.4" Y+R= 5.0" Phase 4 SIGNAL2000/TEAPAC[Ver 2,80,00] - HCM Input Worksheet 335 160 289 222 12.0 5 3.0 .85 2.0 2.0 3.3 Westside / Golf Course Commercial Development 2012 PM Peak BUILD Conditions - [2012PB_MIt.FOR] 00Š000 12.0" Intersection # 2 - - Westside Blvd / Golf Course Phase 3 F G= 1 Y+R= 151 12.0 433 느 3.0 .90 2.0 3.0 3.0 G= 38.2" Y+R= 5.0" 291 24.0 3.0 2.0 2.0 3.0 Phase 3 00000 3.0 2 216 0.0 0 G= 28.4" Y+R= 5.0" 12.0 12.00 12.0 Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strtup lost, 11 Ext eff grn, e Arrival typ, AT Phase Ped vol, vped Bike vol, vbic Parking locatns Park mnvrs, Nm Bus stops, NB Grade, %G 142 96 186 C=130" Sq 44 LD/LD North

McMahon Rd / Golf Course Rd

07/30/07 21:33:54	771. Capacity Analysis Summary 3 McMahon Bivd / Golf Course 1.163) Control Delay 81.4 Level of Service F	Phase 4 ** ** G/C=0.369 G= 40.6*	Y+R= 5.0" Off=58.5% 1.0 sec = 18.2% Ped= 0.0 sec = 0.0%	Volume v/c Delay S Model 1	123.2 F	1345 1.172 1.23.8 FF 1401 ft 238 1.133 1.54.2 F 285 ft	59.5 E+	254 0.375 21.5 C+ 243 ft 578 0.503 30.2 C 342 ft 246 1.171 167.7 *F 306 ft	60.5 E+	137 0.150 10.6 B+ 92 ft 442 0.265 17.4 B 198 ft 241 1.170 167.8 *F 300 ft	67.0 E+	863 1.155 113.5 *F 1642 ft 926 0.714 31.6 C 576 ft 210 0.621 31.9 C 255 ft	
elopment 012ANX]	pactby Analys	Phase 3	+R= 5.0" Y ff=47.9% 0 8% Y=20.0	Service Rate @C (vph) @E		340 512 833 1148 1 182		553 678 833 1148 1 182		841 913 526 1669 1 178		639 747 1046 1297 232 334	
Westside / Golf Course Commercial Development 2012 AM Peak NOBUILD Conditions - [2012ANX]	SIGNAL2000/TEAPAC[Ver 2.71.07] Capacity Analysis Summary intersection Averages for Int # 3 McMahon Bivd / Golf Cours V/C 0.852 (Critical V/C 1.163)	Phase 2	∞	J/C Used	- 11	0.327 0.327 0.062		0.433 0.327 0.062		0.582 8 0.475 15 0.060		0.476 0.369 0.369 2	
Course Co	SIGNAL2000/TEAPACIVer 2.77.10 Intersection Averages for Int # 3 V/C 0.852 (Critical V/C		ا ق	Reqd		0.228 0.434 0.233		0.287 0.281 0.234		0.244		0.350	
ide / Golf	L2000/TE ction Aver V/C 0.852	Phase 1	7 + K = 5 Off = 0.0 C=110 sec	e Width/ p Lanes	Approach	12/1 24/2 24/2	roach	12/1 24/2 24/2	Approach	12/1 24/2 24/2 24/2	Approach	12/1	
Wests 2012	SIGNA	Sq 42 **/** North		Lane Group	N App	도독다	S App	다그ડ	E App	다그모	W App	도프그	
Westside / Golf Course Commercial Development 2012 AM Peak NOBUILD Conditions - [2012ANX] 21:33:54	1022	12.0 24.0 24.0	RT THE LT RT THE LT RT THE	3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0			0.	**/** **/** **/** **/**	The state of the s		C=110" G= 6.8" G= 35.9" G= 6.6" G= 40.6" G= 0.0" G= 0.0" Y+R= 5.0" Y+R= 5.0" Y+R= 5.0" Y+R= 0.0"	

08/02/07 23:02:11	Level of Service F			Ped= 0.0 sec = 0.0%	IM L Queue lay S Model 1	2.4 F	9.9 C 226 ft 5.0 *F 1872 ft 9.1 *F 570 ft	37.6 D+	22.6 C+ 269 ft 34.6 C 552 ft 63.1 E+ 222 ft	<u> </u>	5.6 B 311 R 5.5 C+ 256 R 5.9 *F 346 R	93.9 F	7.7 *F 1913 ft 5.3 D 743 ft 1.2 F 660 ft
	94.1				HCM C Delay	142.4	28 29.9 17 146.0 16 179.1	37	ļ	_	12 16.6 13 25.5 7 195.9	66	9 137.7 8 46.3 2 114.2
	mary Course Delay 9	Phase 4	G/C=0.319 G= 41.4" Y+R= 5.0" Off=64.3%	= 15.4%	j me v/c		9 0.328 1 1.217 2 1.216		4 0.349 1 0.620 6 0.709	┥	3 0.382 2 0.303 1 1.217		3 1.199 6 0.828 0 1.062
	ysis Summary d / Golf Course Control Delay	Pha +	G/C=0.319 G= 41.4" Y+R= 5.0" Off=64.3%	Y=20.0 sec = 15.4%	e Adj		6 189 1 1571 7 422		8 254 1 801 7 246	-	1 333 9 442 8 241		9 926 5 310
opment 3X1	city Anal	Phase 3	G/C=0.058 G= 7.6" Y+R= 5.0" Off=54.6%		Service Rate @C (vph) @E		4 576 2 1291 1 307		2 728 2 1291 1 307		4 871 5 1459 1 158		1119 1119 275
al Develo [2012AE	I - Capae McMa .208)	± t		= 84.6%			34		57 82		764 1115		560 463 109
ommercia iditions -	12.71.07 Int # 3	Phase 2	G/C=0.367 G= 47.8" Y+R= 5.0" Off=14.0%	G=110.0 sec	g/C		0.367 0.367 0.102		0.464 0.367 0.102		0.556 0.415 0.058		0.459 0.319 0.319
ourse Co	PAC[Ver		 	G=1	Reqd		0.317 0.503 0.316		0.335 0.364 0.295		0.363 0.316 0.294		0.606 0.384 0.462
/ Golf C Peak BU	000/TEA on Avera C 0.899	Phase 1	G/C=0.102 G= 13.2" Y+R= 5.0" Off= 0.0%	=130 sec	Width/ Lanes	5	12/1 24/2 24/2	£	12/1 24/2 24/2	Ė	12/1 24/2 24/2	5	12/1 24/2 12/1
Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012ABX]	SIGNAL2000/TEAPAC[Ver 2.71.07] - Capacity Analysis Summary Intersection Averages for Int # 3 McMahon Blvd / Golf Course V/C 0.899 (Cribcal V/C 1.208) Control Delay	Sq 42 LD/LD North		J	Lane Group	N Approach	두두드	S Approach	타무	E Approach	유부다	W Approach	두두드
Westside / Golf Course Commercial Development 2012 AM Peak BUILD Conditions - [2012ABX] 23:02:11	120 PM	24.0 24.0 276 12.0 1 1 1 1 1 1 1 1 1	24.0 713 226 Phasing: SEQUENCE 42 24.0 12.0 PERMSV YYYY 22 1 OVERLP YYYYY CADLAG LD LD	RT TH LT RT TH LT RT TH LT RT TH LT	HV 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0		_	0· 0· 0·	Phase 1 Phase 2 Phase 3 Phase 4 Phase 5 Phase 6			G= 13.2" G= 47.8" G= 7.6" G= 41.4" G= 0.0" G= 0.0" Y+R= 5.0" Y+R= 5.0" Y+R= 5.0" Y+R= 0.0" Y+R= 0.0"

Ped= 0.0 G/C=0.268 G= 34.9" Y+R= 5.0" Off=69.3% Phase ! Intersection Averages for Int # 3 - - McMahon Blvd / Golf Course V/C 1.120 (Critical V/C 1.371) Control Delay 149.5 0.395 0.945 1.313 0.288 1.389 1.389 0.447 1.389 1.3880.637 1.131 1.009 V/C Y=25.0 sec = 19.2%G/C=0.121 G= 15.7" Y+R= 5.0" Off=53.4% SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Volume Phase 503 1065 214 189 1267 218 353 1364 881 247 1308 572 Service Rate @C (vph) @E Westside / Golf Course Commercial Development 2012 PM Peak NOBUILD Conditions - [2012PNX.FOR] 657 912 119 894 1443 654 553 942 375 790 942 178 G/C=0.260 G= 33.8" Y+R= 5.0" Off=23.6% 3 Phase 3 G=105.0 sec = 80.8% 470 793 1089 305 19 557 19 G/C=0.113 G= 14.6" Y+R= 5.0" Off= 8.5% g/C Reqd Used 0.419 0.260 0.046 0.570 0.411 0.197 $0.353 \\ 0.268 \\ 0.121$ 0.504 0.268 0.121 Phase 7 0.317 0.443 0.291 0.371 0.462 0.382 0.333 0.451 0.334 0.434 0.407 0.317G/C=0.046 G= 6.0" Y+R= 5.0" Off= 0.0% Width/ Lanes Phase 1 12/1 24/2 24/2 12/1 24/2 24/2 12/1 24/2 24/2 2=130 sec 12/1 24/2 12/1 Approach Approach Approach Approach Lane 무무그 FT-\$q 64 **/** No th 유 무무그 \leftarrow VOLUMES —

WIDTHS

LANES SEQUENCE 64
PERMSV N N N
OVERLP YYYY
LEADLAG LD LD 08/03/07 3.0 .78 2.0 3.0 Area Location Type: NONCBD 0.0 9 Phase 3.0 2.0 3.0 3.0 008000 G= Y+R= R Key: G= 34.9" Y+R= 5.0" Phase 5 Phasing: 3.0 .91 2.0 2.0 3.0 ㅁ HE 000000 2 7 24.0 12.0 24.0 G= 15.7" Y+R= 5.0" R 3.0 .91 2.0 2.0 3 Phase 4 SIGNAL2000/TEAPACIVer 2.80.00] - HCM Input Worksheet 240 1269 555 321 12.0 1 느 3.0 .97 2.0 2.0 3.3 Westside / Golf Course Commercial Development 2012 PM Peak NOBUILD Conditions - [2012PNX,FOR] 2.0 2.0 3 00000 G= 33.8" Y+R= 5.0" 1241 24.0 2 3 - - McMahon Blvd / Golf Course Phase 3 R 201 24.0 2 802 24.0 2 3.0 .92 2.0 2.0 G= 14.6" Y+R= 5.0" Phase 2 1166 24.0 2 ZI 008000 몺 3.0 2.0 2.0 3.0 174 2

Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strtup lost, 11 Ext eff grn, e Arrival typ, AT

Ped voi, vped Bike voi, vbic Parking locatns Park mnvrs, Nm Bus stops, NB Grade, % G

12.0 24.0 12.0

167 831 392

Intersection #

Queue Model 1

HCM Delay

0.0%

sec =

###

208 1795 362

÷<u>+</u>

25.2 230.1 271.1

212.3

###

323 1165 1192

∞ ۵ پ

15.8 49.8 203.5

97

444

313 848 860

32.9 229.0 246.3

###

589 1196 451

†ш.

25.3 119.8 121.4

93.3

08/03/07

Level of Service F

5.0"

G= Y+R=

C = 130"

No th \leftarrow

Phase

Sq 64

Level of Service F Queue Model 1 Ped= $0.0 \sec = 0.0$ % 337 2251 645 377 1641 1335 542 2066 974 676 1363 976 ᅔᆘᇿ Ţ r ř Ţ## J S 四止作 u. G/C=0.257 G= 33.4" Y+R= 5.0" Off=70.4% 25.2 253.8 282.9 16.9 86.0 223.4 36.0 255.6 271.3 27.3 139.9 283.6 HCM Delay 121.1 224.2 Phase 5 Intersection Averages for Int # 3 - - McMahon Bivd / Golf Course V/C 1.192 (Critical V/C 1.427) Control Delay 174.3 0.388 0.405 1.075 1.357 0.628 1.447 1.444 0.659 1.178 1.446 Y=25.0 sec = 19.2%٧/د G/C=0.116 G= 15.1" Y+R= 5.0" Off=55.0% SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary Phase 4 Adj Volume 266 1433 353 503 1065 295 353 1514 881 362 1308 572 Service Rate (PC (vph) (DE 871 1408 630 685 990 202 576 904 358 763 904 169 G/C=0.282 G= 36.6" Y+R= 5.0" Off=22.9% Westside / Golf Course Commercial Development 2012 PM Peak BUILD Conditions - [2012PBX.FOR] Phase 3 G=105.0 sec = 80.8%510 142 1 764 1030 1 620 1 1 g/C Used G/C=0.081 G= 10.5" Y+R= 5.0" 0.437 0.282 0.072 0.556 0.401 0.191 0.367 0.257 0.116 0.486 0.257 0.116 Off=11.0% Phase 2 Redd 0.339 0.475 0.307 0.375 0.451 0.334 0.371 0.492 0.382 0.434 G/C=0.072 G= 9.3" Y+R= 5.0" Off= 0.0% Phase 1 Width/ Lanes 12/1 24/2 24/2 12/1 24/2 24/2 12/1 24/2 24/2 12/1 24/2 12/1 C=130 sec Approach Approach Approach W Approach Lane Group 도국도 유무너 F I Sq 64 **/** 무무도 - ш VOLUMES —

WIDTHS
LANES SEQUENCE 64
PERMSV N N N
OVERLP YYYY
LEADLAG LD LD 08/03/07 5 3.0 .78 2.0 2.0 3.3 Area Location Type: NONCBD 0.0" Phase 6 3.0 .78 .78 2.0 2.0 008000 G= Y+R= (RT G= 33.4" Y+R= 5.0" Phase 5 3.0 .91 A 2.0 2.0 占 Phasing: SΕ 2.0 A 008000 Н 7 N 24.0 12.0 24.0 15.1" 2 Phase 4 G= 1 Y+R= SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet 351 1269 321 12.0 555 L 3.0 2.0 2.0 3 2.0 2.0 3 ᄪᆍ 00000 Westside / Golf Course Commercial Development 2012 PM Peak BUILD Conditions - [2012PBX,FOR] 1378 24.0 2 G= 36.6" Y+R= 5.0" 3 - - McMahon Blvd / Golf Course Phase 3 R 3.0 325 24.0 2 802 24.0 2 3.0 .92 .92 2.0 2.0 L G= 10.5" Y+R= 5.0" Phase 2 1318 24.0 2 2.0 2.0 3 ZΕ 008000 R 3.0 .92 .92 2.0 3.0 245 12.0 N 9.3" 12.0 24.0 12.0 Heavy veh, %HV Pk-hr fact, PHF Pretimed or Act Strtup lost, 11 Ext eff gm, e Arrival typ, AT Ped vol, vped Bike vol, vbic Parking locatns Park mnvrs, Nm Bus stops, NB Grade, %G G= Y+R= Intersection #

230 831 392 化化化

作作作

作作作

444

08/03/07

C=130"

North

Sq 64

Westside Blvd / Unser Blvd

Driveway 'A' / Golf Course Rd

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET Analysis Summary General Information Site Information Analyst Nancy Jurisdiction/Date City of ABQ 7/31/2007 Agency or Company Terry Brown, P.E. Golf Course Rd Major Street Analysis Period/Year AM Peak Hour 2012 Driveway 'A' Minor Street Comment 2012 AM Peak Hour BUILD Conditions Input Data Lane Configuration NB SB WB EB Lane 1 (curb) TR TR TR TR Lane 2 Т Т L L Lane 3 L L Lane 4 Lane 5 NB SB **WB** ΕB Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 9 (RT) 10 (LT) 11 (TH) 12 (RT) 7 (LT) 8 (TH) Volume (veh/h) 103 435 197 211 953 24 316 1 120 85 1 28 PHF 0.96 0.96 0.96 0.96 0.96 0.96 0.90 0.85 0.85 0.85 0.85 0.85 Percent of heavy vehicles, HV 3 3 3 3 3 3 3 3 3 3 3 3 Flow rate 107 453 205 220 993 25 351 1 141 100 1 33 Flare storage (# of vehs) Median storage (# of vehs) 1 1 Signal upstream of Movement 2 ft Movement 5 ft Length of study period (h) 0.25 **Output Data** Lane Movement Flow Rate Capacity v/c Queue Length Control Delay LOS Approach Delay and LOS (veh/h) (veh/h) (veh) (s) TR 1 142 588 0.242 1 13.1 В 1243.3 WB L 2 351 76 4.623 38 1741.0 F 3 F TR 1 34 415 0.082 0 14.5 В 298.0 EΒ L 100 2 67 1.503 F 9 394.3 F 3 NB (1) 107 671 0.160 1 11.4 В (4) SB 220 919 0.239 1 10.1 В

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET Analysis Summary General Information Site Information Nancy Jurisdiction/Date City of ABQ 7/31/2007 **Agency or Company** Terry Brown, P.E. **Major Street** Golf Course Rd PM Peak Hour Analysis Period/Year 2012 Minor Street Driveway 'A' Comment 2012 PM Peak Hour BUILD Conditions - Alternate Access Input Data Lane Configuration NB SB WB EB Lane 1 (curb) TR TR TR TR Lane 2 Т Т L L Lane 3 L L Lane 4 Lane 5 NB SB **WB** EB Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 9 (RT) 10 (LT) 11 (TH) 12 (RT) 8 (TH) Volume (veh/h) 85 987 219 164 537 30 228 1 183 88 1 38 PHF 0.93 0.93 0.93 0.93 0.93 0.93 0.90 0.85 0.85 0.85 0.85 0.85 Percent of heavy vehicles, HV 3 3 3 3 3 3 3 3 3 3 3 3 Flow rate 91 1061 235 176 577 32 253 1 215 104 45 Flare storage (# of vehs) Median storage (# of vehs) 1 1 Signal upstream of Movement 2 ft Movement 5 ft Length of study period (h) 0.25 **Output Data** Lane Movement Flow Rate Capacity v/c Control Delay Queue Length LOS Approach (veh/h) (veh/h) (veh) (s) Delay and LOS TR 1 216 403 0.536 3 23.8 C 584.2 WB 2 L 253 81 3.115 25 1062.6 F 3 F TR 1 46 688 0 0.067 10.6 В 10.6 EΒ L 104 2 3 В NB (1) 91 958 0.095 0 9.2 Α (4) SB 176 525 0.336 1 15.3 С HICAP TM2.0.0.1 ©Catalina Engineering, Inc. 5 - 5_12_PB_Alt 1 of 1

A - 109

Westside Blvd / Driveway 'B'

4	Ana	lysis Sumı	mary												
	Gene	eral Informa	tion					Site	Informa	tion					
1	nalys	t	Nancy					Jurisdi	ction/Date	City c	f ABQ			7/3	31/200
1	\gency	or Company	Terry Br	own, P	E.			Major :	Street	West	side Bl	vd			
A	nalys	is Period/Year	AM Pea	k Hour		2012	2	Minor	Street	Drive	way 'B'				
C	omm	ent	2012 AN	/ Peak	BUILD	Condit	ions								
1	nput	Data						·	*						
L	ane C	onfiguration			EB			WB			NB			SB	
L	ene 1	(curb)			TR			T			R		-		
La	ne 2														
La	ne 3														
	ne 4														
La	ne 5														
M	ovem	ant		1 (LT)	EB	2 (DT)	4 (17)	WB	0 (22)	- 4	NB	1		SB	
		(veh/h)		I (LI)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT
Pi		(ACIGIL)			697	99		270				53			
		-61			0.85	0.85		0.85				0.85			
	-	of heavy vehicl	es, HV		3	3		3				3			
	ow rate				820	116		318				62			
		rage (# of vehs													
		storage (# of ve								1					
		pstream of Mov			ft		Mov	ement 5		fi					
	-	f study period	(h) _	0.25											
Ol		Movement													
	Lane	iviovement	Flow Rate (veh/h)	Ca	pacity reh/h)	V	/c	Queue	Length /eh)	Contro (s	Delay	LO	S	Appro Delay a	oach
	1	R	62		346	0.	179		1	17.		C	:		
NB	2													17.	.7
	3											<u> </u>		С	
	1			+-											-
SB				-					-						
	2														
	3														
E	3	1											ļ		
W	3	4													Alberts on sales

	Anal	ysis Sum	mary												
	Gene	eral Informa	ation					Site	nforma	tion					
1	nalys	l	Nancy					Jurisdi	ction/Date	City c	f ABQ			7/3	31/200
F	gency	or Company	Terry Br	own, P	.E.			Major :			side Bl	vd			
A	nalysi	is Period/Year	PM Pea	k Hour		2012	2	Minor	Street	Drive	way 'B'				
C	omme	ent	2012 PN	1 Peak	BUILD	Condit	ions								
I	nput	Data											·		
L	ne Co	onfiguration			EB			WB			NB			SB	
Li	ne 1	(curb)			TR			Т			R				
La	ne 2		AND DESCRIPTION OF THE PERSON												
	ne 3														111
	ne 4														
La	ne 5														
M	oveme	ant .		1 (LT)	EB 2 (TH)	3 (RT)	A /LT\	WB	C (DT)	7 (17)	NB	0 (200		SB	
		(veh/h)		1 (11)			4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RI)	10 (LT)	11 (TH)	12 (RT)
Pł		(ventry)			239	68		577				47			
		of bosonia bio	1 101		0.85	0.85		0.85				0.85			
		of heavy vehic	ies, HV		3	3		3				3			
	ow rate				281	80		679				55			
		rage (# of veh	·												
		storage (# of v								1					
		pstream of Mo			ft		Mov	ement 5		f	l				
		f study period	(h)	0.25				···							
O	-	t Data													
	Lane	Movement	Flow Rate (veh/h)	Ca	apacity veh/h)	٧	ı/c		Length /eh)	Contro (s	Delay	LO	S	Appr Delay a	oach
	1	R	55		717	0.0	077		0	10.		E	}		
ΝB	2													10	.4
	3													В	
	1														
SB						-				 					
סכ	2														
	3					-									
E	3	1)													
W	3	4													

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Westside Blvd / Driveway 'C'

Analysis Summary Site Information Site Inform	7/31/200
Analyst	
Agency or Company Terry Brown, P.E. Major Street Westside Blvd Driveway 'C'	
Analysis Period/Year AM Peak Hour 2012 Minor Street Driveway 'C' Comment 2012 AM Peak Hour BUILD Conditions Imput Data Lane Configuration EB WB NB NB S Lane 1 (curb) TR T R Lane 2 Lane 3 Lane 4 Lane 5 Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (MT) 11 (3
Comment 2012 AM Peak Hour BUILD Conditions Input Data Lane Configuration EB WB NB S Lane 1 (curb) TR T R	3
Lane Configuration EB WB NB S Lane 1 (curb) TR T R Image: Configuration Image: Configuration<	3
Lane 1 (curb)	3
Lane 1 (curb) TR T R Lane 2	
Lane 2 Lane 3 Lane 4 Lane 5 EB WB NB NB NB NS Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (NT)	
Lane 4 Lane 5 EB WB NB S Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (LT) 11 (LT) 11 (LT) 483 Colspan="4">Colsp	
Lane 5 WB NB S Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (LT) 11 (LT) 11 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (LT) 11 (LT) 11 (LT) 11 (LT) 11 (LT) 11 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (LT) 11 (LT) 11 (LT) 11 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (LT) 10 (LT) 11 (LT)	
Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (Movement of Movement 2) 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (Movement 5) 1 (LT) 11 (Movement 5) 11 (LT) 1	
Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (LT) Volume (veh/h) 1184 17 483 6 6 6 7 PHF 0.85<	
Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (LT) Volume (veh/h) 1184 17 483 6 6 6 7 PHF 0.85<	· · · · · · · · · · · · · · · · · · ·
Volume (veh/h) 1184 17 483 6 PHF 0.85 0.85 0.85 0.85 Percent of heavy vehicles, HV 3 3 3 3 Flow rate 1393 20 568 7 Flare storage (# of vehs) 1 1 Median storage (# of vehs) 1 Movement 5	
PHF 0.85 0.85 0.85 0.85 Percent of heavy vehicles, HV 3 3 3 3 Flow rate 1393 20 568 7 Flare storage (# of vehs) 568 7 Median storage (# of vehs) 1 1 Signal upstream of Movement 2 ft Movement 5 ft	7 (***)
Percent of heavy vehicles, HV 3 3 3 3 Flow rate 1393 20 568 7 Flare storage (# of vehs) 1 1 Median storage (# of vehs) 1 1 Signal upstream of Movement 2	
Flow rate 1393 20 568 7 Flare storage (# of vehs) 1 1 Median storage (# of vehs) 1 1 Signal upstream of Movement 2	
Flare storage (# of vehs) Median storage (# of vehs) Signal upstream of Movement 2ft	
Median storage (# of vehs) Signal upstream of Movement 2ft	
Signal upstream of Movement 2ft Movement 5ft	
Length of study period (h) 0.25	
Output Data	
Lane Movement Flow Rate Capacity v/c Queue Length Control Delay LOS A	proach
1 R 7 170 0.041 0 270 D	and LOS
NB 2	7.0
3	D
SB 2	
3	
EB 1	
WB 4	1

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	Ana	lysis Sum	PM Peak Hour 2012 Minor Street Drivewal 2012 PM Peak Hour BUILD Conditions Drivewal 2012 PM Peak Hour BUILD Conditions PM Peak Hour Build Pake Hour Build												
	Gen	eral Inform	ation					Site	Informa	tion					
	Analys	st	Nancy								of ABQ			7/	31/200
	Agenc	y or Company	Terry Br	own, P	.E.										0 1/200
	-	is Period/Year							Street	Drive	way 'C	1			
L	Comm	ent	2012 PN	/I Peak	Hour E	BUILD (Condition	ons							
	Input	t Data													
ı	ane C	onfiguration			EB			WB		· · · ·	NB		T	SB	
l	ane 1	(curb)			TR						R				
	ane 2								_				-		
L	ane 3							-	Thinks recent to the steep are not				-		
_	ane 4														
L	ane 5										<u>.</u>				
	lovem							T			NB			SB	
				1 (LI)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT
		(veh/h)			841	12		911				5			
	HF				0.85	0.85		0.85				0.85			4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
			les, HV		3	3		3				3			
FI	ow rate	e			989	14		1072				6			
FI	are sto	rage (# of veh	s)												
M	edian :	storage (# of v	ehs)							1					
Si	gnal u	pstream of Mo	vement 2 _		ft		Mov	ement 5		fi		1			
Le	ngth o	f study period	(h)	0.25											
0	utpu	t Data													
	Lane	Movement		Ca (v	pacity reh/h)	v	/c					LO:	S		oach nd LOS
	1	R	6	2	295	0.0	020		0			С			
IB	2													17	.4
	3													С	
	1														-
В	2														
	3			-											
E		1													
W	_	(4)													
		2.0.0.1													-

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Driveway 'D' / Golf Course Rd

	Anal	ysis Sum	HAPTER mary							• 1.0.	10 110	,,,,,,	* i ,		
-		ral Inform						Site I	nforma	tion					
1	nalysi	1	Nancy						ction/Date		of ABQ			7/:	31/200
P	gency	or Company	Terry Br	own, P	.E.			Major			Course	Rd		'^	217200
A	nalysi	s Period/Year	AM Pea	k Hour		2012	2	Minor :			way 'D'				
C	omme	ent	2012 AN	l Peak	Hour B	UILD C	ondtio	ns							
1	nput	Data				-									
L	ane Co	onfiguration			NB			SB	· · · · · · · · · · · · · · · · · · ·		WB			 EB	
Li	ne 1	(curb)			TR			Т			R				
Li	ne 2				Т			Т	· · · · · ·						
La	ne 3														
La	ne 4														
La	ne 5														
					NB	1		SB			WB			EB	
	oveme			1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
		(veh/h)			587	169		1056				148			
Pl	1F				0.96	0.96		0.96				0.85			
Pe	rcent	of heavy vehic	les, HV		3	3		3				3			
Flo	ow rate	е			611	176		1100				174			
Fla	re sto	rage (# of veh	s)												
M	edian s	storage (# of v	rehs)							1					
Si	gnal u	pstream of Mo	ovement 2		ft		Mov	ement 5		f				1	
Le	ngth o	f study period	(h) _	0.25											
0	utpu	t Data												·	
	Lane	Movement	Flow Rate (veh/h)	Ca (i	apacity veh/h)	V	r/c		Length	Contro	l Delay	LO	S	Appr Delay a	
	1	R	174	(602	0.3	289		1	13	4	E	3	13.	
ΝB	2												_	13.	.4
	3										-			В	
	1														
EB	2														
	3														
N		1											7/1		
SI	3	4)			<u>_</u>										
iCA	PTM	2.0.0.1												0 0 1	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET Analysis Summary General Information Site Information Analyst Nancy Jurisdiction/Date City of ABQ 7/31/2007 Agency or Company Terry Brown, P.E. Golf Course Rd Major Street Analysis Period/Year AM Peak Hour 2012 Driveway 'D' Minor Street 2012 AM Peak Hour BUILD Condtions - Alternate Access Comment Input Data Lane Configuration NB SB WB EΒ Lane 1 (curb) TR Т R Lane 2 Т LT L Lane 3 Lane 4 Lane 5 NB SB **WB** EΒ Movement 1 (LT) 2 (TH) 3 (RT) 4 (LT) 5 (TH) 6 (RT) 7 (LT) 8 (TH) 9 (RT) 10 (LT) 11 (TH) 12 (RT) Volume (veh/h) 587 169 1056 95 146 148 PHF 0.96 0.96 0.96 0.96 0.85 0.85 Percent of heavy vehicles, HV 3 3 3 3 3 3 Flow rate 611 176 99 172 1100 174 Flare storage (# of vehs) Median storage (# of vehs) 1 Signal upstream of Movement 2 _ ft Movement 5 Length of study period (h) 0.25 **Output Data** Lane Movement Flow Rate Capacity v/c Queue Length Control Delay LOS Approach (veh/h) (veh/h) (veh) Delay and LOS (s) R 1 174 602 0.289 1 13.4 В 33.2 WB 2 L 172 235 0.732 5 53.2 F D 3 1 EΒ 2 3 NB (1) (4) SB 99 821 0.121 0 10.0 **HiCAP** ™2.0.0.1 ©Catalina Engineering, Inc. 8 - 8_12_AB_ALT

		С	HAPTER	17 - T\	NSC -	UNSIG	NALIZ	ZED IN	TERSE	CTIO	NS WC	ORKSI	łEET		
	Ana	lysis Sum	mary												
	Gen	eral Inform	ation					Site	Informa	tion					
1	Analys	it	Nancy					Jurisdi	iction/Date	City o	of ABQ			7/:	31/200
1	\genc	y or Company	Terry B	rown, P	.E.			Major			Course	Rd			
Į	_	is Period/Year	PM Pea			2012		Minor	Street	Drive	way 'D'				
(Comm	ent	2012 PM	// Peak	Hour E	UILD C	ondtio	ns							
1	nput	Data								<u>.</u>					
L	ane C	onfiguration			NB			SB			WB			EB	
L	ane 1	(curb)			TR			T			R		-		
L	ane 2				Т			Т							
	ne 3														
La	ne 4			ļ											
La	ne 5														
B.6	ovem	amt		4 (17)	NB			SB			WB			EB	
				1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
		(veh/h)			1094	186		746				196			
PI					0.93	0.93		0.93				0.85			
		of heavy vehic	les, HV		3	3		3				3			
Flo	ow rat	e 			1176	200		802				231			
Fla	re sto	rage (# of veh	s)												
М	edian	storage (# of v	ehs)							1					
Sig	gnal u	pstream of Mo	vement 2 _		ft		Mov	ement 5		f	l		-		
Le	ngth o	f study period	(h) _	0.25											
0	utpu	t Data													
	Lane	Movement	Flow Rate (veh/h)	Ca (\	pacity /eh/h)	ν	/c		Length /eh)	Contro (s		LO	S	Appr Delay a	
	1	R	231		386	0.	598		4	27.	3)	27	
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	3													D	
	1														
ЕВ	2														
Ì	3											<u> </u>			ĺ
NE	-	1		-								- 			
SE	3	4													
C4	P TM	2.0.0.1								74					

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Driveway 'E' / Golf Course Rd

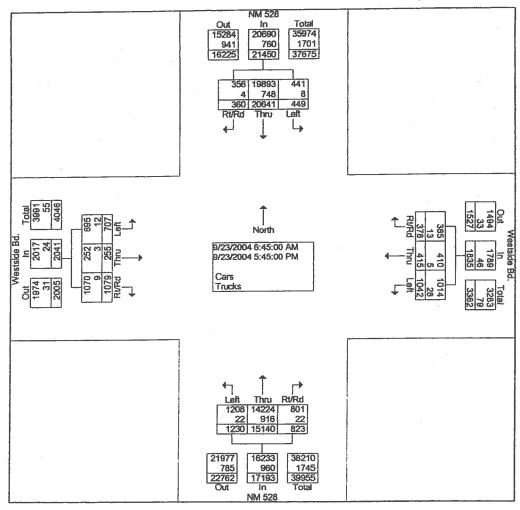
-	۱nal	lysis Sumi	mary												
(ene	eral Informa	tion					Site	Informat	tion					
A	nalys	t	Nancy					Jurisdi	ction/Date	City c	f ABQ	2.		7/2	27/200
Α	gency	or Company	Terry Bro	own, P.	E.			Major	Street	Golf (Course	Rd			
A	nalysi	is Period/Year	AM Peak	(Hour		2012	2	Minor	Street	Drive	way 'E'				
C	omme	ent	2012 AM	Peak	Hour B	UILD C	onditio	ns							
lı	put	Data											***		
La	ne Co	onfiguration			NB			SB			WB		1	EB	
La	ne 1	(curb)			Т			TR						R	
La	ne 2				Т			Т							
La	ne 3											***		-	
La	ne 4	19													
La	ne 5														
3.4					NB			SB			WB			EB	
	oveme			1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (R1
		(veh/h)			756			1131	71						61
PH	IF				0.96			0.96	0.96						0.85
Pe	rcent	of heavy vehicl	es, HV		3			3	3						3
Flo	w rate	e			788			1178	74						72
Fla	re sto	rage (# of vehs	s)		!									1	
Me	dian :	storage (# of ve	ehs)										1		
Sig	mal u	pstream of Mor	vement 2		ft		Mov	ement 5		f					
Ler	ngth o	f study period	(h) _	0.25											
Ou	ıtpu	t Data													-
	Lane	Movement	Flow Rate (veh/h)		pacity eh/h)	V	/c		Length veh)	Contro		LO	S	Appro Delay ar	
	1														
۷В	2														
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	1	R	72		125	0.1	170		1	15.	2	C			
В	2					0.			•		_			15.	2
1									# P					^	
NE	3	3												С	
-	-	1)													
SE	3	4													

Mid-Region Council of Governments Intersection Turning Movement Analysis

File Name: Westside Bd. and NM 52

Site Code : 00025899 Start Date : 09/23/2004

Page No : 2



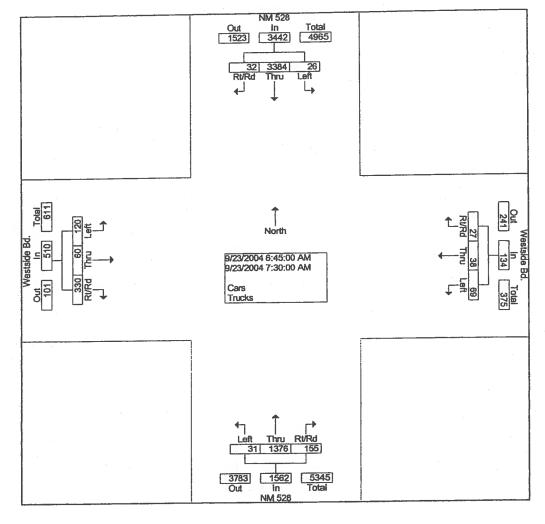
Mid-Region Council of Governments Intersection Turning Movement Analysis

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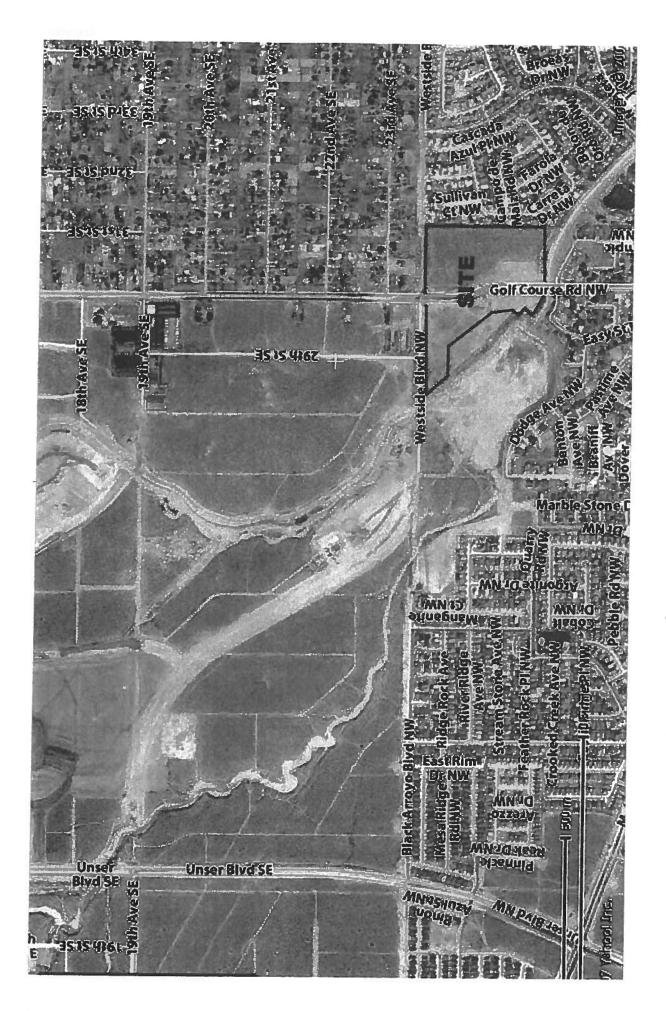
Site Code : 00025899 Start Date : 09/23/2004

Page No : 3

																	147		Del		1
			NM 52					estside rom E					NM 52 rom So					estside rom W	est		
		h	rom No					TOTAL C	RIVR	Ann				RI/R	App.	Left	Thru	Right	RI/R	App.	Int
Start Time	Left	Thru	Right	RVR d	App. Total	Left	Thru	Right	d	App. Total	Left	Thru	Right	d	Total	Len	HING	ragan	d	Total	Tota
Peak Hour From	06:45 kg	09:30 -	Peak 1	of 1							1					l]
Intersection	06:45							40	44	134	31	1376	122	33	1562	120	60	190	140	510	5648
Volume	26	3384	29	3	3442	69	38	13	14	134	2.0	88.1	7.8	2.1		23.5	11.8	37.3	27.5		
Percent	0.8	98.3	8.0	0.1		51.5	28.4	9.7	10.4	404	31	1376	122	33	1562	120	60	190	140	510	5648
Volume	26	3384	29	3	3442	69	38	13	14	134	8	280	20	8	316	19	9	104	31	163	1537
Volume	5	1006	7	1	1019	18	7	4	5	34	۰ ا	200	- 20	•	7,77	1	_			,	0.922
Peak Factor											07.00					07:00					
High Int.	07:00					07:15		_	_	-	07:30	453	34	1	495	19	9	104	31	163	ĺ
Volume	5	1006	7	1	1019	34	21	5	5 ,	65	1 '	433	34	•	0.789					0.782	
Peak Factor					0.844					0.515	1				0.700						



Anziel BLat



Intersection:

Signalized Intersection Information Sheet

ELLISON/MCMAHON & GOLF COURSE

Speed Limit - E-W Street: 40 M.P.H. Date: Speed Limit - N-S Street: 40 M.P.H. 7/10/2007 East Bound Approach: **ELLISON/MCMAHON Left Turn Lanes** Thru / Lefts Thru Lanes Thru / Rights Right Turn Lanes 2 Length 10 13 Left Turn Arrow? Thru Green Right Turn Arrow? YES. YES YES Is there a right turn slip laned that by-passes the traffic signal? NO **West Bound Approach: ELLISON/MCMAHON Left Turn Lanes** Thru / Lefts Thru Lanes Thru / Rights **Right Turn Lanes** 2 Length 15 12 Left Turn Arrow? Thru Green **Right Turn Arrow?** YES YES YES Is there a right turn slip laned that by-passes the traffic signal? NO North Bound Approach: **GOLF COURSE Left Turn Lanes** Thru / Lefts Thru Lanes Thru / Rights **Right Turn Lanes** 2 2 Length 13 Left Turn Arrow? Thru Green **Right Turn Arrow?** YES YES YES Is there a right turn slip laned that by-passes the traffic signal? NO South Bound Approach: **GOLF COURSE** Left Turn Lanes Thru / Lefts Thru Lanes Thru / Rights **Right Turn Lanes** 2 2 Length 8 Left Turn Arrow? Thru Green **Right Turn Arrow?** YES. YES YES Is there a right turn slip laned that by-passes the traffic signal? <u>NO</u> NOTE: Existing Geometry