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

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

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Chavez Tract	Shopping Center (820)	50.00	4,328	63	40	191	207
Chavez Tract	High Turnover (Sit-Down) Restaurant (932)	10.00	1,272	60	55	67	43
Chavez Tract	Fast Food Restaurant w/ Drive-Thru Window (934)	3.50	1,736	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
Medical 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:

Commercial Land Uses

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 R^2 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	0	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 No Build		2012 BUILD	
	A.M.	P.M.	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: Westside / Golf Course Commercial Development
Intersection: **Westside Blvd / NMSR 528**

2012

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	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	1	48	100	4	3,220	>1,000	1	64	**125**
PM BUILD Queue	**1**	**48**	**100**	**4**	**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 No Build		2012 BUILD	
	A.M.	P.M.	A.M.	P.M.
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. Asumming 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

Eastbound Approach	Left Turns # Lanes	Left Turns Vol.	Left Turns Length (Ft.)	Thru Movements # Lanes	Thru Movements Vol.	Thru Movements Length (Ft.)	Right Turns # Lanes	Right Turns Vol.	Right Turns Length (Ft.)
Existing Lane Length	*1*	*0*	*TBD*	*1*	*0*	*Cont*	*1*	*0*	*TBD*
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*	*TBD*
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**

Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*0*	*TBD*	*1*	*0*	*Cont*	*1*	*0*	*TBD*
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*	*TBD*
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**

Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (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**

Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	*1*	*0*	*200*	*2*	*0*	*Cont*	*0*	*0*	*0*
AM NO BUILD Queue	1	395	525	2	456	350	0	46	100
AM BUILD Queue	**1**	**420**	**550**	**2**	**512**	**400**	**0**	**49**	**100**
Existing Lane Length	*1*	*0*	*200*	*2*	*0*	*Cont*	*0*	*0*	*0*
PM NO BUILD Queue	1	134	**225**	2	253	**225**	0	214	325
PM BUILD Queue	**1**	**151**	**250**	**2**	**291**	**250**	**0**	**216**	**325**

	AM	PM
Cycle Length:	130	130

TBD - To Be Designed

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	0	1

McMahon Blvd. / Golf Course Rd.	2012 No Build		2012 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	***F - 81.4***	***F – 150***	***F - 94.1***	***F - 174***

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

Eastbound Approach	Left Turns # Lanes	Left Turns Vol.	Left Turns Length (Ft.)	Thru Movements # Lanes	Thru Movements Vol.	Thru Movements Length (Ft.)	Right Turns # Lanes	Right Turns Vol.	Right Turns Length (Ft.)
Existing Lane Length	*1*	*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	*1*	*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	Vol.	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**	**2**	**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**	**2**	**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 NO BUILD		2012 BUILD	
Westside Blvd / Unser Blvd	**AM**	**PM**	**AM**	**PM**
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

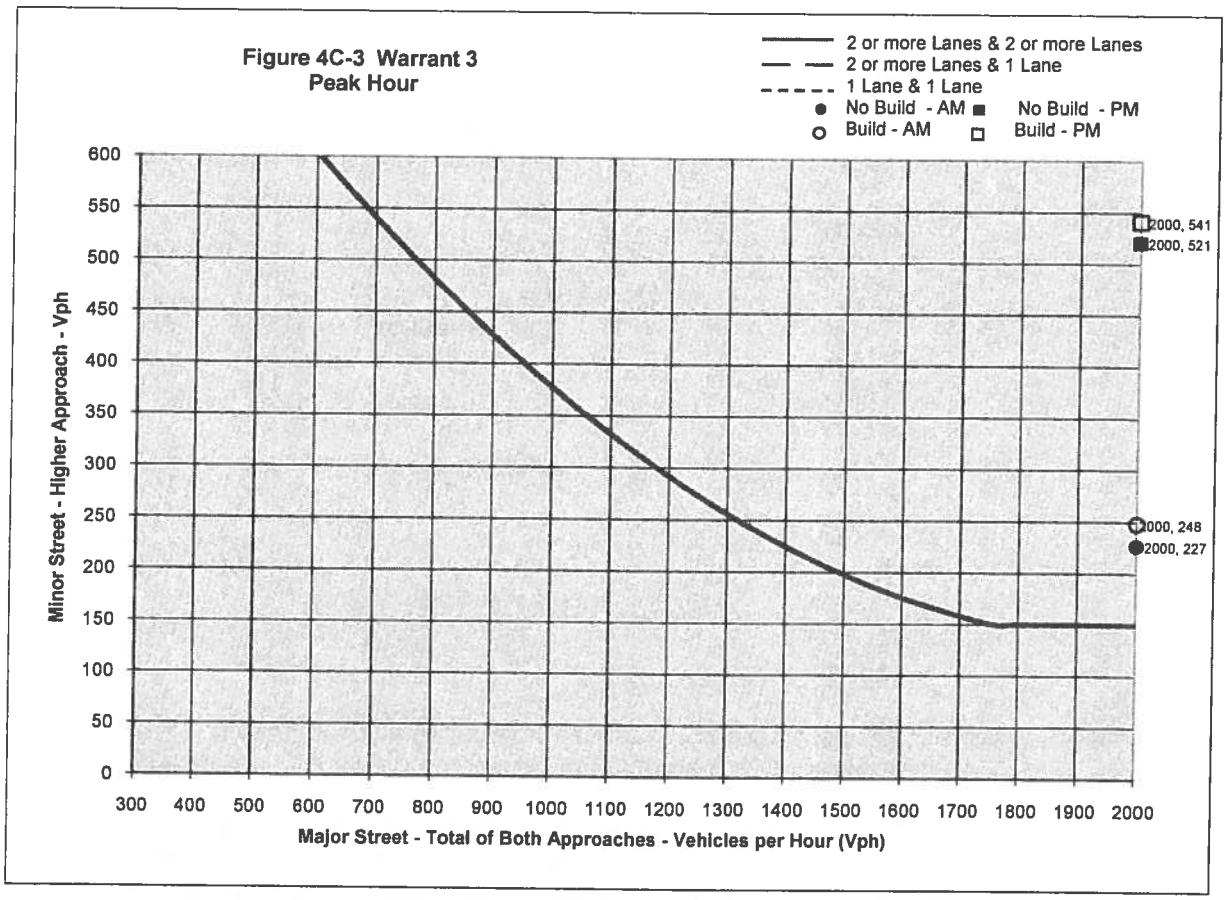
Due to the fact that this intersection is projected to fail and it is comprised of the intersection of two Limited Access Principal Arterial Roadways, then it is reasonable to assume that a traffic signal may be warranted here.

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	Analysis Year Traffic Volumes					
Westside / Golf Course Commercial Dev.	AM	Major	Minor	PM	Major	Minor
Intersection	No Build	2583	227	No Build	2955	521
Westside Blvd. / Unser Blvd.						
Analysis Year	Build	2621	248	Build	2981	541
2012						

Number of Lanes

Major St.	2
Minor St.	2



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	
	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 (secs)	Level-of-Service
≤ 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 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.

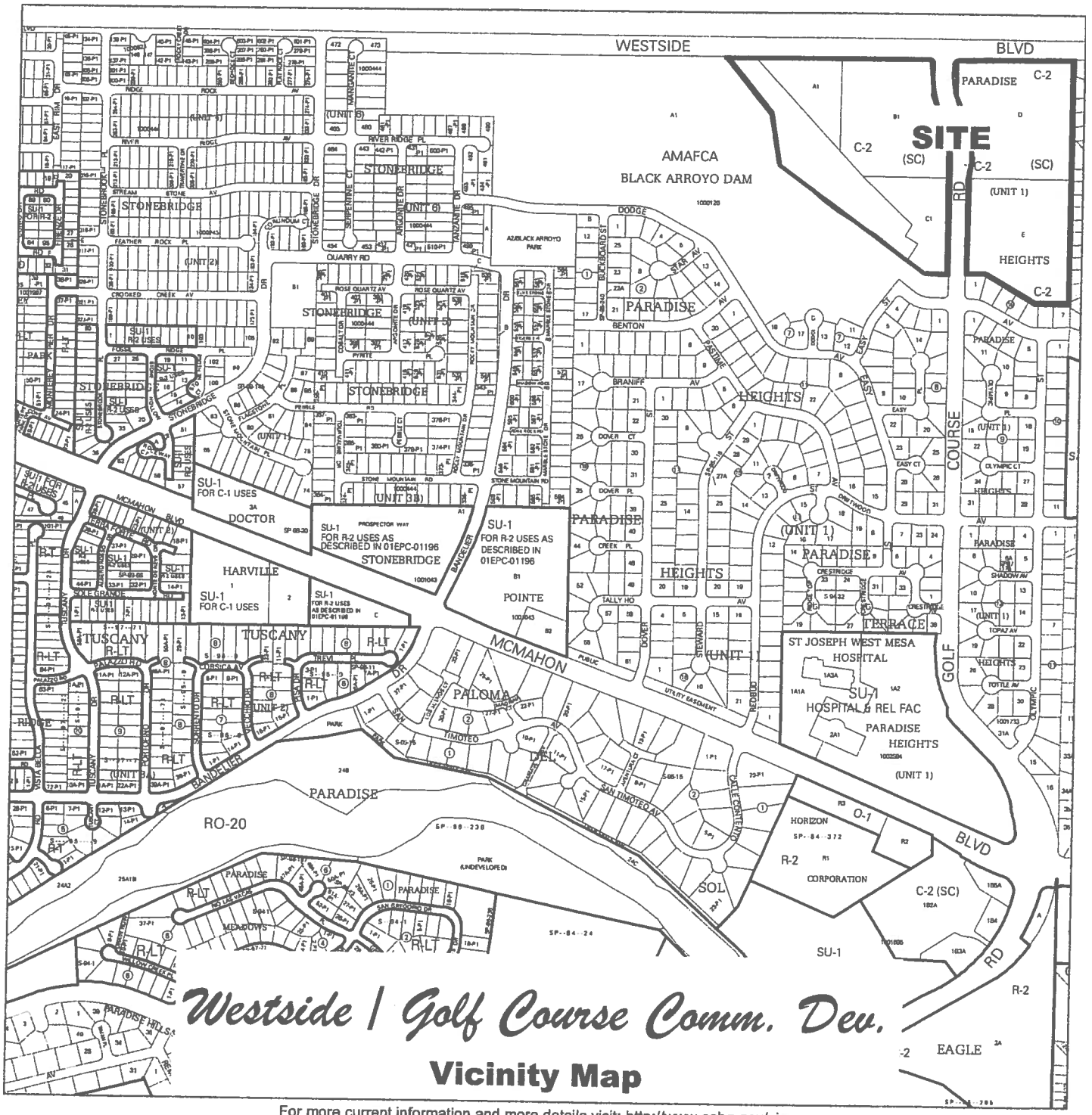
CONCLUSIONS

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:

Appendix

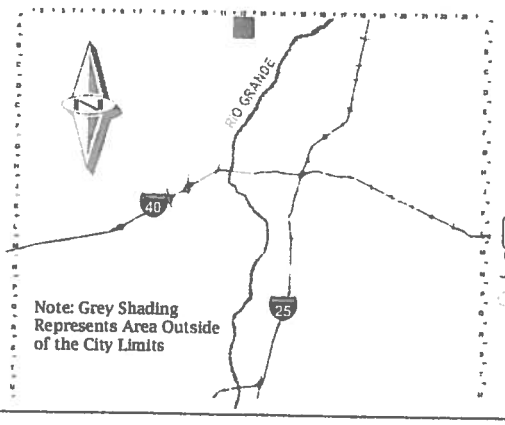
Appendix



For more current information and more details visit: http://www.cabq.gov/gis

Albuquerque Geographic Information System

Map amended through: 5/17/2007



Zone Atlas Page:

A-12-Z

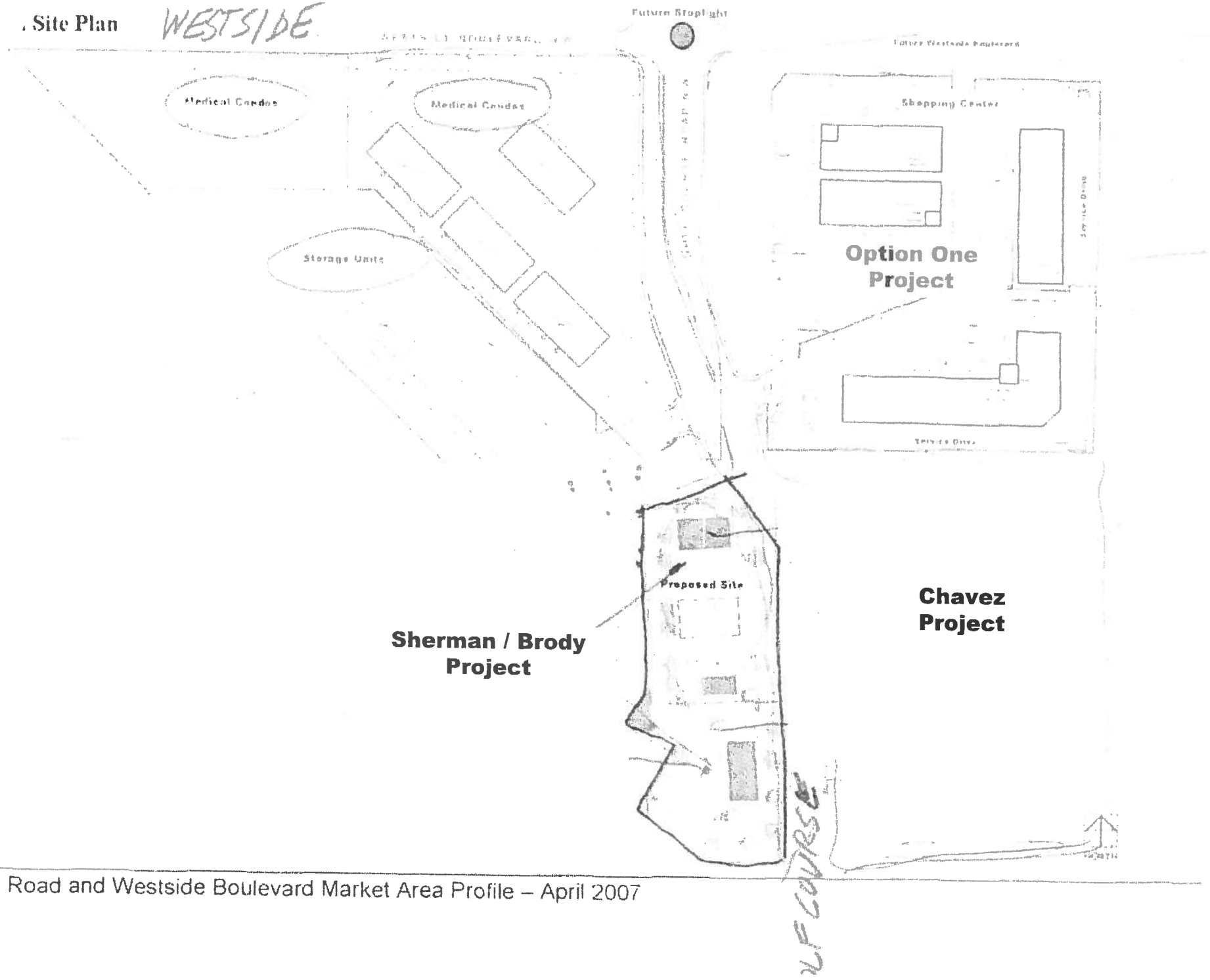
Selected Symbols

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

0 750 1,500 Feet

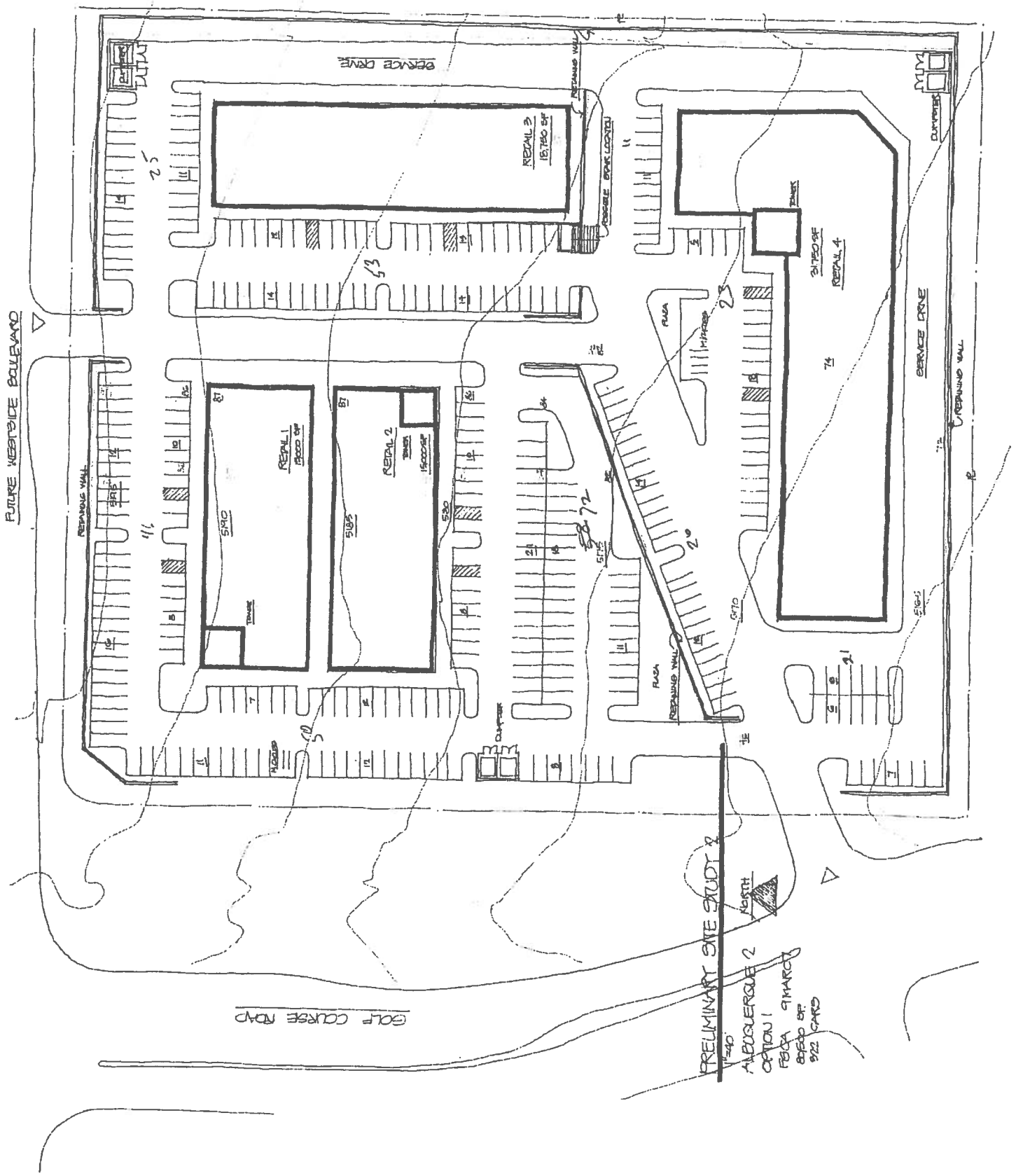
Westside / Golf Course Commercial Development
Map of Four Projects / Adjacent Transportation System

Figure 1: A . Site Plan WESTSIDE



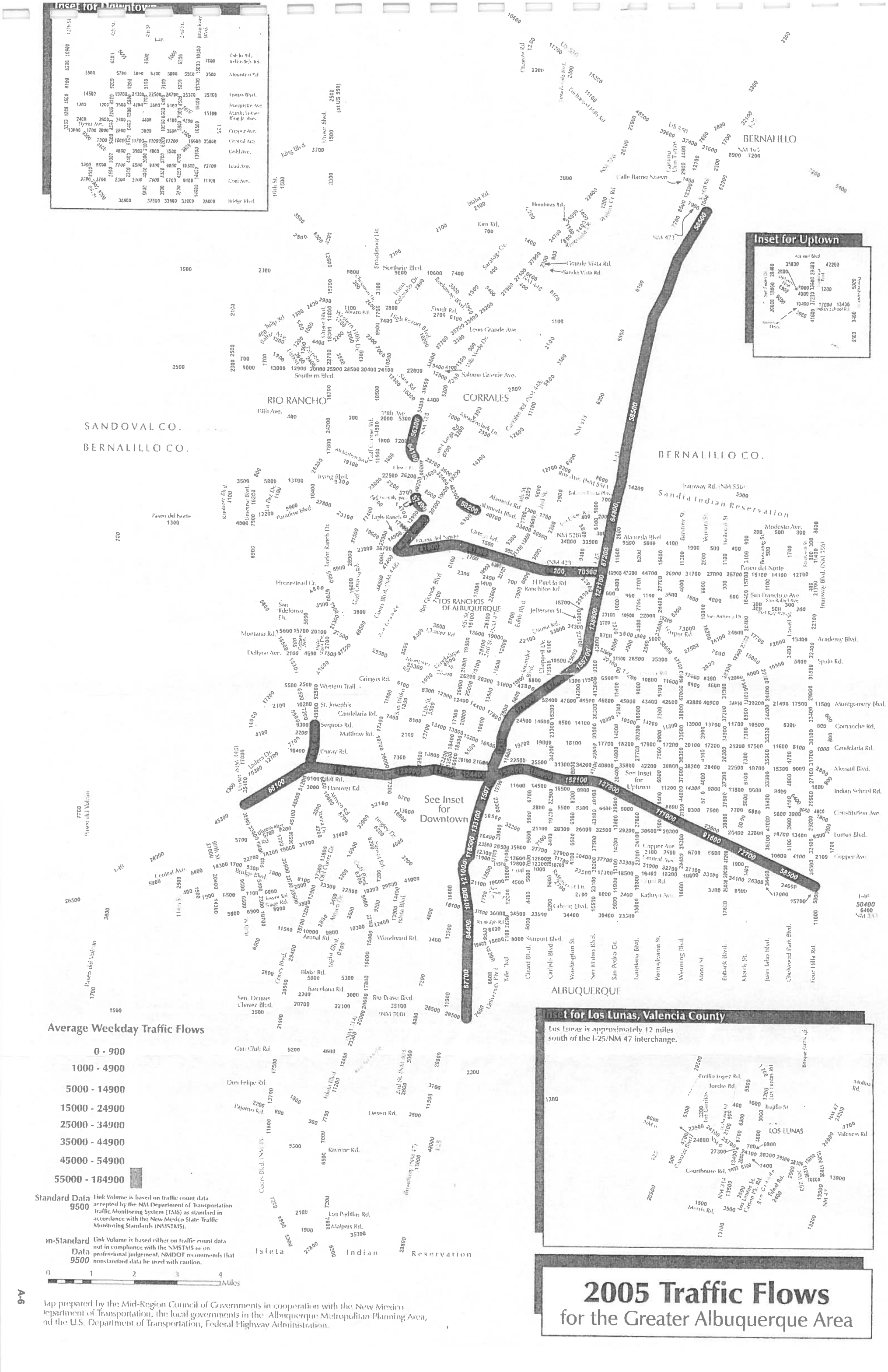
MASTER SITE DEVELOPMENT PLAN (CONCEPTUAL)

Sherman / Broday Project



Option One Project

(Northeast Quadrant)
Conceptual Site Plan

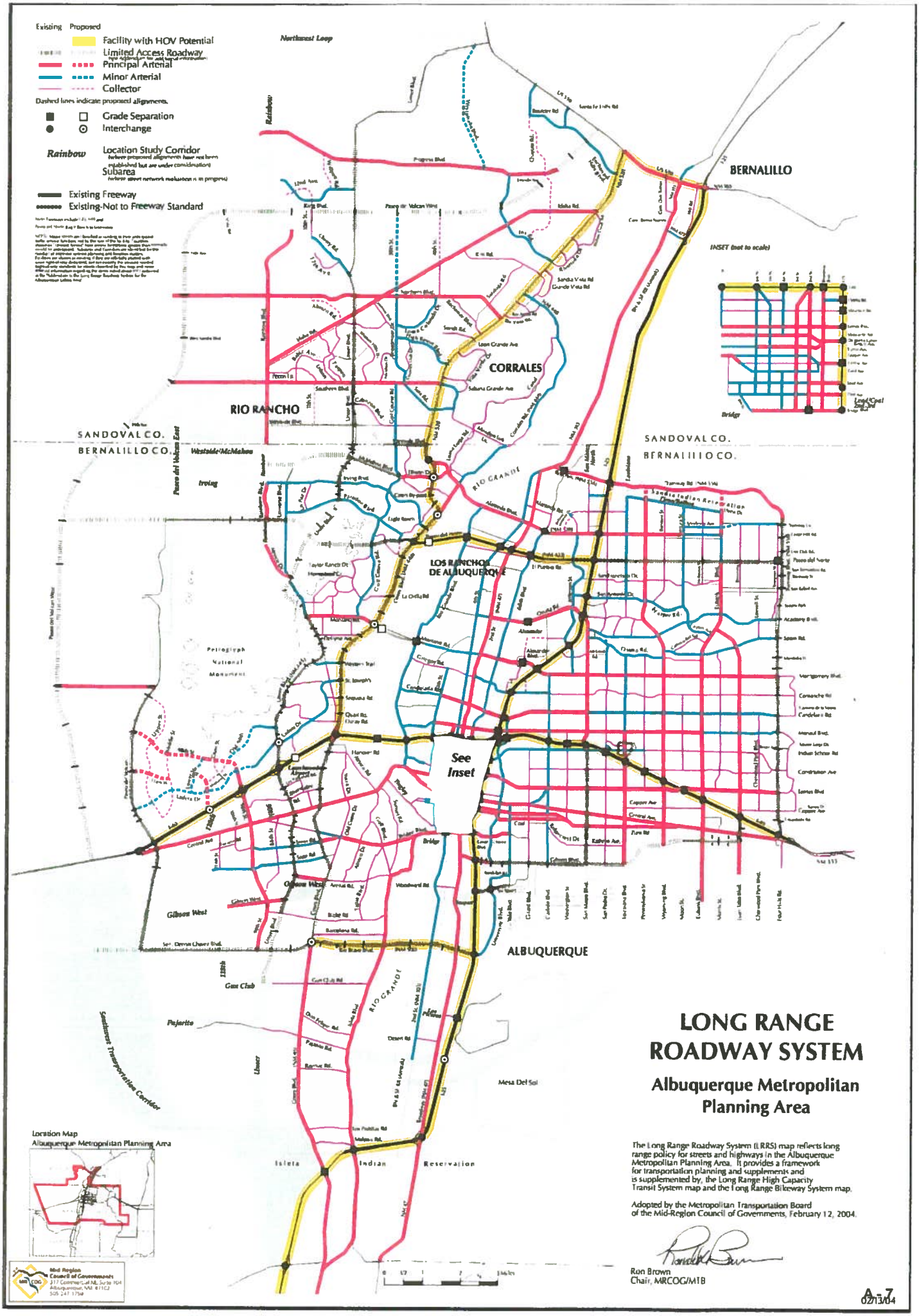


Inset for Los Lunas, Valencia County

Los Lunas is approximately 12 miles south of the I-25/NM 47 interchange.

2005 Traffic Flows
for the Greater Albuquerque Area

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



LONG RANGE ROADWAY SYSTEM

Albuquerque Metropolitan Planning Area

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

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

Ron Brown
Chair, MRCOG/MTB

A-7
02/13/04

Westside / Golf Course Rd. Commercial Development

Trip Generation Data

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet	Units					
Chavez Tract	Shopping Center (820)	50.00	4,328	63	40	191	207
Chavez Tract	High Turnover (Sit-Down) Restaurant (932)	10.00	1,272	60	55	67	43
Chavez Tract	Fast Food Restaurant w/ Drive-Thru Window (934)	3.50	1,736	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
Medical 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**

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Center (820)	*50.00*	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)

Ln(T) = *0.6* Ln(X) + *2.29*
61% Enter, *39%* Exit

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

Ln(T) = *0.66* Ln(X) + *3.403*
48% Enter, *52%* Exit

Comments:
Chavez Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
High Turnover (Sit-Down) Restaurant (932)	*10.00* 1,000 S.F.	1,272	60	55	67	43

ITE Trip Generation Equations:

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

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

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

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

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

T = *10.92* (X) + *0*
61% Enter, *39%* Exit

Comments:
Chavez Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Fast Food Restaurant w/ Drive-Thru Window (934)	*3.50*	1,736	95	91	63	58
	1,000 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)

T = *53.11* (X) + *0*
51% Enter, *49%* Exit

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

T = *34.64* (X) + *0*
52% Enter, *48%* Exit

Comments:
Chavez Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Specialty Retail Center (814)	*31.90*	1,402	120	152	43	55
	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)

T = *4.9* (X) + *115.59*
44% Enter, *56%* Exit

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

T = *2.4* (X) + *21.48*
44% Enter, *56%* Exit

Comments:
Chavez Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
High Turnover (Sit-Down) Restaurant (932)	Units *15.00* 1,000 S.F.	1,907	90	83	100	64

ITE Trip Generation Equations:

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

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

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

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

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

T = *10.92* (X) + *0*
61% Enter, *39%* Exit

Comments:
Concept One Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Fast Food Restaurant w/o Drive-Thru Window (933)	*5.00* 1,000 S.F.	3,580	132	88	67	64

ITE Trip Generation Equations:

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

T = *716* (X) + *0*
50% Enter, *50%* Exit

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

T = *43.87* (X) + *0*
60% Enter, *40%* Exit

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

T = *26.15* (X) + *0*
51% Enter, *49%* Exit

Comments:
Concept One Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Specialty Retail Center (814)	*10.00*	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)

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)

T = *4.9* (X) + *115.59*
44% Enter, *56%* Exit

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

T = *2.4* (X) + *21.48*
44% Enter, *56%* Exit

Comments:
Concept One Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Gasoline / Service Station w/ Convenience Market (945)	***12.00***	1,953	60	60	80	80
	Fueling Positions					

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

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)

T = ***13.38*** (X) + ***0***
50% Enter, ***50%*** Exit

Comments:
Sherman/Brody Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Fast Food Restaurant w/ Drive-Thru Window (934)	*3.40* 1,000 S.F.	1,687	92	88	61	57

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)

T = *53.11* (X) + *0*
51% Enter, *49%* Exit

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

T = *34.64* (X) + *0*
52% Enter, *48%* Exit

Comments:
Sherman/Brody Tract

Based on ITE Trip Generation Manual - 7th Edition

Westside / Golf Course Rd. Commercial Development
Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Medical-Dental Office Building (720)	***50.00***	1,830	98	26	45	121
	1,000 S.F.					

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

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

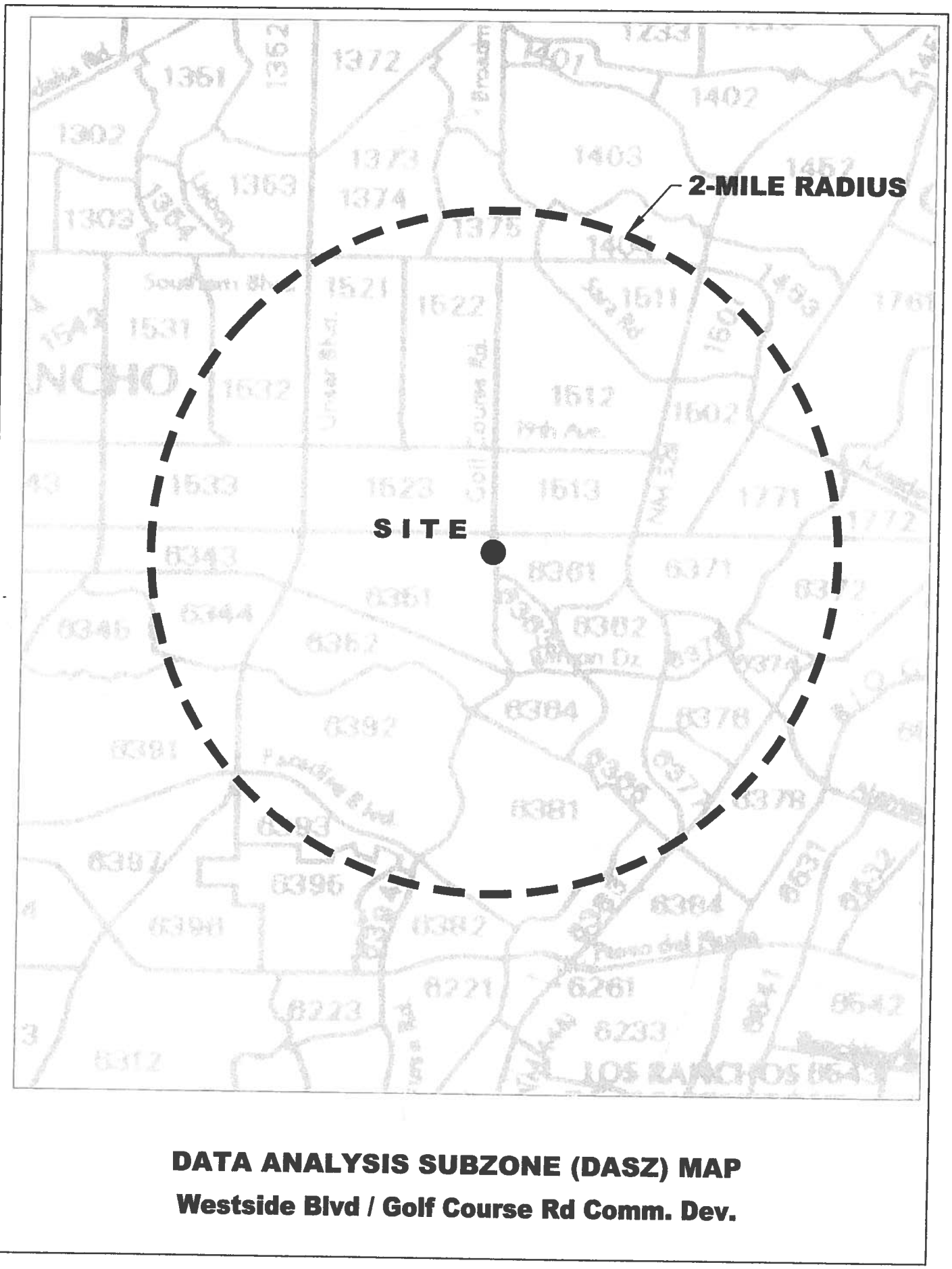
T = ***2.48*** **(X) +** ***0***
79% Enter, ***21%*** Exit

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) = ***0.93*** **Ln(X) +** ***1.47***
27% Enter, ***73%*** Exit

Comments:
Medical Tract

Based on ITE Trip Generation Manual - 7th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Westside Blvd / Golf Course Rd Comm. Dev.

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 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

							(UN) Unser Blvd. North			(GN) Golf Course Rd North			(5N) NMSR 528 North		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population In Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2012											
Boundary Specified on DASZ Map															
1374	15%	3384	3288	3,338	501	1.52%	100%	1.52%	501	0%	0.00%	0	0%	0.00%	0
1375	40%	1185	1679	1,422	569	1.73%	0%	0.00%	0	100%	1.73%	569	0%	0.00%	0
1404	45%	1198	1522	1,354	609	1.85%	0%	0.00%	0	85%	1.57%	518	15%	0.28%	91
1501	75%	170	638	395	296	0.90%	0%	0.00%	0	0%	0.00%	0	100%	0.90%	296
1502	100%	0	52	25	25	0.08%	0%	0.00%	0	0%	0.00%	0	50%	0.04%	13
1511	100%	914	893	904	904	2.75%	0%	0.00%	0	0%	0.00%	0	100%	2.75%	904
1512	100%	1966	1931	1,949	1,949	5.93%	0%	0.00%	0	50%	2.96%	975	50%	2.96%	975
1513	100%	964	950	957	957	2.91%	0%	0.00%	0	50%	1.45%	479	50%	1.45%	479
1521	100%	0	1312	630	630	1.92%	100%	1.92%	630	0%	0.00%	0	0%	0.00%	0
1522	100%	39	600	308	308	0.94%	0%	0.00%	0	100%	0.94%	308	0%	0.00%	0
1523	100%	9	235	117	117	0.36%	50%	0.18%	59	50%	0.18%	59	0%	0.00%	0
1531	10%	255	650	445	45	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1532	75%	164	598	372	279	0.85%	50%	0.42%	140	0%	0.00%	0	0%	0.00%	0
1533	80%	0	192	92	74	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1771	95%	552	554	553	525	1.60%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1772	10%	147	249	196	20	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6343	80%	0	2216	1,064	851	2.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6344	90%	631	1736	1,161	1,045	3.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6351	100%	615	4082	2,279	2,279	6.93%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6352	100%	2016	3080	2,527	2,527	7.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6361	100%	880	1429	1,144	1,144	3.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6362	100%	1668	4791	3,167	3,167	9.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6363	100%	759	730	745	745	2.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6364	100%	1025	1280	1,147	1,147	3.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6365	100%	1376	1334	1,356	1,356	4.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6371	100%	389	372	381	381	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6372	45%	325	327	326	147	0.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6374	100%	1106	1047	1,078	1,078	3.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6375	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6376	100%	2	2	2	2	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6377	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6378	15%	245	266	255	38	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6381	90%	3454	5850	4,604	4,144	12.60%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6382	5%	770	1298	1,023	51	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6383	20%	647	1413	1,015	203	0.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6391	15%	2565	5511	3,979	597	1.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6392	100%	3643	3472	3,561	3,561	10.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6393	75%	574	1035	795	596	1.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6394	5%	399	652	520	26	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6395	5%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				45,186	32,893	100.00%			1,329			2,906			2,757
									4.04%			8.84%			8.38%

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 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

							(WE) Westside Blvd East			(5S) NMSR 528 South			(EE) Ellison Blvd East		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2012											
Boundary Specified on DASZ Map															
1374	15%	3384	3288	3,338	501	1.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1375	40%	1185	1679	1,422	569	1.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1404	45%	1198	1522	1,354	609	1.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1501	75%	170	638	395	296	0.90%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1502	100%	0	52	25	25	0.08%	50%	0.04%	13	0%	0.00%	0	0%	0.00%	0
1511	100%	914	893	904	904	2.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1512	100%	1966	1931	1,949	1,949	5.93%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1513	100%	964	950	957	957	2.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1521	100%	0	1312	630	630	1.92%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1522	100%	39	600	308	308	0.94%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1523	100%	9	235	117	117	0.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1531	10%	255	650	445	45	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1532	75%	164	598	372	279	0.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1533	80%	0	192	92	74	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1771	95%	552	554	553	525	1.60%	100%	1.60%	525	0%	0.00%	0	0%	0.00%	0
1772	10%	147	249	196	20	0.06%	100%	0.06%	20	0%	0.00%	0	0%	0.00%	0
6343	80%	0	2216	1,064	851	2.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6344	90%	631	1736	1,161	1,045	3.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6351	100%	615	4082	2,279	2,279	6.93%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6352	100%	2016	3080	2,527	2,527	7.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6361	100%	880	1429	1,144	1,144	3.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6362	100%	1668	4791	3,167	3,167	9.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6363	100%	759	730	745	745	2.26%	0%	0.00%	0	0%	0.00%	0	100%	9.63%	3,167
6364	100%	1025	1280	1,147	1,147	3.49%	0%	0.00%	0	0%	0.00%	0	25%	0.57%	186
6365	100%	1376	1334	1,356	1,356	4.12%	0%	0.00%	0	0%	0.00%	0	90%	3.14%	1,032
6371	100%	389	372	381	381	1.16%	50%	0.58%	191	10%	0.41%	136	90%	3.71%	1,220
6372	45%	325	327	326	147	0.45%	0%	0.00%	0	50%	0.58%	191	0%	0.00%	0
6374	100%	1106	1047	1,078	1,078	3.28%	0%	0.00%	0	100%	0.45%	147	0%	0.00%	0
6375	100%	0	0	0	0	0.00%	0%	0.00%	0	100%	3.28%	1,078	0%	0.00%	0
6376	100%	2	2	2	2	0.01%	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0
6377	100%	0	0	0	0	0.00%	0%	0.00%	0	50%	0.00%	1	50%	0.00%	1
6378	15%	245	266	255	38	0.12%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
6381	90%	3454	5850	4,604	4,144	12.60%	0%	0.00%	0	50%	0.06%	19	50%	0.06%	19
6382	5%	770	1298	1,023	51	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6383	20%	647	1413	1,015	203	0.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6391	15%	2565	5511	3,979	597	1.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6392	100%	3643	3472	3,561	3,561	10.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6393	75%	574	1035	795	596	1.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6394	5%	399	652	520	26	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6395	5%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				45,186	32,893	100.00%			748			1,671			5,626
									2.27%			4.78%			17.10%

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 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

							(GS) Golf Course Rd South			(MW) McMahon Blvd West			(US) Unser Blvd South		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2012											
Boundary Specified on DASZ Map															
1374	15%	3384	3288	3,338	501	1.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1375	40%	1185	1679	1,422	569	1.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1404	45%	1198	1522	1,354	609	1.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1501	75%	170	638	395	296	0.90%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1502	100%	0	52	25	25	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1511	100%	914	893	904	904	2.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1512	100%	1966	1931	1,949	1,949	5.93%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1513	100%	964	950	957	957	2.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1521	100%	0	1312	630	630	1.92%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1522	100%	39	600	308	308	0.94%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1523	100%	9	235	117	117	0.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1531	10%	255	650	445	45	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1532	75%	164	598	372	279	0.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1533	80%	0	192	92	74	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1771	95%	552	554	553	525	1.60%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1772	10%	147	249	198	20	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6343	80%	0	2216	1,084	851	2.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6344	90%	631	1736	1,161	1,045	3.18%	0%	0.00%	0	0%	0.00%	0	50%	1.29%	426
6351	100%	615	4082	2,279	2,279	6.93%	0%	0.00%	0	0%	0.00%	0	100%	3.18%	1,045
6362	100%	2016	3080	2,527	2,527	7.68%	0%	0.00%	0	30%	2.08%	684	0%	0.00%	0
6361	100%	880	1429	1,144	1,144	3.48%	0%	0.00%	0	100%	7.68%	2,527	0%	0.00%	0
6362	100%	1668	4791	3,167	3,167	9.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6363	100%	759	730	745	745	2.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6364	100%	1025	1280	1,147	1,147	3.49%	10%	0.35%	115	0%	0.00%	0	0%	0.00%	0
6365	100%	1376	1334	1,356	1,356	4.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6371	100%	389	372	381	381	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6372	45%	325	327	326	147	0.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6374	100%	1106	1047	1,078	1,078	3.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6375	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6376	100%	2	2	2	2	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6377	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6378	15%	245	266	255	38	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6381	90%	3454	5850	4,604	4,144	12.60%	100%	12.60%	4,144	0%	0.00%	0	0%	0.00%	0
6382	5%	770	1298	1,023	51	0.16%	100%	0.16%	51	0%	0.00%	0	0%	0.00%	0
6383	20%	647	1413	1,015	203	0.62%	100%	0.62%	203	0%	0.00%	0	0%	0.00%	0
6391	15%	2565	5511	3,979	597	1.81%	50%	0.91%	299	0%	0.00%	0	0%	0.00%	0
6392	100%	3643	3472	3,561	3,561	10.83%	50%	5.41%	1,781	0%	0.00%	0	50%	0.91%	299
6393	75%	574	1035	795	596	1.81%	50%	0.91%	298	0%	0.00%	0	50%	5.41%	1,781
6394	5%	399	652	520	26	0.08%	100%	0.08%	26	0%	0.00%	0	50%	0.91%	298
6395	5%	0	0	0	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				45,186	32,893	100.00%			6,916			3,211			3,848
									21.02%			9.76%			11.70%

Trip Distribution Table

Westside / Golf Course Comm. Dev.

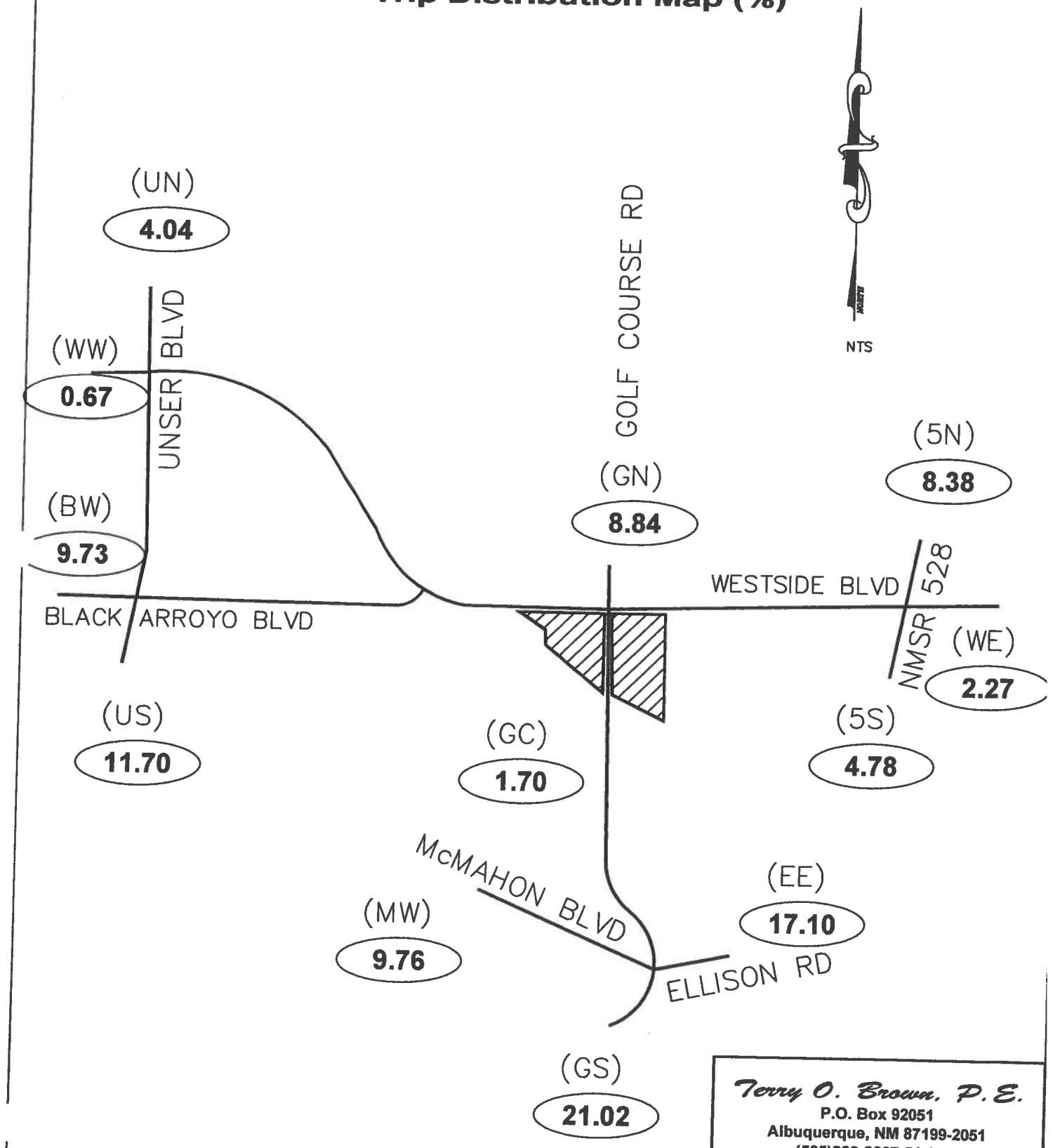
Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Retail Commercial Trips

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

							(BW) Black Arroyo Blvd West			(GC) Golf Course Rd Central			(WW) Westside Blvd West		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population In Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2012											
Boundary Specified on DASZ Map															
1374	15%	3384	3288	3,338	501	1.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1375	40%	1185	1679	1,422	569	1.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1404	45%	1198	1522	1,354	609	1.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1501	75%	170	638	395	296	0.90%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1502	100%	0	52	25	25	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1511	100%	914	893	904	904	2.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1512	100%	1966	1931	1,949	1,949	5.93%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1513	100%	964	950	957	957	2.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1521	100%	0	1312	630	630	1.92%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1522	100%	39	600	308	308	0.94%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1523	100%	9	235	117	117	0.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1531	10%	255	650	445	45	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1532	75%	164	598	372	279	0.85%	0%	0.00%	0	0%	0.00%	0	100%	0.14%	45
1533	80%	0	192	92	74	0.22%	50%	0.11%	37	0%	0.00%	0	50%	0.42%	140
1771	95%	552	554	553	525	1.60%	0%	0.00%	0	0%	0.00%	0	50%	0.11%	37
1772	10%	147	249	196	20	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6343	80%	0	2216	1,064	851	2.59%	50%	1.29%	426	0%	0.00%	0	0%	0.00%	0
6344	90%	631	1736	1,161	1,045	3.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6351	100%	615	4082	2,279	2,279	6.93%	70%	4.85%	1,595	0%	0.00%	0	0%	0.00%	0
6352	100%	2016	3080	2,527	2,527	7.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6361	100%	880	1429	1,144	1,144	3.48%	100%	3.48%	1,144	0%	0.00%	0	0%	0.00%	0
6362	100%	1668	4791	3,167	3,167	9.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6363	100%	759	730	745	745	2.26%	0%	0.00%	0	75%	1.70%	559	0%	0.00%	0
6364	100%	1025	1280	1,147	1,147	3.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6365	100%	1376	1334	1,356	1,356	4.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6371	100%	389	372	381	381	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6372	45%	325	327	326	147	0.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6374	100%	1106	1047	1,078	1,078	3.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6375	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6376	100%	2	2	2	2	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6377	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6378	15%	245	266	255	38	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6381	90%	3454	5850	4,604	4,144	12.60%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6382	5%	770	1298	1,023	51	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6383	20%	647	1413	1,015	203	0.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6391	15%	2565	5511	3,979	597	1.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6392	100%	3643	3472	3,561	3,561	10.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6393	75%	574	1035	795	596	1.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6394	5%	399	652	520	26	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6395	5%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				45,186	32,893	100.00%			3,202			559			222
									9.73%			1.70%			0.67%

Westside / Golf Course Comm. Dev.

Trip Distribution Map (%)



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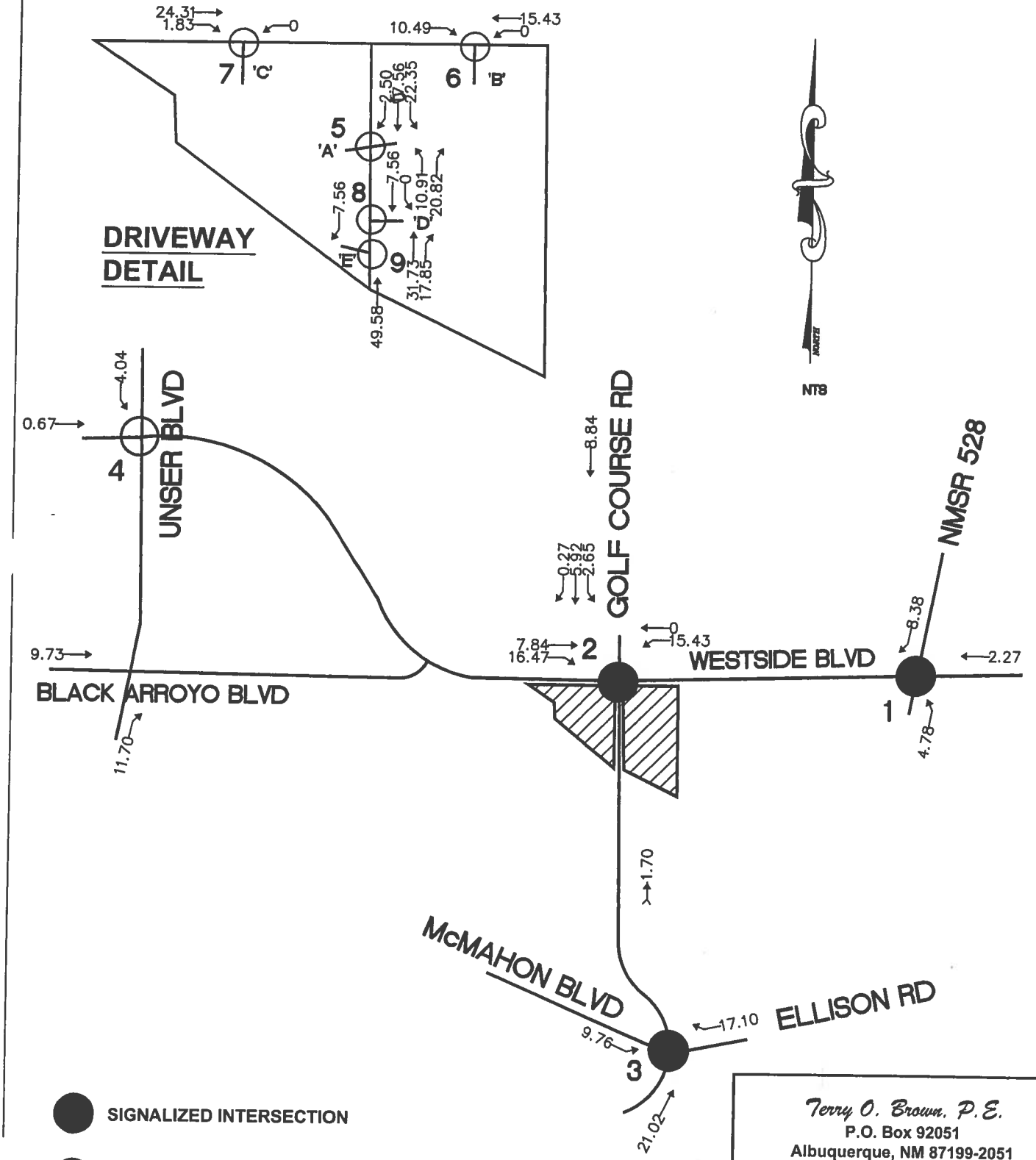
Westside / Golf Course Comm. Dev.

Trip Assignments (% Entering)

Base Case - One Full Access Driveway



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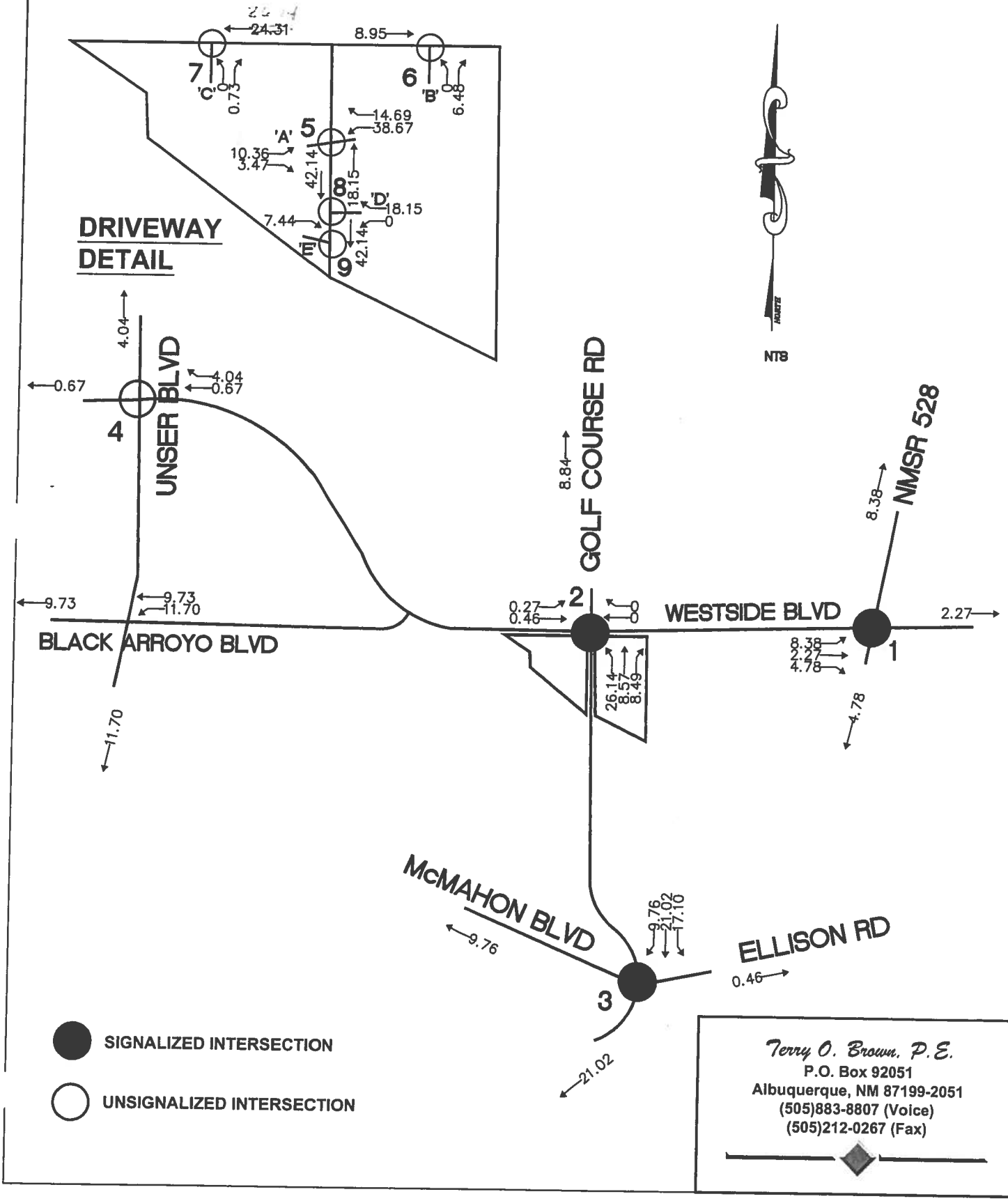
Westside / Golf Course Comm. Dev.

Trip Assignments (% Exiting)

Base Case - One Full Access Driveway



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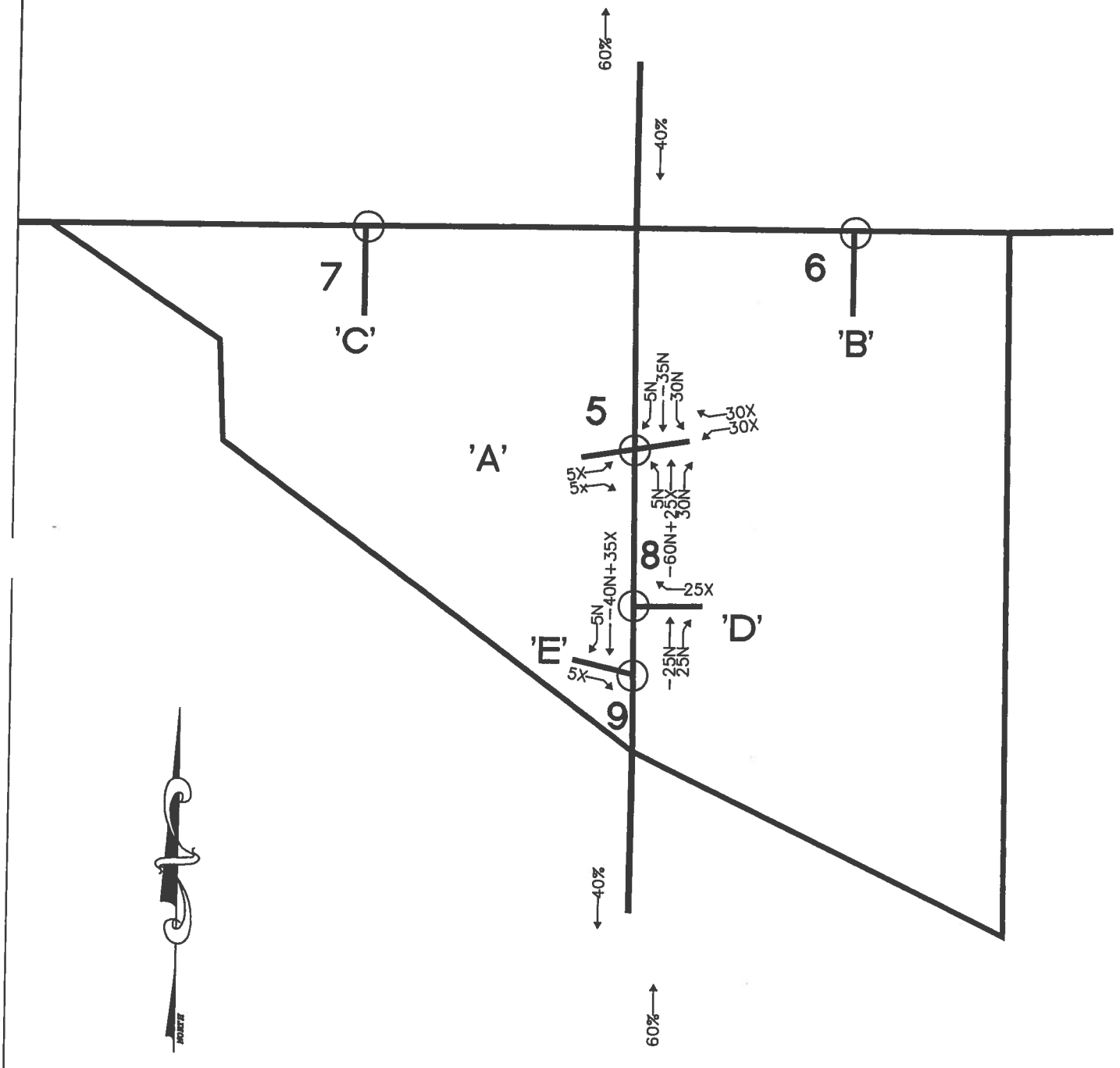
Westside / Golf Course Comm. Dev.

Passby Trip Assignments

(Base Case - One Full Access Driveway)



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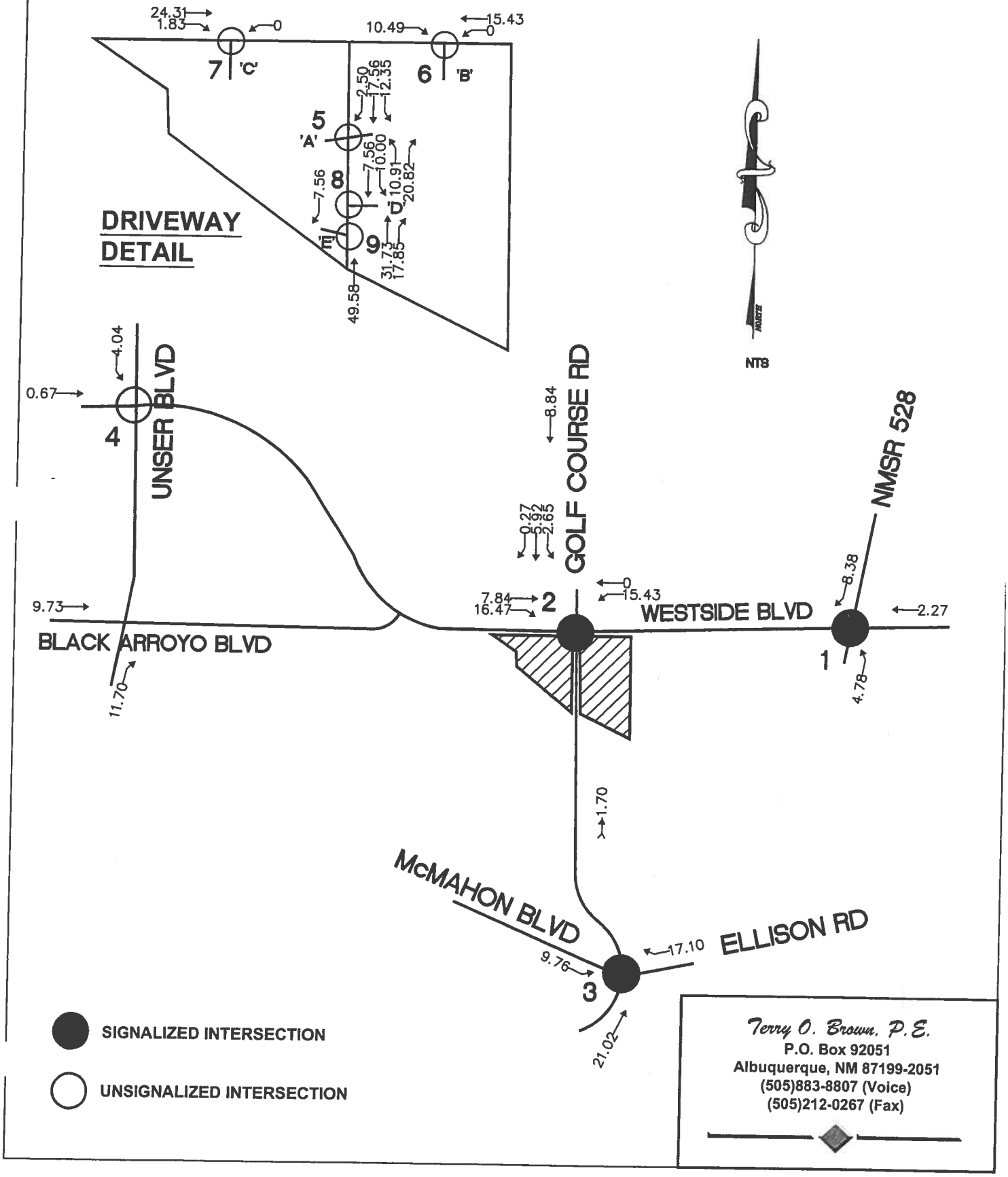
Westside / Golf Course Comm. Dev.

Trip Assignments (% Entering)

Alternate Case - Two Full Access Driveways



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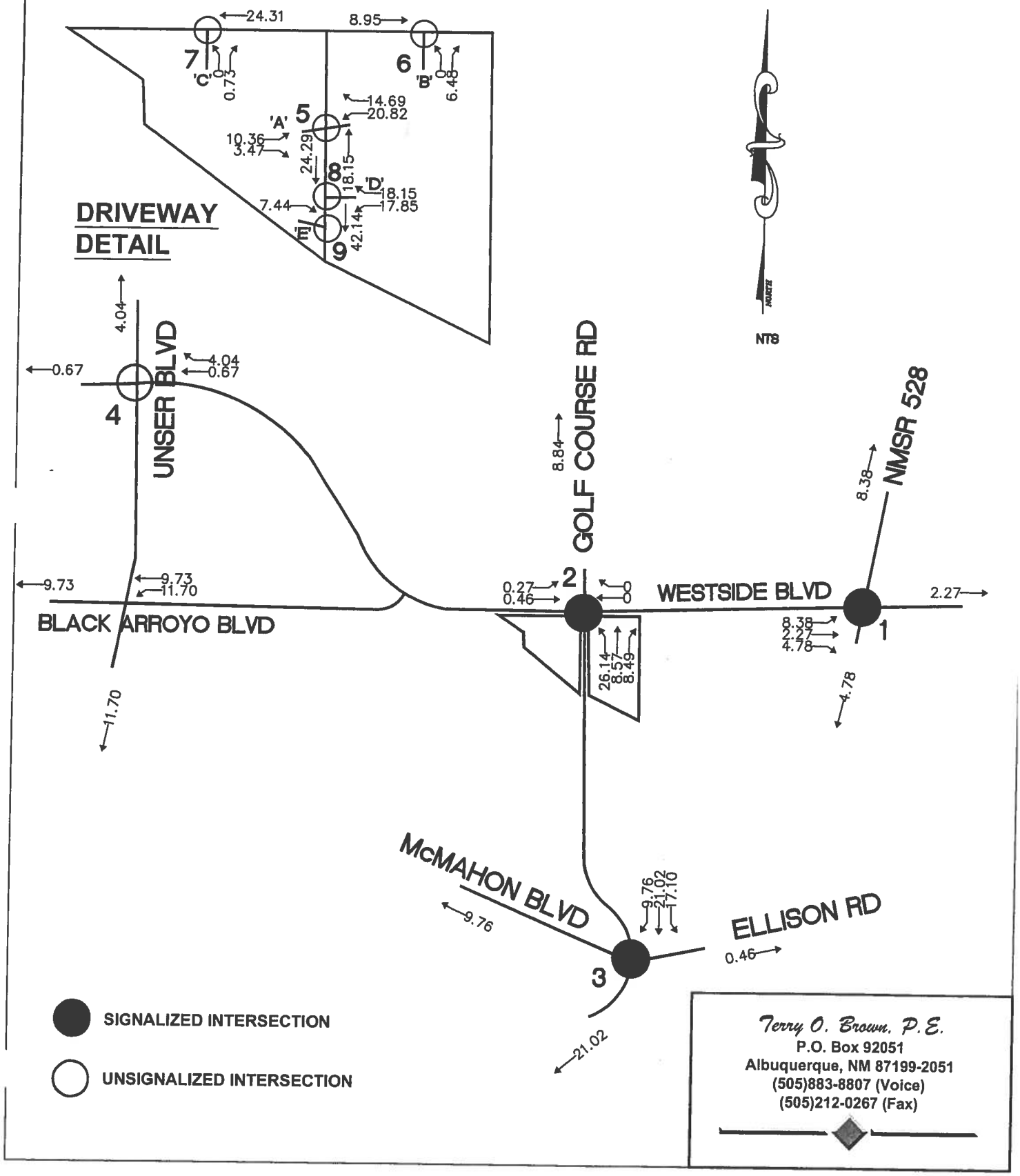
Westside / Golf Course Comm. Dev.

Trip Assignments (% Exiting)

Alternate Case - Two Full Access Driveways



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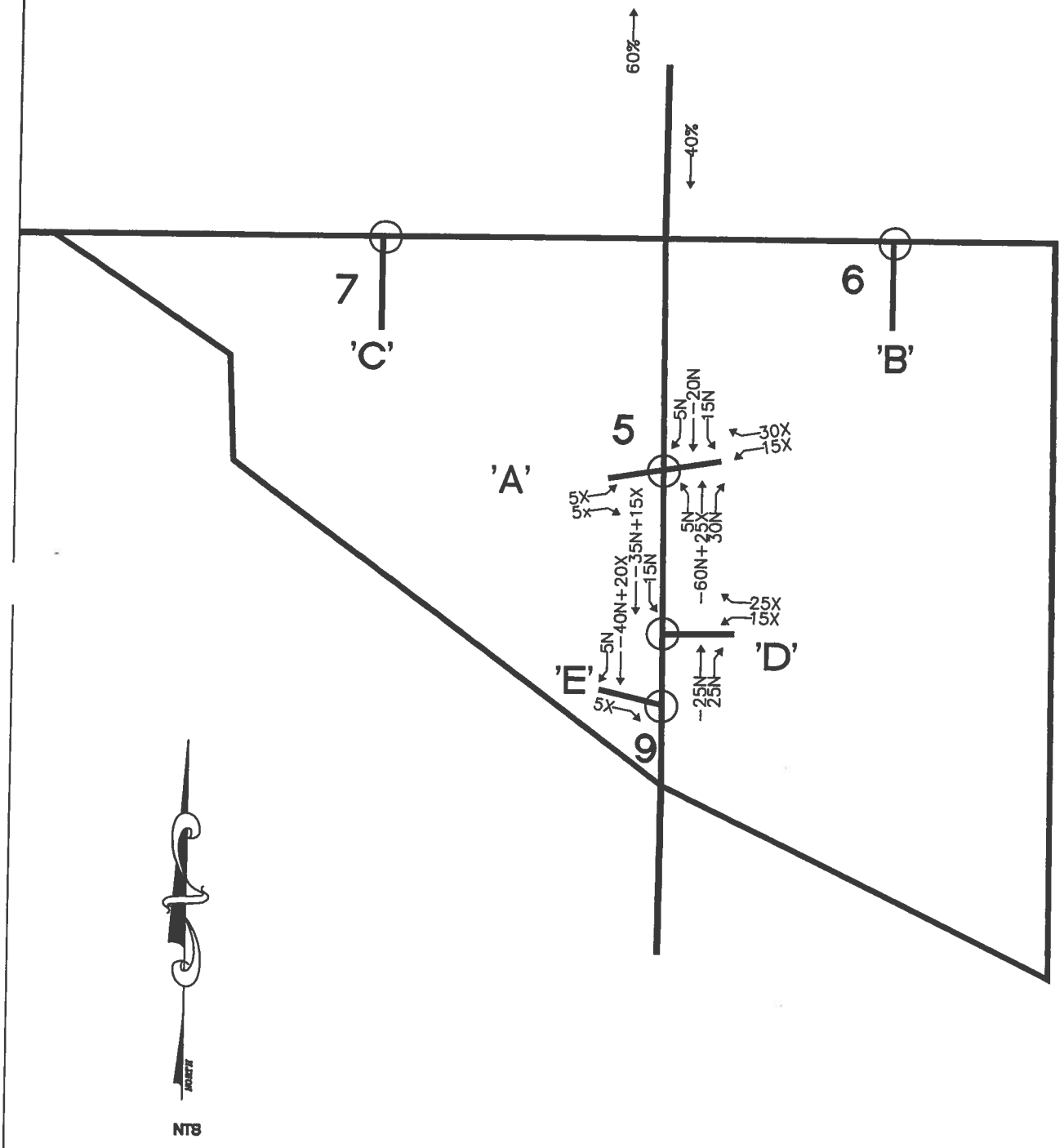
Westside / Golf Course Comm. Dev.

Passby Trip Assignments

(Alternate Case - Two Full Access Driveways)



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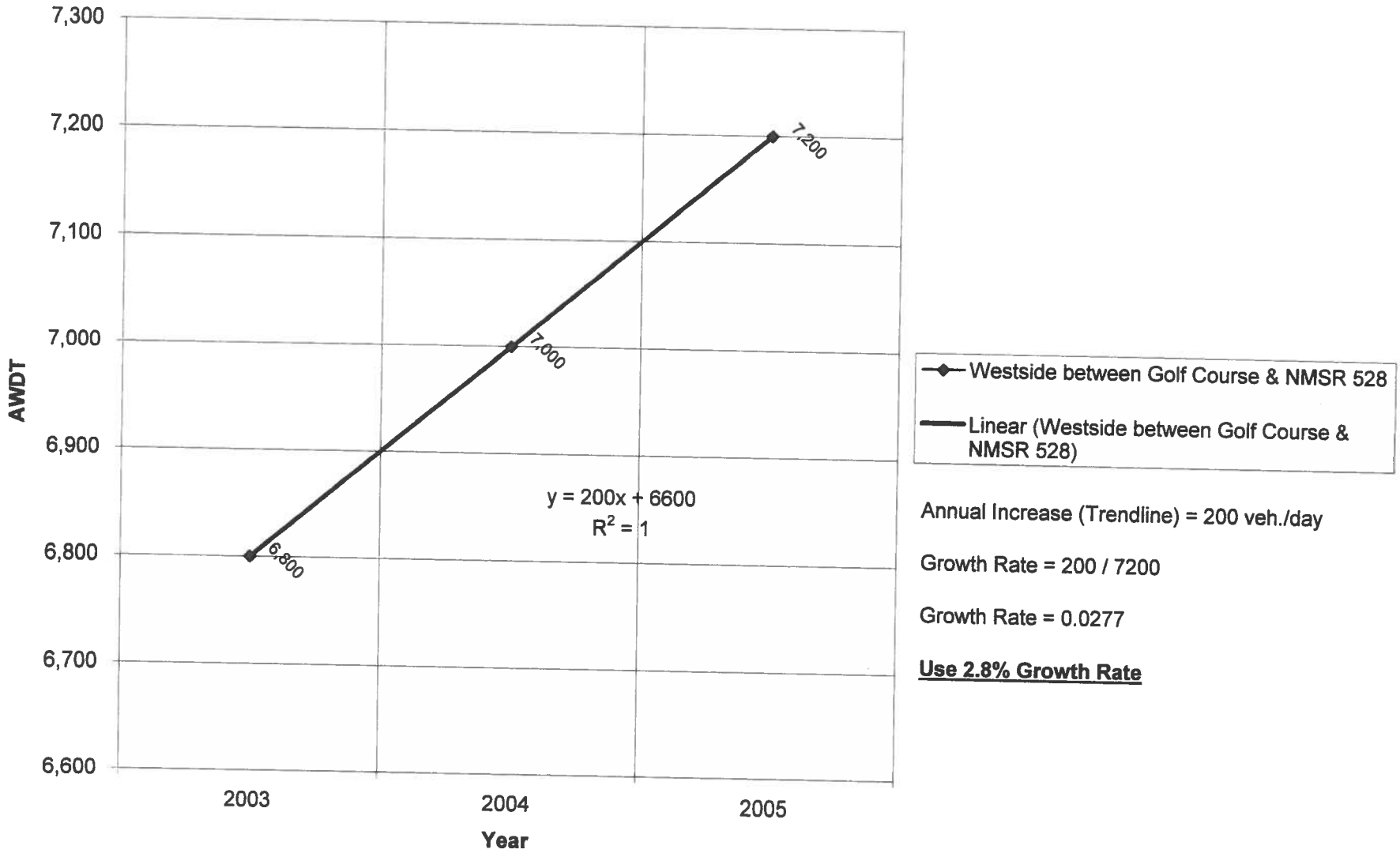
Westside / Golf Course Comm. Dev.

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	-	-	6,800	7,000	7,200
NMSR 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
McMahon Blvd West of Golf Course Rd	-	-	14,300	14,800	19,100
Unser Blvd South of Westside Blvd	15,300	15,800	16,100	17,200	17,800

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



Annual Increase (Trendline) = 200 veh./day

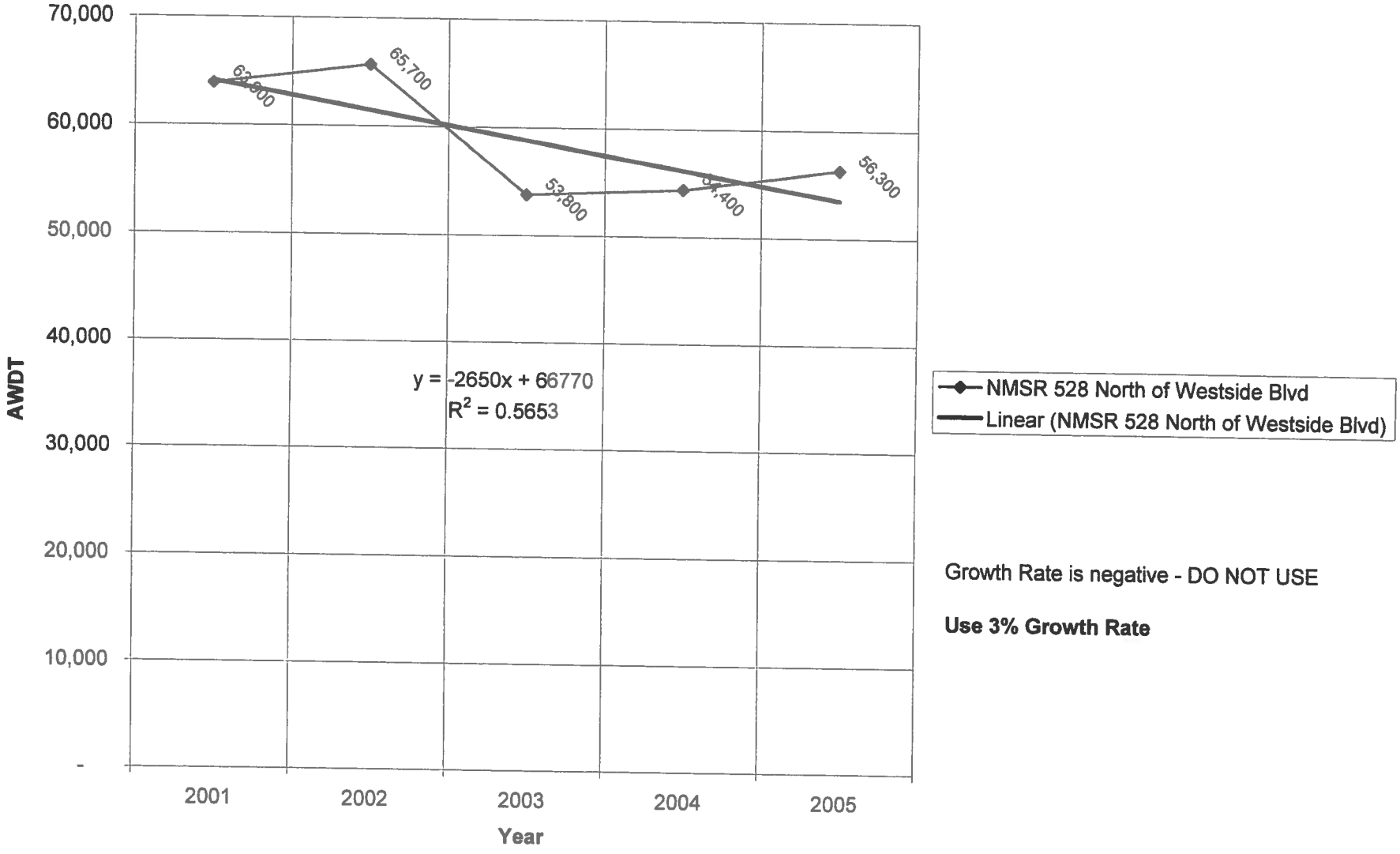
Growth Rate = 200 / 7200

Growth Rate = 0.0277

Use 2.8% Growth Rate

Westside-GC_GROWTH.xls

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

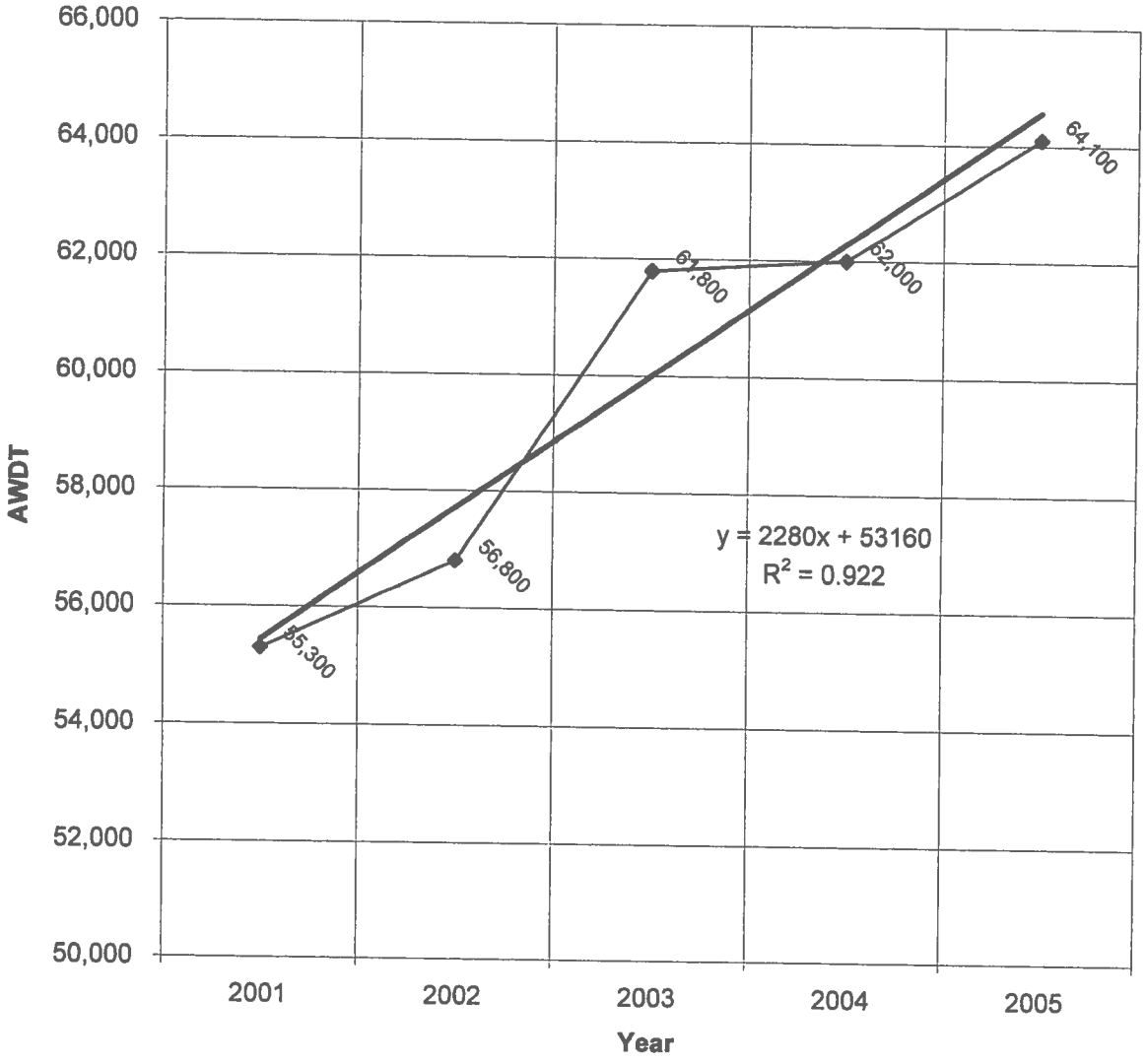


Growth Rate is negative - DO NOT USE

Use 3% Growth Rate

Westside-GC_GROWTH.xls

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



Annual Increase (Trendline) = 2280 veh./day

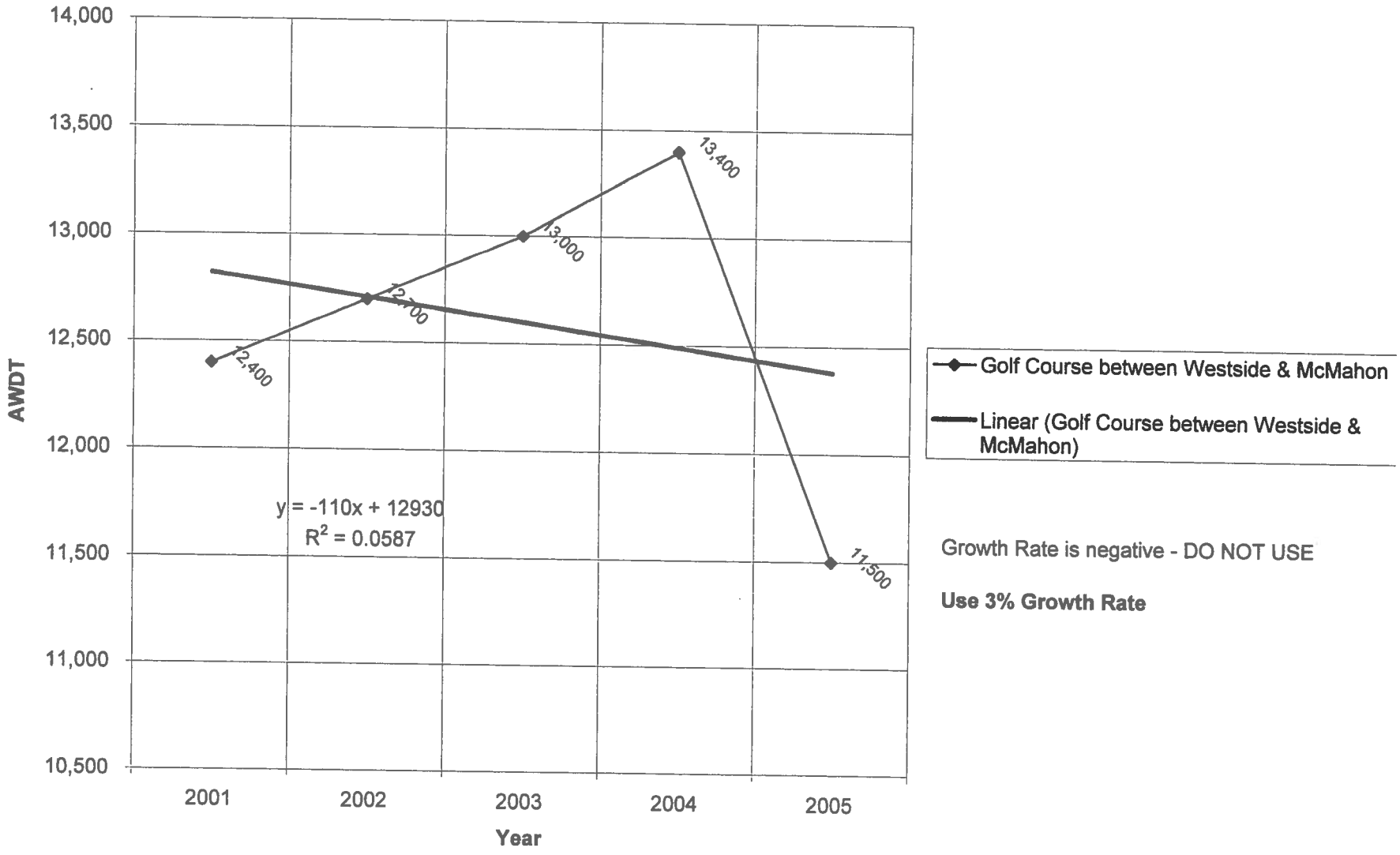
Growth Rate = 2280 / 64100

Growth Rate = 0.0355

Use 3.6% Growth Rate

Westside-GC_GROWTH.xls

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

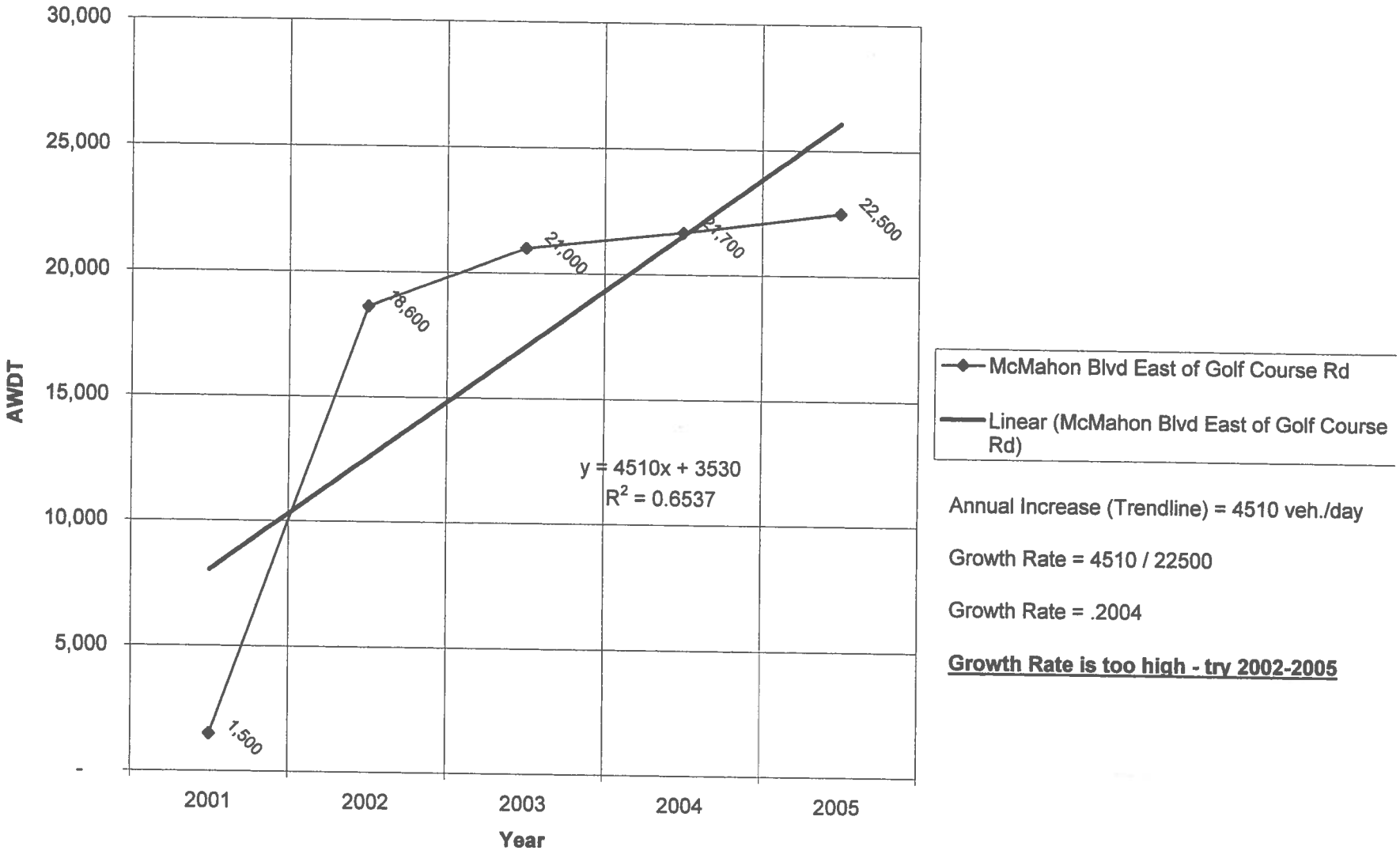


Growth Rate is negative - DO NOT USE

Use 3% Growth Rate

Westside-GC_GROWTH.xls

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



Annual Increase (Trendline) = 4510 veh./day

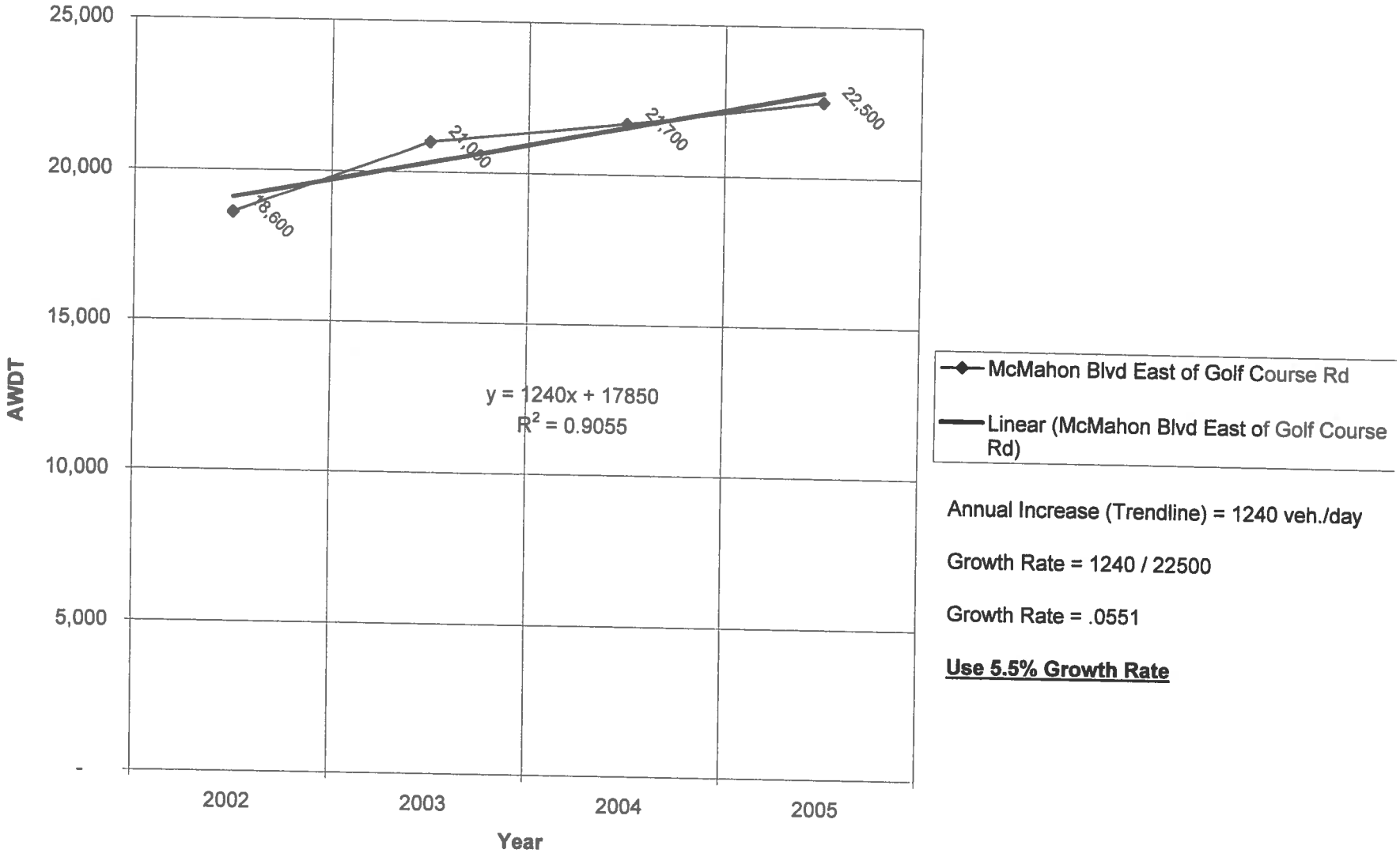
Growth Rate = 4510 / 22500

Growth Rate = .2004

Growth Rate is too high - try 2002-2005

Westside-GC_GROWTH.xls

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



Annual Increase (Trendline) = 1240 veh./day

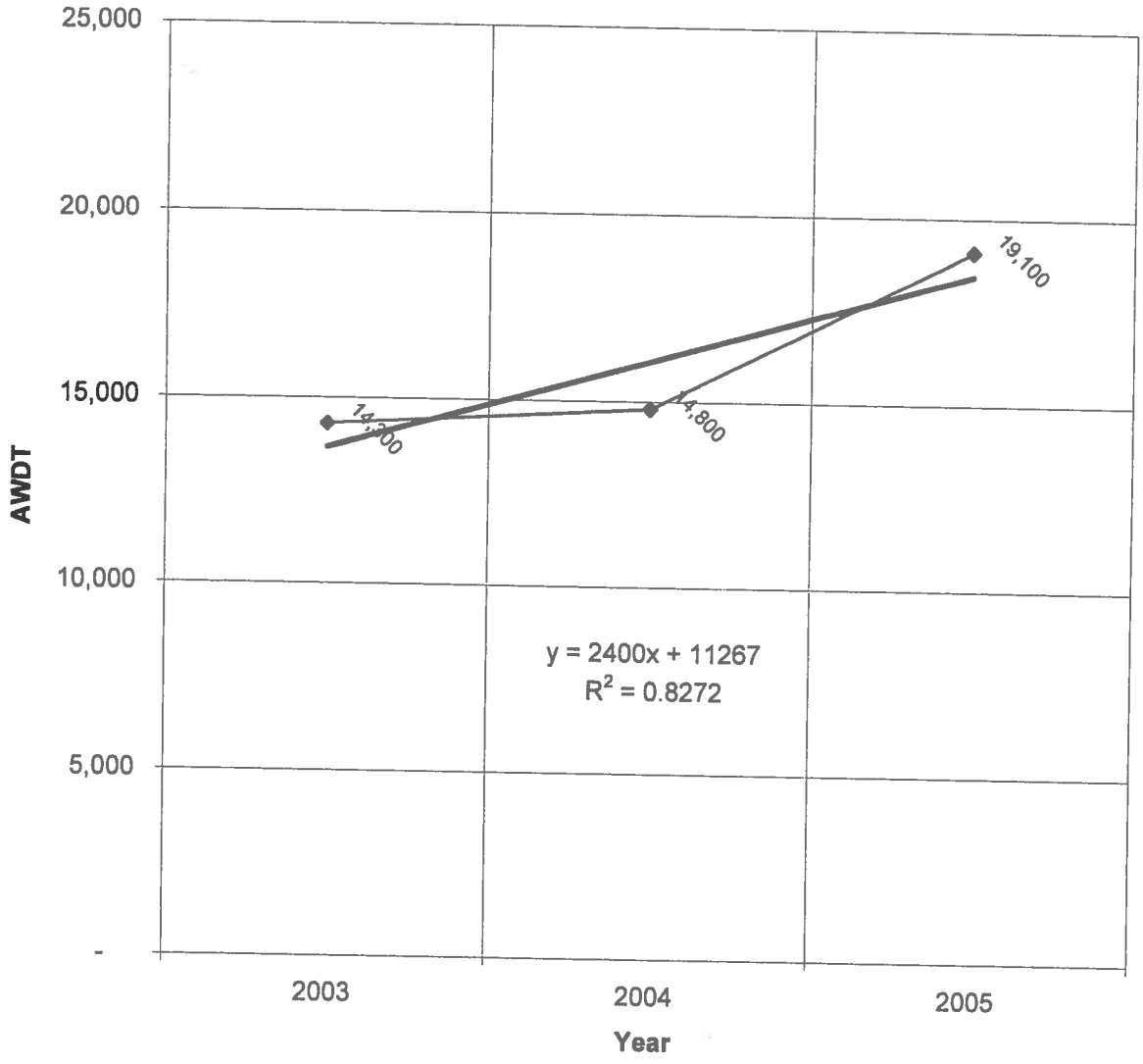
Growth Rate = 1240 / 22500

Growth Rate = .0551

Use 5.5% Growth Rate

Westside-GC_GROWTH.xls

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



McMahon Blvd West of Golf Course Rd

Linear (McMahon Blvd West of Golf Course Rd)

Annual Increase (Trendline) = 2400 veh./day

Growth Rate = 2400 / 19100

Growth Rate = .1256

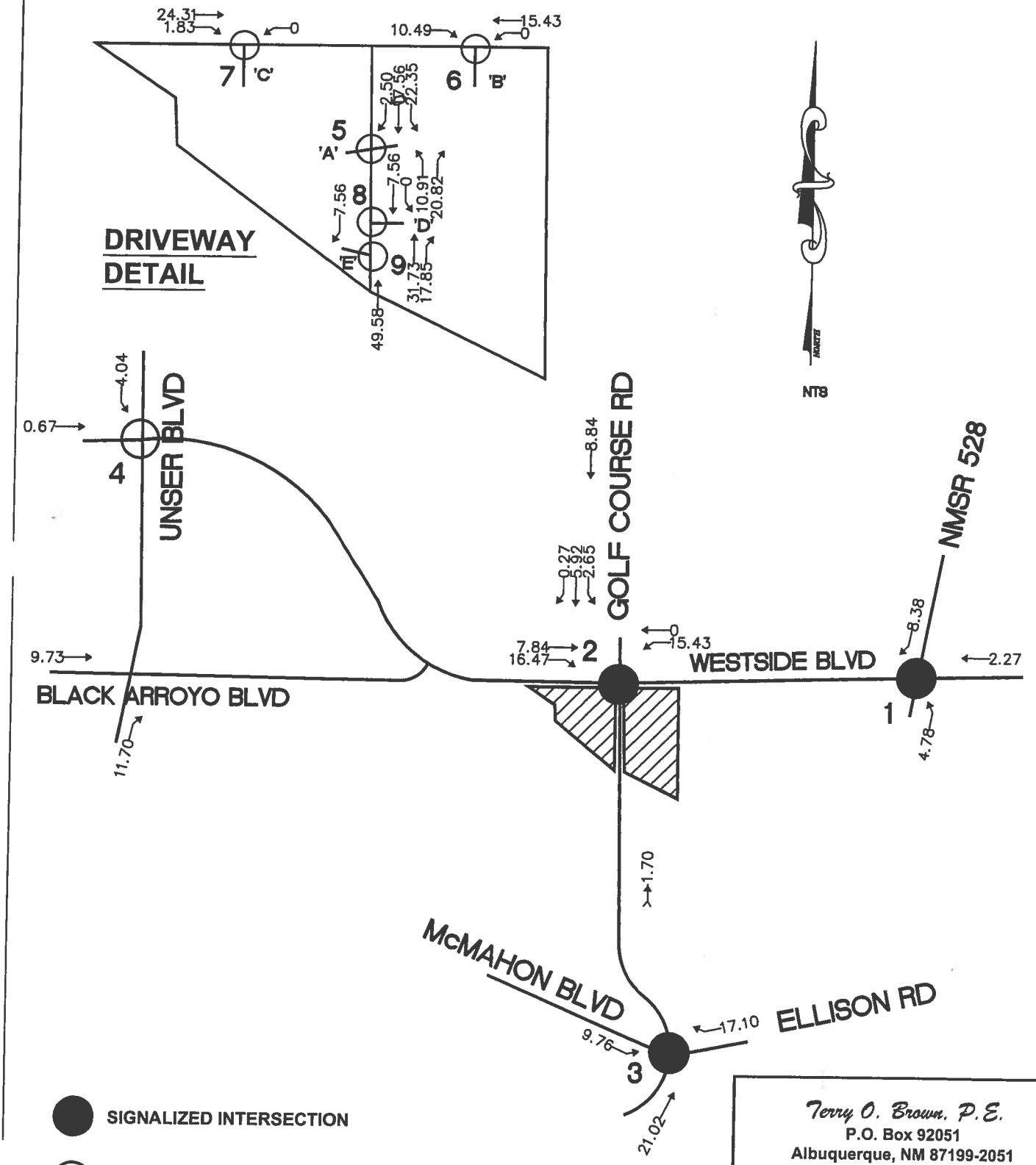
Use 12.5% Growth Rate

Westside-GC_GROWTH.xls

Westside / Golf Course Comm. Dev.

Trip Assignments (% Entering)

Base Case - One Full Access Driveway



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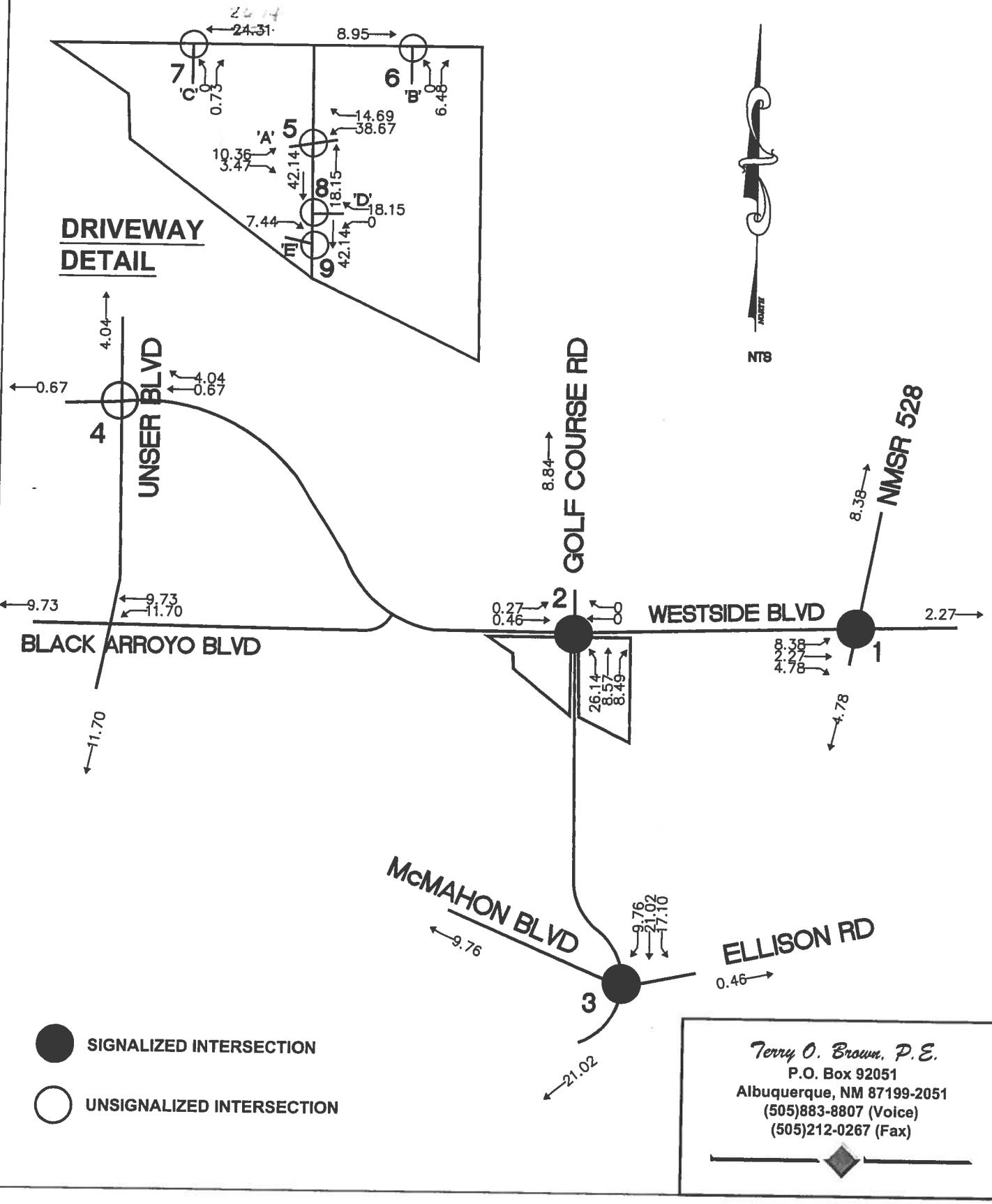
Westside / Golf Course Comm. Dev.

Trip Assignments (% Exiting)

Base Case - One Full Access Driveway



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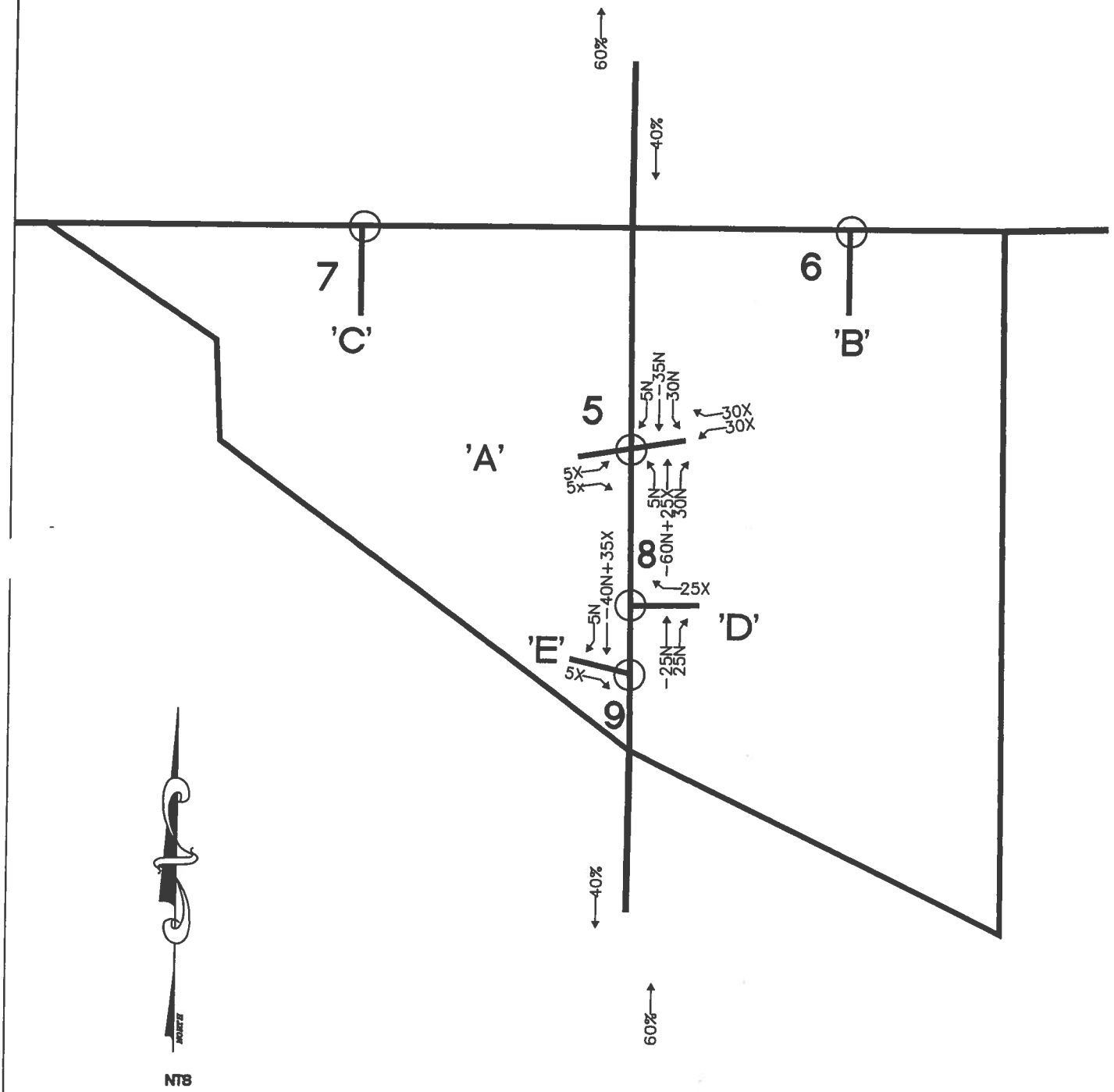
Westside / Golf Course Comm. Dev.

Passby Trip Assignments
(Base Case - One Full Access Driveway)



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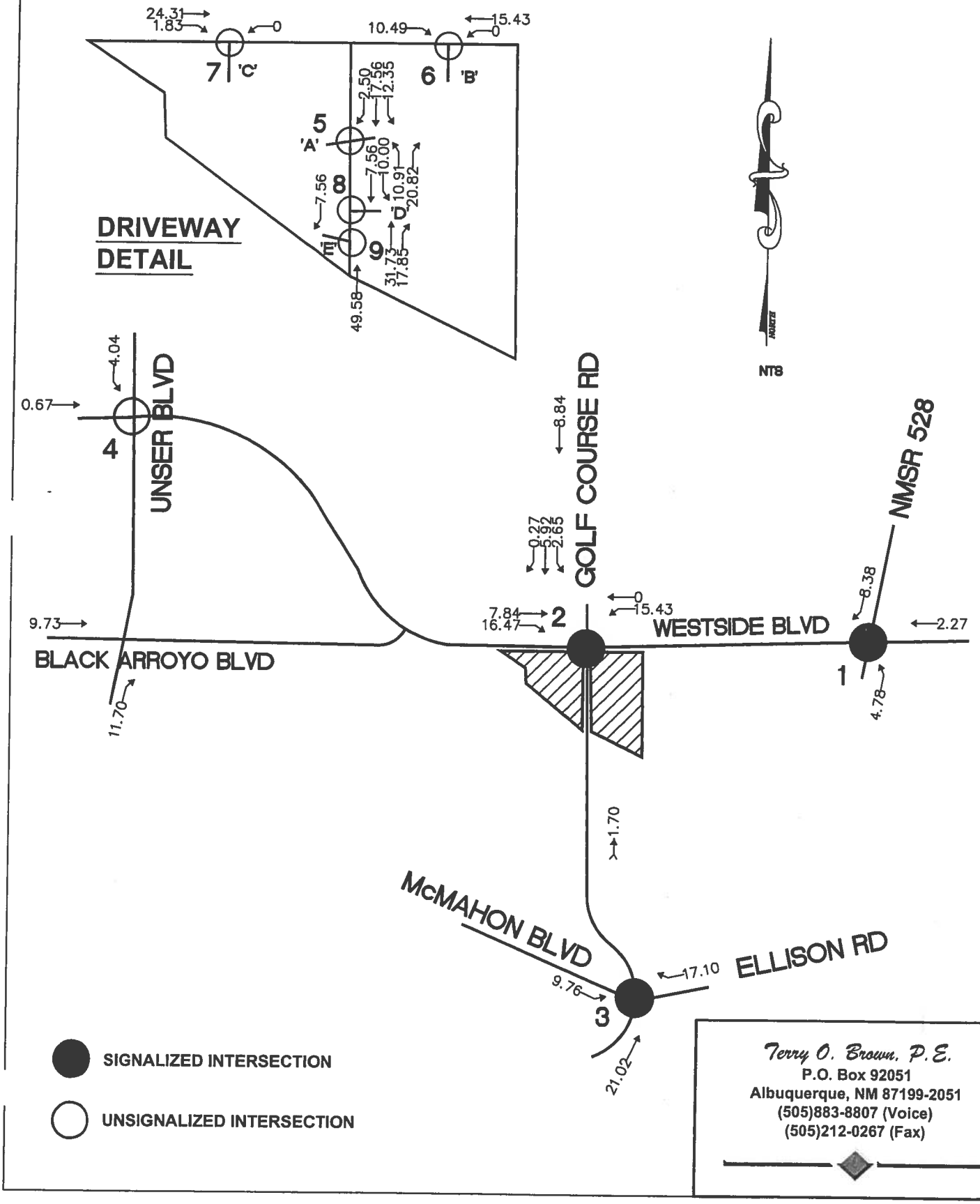
Westside / Golf Course Comm. Dev.

Trip Assignments (% Entering)

Alternate Case - Two Full Access Driveways



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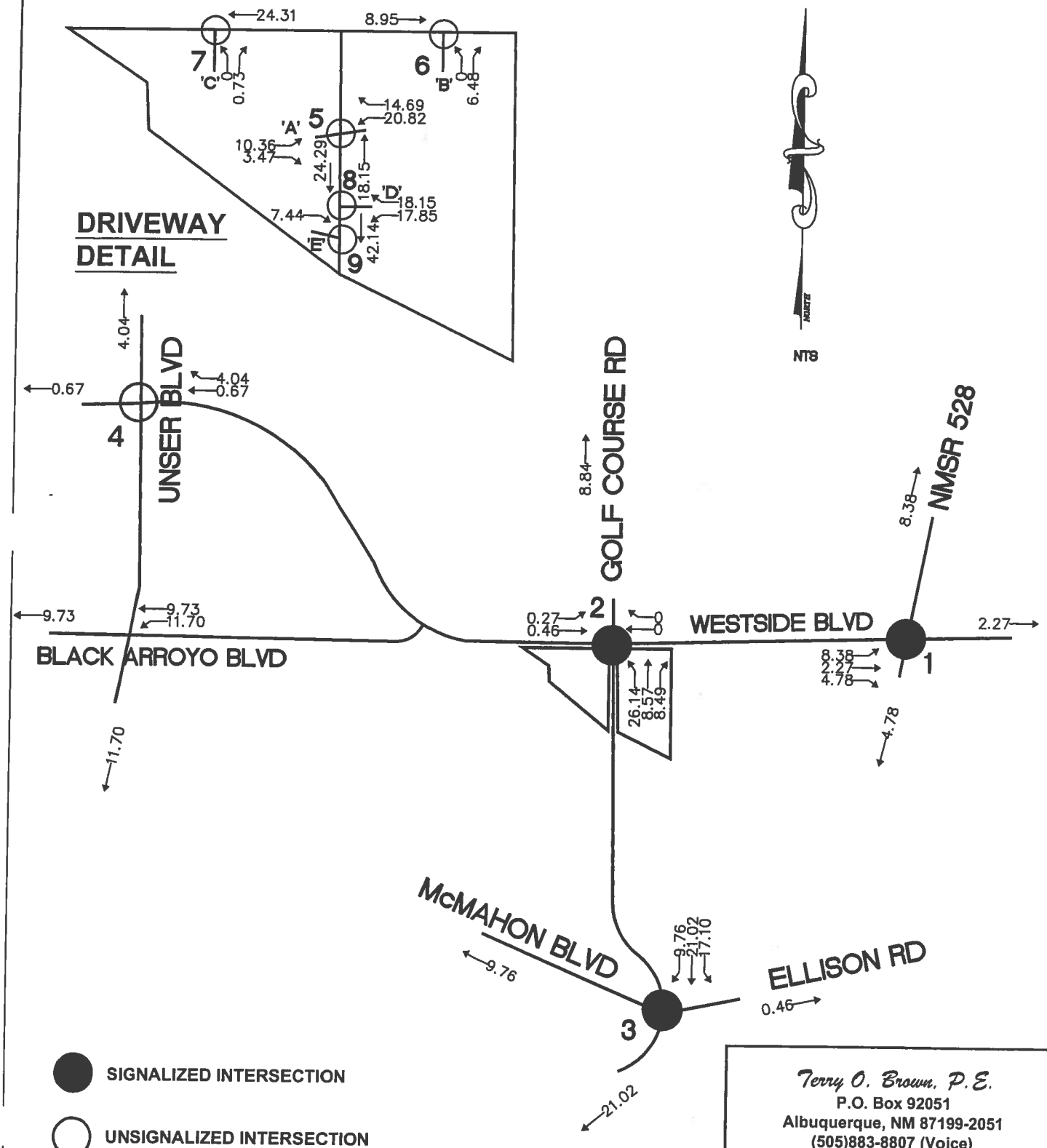
Westside / Golf Course Comm. Dev.

Trip Assignments (% Exiting)

Alternate Case - Two Full Access Driveways



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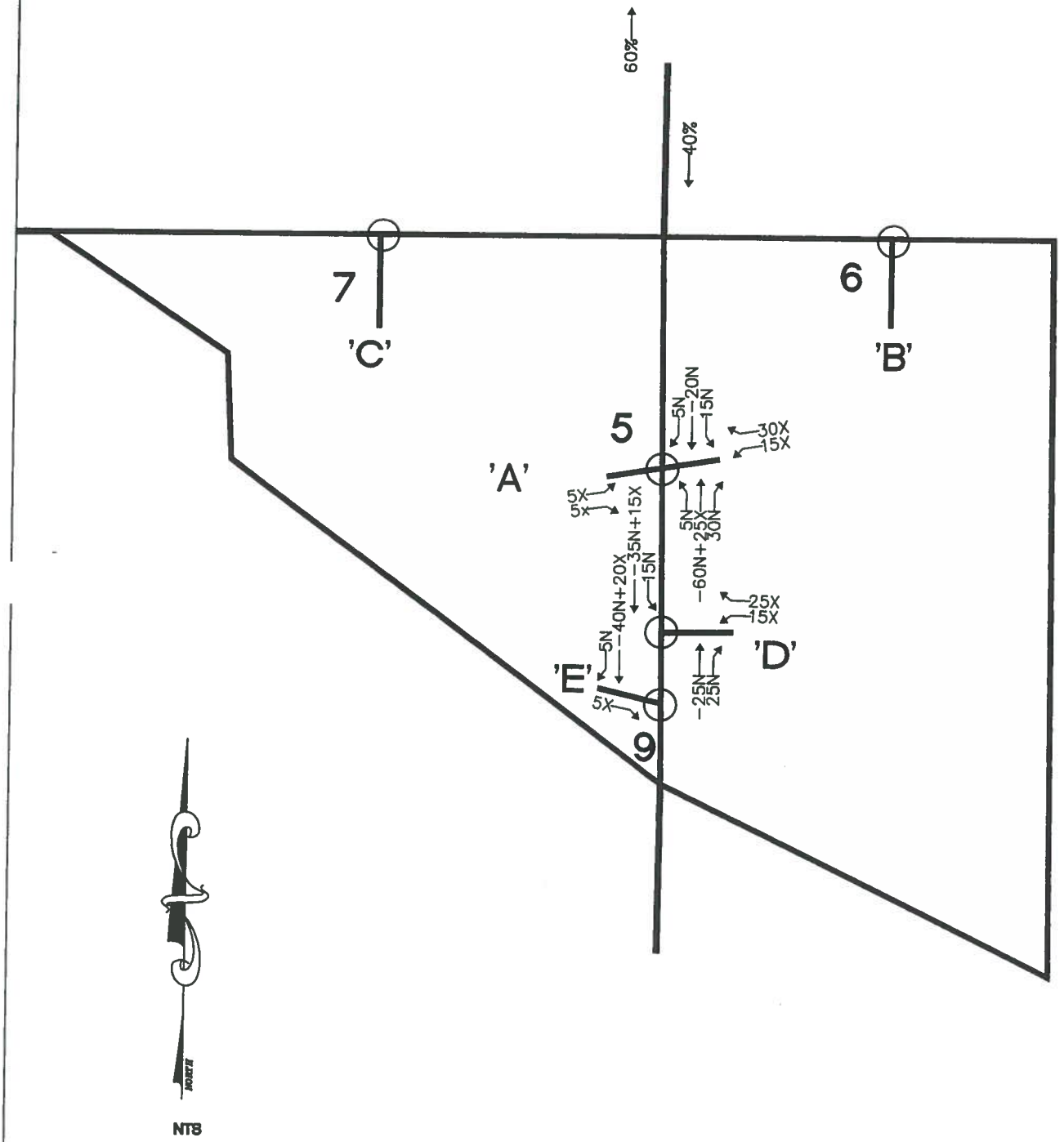
Passby Trip Assignments

(Alternate Case - Two Full Access Driveways)



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Historic Growth Rate Table

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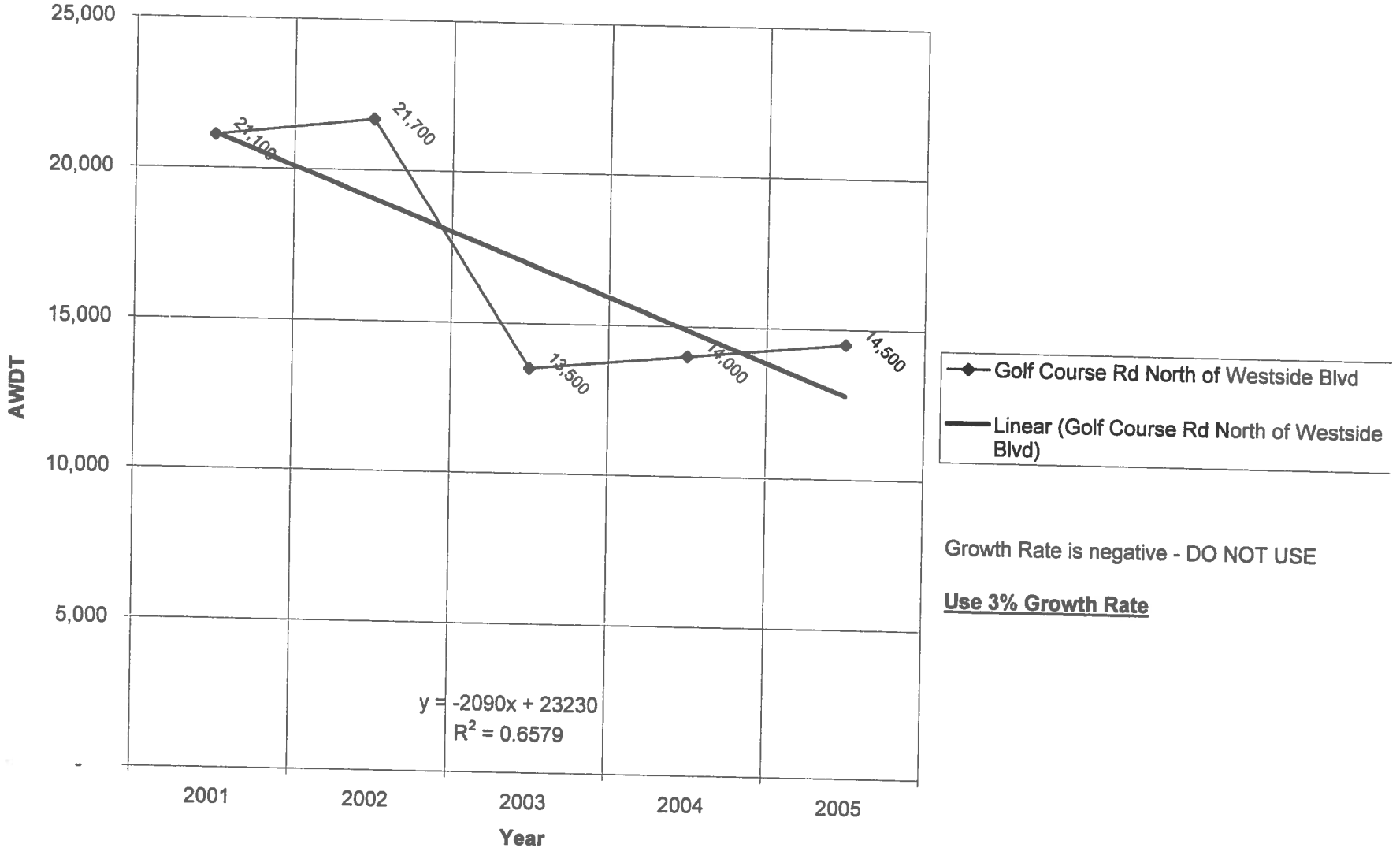
McMahon Blvd West of Golf Course Rd	-	-	14,300	14,800	19,100
Unser Blvd South of Westside Blvd	15,300	15,800	16,100	17,200	17,800

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

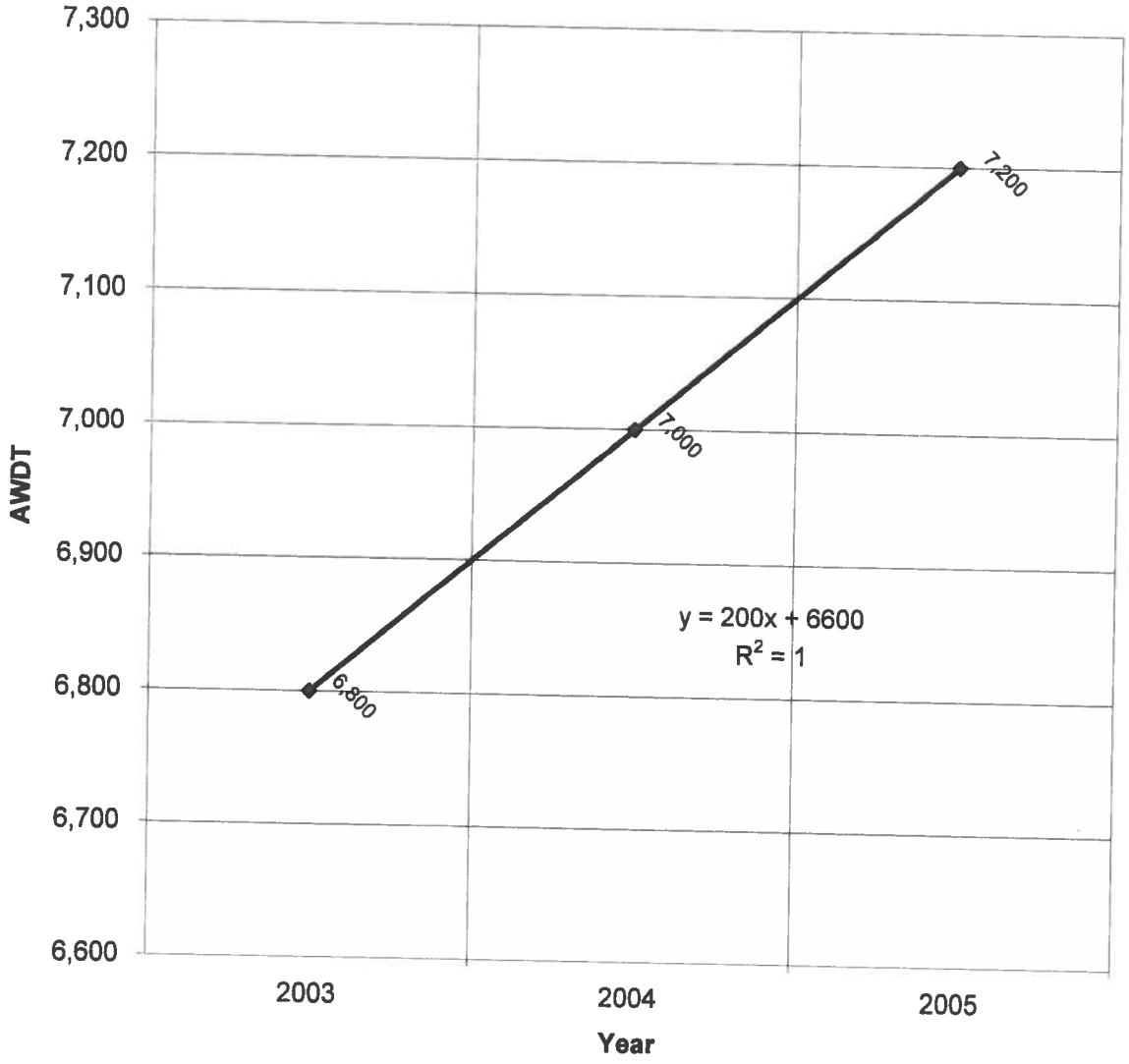


Growth Rate is negative - DO NOT USE

Use 3% Growth Rate

Westside-GC_GROWTH.xls

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



Annual Increase (Trendline) = 200 veh./day

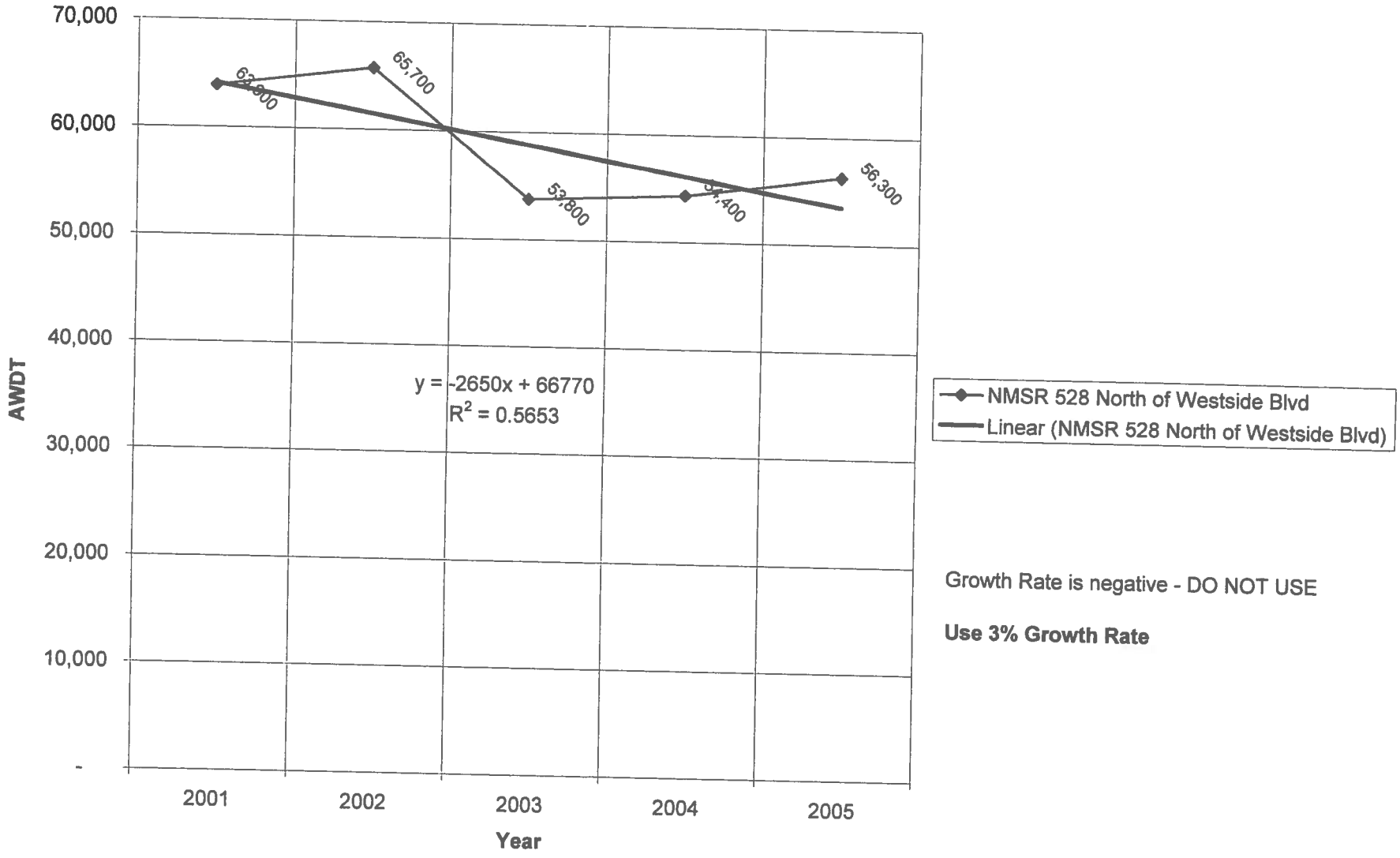
Growth Rate = 200 / 7200

Growth Rate = 0.0277

Use 2.8% Growth Rate

Westside-GC_GROWTH.xls

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



Growth Rate is negative - DO NOT USE

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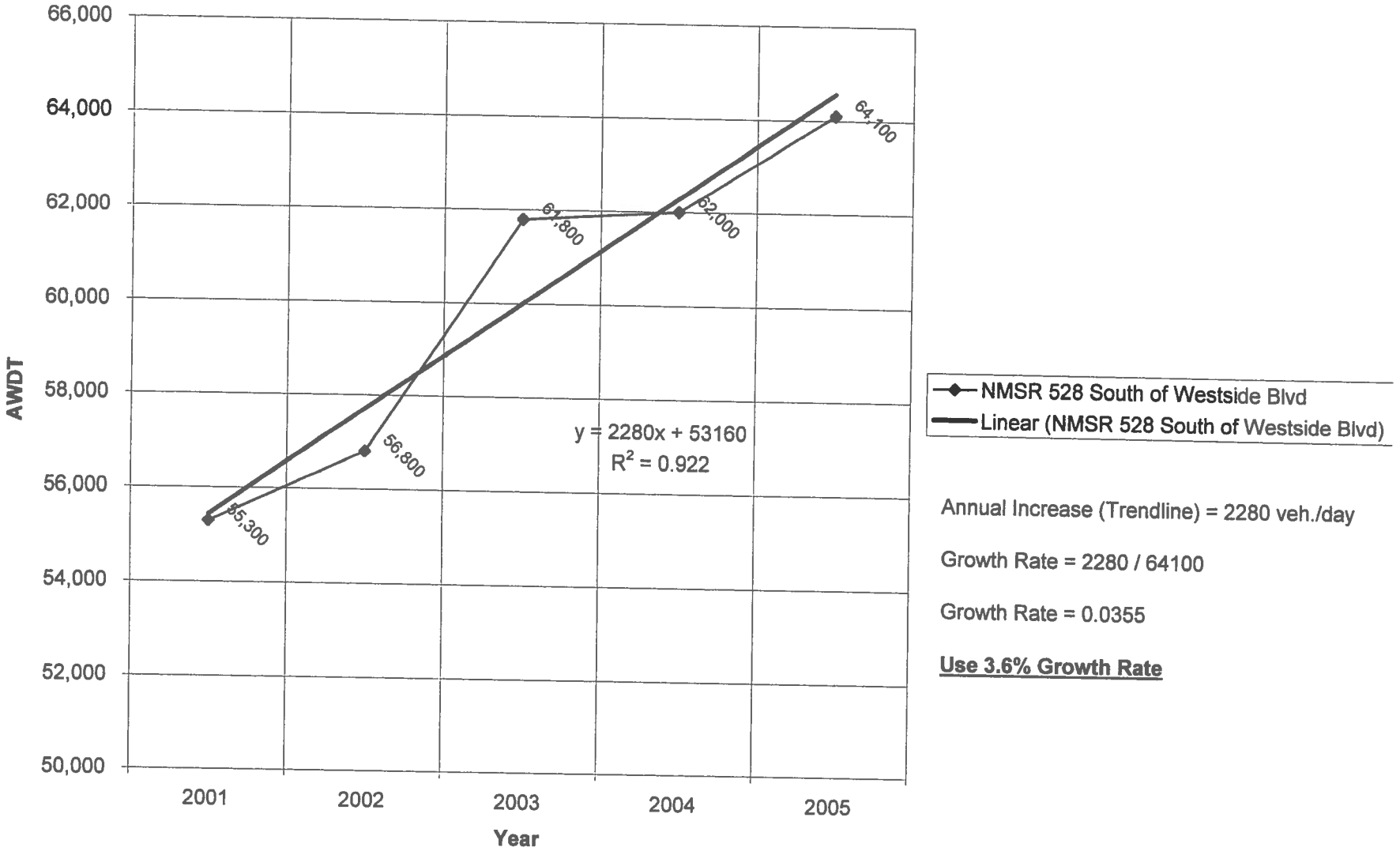
Westside-GC_GROWTH.xls

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



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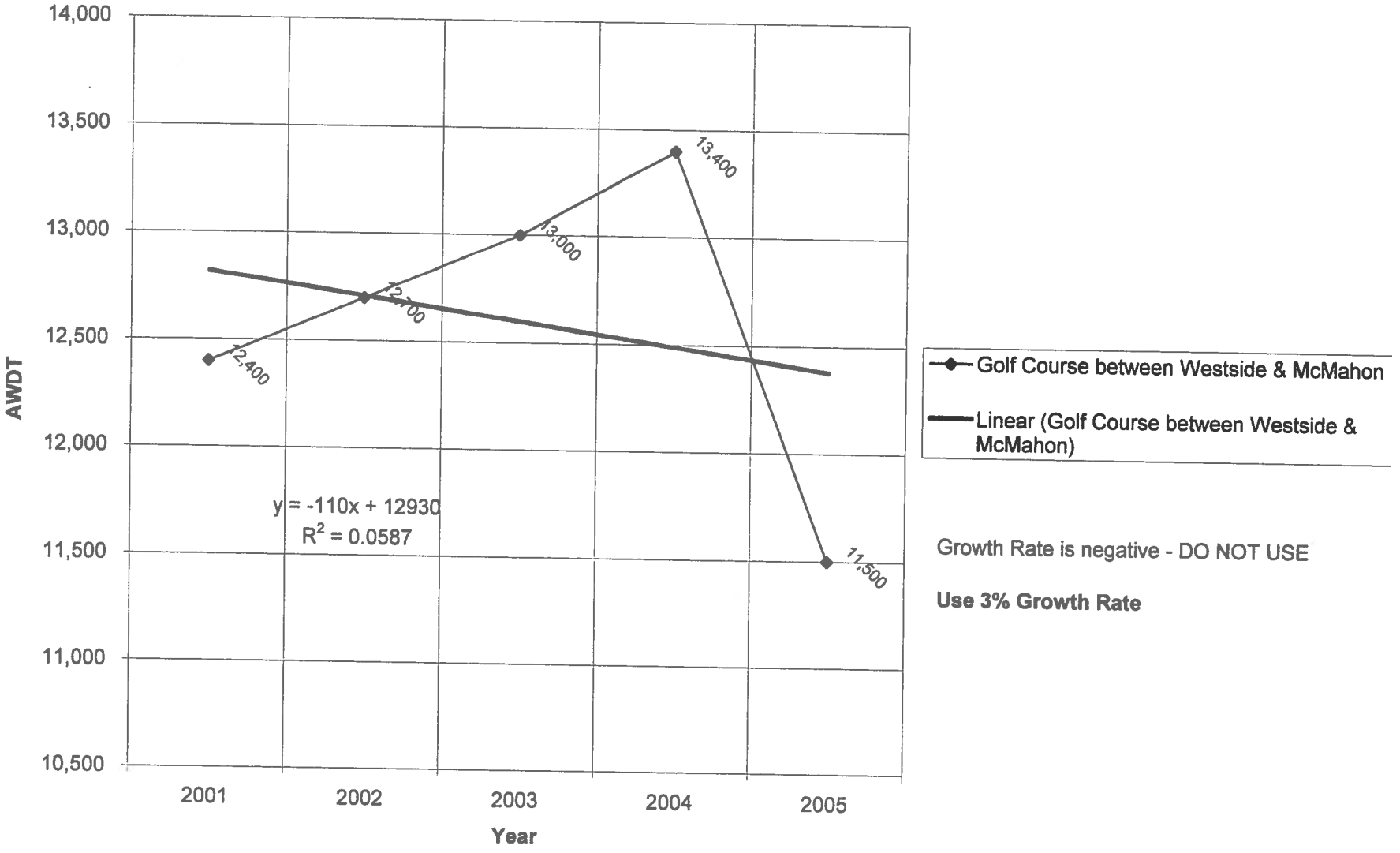
Growth Rate = 0.0355

Use 3.6% Growth Rate

Westside-GC_GROWTH.xls

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



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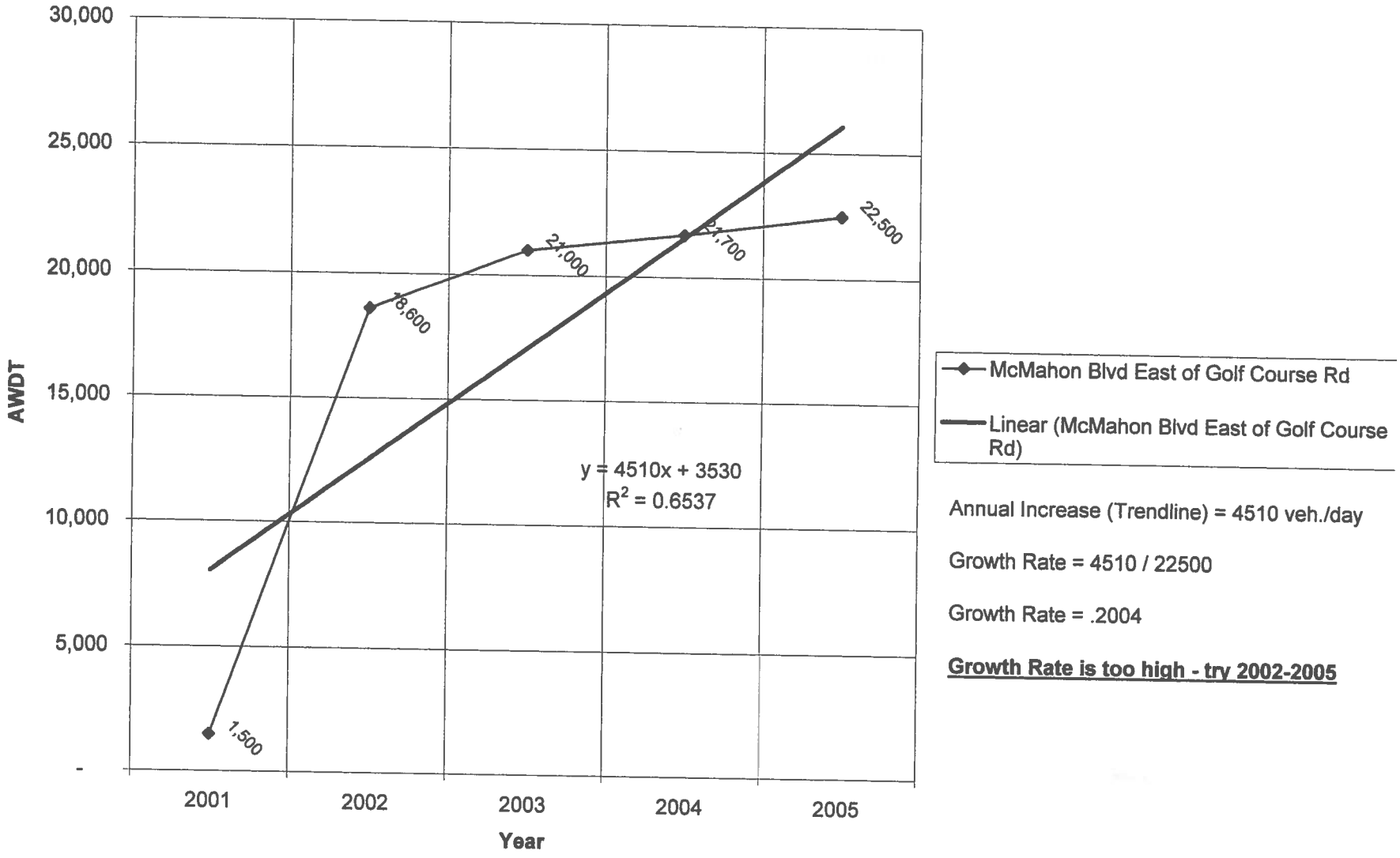
Westside-GC_GROWTH.xls

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



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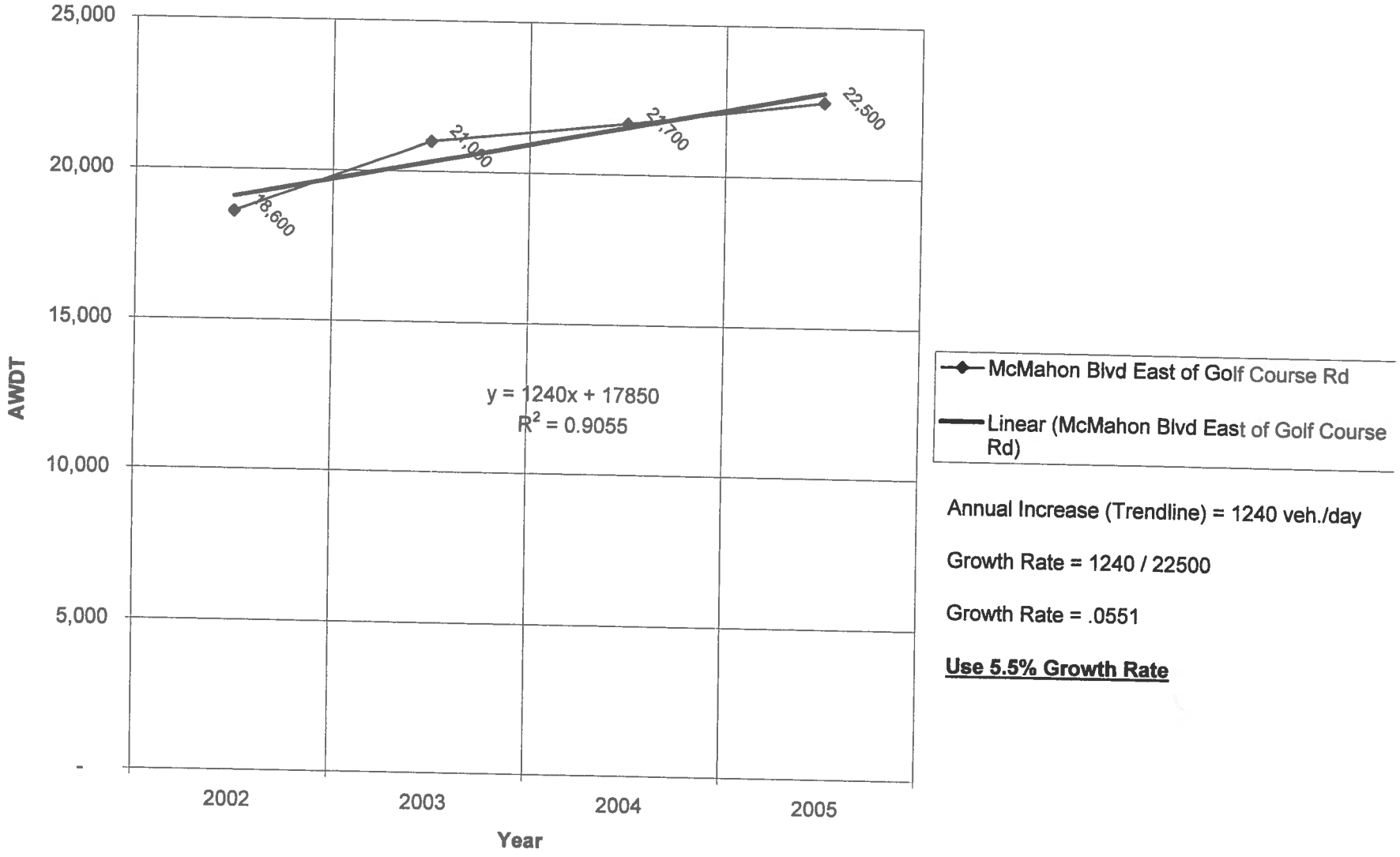
Westside-GC_GROWTH.xls

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



Annual Increase (Trendline) = 1240 veh./day

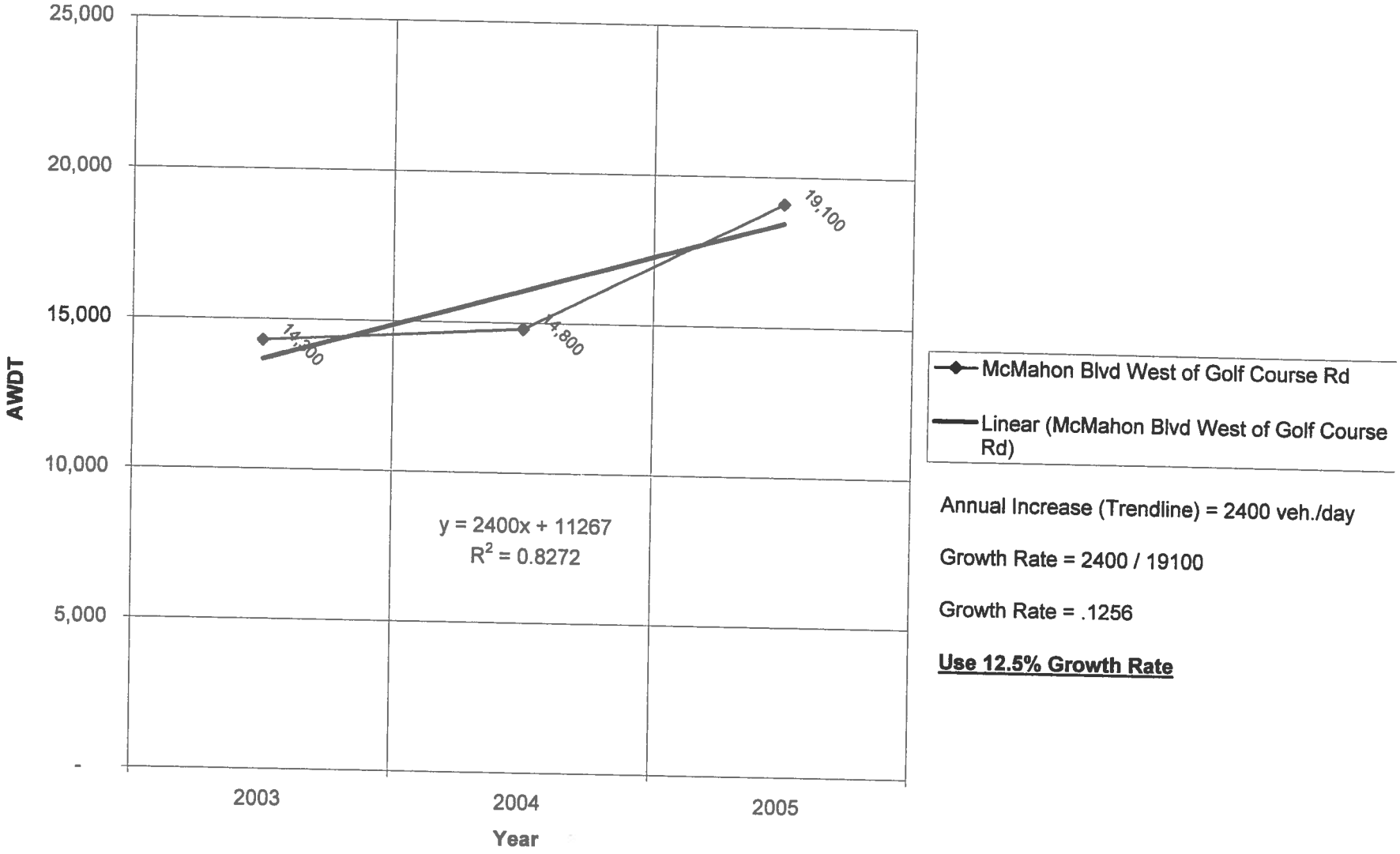
Growth Rate = 1240 / 22500

Growth Rate = .0551

Use 5.5% Growth Rate

Westside-GC_GROWTH.xls

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



Annual Increase (Trendline) = 2400 veh./day

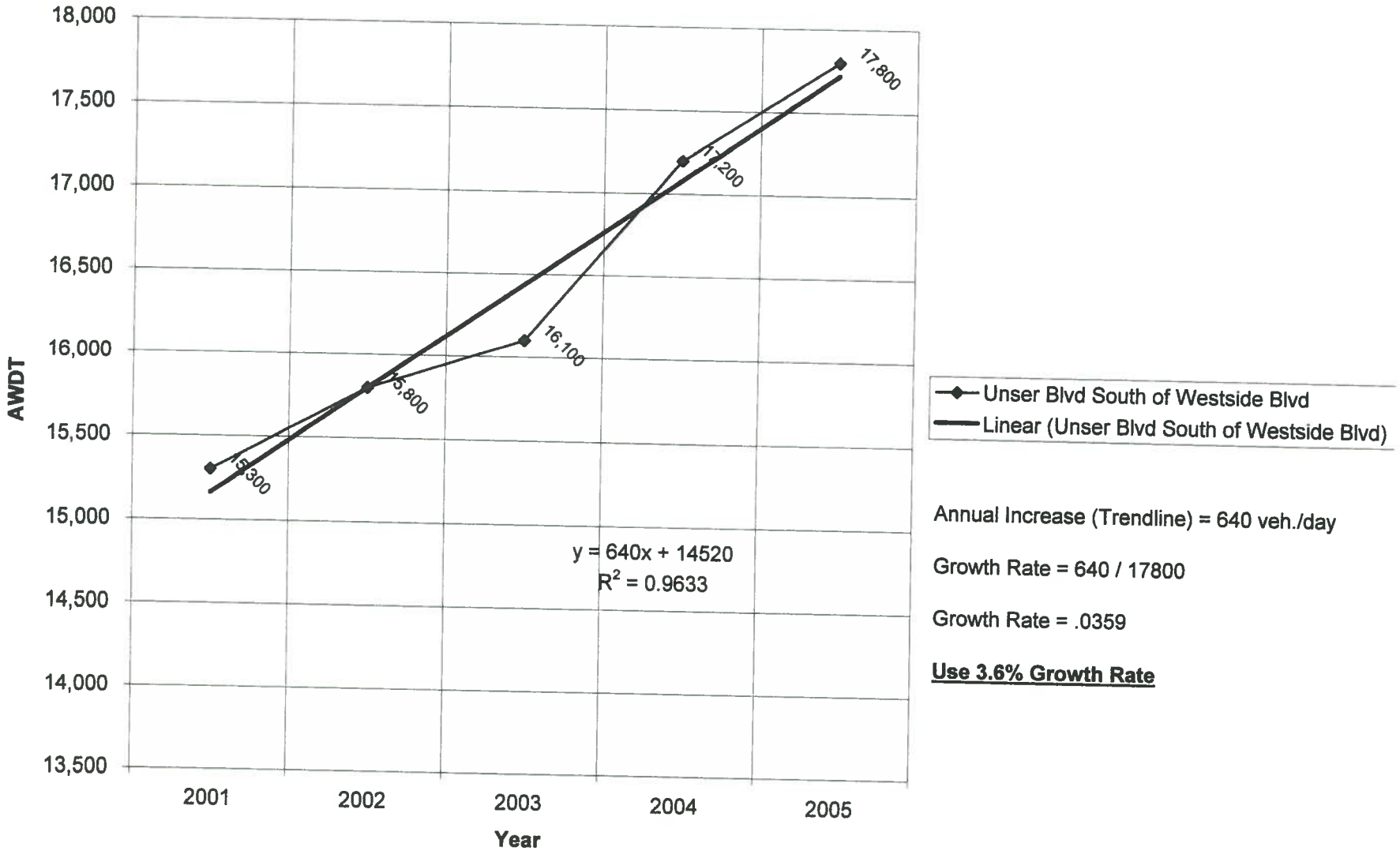
Growth Rate = 2400 / 19100

Growth Rate = .1256

Use 12.5% Growth Rate

Westside-GC_GROWTH.xls

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



Annual Increase (Trendline) = 640 veh./day

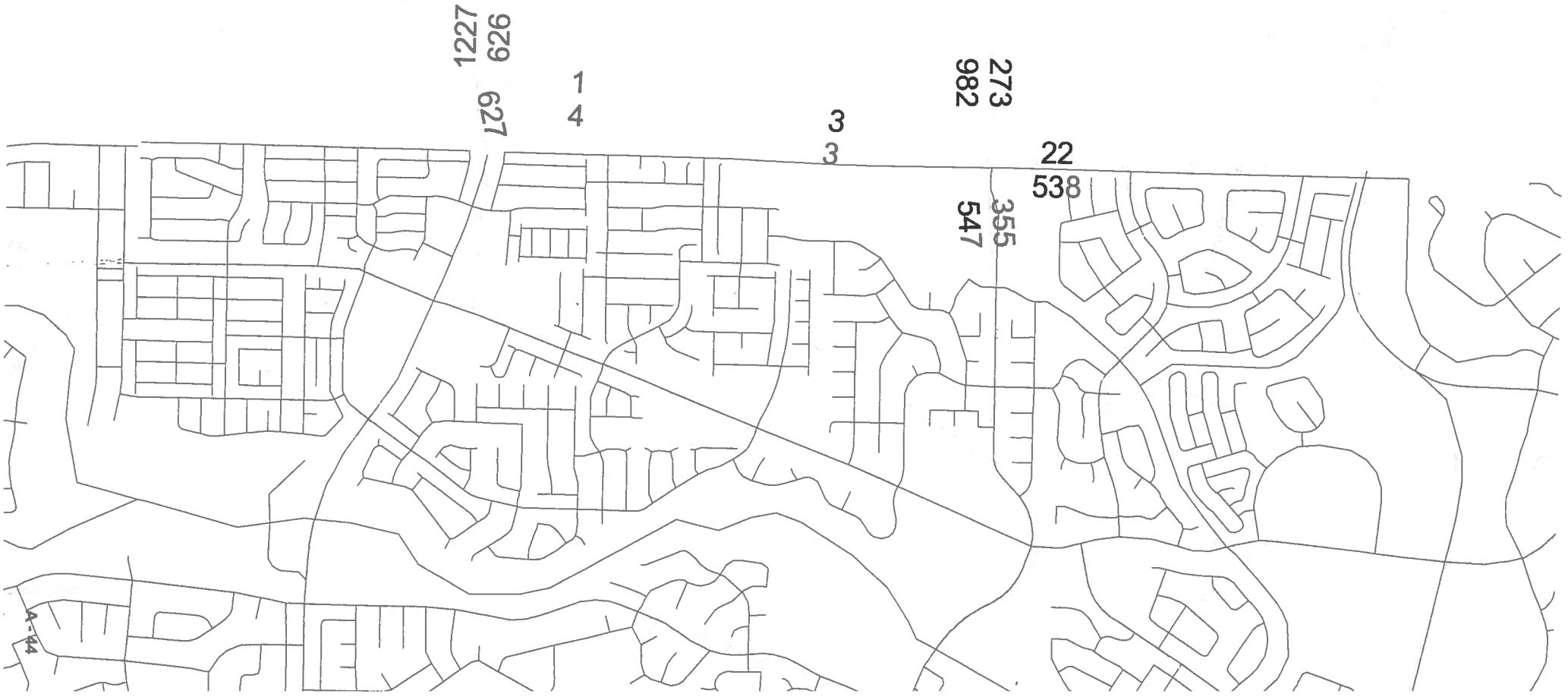
Growth Rate = 640 / 17800

Growth Rate = .0359

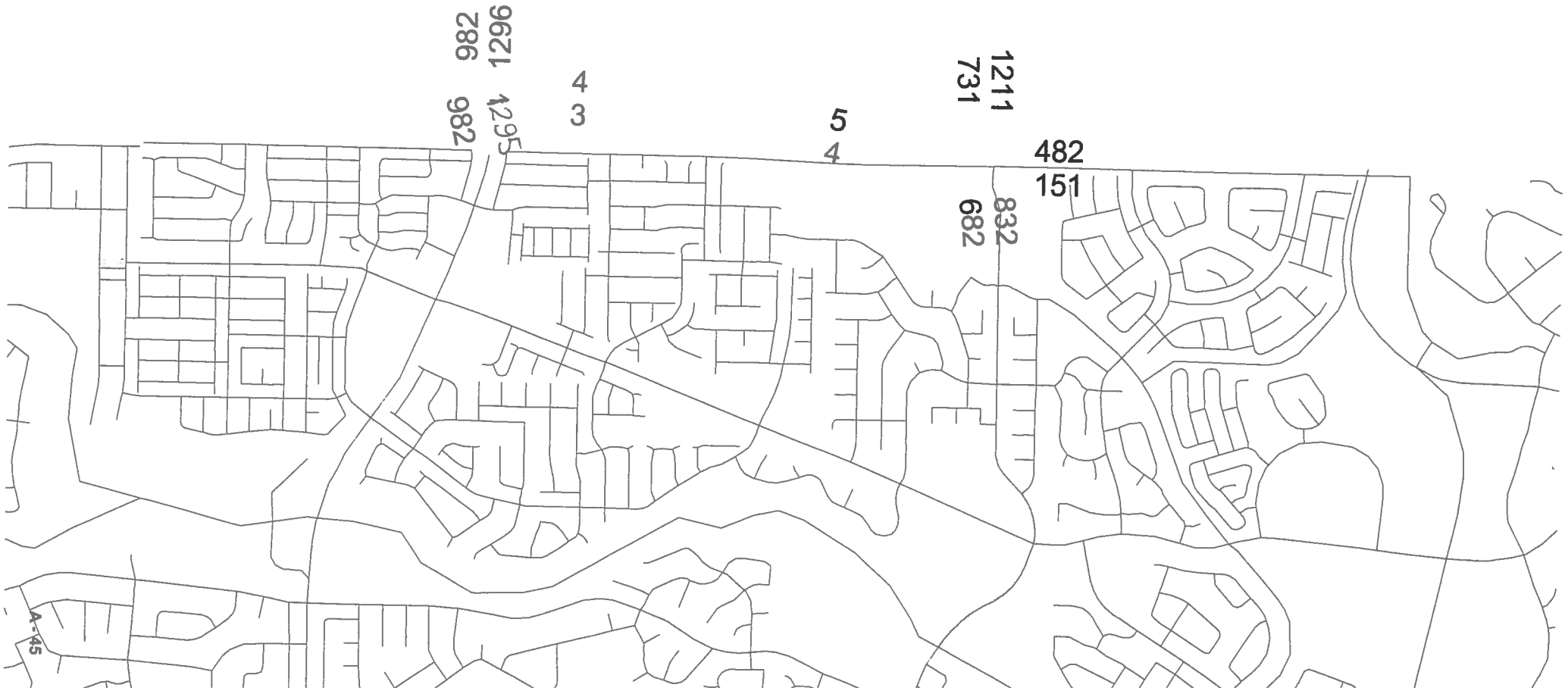
Use 3.6% Growth Rate

Westside-GC_GROWTH.xls

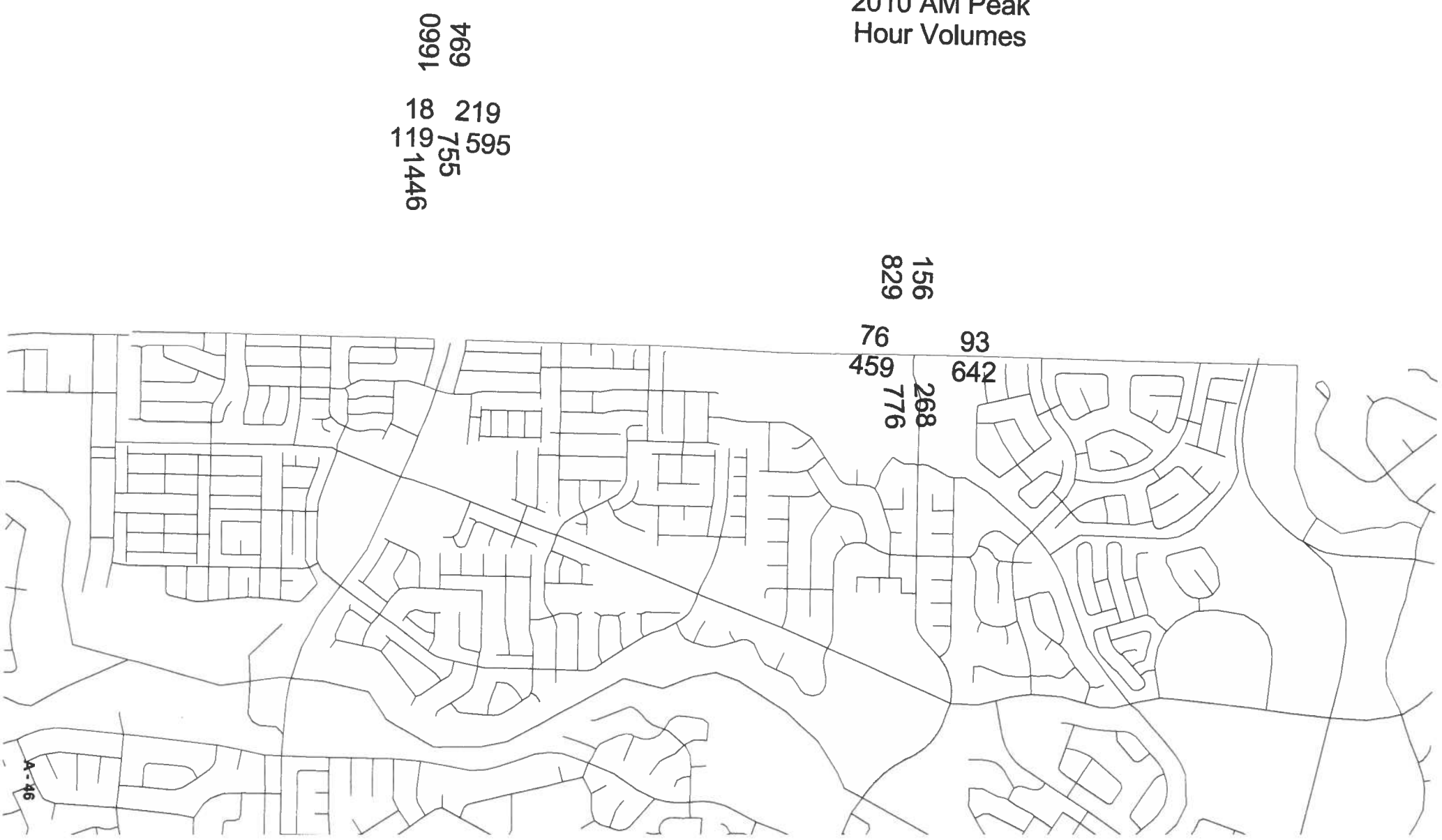
2005 AM Peak
Hour Volumes



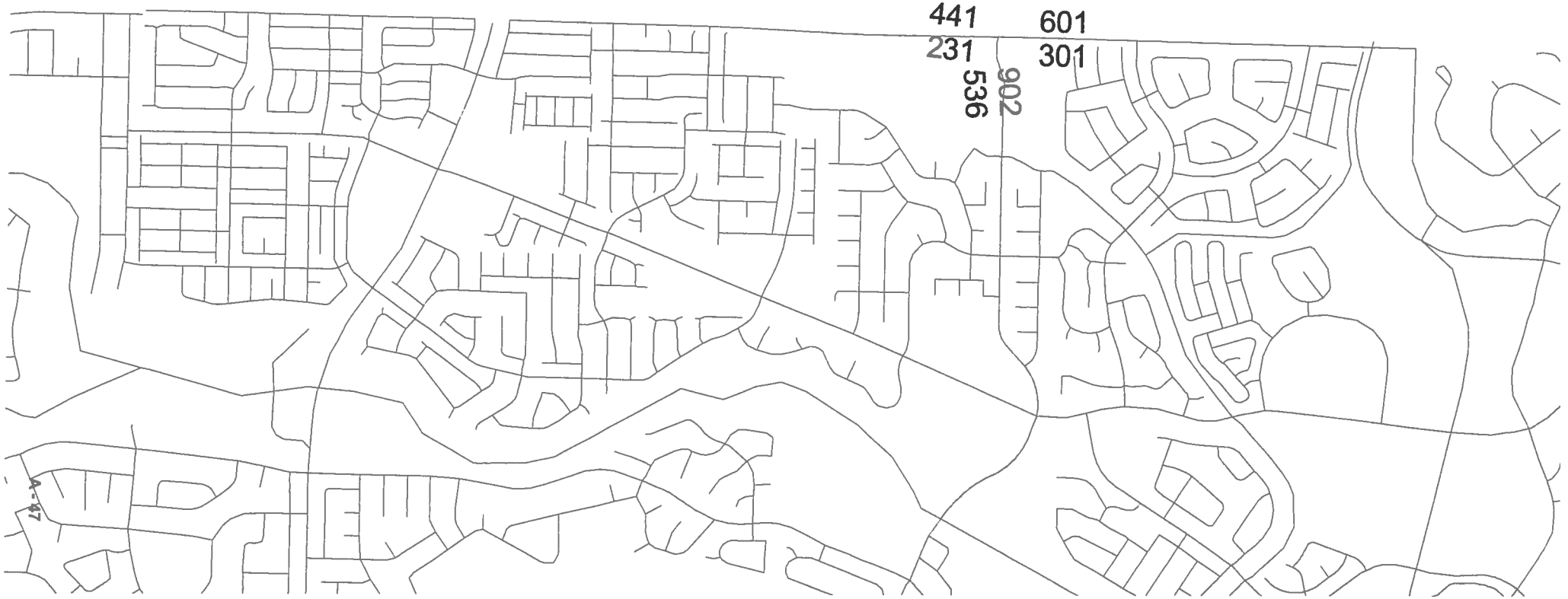
2005 PM Peak
Hour Volumes



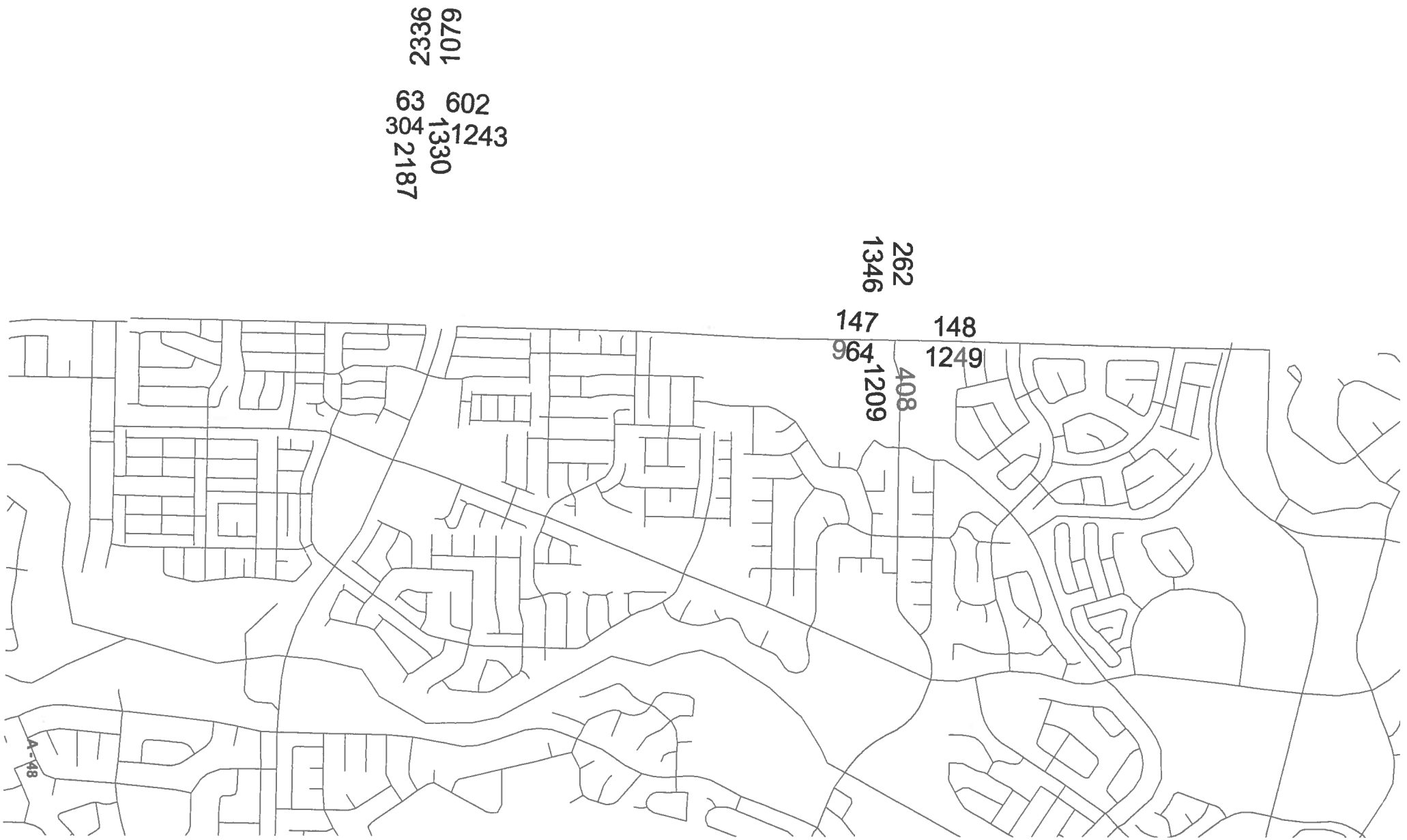
2010 AM Peak
Hour Volumes

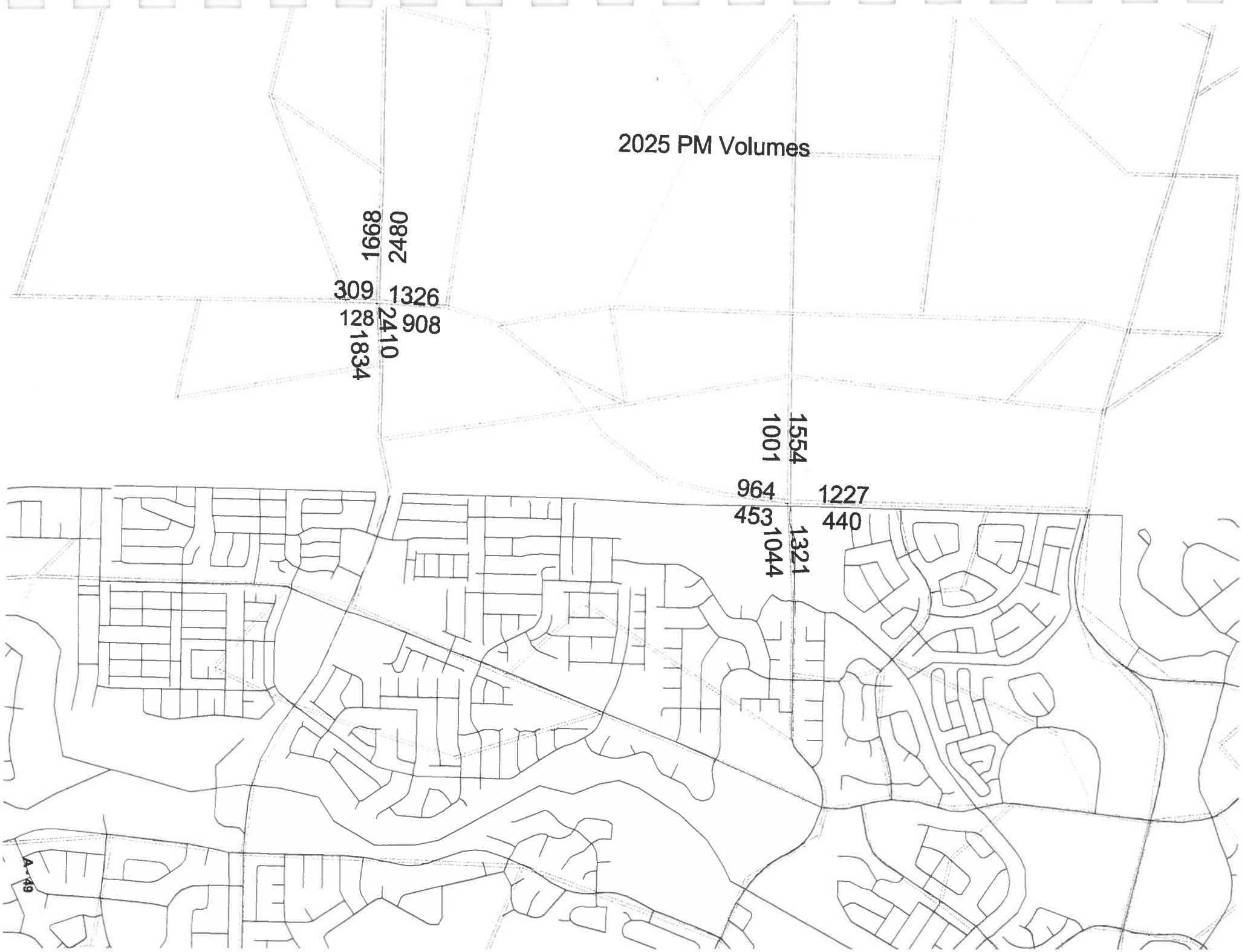


2010 PM Peak
Hour Volumes



2025 AM Volumes




2025 PM Volumes
1668
991
2480
309
1326
128
2410
908
1834
1554
1001
964
1227
453
1044
1321
440
A-49

Interpolation of 2012 Volumes from MRCOG Link Volumes

Entering Trips

	2010	2025	2012	
		Westside / Unser		
AM				
	119	304	144	EB
	219	602	270	WB
	755	1330	832	NB
	1660	2336	1750	SB
PM				
	61	128	70	EB
	629	1326	722	WB
	1580	2410	1691	NB
	1202	1668	1264	SB
		Westside / Golf Course		
AM				
	459	964	526	EB
	93	148	100	WB
	268	408	287	NB
	829	1346	898	SB
PM				
	231	453	261	EB
	601	1227	684	WB
	902	1321	958	NB
	539	1001	601	SB

Exiting Trips

	2010	2025	2012	
		Westside / Unser		
AM				
	595	1243	681	EB
	18	63	24	WB
	694	1079	745	NB
	1446	2187	1545	SB
PM				
	440	908	502	EB
	117	309	143	WB
	1701	2480	1805	NB
	1213	1834	1296	SB
		Westside / Golf Course		
AM				
	642	1249	723	EB
	76	147	85	WB
	156	262	170	NB
	776	1209	834	SB
PM				
	301	440	320	EB
	441	964	511	WB
	994	1554	1069	NB
	536	1044	604	SB

NOBUILD Turning Volumes (based on % exiting traffic)

Westside / Unser

AM

Eastbound			Westbound			Northbound			Southbound		
Left	Thru	Right	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	Left	Thru	Right
35	10	25	288	32	402	99	1246	346	327	844	93

Westside / Golf Course

AM

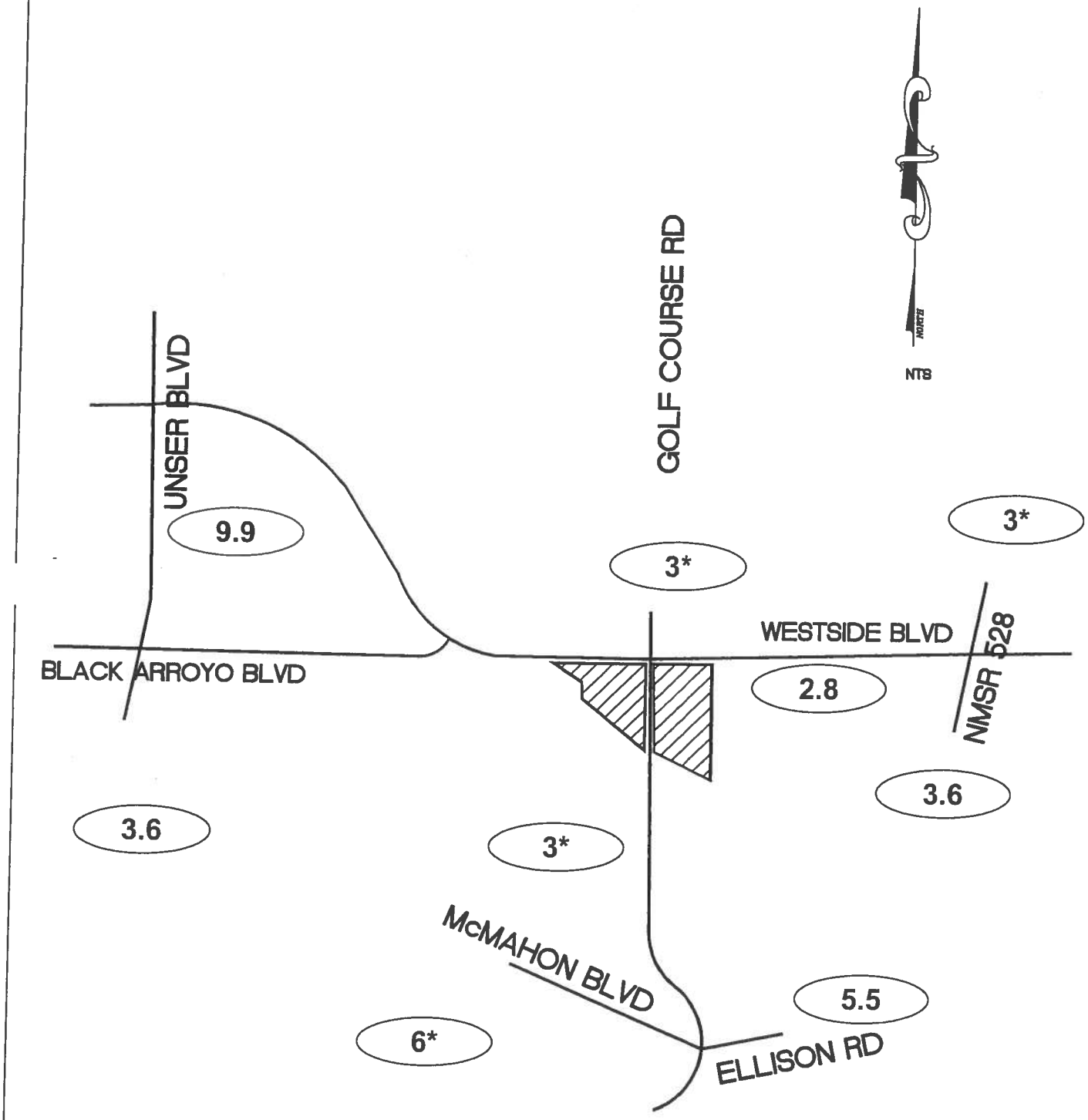
Eastbound			Westbound			Northbound			Southbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
52	220	254	77	8	16	25	50	212	395	456	46

PM

Eastbound			Westbound			Northbound			Southbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
140	42	79	189	160	335	258	539	161	134	253	214

Westside / Golf Course Comm. Dev.

Growth Rate Map (%)



* Generic growth rate used where rate is negative or unusual

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(505)883-8807 (Voice)
(505)212-0267 (Fax)

Westside / Golf Course Commercial Development

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: **Summary**

Westside Blvd / NMSR 528

(1)

4.2% Truck

	0.78			0.75			0.79			0.84		PHF
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (NMSR 528)			Southbound (NMSR 528)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	130	65	358	75	41	29	34	1,525	172	28	3,689	35
2012 (NO BUILD - A.M.)	*147*	*73*	*853*	*86*	*47*	*33*	*108*	*1,800*	*200*	*32*	*4,278*	*40*
2012 (BUILD - A.M.)	***215***	***92***	***892***	***86***	***68***	***33***	***153***	***1,800***	***200***	***32***	***4,278***	***119***

	0.91			0.82			0.97			0.96		PHF
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (NMSR 528)			Southbound (NMSR 528)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	63	13	78	231	100	63	273	2,419	59	43	2,761	57
2012 (NO BUILD - P.M.)	*71*	*15*	*461*	*263*	*114*	*72*	*464*	*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

(2)

3.0% Truck

	0.85			0.85			0.96			0.87		PHF
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)		
	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 - 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
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)		
	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.)	*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 Rd

(3)

3.0% Truck

	0.92			0.83			0.89			0.76		PHF
	Eastbound (McMahon Blvd)			Westbound (McMahon Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)		
	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***

	0.78			0.97			0.91			0.92		PHF
	Eastbound (McMahon Blvd)			Westbound (McMahon Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	52	555	283	376	949	129	743	766	313	125	448	73
2012 (NO BUILD - P.M.)	*167*	*831*	*392*	*555*	*1,269*	*240*	*802*	*1,241*	*321*	*201*	*1,166*	*174*
2012 (BUILD - P.M.)	***230***	***831***	***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: **Summary**

Westside Blvd / Unser Blvd

(4)

3.0% Truck

	0.75			0.85			0.87			0.98			PHF
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
	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 - A.M.)	36	33	75	180	3	87	14	427	391	530	1,202	19	
2012 (BUILD - A.M.)	**36**	**39**	**75**	**180**	**8**	**120**	**14**	**427**	**391**	**568**	**1,202**	**19**	

	0.80			0.75			0.98			0.94			PHF
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
	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.)	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 Rd

(5)

3.0% Truck

	0.85			0.85			0.96			0.96			PHF
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)			
	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 - A.M.)	0	0	0	0	0	0	0	287	0	0	787	0	
2012 (BUILD - A.M.)	**85**	**0**	**28**	**316**	**0**	**120**	**103**	**435**	**197**	**211**	**953**	**24**	

	0.85			0.85			0.93			0.93			PHF
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)			
	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.)	**88**	**0**	**38**	**357**	**0**	**183**	**85**	**987**	**219**	**229**	**537**	**30**	

Westside Blvd / Driveway 'B'

(6)

3.0% Truck

	0.85			0.85			0.85			0.85			PHF
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
	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
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
	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: **Summary**

Westside Blvd / Driveway 'C'

(7)

3.0% Truck

	0.85			0.85			0.85			0.85			PHF
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
	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 - A.M.)	*0*	*954*	*0*	*0*	*270*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2012 (BUILD - A.M.)	***0***	***1,184***	***17***	***0***	***483***	***0***	***0***	***0***	***6***	***0***	***0***	***0***	

	0.85			0.85			0.85			0.85			PHF
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
	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*	*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 Rd

(8)

3.0% Truck

	0.85			0.85			0.96			0.96			PHF
	Eastbound (Driveway 'D')			Westbound (Driveway 'D')			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)			
	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 - 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
	Eastbound (Driveway 'D')			Westbound (Driveway 'D')			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)			
	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 Rd

(9)

3.0% Truck

	0.85			0.85			0.96			0.96			PHF
	Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)			
	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 - A.M.)	*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***	

	0.85			0.85			0.93			0.93			PHF
	Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)			
	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***	***67***	***0***	***0***	***0***	***0***	***1,280***	***0***	***0***	***804***	***63***	

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

Westside Blvd / NMSR 528

INTERSECTION: E-W Street: **Westside Blvd** (1)

N-S Street: **NMSR 528**

Year of Existing Counts 2004

Implementation Year 2012

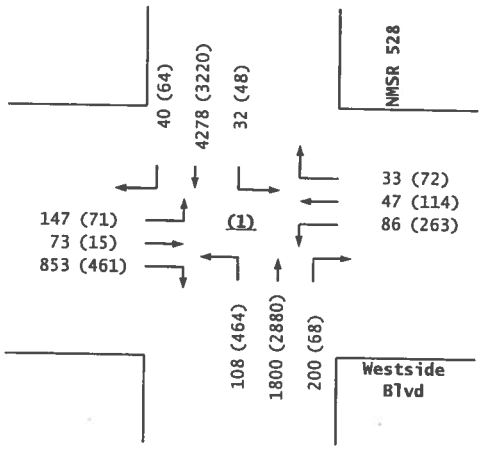
Growth Rates	2.80%			3.00%			3.60%			3.00%		
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (NMSR 528)			Southbound (NMSR 528)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	120	60	330	69	38	27	31	1,376	155	26	3,384	32
Background Traffic Growth	27	13	74	17	9	6	9	396	45	6	812	8
Subtotal	147	73	404	86	47	33	40	1,772	200	32	4,196	40
Cabezon Development	0	0	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 Generated(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**

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (NMSR 528)			Southbound (NMSR 528)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	58	12	72	212	92	58	246	2,183	53	39	2,533	52
Background Traffic Growth	13	3	16	51	22	14	71	629	15	9	608	12
Subtotal	71	15	88	263	114	72	317	2,812	68	48	3,141	64
Cabezon Development	0	0	373	0	0	0	147	68	0	0	79	0
Subtotal (NO BUILD - P.M.)	***71***	***15***	***461***	***263***	***114***	***72***	***464***	***2,880***	***68***	***48***	***3,220***	***64***
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 Generated(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	61	16	35	0	15	0	31	0	0	0	0	54
Total PM Peak Hour BUILD Volumes	**132**	**31**	**496**	**263**	**129**	**72**	**495**	**2,880**	**68**	**48**	**3,220**	**118**

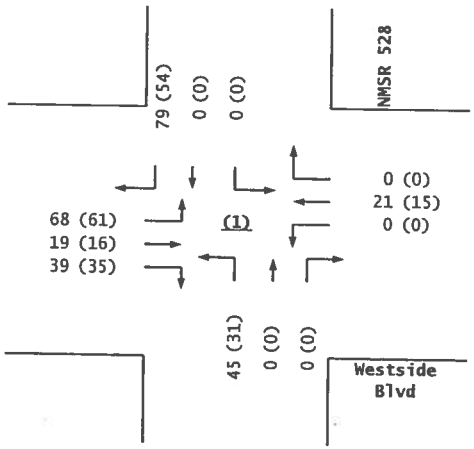
	Entering	Exiting		
Number of Commercial Trips Generated	**945**	**816**	A.M.	100% Commercial Development
	650	**724**	P.M.	

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (NMSR 528)			Southbound (NMSR 528)		
2007 AM Peak Hr. Volumes	130	65	358	75	41	29	34	1,525	172	28	3,689	35
2007 PM Peak Hr. Volumes	63	13	78	231	100	63	273	2,419	59	43	2,761	57

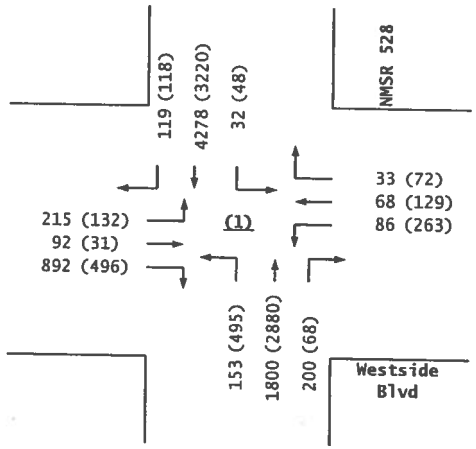
2012
NO BUILD



Trips



2012
BUILD



Westside Blvd / NMSR 528

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

Westside Blvd / Golf Course Rd

INTERSECTION: E-W Street: **Westside Blvd** (2)
N-S Street: **Golf Course Rd**

Year of Existing Counts 2007
Implementation Year 2012

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

	Growth Rates	3.00%			2.80%			3.00%			3.00%		
		Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)		***52***	***220***	***254***	***77***	***8***	***16***	***25***	***50***	***212***	***395***	***456***	***46***
Percent Commercial Trips Generated(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%*
Percent Commercial Trips Generated(Exiting)		*0.27%*	*0.46%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*24.14%*	*8.57%*	*8.49%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		2	78	156	146	0	0	197	70	69	25	56	3
Total AM Peak Hour BUILD Volumes		**54**	**298**	**410**	**223**	**8**	**16**	**222**	**120**	**281**	**420**	**512**	**49**

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***140***	***42***	***79***	***189***	***160***	***335***	***258***	***539***	***161***	***134***	***253***	***214***
Percent Commercial Trips Generated(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%*
Percent Commercial Trips Generated(Exiting)	*0.27%*	*0.46%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*24.14%*	*8.57%*	*8.49%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	2	54	107	100	0	0	175	62	61	17	38	2
Total PM Peak Hour BUILD Volumes	**142**	**96**	**186**	**289**	**160**	**335**	**433**	**601**	**222**	**151**	**291**	**216**

	Entering	Exiting		
Number of Commercial Trips Generated	945	816	A.M.	100% Commercial Development
	650	724	P.M.	

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course 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 Volumes 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)				
2010 AM Link Volume	459	93	268	829
2010 PM Link Volume	231	601	902	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 2025 Forecasts				
2007-2025 AM Growth Rates	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
2007-2025 PM Growth Rates	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Growth Rate to Apply to 2005 Model Volumes to Match 2025 Forecasts				
2010-2025 AM Growth Rates	7.33%	3.94%	3.48%	4.16%
2010-2025 PM Growth Rates	6.41%	6.94%	3.10%	5.71%

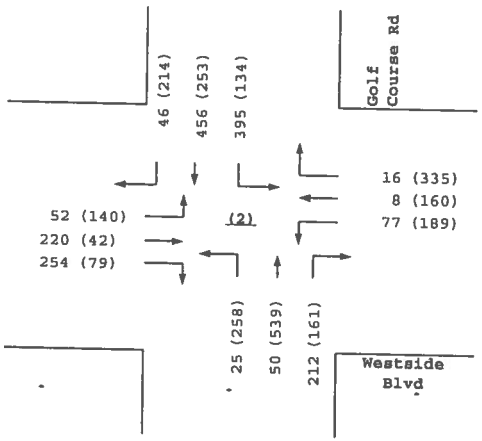
Pass-by Trip Calculations:

AM Pass-by Trips	***Eastbound (Westside Blvd)***			***Westbound (Westside Blvd)***			***Northbound (Golf Course Rd)***			***Southbound (Golf Course Rd)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

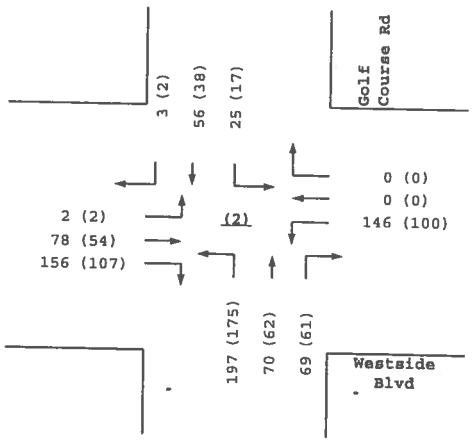
PM Pass-by Trips	***Eastbound (Westside Blvd)***			***Westbound (Westside Blvd)***			***Northbound (Golf Course Rd)***			***Southbound (Golf Course Rd)***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	Entering	Exiting	
Pass-by Trips	*0*	*0*	*AM*
	279	*258*	*PM*

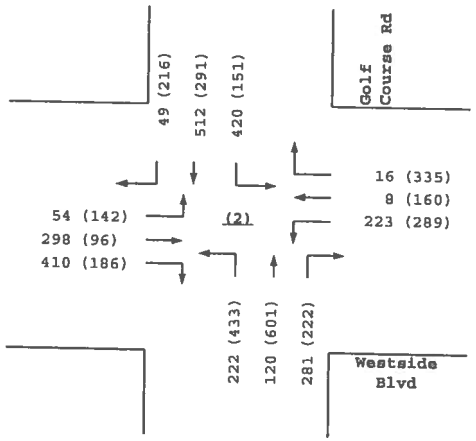
2012
NO BUILD



Trips



2012
BUILD



Westside Blvd / Golf Course Rd

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

Westside Blvd / Golf Course Rd

ALTERNATE Case (Two Full Access Driveways)

INTERSECTION: E-W Street: **Westside Blvd** (2)
N-S Street: **Golf Course Rd**

Year of Existing Counts 2007
Implementation Year 2012

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

	Growth Rates	3.00%			2.80%			3.00%			3.00%		
		Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)		***52***	***220***	***254***	***77***	***8***	***16***	***25***	***50***	***212***	***395***	***456***	***46***
Percent Commercial Trips Generated(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%*
Percent Commercial Trips Generated(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%*
Total Trips Generated		2	78	156	146	0	0	213	70	69	25	56	3
Total AM Peak Hour BUILD Volumes		**54**	**298**	**410**	**223**	**8**	**16**	**238**	**120**	**281**	**420**	**512**	**49**

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***140***	***42***	***79***	***189***	***160***	***335***	***258***	***539***	***161***	***134***	***253***	***214***
Percent Commercial Trips Generated(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%*
Percent Commercial Trips Generated(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%*
Total Trips Generated	2	54	107	100	0	0	189	62	61	17	38	2
Total PM Peak Hour BUILD Volumes	**142**	**96**	**186**	**289**	**160**	**335**	**447**	**601**	**222**	**151**	**291**	**216**

	Entering	Exiting	
Number of Commercial Trips Generated	**945**	**816**	A.M.
	650	**724**	P.M.

100% Commercial Development

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course 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 Volumes 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)				
2010 AM Link Volume	459	93	268	829
2010 PM Link Volume	231	601	902	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 2025 Forecasts				
2007-2025 AM Growth Rates	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
2007-2025 PM Growth Rates	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Growth Rate to Apply to 2005 Model Volumes to Match 2025 Forecasts				
2010-2025 AM Growth Rates	7.33%	3.94%	3.48%	4.16%
2010-2025 PM Growth Rates	6.41%	6.94%	3.10%	5.71%

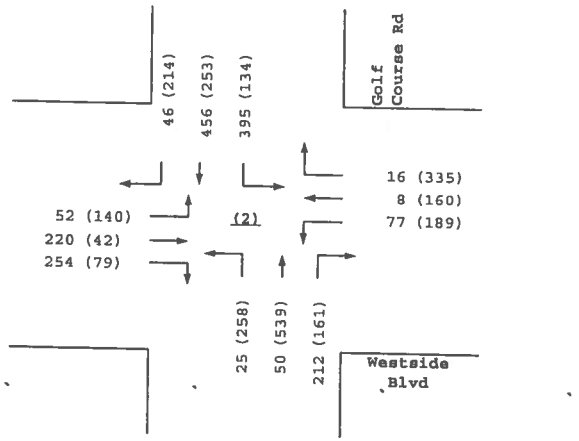
Pass-by Trip Calculations:

AM Pass-by Trips	*Eastbound (Westside Blvd)*			*Westbound (Westside Blvd)*			*Northbound (Golf Course Rd)*			*Southbound (Golf Course Rd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net AM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

PM Pass-by Trips	*Eastbound (Westside Blvd)*			*Westbound (Westside Blvd)*			*Northbound (Golf Course Rd)*			*Southbound (Golf Course Rd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

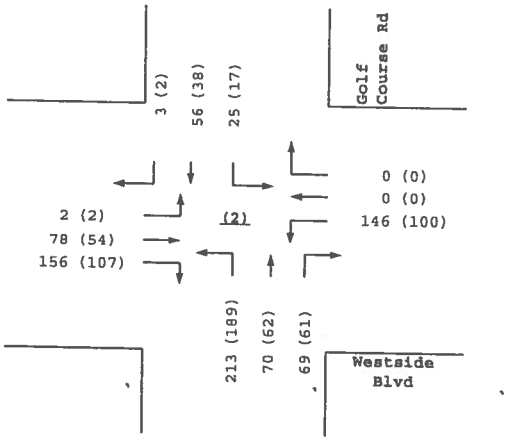
	Entering	*Exiting*	
Pass-by Trips	***0***	***0***	*AM*
	279	***258***	*PM*

2012
NO BUILD

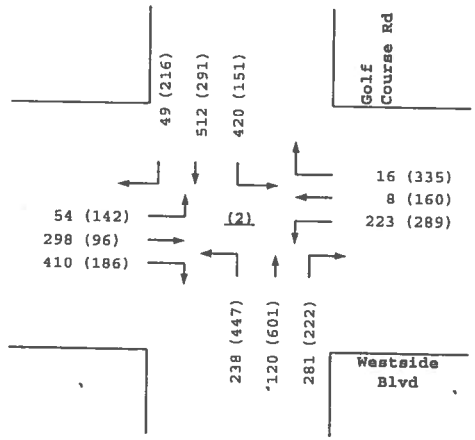


ALTERNATE Case (Two Full Access Driveways)

Trips



2012
BUILD



Westside Blvd / Golf Course Rd

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

McMahon Blvd / Golf Course Rd

INTERSECTION: E-W Street: **McMahon Blvd** (3)

N-S Street: **Golf Course Rd**

Year of Existing Counts 2007

Implementation Year **2012**

Growth Rates **6.00%** **5.50%** **0.50%** **3.00%**

	Eastbound (McMahon Blvd)			Westbound (McMahon Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	93	590	580	121	269	69	201	348	220	126	538	17
Background Traffic Growth	28	177	174	33	74	19	5	9	6	19	81	3
Subtotal	121	767	754	154	343	88	206	357	226	145	619	20
Paradise Hts / Anasazi Ridge	40	40	40	0	13	0	13	0	0	0	0	13
Smiths @ Golf Course / McMahon	19	45	0	46	11	0	0	0	0	0	25	0
Cabezon Development	13	0	0	0	0	26	0	157	0	36	378	31
Subtotal (NO BUILD - A.M.)	***193***	***852***	***794***	***200***	***367***	***114***	***219***	***514***	***226***	***181***	***1,022***	***64***
Percent Commercial Trips Generated(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%*
Percent Commercial Trips Generated(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%*
Total Trips Generated	92	0	0	0	0	162	0	199	0	140	172	80
Total AM Peak Hour BUILD Volumes	**285**	**852**	**794**	**200**	**367**	**276**	**219**	**713**	**226**	**321**	**1,194**	**144**

	Eastbound (McMahon Blvd)			Westbound (McMahon Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	52	555	283	376	949	129	743	766	313	125	448	73
Background Traffic Growth	16	167	85	103	261	35	19	19	8	19	67	11
Subtotal	68	722	368	479	1,210	164	762	785	321	144	515	84
Paradise Hts / Anasazi Ridge	24	24	24	0	40	0	40	0	0	0	0	40
Smiths @ Golf Course / McMahon	37	85	0	76	19	0	0	0	0	0	41	0
Cabezon Development	38	0	0	0	0	76	0	456	0	57	610	50
Subtotal (NO BUILD - P.M.)	***167***	***831***	***392***	***555***	***1,269***	***240***	***802***	***1,241***	***321***	***201***	***1,166***	***174***
Percent Commercial Trips Generated(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%*
Percent Commercial Trips Generated(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%*
Total Trips Generated	63	0	0	0	0	111	0	137	0	124	152	71
Total PM Peak Hour BUILD Volumes	**230**	**831**	**392**	**555**	**1,269**	**351**	**802**	**1,378**	**321**	**325**	**1,318**	**245**

	Entering	Exiting		
Number of Commercial Trips Generated	**945**	**816**	A.M.	100% Commercial Development
	650	**724**	P.M.	

	Eastbound (McMahon Blvd)			Westbound (McMahon Blvd)			Northbound (Golf Course Rd)			Southbound (Golf Course Rd)		
2007 AM Peak Hr. Volumes	93	590	580	121	269	69	201	348	220	126	538	17
2007 PM Peak Hr. Volumes	52	555	283	376	949	129	743	766	313	125	448	73

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

Westside Blvd / Unser Blvd

INTERSECTION: E-W Street: **Westside Blvd** (4)

N-S Street: **Unser Blvd**

Year of Existing Counts 2007

Implementation Year **2012**

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

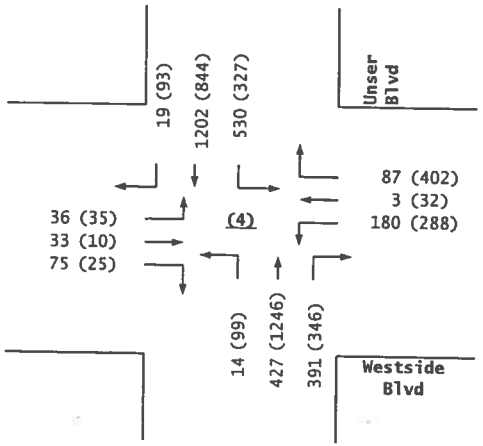
	Growth Rates	3.00%			3.00%			9.90%			9.90%		
		Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0	0	0	0
Cabezon Development		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)		*36*	*33*	*75*	*180*	*3*	*87*	*14*	*427*	*391*	*530*	*1,202*	*19*
Percent Commercial Trips Generated(Entering)		*0.00%*	*0.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.04%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.67%*	*4.04%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	6	0	0	5	33	0	0	0	38	0	0
Total AM Peak Hour BUILD Volumes		**36**	**39**	**75**	**180**	**8**	**120**	**14**	**427**	**391**	**568**	**1,202**	**19**

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Cabezon Development	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	*35*	*10*	*25*	*288*	*32*	*402*	*99*	*1,246*	*346*	*327*	*844*	*93*
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.04%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.67%*	*4.04%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	4	0	0	5	29	0	0	0	26	0	0
Total PM Peak Hour BUILD Volumes	**35**	**14**	**25**	**288**	**37**	**431**	**99**	**1,246**	**346**	**353**	**844**	**93**

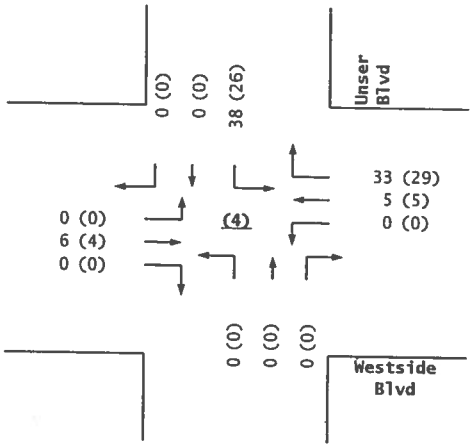
	Entering	Exiting		
Number of Commercial Trips Generated	**945**	**816**	A.M.	100% Commercial Development
	650	**724**	P.M.	

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
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

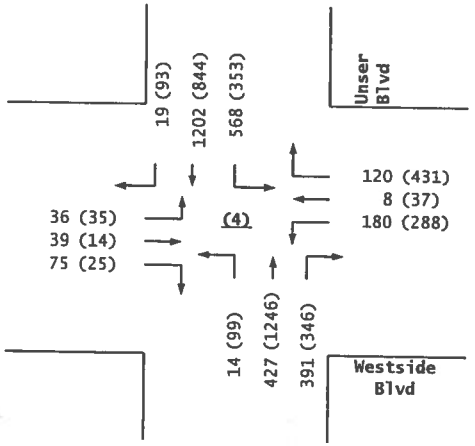
2012
NO BUILD



Trips



2012
BUILD



Westside Blvd / Unser Blvd

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

Driveway 'A' / Golf Course Rd

Base Case (One Full Access Driveway)

INTERSECTION: E-W Street: **Driveway 'A'** (5)

N-S Street: **Golf Course Rd**

Year of Existing Counts 2007

Implementation Year **2012**

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

	Growth Rates	3.00%			3.00%			3.00%			3.00%		
		Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth		0	0	0	0	0	0	0	0	0	0	0	0
Subtotal		0	0	0	0	0	0	0	0	0	0	0	0
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**

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***958***	***0***	***0***	***521***	***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	75	0	25	280	0	106	71	131	135	145	114	16
Subtotal PM Pk Hr. BUILD Volumes	**75**	**0**	**25**	**280**	**0**	**106**	**71**	**1,089**	**135**	**145**	**635**	**16**
Pass-by Trip Adjustments	*13*	*0*	*13*	*77*	*0*	*77*	*14*	*-102*	*84*	*84*	*-98*	*14*
Total PM Peak Hour BUILD Volumes	**88**	**0**	**38**	**357**	**0**	**183**	**85**	**987**	**219**	**229**	**537**	**30**

	Entering	Exiting		
Number of Commercial Trips Generated	**945**	**816**	A.M.	100% Commercial Development
	650	**724**	P.M.	

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Golf Course Rd)			Southbound (Golf Course 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 Volumes 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**	**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/0!	#DIV/0!	#DIV/0!	#DIV/0!
2007-2025 PM Growth Rates	#DIV/0!	#DIV/0!	#DIV/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%

Pass-by Trip Calculations:

PM Pass-by Trips	***Eastbound (Driveway 'A')***			***Westbound (Driveway 'A')***			***Northbound (Golf Course 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*

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

Driveway 'A' / Golf Course Rd

ALTERNATE Case (Two Full Access Driveways)

INTERSECTION: E-W Street: **Driveway 'A'** (5)

N-S Street: **Golf Course Rd**

Year of Existing Counts **2007**

Implementation Year **2012**

NOBUILD volumes interpolated from MRCOG link volumes (see Appendix)

Growth Rates **3.00%** **3.00%** **3.00%** **3.00%**

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
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%*	*12.35%*	*17.56%*	*2.50%*
Percent 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%*
Total Trips Generated	85	0	28	170	0	120	103	148	197	117	166	24
Subtotal AM Pk Hr. BUILD Volumes	**85**	**0**	**28**	**170**	**0**	**120**	**103**	**435**	**197**	**117**	**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**	**170**	**0**	**120**	**103**	**435**	**197**	**117**	**953**	**24**

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***958***	***0***	***0***	***521***	***0***
Percent 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%*
Percent 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%*
Total Trips Generated	75	0	25	151	0	106	71	131	135	80	114	16
Subtotal PM Pk Hr. BUILD Volumes	**75**	**0**	**25**	**151**	**0**	**106**	**71**	**1,089**	**135**	**80**	**635**	**16**
Pass-by Trip Adjustments	*13*	*0*	*13*	*77*	*0*	*77*	*14*	*-102*	*84*	*84*	*-98*	*14*
Total PM Peak Hour BUILD Volumes	**88**	**0**	**38**	**228**	**0**	**183**	**85**	**987**	**219**	**164**	**537**	**30**

	Entering	Exiting		
Number of Commercial Trips Generated	945	816	A.M.	100% Commercial Development
	650	724	P.M.	

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Golf Course Rd)			Southbound (Golf Course 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 Volumes 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**	**1246**
2025 AM Link Volume	**1468**	**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/0!	#DIV/0!	#DIV/0!	#DIV/0!
2007-2025 PM Growth Rates	#DIV/0!	#DIV/0!	#DIV/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%

Pass-by Trip Calculations:

PM Pass-by Trips	***Eastbound (Driveway 'A')***			***Westbound (Driveway 'A')***			***Northbound (Golf Course 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*

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

Westside Blvd / Driveway 'B'

Base Case (One Full Access Driveway)

INTERSECTION: E-W Street: **Westside Blvd** (6)

N-S Street: **Driveway 'B'**

Year of Existing Counts 2004

Implementation Year **2012**

Growth Rates	2.80%			2.80%			3.00%			3.00%		
	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Driveway '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	0	0	0	0
Background Traffic Growth	0	114	0	0	23	0	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
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*	*0*	*0*	*0*	*0*
Total AM Peak Hour BUILD Volumes	**0**	**697**	**99**	**0**	**270**	**0**	**0**	**0**	**53**	**0**	**0**	**0**

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	142	0	0	390	0	0	0	0	0	0	0
Background Traffic Growth	0	32	0	0	87	0	0	0	0	0	0	0
Subtotal	0	174	0	0	477	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***174***	***0***	***0***	***477***	***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	65	68	0	100	0	0	0	47	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	**0**	**239**	**68**	**0**	**577**	**0**	**0**	**0**	**47**	**0**	**0**	**0**
Pass-by Trip Adjustments	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total PM Peak Hour BUILD Volumes	**0**	**239**	**68**	**0**	**577**	**0**	**0**	**0**	**47**	**0**	**0**	**0**

	Entering	Exiting		
Number of Commercial Trips Generated	**945**	**816**	A.M.	100% Commercial Development
	650	**724**	P.M.	

	Eastbound (Westside Blvd)			Westbound (Westside Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
2007 AM Peak Hr. Volumes	0	553	0	0	109	0	0	0	0	0	0	0
2007 PM Peak Hr. Volumes	0	154	0	0	423	0	0	0	0	0	0	0

MRCOG Forecast Volumes Worksheet

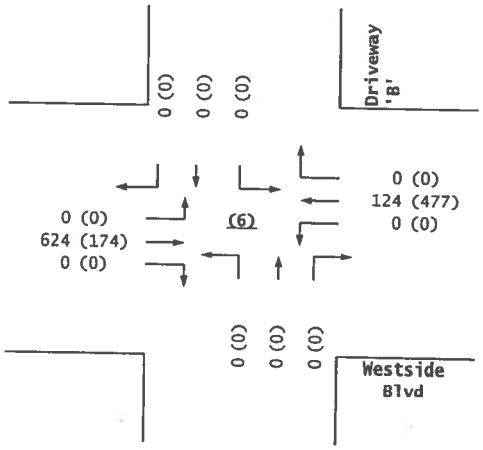
Based on 2004 Traffic Count				
2004 AM Link Volume	**510**	**101**	**0**	**0**
2004 PM Link Volume	**142**	**390**	**0**	**0**
Based on MRCOG Model (2025 Data Set)				
2005 AM Link Volume	**370**	**327**	**1248**	**1049**
2005 PM Link Volume	**313**	**1024**	**1058**	**1246**
2025 AM Link Volume	**1468**	**848**	**1609**	**777**
2025 PM Link Volume	**923**	**1753**	**1389**	**1534**
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/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%

Pass-by Trip Calculations:

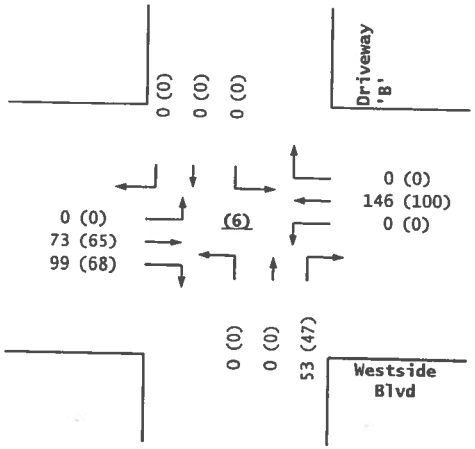
PM Pass-by Trips	***Eastbound (Westside Blvd)***			***Westbound (Westside Blvd)***			***Northbound (Driveway 'B')***			***Southbound (Driveway 'B')***		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Percent Exiting	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Volume Exiting	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net PM Passby Trips	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	Entering	Exiting	
Pass-by Trips	***0***	***0***	*AM*
	279	***258***	*PM*

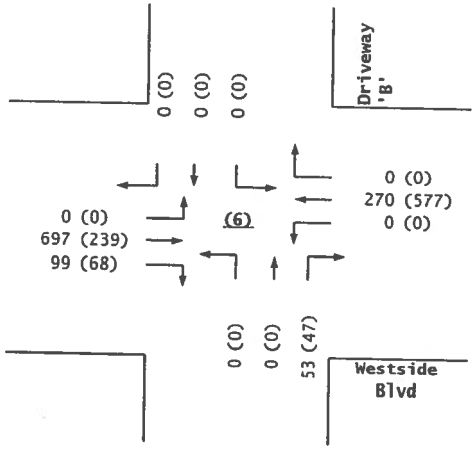
2012
NO BUILD



Trips



2012
BUILD



Westside Blvd / Driveway 'B'

Westside / Golf Course Commercial Development

Projected Turning Movements Worksheet

Driveway 'E' / Golf Course Rd

Base Case (One Full Access Driveway)

INTERSECTION: E-W Street: Driveway 'E' (9)

N-S Street: Golf Course Rd

Year of Existing Counts 2007

Implementation Year 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')			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
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%*	*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**	**0**	**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**

	Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (Golf Course 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	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	958	***0***	***0***	521	***0***
Percent Commercial Trips Generated(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	54	0	0	0	0	322	0	0	305	49
Subtotal PM Pk Hr. BUILD Volumes	**0**	**0**	**54**	**0**	**0**	**0**	**0**	**1,280**	**0**	**0**	**826**	**49**
Pass-by Trip Adjustments	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-22*	*14*
Total PM Peak Hour BUILD Volumes	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**1,280**	**0**	**0**	**804**	**63**

Number of Commercial Trips Generated

Entering	Exiting		
945	**816**	A.M.	100% Commercial Development
650	**724**	P.M.	

	Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (Golf Course Rd)			Southbound (Golf Course 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 Volumes 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**	**1246**
2025 AM Link Volume	**1468**	**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/0!	#DIV/0!	#DIV/0!	#DIV/0!
2007-2025 PM Growth Rates	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Growth Rate to Apply to 2005 Model Volumes to Match 2025 Forecasts

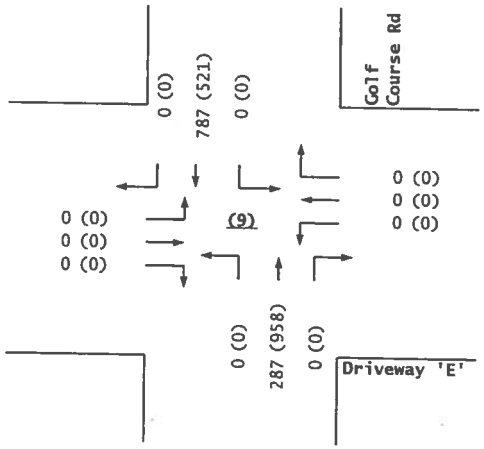
2005-2025 AM Growth Rates	14.84%	7.97%	1.45%	-1.30%
2005-2025 PM Growth Rates	9.74%	3.56%	1.56%	1.16%

Pass-by Trip Calculations:

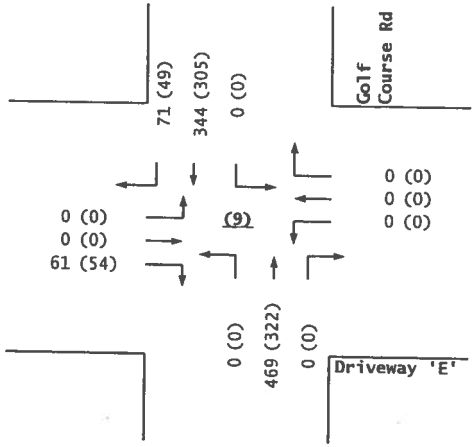
PM Pass-by Trips	*Eastbound (Driveway 'E')*			*Westbound (Driveway 'E')*			*Northbound (Golf Course Rd)*			*Southbound (Golf Course Rd)*		
Percent Entering	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*-40.00%*	*5.00%*
Volume Entering	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-112*	*14*
Percent Exiting	*0.00%*	*0.00%*	*5.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*35.00%*	*0.00%*
Volume Exiting	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*0*
Net PM Passby Trips	***0***	***0***	***13***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***-22***	***14***

	Entering	Exiting	
Pass-by Trips	*0*	*0*	*AM*
	279	*258*	*PM*

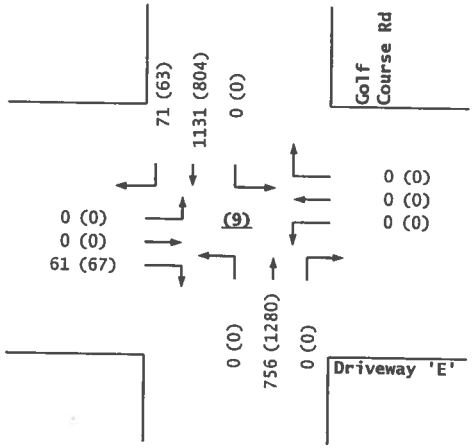
2012
NO BUILD



Trips



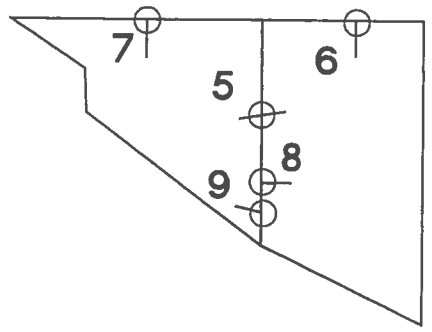
2012
BUILD



Driveway 'E' / Golf Course Rd

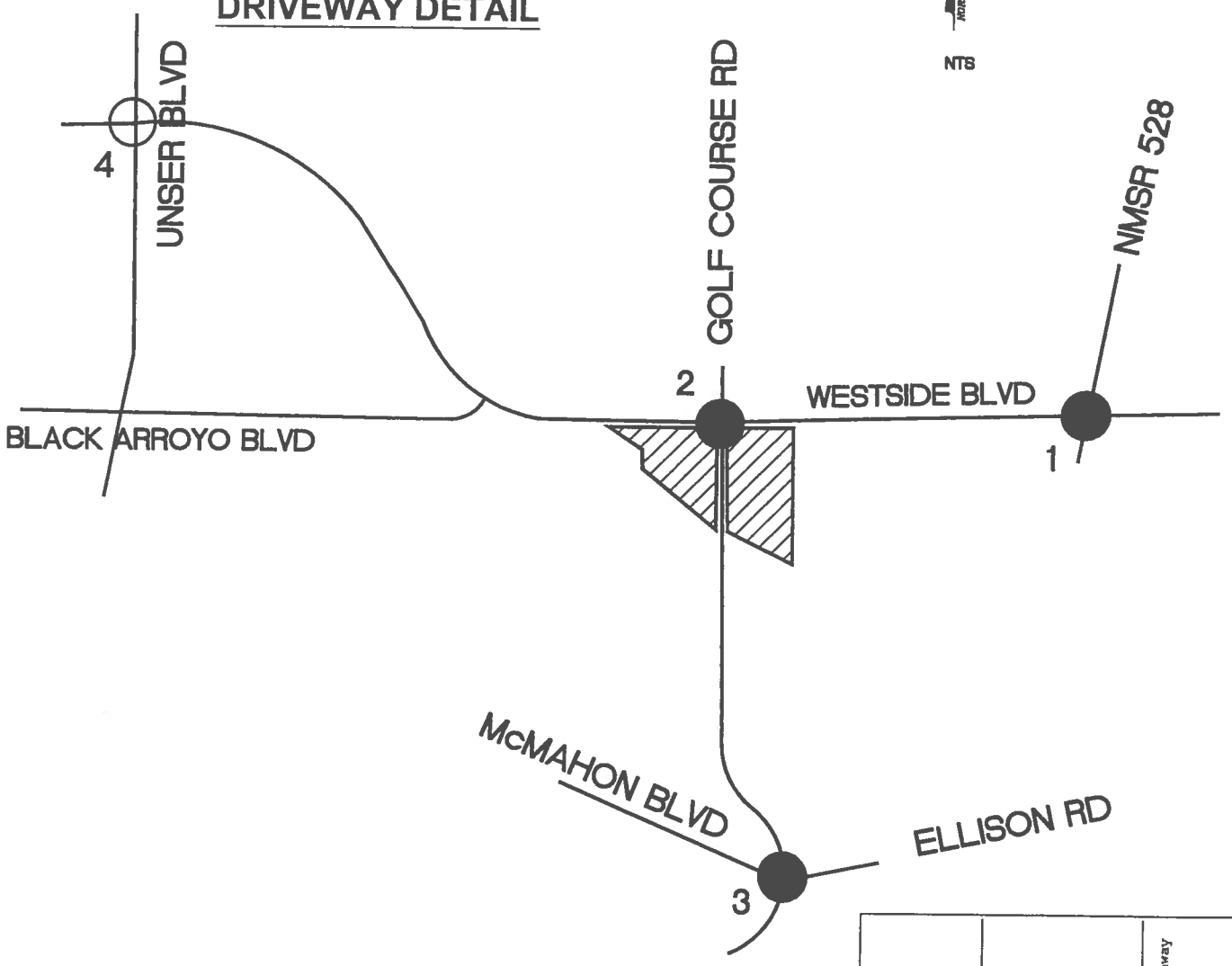
Westside / Golf Course Conn. Dev.

2007 NO BUILD Volumes - AM(PM)



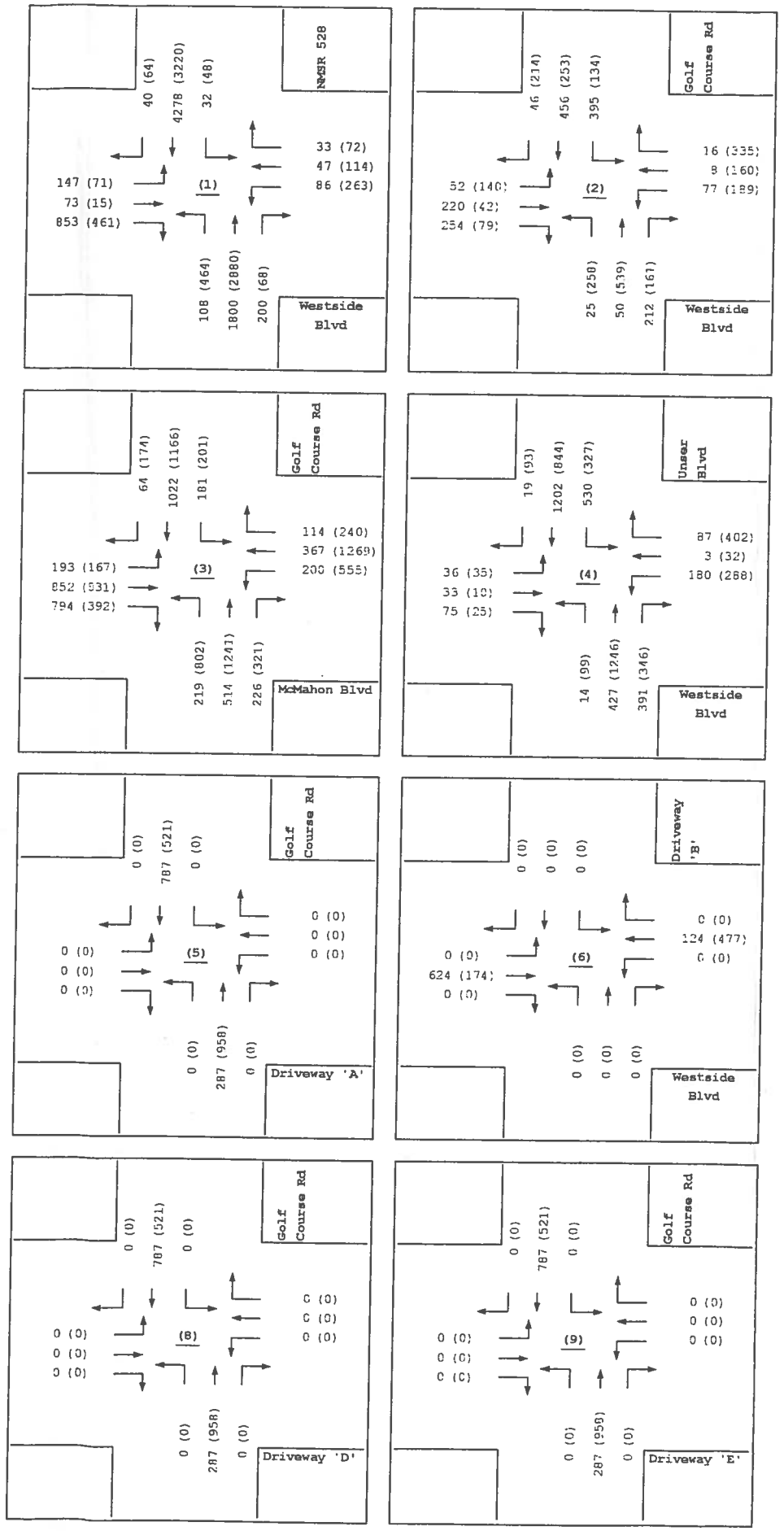
DRIVEWAY DETAIL

NTS



SIGNALIZED INTERSECTION

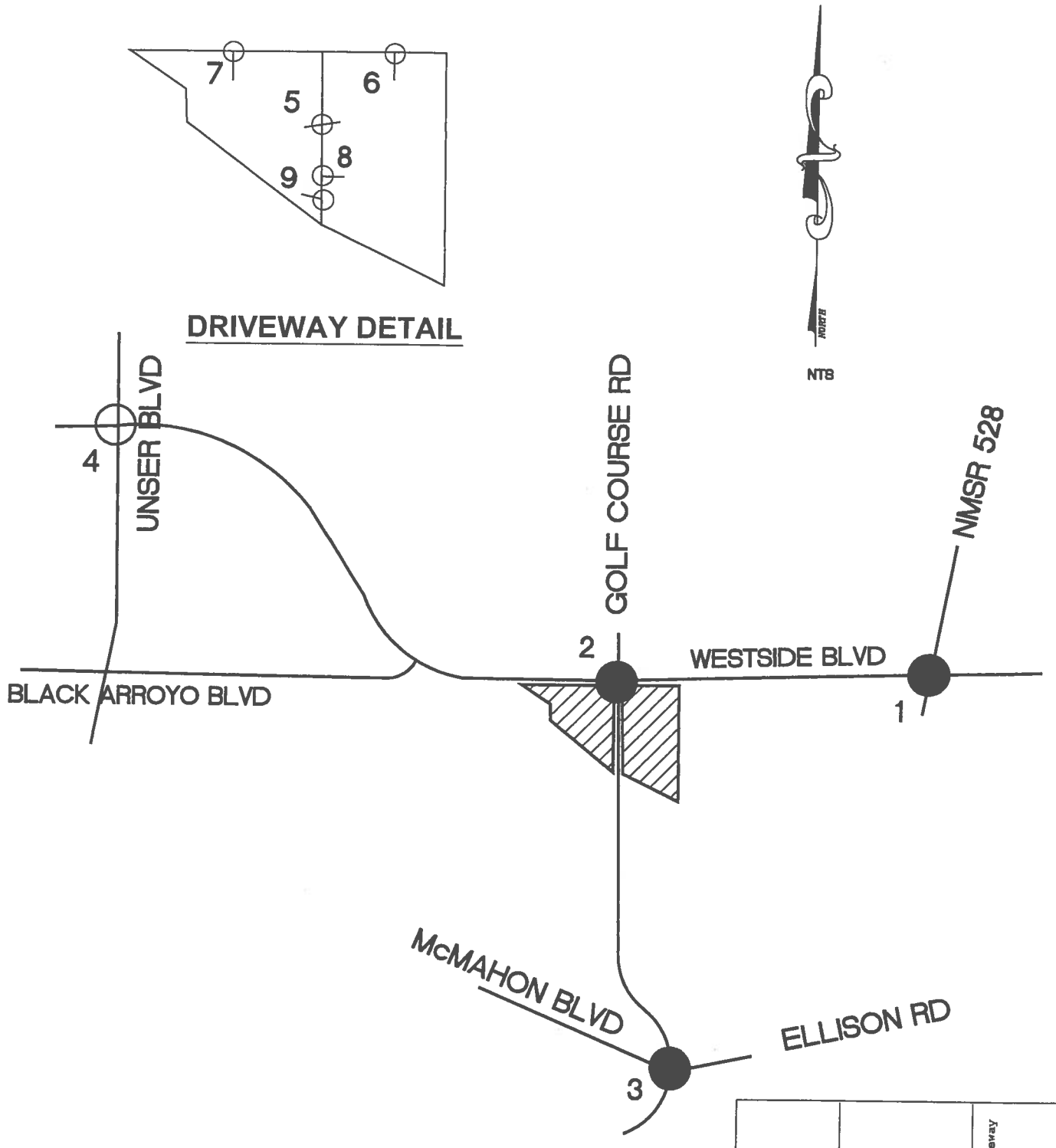
UNSIGNALIZED INTERSECTION

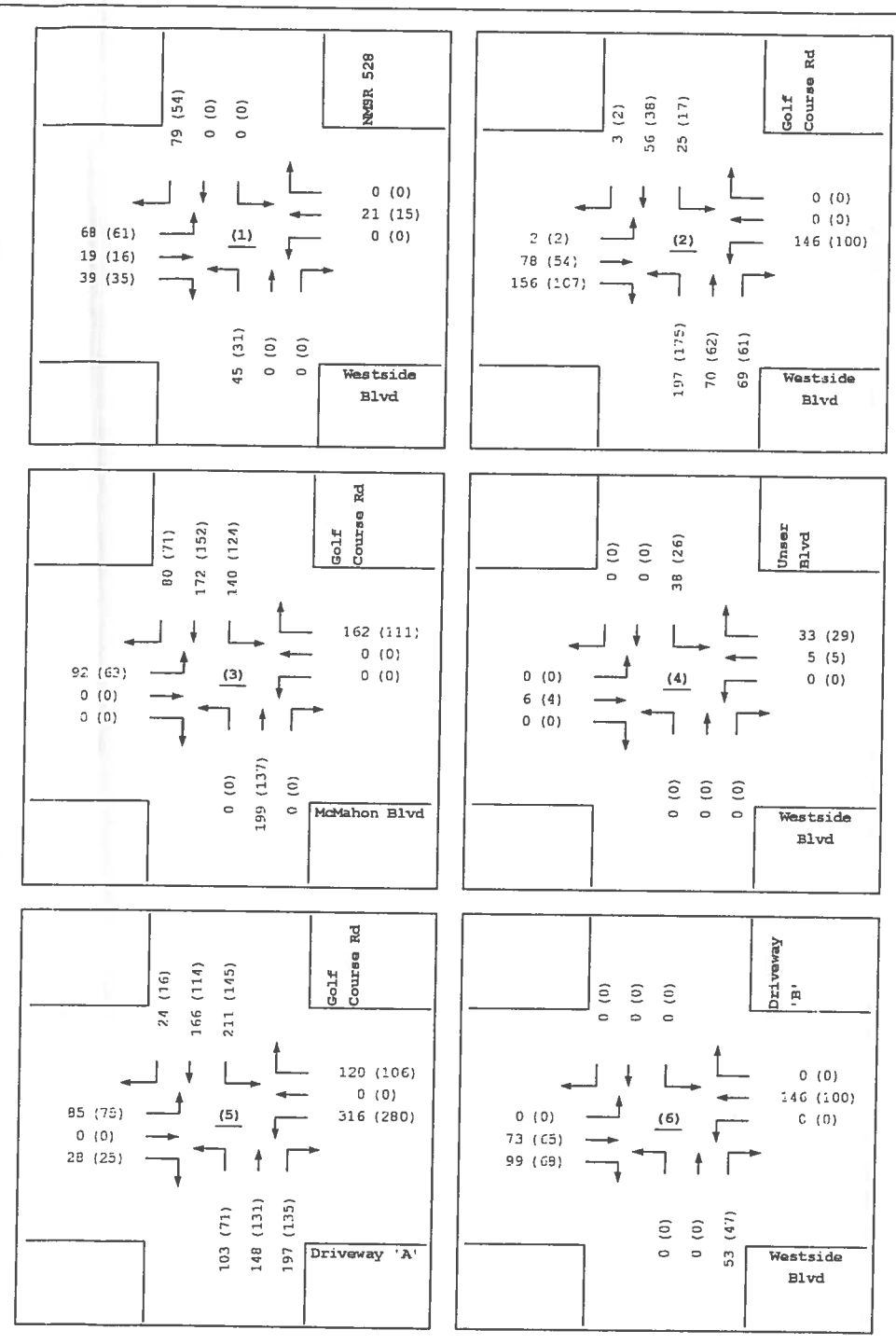


Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)

Westside / Golf Course Comm. Dev.

Trips Generated Volumes - AM(PM)





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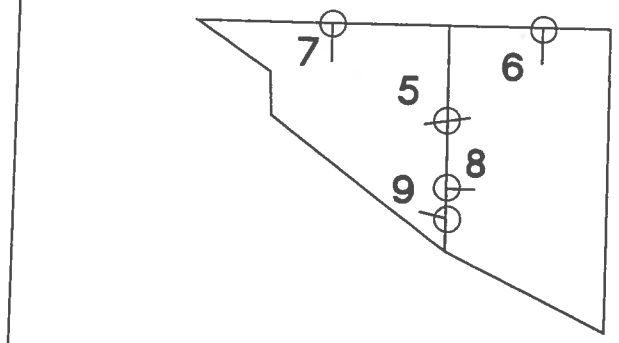
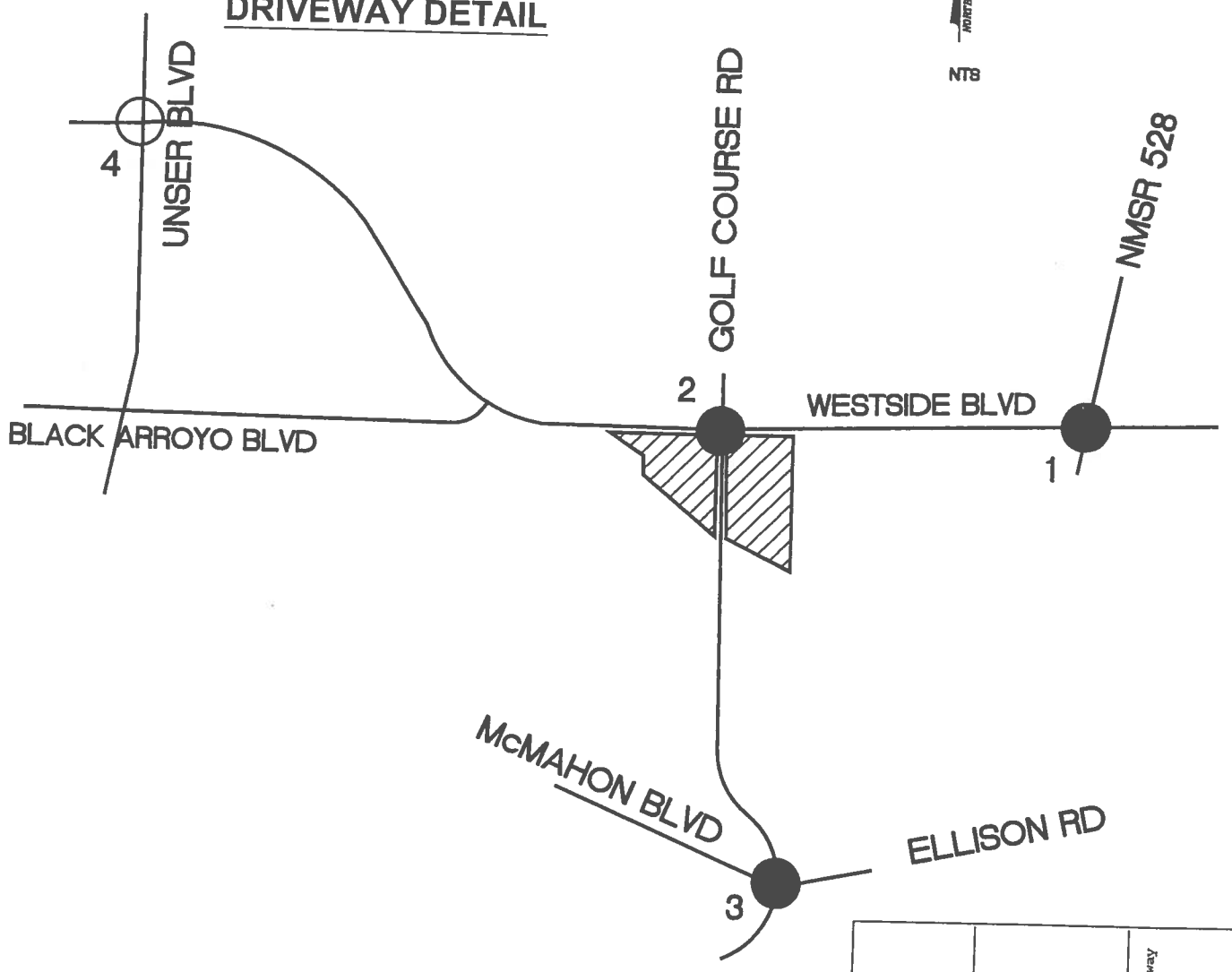
Westside / Golf Course Comm. Dev.

2007 BUILD Volumes - AM(PM)



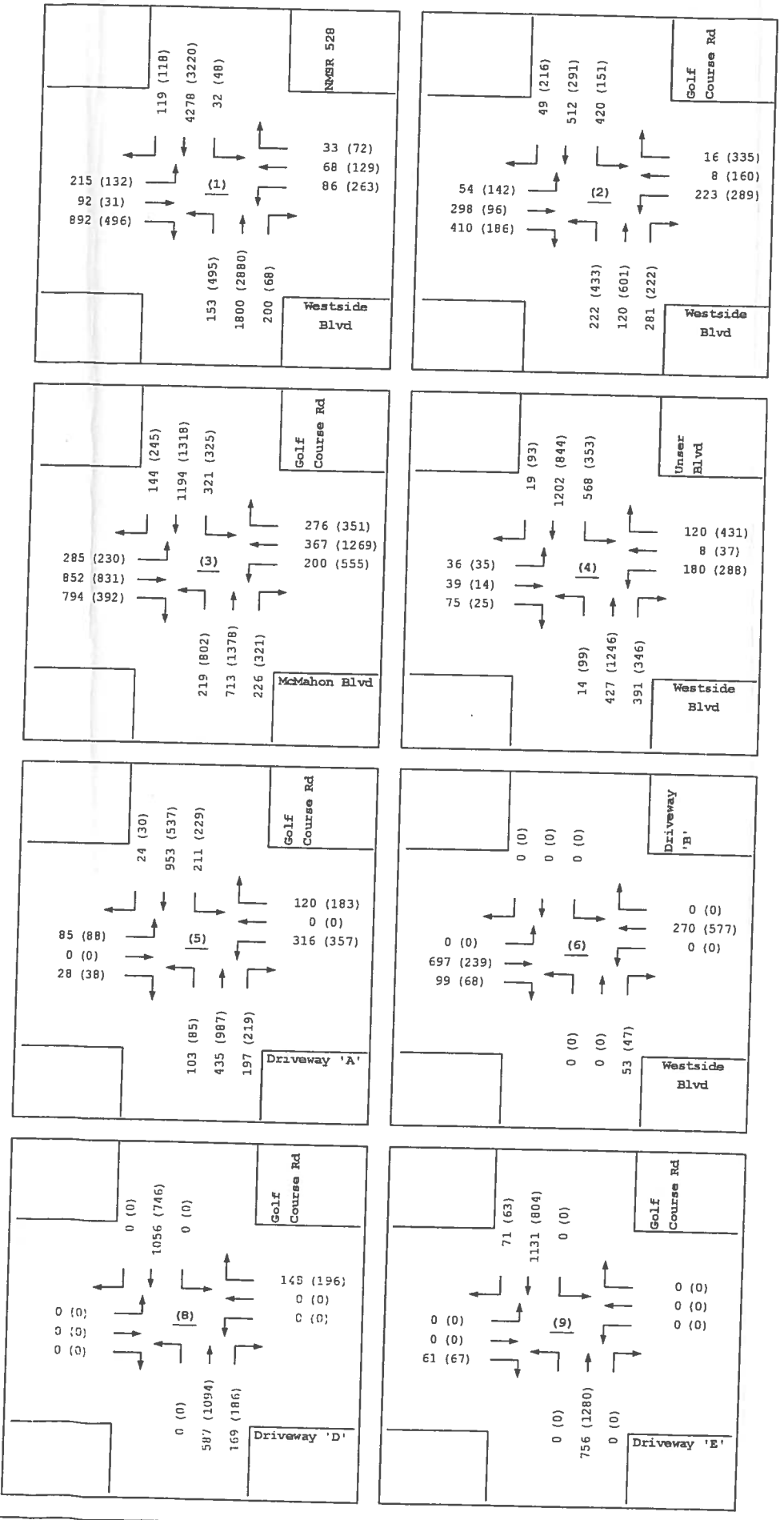
DRIVEWAY DETAIL

NTS



SIGNALIZED INTERSECTION

UNSIGNALIZED INTERSECTION



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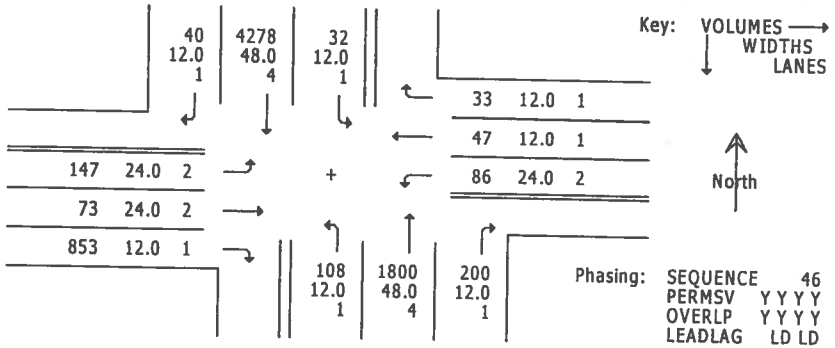
Analysis of Intersection #1

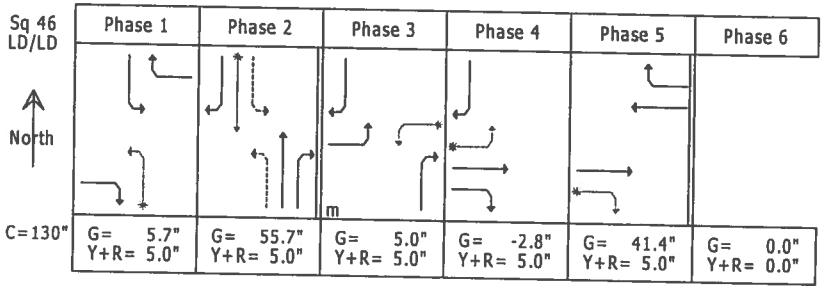
Westside Blvd / NMSR 528

SIGNAL2000/TEAPAC[Ver 2.71.07] - HCM Input Worksheet

Intersection # 1 - - Westside Blvd / NMSR 528 Area Location Type: NONCBD



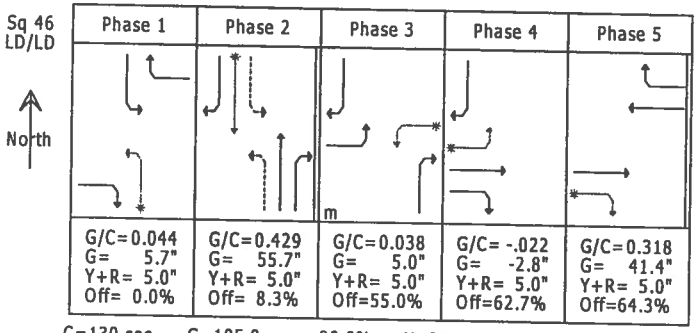
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.84	.84	.84	.75	.75	.75	.79	.79	.79	.78	.78	.78
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 AM Peak NOBUILD Conditions - [2012ANX]
07/30/07
21:29:42

SIGNAL2000/TEAPAC[Ver 2.71.07] - Capacity Analysis Summary

Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528
V/C 1.398 (Critical V/C 1.686) Control Delay 263.5 Level of Service F

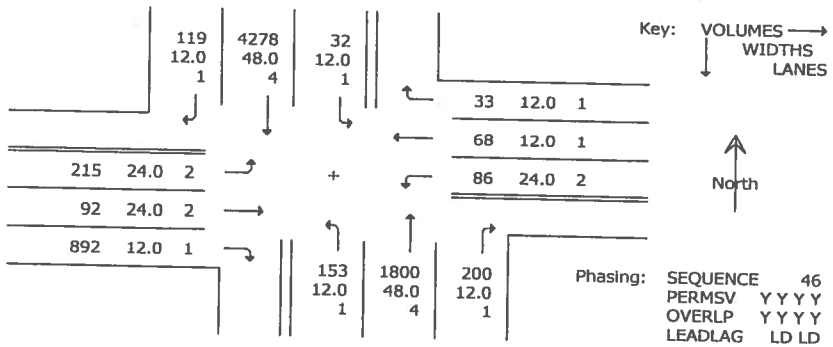


C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

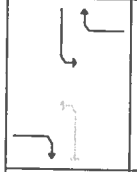
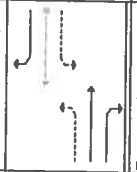
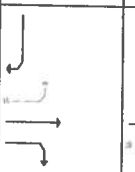
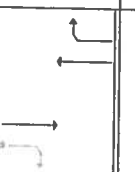
Lane Group	Width/ Lanes	q/C Reqd	q/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
SB Approach								380.5	F	
RT	12/1	0.103	0.522	797	819	48	0.059	15.3	B	41 ft
TH	48/4	0.711	0.429	2872	2872	5093	1.773	386.6	*F	4590 ft
LT	12/1	0.004	0.044	109	124	38	0.284	23.8	C+	40 ft
NB Approach								36.6	D+	
RT	12/1	0.220	0.506	767	793	253	0.319	19.2	B	248 ft
TH	48/4	0.349	0.429	2872	2872	2278	0.793	33.8	C	864 ft
LT	12/1	0.065	0.044	105	122	137	1.022	117.0	*F	309 ft
WB Approach								68.8	E	
RT	12/1	0.101	0.401	575	628	44	0.070	24.1	C+	47 ft
TH	12/1	0.104	0.318	511	585	63	0.107	31.4	C	76 ft
LT	24/2	0.101	0.038	1	96	115	0.878	106.5	*F	127 ft
EB Approach								294.6	F	
RT	12/1	0.680	0.418	606	655	1094	1.670	346.2	*F	3428 ft
TH	24/2	0.096	0.335	1098	1177	94	0.080	29.6	C	58 ft
LT	24/2	0.114	0.055	1	148	188	1.000	127.0	*F	222 ft

SIGNAL2000/TEAPAC[Ver 2.71.07] - HCM Input Worksheet

Intersection # 1 - - Westside Blvd / NMSR 528 Area Location Type: NONCBD



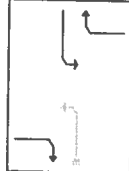
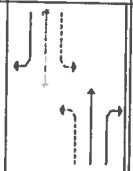
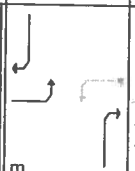
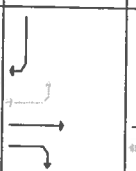
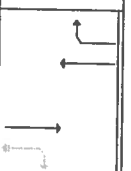
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.84	.84	.84	.75	.75	.75	.79	.79	.79	.78	.78	.78
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff gm, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

Sq 46 LD/LD	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
North						
C=130"	G= 7.8" Y+R= 5.0"	G= 53.8" Y+R= 5.0"	G= 5.0" Y+R= 5.0"	G= 0.3" Y+R= 5.0"	G= 38.1" Y+R= 5.0"	G= 0.0" Y+R= 0.0"

Westside / Golf Course Commercial Development
2012 AM Peak BUILD Conditions - [2012ABX]
08/02/07
22:51:12

SIGNAL2000/TEAPAC[Ver 2.71.07] - Capacity Analysis Summary

Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528
V/C 1.422 (Critical V/C 1.722) Control Delay 275.7 Level of Service F

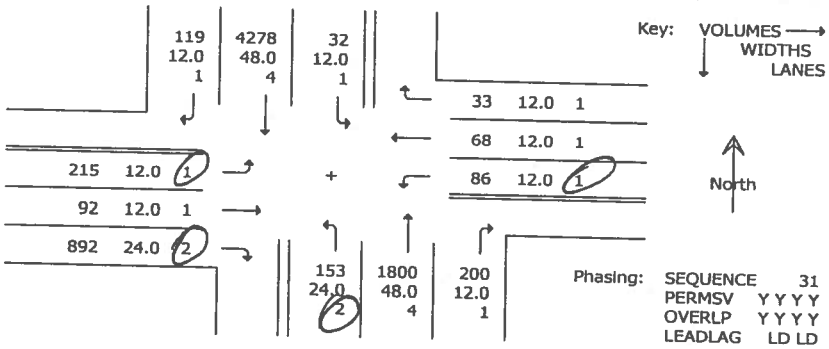
Sq 46 LD/LD	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
North					
	G/C=0.060 G= 7.8" Y+R= 5.0" Off= 0.0%	G/C=0.414 G= 53.8" Y+R= 5.0" Off= 9.9%	G/C=0.038 G= 5.0" Y+R= 5.0" Off=55.1%	G/C=0.002 G= 0.3" Y+R= 5.0" Off=62.8%	G/C=0.293 G= 38.1" Y+R= 5.0" Off=66.9%

C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
SB Approach								402.4	F	
RT	12/1	0.153	0.532	814	833	142	0.170	15.8	B	125 ft
TH	48/4	0.711	0.414	2772	2773	5093	1.837	416.0	*F	4707 ft
LT	12/1	0.005	0.060	134	151	38	0.233	23.6	C+	38 ft
NB Approach								43.9	D+	
RT	12/1	0.220	0.491	740	770	253	0.329	20.3	C+	255 ft
TH	48/4	0.349	0.414	2772	2773	2278	0.821	35.9	D+	893 ft
LT	12/1	0.105	0.060	132	149	194	1.190	167.8	*F	503 ft
WB Approach								65.8	E+	
RT	12/1	0.101	0.392	559	614	44	0.072	24.8	C+	47 ft
TH	12/1	0.115	0.293	457	532	91	0.169	34.3	C	114 ft
LT	24/2	0.101	0.038	1	96	115	0.878	106.5	*F	127 ft
EB Approach								286.2	F	
RT	12/1	0.706	0.432	633	678	1144	1.687	352.6	*F	3612 ft
TH	24/2	0.100	0.334	1091	1171	118	0.101	29.9	C	73 ft
LT	24/2	0.136	0.079	1	228	276	1.022	120.5	*F	320 ft

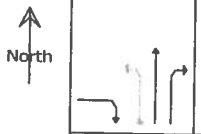
SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 1 - - Westside Blvd / NMSR 528 Area Location Type: NONCBD



	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.84	.84	.84	.75	.75	.75	.79	.79	.79	.78	.78	.78
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

Sq 31 LD/LD

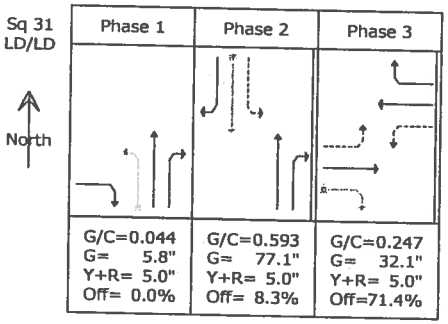


Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
C=130" G= 5.8" Y+R= 5.0"	G= 77.1" Y+R= 5.0"	G= 32.1" Y+R= 5.0"	G= 0.0" Y+R= 0.0"	G= 0.0" Y+R= 0.0"	G= 0.0" Y+R= 0.0"

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528
V/C 1.001 (Critical V/C 1.270) Control Delay 111.0 Level of Service F

Sq 31 LD/LD



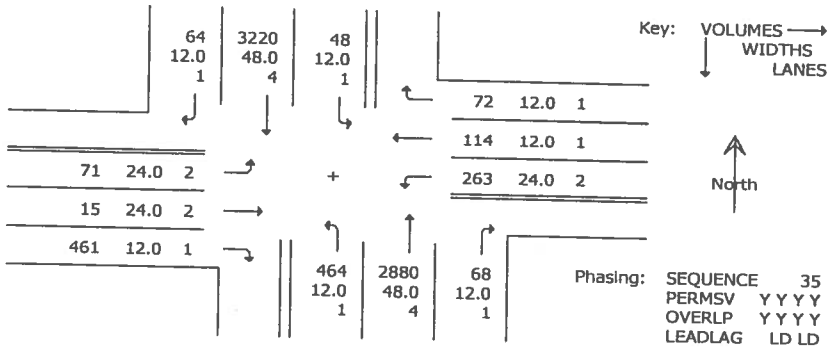
C=130 sec G=115.0 sec = 88.5% Y=15.0 sec = 11.5% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
SB Approach								150.5	F	
RT	12/1	0.153	0.593	927	930	142	0.153	11.9	B+	109 ft
TH	48/4	0.711	0.593	3973	3973	5093	1.282	155.3	*F	3321 ft
LT	12/1	0.474	0.593	52	59	38	0.551	25.1	C+	47 ft
NB Approach								25.9	C+	
RT	12/1	0.220	0.676	1060	1060	253	0.239	8.3	A	168 ft
TH	48/4	0.349	0.676	4529	4529	2278	0.503	10.4	B+	498 ft
LT	24/2	0.115	0.044	1	114	194	1.285	231.0	*F	302 ft
WB Approach								40.1	D+	
RT	12/1	0.101	0.247	300	366	44	0.114	38.0	D+	58 ft
TH	12/1	0.115	0.247	361	438	91	0.200	39.0	D+	122 ft
LT	12/1	0.164	0.247	218	269	115	0.394	41.7	D+	164 ft
EB Approach								138.0	F	
RT	24/2	0.426	0.330	836	916	1144	1.249	164.7	*F	1547 ft
TH	12/1	0.125	0.247	361	438	118	0.259	39.7	D+	159 ft
LT	12/1	0.274	0.247	238	293	276	0.873	69.6	E	482 ft

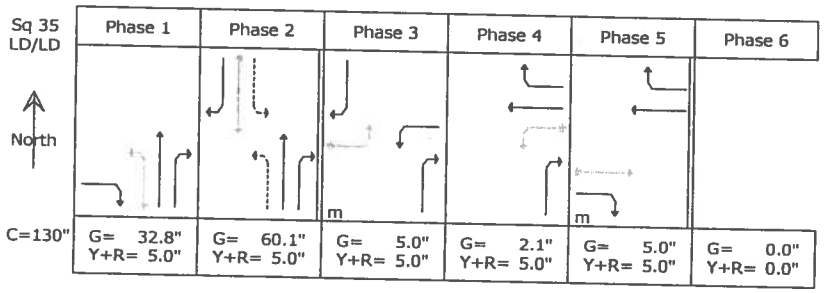
SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 1 - - Westside Blvd / NMSR 528

Area Location Type: NONCBD



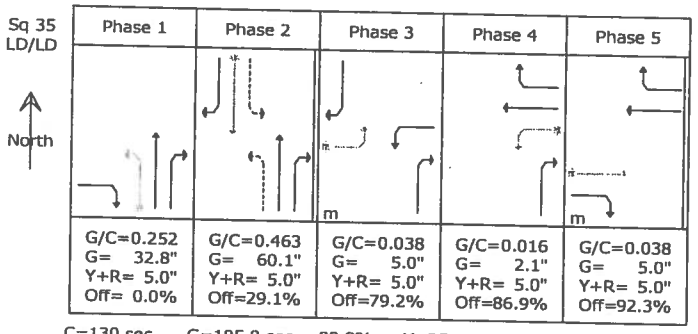
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.96	.96	.96	.82	.82	.82	.97	.97	.97	.91	.91	.91
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 PM Peak NOBUILD Conditions - [2012PNX.FOR]
08/03/07
15:38:27

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528
V/C 0.851 (Critical V/C 1.038) Control Delay 52.2 Level of Service D



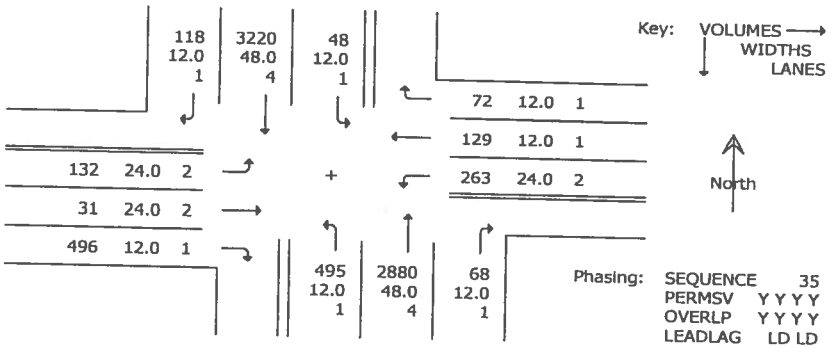
C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								77.6	E	
RT	12/1	0.111	0.540	829	846	67	0.079	14.4	B+	56 ft
TH	48/4	0.489	0.463	3099	3099	3354	1.082	78.5	*E	1761 ft
LT	12/1	0.558	0.463	39	45	50	0.877	108.1	F	101 ft
NB Approach								15.9	B	
RT	12/1	0.113	0.885	1387	1387	70	0.050	0.9	A	16 ft
TH	48/4	0.440	0.753	5046	5046	2969	0.588	7.3	A	590 ft
LT	12/1	0.276	0.252	433	494	478	0.958	71.8	*E	786 ft
WB Approach								97.0	F	
RT	12/1	0.121	0.093	27	113	88	0.603	63.5	E+	152 ft
TH	12/1	0.137	0.093	34	137	139	0.808	82.0	F	256 ft
LT	24/2	0.147	0.093	73	276	321	1.013	112.7	*F	361 ft
EB Approach								76.5	E	
RT	12/1	0.363	0.329	446	511	507	0.983	78.3	E	917 ft
TH	24/2	0.083	0.038	1	99	16	0.119	60.8	*E+	14 ft
LT	24/2	0.094	0.038	1	96	78	0.595	68.7	*E	75 ft

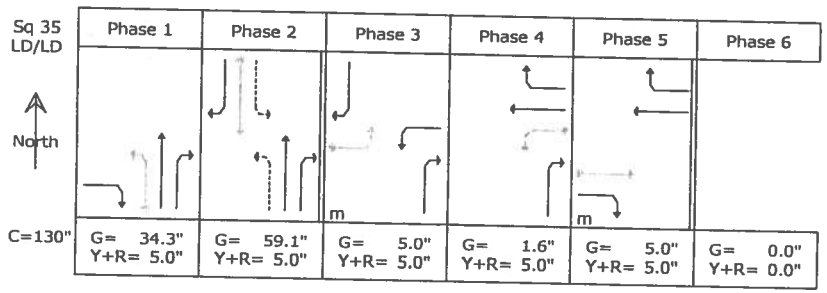
SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 1 - - Westside Blvd / NMSR 528

Area Location Type: NONCBD



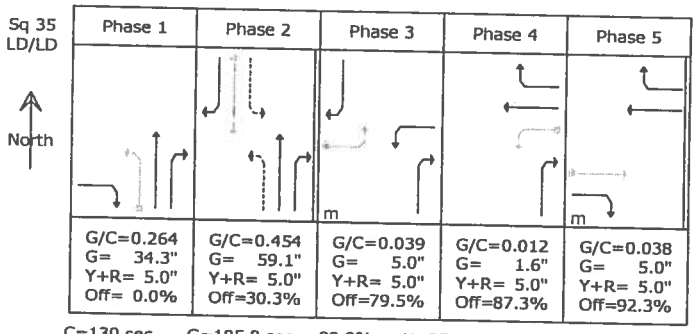
	SB			WB			NB			EB		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.96	.96	.96	.82	.82	.82	.97	.97	.97	.91	.91	.91
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 PM Peak BUILD Conditions - [2012PBX.FOR]
08/03/07
10:34:18

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528
V/C 0.869 (Critical V/C 1.065) Control Delay 59.5 Level of Service E+

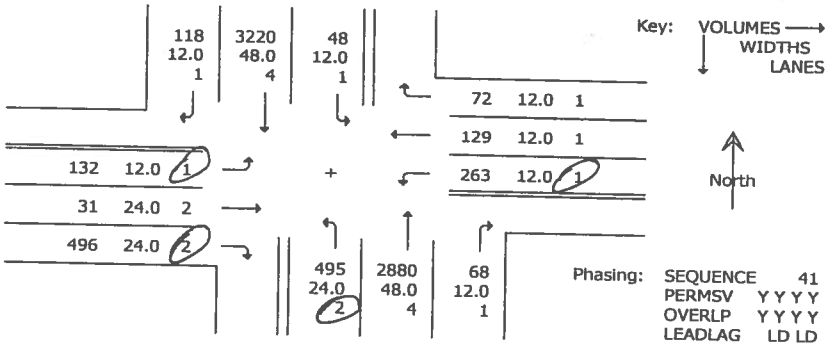


C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

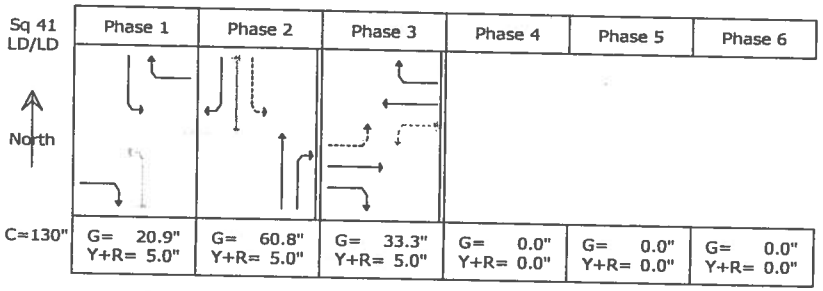
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								84.8	F	
RT	12/1	0.142	0.532	814	833	123	0.148	15.6	B	123 ft
TH	48/4	0.489	0.454	3044	3044	3354	1.102	87.0	*F	1939 ft
LT	12/1	0.548	0.454	39	45	50	0.877	108.7	F	117 ft
NB Approach								16.9	B	
RT	12/1	0.113	0.885	1387	1387	70	0.050	0.9	A	19 ft
TH	48/4	0.440	0.757	5072	5072	2969	0.585	7.1	A	646 ft
LT	12/1	0.293	0.264	456	517	510	0.981	76.3	*E	971 ft
WB Approach								114.9	F	
RT	12/1	0.121	0.089	18	107	88	0.633	66.2	E+	177 ft
TH	12/1	0.146	0.089	23	130	157	0.957	116.5	F	368 ft
LT	24/2	0.147	0.089	51	262	321	1.059	127.4	*F	428 ft
EB Approach								102.0	F	
RT	12/1	0.384	0.341	468	532	545	1.019	86.5	F	1111 ft
TH	24/2	0.086	0.038	1	99	34	0.252	61.7	*E+	36 ft
LT	24/2	0.106	0.039	1	96	145	1.098	169.7	*F	223 ft

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 1 - - Westside Blvd / NMSR 528 Area Location Type: NONCBD



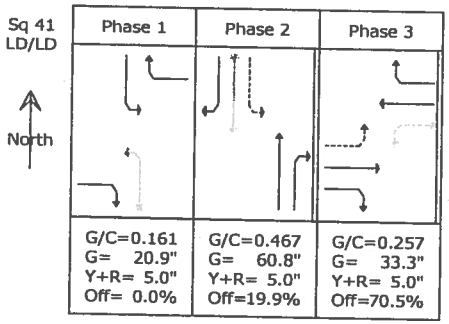
	SB			WB			NB			EB		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.96	.96	.96	.82	.82	.82	.97	.97	.97	.91	.91	.91
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 PM Peak BUILD Conditions - [2012PB_Mit.FOR]
08/04/07
16:38:04

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 1 - - Westside Blvd / NMSR 528
V/C 0.907 (Critical V/C 1.003) Control Delay 55.6 Level of Service E+



C=130 sec G=115.0 sec = 88.5% Y=15.0 sec = 11.5% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								71.1	E	
RT	12/1	0.142	0.467	697	733	123	0.168	20.1	C+	139 ft
TH	48/4	0.489	0.467	3131	3131	3354	1.071	73.8	*E	1864 ft
LT	12/1	0.011	0.161	276	323	50	0.147	21.2	C+	39 ft
NB Approach								45.3	D	
RT	12/1	0.113	0.467	697	733	70	0.095	19.4	B	78 ft
TH	48/4	0.440	0.467	3131	3131	2969	0.948	40.5	D+	1407 ft
LT	24/2	0.195	0.161	375	519	510	0.932	76.9	*E	552 ft
WB Approach								57.9	E+	
RT	12/1	0.121	0.456	676	715	88	0.123	20.5	C+	100 ft
TH	12/1	0.146	0.257	381	457	157	0.332	39.7	D+	243 ft
LT	12/1	0.291	0.257	268	326	321	0.925	77.1	*E	643 ft
EB Approach								28.7	C	
RT	24/2	0.239	0.456	1238	1265	545	0.431	24.2	C+	386 ft
TH	24/2	0.086	0.257	780	901	34	0.038	36.3	D+	27 ft
LT	12/1	0.205	0.257	203	249	145	0.533	43.7	D+	246 ft

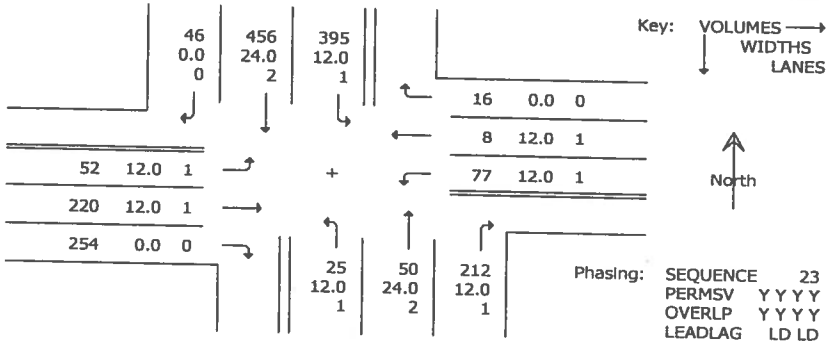
Analysis of Intersection #2

Westside Blvd / Golf Course Rd

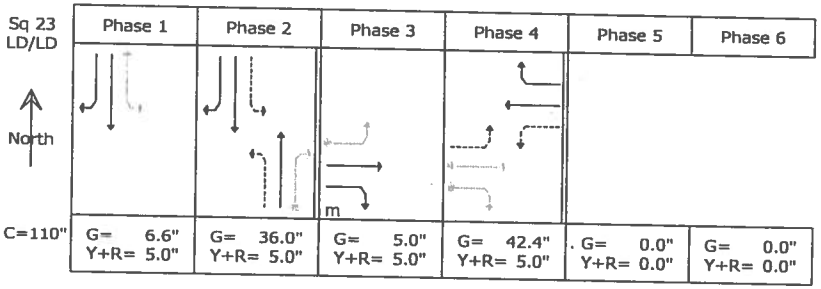
SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - - Westside Blvd / Golf Course

Area Location Type: NONCBD



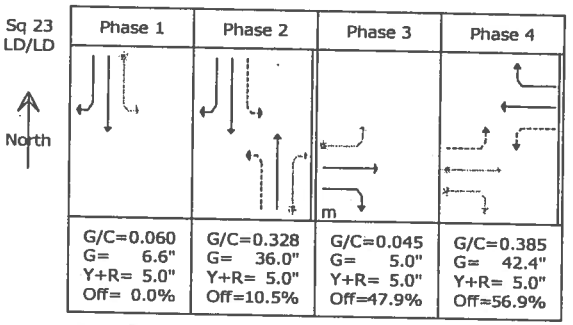
	N			E			S			W		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.87	.87	.87	.85	.85	.85	.96	.96	.96	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 AM Peak NOBUILD Conditions - [2012ANX.FOR]
08/04/07
17:03:59

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 - - Westside Blvd / Golf Course
V/C 0.532 (Critical V/C 0.724) Control Delay 25.8 Level of Service C+

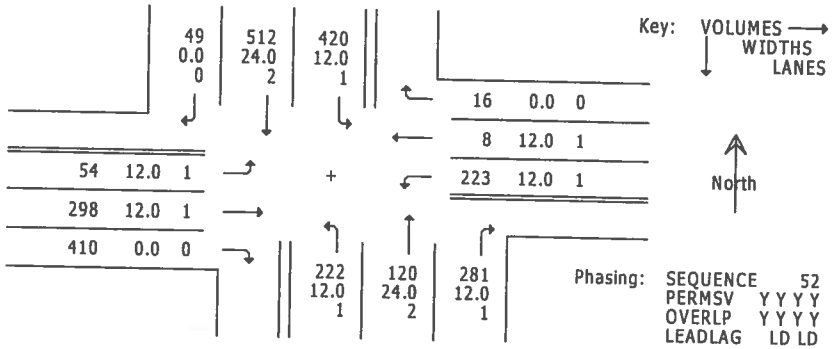


C=110 sec G= 90.0 sec = 81.8% Y=20.0 sec = 18.2% Ped= 0.0 sec = 0.0%

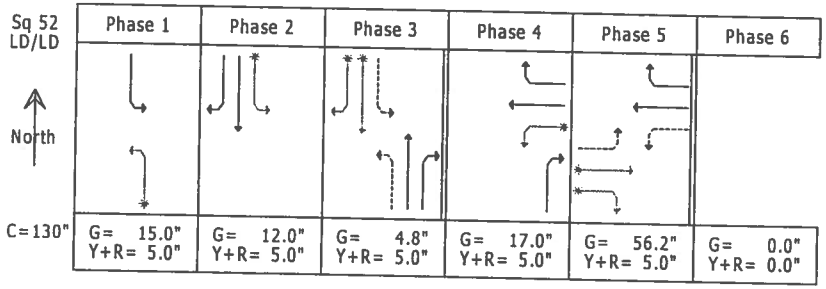
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
N Approach								26.2	C+	
RT+TH	24/2	0.282	0.433	1321	1500	577	0.385	21.4	C+	288 ft
LT	12/1	0.050	0.060	477	588	454	0.772	32.3	*C	553 ft
S Approach								28.5	C	
RT	12/1	0.273	0.328	342	514	221	0.430	29.5	*C	246 ft
TH	24/2	0.209	0.328	838	1151	52	0.045	25.3	C+	27 ft
LT	12/1	0.220	0.328	160	252	26	0.099	25.9	C+	27 ft
E Approach								24.4	C+	
RT+TH	12/1	0.210	0.385	488	638	28	0.044	21.2	C+	26 ft
LT	12/1	0.288	0.385	161	231	91	0.379	25.4	C+	99 ft
W Approach								24.1	C+	
RT+TH	12/1	0.411	0.476	695	807	558	0.691	25.1	*C+	599 ft
LT	12/1	0.000	0.045	553	654	61	0.093	15.7	*B	49 ft

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - - Westside Blvd / Golf Course Area Location Type: NONCBD



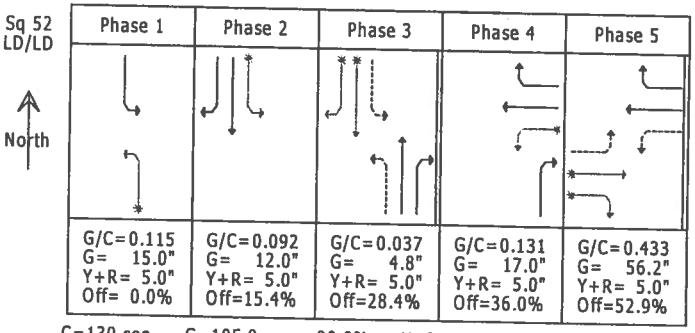
	N RT	N TH	N LT	E RT	E TH	E LT	S RT	S TH	S LT	W RT	W TH	W LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.87	.87	.87	.85	.85	.85	.96	.96	.96	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 AM Peak BUILD Conditions - [2012ABX.FOR]
08/04/07
20:58:46

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 - - Westside Blvd / Golf Course
V/C 1.007 (Critical V/C 1.063) Control Delay 100.0 Level of Service F



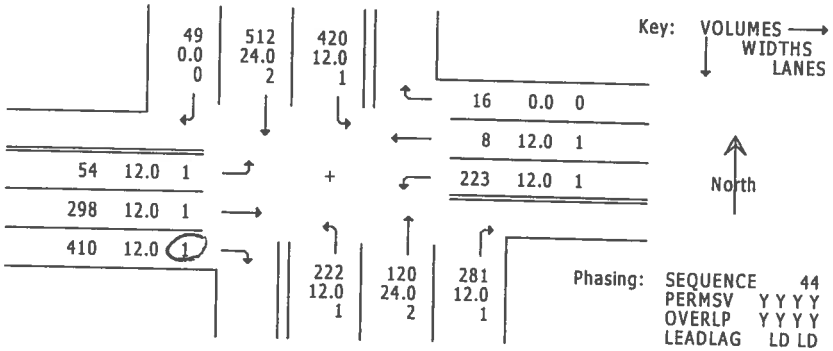
C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	q/C Reqd	q/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
N Approach								105.8	F	
RT+TH	24/2	0.343	0.168	1	555	645	1.110	125.4	*F	754 ft
LT	12/1	0.342	0.246	220	484	483	0.990	79.7	*E	889 ft
S Approach								90.0	F	
RT	12/1	0.348	0.206	1	296	293	0.907	78.3	E	528 ft
TH	24/2	0.280	0.037	1	95	125	0.962	129.4	F	150 ft
LT	12/1	0.284	0.115	1	227	231	0.892	83.5	*F	425 ft
E Approach								68.4	E	
RT+TH	12/1	0.273	0.602	909	997	28	0.028	10.5	B+	20 ft
LT	12/1	0.229	0.131	164	269	262	0.916	74.5	*E	450 ft
W Approach								110.2	F	
RT+TH	12/1	0.559	0.433	543	729	833	1.143	116.9	*F	1733 ft
LT	12/1	0.286	0.433	429	590	64	0.108	22.0	C+	65 ft

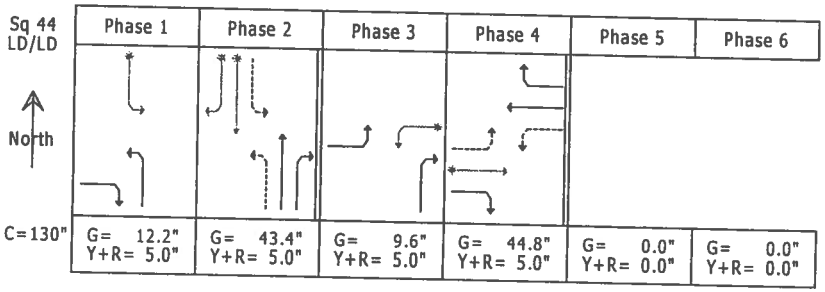
SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - - Westside Blvd / Golf Course

Area Location Type: NONCBD

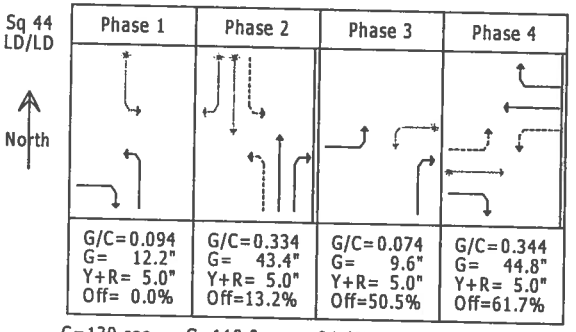


	N RT	N TH	N LT	E RT	E TH	E LT	S RT	S TH	S LT	W RT	W TH	W LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.87	.87	.87	.85	.85	.85	.96	.96	.96	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 - - Westside Blvd / Golf Course
V/C 0.592 (Critical V/C 0.721) Control Delay 32.5 Level of Service C



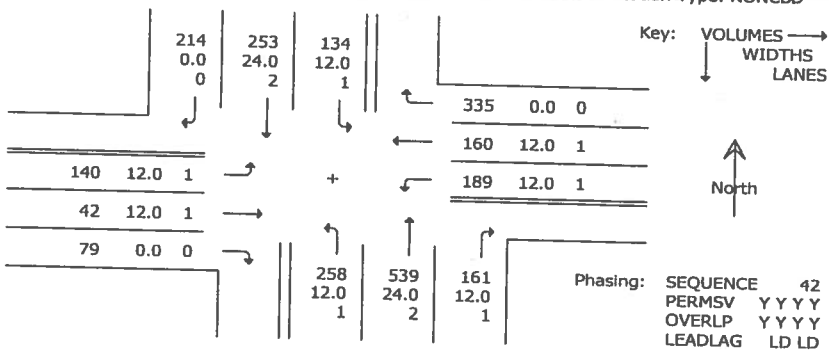
C=130 sec G=110.0 sec = 84.6% Y=20.0 sec = 15.4% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	q/C Reqd	q/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
N Approach								36.4	D+	
RT+TH	24/2	0.343	0.334	583	1158	645	0.557	36.0	*D+	449 ft
LT	12/1	0.100	0.094	469	595	483	0.812	36.9	*D+	691 ft
S Approach								27.8	C	
RT	12/1	0.348	0.447	532	700	293	0.419	24.9	C+	328 ft
TH	24/2	0.280	0.334	591	1173	125	0.107	29.9	C	77 ft
LT	12/1	0.081	0.094	254	328	231	0.704	30.3	C	324 ft
E Approach								35.2	D+	
RT+TH	12/1	0.273	0.344	299	570	28	0.049	28.5	C	32 ft
LT	12/1	0.076	0.074	258	353	262	0.734	35.9	*D+	375 ft
W Approach								30.2	C	
RT	12/1	0.424	0.476	598	747	482	0.645	27.7	C	585 ft
TH	12/1	0.349	0.344	336	635	351	0.553	35.6	*D+	459 ft
LT	12/1	0.000	0.074	496	638	64	0.100	20.0	B	63 ft

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - - Westside Blvd / Golf Course

Area Location Type: NONCBD



	N RT	N TH	N LT	E RT	E TH	E LT	S RT	S TH	S LT	W RT	W TH	W LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.90	.90	.90	.85	.85	.85	.93	.93	.93	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

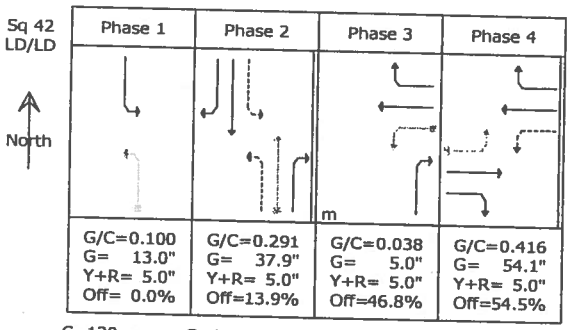
Sq 42 LD/LD

Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
C=130" G= 13.0" Y+R= 5.0"	G= 37.9" Y+R= 5.0"	G= 5.0" Y+R= 5.0"	G= 54.1" Y+R= 5.0"	G= 0.0" Y+R= 0.0"	G= 0.0" Y+R= 0.0"

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 - - Westside Blvd / Golf Course
V/C 0.569 (Critical V/C 0.699) Control Delay 33.8 Level of Service C

Sq 42 LD/LD



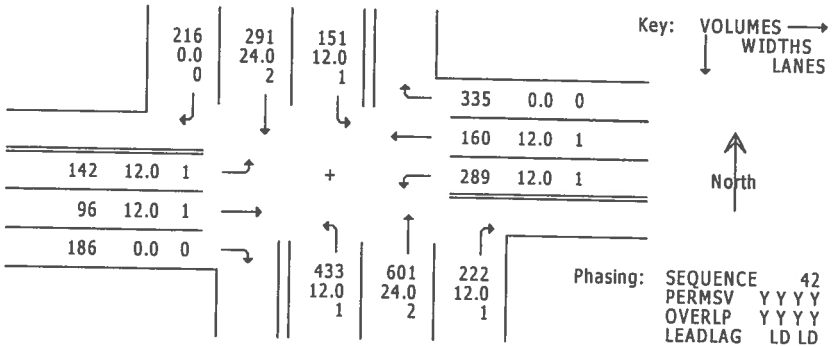
C=130 sec G=110.0 sec = 84.6% Y=20.0 sec = 15.4% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
N Approach								36.4	D+	
RT+TH	24/2	0.330	0.291	212	953	519	0.545	39.4	D+	377 ft
LT	12/1	0.052	0.100	240	322	149	0.460	25.8	C+	184 ft
S Approach								38.0	D+	
RT	12/1	0.312	0.368	347	578	173	0.299	29.4	C	205 ft
TH	24/2	0.333	0.291	228	1024	580	0.566	39.8	*D+	422 ft
LT	12/1	0.109	0.100	261	347	277	0.796	39.7	*D+	425 ft
E Approach								26.8	C+	
RT+TH	12/1	0.453	0.493	674	817	582	0.712	28.7	C	723 ft
LT	12/1	0.000	0.038	435	564	222	0.394	22.0	*C+	236 ft
W Approach								32.5	C	
RT+TH	12/1	0.301	0.416	494	692	142	0.205	24.4	C+	153 ft
LT	12/1	0.439	0.416	149	226	165	0.693	39.5	*D+	245 ft

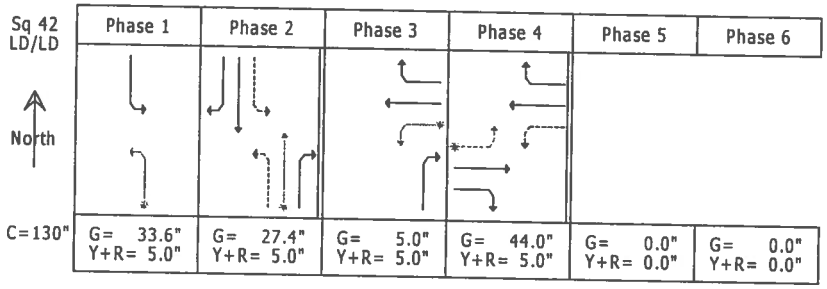
SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - - Westside Blvd / Golf Course

Area Location Type: NONCBD



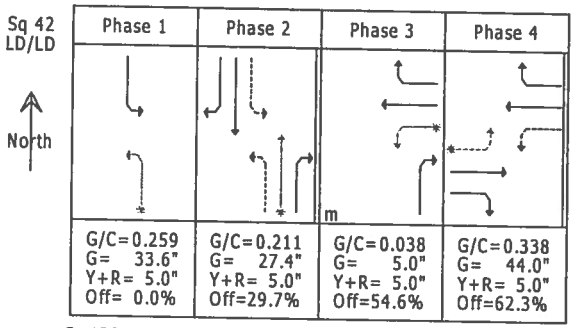
	N RT	N TH	N LT	E RT	E TH	E LT	S RT	S TH	S LT	W RT	W TH	W LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.90	.90	.90	.85	.85	.85	.93	.93	.93	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 PM Peak BUILD Conditions - [2012PBX.FOR]
08/04/07
21:04:53

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 - - Westside Blvd / Golf Course
V/C 0.822 (Critical V/C 1.039) Control Delay 62.0 Level of Service E+



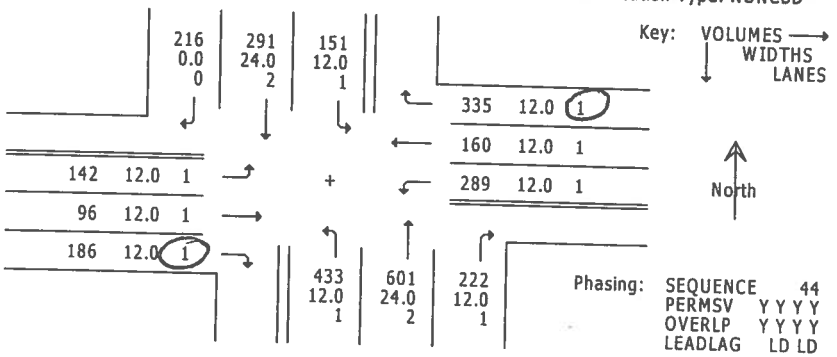
C=130 sec G=110.0 sec = 84.6% Y=20.0 sec = 15.4% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	q/C Reqd	q/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
N Approach								48.0	D	
RT+TH	24/2	0.336	0.211	1	679	563	0.812	56.2	E+	547 ft
LT	12/1	0.124	0.259	359	510	168	0.329	20.5	C+	195 ft
S Approach								52.5	D	
RT	12/1	0.331	0.288	83	437	239	0.530	40.1	D+	377 ft
TH	24/2	0.342	0.211	1	729	646	0.872	60.7	*E+	642 ft
LT	12/1	0.296	0.259	406	530	466	0.879	47.6	*D	790 ft
E Approach								76.4	E	
RT+TH	12/1	0.453	0.415	490	688	582	0.846	43.9	D+	939 ft
LT	12/1	0.110	0.038	174	288	340	1.126	132.2	*F	845 ft
W Approach								81.8	F	
RT+TH	12/1	0.355	0.338	282	561	332	0.591	37.2	D+	502 ft
LT	12/1	0.536	0.338	59	125	167	1.168	170.5	*F	483 ft

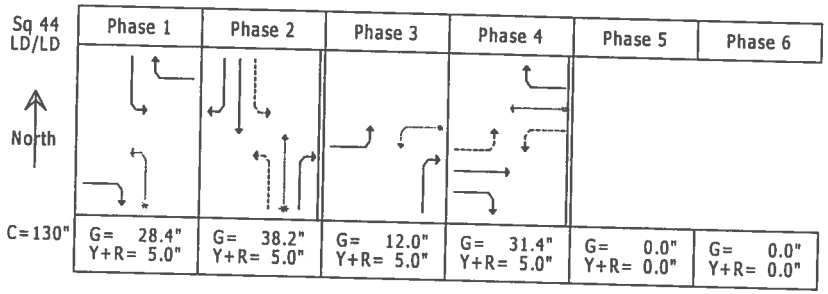
SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - - Westside Blvd / Golf Course

Area Location Type: NONCBD



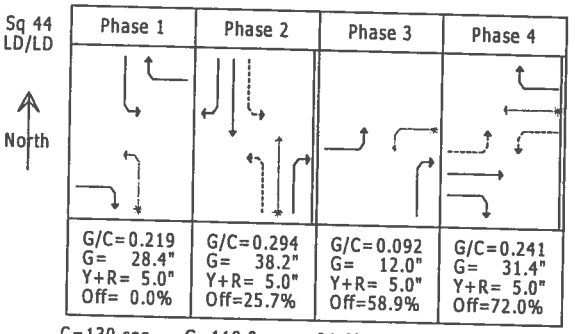
	N RT	N TH	N LT	E RT	E TH	E LT	S RT	S TH	S LT	W RT	W TH	W LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.90	.90	.90	.85	.85	.85	.93	.93	.93	.85	.85	.85
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 PM Peak BUILD Conditions - [2012PB_Mit.FOR]
08/04/07
21:20:36

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 - - Westside Blvd / Golf Course
V/C 0.563 (Critical V/C 0.789) Control Delay 33.9 Level of Service C



C=130 sec G=110.0 sec = 84.6% Y=20.0 sec = 15.4% Ped= 0.0 sec = 0.0%

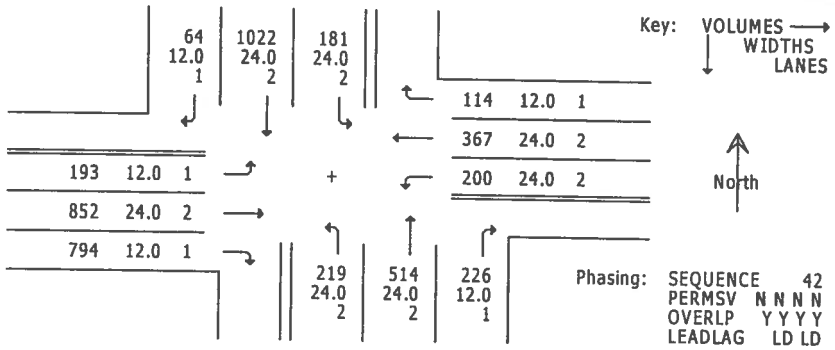
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
N Approach								34.8	C	
RT+TH	24/2	0.336	0.294	232	966	563	0.583	40.0	D+	464 ft
LT	12/1	0.070	0.219	424	509	168	0.330	17.1	B	183 ft
S Approach								35.9	D+	
RT	12/1	0.331	0.425	483	666	239	0.359	25.7	C+	305 ft
TH	24/2	0.342	0.294	249	1032	646	0.626	40.9	*D+	534 ft
LT	12/1	0.217	0.219	470	541	466	0.861	34.1	*C	758 ft
E Approach								33.6	C	
RT	12/1	0.387	0.498	645	781	394	0.504	22.4	C+	481 ft
TH	12/1	0.308	0.241	1	426	188	0.422	42.3	*D+	300 ft
LT	12/1	0.116	0.092	284	448	340	0.754	41.8	*D+	560 ft
W Approach								27.5	C+	
RT	12/1	0.325	0.498	645	781	219	0.280	19.2	B	244 ft
TH	12/1	0.291	0.241	1	426	113	0.254	40.2	D+	177 ft
LT	12/1	0.058	0.092	248	381	167	0.430	29.7	C	243 ft

Analysis of Intersection #3

McMahon Rd / Golf Course Rd

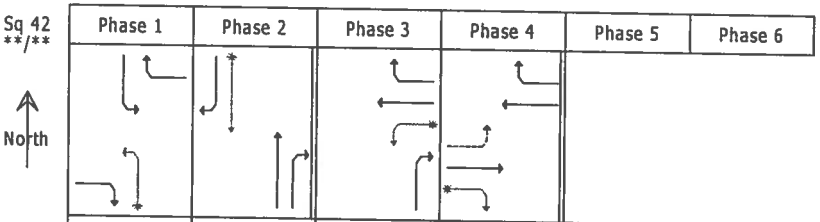
SIGNAL2000/TEAPAC[Ver 2.71.07] - HCM Input Worksheet

Intersection # 3 - - McMahon Blvd / Golf Course Area Location Type: NONCBD



	N RT	N TH	N LT	E RT	E TH	E LT	S RT	S TH	S LT	W RT	W TH	W LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.76	.76	.76	.83	.83	.83	.89	.89	.89	.92	.92	.92
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

Sq 42 **/**



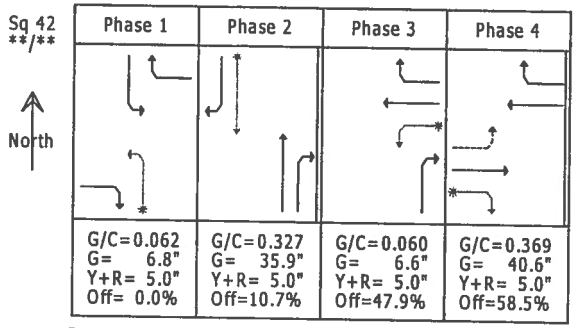
C=110"	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
	G= 6.8" Y+R= 5.0"	G= 35.9" Y+R= 5.0"	G= 6.6" Y+R= 5.0"	G= 40.6" Y+R= 5.0"	G= 0.0" Y+R= 0.0"	G= 0.0" Y+R= 0.0"

Westside / Golf Course Commercial Development
2012 AM Peak NOBUILD Conditions - [2012ANX]
07/30/07
21:33:54

SIGNAL2000/TEAPAC[Ver 2.71.07] - Capacity Analysis Summary

Intersection Averages for Int # 3 - - McMahon Blvd / Golf Course
V/C 0.852 (Critical V/C 1.163) Control Delay 81.4 Level of Service F

Sq 42 **/**



Phase 1	Phase 2	Phase 3	Phase 4
G/C=0.062 G= 6.8" Y+R= 5.0" Off= 0.0%	G/C=0.327 G= 35.9" Y+R= 5.0" Off=10.7%	G/C=0.060 G= 6.6" Y+R= 5.0" Off=47.9%	G/C=0.369 G= 40.6" Y+R= 5.0" Off=58.5%

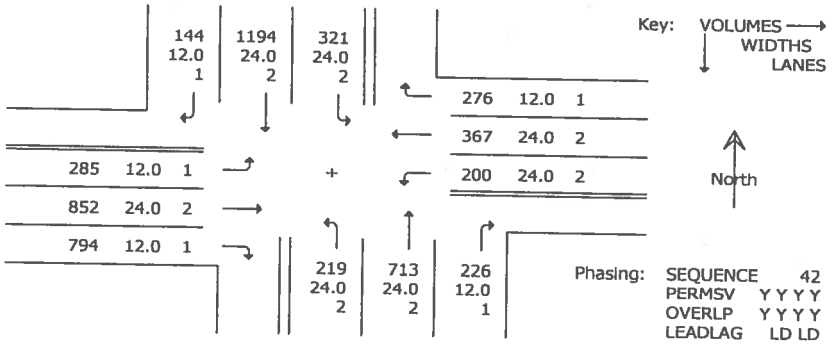
C=110 sec G= 90.0 sec = 81.8% Y=20.0 sec = 18.2% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
N Approach								123.2	F	
RT	12/1	0.228	0.327	340	512	84	0.164	26.5	C+	87 ft
TH	24/2	0.434	0.327	833	1148	1345	1.172	123.8	*F	1401 ft
LT	24/2	0.233	0.062	1	182	238	1.133	154.2	F	285 ft
S Approach								59.5	E+	
RT	12/1	0.287	0.433	553	678	254	0.375	21.5	C+	243 ft
TH	24/2	0.281	0.327	833	1148	578	0.503	30.2	C	342 ft
LT	24/2	0.234	0.062	1	182	246	1.171	167.7	*F	306 ft
E Approach								60.5	E+	
RT	12/1	0.244	0.582	841	913	137	0.150	10.6	B+	92 ft
TH	24/2	0.259	0.475	1526	1669	442	0.265	17.4	B	198 ft
LT	24/2	0.233	0.060	1	178	241	1.170	167.8	*F	300 ft
W Approach								67.0	E+	
RT	12/1	0.594	0.476	639	747	863	1.155	113.5	*F	1642 ft
TH	24/2	0.345	0.369	1046	1297	926	0.714	31.6	C	576 ft
LT	12/1	0.350	0.369	232	334	210	0.621	31.9	C	255 ft

SIGNAL2000/TEAPAC[Ver 2.71.07] - HCM Input Worksheet

Intersection # 3 - - McMahon Blvd / Golf Course

Area Location Type: NONCBD



	N			E			S			W		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.76	.76	.76	.83	.83	.83	.89	.89	.89	.92	.92	.92
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

Sq 42 LD/LD	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
North						
C=130"	G= 13.2" Y+R= 5.0"	G= 47.8" Y+R= 5.0"	G= 7.6" Y+R= 5.0"	G= 41.4" Y+R= 5.0"	G= 0.0" Y+R= 0.0"	G= 0.0" Y+R= 0.0"

SIGNAL2000/TEAPAC[Ver 2.71.07] - Capacity Analysis Summary

Intersection Averages for Int # 3 - - McMahon Blvd / Golf Course
V/C 0.899 (Critical V/C 1.208) Control Delay 94.1 Level of Service F

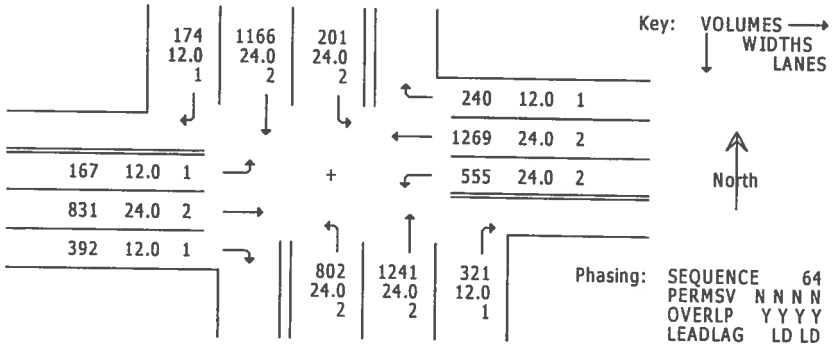
Sq 42 LD/LD	Phase 1	Phase 2	Phase 3	Phase 4
North				
	G/C=0.102 G= 13.2" Y+R= 5.0" Off= 0.0%	G/C=0.367 G= 47.8" Y+R= 5.0" Off=14.0%	G/C=0.058 G= 7.6" Y+R= 5.0" Off=54.6%	G/C=0.319 G= 41.4" Y+R= 5.0" Off=64.3%

C=130 sec G=110.0 sec = 84.6% Y=20.0 sec = 15.4% Ped= 0.0 sec = 0.0%

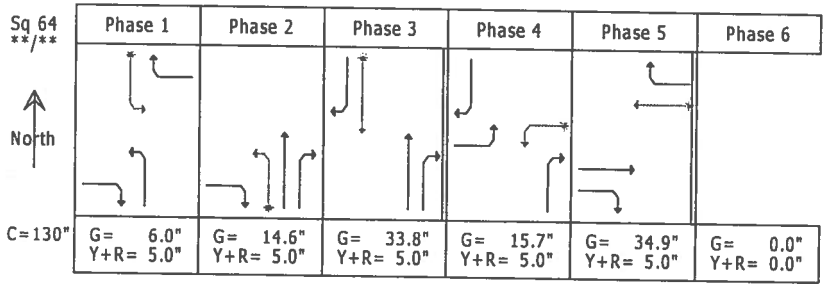
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
N Approach								142.4	F	
RT	12/1	0.317	0.367	344	576	189	0.328	29.9	C	226 ft
TH	24/2	0.503	0.367	822	1291	1571	1.217	146.0	*F	1872 ft
LT	24/2	0.316	0.102	1	307	422	1.216	179.1	*F	570 ft
S Approach								37.6	D+	
RT	12/1	0.335	0.464	572	728	254	0.349	22.6	C+	269 ft
TH	24/2	0.364	0.367	822	1291	801	0.620	34.6	C	552 ft
LT	24/2	0.295	0.102	1	307	246	0.709	63.1	E+	222 ft
E Approach								63.0	E+	
RT	12/1	0.363	0.556	764	871	333	0.382	16.6	B	311 ft
TH	24/2	0.316	0.415	1115	1459	442	0.303	25.5	C+	256 ft
LT	24/2	0.294	0.058	1	158	241	1.217	195.9	*F	346 ft
W Approach								93.9	F	
RT	12/1	0.606	0.459	560	720	863	1.199	137.7	*F	1913 ft
TH	24/2	0.384	0.319	463	1119	926	0.828	46.3	D	743 ft
LT	12/1	0.462	0.319	109	275	310	1.062	114.2	F	660 ft

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 3 - - McMahon Blvd / Golf Course Area Location Type: NONCBD



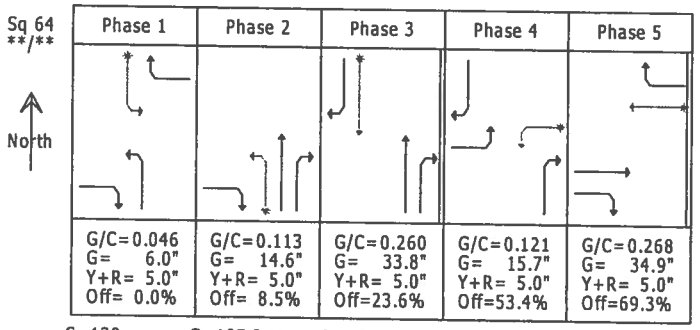
	N RT	N TH	N LT	E RT	E TH	E LT	S RT	S TH	S LT	W RT	W TH	W LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.92	.92	.92	.97	.97	.97	.91	.91	.91	.78	.78	.78
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Westside / Golf Course Commercial Development
2012 PM Peak NOBUILD Conditions - [2012PNX.FOR]
08/03/07
15:45:39

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 3 - - McMahon Blvd / Golf Course
V/C 1.120 (Critical V/C 1.371) Control Delay 149.5 Level of Service F

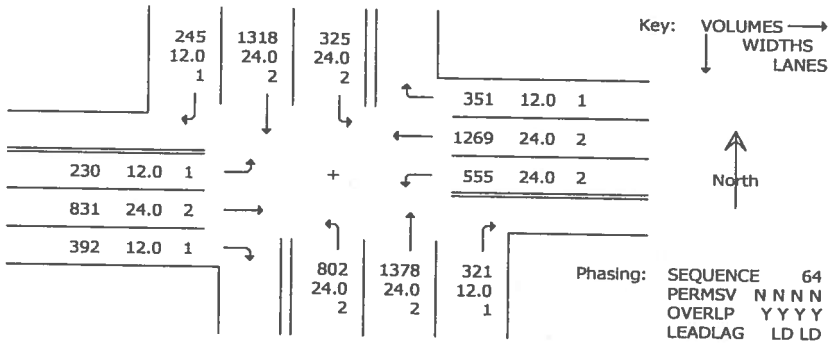


C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

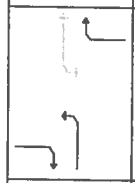
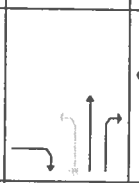
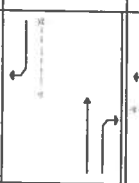
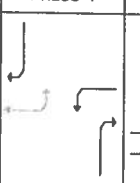
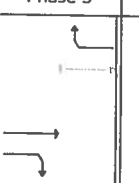
Lane Group	Width/ Lanes	q/C Reqd	q/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
N Approach								212.3	F	
RT	12/1	0.317	0.419	470	657	189	0.288	25.2	C+	208 ft
TH	24/2	0.443	0.260	1	912	1267	1.389	230.1	*F	1795 ft
LT	24/2	0.291	0.046	1	119	218	1.389	271.1	*F	362 ft
S Approach								97.3	F	
RT	12/1	0.371	0.570	793	894	353	0.395	15.8	B	323 ft
TH	24/2	0.462	0.411	1089	1443	1364	0.945	49.8	D	1165 ft
LT	24/2	0.382	0.197	1	654	881	1.313	203.5	*F	1192 ft
E Approach								210.9	F	
RT	12/1	0.333	0.353	305	553	247	0.447	32.9	C	313 ft
TH	24/2	0.451	0.268	19	942	1308	1.389	229.0	*F	1848 ft
LT	24/2	0.334	0.121	1	375	572	1.388	246.3	*F	860 ft
W Approach								93.3	F	
RT	12/1	0.434	0.504	657	790	503	0.637	25.3	C+	589 ft
TH	24/2	0.407	0.268	19	942	1065	1.131	119.8	F	1196 ft
LT	12/1	0.317	0.121	1	178	214	1.009	121.4	F	451 ft

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 3 - - McMahon Blvd / Golf Course Area Location Type: NONCBD

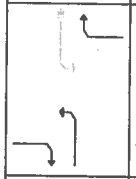
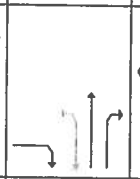
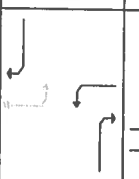
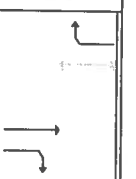


	N RT	N TH	N LT	E RT	E TH	E LT	S RT	S TH	S LT	W RT	W TH	W LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.92	.92	.92	.97	.97	.97	.91	.91	.91	.78	.78	.78
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	

Sq 64 **/**	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
North						
C=130"	G= 9.3" Y+R= 5.0"	G= 10.5" Y+R= 5.0"	G= 36.6" Y+R= 5.0"	G= 15.1" Y+R= 5.0"	G= 33.4" Y+R= 5.0"	G= 0.0" Y+R= 0.0"

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 3 - - McMahon Blvd / Golf Course
V/C 1.192 (Critical V/C 1.427) Control Delay 174.3 Level of Service F

Sq 64 **/**	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
North					
	G/C=0.072 G= 9.3" Y+R= 5.0" Off= 0.0%	G/C=0.081 G= 10.5" Y+R= 5.0" Off=11.0%	G/C=0.282 G= 36.6" Y+R= 5.0" Off=22.9%	G/C=0.116 G= 15.1" Y+R= 5.0" Off=55.0%	G/C=0.257 G= 33.4" Y+R= 5.0" Off=70.4%

C=130 sec G=105.0 sec = 80.8% Y=25.0 sec = 19.2% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	L S	Queue Model 1
N Approach								229.2	F	
RT	12/1	0.339	0.437	510	685	266	0.388	25.2	C+	337 ft
TH	24/2	0.475	0.282	142	990	1433	1.447	253.8	*F	2251 ft
LT	24/2	0.307	0.072	1	202	353	1.447	282.9	*F	645 ft
S Approach								121.1	F	
RT	12/1	0.371	0.556	764	871	353	0.405	16.9	B	377 ft
TH	24/2	0.492	0.401	1030	1408	1514	1.075	86.0	F	1641 ft
LT	24/2	0.382	0.191	1	630	881	1.357	223.4	*F	1335 ft
E Approach								224.2	F	
RT	12/1	0.375	0.367	344	576	362	0.628	36.0	D+	542 ft
TH	24/2	0.451	0.257	1	904	1308	1.447	255.6	*F	2066 ft
LT	24/2	0.334	0.116	1	358	572	1.444	271.3	F	974 ft
W Approach								132.3	F	
RT	12/1	0.434	0.486	620	763	503	0.659	27.3	C+	676 ft
TH	24/2	0.407	0.257	1	904	1065	1.178	139.9	F	1363 ft
LT	12/1	0.337	0.116	1	169	295	1.446	283.6	*F	976 ft

Analysis of Intersection #4

Westside Blvd / Unser Blvd

Analysis of Intersection #5

Driveway 'A' / Golf Course Rd

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst	Nancy
Agency or Company	Terry Brown, P.E.
Analysis Period/Year	AM Peak Hour 2012
Comment	2012 AM Peak Hour BUILD Conditions

Site Information

Jurisdiction/Date	City of ABQ 7/31/2007
Major Street	Golf Course Rd
Minor Street	Driveway 'A'

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	TR			TR			TR			TR		
Lane 2	T			T			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)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
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 (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	TR	142	588	0.242	1	13.1	B	1243.3
	2	L	351	76	4.623	38	1741.0	F	
	3								F
EB	1	TR	34	415	0.082	0	14.5	B	298.0
	2	L	100	67	1.503	9	394.3	F	
	3								F
NB		(1)	107	671	0.160	1	11.4	B	
SB		(4)	220	919	0.239	1	10.1	B	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst	Nancy
Agency or Company	Terry Brown, P.E.
Analysis Period/Year	PM Peak Hour 2012
Comment	2012 PM Peak Hour BUILD Conditions - Alternate Access

Site Information

Jurisdiction/Date	City of ABQ 7/31/2007
Major Street	Golf Course Rd
Minor Street	Driveway 'A'

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	TR	TR	TR
Lane 2	T	T	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)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
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	1	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 (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	TR	216	403	0.536	3	23.8	C	584.2
	2	L	253	81	3.115	25	1062.6	F	
	3								F
EB	1	TR	46	688	0.067	0	10.6	B	10.6
	2	L	104						
	3								B
NB		(1)	91	958	0.095	0	9.2	A	
SB		(4)	176	525	0.336	1	15.3	C	

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Analysis of Intersection #6

Westside Blvd / Driveway 'B'

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.	Major Street	Westside Blvd
Analysis Period/Year	AM Peak Hour 2012	Minor Street	Driveway 'B'
Comment	2012 AM Peak BUILD Conditions		

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	TR	T	R	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	EB			WB			NB			SB		
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)		697	99		270				53			
PHF		0.85	0.85		0.85				0.85			
Percent of heavy vehicles, HV		3	3		3				3			
Flow rate		820	116		318				62			
Flare storage (# of vehs)												
Median storage (# of vehs)							1					

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	62	346	0.179	1	17.7	C	17.7
	2								
	3								C
SB	1								
	2								
	3								
EB		1							
WB		4							

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst	Nancy
Agency or Company	Terry Brown, P.E.
Analysis Period/Year	PM Peak Hour 2012
Comment	2012 PM Peak BUILD Conditions

Site Information

Jurisdiction/Date	City of ABQ 7/31/2007
Major Street	Westside Blvd
Minor Street	Driveway 'B'

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	TR	T	R	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	EB			WB			NB			SB		
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)		239	68		577				47			
PHF		0.85	0.85		0.85				0.85			
Percent of heavy vehicles, HV		3	3		3				3			
Flow rate		281	80		679				55			
Flare storage (# of vehs)												
Median storage (# of vehs)							1					

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	55	717	0.077	0	10.4	B	10.4
	2								
	3								B
SB	1								
	2								
	3								
EB		(1)							
WB		(4)							

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Analysis of Intersection #7

Westside Blvd / Driveway 'C'

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.	Major Street	Westside Blvd
Analysis Period/Year	AM Peak Hour 2012	Minor Street	Driveway 'C'
Comment	2012 AM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	TR	T	R	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	EB			WB			NB			SB		
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)		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)												
Median storage (# of vehs)							1					

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	7	170	0.041	0	27.0	D	27.0
	2								
	3								D
SB	1								
	2								
	3								
EB		①							
WB		④							

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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.	Major Street	Westside Blvd	
Analysis Period/Year	PM Peak Hour 2012	Minor Street	Driveway 'C'	
Comment	2012 PM Peak Hour BUILD Conditions			

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	TR	T	R	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	EB			WB			NB			SB		
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)		841	12		911				5			
PHF		0.85	0.85		0.85				0.85			
Percent of heavy vehicles, HV		3	3		3				3			
Flow rate		989	14		1072				6			
Flare storage (# of vehs)												
Median storage (# of vehs)							1					

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	6	295	0.020	0	17.4	C	17.4
	2								
	3								C
SB	1								
	2								
	3								
EB		(1)							
WB		(4)							

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Analysis of Intersection #8

Driveway 'D' / 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.	Major Street	Golf Course Rd
Analysis Period/Year	AM Peak Hour 2012	Minor Street	Driveway 'D'
Comment	2012 AM Peak Hour BUILD Condtions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	T	R	
Lane 2	T	T		
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
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				148			
PHF		0.96	0.96		0.96				0.85			
Percent of heavy vehicles, HV		3	3		3				3			
Flow rate		611	176		1100				174			
Flare storage (# of vehs)												
Median storage (# of vehs)							1					

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	R	174	602	0.289	1	13.4	B	13.4
	2								
	3								B
EB	1								
	2								
	3								
NB		(1)							
SB		(4)							

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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.	Major Street	Golf Course Rd
Analysis Period/Year	AM Peak Hour 2012	Minor Street	Driveway 'D'
Comment	2012 AM Peak Hour BUILD Condtions - Alternate Access		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	T	R	
Lane 2	T	LT	L	
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
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	95	1056		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	1100		172		174			
Flare storage (# of vehs)												
Median storage (# of vehs)							1					

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	R	174	602	0.289	1	13.4	B	33.2
	2	L	172	235	0.732	5	53.2	F	
	3								D
EB	1								
	2								
	3								
NB		(1)							
SB		(4)	99	821	0.121	0	10.0	A	

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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.	Major Street	Golf Course Rd
Analysis Period/Year	PM Peak Hour 2012	Minor Street	Driveway 'D'
Comment	2012 PM Peak Hour BUILD Condtions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	T	R	
Lane 2	T	T		
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
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)		1094	186		746				196			
PHF		0.93	0.93		0.93				0.85			
Percent of heavy vehicles, HV		3	3		3				3			
Flow rate		1176	200		802				231			
Flare storage (# of vehs)												
Median storage (# of vehs)							1					

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	R	231	386	0.598	4	27.3	D	27.3
	2								
	3								D
EB	1								
	2								
	3								
NB		(1)							
SB		(4)							

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Analysis of Intersection #9

Driveway 'E' / Golf Course Rd

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst	Nancy
Agency or Company	Terry Brown, P.E.
Analysis Period/Year	AM Peak Hour 2012
Comment	2012 AM Peak Hour BUILD Conditions

Site Information

Jurisdiction/Date	City of ABQ 7/27/2007
Major Street	Golf Course Rd
Minor Street	Driveway 'E'

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	T	TR		R
Lane 2	T	T		
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
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)		756			1131	71						61
PHF		0.96			0.96	0.96						0.85
Percent of heavy vehicles, HV		3			3	3						3
Flow rate		788			1178	74						72
Flare storage (# of vehs)												
Median storage (# of vehs)										1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1								
	2								
	3								
EB	1	R	72	425	0.170	1	15.2	C	15.2
	2								
	3								C
NB		(1)							
SB		(4)							

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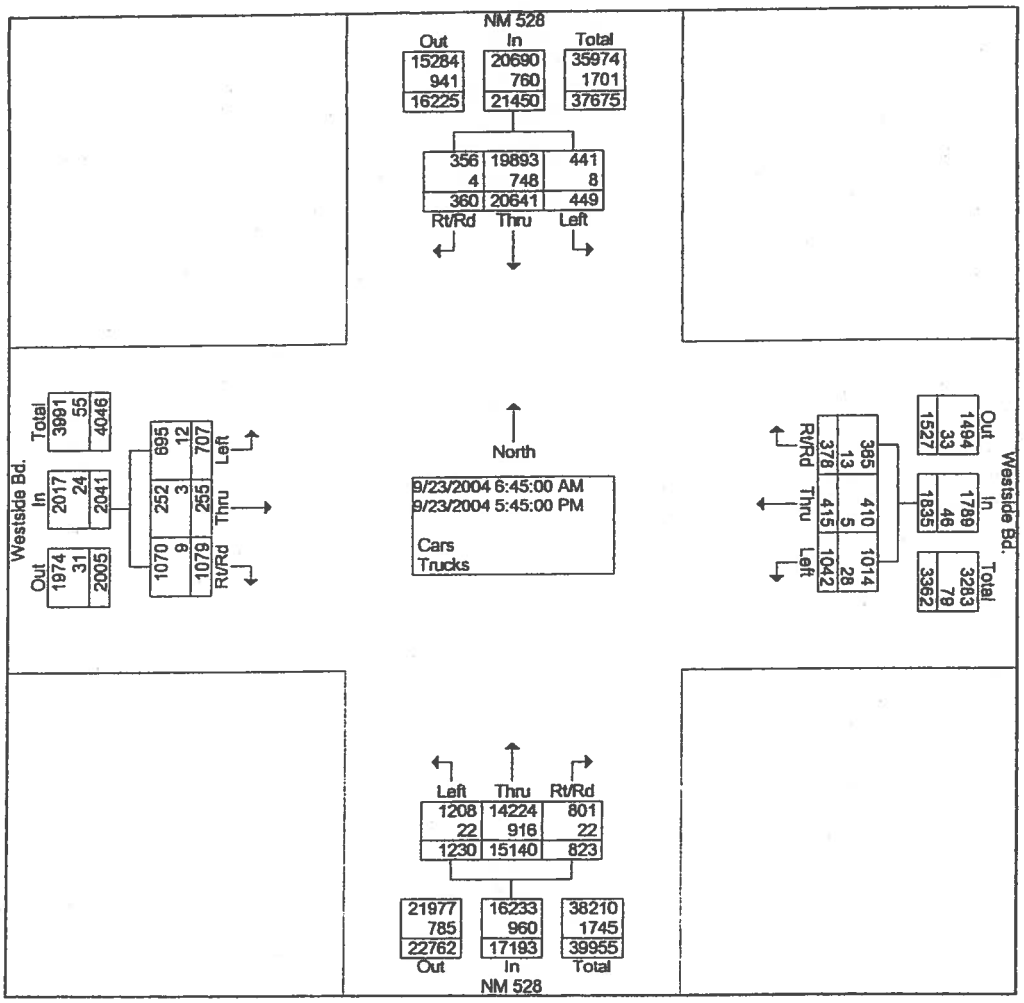
Mid-Region Council of Governments
Intersection Turning Movement Analysis

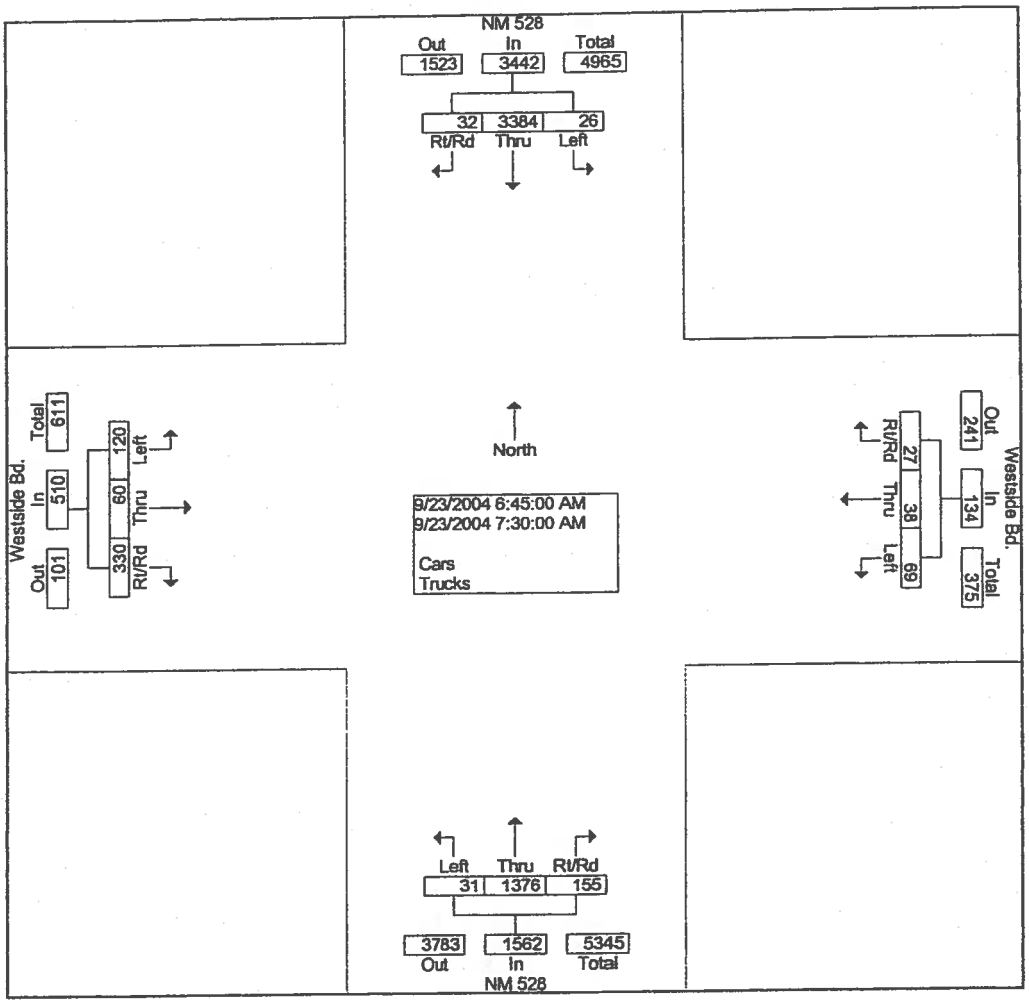
File Name : Westside Bd. and NM 52
Site Code : 00025899
Start Date : 09/23/2004
Page No : 2



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Westside Bd. and NM 5
Site Code : 00025899
Start Date : 09/23/2004
Page No : 3

	NM 528 From North					Westside Bd. From East					NM 528 From South					Westside Bd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	06:45																				
Volume	26	3384	29	3	3442	69	38	13	14	134	31	1376	122	33	1562	120	60	190	140	510	5648
Percent	0.8	98.3	0.8	0.1		51.5	28.4	9.7	10.4		2.0	88.1	7.8	2.1		23.5	11.8	37.3	27.5		
Volume	26	3384	29	3	3442	69	38	13	14	134	31	1376	122	33	1562	120	60	190	140	510	5648
Volume	5	1006	7	1	1019	18	7	4	5	34	8	280	20	8	316	19	9	104	31	163	1532
Peak Factor																					0.922
High Int.	07:00					07:15					07:30					07:00					
Volume	5	1006	7	1	1019	34	21	5	5	65	7	453	34	1	495	19	9	104	31	163	
Peak Factor					0.844					0.515					0.789					0.782	



Westside | Golf Course Comm. Dev.

Aerial Photo

Signalized Intersection Information Sheet

Intersection: **ELLISON/MCMAHON & GOLF COURSE**

Speed Limit - E-W Street: 40 M.P.H.
Speed Limit - N-S Street: 40 M.P.H.

Date: **7/10/2007**

East Bound Approach: ELLISON/MCMAHON

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
	1	-	2	-	1
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	-	2	-	1
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	-	1
Length	13				6

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	-	1
Length	8				5

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

NOTE: Existing Geometry