

Paradise at Unser Development

(Southwest Corner)

Access Justification Study

—◆—
Draft – May 29, 2007
Final – February 2, 2009

Terry O. Brown, P.E.

Presented to:

***Transportation Development Division
City of Albuquerque***

Developers:

**Paradise at Unser, LLC
400 Gold Ave. SW, Ste. 500
Albuquerque, NM 87102**



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Friday, May 25, 2007

John Hartmann

City of Albuquerque
Department of Municipal Development (Transportation)
P. O. Box 1293
Albuquerque, NM 87103

RE: Paradise at Unser (SW Corner) – Access to Unser Blvd.

Dear John:

This letter constitutes the access justification analysis, the purpose of which is to demonstrate the feasibility of permitting a right-in, right-out, left-in unsignalized access on the west side of Unser Blvd. approximately 1,200 feet south of the intersection of Paradise Blvd. / Unser Blvd. (centerline to centerline). Plans are currently in progress for an approximately 227,000 S.F. retail commercial development at the southwest corner of Paradise Blvd. / Unser Blvd. The development will have approximately 1,200 feet of frontage along Paradise Blvd. west of Unser Blvd. and approximately 1,800 feet of frontage along Unser Blvd. Current zoning for the property is SU-1 for C-1 uses.

Two driveways are proposed along Paradise Blvd. One of them is proposed to be a full access driveway and the second one will be restricted to a right-in, right-out, left-in only driveway. The need for additional access is required to serve the proposed development. The proposed access on Unser Blvd. will be required to be approved by the City of Albuquerque, the Roadway Access Committee (the R.A.C.), and the Transportation Coordinating Committee (T.C.C.) in order to be implemented. There is no access on the west side of Unser Blvd. south of Paradise Blvd. to Lilienthal (approximately 2,640 feet south of Paradise Blvd.). There is one right-turn-in, right-turn-out intersection at Buglo on the east side of Unser Blvd. approximately 1,200 feet south of Paradise Blvd. The proposed access on the west side of Unser Blvd. will be approximately aligned with Buglo Ave.

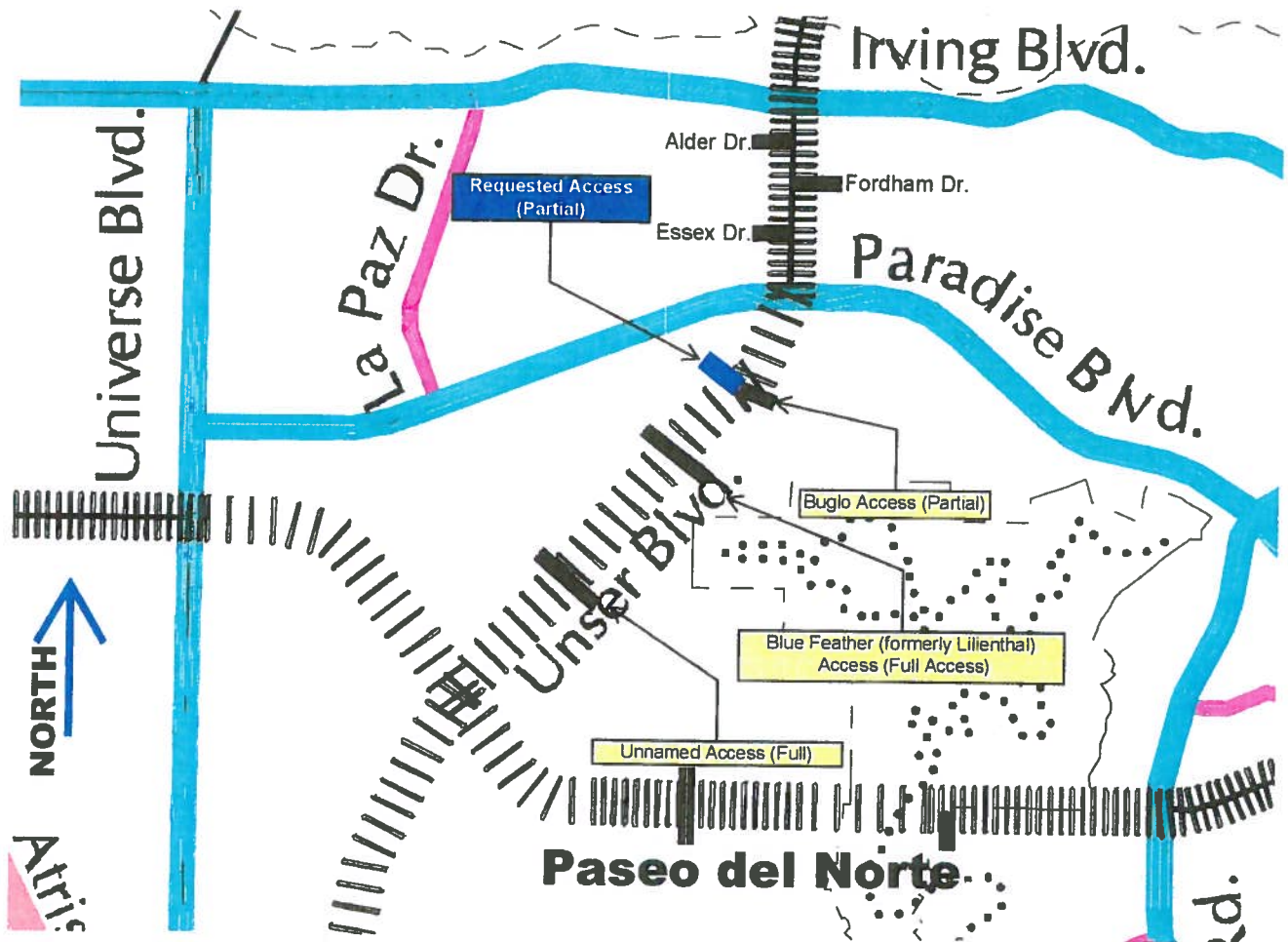
Currently, Unser Blvd. south of Paradise Blvd. is only constructed for a short distance to connect to Buglo Ave. There are plans to extend Unser Blvd. south of Paradise Blvd. to connect to Paseo del Norte by the year 2010. Unser Blvd. is classified as a Limited Access Principal Arterial Roadway on the Long Range Roadway Plan for the Albuquerque Metropolitan Area. This analysis assumes that the Unser Blvd. connection between Paradise Blvd. and Paseo del Norte will be a four lane urban roadway section.

Unser Blvd. is currently classified as a Limited Access Principal Arterial Roadway on the Long Range Roadway Plan for the Albuquerque Metropolitan Area. Generally speaking, partial access is considered at ¼ mile spacing and full access is considered at ½ mile spacing. The proposed access request is generally in compliance with that concept. The segment of Unser Blvd. between Paseo del Norte and Irving Blvd. has seven existing approved access breaks as summarized in the following table:

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Paseo del Norte	Full Access
A point midway between Paseo del Norte and Lilienthal	Partial Access
Blue Feather (formerly Lilienthal)	Full Access
Buglo (East Side Only)	Partial Access
Paradise Blvd.	Full Access
Essex Dr. (West Side Only)	Partial Access
Fordham Dr. (East Side Only)	Partial Access
Alder Dr. (East Side Only)	Partial Access
Irving Blvd.	Full Access

Following is a graphical depiction of the currently approved access breaks on Unser Blvd. from Paseo del Norte to Irving Blvd. shown on a section of the Long Range Roadway Plan for the Albuquerque Metropolitan Area:



It is important to note that there is an existing approved partial access directly across from the one being requested for the Paradise at Unser Development. The requested partial access will approximately align with the existing partial access at Bugalo / Unser Blvd.

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Approval of this access break should not affect other approved access breaks in the area. It is anticipated that properties to the west and south will access Unser Blvd. at the approved Blue Feather break and / or a new driveway or driveways on Paradise Blvd.

The process of quantifying the feasibility of permitting the proposed access to Unser Blvd. was performed with the following steps:

- 1) Determine the number of trips that are projected for the AM and PM Peak Hour periods associated with full development of the proposed retail commercial project. The AM and PM Peak Hour volumes of trips generation by the project will be determined based on ITE Trip Generation Manual, 7th Edition (2003).
- 2) Determine trip distribution of the newly generated trips based on Mid-Region Council of Governments' Socioeconomic data. For retail commercial trips, the distribution was determined based on distribution of population within a two-mile radius of the project.
- 3) Determine trip assignments to the intersections and driveways in the analysis based on the results of the trip distribution analysis utilized logical routing to and from the project.
- 4) Utilize Mid-Region Council of Governments' Regional Transportation Model data to forecast background traffic volumes at intersections analyzed in this study.
- 5) Add the trips generated by the development into the forecast volumes for the years 2010 (implementation year) and 2025 (horizon year) to obtain the forecast 2010 and 2025 BUILD Conditions volumes. The BUILD Condition volumes only will be used in this Access Justification Study. The NO BUILD Volumes will be utilized in the Traffic Impact Study. The BUILD Volumes in this study will be applied for two different Cases to compare the results. The first case is Case "Y" which evaluates the transportation conditions associated with the implementation of the proposed right-turn-in, right-turn-out, left-turn-in driveway on Unser Blvd. The second case (Case "N") evaluates the transportation conditions associated with the absence of access on Unser Blvd. The results of the two analyses will be compared to quantify the benefit of one Case over the other. Both Cases will assume that the proposed driveway on Unser Blvd. will be unsignalized.

Intersection Delays Study

Implementation of a right-turn-in, right-turn-out, left-turn-in access on Unser Blvd. south of Paradise Blvd. for the proposed development will have the following impacts on volumes at the intersection of Paradise Blvd. / Unser Blvd.:

- 1) A percentage of westbound thru movements will be converted to westbound left turn movements
- 2) A percentage of southbound right turns will be converted to southbound thru movements
- 3) A percentage of eastbound right turns will be eliminated.
- 4) A percentage of northbound left turns will be eliminated.

Overall, some turning movements will change as outlined above and the overall volumes at the intersection will be reduced as outlined above. The change in turning movements and the reduction in volumes are both a direct result of the new access on Unser Blvd. The new Unser access provides an alternate means of entering and exiting the site. Traffic entering the project from the south on Unser Blvd. will be able to turn (northbound left turn) into the new driveway without having to travel through the intersection of Paradise Blvd. / Unser Blvd. Similarly, traffic exiting this project desiring to travel south on Unser Blvd. will be able to turn right out of the new Unser driveway and, therefore, will not travel through the intersection of Paradise Blvd. / Unser Blvd. Additionally, traffic

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entering the project from the north on Lyon Blvd. (Unser Blvd.) and from the east on Paradise Blvd. will have the option of travelling south on Unser Blvd. and turning into the new Unser driveway.

Analyses of the two Cases were performed using Synchro (Version 6) software. Signalized and unsignalized intersection delay and level-of-service were calculated for each case and a summary of the results reported in the tables that follow.

Intersection #5 - Paradise Blvd. / Unser Blvd. Analysis:

Paradise Blvd. / Unser Blvd.	2010 Forecast Volumes		2025 Forecast Volumes	
	AM Peak	PM Peak	AM Peak	PM Peak
Case "Y" (with Unser Access)	C – 30.0	D – 51.9	D – 35.3	E – 67.7
Case "N" (no Unser Access)	C – 30.5	E – 57.7	D – 36.5	E – 75.2

There is a noticeable reduction in delay at the intersection for both the 2010 PM Peak Hour and the 2025 PM Peak Hour. The benefit during the 2010 and 2025 AM Peak Hour is minimal.

In addition to the reduction in average delay at the intersection, there is also a reduction in the total volume at the intersection as a result of the implementation of the Unser access as previously discussed. The average delay reported in the table above is a weighted average delay at the intersection. When considering both the reduced average delay and the reduced traffic volume, the total intersection delay (vehicle-hours) shows a more significant benefit.

The calculated queue lengths (based on Poisson's arrivals with 95% confidence level) for the projected 2025 AM and PM Peak Hour traffic at the intersection of Paradise Blvd. / Unser Blvd. are demonstrated in the following table:

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Queueing Analysis Summary Sheet

Project: Paradise @ Unser Commercial Development (SW corner of Paradise / Unser
 Intersection: Paradise Blvd / Unser Blvd

2025

Approach				Left Turns			Thru Movements			Right Turns		
Eastbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				2	201	<i>Design</i>	1	628	<i>Cont</i>	1	0	<i>Design</i>
AM NO BUILD Queue				2	251	200	1	401	500	1	100	175
AM BUILD Queue				2	489	350	1	551	650	1	176	250
<i>Existing Lane Length</i>				2	222	<i>Design</i>	1	411	<i>Cont</i>	1	0	<i>Design</i>
PM NO BUILD Queue				2	338	275	1	352	475	1	100	175
PM BUILD Queue				2	705	500	1	584	725	1	217	325
Westbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	0	<i>Design</i>	1	372	<i>Cont</i>	1	199	<i>Design</i>
AM NO BUILD Queue				1	50	100	1	254	350	1	273	350
AM BUILD Queue				1	50	100	1	414	500	1	273	350
<i>Existing Lane Length</i>				1	0	<i>Design</i>	1	626	<i>Cont</i>	1	283	<i>Design</i>
PM NO BUILD Queue				1	50	100	1	215	325	1	312	425
PM BUILD Queue				1	50	100	1	447	575	1	312	425
Northbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	0	<i>Design</i>	2	0	<i>Cont</i>	1	0	<i>Design</i>
AM NO BUILD Queue				1	128	200	2	600	425	1	40	75
AM BUILD Queue				1	208	300	2	600	425	1	40	75
<i>Existing Lane Length</i>				1	0	<i>Design</i>	2	0	<i>Cont</i>	1	0	<i>Design</i>
PM NO BUILD Queue				1	238	350	2	1,050	725	1	66	125
PM BUILD Queue				1	355	475	2	1,050	725	1	66	125
Southbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	350	<i>Design</i>	2	0	<i>Cont</i>	1	184	<i>Design</i>
AM NO BUILD Queue				1	320	400	2	748	500	1	561	650
AM BUILD Queue				1	320	400	2	748	500	1	814	900
<i>Existing Lane Length</i>				1	299	<i>Design</i>	2	0	<i>Cont</i>	1	197	<i>Design</i>
PM NO BUILD Queue				1	256	350	2	597	450	1	562	700
PM BUILD Queue				1	256	350	2	597	450	1	930	>1,000

Cycle Length: **AM 120** **PM 130**

NOTE: Queue lengths are in feet.

The calculated queue lengths for the projected 2025 AM and PM Peak Hour traffic at the intersection of Paradise Blvd. / Unser Blvd. are demonstrated in the following table:

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Intersection #7 - Paradise Blvd. / Paseo del Norte Rd. (Driveway "A") Analysis:

Paradise Blvd. / Paseo del Norte Rd. (Driveway "A")	2010 Forecast Volumes		2025 Forecast Volumes	
	AM Peak	PM Peak	AM Peak	PM Peak
Case "Y" (with Unser Access)				
Minor St. – Driveway "A"				
NB Left Turn	F - 269	F - *	F - 321	F - *
NB Thru	D - 26.9	F - 50.2	F - 57.0	F - 339
NB Right Turn	D - 26.9	F - 50.2	F - 57.0	F - 339
Minor St. – PdN Rd.				
SB Left Turn	F - *	F - *	F - *	F - *
SB Thru	F - *	F - *	F - *	F - *
SB Right Turn	F - *	F - *	F - *	F - *
Major St. – Paradise Blvd.				
EB Left	A - 9.1	B - 10.1	A - 9.3	B - 12.2
WB Left	B - 11.2	B - 10.8	B - 13.5	B - 13.9
Case "N" (no Unser Access)				
Minor St. – Driveway "A"				
NB Left Turn	F - *	F - *	F - *	F - *
NB Thru	F - 328	F - *	F - 542	F - *
NB Right Turn	F - 328	F - *	F - 542	F - *
Minor St. – PdN Rd.				
SB Left Turn	F - *	F - *	F - *	F - *
SB Thru	F - *	F - *	F - *	F - *
SB Right Turn	F - *	F - *	F - *	F - *
Major St. – Paradise Blvd.				
EB Left	A - 9.1	B - 10.3	A - 9.0	B - 11.5
WB Left	C - 18.7	C - 19.8	D - 27.9	F - 60.9

The calculated delays at the proposed Driveway "A" (Paseo del Norte Rd.) are longer for Case "N" than for Case "A". Implementation of the proposed right-turn-in, right-turn-out, left-turn-in driveway on Unser Blvd. south of Paradise Blvd. will have a positive impact on the operation of the intersection of Paradise Blvd. / Driveway "A" (Paseo del Norte Rd.). Levels-of-service and delays marked with "F-*" in the table above indicate that the v/c ratios for those movements are so long that Synchro was unable to calculate them.

It should be stressed that the absence of the access on Unser Blvd. will force all traffic entering the project from the south (on Unser Blvd.), from the east (on Paradise Blvd.), and from the north (on Lyon Blvd.) to enter at Paradise Blvd. / Driveway "A". As a result, the projected westbound left turn movement on Paradise Blvd. at Driveway "A" for Case "N" (no Unser driveway) is 492 vph for the AM Peak Hour and 717 vph for the PM Peak Hour. These are inordinately high

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volumes turning left into an unsignalized driveway. Another alternative access is needed to relieve this condition.

The resulting calculated queue lengths for the westbound left turn movement from Paradise Blvd. into Driveway "A" is demonstrated in the following table:

2025 Volumes	No Access to Unser	Right-in, Right-out, Left-in on Unser Blvd.
AM Peak	199	43
PM Peak	452	65

Queue lengths in the preceding table are queues reported in the Synchro Unsignalized Intersection Analysis reports. City of Albuquerque queuing method will result in much longer queues.

The calculated queue length for the 2025 PM Peak Hour eastbound left turn Volumes on Paradise Blvd. at Unser Blvd. is 500 feet long (assuming dual eastbound left turn lanes). The required length of the eastbound left turn lanes (500 feet) at Unser and the westbound left turn lanes (452 feet) at Driveway "A" requires a distance of 952 feet plus transition (another 125 feet) for a total required distance of approximately 1,100 feet. The actual distance between Driveway "A" and Unser Blvd. is about 880 feet (from stop bar to stop bar). The distance between Unser Blvd. and Driveway "A" is insufficient to contain the calculated queues for the projected 2025 PM Peak Hour Conditions without the westbound left turn vehicles at Driveway "A" spilling into the westbound thru lane on Paradise Blvd. Implementation of a right-turn-in, right-turn-out, left-turn-in only driveway on the west side of Unser Blvd. approximately 1,200 feet south of Paradise eliminates the queuing problem. The diagram on the page immediately following this letter demonstrates graphically the queuing issue discussed above.

Intersection #8 - Paradise Blvd. / Driveway "B" Analysis:

Paradise Blvd. / Driveway "B"	2010 Forecast Volumes		2025 Forecast Volumes	
	AM Peak	PM Peak	AM Peak	PM Peak
Case "Y" (with Unser Access)				
Minor St. – Driveway "B"				
NB Left Turn	N/A	N/A	N/A	N/A
NB Right Turn	D – 27.0	C – 21.8	E – 47.1	F – 53.2
Major St. – Paradise Blvd.				
WB Left	N/A	N/A	N/A	N/A
Case "N" (no Unser Access)				
Minor St. – Driveway "B"				
NB Left Turn	N/A	N/A	N/A	N/A
NB Right Turn	D – 34.0	D – 28.5	F – 194	F - 392
Major St. – Paradise Blvd.				
WB Left	N/A	N/A	N/A	N/A

The operation of the proposed Driveway "B" on Paradise Blvd. is expected to be significantly improved by permitting the requested right-turn-in, right-turn-out, left-turn-in driveway on Unser Blvd.

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Driveway "A" and Driveway "B" are both located along the Paradise Blvd. frontage of the development. Driveway "A" is proposed as a full access unsignalized driveway, and is located approximately 1,000 feet west of Unser Blvd. (centerline to centerline). Driveway "B" is proposed as a right-turn-in, right-turn-out only unsignalized driveway and is located approximately 500 feet west of Unser Blvd. (centerline to centerline).

Intersection #9 - Driveway "C" / Unser Blvd. Analysis:

Driveway "C" / Unser Blvd.	2010 Forecast Volumes		2025 Forecast Volumes	
	AM Peak	PM Peak	AM Peak	PM Peak
Case "Y" (with Unser Access)				
Minor St. – Driveway "C"				
EB Left Turn	N/A	N/A	N/A	N/A
EB Right Turn	D – 33.0	C – 22.5	C – 21.3	C – 19.3
Major St. – Unser Blvd.				
NB Left	C – 17.8	B – 14.9	B – 12.1	B – 12.1

The operation of Driveway "C" is projected to be acceptable for all conditions analyzed. The 2025 analysis reports to be lower delays primarily due to the fact that this analysis assumed that the peak hour factors for the horizon year analysis will all be 0.92. The implementation year analysis utilized a lower peak hour factor.

Findings and Conclusions:

This analysis finds that implementation of a new right-turn-in, right-turn-out, left-turn-in driveway on the west side of Unser Blvd. approximately 1,200 feet south of Paradise Blvd. will provide a benefit to the adjacent transportation system. In short, the implementation of the new driveway will effect the adjacent transportation system by reducing delays at the signalized intersection of Paradise Blvd. / Unser Blvd., Paradise Blvd. / Driveway "A" (Paseo del Norte Rd.), and Paseo del Norte / Driveway "B". Additionally, implementation of the proposed Driveway "A" on Unser Blvd. will result in slightly lower volumes at the intersection of Paradise Blvd. / Unser Blvd. as well as proposed Paradise Blvd. / Driveway "A" (Paseo del Norte Rd.) and Paradise Blvd. / Driveway "B". If Driveway "C" onto Unser Blvd. were not approved, then the volumes at Driveway "A" will become excessive, especially the westbound left turn movement.

The implementation of the requested right-turn-in, right-turn-out, left-turn-in driveway on the west side of Unser Blvd. approximately 1,200 feet south of Paradise Blvd. will also eliminate calculated queuing problems with left turn traffic on Paradise Blvd. between proposed Driveway "A" and Unser Blvd. The distance between Driveway "A" and Unser Blvd. is not sufficient to contain the projected left turn queues unless the new right-turn-in, right-turn-out, left-turn-in driveway on Unser Blvd. is implemented.

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Based on the above stated findings and conclusions and the preceding analyses, the proposed Driveway "C" should be a benefit to the adjacent transportation system. Therefore, on behalf of my client, I request that the City of Albuquerque consider sponsoring a request to modify the Long Range Roadway Plan for the Albuquerque Metropolitan Area to permit a new unsignalized right-turn-in, right-turn-out, left-turn-in only driveway along the west side of Unser Blvd. approximately 1,200 feet south of Paradise Blvd.

The design of Driveway "C" should be as outlined in the Traffic Impact Study for the Paradise @ Unser Blvd. development including the requirements for the northbound left turn lane and the southbound right turn deceleration lane on Unser Blvd. at Driveway "C".

Please call if you have questions or if you need additional information.

Sincerely Yours,

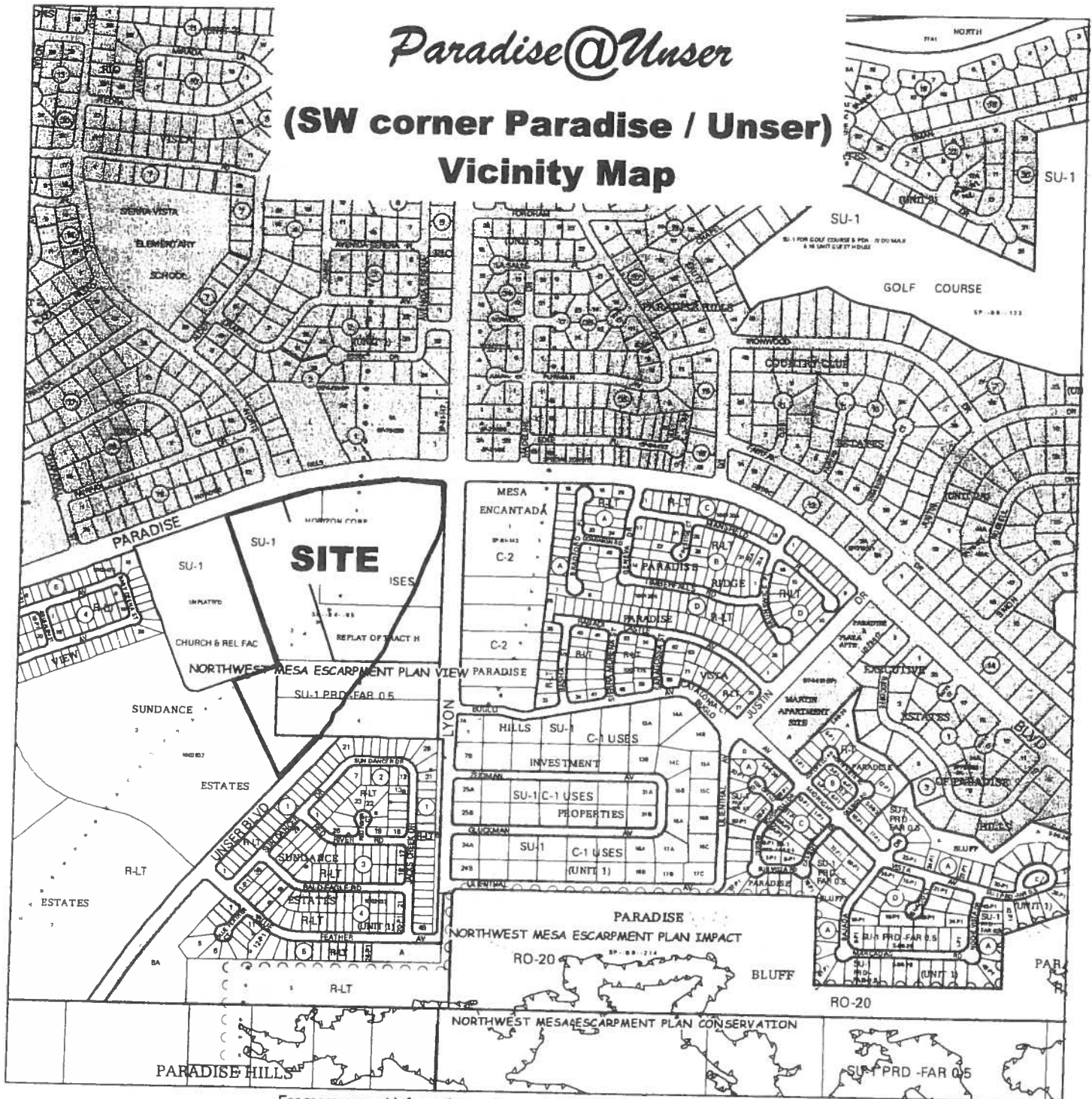
Terry O. Brown

cc: Steve Jackson, Paradise at Unser, LLC w/attachments

attachments:	Page A-1 thru A-3:	Vicinity Map / Site Plan / Aerial Photo)
	Page A-4 thru A-5:	MRCOG 2005 Traffic Flow Map / Long Range Roadway Plan for the Alb Metro Area
	Page A-6 thru A-12:	Trip Generation Worksheets
	Page A-13 thru A-29:	Historic Growth Rate Worksheets / Growth Rate Map
	Page A-30 thru A-36:	Trip Distribution Worksheets / Trip Distribution Map
	Page A-37 thru A-64:	Case "Y" Trip Assignments / Turning Movement Volumes
	Page A-65 thru A-89:	Case "N" Trip Assignments / Turning Movement Volumes
	Page A-90 thru A-106:	Analysis of Paradise Blvd. / Unser Blvd.
	Page A-107 thru A-115:	Analysis of Paradise Blvd. / Driveway "A"
	Page A-116 thru A-124:	Analysis of Paradise / Driveway "B"
	Page A-125 thru A-129:	Analysis of Driveway "C" / Unser Blvd.
	Page A-130 thru A-131:	Intersection Data

Paradise@Unser

(SW corner Paradise / Unser) Vicinity Map



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

Zone Atlas Page:

B-11-Z

Selected Symbols

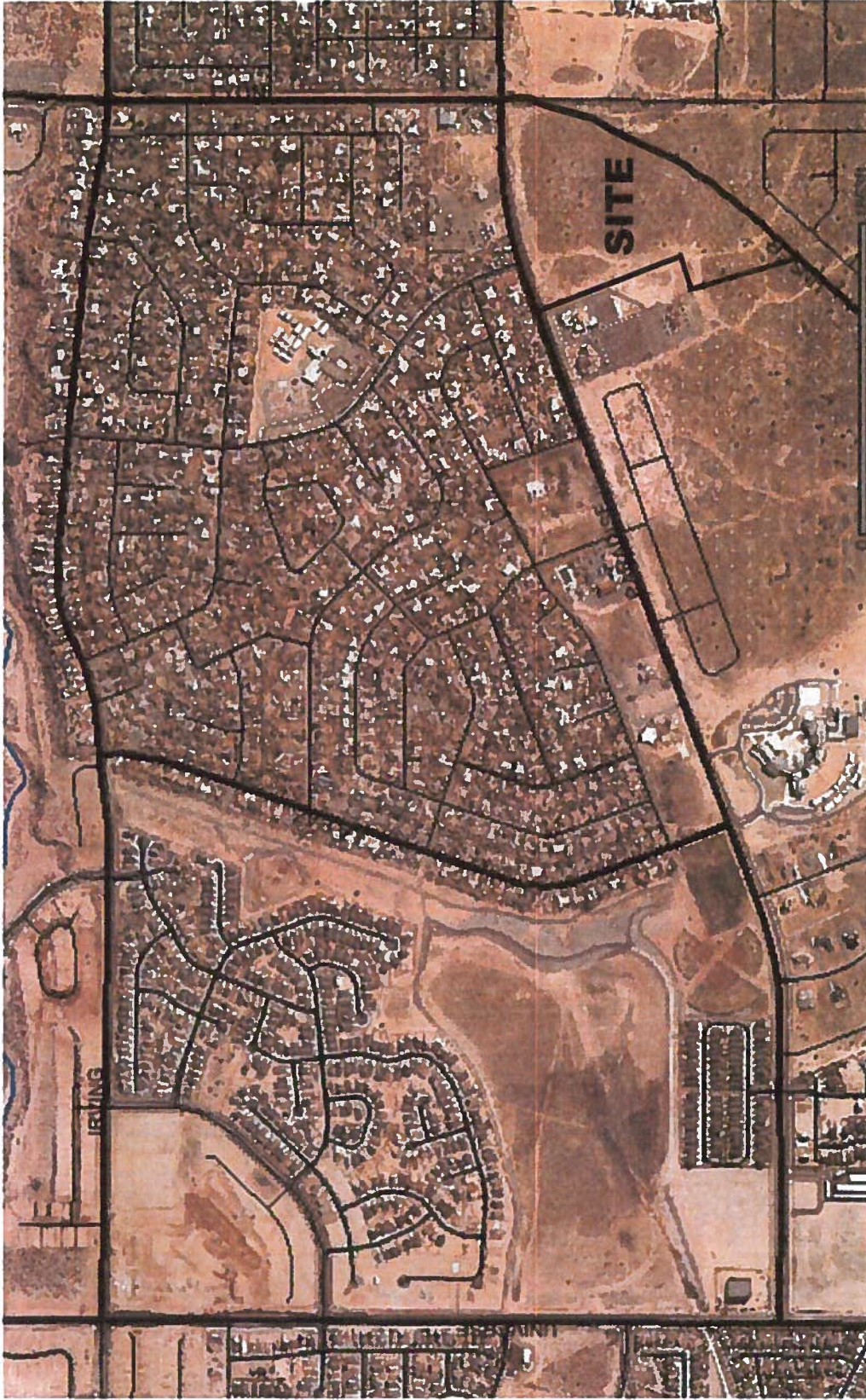
- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Zone
- Airport Noise Contours
- Wall Overlay Zone



Map amended through: 9/5/2006

Note: Grey Shading
Represents Area Outside
of the City Limits

0 750 1,500 Feet



Paradise@Unser Commercial Development

(SW corner of Paradise Blvd / Unser Blvd)

Aerial Photo - 2004

10/26/2000

Blvd., Ltd. (Paradise Blvd. / Unser Blvd.)
Trip Generation Data

COMMENT	USE (ITE CODE)	DESCRIPTION	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
			GROSS	EXIT	ENTER	EXIT	ENTER	EXIT
Summary Sheet			Units					
Tract "A"		Supermarket (850)	55.00	5,074	134	86	297	285
Tract "A"		Shopping Center (820)	20.66	2,437	37	24	106	115
Tract "A"		High Turnover (Sit-Down) Restaurant (932)	16.76	2,130	100	93	112	71
Tract "A"		Specialty Retail Center (814)	28.80	1,270	113	144	40	51
Tract "B"		Specialty Retail Center (814)	30.80	1,355	117	149	42	53
Tract "C"		Shopping Center (820)	74.87	5,627	80	51	249	270
		Subtotal		17,893	581	547	846	845

12/5/20

Blvd., Ltd. (Paradise Blvd. / Unser Blvd.) **Trip Generation Data**

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME		A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT	ENTER
Supermarket (850)						
	5,074	134	86	297	285	
	Units					
	55.00					
	1,000 S.F.					

ITE Trip Generation Equations:

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

$$T = 50\% \text{ Enter, } 66.95 (X) + 1391.56 \text{ 50\% Exit}$$

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

$$\ln(T) = 61\% \text{ Enter, } 1.7 \ln(X) + -1.42 \text{ 39\% Exit}$$

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

$$\ln(T) = 51\% \text{ Enter, } 0.79 \ln(X) + 3.2 \text{ 49\% Exit}$$

Comments:
 Tract "A"

Based on ITE Trip Generation Manual - 7th Edition

12/5/2006

Blvd., Ltd. (Paradise Blvd. / Unser Blvd.)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Shopping Center (820)					
Units					
		20.66			
		2,437	37	24	106
					115
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:
Tract "A"

Based on ITE Trip Generation Manual - 7th Edition

12/5/20...

Blvd., Ltd. (Paradise Blvd. / Unser Blvd.) **Trip Generation Data**

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Units					
30.80					
1,355					
117					
149					
42					
53					

1,000 S.F.

Specialty Retail Center (814)

Specialty Retail Center (814)

ITE Trip Generation Equations:

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

$$T = 42.78 (X) + 37.86$$

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:
Tract "B"

Based on ITE Trip Generation Manual - 7th Edition

Blvd., Ltd. (Paradise Blvd. / Unser Blvd.)
Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A.M. PEAK HOUR		P.M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Shopping Center (820)						
Units						
		5,627	80	51	249	270
		74.87				
		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:
 Tract "C"

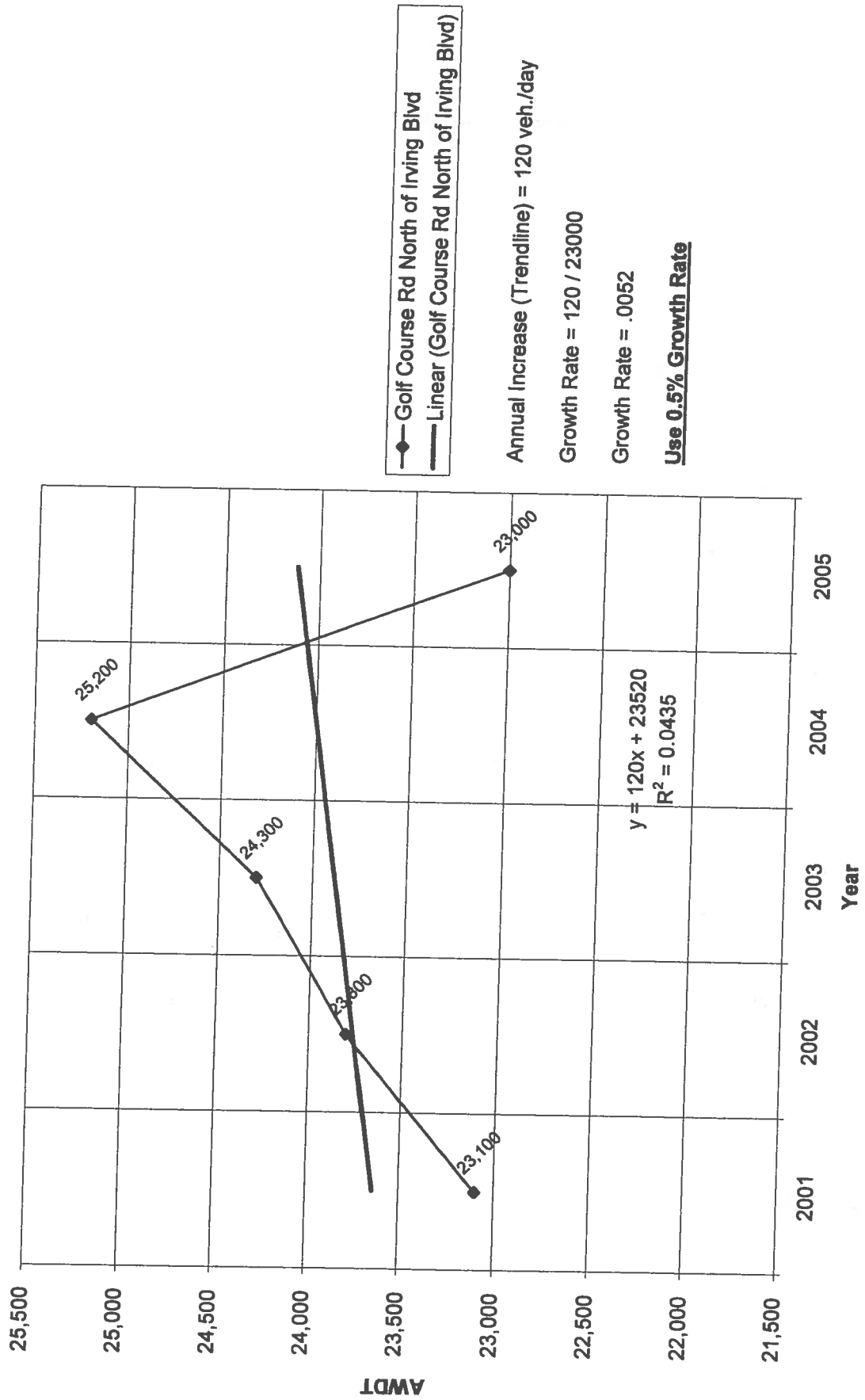
Based on ITE Trip Generation Manual - 7th Edition

Paradise @ Unser Commercial Development
Historic Growth Rate Table

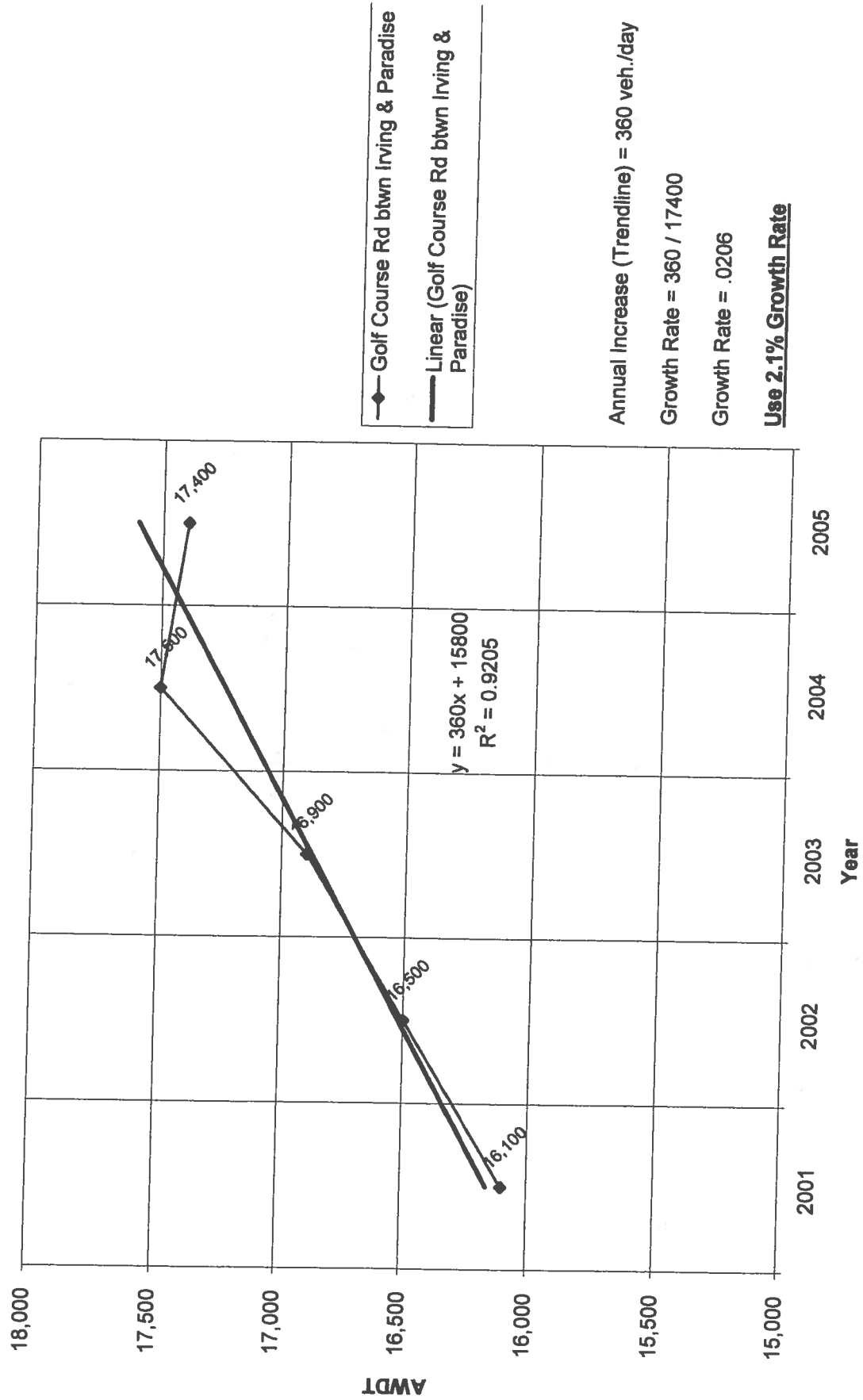
Traffic Flows from MRCOG Map

	2001	2002	2003	2004	2005
Golf Course Rd North of Irving Blvd	23,100	23,800	24,300	25,200	23,000
Irving Blvd East of Golf Course Rd	10,300	12,800	13,100	13,600	14,100
Golf Course Rd btwn Irving & Paradise	16,100	16,500	16,900	17,500	17,400
Paradise Blvd East of Golf Course Rd	22,800	20,800	18,400	19,000	19,600
Golf Course Rd South of Paradise Blvd	23,200	28,800	29,500	30,500	31,500
Paradise Blvd West of Golf Course Rd	22,800	26,600	27,200	28,000	23,100
Paradise Blvd East of Unser Blvd	18,900	19,400	19,900	27,000	27,800
Unser Blvd btwn Irving & Paradise	6,000	6,200	6,300	10,800	16,400
Paradise Blvd West of Unser Blvd	10,800	9,000	9,200	9,500	9,900
Paradise Blvd East of Universe Blvd	9,800	8,800	9,000	9,900	12,200
Universe Blvd South of Paradise Blvd				7,700	7,900
Universe Blvd North of Paradise Blvd	4,200	4,300	4,400	9,800	10,200
Irving Blvd West of Unser Blvd	5,200	5,300	5,500	9,100	13,100
Unser Blvd North of Irving Blvd	17,600	18,100	18,500	25,300	26,200
Irving Blvd btwn Unser & Golf Course	1,800	8,500	8,700	9,000	9,300

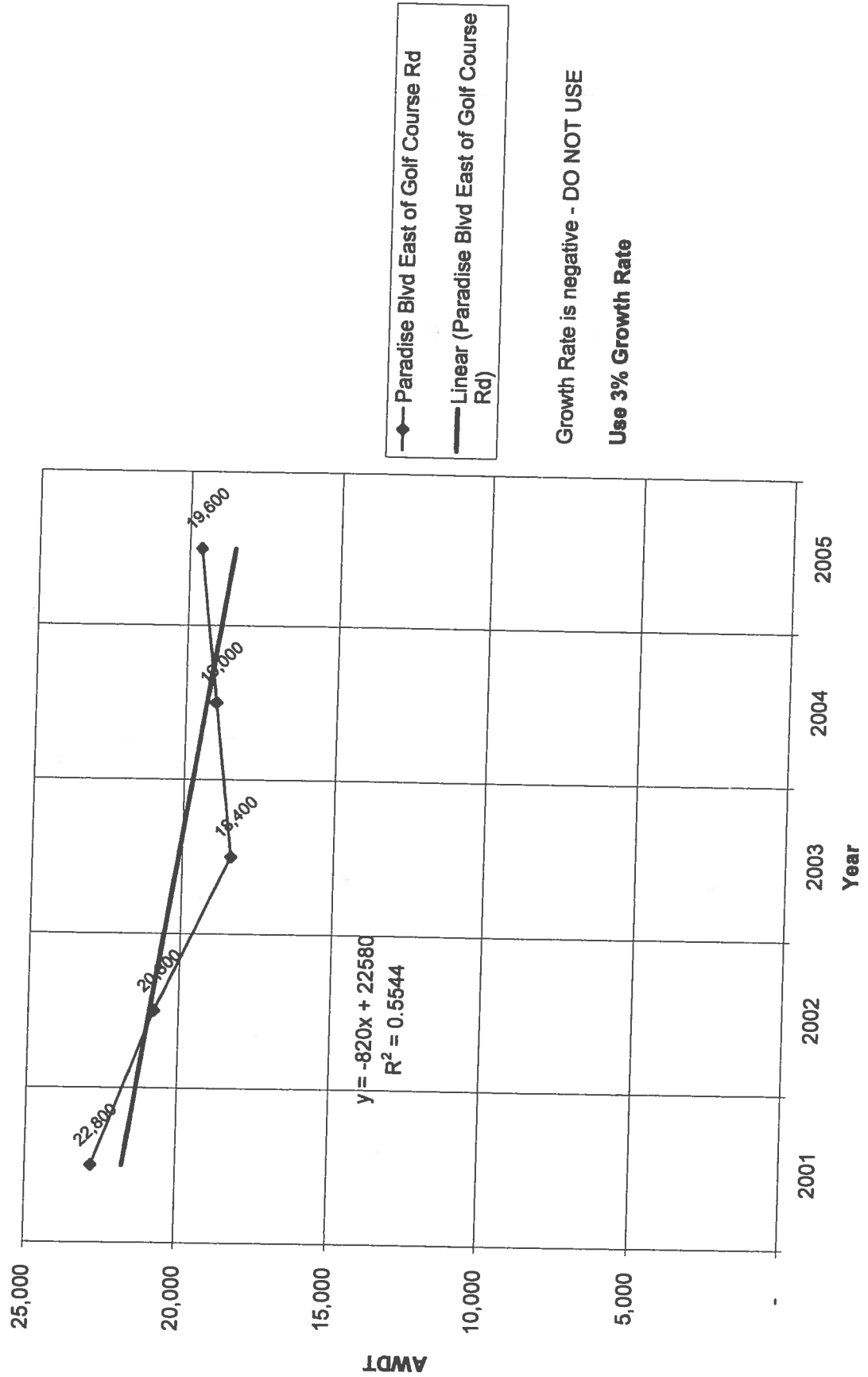
Historic Growth Chart Golf Course Rd North of Irving Blvd (2001-2005)



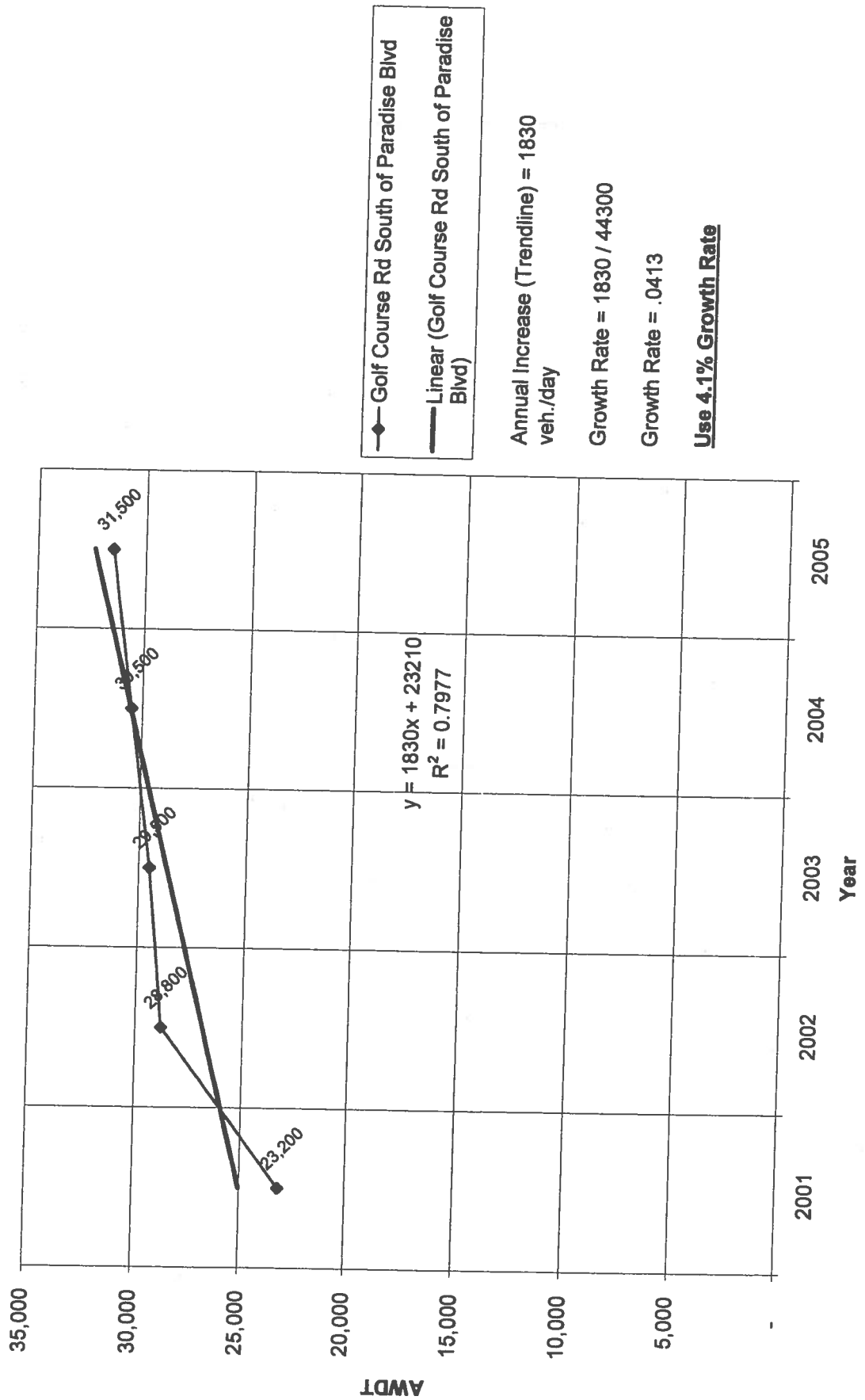
Historic Growth Chart Golf Course Rd btwn Irving & Paradise (2001-2005)



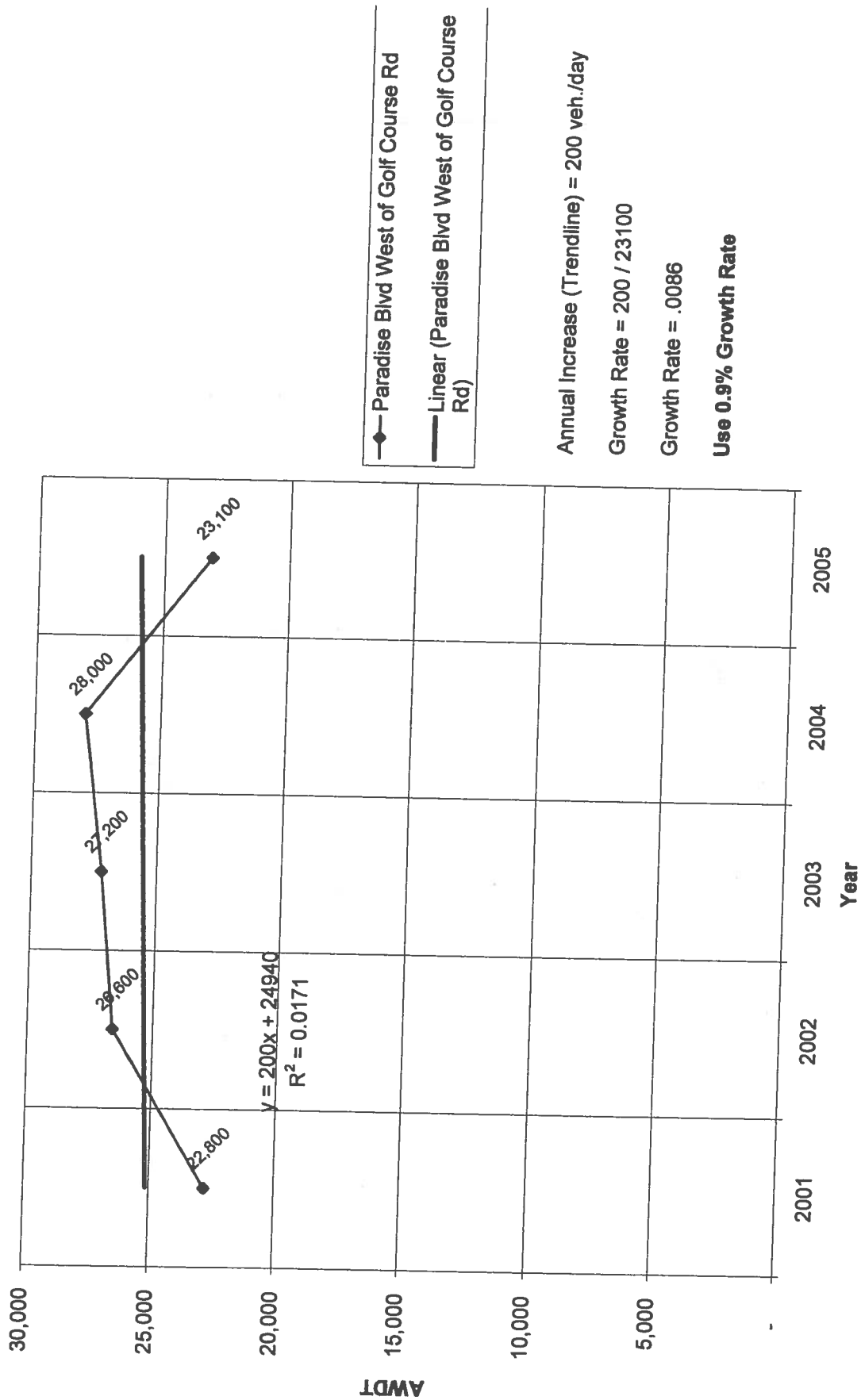
Historic Growth Chart Paradise Blvd East of Golf Course Rd (2001-2005)



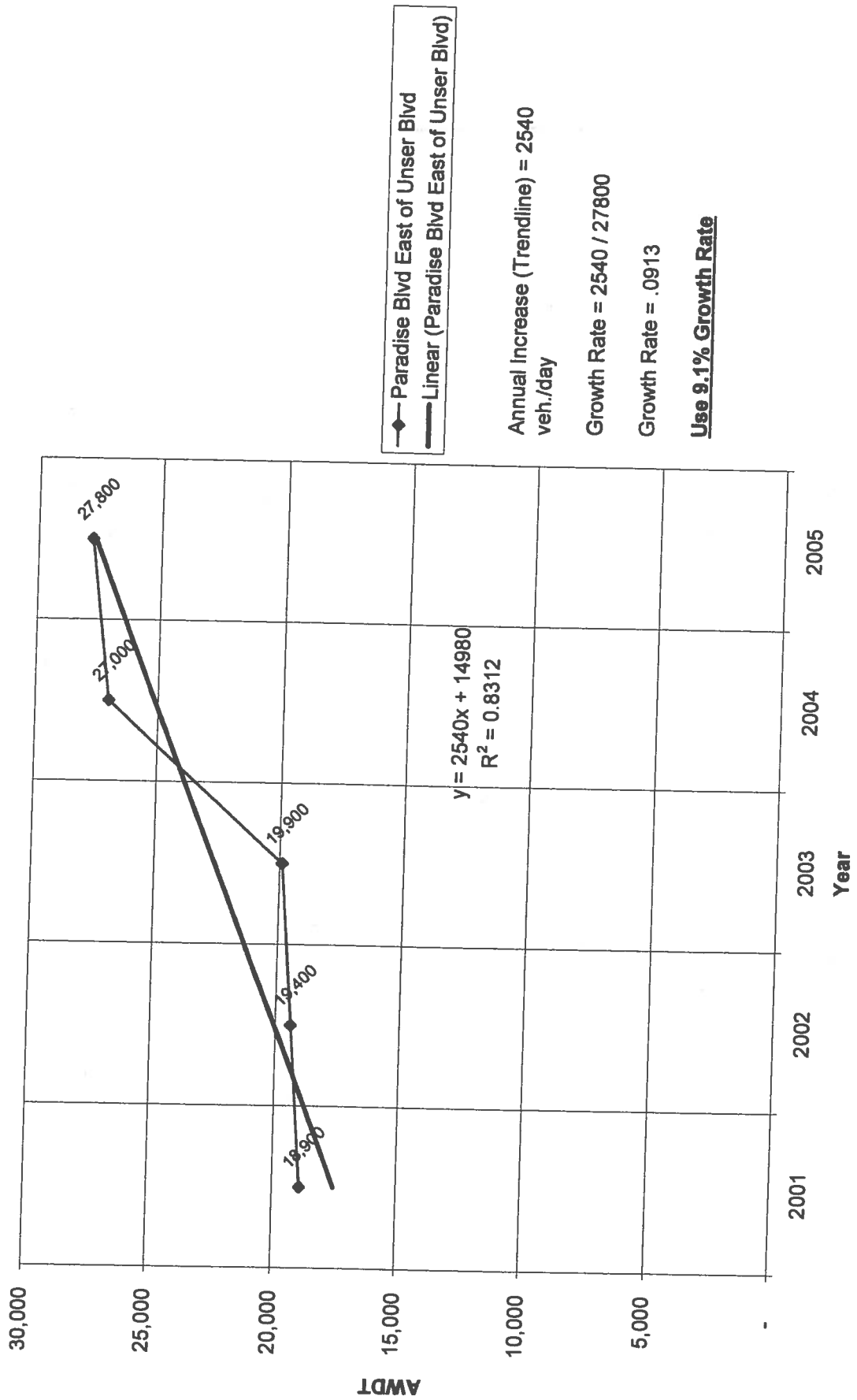
Historic Growth Chart Golf Course Rd South of Paradise Blvd (2001-2005)



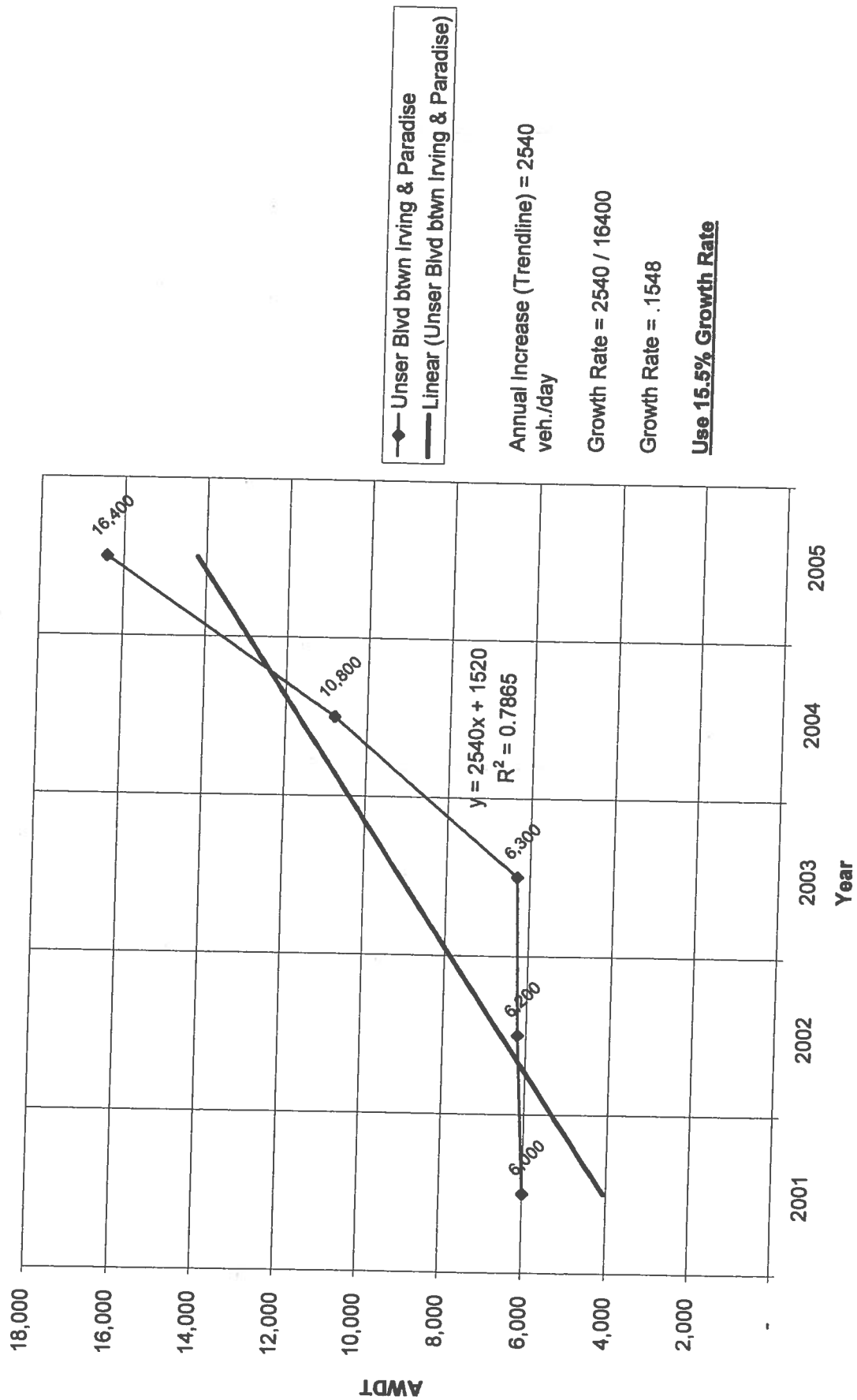
Historic Growth Chart Paradise Blvd West of Golf Course Rd (2001-2005)



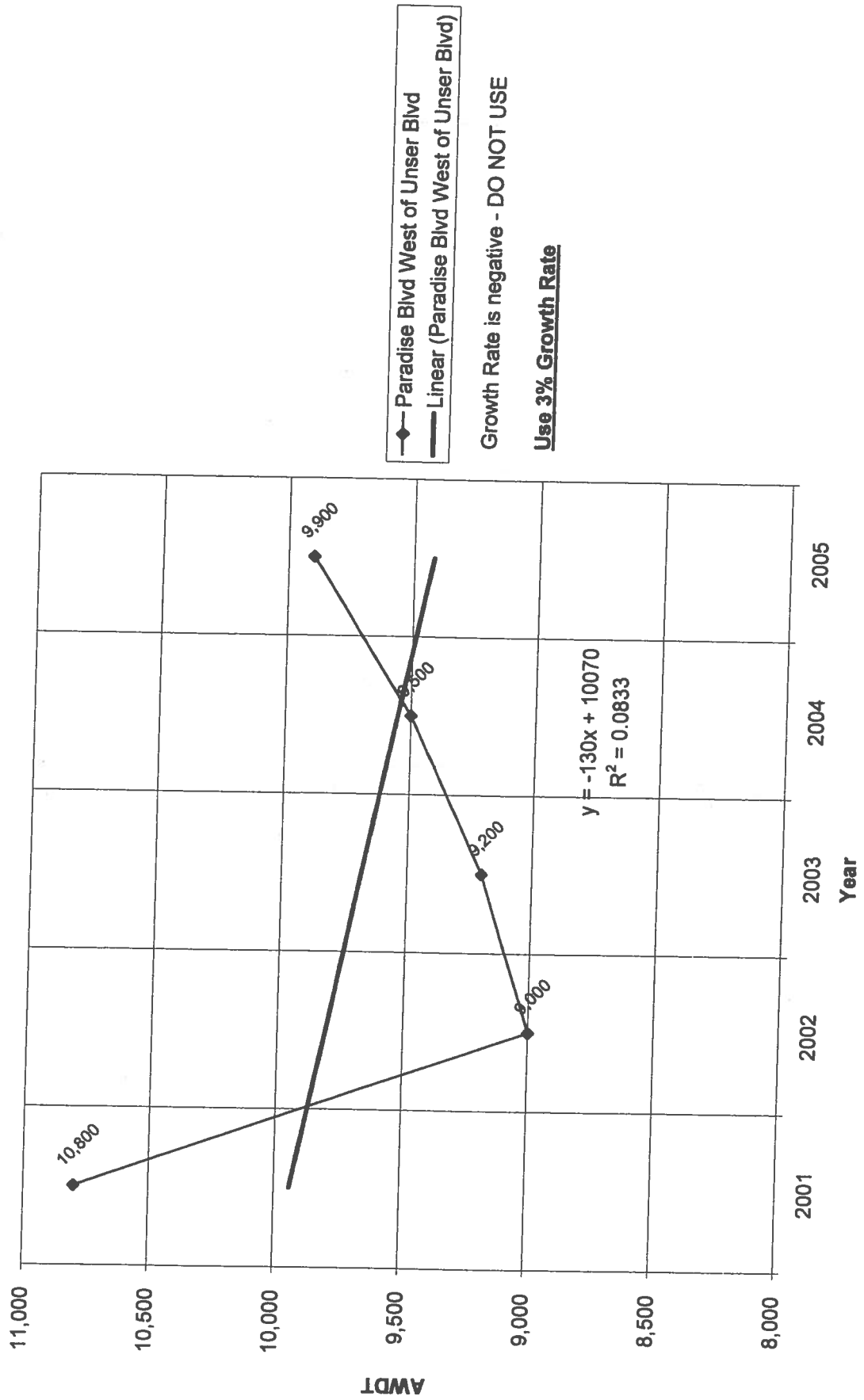
Historic Growth Chart Paradise Blvd East of Unser Blvd (2001-2005)



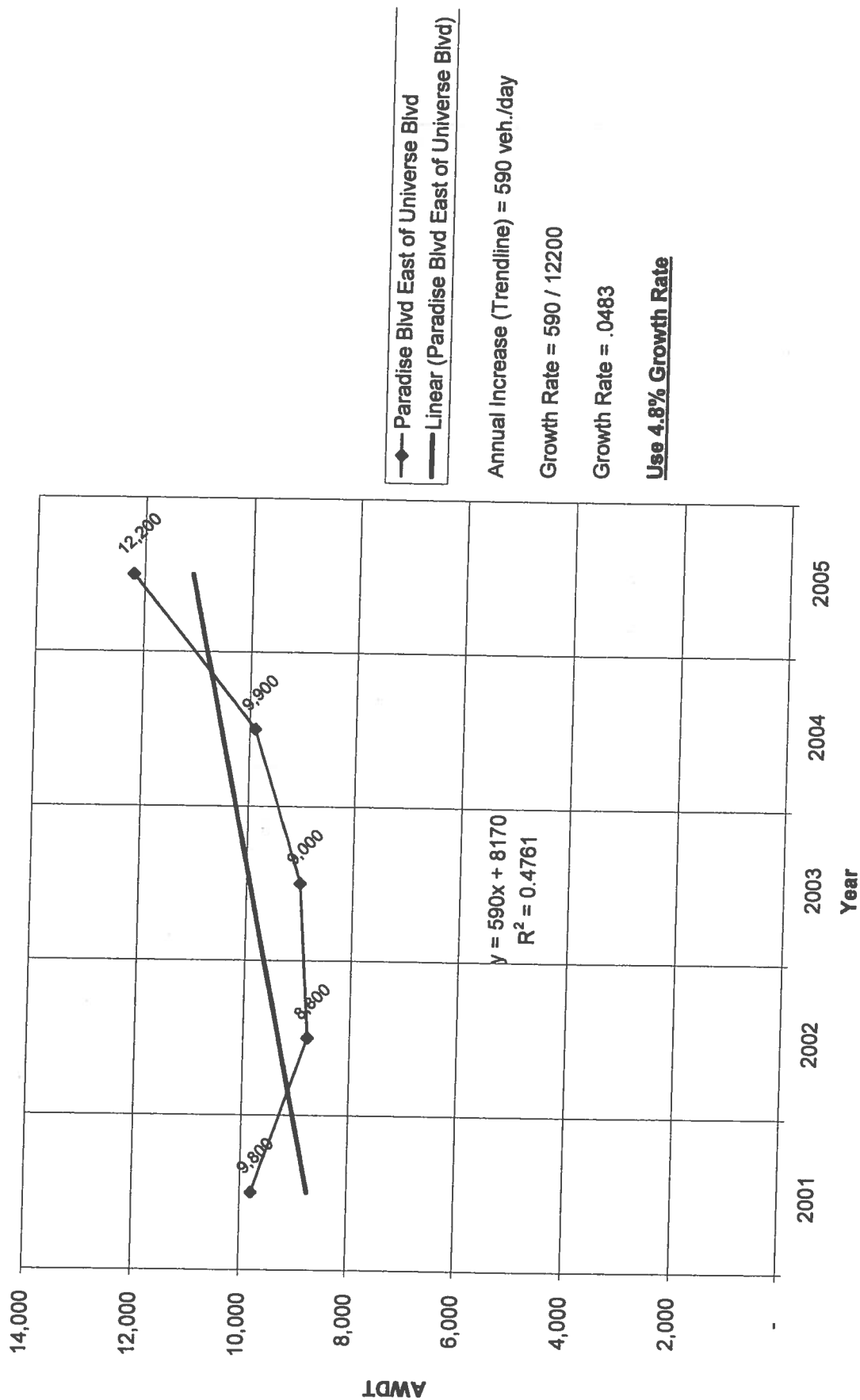
Historic Growth Chart Unser Blvd btwn Irving & Paradise (2001-2005)



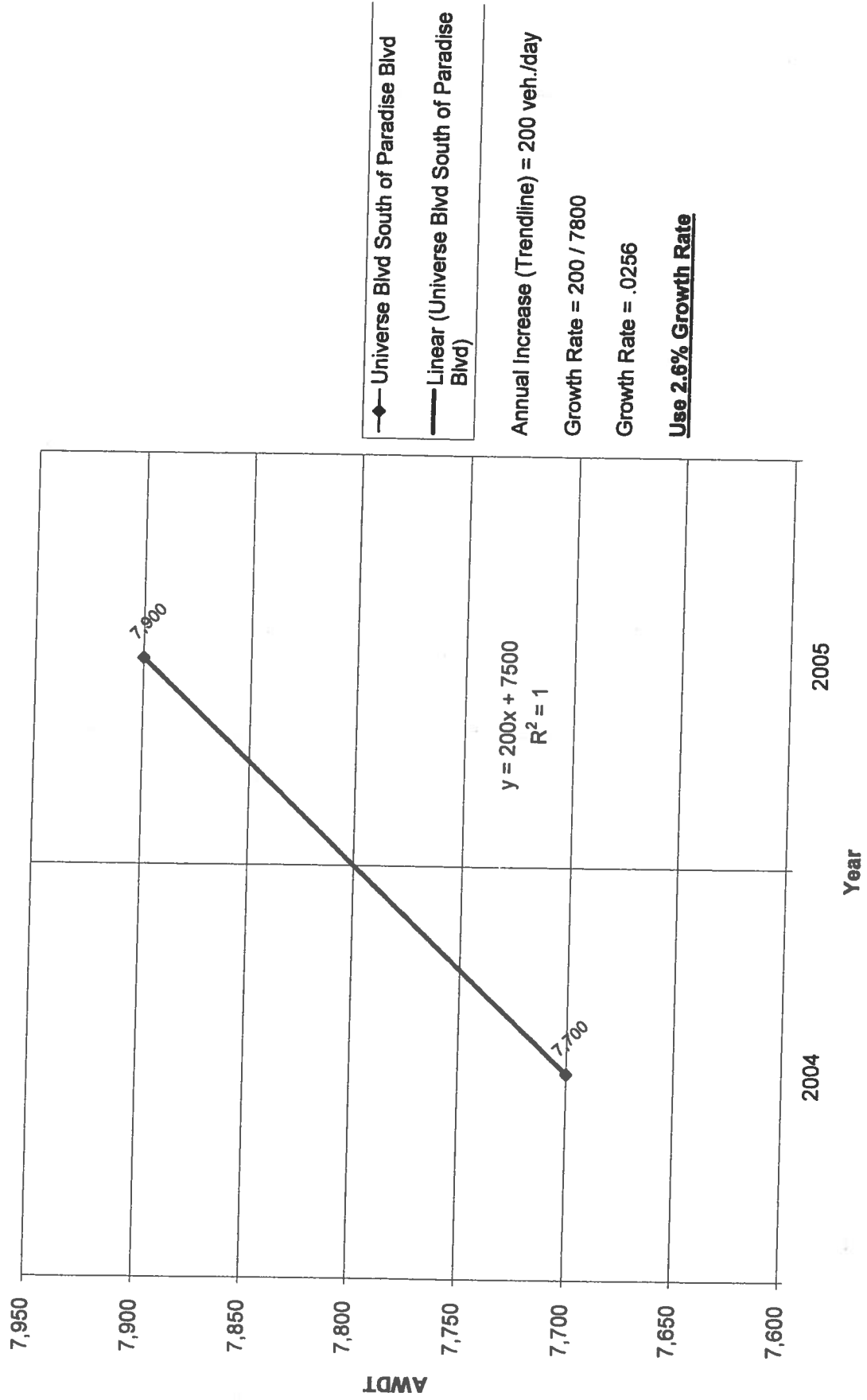
Historic Growth Chart Paradise Blvd West of Unser Blvd (2001-2005)



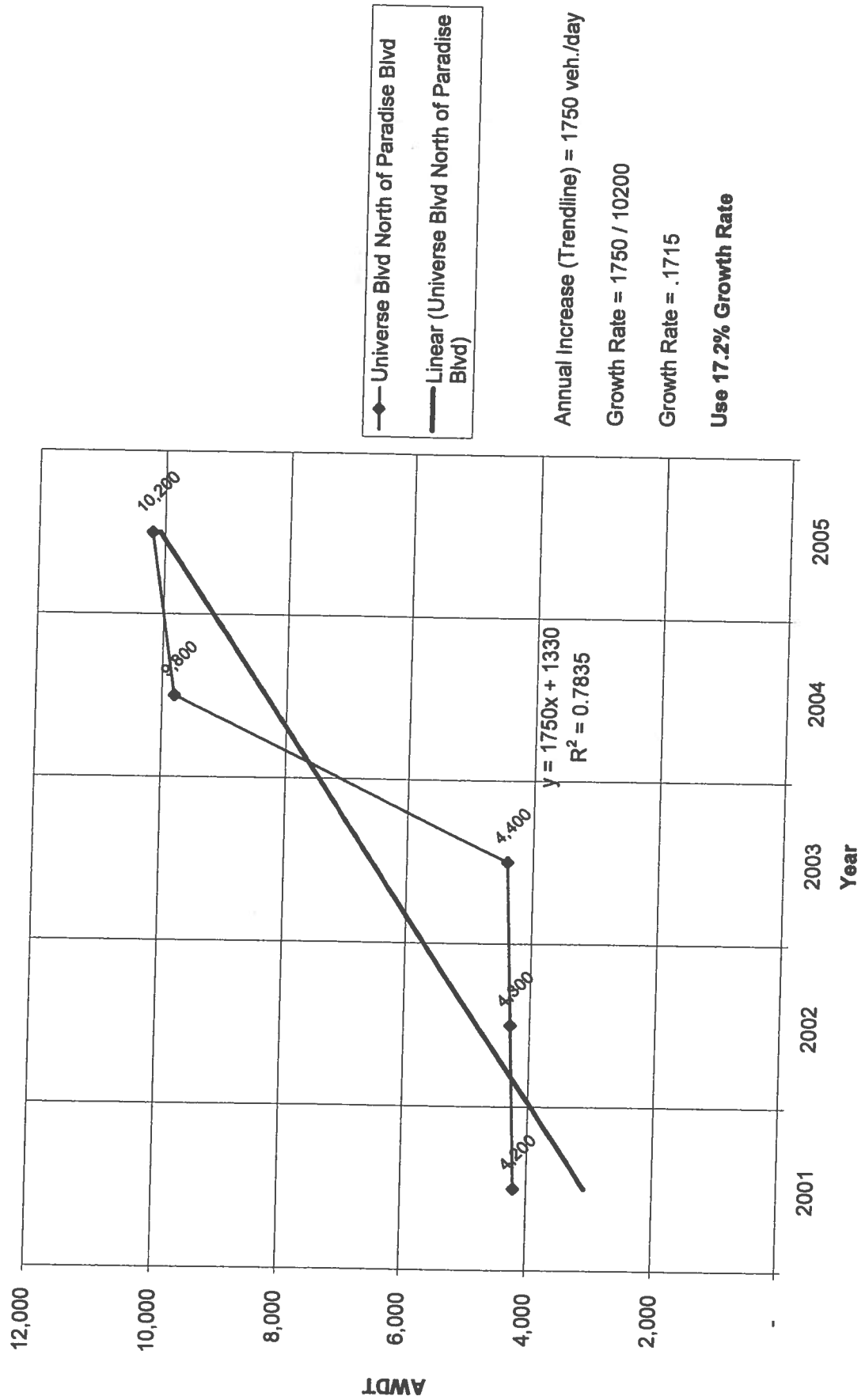
Historic Growth Chart Paradise Blvd East of Universe Blvd (2001-2005)



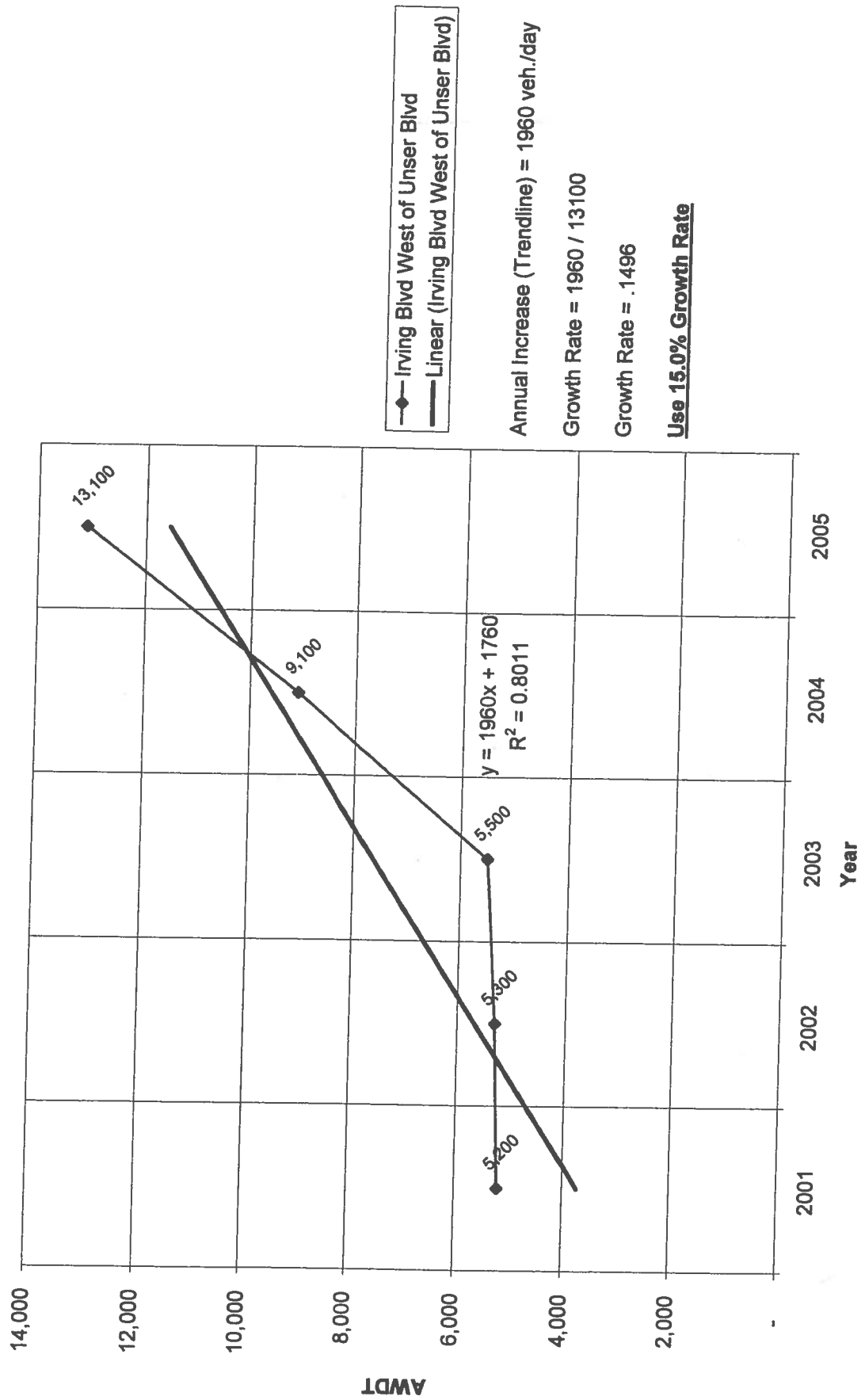
Historic Growth Chart Universe Blvd South of Paradise Blvd (2004-2005)



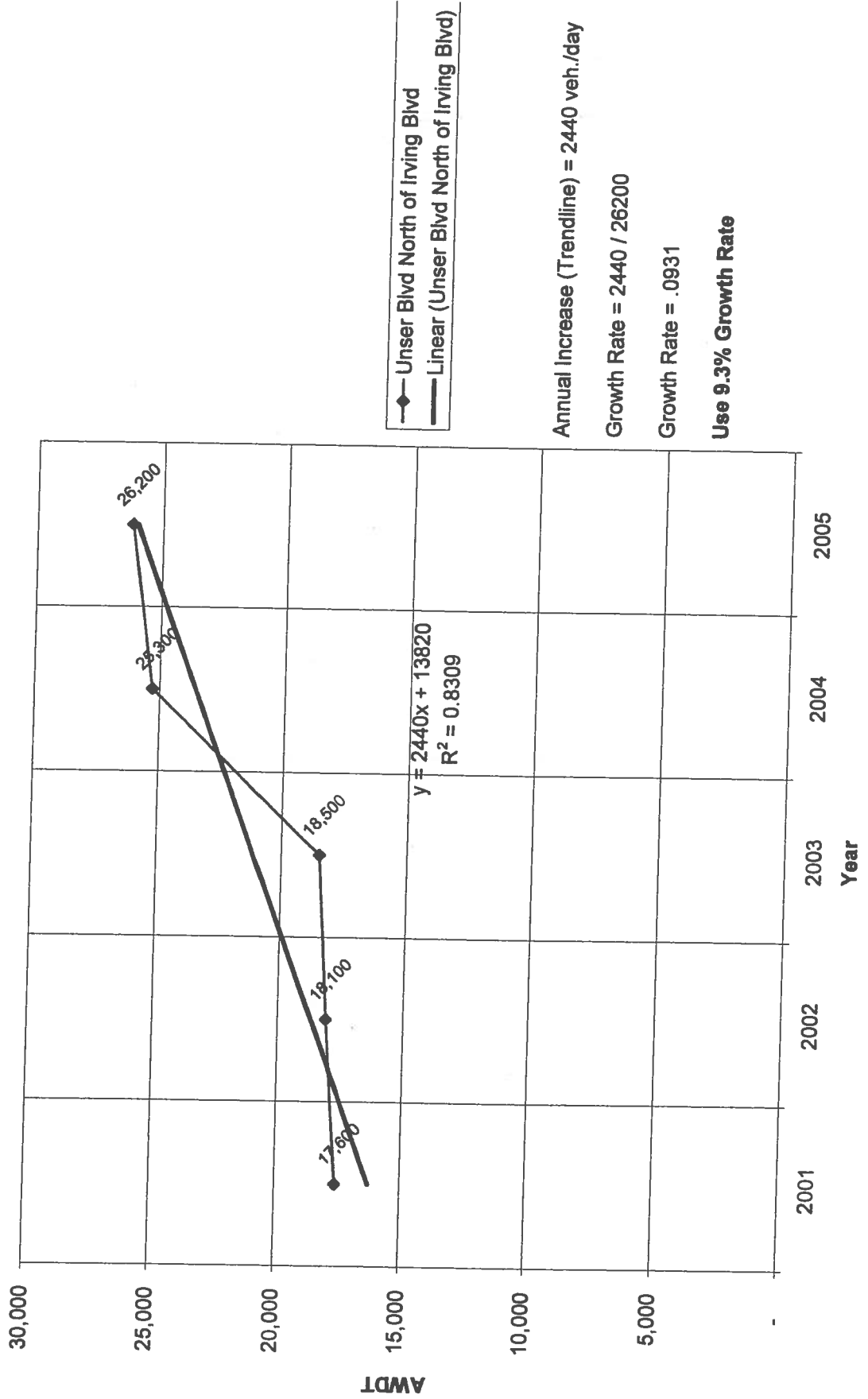
Historic Growth Chart Universe Blvd North of Paradise Blvd (2001-2005)



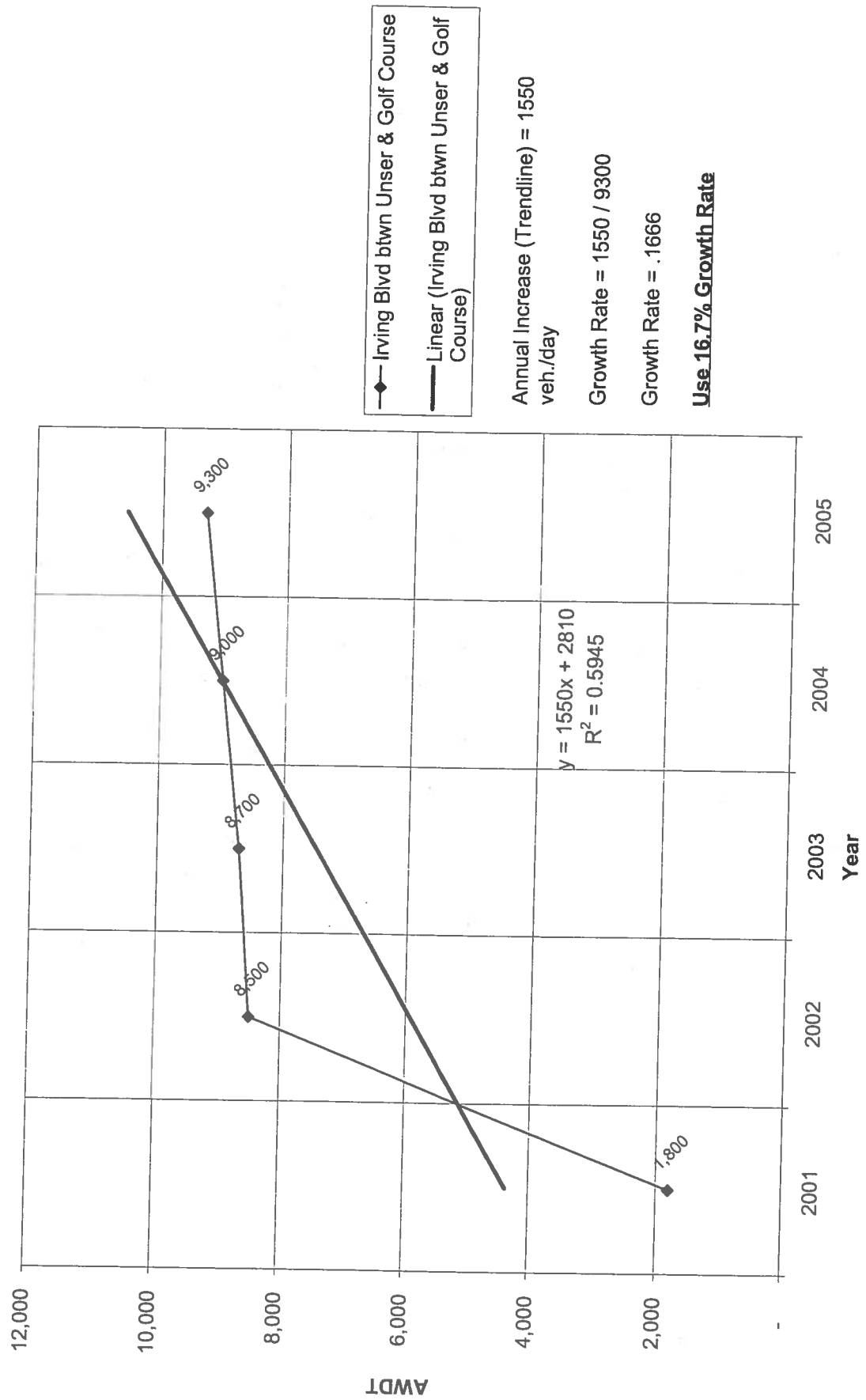
Historic Growth Chart Irving Blvd West of Unser Blvd (2001-2005)



Historic Growth Chart Unser Blvd North of Irving Blvd (2001-2005)



Historic Growth Chart Irving Blvd btwn Unser & Golf Course (2001-2005)



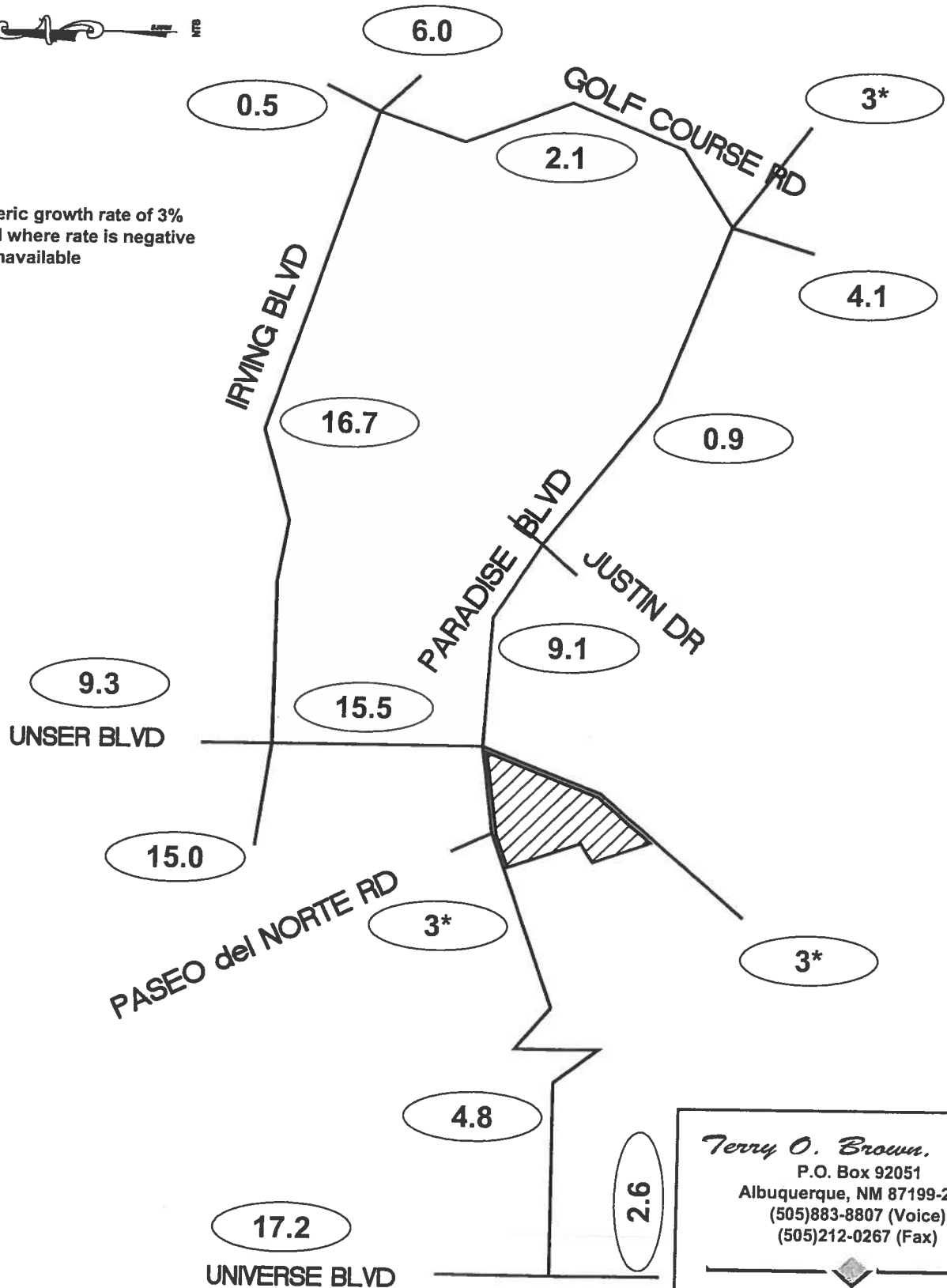
Paradise@Unser Comm. Dev.

(SW corner Paradise / Unser)

Growth Rate Map (%)



* Generic growth rate of 3%
used where rate is negative
or unavailable



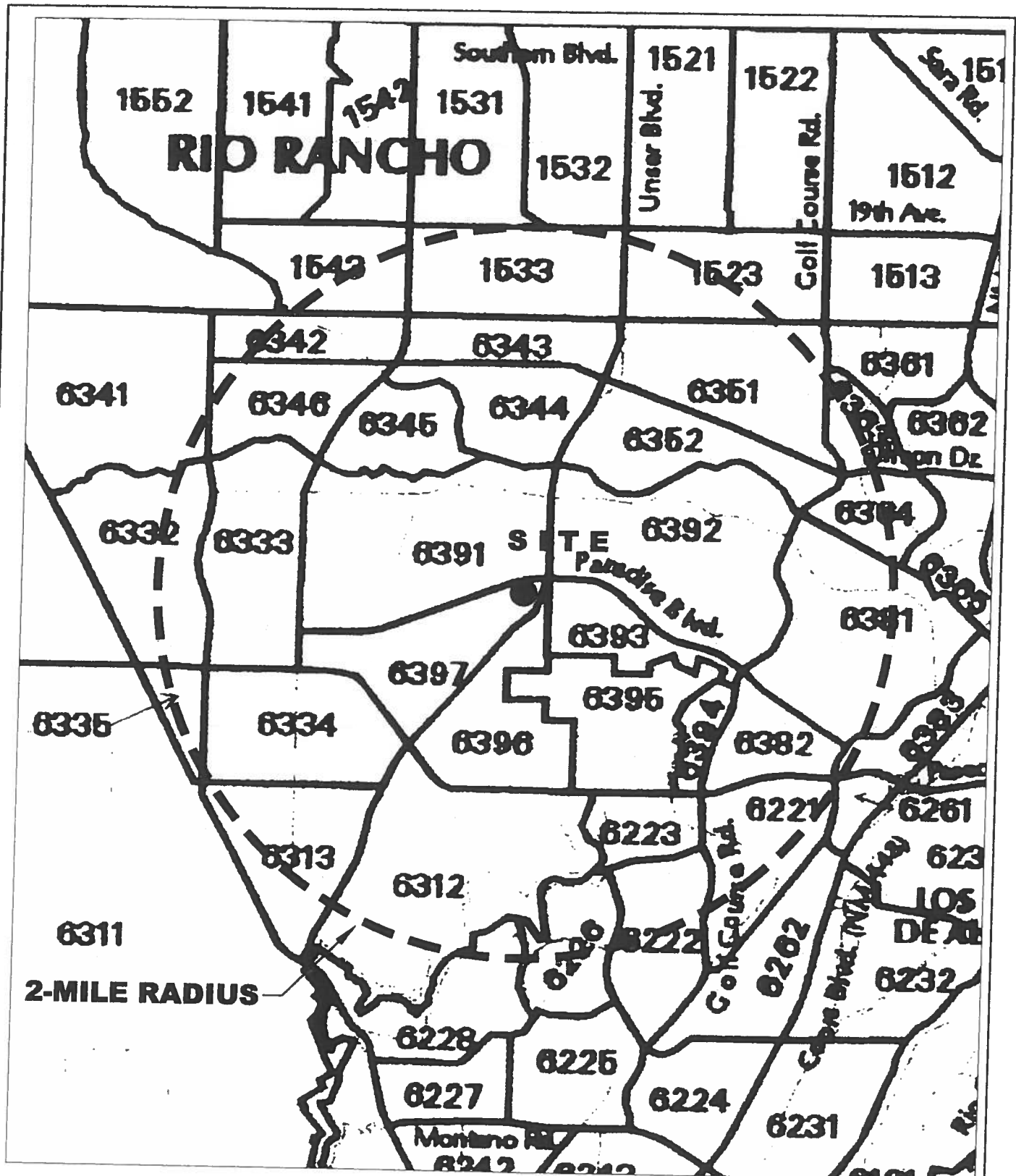
Terry O. Brown, P.E.

P.O. Box 92051

Albuquerque, NM 87199-2051

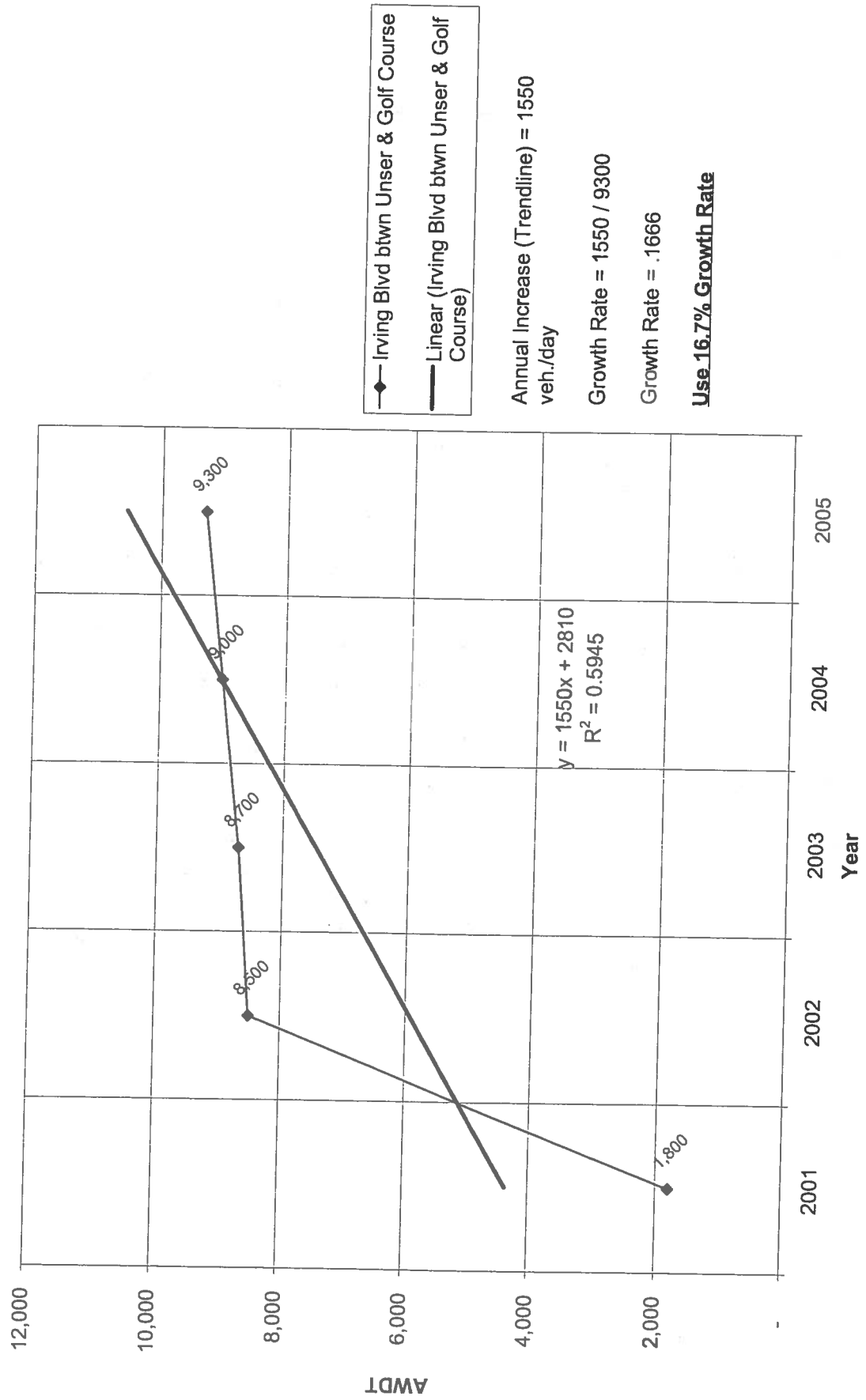
(505)883-8807 (Voice)

(505)212-0267 (Fax)



DATA ANALYSIS SUBZONE (DASZ) MAP
Paradise@Unser Comm. Dev. (SW corner Paradise/Unser)

Historic Growth Chart Irving Blvd btwn Unser & Golf Course (2001-2005)



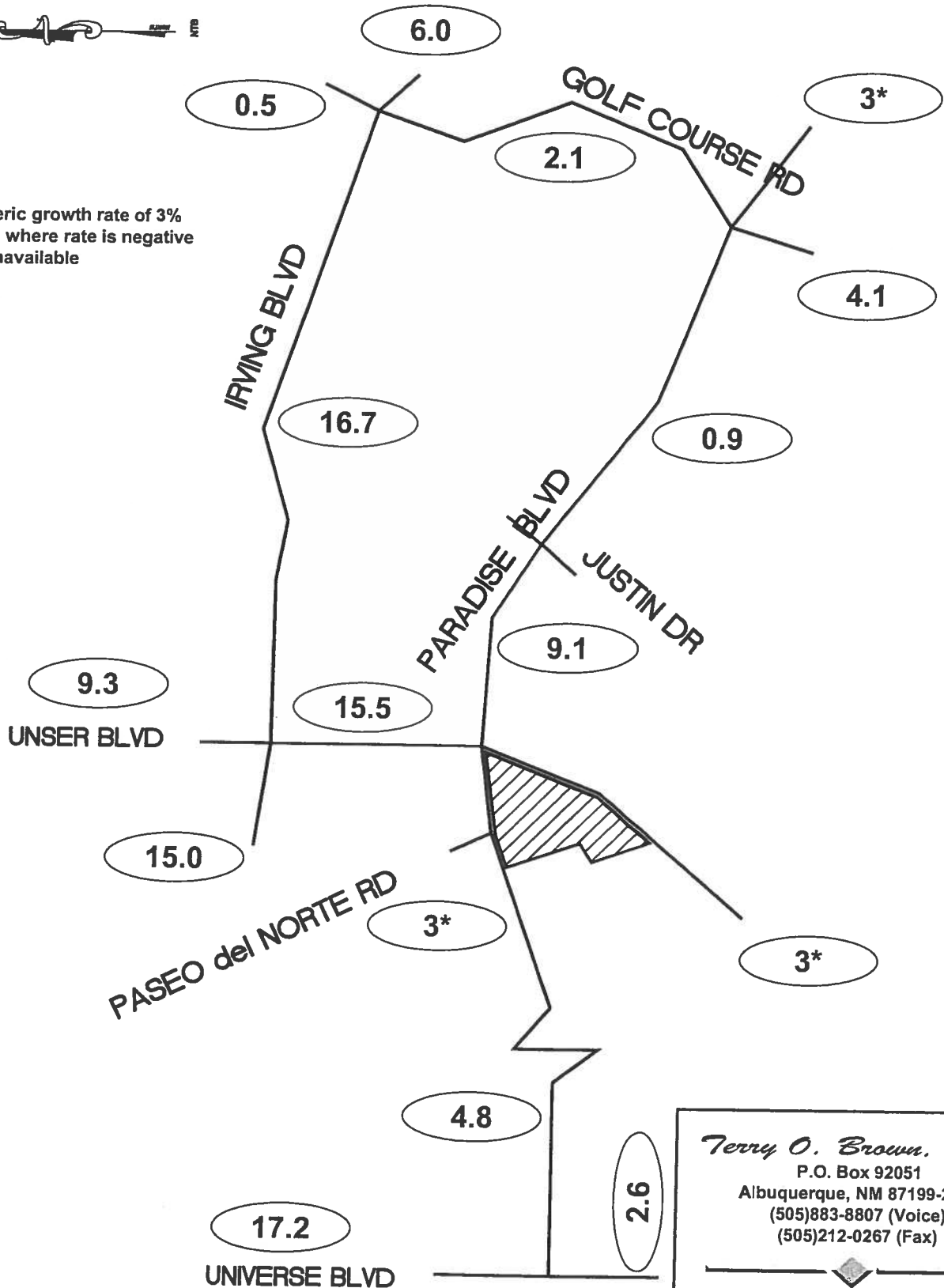
Paradise@Unser Comm. Dev.

(SW corner Paradise / Unser)

Growth Rate Map (%)



* Generic growth rate of 3%
used where rate is negative
or unavailable



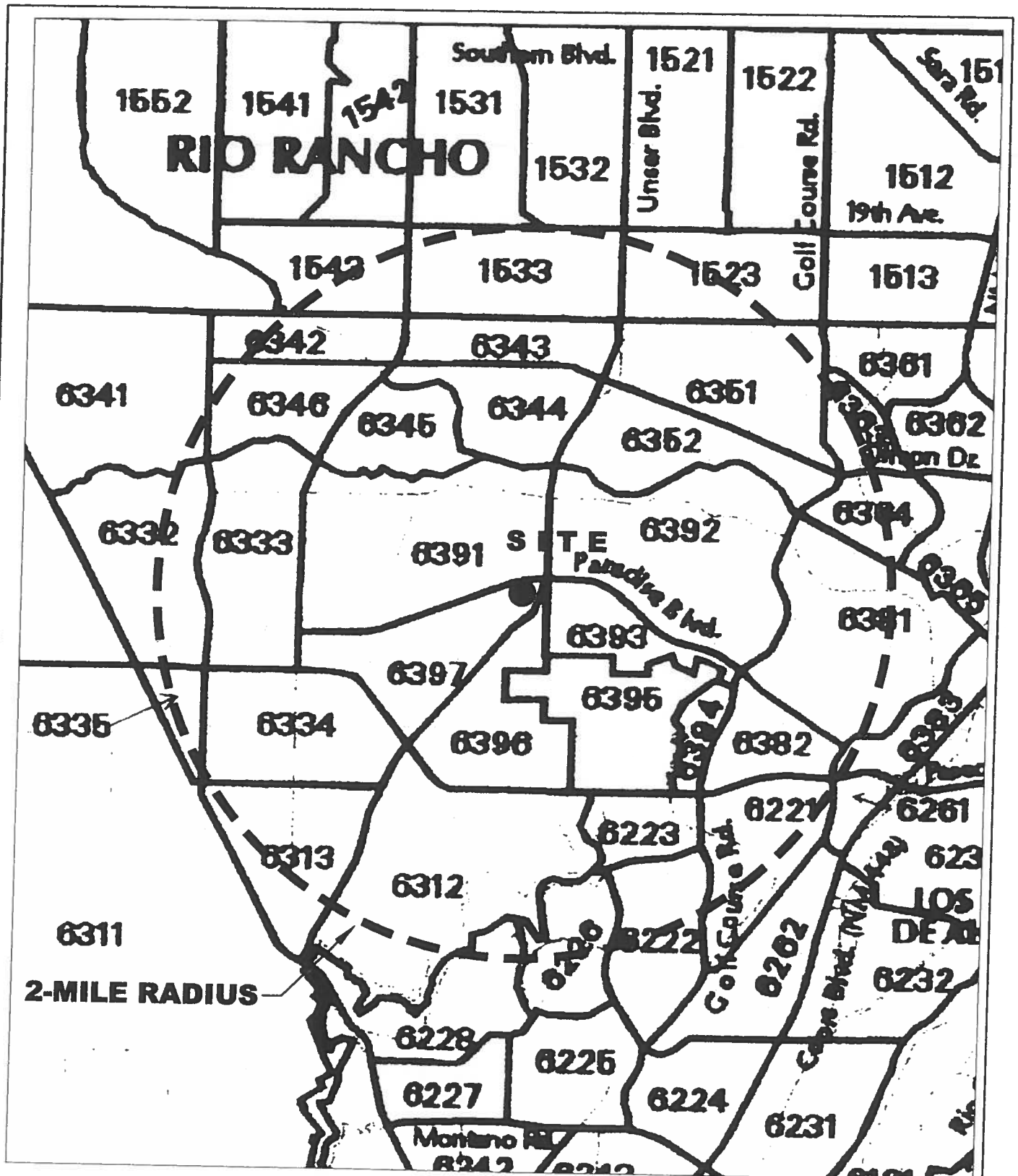
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DATA ANALYSIS SUBZONE (DASZ) MAP
Paradise@Unser Comm. Dev. (SW corner Paradise/Unser)

Trip Distribution Table

Paradise@Unser Comm. Dev. (SW corner of Paradise/Unser)

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)

DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year 2010	Population in Study	Population / Distance	Percent Population	(UN) Unser Blvd North		(GN) Golf Course Rd North		(IE) Irving Blvd East	
								% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map													
1523	45%	9	235	99	45	46	0.16%	100%					
1533	95%	0	192	77	73	73	0.24%	100%			45	0.15%	0
1543	40%	0	47	19	8	8	0.03%	50%			73	0.24%	0
6221	60%	2719	2824	2,881	1,808	1,808	6.28%	0%			4	0.01%	0
6222	50%	3377	3107	3,269	1,835	1,836	6.37%	0%			0	0.00%	0
6223	100%	924	864	900	900	900	2.96%	0%			0	0.00%	0
6226	55%	1728	1629	1,688	928	928	3.06%	0%			0	0.00%	0
6228	10%	1561	1597	1,575	158	158	0.52%	0%			0	0.00%	0
6312	85%	1	1053	422	359	369	1.18%	0%			0	0.00%	0
6313	60%	0	0	0	0	0	0.00%	0%			0	0.00%	0
6332	40%	575	3124	1,595	638	638	2.09%	0%			0	0.00%	0
6333	100%	1571	4337	2,877	2,877	2,877	8.78%	0%			0	0.00%	0
6334	100%	0	387	155	155	166	0.61%	0%			0	0.00%	0
6335	60%	0	0	0	0	0	0.00%	0%			0	0.00%	0
6342	80%	0	600	240	192	192	0.63%	0%			0	0.00%	0
6343	100%	0	2216	888	888	888	2.91%	100%			0	0.00%	0
6344	100%	631	1736	1,073	1,073	1,073	3.62%	100%			888	2.91%	0
6345	100%	0	1532	613	613	613	2.01%	0%			1,073	3.62%	0
6346	95%	0	695	278	264	264	0.87%	60%			0	0.00%	0
6351	95%	815	4082	2,002	1,902	1,902	8.24%	70%			132	0.43%	0
6352	100%	2018	3080	2,442	2,442	2,442	8.01%	90%			1,331	4.37%	0
6363	45%	759	730	747	338	338	1.10%	0%			2,188	7.21%	571
6364	50%	1025	1280	1,127	584	584	1.86%	0%			0	0.00%	244
6381	70%	3454	5850	4,412	3,088	3,088	10.13%	0%			0	0.00%	336
6382	100%	770	1298	981	981	981	3.22%	0%			0	0.00%	584
6391	100%	2565	5511	3,743	3,743	3,743	12.28%	10%			0	0.00%	0
6392	100%	3643	3472	3,575	3,575	3,578	11.73%	0%			374	1.23%	0
6393	100%	574	1035	758	758	768	2.49%	0%			0	0.00%	0
6394	100%	399	652	500	500	500	1.64%	0%			0	0.00%	0
6395	100%	0	0	0	0	0	0.00%	0%			0	0.00%	0
6396	100%	0	3	1	1	1	0.00%	0%			0	0.00%	0
6397	100%	24	888	370	370	370	1.21%	0%			0	0.00%	0
							100.00%	0%			6,117	0.00%	1,715
											20.07%		5.83%
													1,844
													5.07%

Trip Distribution Table

Paradise@Unser Comm. Dev. (SW corner of Paradise/Unser)

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)

DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year 2010	Population In Study	Population / Distance	Percent Population	(PE)			(GS)			(US)		
								Paradise Blvd East		Golf Course Rd South		Unser Blvd South				
		2000	2025					% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map																
1523	45%	9	235	99	45											
1533	95%	0	192	77	73	45	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1543	40%	0	47	19	8	73	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	60%	2719	2624	2,681	1,809	8	0.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	50%	3377	3107	3,289	1,835	1,609	5.28%	50%	2.64%	805	50%	2.64%	805	0%	0.00%	0
6223	100%	924	864	900	900	1,835	6.37%	0%	0.00%	0	100%	5.37%	1,835	0%	0.00%	0
6226	55%	1728	1629	1,888	928	900	2.95%	0%	0.00%	0	100%	2.95%	900	0%	0.00%	0
6228	10%	1561	1597	1,575	158	928	3.06%	0%	0.00%	0	100%	3.05%	828	0%	0.00%	0
6312	85%	1	1053	422	359	158	0.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	60%	0	0	0	0	359	1.18%	0%	0.00%	0	0%	0.00%	0	100%	0.52%	158
6332	40%	575	3124	1,595	638	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	1.18%	359
6333	100%	1571	4337	2,877	2,877	638	2.09%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
6334	100%	0	387	155	155	2,877	8.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6335	60%	0	0	0	0	155	0.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6342	80%	0	600	240	192	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6343	100%	0	2216	888	888	192	0.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6344	100%	631	1736	1,073	1,073	888	2.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6345	100%	0	1532	613	613	1,073	3.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6346	95%	0	695	278	264	613	2.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6351	95%	815	4082	2,002	1,902	284	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6352	100%	2018	3080	2,442	2,442	1,902	6.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6363	45%	759	730	747	338	2,442	8.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6364	50%	1025	1280	1,127	564	338	1.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6381	70%	3454	5850	4,412	3,088	564	1.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6382	100%	770	1298	981	981	3,088	10.13%	50%	5.07%	1,544	50%	0.00%	0	0%	0.00%	0
6391	100%	2565	5511	3,743	3,743	981	3.22%	50%	1.81%	491	50%	0.00%	491	0%	0.00%	0
6392	100%	3843	3472	3,575	3,575	3,743	12.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6393	100%	574	1035	758	758	3,575	11.73%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6394	100%	399	652	500	500	758	2.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6395	100%	0	0	0	0	500	1.84%	0%	0.00%	0	100%	1.84%	500	0%	0.00%	0
6396	100%	0	3	1	1	0	0.00%	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0
6397	100%	24	889	370	370	1	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	1
							100.00%	0%	0.00%	0	0%	0.00%	0	100%	1.21%	370
							38,905	30,473	2,839	6,268	888	17.25%	2.91%	888	2.91%	888

Trip Distribution Table

Paradise@Unser Comm. Dev. (SW corner of Paradise/Unser)

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)

DASZ #	% Sub Area In Study	2000 Population	2025 Population	Interpolated Population for the Year 2010	Population In Study	Population / Distance	Percent Population	(UvS)			(UvN)			(IW)		
								% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map																
1523	45%	9	235	99	45	45	0.16%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
1533	95%	0	192	77	73	73	0.24%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
1543	40%	0	47	19	8	8	0.03%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	60%	2719	2624	2,881	1,809	1,809	5.28%	0	0.00%	0	0%	0.00%	0	50%	0.01%	4
6222	50%	3377	3107	3,269	1,935	1,836	5.37%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6223	100%	924	864	900	900	900	2.95%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	55%	1728	1629	1,688	928	928	3.06%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	10%	1561	1597	1,575	158	158	0.82%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	85%	1	1053	422	359	369	1.18%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	60%	0	0	0	0	0	0.00%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6332	40%	575	3124	1,595	638	638	2.09%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6333	100%	1571	4337	2,677	2,877	2,877	8.78%	447	1.47%	0	0%	0.00%	0	0%	0.00%	0
6334	100%	0	387	155	155	155	2.84%	803	2.84%	0	70%	8.15%	1,874	30%	0.83%	181
6335	60%	0	0	0	0	0	0.51%	155	0.51%	0	0%	0.00%	0	0%	0.00%	0
6342	80%	0	600	240	192	192	0.00%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6343	100%	0	2216	886	886	886	0.63%	0	0.00%	0	100%	0.63%	182	0%	0.00%	0
6344	100%	631	1736	1,073	1,073	1,073	2.91%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6345	100%	0	1532	813	813	813	3.62%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6346	95%	0	695	278	264	264	2.01%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6351	95%	615	4082	2,002	1,802	1,802	0.87%	0	0.00%	0	0%	0.00%	0	100%	2.01%	613
6352	100%	2016	3080	2,442	2,442	2,442	6.24%	0	0.00%	0	0%	0.00%	0	60%	0.43%	132
6363	45%	759	730	747	336	336	8.01%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6364	50%	1025	1280	1,127	564	564	1.10%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6381	70%	3454	5850	4,412	3,088	3,088	1.85%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6382	100%	770	1298	981	981	981	10.13%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6391	100%	2585	5511	3,743	3,743	3,743	3.22%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6392	100%	3843	3472	3,575	3,575	3,743	12.28%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6393	100%	574	1035	758	758	3,575	11.73%	0	0.00%	0	0%	0.00%	0	40%	4.81%	1,497
6394	100%	399	852	500	500	758	2.49%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6395	100%	0	0	0	0	500	1.84%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6396	100%	0	3	0	0	0	0.00%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
6397	100%	24	889	370	370	1	0.00%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0
							100.00%	1,408	0.00%	0	0%	0.00%	2,068	0%	0.00%	0
								4.61%					6.78%			2,438
																8.00%

Trip Distribution Table

Paradise@Unser Comm. Dev. (SW corner of Paradise/Unser)

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 Delta Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

DASZ #	% Sub Area In Study	2000 Population	2025 Population	Interpolated Population for the Year 2010	Population In Study	Population / Distance	Percent Population	(PC-1)			(PIN)			(GC)		
								Paradise Blvd Central 1		Paseo del Norte Rd North		Golf Course Rd Central				
								% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map																
1523	45%	9	235	99	45	45	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1533	95%	0	192	77	73	73	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1543	40%	0	47	19	8	6	0.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6221	60%	2719	2624	2,881	1,809	1,809	5.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6222	50%	3377	3107	3,289	1,835	1,836	6.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6223	100%	924	864	900	900	900	2.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6226	55%	1728	1629	1,688	928	928	3.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6228	10%	1561	1597	1,575	158	158	0.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	85%	1	1053	422	359	359	1.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	60%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6332	40%	575	3124	1,595	638	638	2.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6333	100%	1571	4337	2,877	2,877	2,877	8.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6334	100%	0	387	155	155	156	0.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6335	60%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6342	80%	0	600	240	192	192	0.63%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6343	100%	0	2216	886	886	888	2.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6344	100%	631	1736	1,073	1,073	1,073	3.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6345	100%	0	1532	613	613	613	2.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6346	95%	0	695	278	284	284	0.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6351	95%	815	4082	2,002	1,902	1,902	6.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6352	100%	2016	3080	2,442	2,442	2,442	8.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6363	45%	759	730	747	338	336	1.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6364	50%	1025	1280	1,127	564	564	1.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6381	70%	3454	5850	4,412	3,088	3,088	10.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6382	100%	770	1298	981	981	981	3.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6391	100%	2565	5511	3,743	3,743	3,743	12.28%	40%	4.81%	1,497	10%	1.23%	374	0%	0.00%	0
6392	100%	3643	3472	3,575	3,575	3,676	11.73%	0%	0.00%	0	0%	0.00%	0	10%	1.17%	358
6393	100%	574	1035	758	758	758	2.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6394	100%	399	852	500	500	500	1.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6395	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6396	100%	0	3	1	1	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6397	100%	24	889	370	370	370	1.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
							100.00%							374		
								1,497						368		
								4.81%						1.23%	1.17%	

Trip Distribution Table

Paradise@Unser Comm. Dev. (SW corner of Paradise/Unser)

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

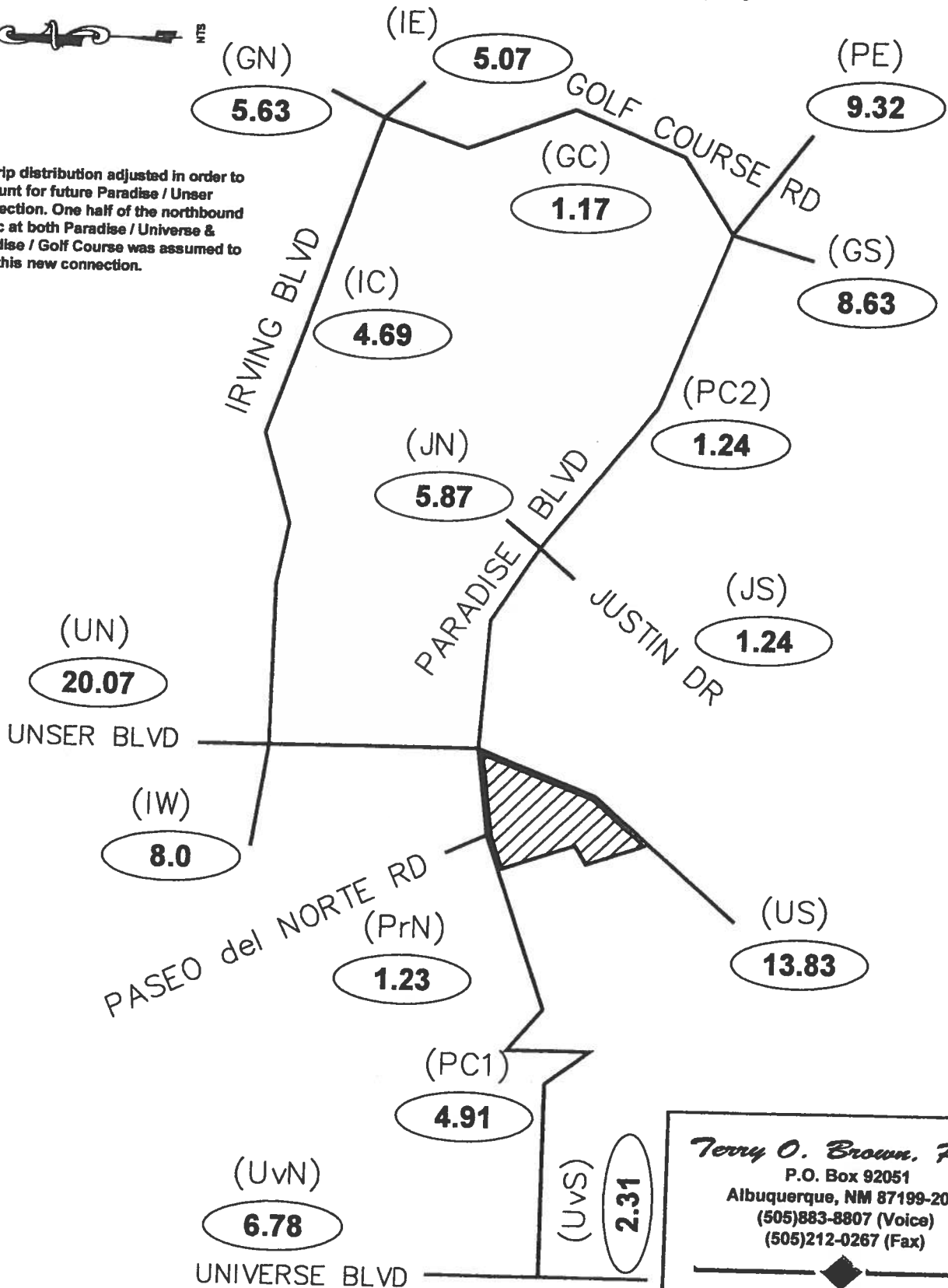
2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 Socioeconomic
2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year 2010	Population In Study	Population / Distance	Percent Population	(IC)			(JN)		
								% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map													
1523	45%	9	235	99	45	45	0.15%	0%	0.00%	0	0%	0.00%	0
1533	95%	0	192	77	73	73	0.24%	0%	0.00%	0	0%	0.00%	0
1543	40%	0	47	19	8	8	0.03%	0%	0.00%	0	0%	0.00%	0
6221	60%	2719	2624	2,681	1,609	1,609	6.28%	0%	0.00%	0	0%	0.00%	0
6222	50%	3377	3107	3,269	1,635	1,635	6.37%	0%	0.00%	0	0%	0.00%	0
6223	100%	924	884	900	900	900	2.96%	0%	0.00%	0	0%	0.00%	0
6226	55%	1728	1629	1,688	928	928	3.06%	0%	0.00%	0	0%	0.00%	0
6228	10%	1561	1597	1,575	158	158	0.52%	0%	0.00%	0	0%	0.00%	0
6312	85%	1	1053	422	359	359	1.18%	0%	0.00%	0	0%	0.00%	0
6313	60%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6332	40%	575	3124	1,595	838	838	2.09%	0%	0.00%	0	0%	0.00%	0
6333	100%	1571	4337	2,677	2,677	2,677	8.78%	0%	0.00%	0	0%	0.00%	0
6334	100%	0	387	155	155	155	0.51%	0%	0.00%	0	0%	0.00%	0
6335	80%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6342	80%	0	800	240	192	192	0.63%	0%	0.00%	0	0%	0.00%	0
6343	100%	0	2216	888	888	888	2.91%	0%	0.00%	0	0%	0.00%	0
6344	100%	631	1736	1,073	1,073	1,073	3.62%	0%	0.00%	0	0%	0.00%	0
6345	100%	0	1532	813	813	813	2.01%	0%	0.00%	0	0%	0.00%	0
6346	95%	0	895	278	284	284	0.87%	0%	0.00%	0	0%	0.00%	0
6351	95%	615	4082	2,002	1,902	1,902	6.24%	0%	0.00%	0	0%	0.00%	0
6352	100%	2018	3080	2,442	2,442	2,442	8.01%	0%	0.00%	0	0%	0.00%	0
6363	45%	759	730	747	338	338	1.10%	0%	0.00%	0	0%	0.00%	0
6364	50%	1025	1280	1,127	584	584	1.86%	0%	0.00%	0	0%	0.00%	0
6381	70%	3454	6850	4,412	3,088	3,088	10.13%	0%	0.00%	0	0%	0.00%	0
6392	100%	770	1298	981	981	981	3.22%	0%	0.00%	0	0%	0.00%	0
6391	100%	2585	5511	3,743	3,743	3,743	12.28%	0%	0.00%	0	0%	0.00%	0
6392	100%	3843	3472	3,575	3,575	3,575	11.73%	40%	0.00%	1,430	50%	5.87%	1,788
6393	100%	574	1035	758	758	758	2.48%	0%	0.00%	0	0%	0.00%	0
6394	100%	399	652	500	500	500	1.64%	0%	0.00%	0	0%	0.00%	0
6395	100%	0	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
6396	100%	0	3	1	1	1	0.00%	0%	0.00%	0	0%	0.00%	0
6397	100%	24	889	370	370	370	1.21%	0%	0.00%	0	0%	0.00%	0
							100.00%	0%	0.00%	1,430	0%	0.00%	0
										4.69%			1,788
										5.87%			5,87%

Paradise@Unser Comm. Dev.

(SW corner Paradise / Unser) Trip Distribution Map (%)

NOTE: Trip distribution adjusted in order to account for future Paradise / Unser connection. One half of the northbound traffic at both Paradise / Universe & Paradise / Golf Course was assumed to use this new connection.



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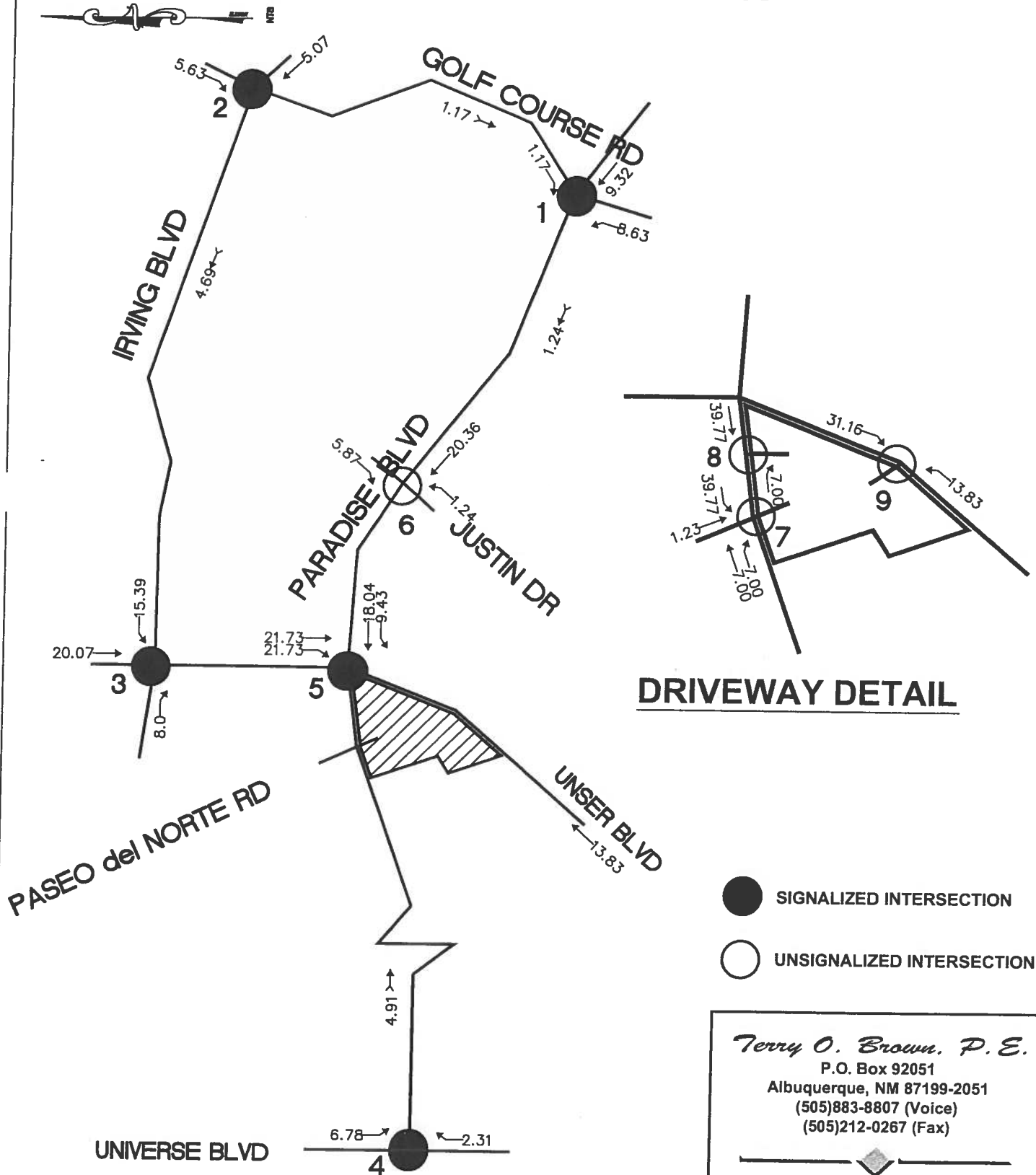
Case Y – with Unser Blvd driveway

Paradise@Unser Comm. Dev.

(SW corner Paradise / Unser)

Trip Assignments (% Entering)

Case Y - w/Unser Access



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Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2010) - 100% Development

Case Y - with Unser access

INTERSECTION: Summary

Paradise Blvd / Unser Blvd

(5) 3.0% Truck Existing (2006) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	0.91			0.78			0.85			0.90			PHF
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	201	628	0	0	372	199	0	0	0	350	0	184	
	201	296	200	200	231	199	71	600	40	179	417	313	
	439	446	200	255	336	199	71	600	40	179	543	439	

Existing (2006) 2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.)	0.94			0.96			0.85			0.94			PHF
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	222	411	0	0	626	283	0	0	0	299	0	197	
	222	163	150	150	382	303	144	1,050	66	154	360	339	
	589	395	150	230	535	303	144	1,050	66	154	544	523	

Paradise Blvd / Justin Dr

(6) 3.0% Truck Existing (2006) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	0.95			0.91			0.76			0.75			PHF
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	7	953	8	23	550	4	20	0	68	15	0	14	
	10	968	11	24	429	4	22	0	76	17	0	16	
	42	1,079	18	24	547	4	29	0	76	17	0	50	

Existing (2006) 2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.)	0.83			0.96			0.77			0.86			PHF
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	11	739	22	85	935	21	10	1	38	18	0	6	
	15	760	30	88	681	22	11	1	43	20	0	7	
	65	932	40	88	853	22	21	1	43	20	0	57	

Paradise Blvd / PdN Rd / Drive 'A'

(7) 3.0% Truck Existing (2006) 2010 (NO BUILD - A.M.) 2010 (BUILD - A.M.)	0.89			0.78			0.85			0.89			PHF
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	13	793	0	0	523	26	0	0	0	39	0	29	
	15	556	0	0	445	29	0	0	0	44	0	32	
	15	597	41	231	445	29	77	7	194	44	7	32	

Existing (2006) 2010 (NO BUILD - P.M.) 2010 (BUILD - P.M.)	0.93			0.96			0.85			0.75			PHF
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	17	615	0	0	871	49	0	0	0	20	0	50	
	19	441	0	0	688	55	0	0	0	22	0	56	
	19	500	59	336	688	55	118	10	300	22	10	56	

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2010) - 100% Development

Case Y - with Unser access

INTERSECTION: Summary

Paradise Blvd / Driveway 'B'

0.78			0.78			0.85			0.85			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	832	0	0	549	0	0	0	0	0	0	0	0
0	600	0	0	474	0	0	0	0	0	0	0	0
0	600	41	0	705	0	0	0	194	0	0	0	0

0.96			0.96			0.85			0.85			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	635	0	0	920	0	0	0	0	0	0	0	0
0	463	0	0	742	0	0	0	0	0	0	0	0
0	463	59	0	1,078	0	0	0	300	0	0	0	0

Driveway 'C' / Unser Blvd

0.85			0.85			0.85			0.85			PHF
Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	711	0	0	817	0	0
0	0	76	0	0	0	80	711	0	0	817	181	0

0.85			0.85			0.85			0.85			PHF
Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1,260	0	0	660	0	0
0	0	117	0	0	0	117	1,260	0	0	660	264	0

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Unser Blvd

Case Y - with Unser access

(5)

INTERSECTION:

E-W Street: **Paradise Blvd**

N-S Street: **Unser Blvd**

Year of Existing Counts

2006

Implementation Year

2010

Growth Rates

Existing Volumes
Background Traffic Growth
Subtotal
Adjustment for PdN / Unser Connections
Subtotal (NO BUILD - A.M.)
Percent Commercial Trips Generated(Entering)
Percent Commercial Trips Generated(Exiting)
Total Trips Generated
Total AM Peak Hour BUILD Volumes

0.00%			0.00%			0.00%			17.55%		
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
201	628	0	0	372	199	0	0	0	350	0	184
0	0	0	0	0	0	0	0	0	246	0	129
201	628	0	0	372	199	0	0	0	596	0	313
0	-332	200	200	-141	0	71	600	40	-417	417	0
201	296	200	200	231	199	71	600	40	179	417	313
0.00%	0.00%	0.00%	9.43%	18.04%	0.00%	0.00%	0.00%	0.00%	0.00%	21.73%	21.73%
43.46%	27.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
238	150	0	55	105	0	0	0	0	0	126	126
439	446	200	255	336	199	71	600	40	179	543	439

Existing Volumes
Background Traffic Growth
Subtotal
Adjustment for PdN / Unser Connections
Subtotal (NO BUILD - P.M.)
Percent Commercial Trips Generated(Entering)
Percent Commercial Trips Generated(Exiting)
Total Trips Generated
Total PM Peak Hour BUILD Volumes

0.00%			1.75%			0.00%			18.00%		
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
222	411	0	0	626	283	0	0	0	299	0	197
0	0	0	0	44	20	0	0	0	215	0	142
222	411	0	0	670	303	0	0	0	514	0	339
0	-248	150	150	-288	0	144	1,050	66	-360	360	0
222	163	150	150	382	303	144	1,050	66	154	360	339
0.00%	0.00%	0.00%	9.43%	18.04%	0.00%	0.00%	0.00%	0.00%	0.00%	21.73%	21.73%
43.46%	27.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
367	232	0	80	153	0	0	0	0	0	184	184
589	395	150	230	535	303	144	1,050	66	154	544	523

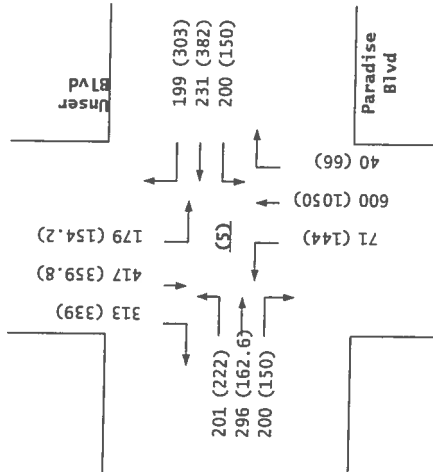
Number of Commercial Trips Generated

Entering	Exiting	A.M.	100% Commercial Development
581	547		
846	845	P.M.	

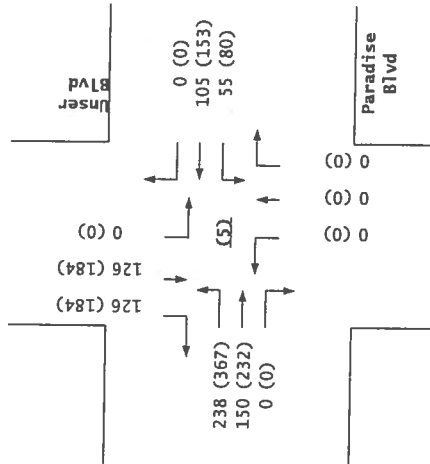
2006 AM Peak Hr. Volumes
2006 PM Peak Hr. Volumes

Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
201	628	0	0	372	199	0	0	0	350	0	184
222	411	0	0	626	283	0	0	0	299	0	197

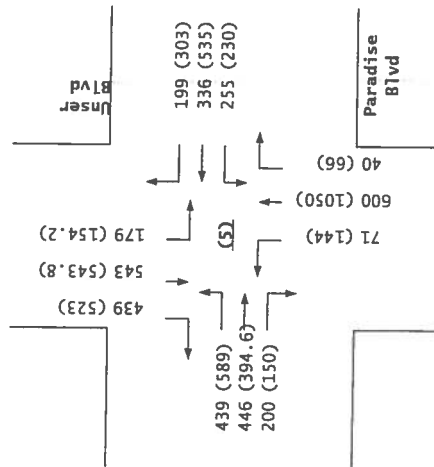
2010
NO BUILD



Trips



2010
BUILD



Paradise Blvd / Unser Blvd

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Justin Dr

Case Y - with Unser access

(6)

INTERSECTION:

E-W Street: **Paradise Blvd**

N-S Street: **Justin Dr**

Year of Existing Counts

2006

Implementation Year

2010

Growth Rates

	9.10%			0.90%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	953	8	23	550	4	20	0	68	15	0	14
Background Traffic Growth	3	347	3	1	20	0	2	0	8	2	0	2
Subtotal	10	1,300	11	24	570	4	22	0	76	17	0	16
Adjustment for PdN / Unser Connections	0	-332	0	0	-141	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	10	968	11	24	429	4	22	0	76	17	0	16
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	20.36%	0.00%	1.24%	0.00%	0.00%	0.00%	0.00%	5.87%
Percent Commercial Trips Generated(Exiting)	5.87%	20.36%	1.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	32	111	7	0	118	0	7	0	0	0	0	34
Total AM Peak Hour BUILD Volumes	42	1,079	18	24	547	4	29	0	76	17	0	50

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	11	739	22	85	935	21	10	1	38	18	0	6
Background Traffic Growth	4	269	8	3	34	1	1	0	5	2	0	1
Subtotal	15	1,008	30	88	969	22	11	1	43	20	0	7
Adjustment for PdN / Unser Connections	0	-248	0	0	-288	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	15	760	30	88	681	22	11	1	43	20	0	7
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	20.36%	0.00%	1.24%	0.00%	0.00%	0.00%	0.00%	5.87%
Percent Commercial Trips Generated(Exiting)	5.87%	20.36%	1.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	50	172	10	0	172	0	10	0	0	0	0	50
Total PM Peak Hour BUILD Volumes	65	932	40	88	853	22	21	1	43	20	0	57

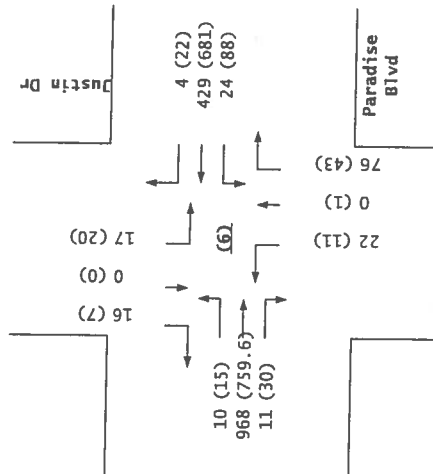
Number of Commercial Trips Generated

Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

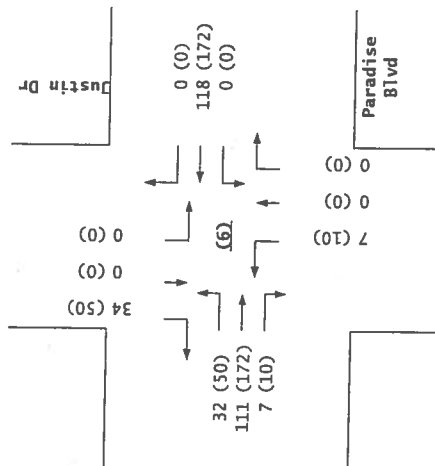
2006 AM Peak Hr. Volumes
2006 PM Peak Hr. Volumes

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	7	953	8	23	550	4	20	0	68	15	0	14
2006 PM Peak Hr. Volumes	11	739	22	85	935	21	10	1	38	18	0	6

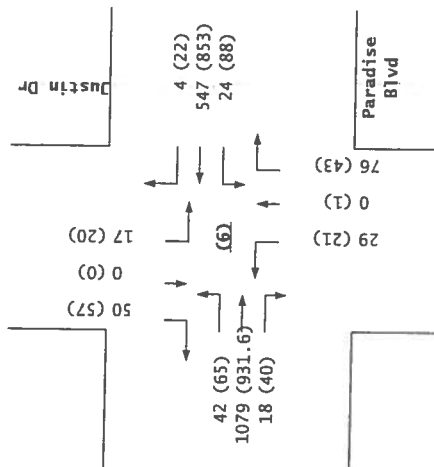
2010
NO BUILD



Trips



2010
BUILD



Paradise Blvd / Justin Dr

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / PdN Rd / Drive 'A'

Case Y - with Unser access

INTERSECTION:

E-W Street: **Paradise Blvd**
N-S Street: **PdN Rd / Drive 'A'**

(7)

Year of Existing Counts
Implementation Year

2006
2010

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	793	0	0	523	26	0	0	0	39	0	29
Background Traffic Growth	2	95	0	0	63	3	0	0	0	5	0	3
Subtotal	15	888	0	0	586	29	0	0	0	44	0	32
Adjustment for PdN / Unser Connections	0	-332	0	0	-141	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	15	556	0	0	445	29	0	0	0	44	0	32
Percent Commercial Trips Generated(Entering)	0.00%	7.00%	7.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.23%	35.46%	0.00%	0.00%	0.00%
Total Trips Generated	0	41	41	231	0	0	77	7	194	0	7	0
Total AM Peak Hour BUILD Volumes	15	597	41	231	445	29	77	7	194	44	7	32

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	615	0	0	871	49	0	0	0	20	0	50
Background Traffic Growth	2	74	0	0	105	6	0	0	0	2	0	6
Subtotal	19	689	0	0	976	55	0	0	0	22	0	56
Adjustment for PdN / Unser Connections	0	-248	0	0	-288	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	19	441	0	0	688	55	0	0	0	22	0	56
Percent Commercial Trips Generated(Entering)	0.00%	7.00%	7.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.23%	35.46%	0.00%	0.00%	0.00%
Total Trips Generated	0	59	59	336	0	0	118	10	300	0	10	0
Total PM Peak Hour BUILD Volumes	19	500	59	336	688	55	118	10	300	22	10	56

Number of Commercial Trips Generated

Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

2006 AM Peak Hr. Volumes
2006 PM Peak Hr. Volumes

Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
13	793	0	0	523	26	0	0	0	39	0	29
17	615	0	0	871	49	0	0	0	20	0	50

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Driveway 'B'

Case Y - with Unser access

(8)

INTERSECTION :

E-W Street: Paradise Blvd

N-S Street: Driveway 'B'

Year of Existing Counts

2006

Implementation Year

2010

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	832	0	0	549	0	0	0	0	0	0	0
Background Traffic Growth	0	100	0	0	66	0	0	0	0	0	0	0
Subtotal	0	932	0	0	615	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	-332	0	0	-141	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	600	0	0	474	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	7.00%	0.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.47%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	41	0	231	0	0	0	194	0	0	0
Total AM Peak Hour BUILD Volumes	0	600	41	0	705	0	0	0	194	0	0	0

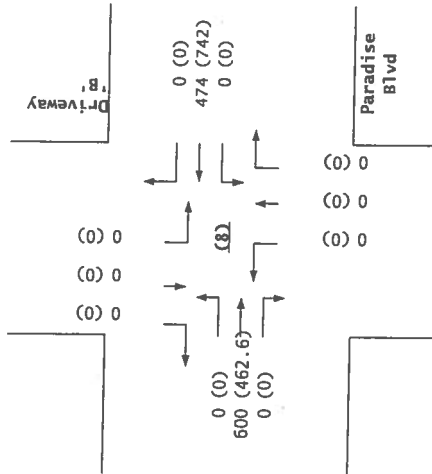
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	635	0	0	920	0	0	0	0	0	0	0
Background Traffic Growth	0	76	0	0	110	0	0	0	0	0	0	0
Subtotal	0	711	0	0	1,030	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	-248	0	0	-288	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	463	0	0	742	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	7.00%	0.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.47%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	59	0	336	0	0	0	300	0	0	0
Total PM Peak Hour BUILD Volumes	0	463	59	0	1,078	0	0	0	300	0	0	0

Number of Commercial Trips Generated

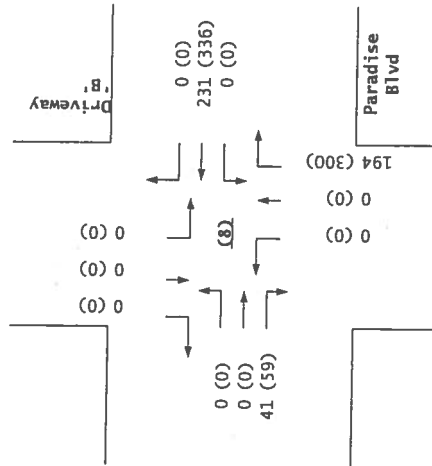
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	0	832	0	0	549	0	0	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	635	0	0	920	0	0	0	0	0	0	0

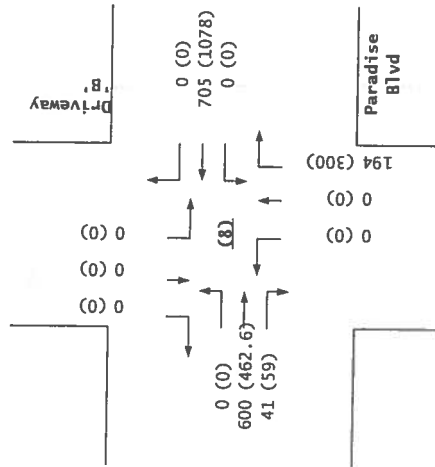
2010
NO BUILD



Trips



2010
BUILD



Paradise Blvd / Driveway 'B'

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Driveway 'C' / Unser Blvd

Case Y - with Unser access

(9)

INTERSECTION :

E-W Street: Driveway 'C'

N-S Street: Unser Blvd

Year of Existing Counts

2006

Implementation Year

2010

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			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
Adjustment for PdN / Unser Connections	0	0	0	0	0	0	0	711	0	0	817	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	711	0	0	817	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	31.16%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	76	0	0	0	80	0	0	0	0	181
Total AM Peak Hour BUILD Volumes	0	0	76	0	0	0	80	711	0	0	817	181

	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			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
Adjustment for PdN / Unser Connections	0	0	0	0	0	0	0	1,260	0	0	660	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,260	0	0	660	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	31.16%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	117	0	0	0	117	0	0	0	0	264
Total PM Peak Hour BUILD Volumes	0	0	117	0	0	0	117	1,260	0	0	660	264

Number of Commercial Trips Generated

Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

2006 AM Peak Hr. Volumes
2006 PM Peak Hr. Volumes

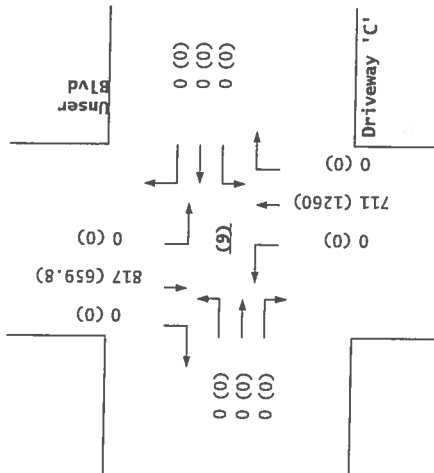
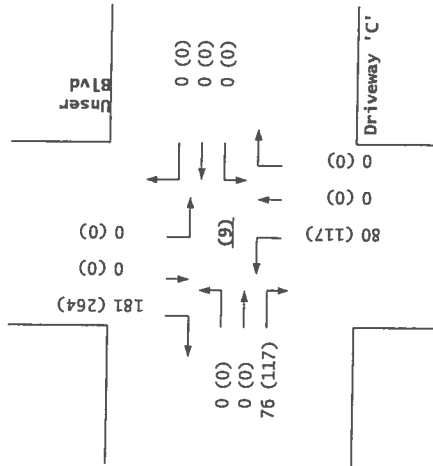
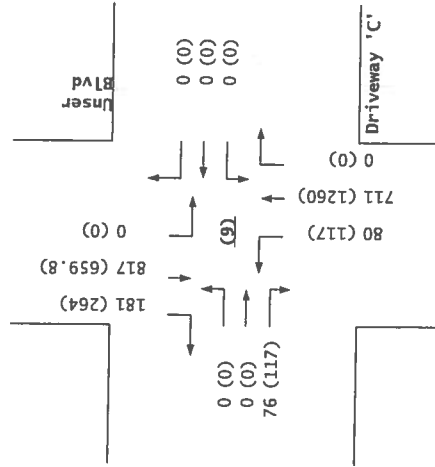
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

Driveway 'C' / Unser Blvd

2010
BUILD

Trips

2010
NO BUILD



Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2025) - 100% Development

Case Y - with Unser access

INTERSECTION: Summary

Paradise Blvd / Unser Blvd

0.91			0.78			0.85			0.90			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
201	628	0	0	372	199	0	0	0	350	0	184	
251	401	100	50	254	273	128	600	40	320	748	561	
489	551	100	105	359	273	128	600	40	320	874	687	

0.94			0.96			0.85			0.94			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
222	411	0	0	626	283	0	0	0	299	0	197	
338	352	100	50	215	312	238	1,050	66	256	597	562	
705	584	100	130	368	312	238	1,050	66	256	781	746	

Paradise Blvd / Justin Dr

0.95			0.91			0.76			0.75			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	953	8	23	550	4	20	0	68	15	0	14	
19	2,219	22	27	388	5	31	0	107	24	0	22	
51	2,330	29	27	506	5	38	0	107	24	0	56	

0.83			0.96			0.77			0.86			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	739	22	85	935	21	10	1	38	18	0	6	
30	1,742	60	100	620	25	16	2	60	28	0	9	
80	1,914	70	100	792	25	26	2	60	28	0	59	

Paradise Blvd / PdN Rd / Drive 'A'

0.89			0.78			0.85			0.89			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	793	0	0	523	26	0	0	0	39	0	29	
20	863	0	0	565	41	0	0	0	61	0	46	
20	904	41	231	565	41	77	7	194	61	7	46	

0.93			0.96			0.85			0.75			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	615	0	0	871	49	0	0	0	20	0	50	
27	691	0	0	892	77	0	0	0	31	0	79	
27	750	59	336	892	77	118	10	300	31	10	79	

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2025) - 100% Development

Case Y - with Unser access

INTERSECTION: Summary

Paradise Blvd / Driveway 'B'

(8)

3.0% Truck
 Existing (2006)
 2025 (NO BUILD - A.M.)
 2025 (BUILD - A.M.)

0.78			0.78			0.85			0.85			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	832	0	0	549	0	0	0	0	0	0	0	0
0	924	0	0	606	0	0	0	0	0	0	0	0
0	924	41	0	837	0	0	0	194	0	0	0	0

Existing (2006)
 2025 (NO BUILD - P.M.)
 2025 (BUILD - P.M.)

0.96			0.96			0.85			0.85			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	635	0	0	920	0	0	0	0	0	0	0	0
0	722	0	0	969	0	0	0	0	0	0	0	0
0	722	59	0	1,305	0	0	0	300	0	0	0	0

Driveway 'C' / Unser Blvd

(9)

3.0% Truck
 Existing (2006)
 2025 (NO BUILD - A.M.)
 2025 (BUILD - A.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	768	0	0	898	0	0
0	0	76	0	0	0	80	768	0	0	898	181	0

Existing (2006)
 2025 (NO BUILD - P.M.)
 2025 (BUILD - P.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1,354	0	0	747	0	0
0	0	117	0	0	0	117	1,354	0	0	747	264	0

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Unser Blvd

INTERSECTION :

E-W Street: **Paradise Blvd**

(5)

N-S Street: **Unser Blvd**

Year of Existing Counts

2006

Horizon Year

2025

Growth Rates

	1.30%			1.95%			3.00%			10.79%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	201	628	0	0	372	199	0	0	0	350	0	184
Background Traffic Growth	50	155	0	0	138	74	0	0	0	718	0	377
Subtotal	251	783	0	0	510	273	0	0	0	1,068	0	561
Adjustment for PdN / Unser Connections	0	-383	100	50	-256	0	128	600	40	-748	748	0
Subtotal (NO BUILD - A.M.)	251	401	100	50	254	273	128	600	40	320	748	561
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	9.43%	18.04%	0.00%	0.00%	0.00%	0.00%	0.00%	21.73%	21.73%
Percent Commercial Trips Generated(Exiting)	43.46%	27.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	238	150	0	55	105	0	0	0	0	0	126	126
Total AM Peak Hour BUILD Volumes	489	551	100	105	359	273	128	600	40	320	874	687

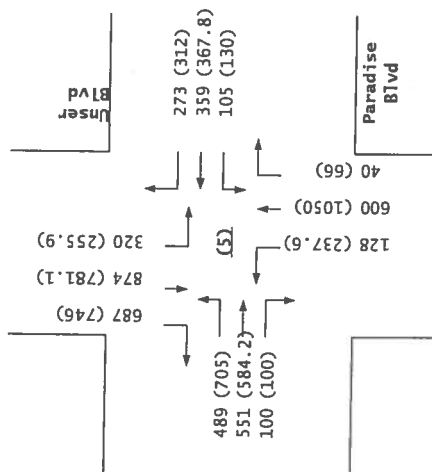
	2.76%			0.54%			3.00%			9.75%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	222	411	0	0	626	283	0	0	0	299	0	197
Background Traffic Growth	116	216	0	0	64	29	0	0	0	554	0	365
Subtotal	338	627	0	0	690	312	0	0	0	853	0	562
Adjustment for PdN / Unser Connections	0	-275	100	50	-475	0	238	1,050	66	-597	597	0
Subtotal (NO BUILD - P.M.)	338	352	100	50	215	312	238	1,050	66	256	597	562
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	9.43%	18.04%	0.00%	0.00%	0.00%	0.00%	0.00%	21.73%	21.73%
Percent Commercial Trips Generated(Exiting)	43.46%	27.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	367	232	0	80	153	0	0	0	0	0	184	184
Total PM Peak Hour BUILD Volumes	705	584	100	130	368	312	238	1,050	66	256	781	746

Number of Commercial Trips Generated

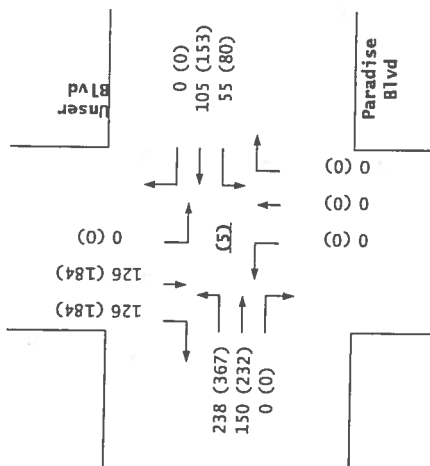
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	201	628	0	0	372	199	0	0	0	350	0	184
2006 PM Peak Hr. Volumes	222	411	0	0	626	283	0	0	0	299	0	197

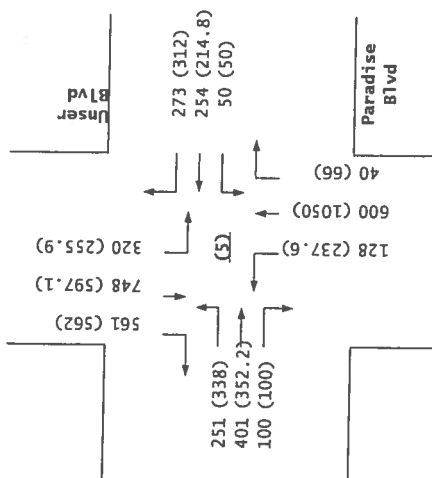
2025
BUILD



Trips



2025
NO BUILD



Paradise Blvd / Unser Blvd

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)
 Projected Turning Movements Worksheet
Paradise Blvd / Justin Dr

INTERSECTION:E-W Street: **Paradise Blvd** (6)N-S Street: **Justin Dr**

Year of Existing Counts 2006

Horizon Year 2025

Growth Rates

	9.10%			0.90%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	953	8	23	550	4	20	0	68	15	0	14
Background Traffic Growth	12	1,648	14	4	94	1	11	0	39	9	0	8
Subtotal	19	2,601	22	27	644	5	31	0	107	24	0	22
Adjustment for PdN / Unser Connections	0	-383	0	0	-256	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	19	2,219	22	27	388	5	31	0	107	24	0	22
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	20.36%	0.00%	1.24%	0.00%	0.00%	0.00%	0.00%	5.87%
Percent Commercial Trips Generated(Exiting)	5.87%	20.36%	1.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	32	111	7	0	118	0	7	0	0	0	0	34
Total AM Peak Hour BUILD Volumes	51	2,330	29	27	506	5	38	0	107	24	0	56

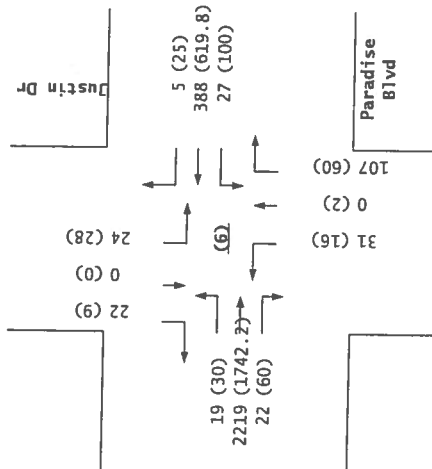
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	11	739	22	85	935	21	10	1	38	18	0	6
Background Traffic Growth	19	1,278	38	15	160	4	6	1	22	10	0	3
Subtotal	30	2,017	60	100	1,095	25	16	2	60	28	0	9
Adjustment for PdN / Unser Connections	0	-275	0	0	-475	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	30	1,742	60	100	620	25	16	2	60	28	0	9
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	20.36%	0.00%	1.24%	0.00%	0.00%	0.00%	0.00%	5.87%
Percent Commercial Trips Generated(Exiting)	5.87%	20.36%	1.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	50	172	10	0	172	0	10	0	0	0	0	50
Total PM Peak Hour BUILD Volumes	80	1,914	70	100	792	25	26	2	60	28	0	59

Number of Commercial Trips Generated

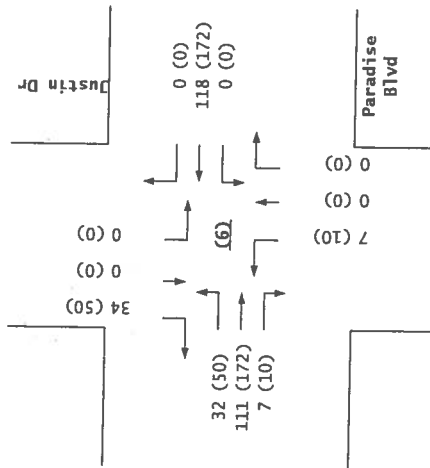
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	7	953	8	23	550	4	20	0	68	15	0	14
2006 PM Peak Hr. Volumes	11	739	22	85	935	21	10	1	38	18	0	6

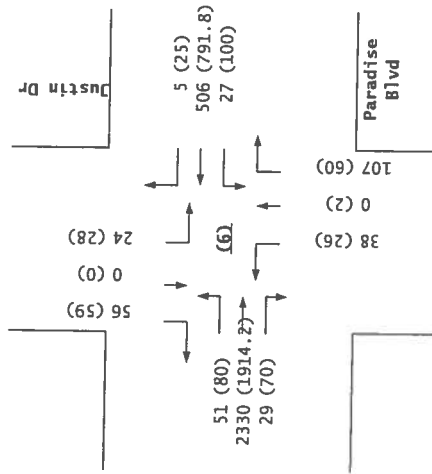
2025
NO BUILD



Trips



2025
BUILD



Paradise Blvd / Justin Dr

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)
Projected Turning Movements Worksheet
Paradise Blvd / PdN Rd / Drive 'A'

INTERSECTION:

E-W Street: **Paradise Blvd**
 N-S Street: **PdN Rd / Drive 'A'**

(7)

Year of Existing Counts
 Horizon Year

2006
 2025

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	793	0	0	523	26	0	0	0	39	0	29
Background Traffic Growth	7	452	0	0	298	15	0	0	0	22	0	17
Subtotal	20	1,245	0	0	821	41	0	0	0	61	0	46
Adjustment for PdN / Unser Connections	0	-383	0	0	-256	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	20	863	0	0	565	41	0	0	0	61	0	46
Percent Commercial Trips Generated(Entering)	0.00%	7.00%	7.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.23%	35.46%	0.00%	0.00%	0.00%
Total Trips Generated	0	41	41	231	0	0	77	7	194	0	7	0
Total AM Peak Hour BUILD Volumes	20	904	41	231	565	41	77	7	194	61	7	46

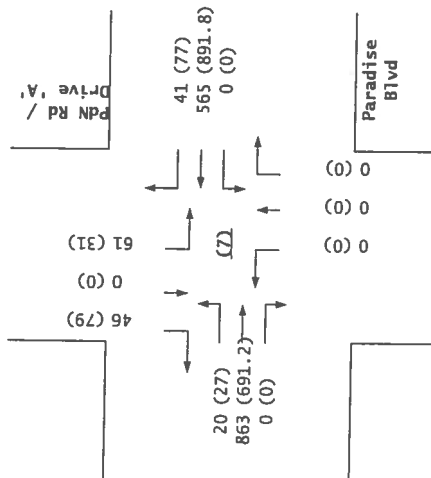
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	615	0	0	871	49	0	0	0	20	0	50
Background Traffic Growth	10	351	0	0	496	28	0	0	0	11	0	29
Subtotal	27	966	0	0	1,367	77	0	0	0	31	0	79
Adjustment for PdN / Unser Connections	0	-275	0	0	-475	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	27	691	0	0	892	77	0	0	0	31	0	79
Percent Commercial Trips Generated(Entering)	0.00%	7.00%	7.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.23%	35.46%	0.00%	0.00%	0.00%
Total Trips Generated	0	59	59	336	0	0	118	10	300	0	10	0
Total PM Peak Hour BUILD Volumes	27	750	59	336	892	77	118	10	300	31	10	79

Number of Commercial Trips Generated

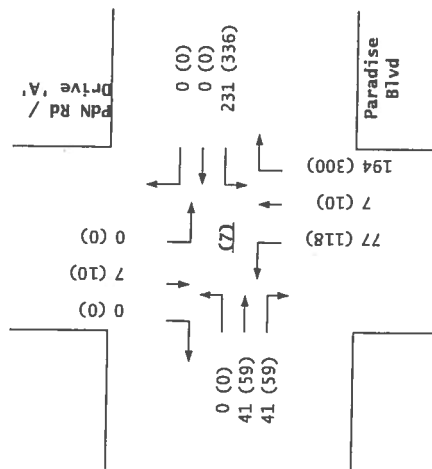
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	13	793	0	0	523	26	0	0	0	39	0	29
2006 PM Peak Hr. Volumes	17	615	0	0	871	49	0	0	0	20	0	50

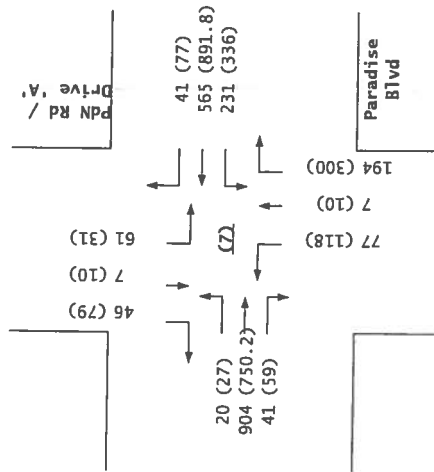
2025
NO BUILD



Trips



2025
BUILD



Paradise Blvd / Pdn Rd / Drive 'A'

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)
Projected Turning Movements Worksheet
Paradise Blvd / Driveway 'B'

INTERSECTION : E-W Street: **Paradise Blvd** (8)
 N-S Street: **Driveway 'B'**
 Year of Existing Counts: **2006**
 Horizon Year: **2025**
 Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	832	0	0	549	0	0	0	0	0	0	0
Background Traffic Growth	0	474	0	0	313	0	0	0	0	0	0	0
Subtotal	0	1,306	0	0	862	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	-383	0	0	-256	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	924	0	0	606	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	7.00%	0.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.47%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	41	0	231	0	0	0	194	0	0	0
Total AM Peak Hour BUILD Volumes	0	924	41	0	837	0	0	0	194	0	0	0

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	635	0	0	920	0	0	0	0	0	0	0
Background Traffic Growth	0	362	0	0	524	0	0	0	0	0	0	0
Subtotal	0	997	0	0	1,444	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	-275	0	0	-475	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	722	0	0	969	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	7.00%	0.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.47%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	59	0	336	0	0	0	300	0	0	0
Total PM Peak Hour BUILD Volumes	0	722	59	0	1,305	0	0	0	300	0	0	0

Number of Commercial Trips Generated

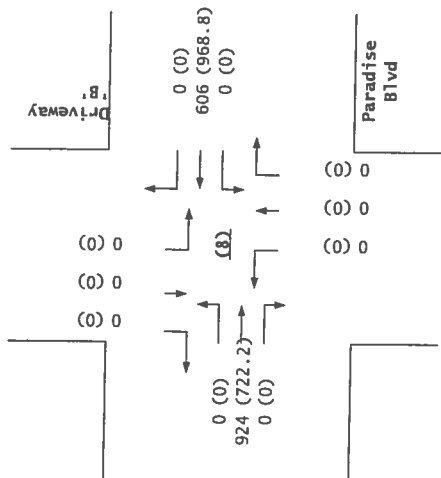
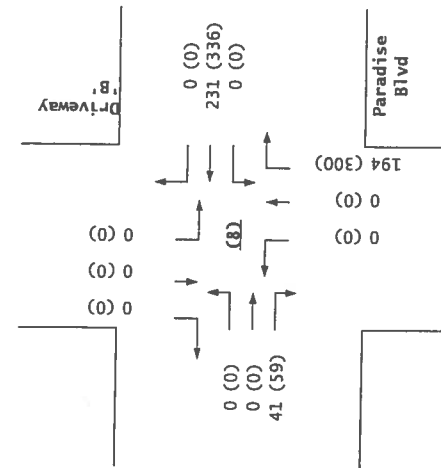
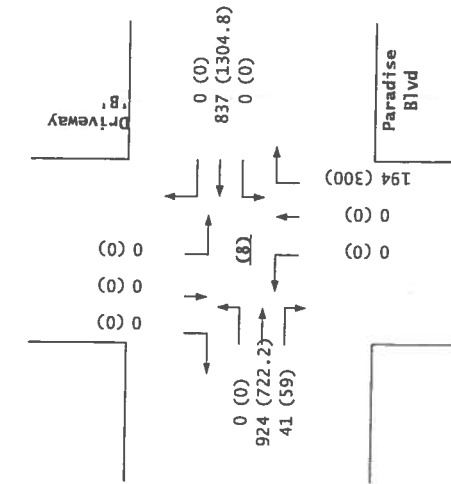
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	0	832	0	0	549	0	0	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	635	0	0	920	0	0	0	0	0	0	0

2025
BUILD

Trips

2025
NO BUILD



Paradise Blvd / Driveway 'B'

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)
 Projected Turning Movements Worksheet
Driveway 'C' / Unser Blvd

INTERSECTION: E-W Street: Driveway 'C' (9)
 N-S Street: Unser Blvd
 Year of Existing Counts: 2006
 Horizon Year: 2025
 Growth Rates:

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			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
Adjustment for PdN / Unser Connections	0	0	0	0	0	0	0	768	0	0	898	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	768	0	0	898	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	31.16%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	76	0	0	0	80	0	0	0	0	181
Total AM Peak Hour BUILD Volumes	0	0	76	0	0	0	80	768	0	0	898	181

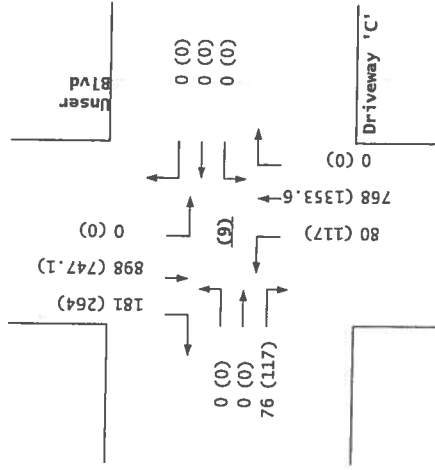
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	0	0	0	0	0	0	1,354	0	0	747	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	1,354	0	0	747	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	31.16%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	117	0	0	0	117	0	0	0	0	264
Total PM Peak Hour BUILD Volumes	0	0	117	0	0	0	117	1,354	0	0	747	264

Number of Commercial Trips Generated

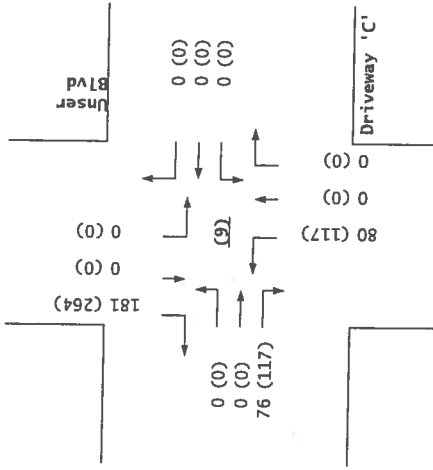
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

2025
BUILD

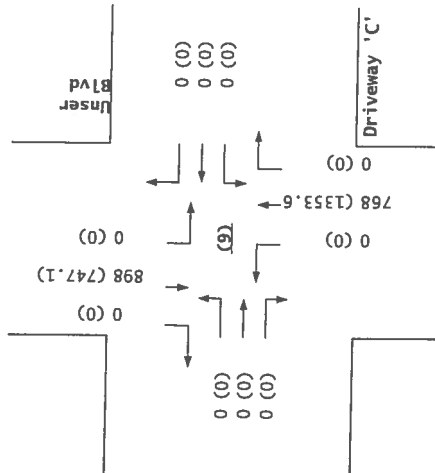


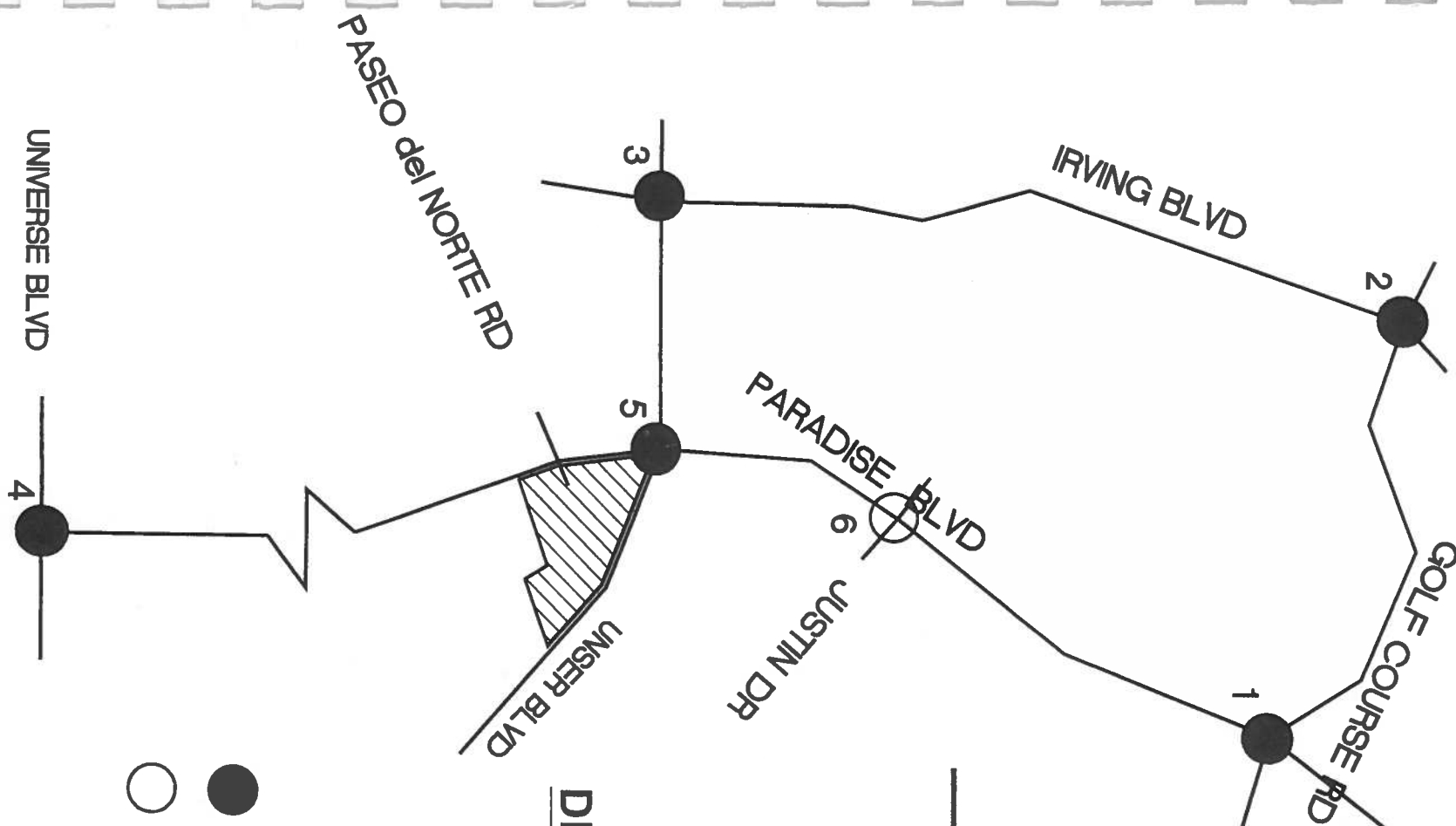
Trips



Driveway 'C' / Unser Blvd

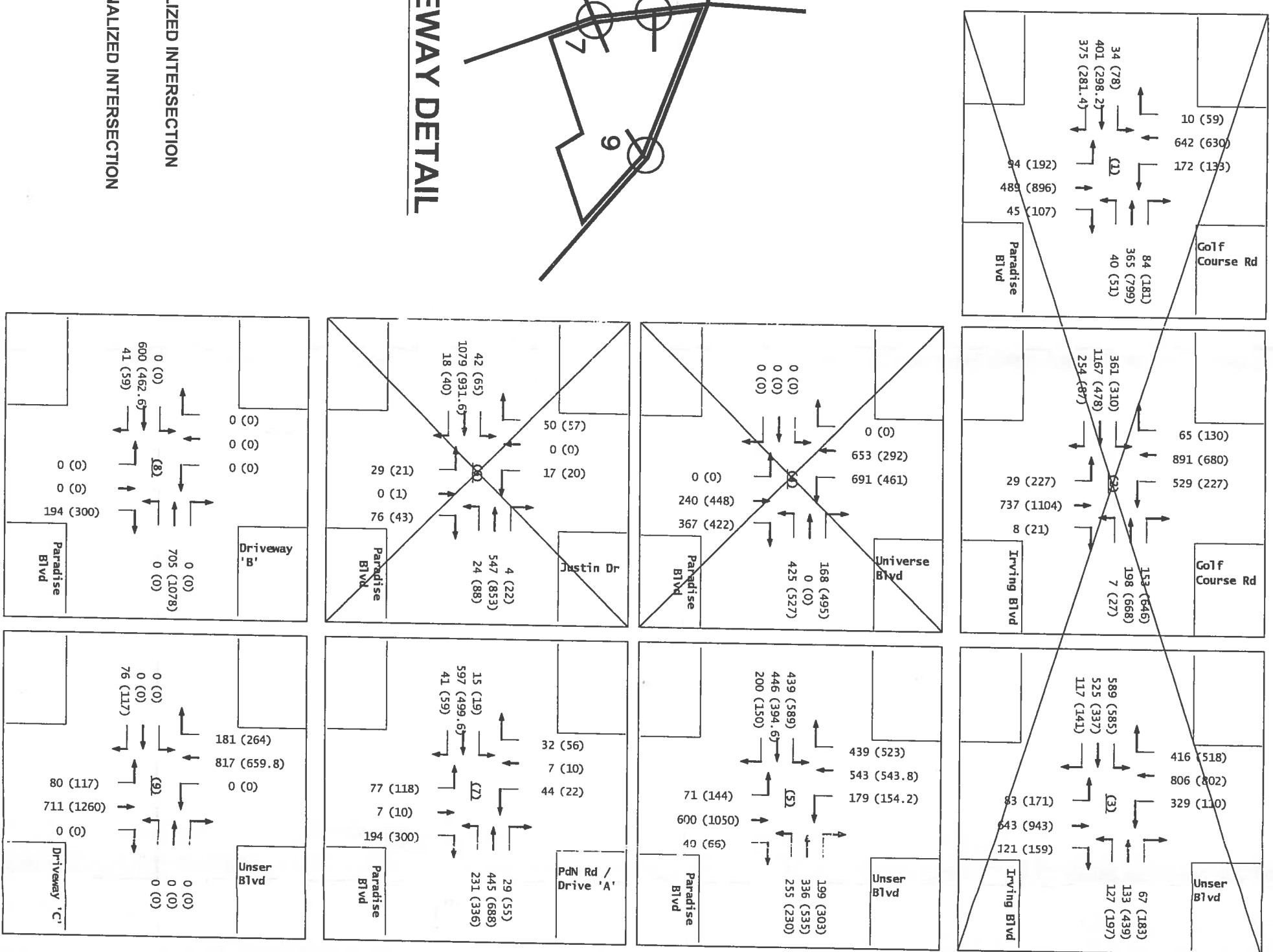
2025
NO BUILD





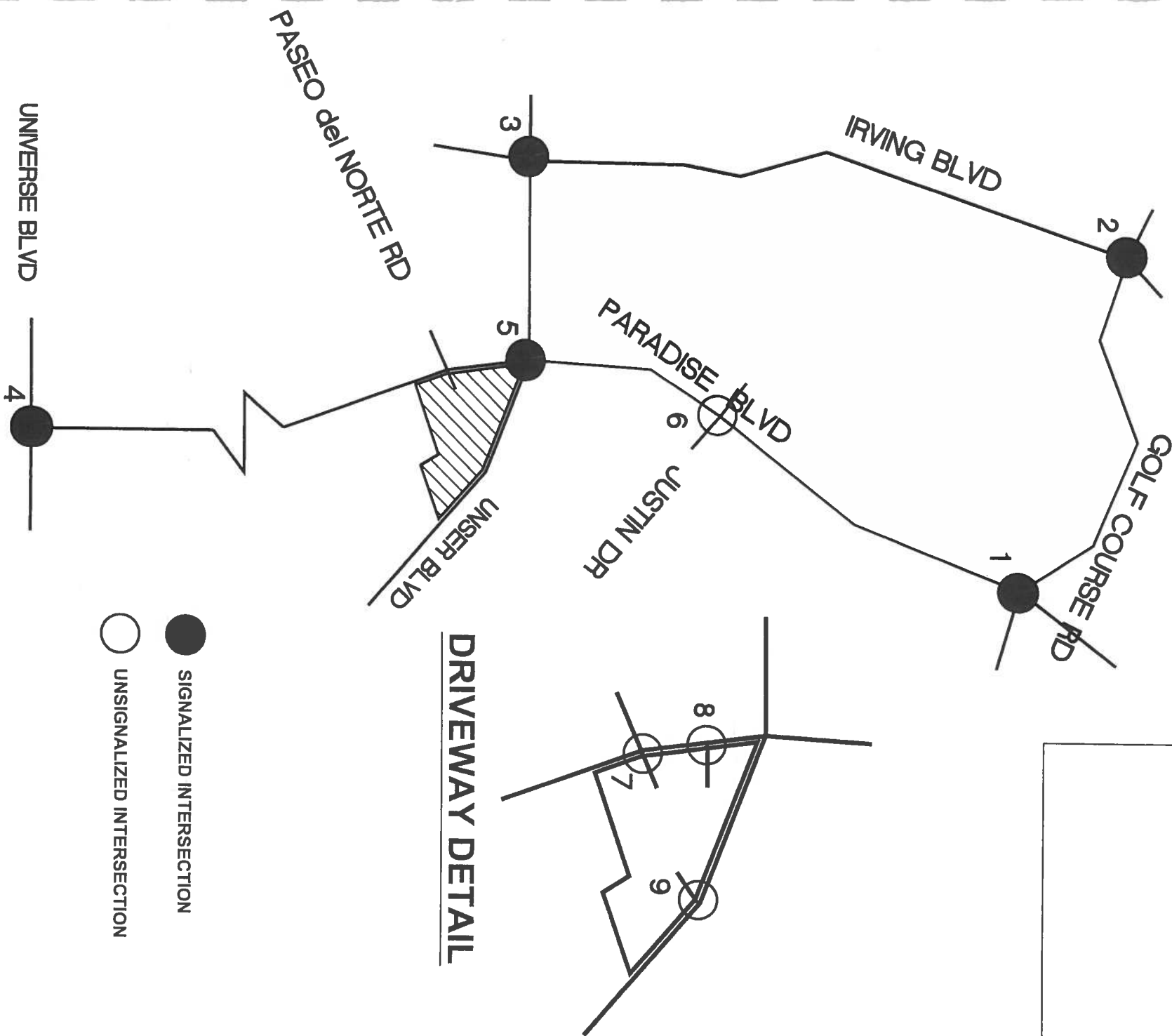
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

DRIVEWAY DETAIL

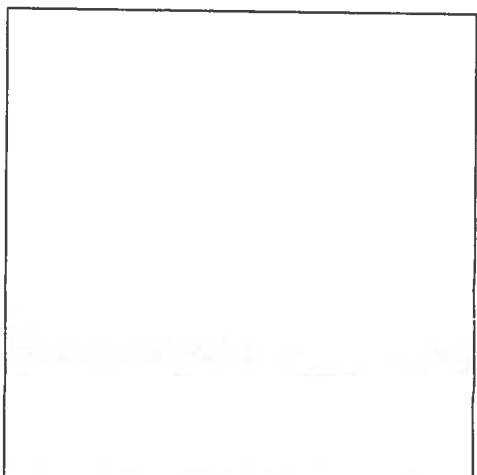
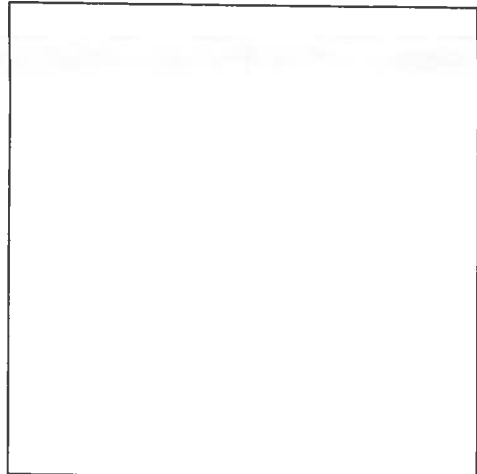
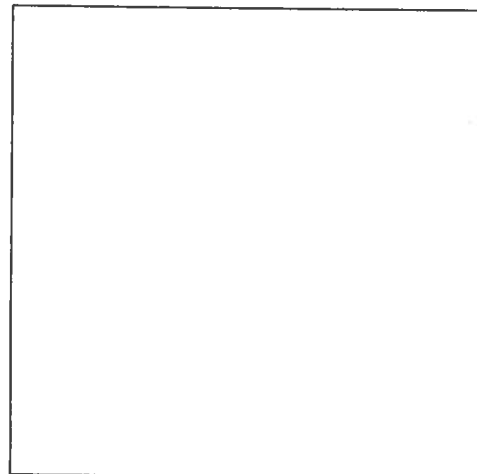
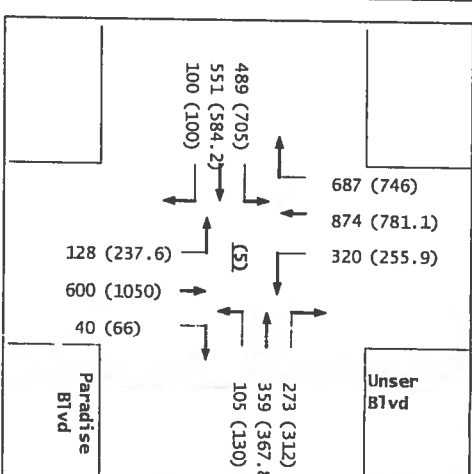
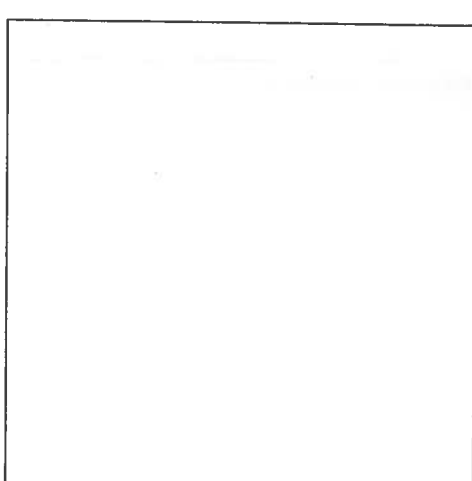
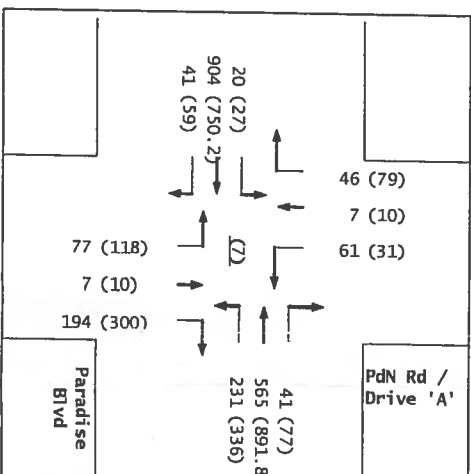
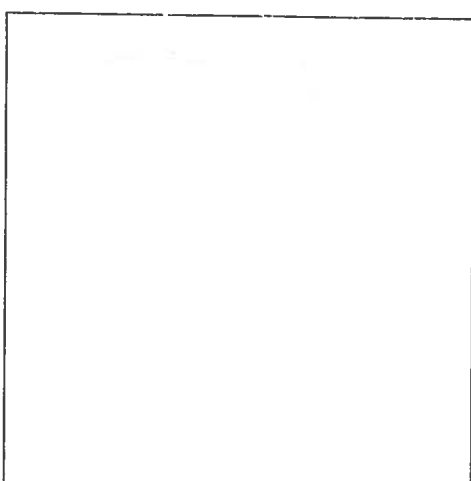
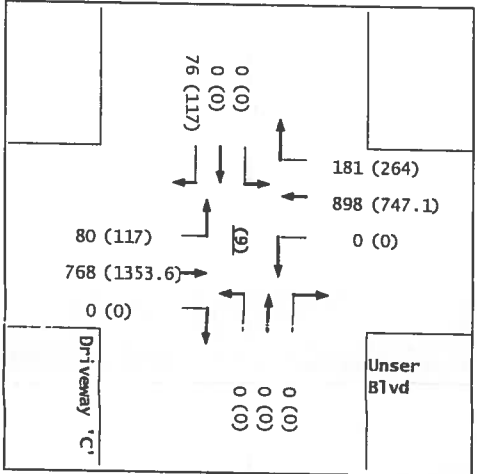
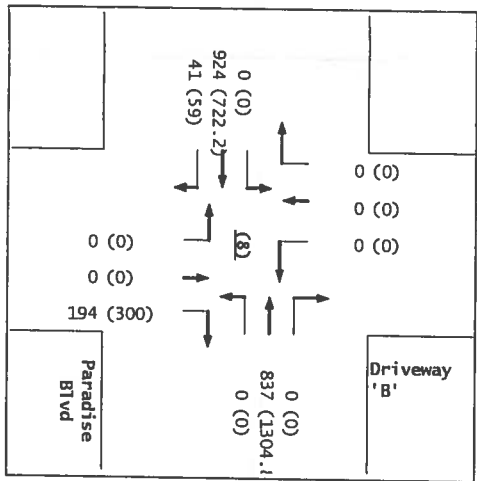


Paradise@Unser Comm. Dev.
(SW corner Paradise / Unser)
2010 BUILD Volumes - AM(PM)
Case Y - w/Unser Access

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



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION



Paradise@Unser Comm. Dev.
(SW corner Paradise / Unser)
2025 BUILD Volumes - AM(PM)
2025 Case Y - w/Unser access

Terry O. Brauer, P.E.
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(505)212-0267 (Fax)

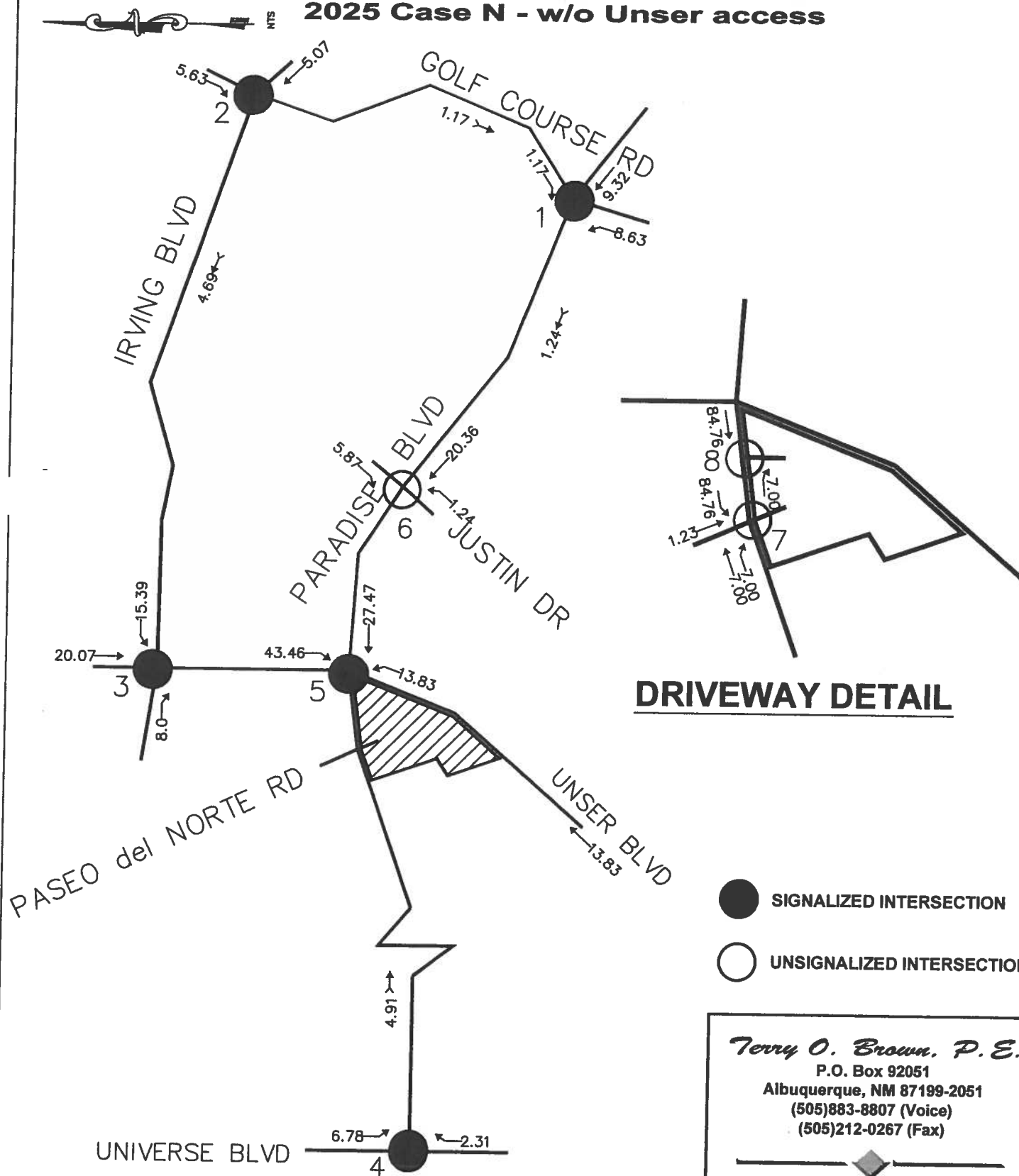
Case N – w/o Unser Blvd driveway

Paradise@Unser Comm. Dev.

(SW corner Paradise / Unser)

Trip Assignments (% Entering)

2025 Case N - w/o Unser access



Terry O. Brown, P.E.

P.O. Box 92051

Albuquerque, NM 87199-2051

(505)883-8807 (Voice)

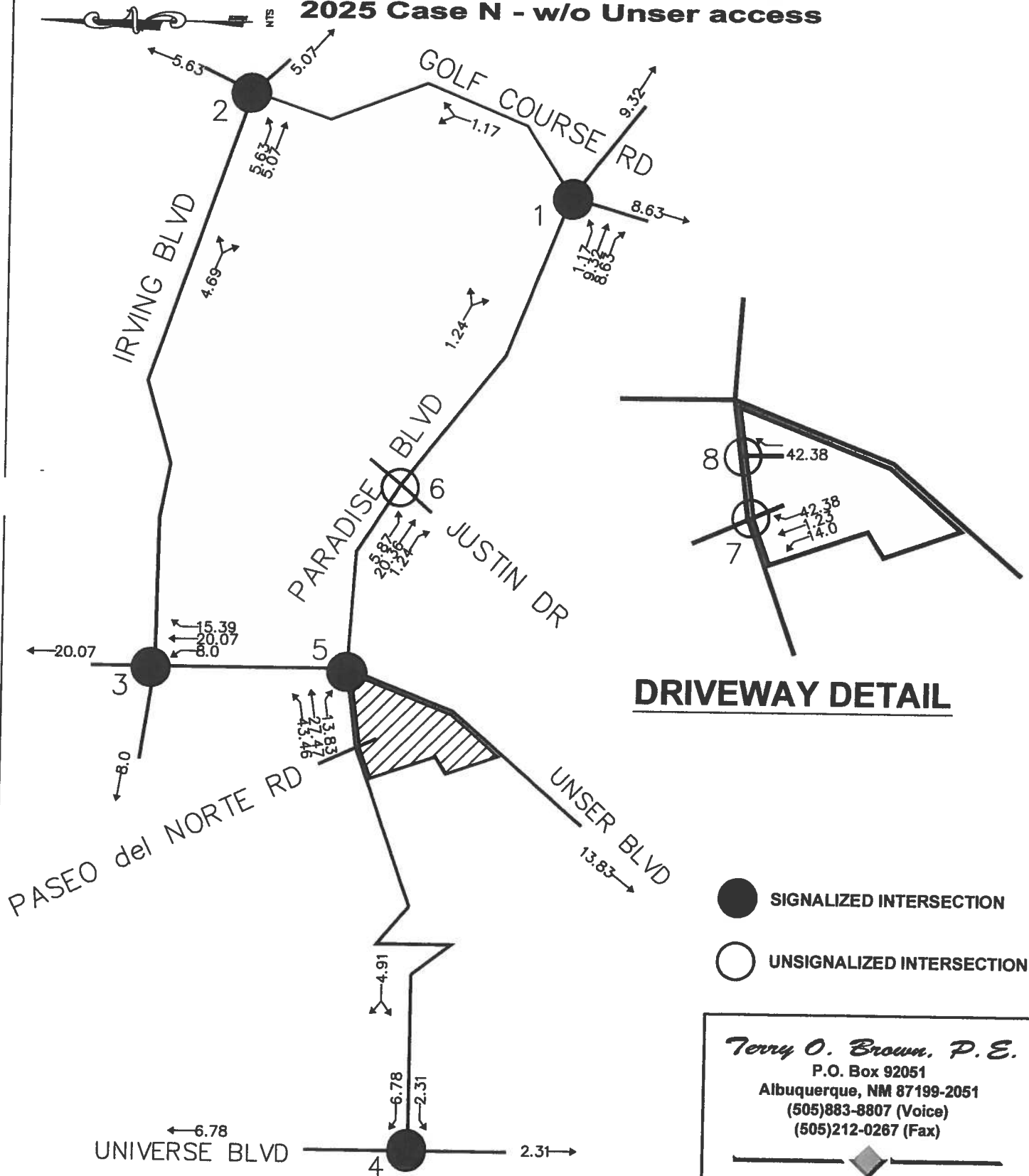
(505)212-0267 (Fax)

Paradise@Unser Comm. Dev.

(SW corner Paradise / Unser)

Trip Assignments (% Exiting)

2025 Case N - w/o Unser access



Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2010) - 100% Development

Case N - No Unser access

INTERSECTION: Summary

Paradise Blvd / Unser Blvd

(5)

3.0% Truck

Existing (2006)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.91			0.78			0.85			0.90			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
201	628	0	0	372	199	0	0	0	350	0	184	
201	296	200	200	231	199	71	600	40	179	417	313	
439	446	200	200	391	199	151	600	40	179	417	566	

Existing (2006)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.94			0.96			0.85			0.94			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
222	411	0	0	626	283	0	0	0	299	0	197	
222	163	150	150	382	303	144	1,050	66	154	360	339	
589	395	150	150	614	303	261	1,050	66	154	360	707	

Paradise Blvd / Justin Dr

(6)

3.0% Truck

Existing (2006)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.95			0.91			0.76			0.75			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	953	8	23	550	4	20	0	68	15	0	14	
10	968	11	24	429	4	22	0	76	17	0	16	
42	1,079	11	24	547	4	29	0	76	17	0	50	

Existing (2006)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.83			0.96			0.77			0.86			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	739	22	85	935	21	10	1	38	18	0	6	
15	760	30	88	681	22	11	1	43	31	0	10	
65	932	30	88	853	22	21	1	43	31	0	60	

Paradise Blvd / PdN Rd / Drive 'A'

(7)

3.0% Truck

Existing (2006)

2010 (NO BUILD - A.M.)

2010 (BUILD - A.M.)

0.89			0.78			0.85			0.89			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	793	0	0	523	26	0	0	0	39	0	29	
15	556	0	0	445	29	0	0	0	44	0	32	
15	597	41	492	445	29	77	7	232	44	7	32	

Existing (2006)

2010 (NO BUILD - P.M.)

2010 (BUILD - P.M.)

0.93			0.96			0.85			0.75			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	615	0	0	871	49	0	0	0	20	0	50	
19	441	0	0	688	55	0	0	0	34	0	86	
19	500	59	717	688	55	118	10	358	34	10	86	

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2010) - 100% Development

Case N - No Unser access

INTERSECTION: Summary

Paradise Blvd / Driveway 'B'

(8)

3.0% Truck
 Existing (2006)
 2010 (NO BUILD - A.M.)
 2010 (BUILD - A.M.)

0.78			0.78			0.85			0.85			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	832	0	0	549	0	0	0	0	0	0	0	0
0	600	0	0	474	0	0	0	0	0	0	0	0
0	600	41	0	966	0	0	0	232	0	0	0	0

Existing (2006)
 2010 (NO BUILD - P.M.)
 2010 (BUILD - P.M.)

0.96			0.96			0.85			0.85			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	635	0	0	920	0	0	0	0	0	0	0	0
0	463	0	0	742	0	0	0	0	0	0	0	0
0	463	59	0	1,459	0	0	0	358	0	0	0	0

Driveway 'C' / Unser Blvd

(9)

3.0% Truck
 Existing (2006)
 2010 (NO BUILD - A.M.)
 2010 (BUILD - A.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	200	200	0	0	0	711	0	-417	817	0	0
0	0	200	200	0	0	0	711	0	-417	817	0	0

Existing (2006)
 2010 (NO BUILD - P.M.)
 2010 (BUILD - P.M.)

0.85			0.85			0.85			0.85			PHF
Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	150	150	0	0	0	1,260	0	-360	660	0	0
0	0	150	150	0	0	0	1,260	0	-360	660	0	0

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Unser Blvd

Case N - No Unser access

(5)

INTERSECTION:

E-W Street: **Paradise Blvd**

N-S Street: **Unser Blvd**

Year of Existing Counts

2006

Implementation Year

2010

Growth Rates

	0.00%			0.00%			0.00%			17.55%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	201	628	0	0	372	199	0	0	0	350	0	184
Background Traffic Growth	0	0	0	0	0	0	0	0	0	246	0	129
Subtotal	201	628	0	0	372	199	0	0	0	596	0	313
Adjustment for PdN / Unser Connections	0	-332	200	200	-141	0	71	600	40	-417	417	0
Subtotal (NO BUILD - A.M.)	201	296	200	200	231	199	71	600	40	179	417	313
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	27.47%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	43.46%
Percent Commercial Trips Generated(Exiting)	43.46%	27.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	238	150	0	0	160	0	80	0	0	0	0	253
Total AM Peak Hour BUILD Volumes	439	446	200	200	391	199	151	600	40	179	417	566

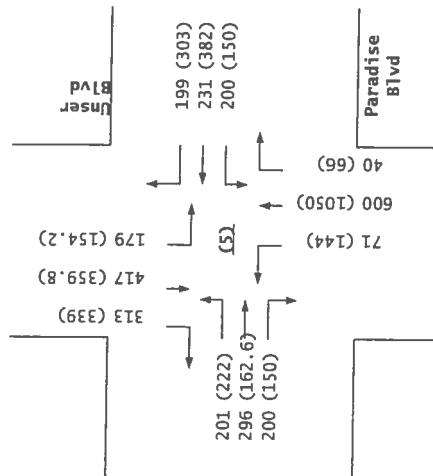
	0.00%			1.75%			0.00%			18.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	222	411	0	0	626	283	0	0	0	299	0	197
Background Traffic Growth	0	0	0	0	44	20	0	0	0	215	0	142
Subtotal	222	411	0	0	670	303	0	0	0	514	0	339
Adjustment for PdN / Unser Connections	0	-248	150	150	-288	0	144	1,050	66	-360	360	0
Subtotal (NO BUILD - P.M.)	222	163	150	150	382	303	144	1,050	66	154	360	339
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	27.47%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	43.46%
Percent Commercial Trips Generated(Exiting)	43.46%	27.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	367	232	0	0	232	0	117	0	0	0	0	368
Total PM Peak Hour BUILD Volumes	589	395	150	150	614	303	261	1,050	66	154	360	707

Number of Commercial Trips Generated

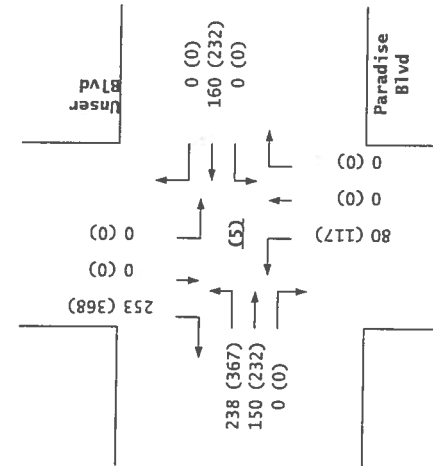
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	201	628	0	0	372	199	0	0	0	350	0	184
2006 PM Peak Hr. Volumes	222	411	0	0	626	283	0	0	0	299	0	197

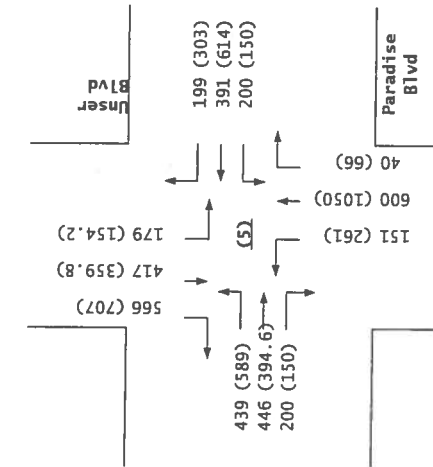
2010
NO BUILD



Trips



2010
BUILD



Paradise Blvd / Unser Blvd

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Justin Dr

Case N - No Unser access

(6)

INTERSECTION :

E-W Street: **Paradise Blvd**

N-S Street: **Justin Dr**

Year of Existing Counts

2006

Implementation Year

2010

Growth Rates

	9.10%			0.90%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	953	8	23	550	4	20	0	68	15	0	14
Background Traffic Growth	3	347	3	1	20	0	2	0	8	2	0	2
Subtotal	10	1,300	11	24	570	4	22	0	76	17	0	16
Adjustment for PdN / Unser Connections	0	-332	0	0	-141	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	10	968	11	24	429	4	22	0	76	17	0	16
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	20.36%	0.00%	1.24%	0.00%	0.00%	0.00%	0.00%	5.87%
Percent Commercial Trips Generated(Exiting)	5.87%	20.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	32	111	0	0	118	0	7	0	0	0	0	34
Total AM Peak Hour BUILD Volumes	42	1,079	11	24	547	4	29	0	76	17	0	50

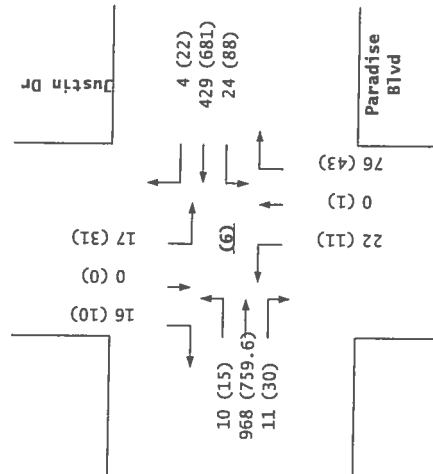
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	11	739	22	85	935	21	10	1	38	18	0	6
Background Traffic Growth	4	269	8	3	34	1	1	0	5	13	0	4
Subtotal	15	1,008	30	88	969	22	11	1	43	31	0	10
Adjustment for PdN / Unser Connections	0	-248	0	0	-288	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	15	760	30	88	681	22	11	1	43	31	0	10
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	20.36%	0.00%	1.24%	0.00%	0.00%	0.00%	0.00%	5.87%
Percent Commercial Trips Generated(Exiting)	5.87%	20.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	50	172	0	0	172	0	10	0	0	0	0	50
Total PM Peak Hour BUILD Volumes	65	932	30	88	853	22	21	1	43	31	0	60

Number of Commercial Trips Generated

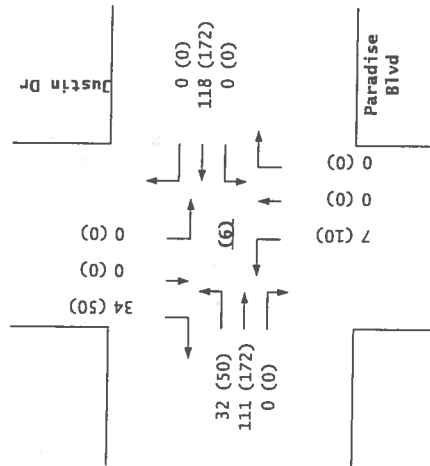
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	7	953	8	23	550	4	20	0	68	15	0	14
2006 PM Peak Hr. Volumes	11	739	22	85	935	21	10	1	38	18	0	6

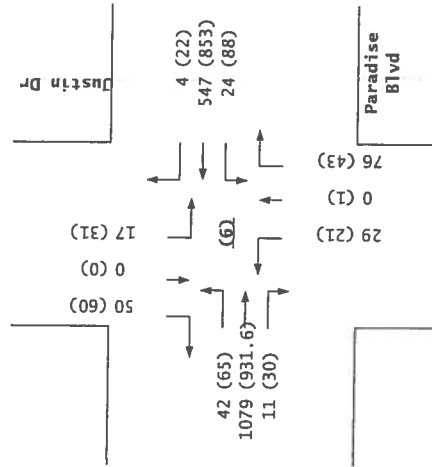
2010
NO BUILD



Trips



2010
BUILD



Paradise Blvd / Justin Dr

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / PdN Rd / Drive 'A'

Case N - No Unser access

INTERSECTION:

E-W Street: **Paradise Blvd**
N-S Street: **PdN Rd / Drive 'A'**

(7)

Year of Existing Counts
Implementation Year

2006
2010

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	793	0	0	523	26	0	0	0	39	0	29
Background Traffic Growth	2	95	0	0	63	3	0	0	0	5	0	3
Subtotal	15	888	0	0	586	29	0	0	0	44	0	32
Adjustment for PdN / Unser Connections	0	-332	0	0	-141	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	15	556	0	0	445	29	0	0	0	44	0	32
Percent Commercial Trips Generated(Entering)	0.00%	7.00%	7.00%	84.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.23%	42.38%	0.00%	0.00%	0.00%
Total Trips Generated	0	41	41	492	0	0	77	7	232	0	7	0
Total AM Peak Hour BUILD Volumes	15	597	41	492	445	29	77	7	232	44	7	32

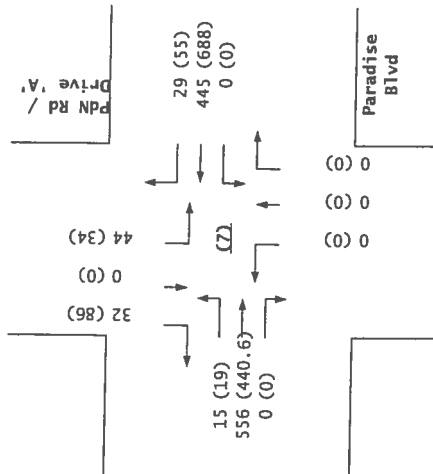
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	615	0	0	871	49	0	0	0	20	0	50
Background Traffic Growth	2	74	0	0	105	6	0	0	0	14	0	36
Subtotal	19	689	0	0	976	55	0	0	0	34	0	86
Adjustment for PdN / Unser Connections	0	-248	0	0	-288	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	19	441	0	0	688	55	0	0	0	34	0	86
Percent Commercial Trips Generated(Entering)	0.00%	7.00%	7.00%	84.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.23%	42.38%	0.00%	0.00%	0.00%
Total Trips Generated	0	59	59	717	0	0	118	10	358	0	10	0
Total PM Peak Hour BUILD Volumes	19	500	59	717	688	55	118	10	358	34	10	86

Number of Commercial Trips Generated

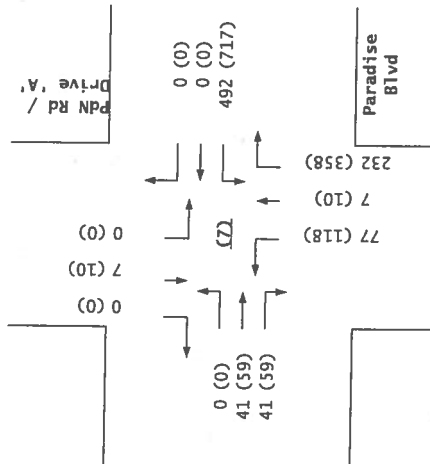
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	13	793	0	0	523	26	0	0	0	39	0	29
2006 PM Peak Hr. Volumes	17	615	0	0	871	49	0	0	0	20	0	50

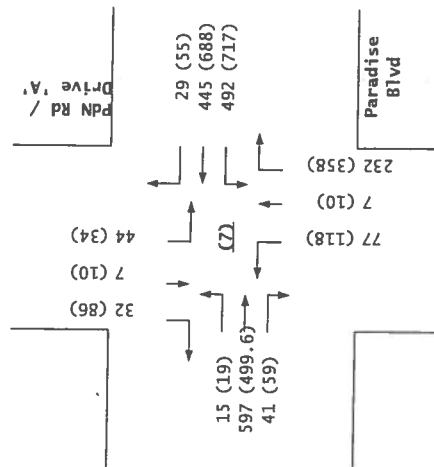
2010
NO BUILD



Trips



2010
BUILD



Paradise Blvd / PdN Rd / Drive 'A'

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Driveway 'B'

Case N - No Unser access

(8)

INTERSECTION:

E-W Street: **Paradise Blvd**

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

Year of Existing Counts

2006

Implementation Year

2010

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	832	0	0	549	0	0	0	0	0	0	0
Background Traffic Growth	0	100	0	0	66	0	0	0	0	0	0	0
Subtotal	0	932	0	0	615	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	-332	0	0	-141	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	600	0	0	474	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	7.00%	0.00%	84.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	42.38%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	41	0	492	0	0	0	232	0	0	0
Total AM Peak Hour BUILD Volumes	0	600	41	0	966	0	0	0	232	0	0	0

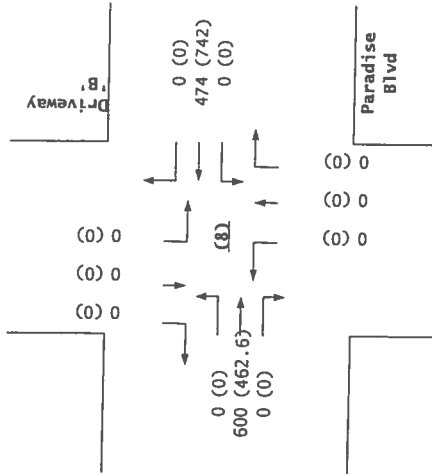
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	635	0	0	920	0	0	0	0	0	0	0
Background Traffic Growth	0	76	0	0	110	0	0	0	0	0	0	0
Subtotal	0	711	0	0	1,030	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	-248	0	0	-288	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	463	0	0	742	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	7.00%	0.00%	84.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	42.38%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	59	0	717	0	0	0	358	0	0	0
Total PM Peak Hour BUILD Volumes	0	463	59	0	1,459	0	0	0	358	0	0	0

Number of Commercial Trips Generated

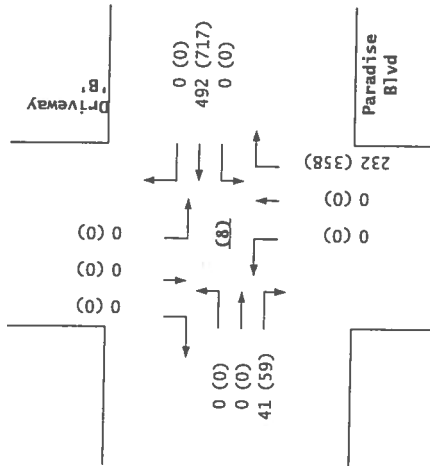
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	0	832	0	0	549	0	0	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	635	0	0	920	0	0	0	0	0	0	0

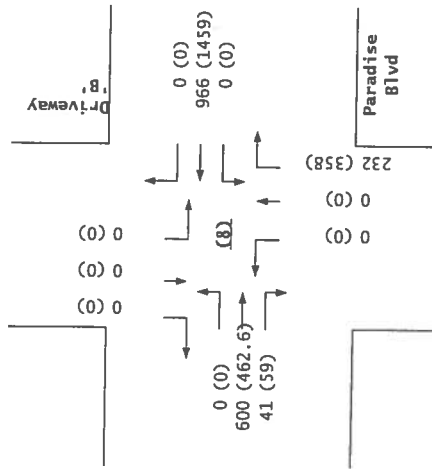
2010
NO BUILD



Trips



2010
BUILD



Paradise Blvd / Driveway 'B'

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2025) - 100% Development

Case N - No Unser access

INTERSECTION: Summary

Paradise Blvd / Unser Blvd

(5)

3.0% Truck

Existing (2006)

2025 (NO BUILD - A.M.)

2025 (BUILD - A.M.)

0.91			0.78			0.85			0.90			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
201	628	0	0	372	199	0	0	0	350	0	184	
251	401	100	50	254	273	128	600	40	320	748	561	
489	551	176	50	414	273	208	600	40	320	748	814	

Existing (2006)

2025 (NO BUILD - P.M.)

2025 (BUILD - P.M.)

0.94			0.96			0.85			0.94			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
222	411	0	0	626	283	0	0	0	299	0	197	
338	352	100	50	215	312	238	1,050	66	256	597	562	
705	584	217	50	447	312	355	1,050	66	256	597	930	

Paradise Blvd / Justin Dr

(6)

3.0% Truck

Existing (2006)

2025 (NO BUILD - A.M.)

2025 (BUILD - A.M.)

0.95			0.91			0.76			0.75			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	953	8	23	550	4	20	0	68	15	0	14	
19	2,219	22	27	388	5	31	0	107	24	0	22	
51	2,330	29	27	506	5	38	0	107	24	0	56	

Existing (2006)

2025 (NO BUILD - P.M.)

2025 (BUILD - P.M.)

0.83			0.96			0.77			0.86			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	739	22	85	935	21	10	1	38	18	0	6	
30	1,742	60	100	620	25	16	2	60	28	0	9	
80	1,914	70	100	792	25	26	2	60	28	0	59	

Paradise Blvd / PdN Rd / Drive 'A'

(7)

3.0% Truck

Existing (2006)

2025 (NO BUILD - A.M.)

2025 (BUILD - A.M.)

0.89			0.78			0.85			0.89			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	793	0	0	523	26	0	0	0	39	0	29	
20	863	0	0	565	41	0	0	0	61	0	46	
20	904	41	492	565	41	77	7	232	61	7	46	

Existing (2006)

2025 (NO BUILD - P.M.)

2025 (BUILD - P.M.)

0.93			0.96			0.85			0.75			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	615	0	0	871	49	0	0	0	20	0	50	
27	691	0	0	892	77	0	0	0	31	0	79	
27	750	59	717	892	77	118	10	358	31	10	79	

Paradise Blvd / Driveway 'B'

(8)

3.0% Truck

Existing (2006)

2025 (NO BUILD - A.M.)

2025 (BUILD - A.M.)

0.78			0.78			0.85			0.85			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	832	0	0	549	0	0	0	0	0	0	0	
0	924	0	0	606	0	0	0	0	0	0	0	
0	1,156	41	0	837	0	0	0	232	0	0	0	

Existing (2006)

2025 (NO BUILD - P.M.)

2025 (BUILD - P.M.)

0.96			0.96			0.85			0.85			PHF
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	635	0	0	920	0	0	0	0	0	0	0	
0	722	0	0	969	0	0	0	0	0	0	0	
0	1,080	59	0	1,305	0	0	0	358	0	0	0	

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Unser Blvd

Case N - No Unser Access

(5)

INTERSECTION:

E-W Street: **Paradise Blvd**

N-S Street: **Unser Blvd**

Year of Existing Counts

2006

Horizon Year

2025

Growth Rates

Existing Volumes
Background Traffic Growth

Subtotal

Adjustment for PdN / Unser Connections

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

1.30%			1.95%			3.00%			10.75%		
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
201	628	0	0	372	199	0	0	0	350	0	184
50	155	0	0	138	74	0	0	0	718	0	377
251	783	0	0	510	273	0	0	0	1,068	0	561
0	-383	100	50	-256	0	128	600	40	-748	748	0
251	401	100	50	254	273	128	600	40	320	748	561
0.00%	0.00%	0.00%	0.00%	27.47%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	43.46%
43.46%	27.47%	13.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
238	150	76	0	160	0	80	0	0	0	0	253
489	551	176	50	414	273	208	600	40	320	748	814

Existing Volumes

Background Traffic Growth

Subtotal

Adjustment for PdN / Unser Connections

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total PM Peak Hour BUILD Volumes

2.76%			0.54%			3.00%			9.75%		
Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
222	411	0	0	626	283	0	0	0	299	0	197
116	216	0	0	64	29	0	0	0	554	0	365
338	627	0	0	690	312	0	0	0	853	0	562
0	-275	100	50	-475	0	238	1,050	66	-597	597	0
338	352	100	50	215	312	238	1,050	66	256	597	562
0.00%	0.00%	0.00%	0.00%	27.47%	0.00%	13.83%	0.00%	0.00%	0.00%	0.00%	43.46%
43.46%	27.47%	13.83%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
367	232	117	0	232	0	117	0	0	0	0	368
705	584	217	50	447	312	355	1,050	66	256	597	930

Number of Commercial Trips Generated

Entering Exiting

581 547 A.M.

100% Commercial Development

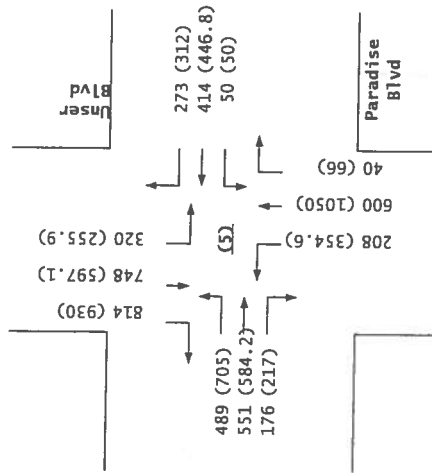
846 845 P.M.

2006 AM Peak Hr. Volumes

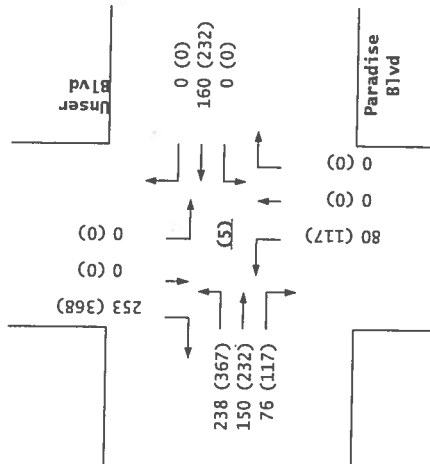
2006 PM Peak Hr. Volumes

Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
201	628	0	0	372	199	0	0	0	350	0	184
222	411	0	0	626	283	0	0	0	299	0	197

2025
BUILD

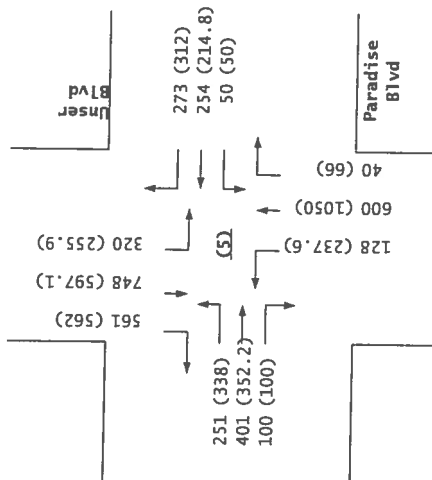


Trips



Paradise Blvd / Unser Blvd

2025
NO BUILD



Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Justin Dr

Case N - No Unser Access

INTERSECTION :

E-W Street: Paradise Blvd

(6)

N-S Street: Justin Dr

Year of Existing Counts

2006

Horizon Year

2025

Growth Rates

	9.10%			0.90%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	953	8	23	550	4	20	0	68	15	0	14
Background Traffic Growth	12	1,648	14	4	94	1	11	0	39	9	0	8
Subtotal	19	2,601	22	27	644	5	31	0	107	24	0	22
Adjustment for PdN / Unser Connections	0	-383	0	0	-256	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	19	2,219	22	27	388	5	31	0	107	24	0	22
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	20.36%	0.00%	1.24%	0.00%	0.00%	0.00%	0.00%	5.87%
Percent Commercial Trips Generated(Exiting)	5.87%	20.36%	1.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	32	111	7	0	118	0	7	0	0	0	0	34
Total AM Peak Hour BUILD Volumes	51	2,330	29	27	506	5	38	0	107	24	0	56

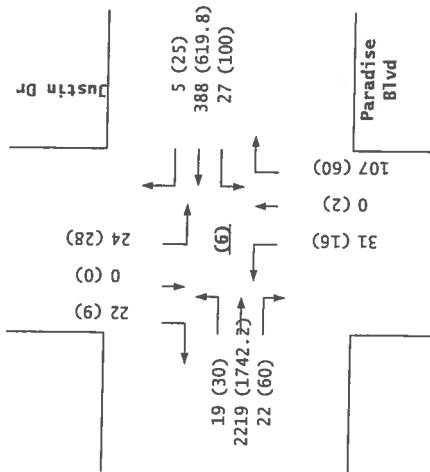
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	11	739	22	85	935	21	10	1	38	18	0	6
Background Traffic Growth	19	1,278	38	15	160	4	6	1	22	10	0	3
Subtotal	30	2,017	60	100	1,095	25	16	2	60	28	0	9
Adjustment for PdN / Unser Connections	0	-275	0	0	-475	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	30	1,742	60	100	620	25	16	2	60	28	0	9
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	20.36%	0.00%	1.24%	0.00%	0.00%	0.00%	0.00%	5.87%
Percent Commercial Trips Generated(Exiting)	5.87%	20.36%	1.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	50	172	10	0	172	0	10	0	0	0	0	50
Total PM Peak Hour BUILD Volumes	80	1,914	70	100	792	25	26	2	60	28	0	59

Number of Commercial Trips Generated

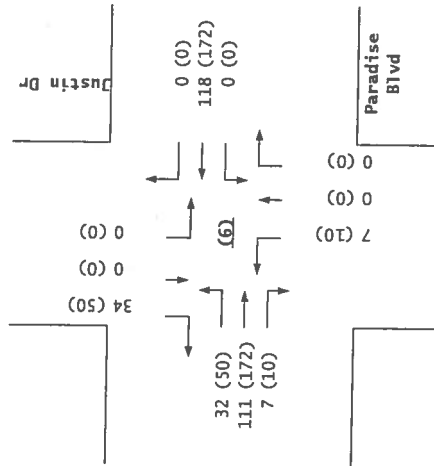
Entering	Exiting		
581	547	A.M.	100% Commercial Development
846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Justin Dr)			Southbound (Justin Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	7	953	8	23	550	4	20	0	68	15	0	14
2006 PM Peak Hr. Volumes	11	739	22	85	935	21	10	1	38	18	0	6

2025
NO BUILD

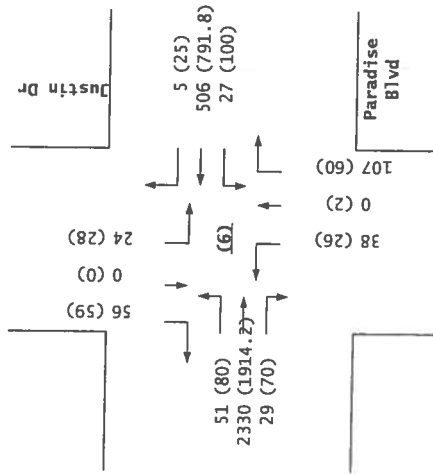


Trips



Paradise Blvd / Justin Dr

2025
BUILD



Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / PdN Rd / Drive 'A'

Case N - No Unser Access

INTERSECTION :

E-W Street: **Paradise Blvd**
N-S Street: **PdN Rd / Drive 'A'**

(7)

Year of Existing Counts
Horizon Year

2006
2025

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	13	793	0	0	523	26	0	0	0	39	0	29
Background Traffic Growth	7	452	0	0	298	15	0	0	0	22	0	17
Subtotal	20	1,245	0	0	821	41	0	0	0	61	0	46
Adjustment for PdN / Unser Connections	0	-383	0	0	-256	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	20	863	0	0	565	41	0	0	0	61	0	46
Percent Commercial Trips Generated(Entering)	0.00%	7.00%	7.00%	84.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.23%	42.38%	0.00%	0.00%	0.00%
Total Trips Generated	0	41	41	492	0	0	77	7	232	0	7	0
Total AM Peak Hour BUILD Volumes	20	904	41	492	565	41	77	7	232	61	7	46

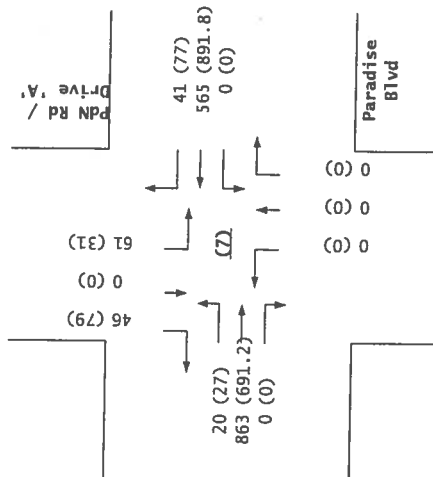
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	17	615	0	0	871	49	0	0	0	20	0	50
Background Traffic Growth	10	351	0	0	496	28	0	0	0	11	0	29
Subtotal	27	966	0	0	1,367	77	0	0	0	31	0	79
Adjustment for PdN / Unser Connections	0	-275	0	0	-475	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	27	691	0	0	892	77	0	0	0	31	0	79
Percent Commercial Trips Generated(Entering)	0.00%	7.00%	7.00%	84.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.23%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	14.00%	1.23%	42.38%	0.00%	0.00%	0.00%
Total Trips Generated	0	59	59	717	0	0	118	10	358	0	10	0
Total PM Peak Hour BUILD Volumes	27	750	59	717	892	77	118	10	358	31	10	79

Number of Commercial Trips Generated

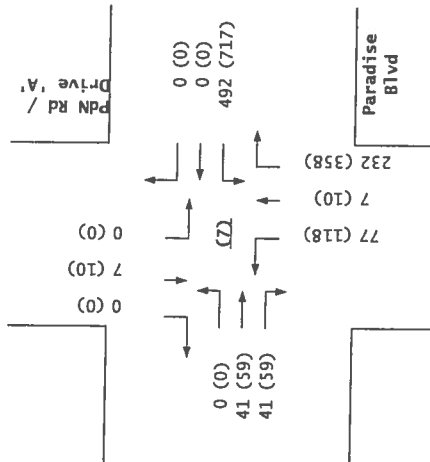
Entering	581	547	A.M.	100% Commercial Development
Exiting	846	845	P.M.	

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (PdN Rd / Drive 'A')			Southbound (PdN Rd / Drive 'A')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	13	793	0	0	523	26	0	0	0	39	0	29
2006 PM Peak Hr. Volumes	17	615	0	0	871	49	0	0	0	20	0	50

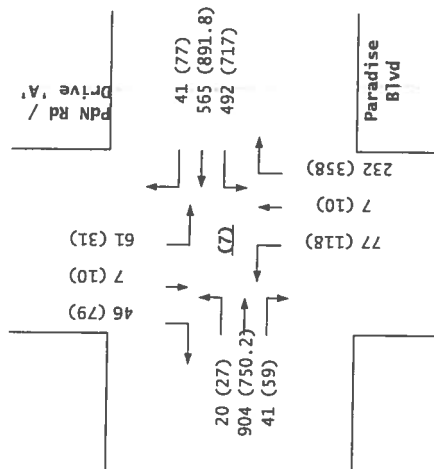
2025
NO BUILD



Trips



2025
BUILD



Paradise Blvd / PdN Rd / Drive 'A'

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Paradise Blvd / Driveway 'B'

Case N - No Unser Access

INTERSECTION:

E-W Street: Paradise Blvd

(8)

N-S Street: Driveway 'B'

Year of Existing Counts

2006

Horizon Year

2025

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	832	0	0	549	0	0	0	0	0	0	0
Background Traffic Growth	0	474	0	0	313	0	0	0	0	0	0	0
Subtotal	0	1,306	0	0	862	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	-383	0	0	-256	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	924	0	0	606	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	7.00%	0.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	42.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	42.38%	0.00%	0.00%	0.00%
Total Trips Generated	0	232	41	0	231	0	0	0	232	0	0	0
Total AM Peak Hour BUILD Volumes	0	1,156	41	0	837	0	0	0	232	0	0	0

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	635	0	0	920	0	0	0	0	0	0	0
Background Traffic Growth	0	362	0	0	524	0	0	0	0	0	0	0
Subtotal	0	997	0	0	1,444	0	0	0	0	0	0	0
Adjustment for PdN / Unser Connections	0	-275	0	0	-475	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	722	0	0	969	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	7.00%	0.00%	39.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	42.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	42.38%	0.00%	0.00%	0.00%
Total Trips Generated	0	358	59	0	336	0	0	0	358	0	0	0
Total PM Peak Hour BUILD Volumes	0	1,080	59	0	1,305	0	0	0	358	0	0	0

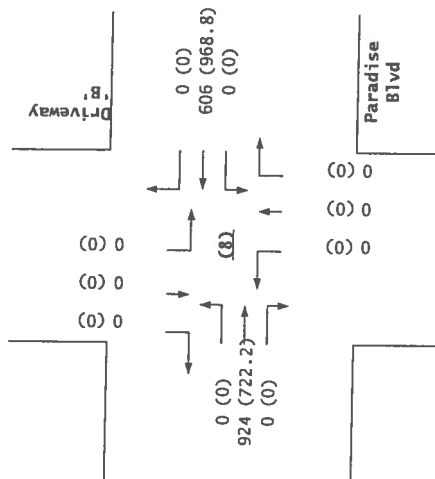
Number of Commercial Trips Generated

Entering	581	547	A.M.
Exiting	846	845	P.M.

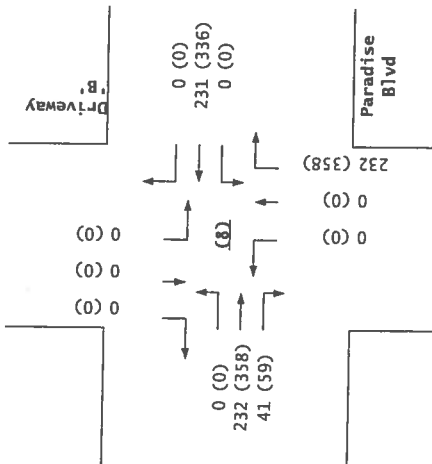
100% Commercial Development

	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Driveway 'B')			Southbound (Driveway 'B')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2006 AM Peak Hr. Volumes	0	832	0	0	549	0	0	0	0	0	0	0
2006 PM Peak Hr. Volumes	0	635	0	0	920	0	0	0	0	0	0	0

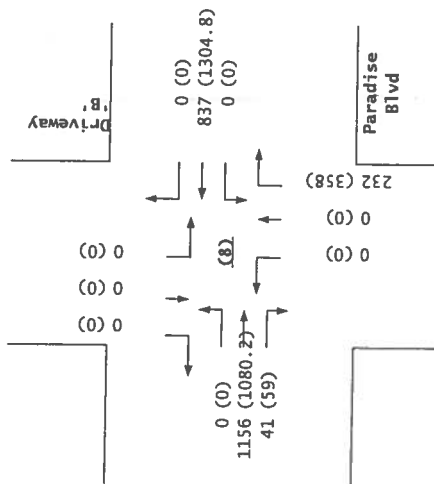
2025
NO BUILD



Trips



2025
BUILD



Paradise Blvd / Driveway 'B'

Paradise @ Unser Commercial Development (SW corner of Paradise / Unser)

Projected Turning Movements Worksheet

Driveway 'C' / Unser Blvd

Case N - No Unser Access

INTERSECTION:

E-W Street: Driveway 'C'

(9)

N-S Street: Unser Blvd

Year of Existing Counts

2006

Horizon Year

2025

Growth Rates

Existing Volumes

Background Traffic Growth

Subtotal

Adjustment for PdN / Unser Connections

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total AM Peak Hour BUILD Volumes

3.00%			3.00%			3.00%			3.00%		
Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	768	0	0	898	0
0	0	0	0	0	0	0	768	0	0	898	0
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	768	0	0	898	0

Existing Volumes

Background Traffic Growth

Subtotal

Adjustment for PdN / Unser Connections

Subtotal (NO BUILD - P.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Total Trips Generated

Total PM Peak Hour BUILD Volumes

Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1,354	0	0	747	0
0	0	0	0	0	0	0	1,354	0	0	747	0
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1,354	0	0	747	0

Number of Commercial Trips Generated

Entering Exiting

581 547 A.M.
846 845 P.M.

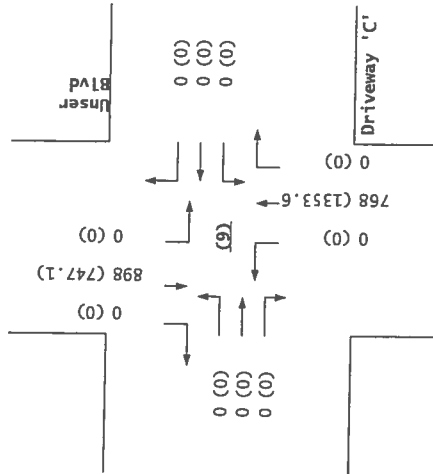
100% Commercial Development

2006 AM Peak Hr. Volumes

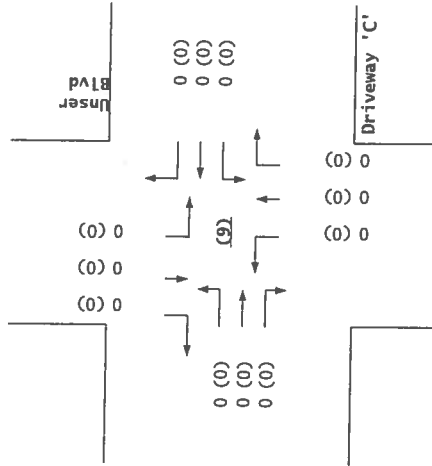
2006 PM Peak Hr. Volumes

Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Unser Blvd)			Southbound (Unser Blvd)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

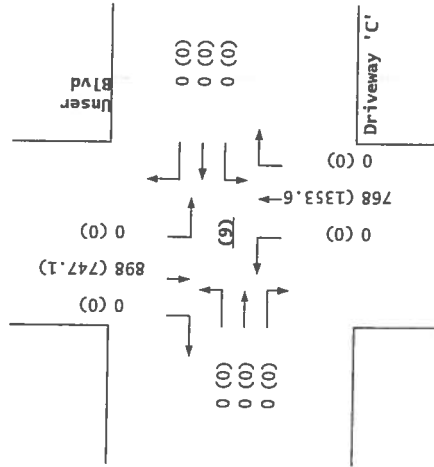
2025
NO BUILD



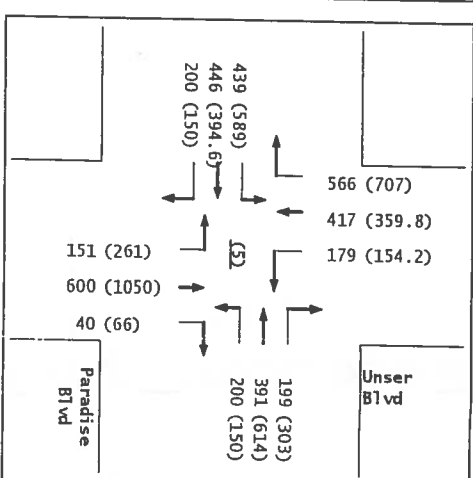
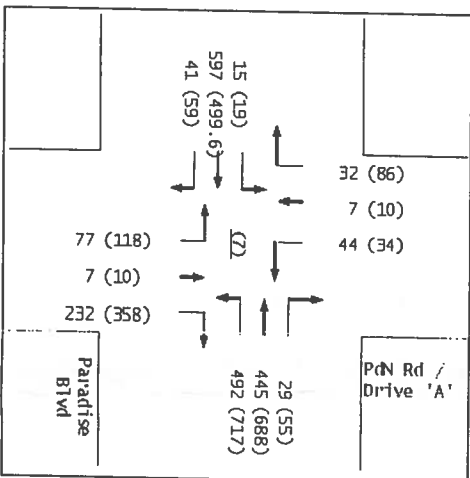
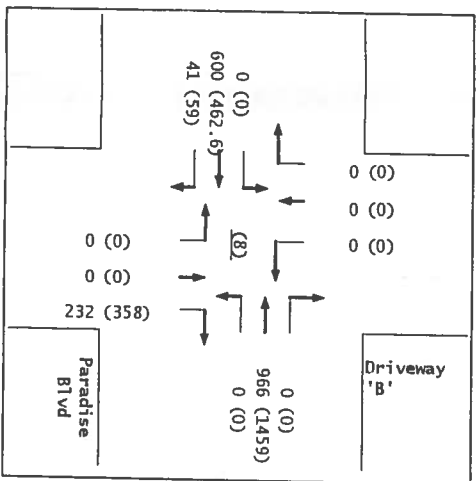
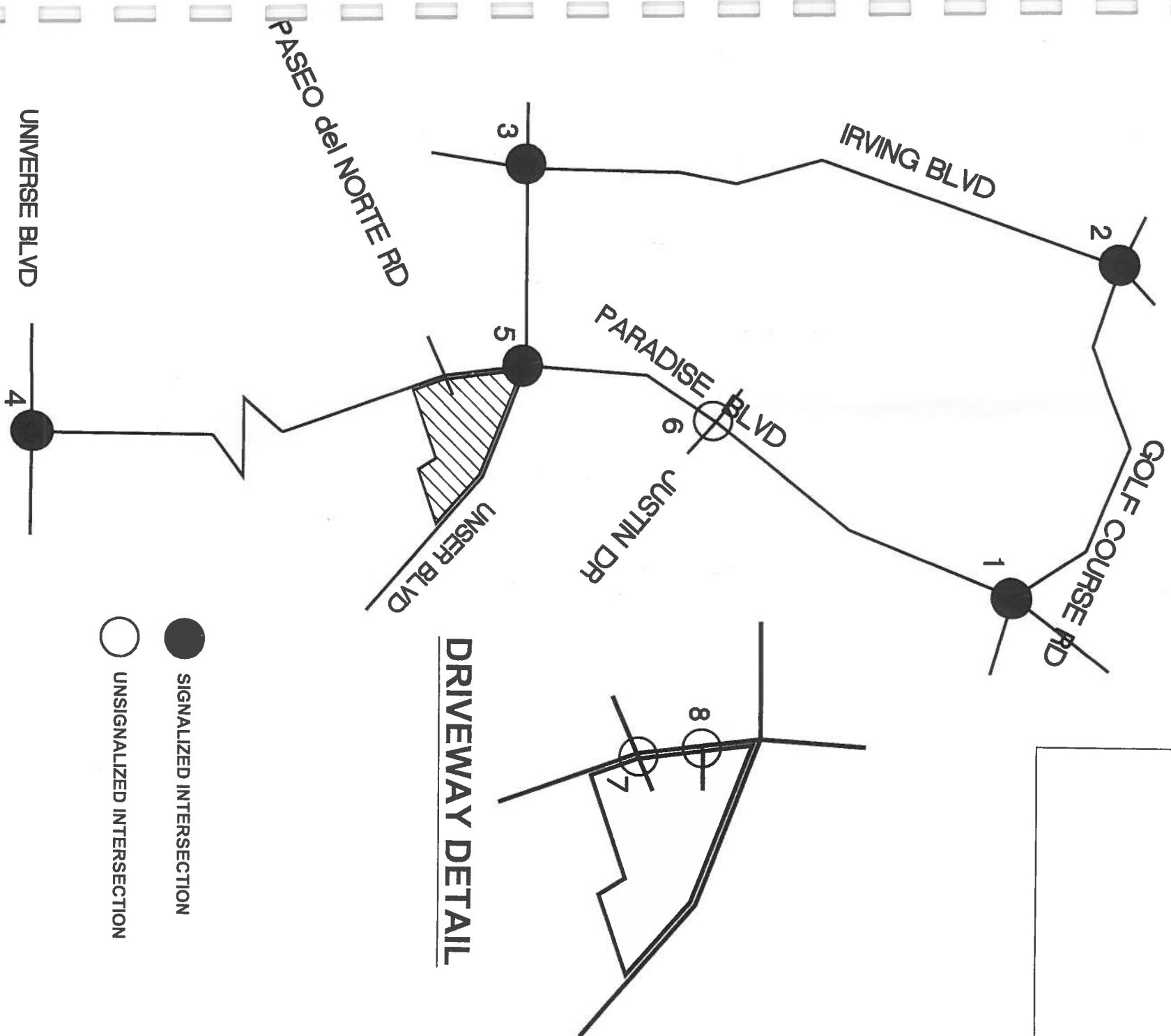
Trips



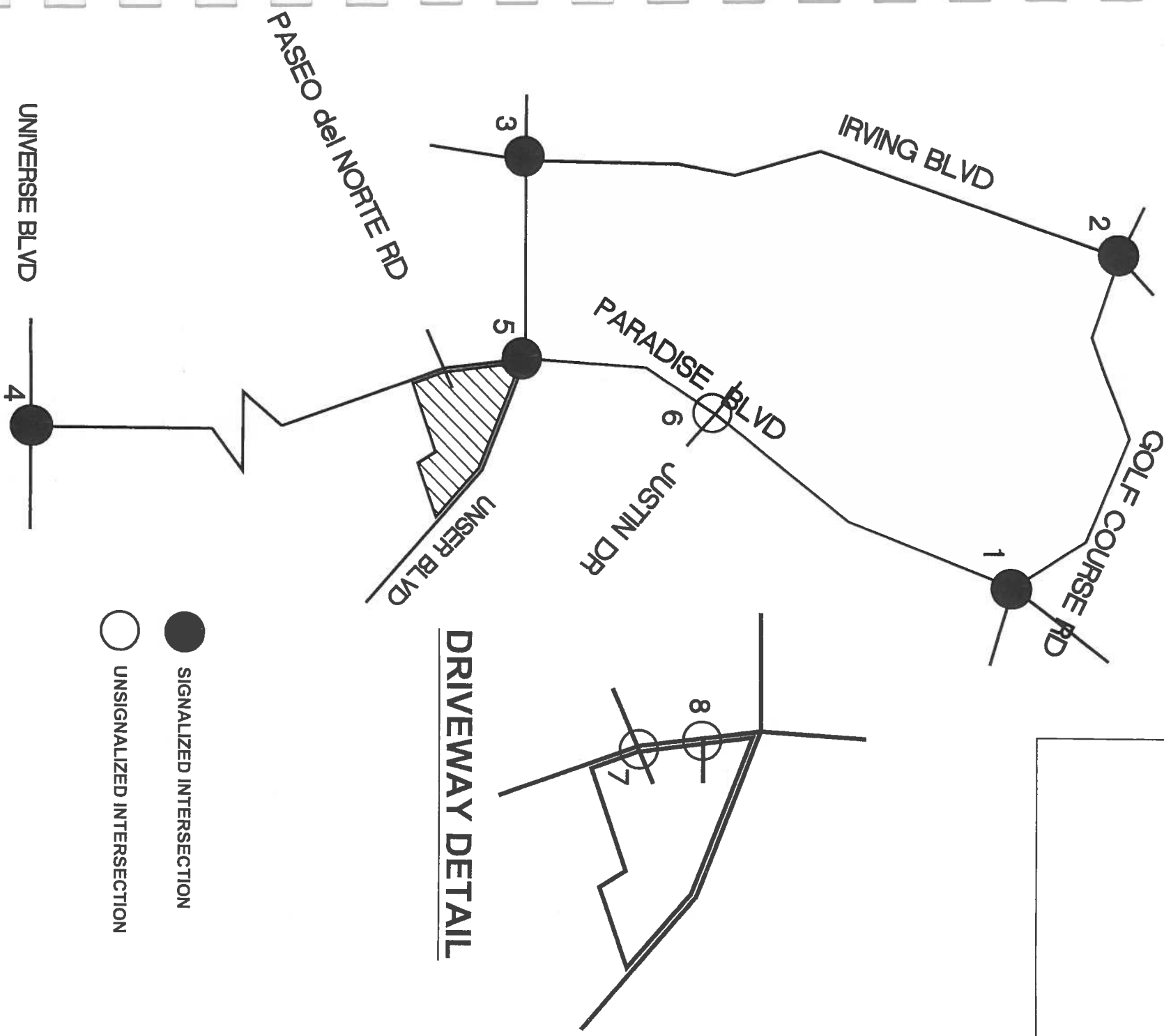
2025
BUILD



Driveway 'C' / Unser Blvd

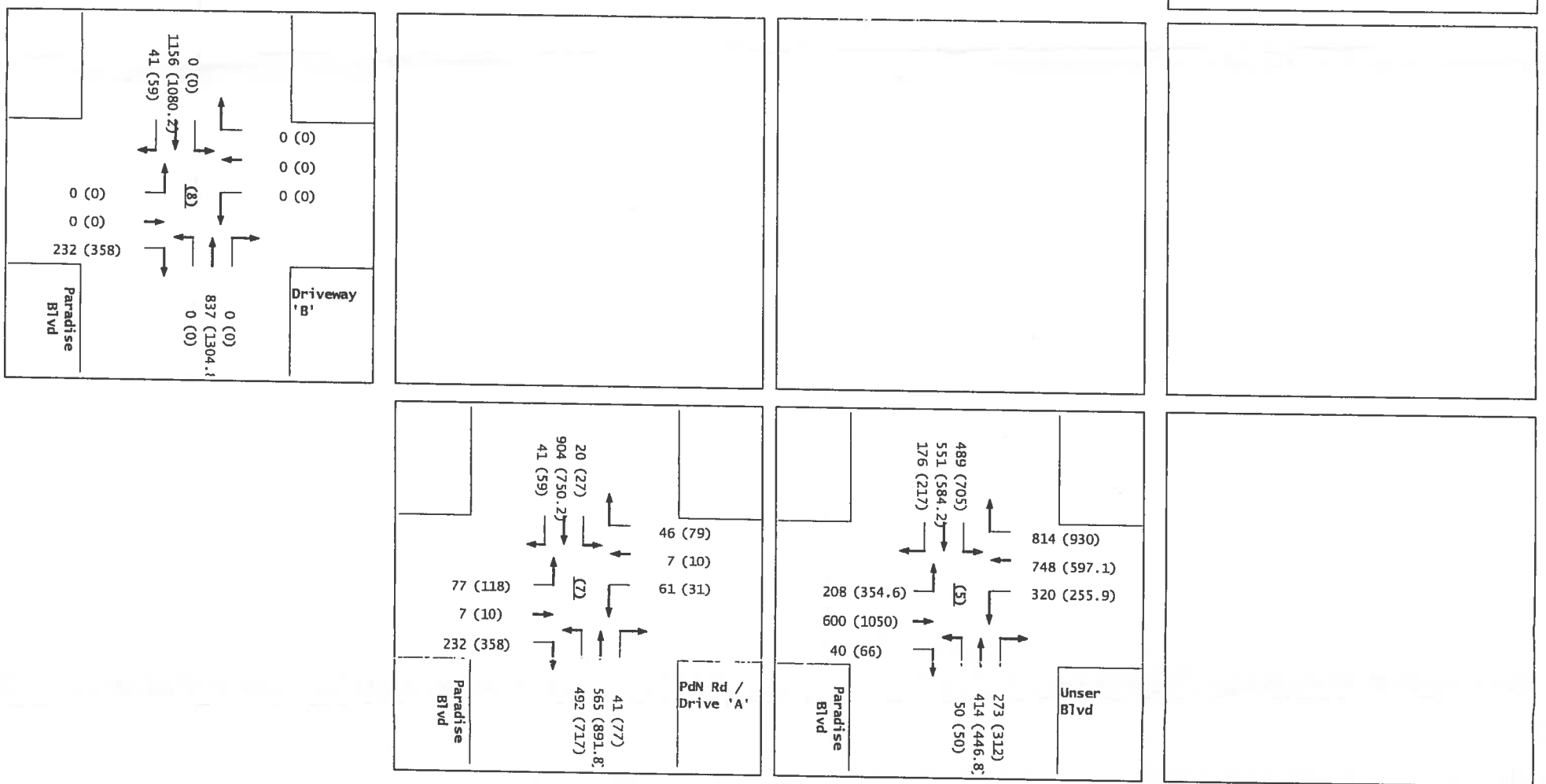


A-89a



- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

DRIVEWAY DETAIL



Paradise@Unser Comm. Dev.
(SW corner Paradise / Unser)
2025 BUILD Volumes - AM(PM)
2025 Case N - w/o Unser access

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

A-896

Analysis of Intersection #5
Paradise Blvd / Unser Blvd

Timings

5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.

12/14/2006

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Volume (vph)	439	446	200	255	336	199	71	600	40	179	543	439
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	4	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	47.0	42.0	42.0	30.0	25.0	25.0	10.0	38.0	30.0	20.0	48.0	47.0
Total Split (%)	36.2%	32.3%	32.3%	23.1%	19.2%	19.2%	7.7%	29.2%	23.1%	15.4%	36.9%	36.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	62.9	39.4	39.4	41.9	21.4	21.4	52.3	43.8	67.3	60.7	49.5	91.1
Actuated g/C Ratio	0.48	0.30	0.30	0.32	0.16	0.16	0.40	0.34	0.52	0.47	0.38	0.70
v/c Ratio	0.82	0.46	0.35	0.78	0.75	0.55	0.25	0.60	0.06	0.71	0.45	0.43
Control Delay	39.8	35.5	4.8	39.7	49.2	7.1	23.9	40.5	4.9	29.7	15.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	35.5	4.8	39.7	49.2	7.1	23.9	40.5	4.9	29.7	15.8	6.0
LOS	D	D	A	D	D	A	C	D	A	C	B	A
Approach Delay		31.6			35.5			36.8			14.3	
Approach LOS		C			D			D			B	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 28.4

Intersection Capacity Utilization 73.4%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

Splits and Phases: 5: Paradise Blvd & Unser Blvd

↖ ø1	↑ ø2	↗ ø3	→ ø4
20 s	38 s	30 s	42 s
↙ ø5	↓ ø6	↘ ø7	← ø8
10 s	48 s	47 s	25 s

HCM Signalized Intersection Capacity Analysis
5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.

12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.18	1.00	1.00	0.47	1.00	1.00	0.34	1.00	1.00	0.20	1.00	1.00
Satd. Flow (perm)	331	3505	1568	873	3505	1568	632	3505	1568	368	3505	1568
Volume (vph)	439	446	200	255	336	199	71	600	40	179	543	439
Peak-hour factor, PHF	0.91	0.91	0.91	0.78	0.78	0.78	0.85	0.85	0.85	0.90	0.90	0.90
Adj. Flow (vph)	482	490	220	327	431	255	84	706	47	199	603	488
RTOR Reduction (vph)	0	0	153	0	0	204	0	0	24	0	0	44
Lane Group Flow (vph)	482	490	67	327	431	51	84	706	23	199	603	444
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	60.9	37.4	37.4	37.9	19.4	19.4	48.3	41.8	60.3	59.1	47.6	84.1
Effective Green, g (s)	62.9	39.4	39.4	41.9	21.4	21.4	52.3	43.8	64.3	61.1	49.6	88.1
Actuated g/C Ratio	0.48	0.30	0.30	0.32	0.16	0.16	0.40	0.34	0.49	0.47	0.38	0.68
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	581	1062	475	420	577	258	327	1181	812	325	1337	1099
v/s Ratio Prot	c0.25	0.14		0.12	0.12		0.02	0.20	0.00	c0.07	0.17	0.12
v/s Ratio Perm	c0.16		0.04	0.13		0.03	0.09		0.01	c0.22		0.16
v/c Ratio	0.83	0.46	0.14	0.78	0.75	0.20	0.26	0.60	0.03	0.61	0.45	0.40
Uniform Delay, d1	31.1	36.7	33.0	36.7	51.7	46.9	24.7	35.8	16.8	23.3	30.0	9.3
Progression Factor	0.97	0.93	0.79	1.14	0.79	0.37	1.00	1.00	1.00	0.93	0.48	0.94
Incremental Delay, d2	8.9	0.3	0.1	8.5	5.1	0.4	0.4	2.2	0.0	1.7	0.6	0.1
Delay (s)	39.1	34.5	26.3	50.4	45.9	17.8	25.1	38.0	16.9	23.3	15.1	8.8
Level of Service	D	C	C	D	D	B	C	D	B	C	B	A
Approach Delay (s)		34.8			40.3			35.5			14.0	
Approach LOS		C			D			D			B	
Intersection Summary												
HCM Average Control Delay		30.0		HCM Level of Service				C				
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		130.0		Sum of lost time (s)				6.0				
Intersection Capacity Utilization		73.4%		ICU Level of Service				D				
Analysis Period (min)		15										
c Critical Lane Group												

2010 AM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_Y\2010AB_Y.sy7

Timings
5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	589	395	150	230	535	303	144	1050	66	154	544	523
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	46.0	47.0	13.0	23.0	24.0	11.0	13.0	49.0	23.0	11.0	47.0	46.0
Total Split (%)	35.4%	36.2%	10.0%	17.7%	18.5%	8.5%	10.0%	37.7%	17.7%	8.5%	36.2%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effect Green (s)	67.0	47.0	60.0	38.0	21.0	32.0	56.0	46.0	66.0	52.0	44.0	90.0
Actuated g/C Ratio	0.52	0.36	0.46	0.29	0.16	0.25	0.43	0.35	0.51	0.40	0.34	0.69
v/c Ratio	0.99	0.33	0.20	0.63	0.98	0.74	0.53	1.00	0.09	0.99	0.49	0.50
Control Delay	67.1	31.6	3.8	29.9	88.3	48.4	29.7	66.5	3.4	99.0	35.8	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	31.6	3.8	29.9	88.3	48.4	29.7	66.5	3.4	99.0	35.8	9.5
LOS	E	C	A	C	F	D	C	E	A	F	D	A
Approach Delay		46.3			64.4			59.0			32.5	
Approach LOS		D			E			E			C	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 50.4
 Intersection Capacity Utilization 98.3%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 5: Paradise Blvd & Unser Blvd

HCM Signalized Intersection Capacity Analysis
5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.17	1.00	1.00	0.51	1.00	1.00	0.28	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	307	3505	1568	934	3505	1568	513	3505	1568	168	3505	1568
Volume (vph)	589	395	150	230	535	303	144	1050	66	154	544	523
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.85	0.85	0.85	0.94	0.94	0.94
Adj. Flow (vph)	627	420	160	240	557	316	169	1235	78	164	579	556
RTOR Reduction (vph)	0	0	90	0	0	44	0	0	40	0	0	28
Lane Group Flow (vph)	627	420	70	240	557	272	169	1235	38	164	579	528
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	65.0	45.0	53.0	34.0	19.0	25.0	52.0	44.0	59.0	48.0	42.0	83.0
Effective Green, g (s)	67.0	47.0	57.0	38.0	21.0	29.0	56.0	46.0	63.0	52.0	44.0	87.0
Actuated g/C Ratio	0.52	0.36	0.44	0.29	0.16	0.22	0.43	0.35	0.48	0.40	0.34	0.67
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	636	1267	724	380	566	386	316	1240	796	165	1186	1086
v/s Ratio Prot	c0.33	0.12	0.01	0.08	0.16	0.04	c0.04	c0.35	0.01	c0.06	0.17	0.16
v/s Ratio Perm	c0.18		0.04	0.10		0.13	0.19		0.02	0.34		0.18
v/c Ratio	0.99	0.33	0.10	0.63	0.98	0.71	0.53	1.00	0.05	0.99	0.49	0.49
Uniform Delay, d1	35.4	30.1	21.4	37.7	54.3	46.6	24.6	41.9	17.7	33.2	34.1	10.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.8	0.2	0.1	3.4	33.5	5.8	1.7	24.6	0.0	67.9	1.4	0.3
Delay (s)	67.2	30.3	21.5	41.1	87.9	52.4	26.4	66.5	17.7	101.1	35.5	10.9
Level of Service	E	C	C	D	F	D	C	E	B	F	D	B
Approach Delay (s)		48.3			67.7			59.4			33.3	
Approach LOS		D			E			E			C	

Intersection Summary

HCM Average Control Delay	51.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

2010 PM Peak BUILD Conditions - CASE Y

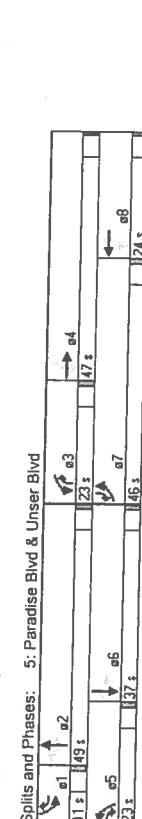
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Timings 5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
6/28/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	589	395	150	230	535	303	261	1050	66	154	544	523
Turn Type	pm+pt	pm+ov	pm+pt	pm+ov	pm+pt	pm+ov	pm+pt	pm+ov	pm+pt	pm+ov	pm+pt	pm+ov
Protected Phases	4	4	4	8	8	8	2	3	1	6	7	6
Permitted Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	21.0	10.0	21.0	10.0	21.0
Total Split (s)	46.0	47.0	23.0	23.0	24.0	11.0	23.0	49.0	23.0	11.0	37.0	46.0
Total Split (%)	35.4%	36.2%	17.7%	17.7%	18.5%	8.5%	17.7%	37.7%	17.7%	8.5%	28.5%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	C-Min	Min
Recall Mode	67.0	47.0	69.4	38.0	21.0	32.0	57.0	46.0	66.0	42.5	34.5	80.5
Act Effect Green (s)	0.52	0.36	0.53	0.29	0.16	0.25	0.44	0.35	0.51	0.33	0.27	0.62
Actuated g/C Ratio	0.99	0.33	0.18	0.63	0.98	0.73	0.83	1.00	0.09	0.99	0.82	0.56
v/c Ratio	67.1	31.6	3.8	29.9	88.3	47.9	44.8	66.5	3.4	98.9	45.6	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	31.6	3.8	29.9	88.3	47.9	44.8	66.5	3.4	98.9	45.6	14.8
LOS	E	C	A	C	F	D	D	E	A	F	D	B
Approach Delay	46.3				64.2			59.4				39.2
Approach LOS	D				E			E				D

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBL and 6:SBTL Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 52.4
Intersection Capacity Utilization 98.3%
Analysis Period (min) 15



HCN Signalized Intersection Capacity Analysis 5: Paradise Blvd & Unser Blvd

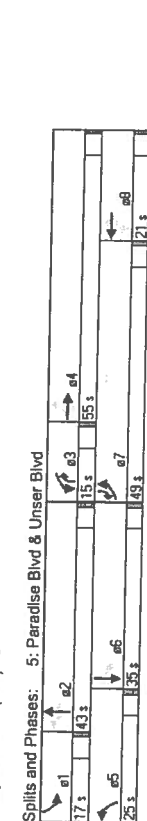
Terry O. Brown, P.E.
6/28/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.85	1.00	1.00	0.95	1.00
Fit	1.00	1.00	0.85	1.00	0.85	1.00	0.85	1.00	0.85	1.00	0.85	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.85
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1752	3505	1568	1752	3505	1568
Fit Permitted	0.17	1.00	1.00	0.51	1.00	0.21	1.00	1.00	0.12	1.00	1.00	0.10
Satd. Flow (perm)	307	3505	1568	934	3505	1568	385	3505	1568	214	3505	1568
Volume (vph)	589	395	150	230	535	303	261	1050	66	154	544	523
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.85	0.85	0.85	0.94	0.94	0.94
Adj. Flow (vph)	627	420	160	240	557	316	307	1235	78	164	579	556
RTOR Reduction (vph)	0	0	70	0	0	45	0	0	40	0	0	30
Lane Group Flow (vph)	627	420	90	240	557	271	307	1235	38	164	579	526
Turn Type	pm+pt	pm+pt	pm+ov	pm+pt	pm+ov	pm+pt	pm+ov	pm+pt	pm+ov	pm+pt	pm+ov	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4	4	4	4	8	8	2	2	2	6	6	6
Actuated Green, G (s)	65.0	45.0	62.5	34.0	19.0	25.0	55.0	44.0	59.0	38.5	32.5	73.5
Effective Green, g (s)	67.0	47.0	66.5	38.0	21.0	29.0	57.0	46.0	63.0	42.5	34.5	77.5
Actuated g/C Ratio	0.52	0.36	0.51	0.29	0.16	0.22	0.44	0.35	0.48	0.33	0.27	0.60
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	636	1267	838	380	566	386	374	1240	796	165	930	971
vs Ratio Prot	c0.33	0.12	0.02	0.08	0.16	0.04	c0.12	c0.35	0.01	c0.06	0.17	0.18
vs Ratio Perm	c0.18		0.04	0.10	0.13	0.24		0.02	0.26		0.16	0.16
v/c Ratio	0.99	0.33	0.11	0.63	0.70	0.82	1.00	0.05	0.89	0.62	0.54	0.54
Uniform Delay, d1	35.4	30.1	16.4	37.7	54.3	46.5	27.2	41.9	17.7	39.4	42.0	15.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.8	0.2	0.1	3.4	33.5	5.7	13.5	24.6	0.0	67.9	3.1	0.6
Delay (s)	67.2	30.3	16.5	41.1	87.9	52.2	40.7	66.5	17.7	107.4	45.2	16.3
Level of Service	E	C	B	D	F	D	D	E	B	F	D	B
Approach Delay (s)	47.6				67.7			59.3				40.6
Approach LOS	D				E			E				D

Intersection Summary
HCM Average Control Delay 53.8 HCM Level of Service D
HCM Volume to Capacity ratio 0.96
Actuated Cycle Length (s) 130.0 Sum of lost time (s) 6.0
Intersection Capacity Utilization 98.3% ICU Level of Service F
Analysis Period (min) 15
c Critical Lane Group

Timings 5: Paradise Blvd & Unser Blvd Terry O. Brown, P.E. 6/28/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	705	584	100	130	388	312	355	1050	66	256	781	746
Volume (vph)	pm+pt	7	4	4	8	8	5	2	3	1	6	7
Turn Type	Protected Phases	7	4	4	8	8	5	2	3	1	6	7
Permitted Phases	Detected Phases	7	4	4	8	8	5	2	3	1	6	7
Minimum Initial (s)	Minimum Split (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	Total Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	21.0	10.0	21.0	10.0
Total Split (s)	Yellow Time (s)	49.0	55.0	15.0	21.0	21.0	25.0	43.0	15.0	17.0	35.0	49.0
Yellow Time (s)	All-Red Time (s)	37.7%	42.3%	42.3%	11.5%	16.2%	19.2%	33.3%	11.5%	13.1%	26.9%	37.7%
All-Red Time (s)	Lead/Lag	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Recall Mode	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Act Effct Green (s)	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	Actuated g/c Ratio	66.9	52.4	28.4	17.9	17.9	57.0	40.0	54.5	46.0	32.0	81.0
Actuated g/c Ratio	v/c Ratio	0.52	0.40	0.23	0.14	0.14	0.44	0.31	0.42	0.35	0.25	0.62
v/c Ratio	Control Delay	1.13	0.45	0.16	0.54	0.83	0.89	1.09	1.06	1.13	0.98	0.81
Control Delay	Queue Delay	109.8	29.6	9.8	31.6	69.8	48.1	111.3	87.1	14.8	131.0	75.5
Queue Delay	Total Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	LOS	109.8	29.6	9.8	31.6	69.8	48.1	111.3	87.1	14.8	131.0	75.5
LOS	Approach Delay	F	C	A	C	E	D	F	B	F	F	E
Approach Delay	Approach LOS	68.9	E	E	E	E	E	E	E	E	E	E
Approach LOS	Intersection Summary	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Intersection Summary	Cycle Length	130	130	130	130	130	130	130	130	130	130	130
Cycle Length	Actuated Cycle Length	129.9	129.9	129.9	129.9	129.9	129.9	129.9	129.9	129.9	129.9	129.9
Actuated Cycle Length	Natural Cycle	110	110	110	110	110	110	110	110	110	110	110
Natural Cycle	Control Type	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated
Control Type	Maximum v/c Ratio	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Maximum v/c Ratio	Intersection Signal Delay	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4
Intersection Signal Delay	Intersection Capacity Utilization	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%
Intersection Capacity Utilization	Analysis Period (min)	15	15	15	15	15	15	15	15	15	15	15
Analysis Period (min)												



HCM Signalized Intersection Capacity Analysis 5: Paradise Blvd & Unser Blvd Terry O. Brown, P.E. 6/28/2007

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Volume (vph)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Turn Type	Protected Phases	7	4	4	8	8	5	2	3	1	6	7
Permitted Phases	Detected Phases	7	4	4	8	8	5	2	3	1	6	7
Minimum Initial (s)	Minimum Split (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	Total Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	21.0	10.0	21.0	10.0
Total Split (s)	Yellow Time (s)	49.0	55.0	15.0	21.0	21.0	25.0	43.0	15.0	17.0	35.0	49.0
Yellow Time (s)	All-Red Time (s)	37.7%	42.3%	42.3%	11.5%	16.2%	19.2%	33.3%	11.5%	13.1%	26.9%	37.7%
All-Red Time (s)	Lead/Lag	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Recall Mode	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Act Effct Green (s)	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	Actuated g/c Ratio	66.9	52.4	28.4	17.9	17.9	57.0	40.0	54.5	46.0	32.0	81.0
Actuated g/c Ratio	v/c Ratio	0.52	0.40	0.23	0.14	0.14	0.44	0.31	0.42	0.35	0.25	0.62
v/c Ratio	Control Delay	1.13	0.45	0.16	0.54	0.83	0.89	1.09	1.06	1.13	0.98	0.81
Control Delay	Queue Delay	109.8	29.6	9.8	31.6	69.8	48.1	111.3	87.1	14.8	131.0	75.5
Queue Delay	Total Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	LOS	109.8	29.6	9.8	31.6	69.8	48.1	111.3	87.1	14.8	131.0	75.5
LOS	Approach Delay	F	C	A	C	E	D	F	B	F	F	E
Approach Delay	Approach LOS	68.9	E	E	E	E	E	E	E	E	E	E
Approach LOS	Intersection Summary	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Intersection Summary	Cycle Length	130	130	130	130	130	130	130	130	130	130	130
Cycle Length	Actuated Cycle Length	129.9	129.9	129.9	129.9	129.9	129.9	129.9	129.9	129.9	129.9	129.9
Actuated Cycle Length	Natural Cycle	110	110	110	110	110	110	110	110	110	110	110
Natural Cycle	Control Type	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated	Actuated-Uncoordinated
Control Type	Maximum v/c Ratio	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Maximum v/c Ratio	Intersection Signal Delay	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4
Intersection Signal Delay	Intersection Capacity Utilization	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%	105.8%
Intersection Capacity Utilization	Analysis Period (min)	15	15	15	15	15	15	15	15	15	15	15
Analysis Period (min)												



Timings
5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	489	551	100	105	359	273	128	600	40	320	874	687
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	46.0	54.0	12.0	13.0	21.0	30.0	12.0	33.0	13.0	30.0	51.0	46.0
Total Split (%)	35.4%	41.5%	9.2%	10.0%	16.2%	23.1%	9.2%	25.4%	10.0%	23.1%	39.2%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	59.4	46.5	58.9	26.9	17.1	44.1	36.6	27.3	40.2	54.2	41.9	84.1
Actuated g/C Ratio	0.50	0.39	0.49	0.22	0.14	0.37	0.31	0.23	0.34	0.45	0.35	0.70
v/c Ratio	0.84	0.44	0.13	0.45	0.78	0.46	0.64	0.82	0.08	0.86	0.78	0.66
Control Delay	42.2	28.8	5.7	29.2	63.1	22.2	38.0	54.4	16.0	53.9	39.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	28.8	5.7	29.2	63.1	22.2	38.0	54.4	16.0	53.9	39.9	11.6
LOS	D	C	A	C	E	C	D	D	B	D	D	B
Approach Delay		32.5			43.1			49.7			32.0	
Approach LOS		C			D			D			C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 119.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 36.9

Intersection Capacity Utilization 84.7%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Splits and Phases: 5: Paradise Blvd & Unser Blvd

			
ø1	ø2	ø3	ø4
30 s	33 s	13 s	54 s
			
ø5	ø6	ø7	ø8
12 s	51 s	46 s	21 s

HCM Signalized Intersection Capacity Analysis

5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.20	1.00	1.00	0.43	1.00	1.00	0.17	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	367	3505	1568	785	3505	1568	307	3505	1568	244	3505	1568
Volume (vph)	489	551	100	105	359	273	128	600	40	320	874	687
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	532	599	109	114	390	297	139	652	43	348	950	747
RTOR Reduction (vph)	0	0	48	0	0	66	0	0	18	0	0	28
Lane Group Flow (vph)	532	599	61	114	390	231	139	652	25	348	950	719
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	57.2	44.5	51.7	22.8	15.1	36.9	32.4	25.2	32.9	52.0	39.8	76.9
Effective Green, g (s)	59.2	46.5	55.7	26.8	17.1	40.9	36.4	27.2	36.9	54.0	41.8	80.9
Actuated g/C Ratio	0.50	0.39	0.47	0.22	0.14	0.34	0.31	0.23	0.31	0.45	0.35	0.68
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	637	1367	772	255	503	577	205	800	525	412	1229	1104
v/s Ratio Prot	c0.27	0.17	0.01	0.04	0.11	0.08	0.05	0.19	0.00	c0.17	0.27	0.21
v/s Ratio Perm	c0.14		0.03	0.06		0.07	0.15		0.01	c0.21		0.24
v/c Ratio	0.84	0.44	0.08	0.45	0.78	0.40	0.68	0.81	0.05	0.84	0.77	0.65
Uniform Delay, d1	27.5	26.7	17.6	38.3	49.2	29.8	32.1	43.6	28.8	31.5	34.5	11.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.3	0.2	0.0	1.2	7.3	0.5	8.6	6.4	0.0	14.6	3.1	1.4
Delay (s)	36.8	27.0	17.6	39.6	56.5	30.3	40.7	50.0	28.9	46.2	37.6	12.4
Level of Service	D	C	B	D	E	C	D	D	C	D	D	B
Approach Delay (s)		30.4			44.4			47.4			29.8	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM Average Control Delay		35.3										
HCM Volume to Capacity ratio		0.83										
Actuated Cycle Length (s)		119.2							6.0			
Intersection Capacity Utilization		84.7%										
Analysis Period (min)		15										
c Critical Lane Group												

2025 AM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_Y\2025ABX-Y.sy7

Timings

5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.

12/14/2006

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	705	584	1	130	368	312	238	1050	66	256	781	746
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	4	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	49.0	55.0	55.0	15.0	21.0	21.0	19.0	43.0	15.0	17.0	41.0	49.0
Total Split (%)	37.7%	42.3%	42.3%	11.5%	16.2%	16.2%	14.6%	33.1%	11.5%	13.1%	31.5%	37.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	66.9	52.4	52.4	29.4	17.9	17.9	56.0	40.0	54.5	52.0	38.0	87.0
Actuated g/C Ratio	0.52	0.40	0.40	0.23	0.14	0.14	0.43	0.31	0.42	0.40	0.29	0.67
v/c Ratio	1.13	0.45	0.00	0.54	0.83	0.90	0.95	1.06	0.11	1.13	0.83	0.76
Control Delay	109.8	29.6	18.0	31.6	69.8	51.0	78.7	87.1	14.8	131.8	51.0	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.8	29.6	18.0	31.6	69.8	51.0	78.7	87.1	14.8	131.8	51.0	18.8
LOS	F	C	B	C	E	D	E	F	B	F	D	B
Approach Delay		73.4			56.5			82.1			49.1	
Approach LOS		E			E			F			D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 129.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 64.8

Intersection Capacity Utilization 105.8%

Analysis Period (min) 15

Intersection LOS: E

ICU Level of Service G

Splits and Phases: 5: Paradise Blvd & Unser Blvd

			
ø1	ø2	ø3	ø4
17 s	43 s	15 s	55 s
			
ø5	ø6	ø7	ø8
19 s	41 s	49 s	21 s

HCM Signalized Intersection Capacity Analysis
5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.19	1.00	1.00	0.41	1.00	1.00	0.10	1.00	1.00	0.11	1.00	1.00
Satd. Flow (perm)	353	3505	1568	758	3505	1568	184	3505	1568	194	3505	1568
Volume (vph)	705	584	1	130	368	312	238	1050	66	256	781	746
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	766	635	1	141	400	339	259	1141	72	278	849	811
RTOR Reduction (vph)	0	0	1	0	0	162	0	0	18	0	0	23
Lane Group Flow (vph)	766	635	0	141	400	177	259	1141	54	278	849	788
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	64.9	50.4	50.4	25.4	15.9	15.9	52.0	38.0	47.5	48.0	36.0	80.0
Effective Green, g (s)	66.9	52.4	52.4	29.4	17.9	17.9	56.0	40.0	51.5	52.0	38.0	84.0
Actuated g/C Ratio	0.52	0.40	0.40	0.23	0.14	0.14	0.43	0.31	0.40	0.40	0.29	0.65
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	677	1414	633	260	483	216	272	1079	658	246	1025	1050
v/s Ratio Prot	c0.40	0.18		0.05	0.11		c0.12	0.33	0.01	c0.12	0.24	0.27
v/s Ratio Perm	c0.18		0.00	0.07		0.11	0.29		0.03	c0.33		0.24
v/c Ratio	1.13	0.45	0.00	0.54	0.83	0.82	0.95	1.06	0.08	1.13	0.83	0.75
Uniform Delay, d1	34.5	28.2	23.1	42.3	54.5	54.4	37.4	45.0	24.5	60.1	42.9	15.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	76.8	0.2	0.0	2.3	11.2	20.9	41.4	43.9	0.1	96.9	5.6	3.1
Delay (s)	111.3	28.5	23.1	44.6	65.7	75.3	78.9	88.9	24.5	157.1	48.5	18.8
Level of Service	F	C	C	D	E	E	E	F	C	F	D	B
Approach Delay (s)		73.7			66.0			84.0			51.7	
Approach LOS		E			E			F			D	
Intersection Summary												
HCM Average Control Delay		67.7				HCM Level of Service		E				
HCM Volume to Capacity ratio		1.15										
Actuated Cycle Length (s)		129.9				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		105.8%				ICU Level of Service		G				
Analysis Period (min)		15										
c Critical Lane Group												

2025 PM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOBEL\PROJECTS\Blvd_Ltd\Synchro\2025PBX-Y.sy7

Timings

5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.

12/14/2006

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	439	446	276	200	391	199	151	600	40	179	417	566
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	4	3	8	8	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	21.0	10.0	21.0	21.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	46.0	50.0	50.0	23.0	27.0	27.0	15.0	37.0	23.0	20.0	42.0	46.0
Total Split (%)	35.4%	38.5%	38.5%	17.7%	20.8%	20.8%	11.5%	28.5%	17.7%	15.4%	32.3%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	65.1	47.0	47.0	38.5	23.3	23.3	52.9	40.9	59.0	57.8	43.9	85.6
Actuated g/C Ratio	0.50	0.36	0.36	0.30	0.18	0.18	0.41	0.31	0.45	0.44	0.34	0.66
v/c Ratio	0.83	0.39	0.40	0.71	0.80	0.53	0.45	0.64	0.06	0.72	0.39	0.58
Control Delay	42.5	29.2	3.8	31.9	49.4	6.7	27.9	43.3	6.1	32.8	18.1	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	29.2	3.8	31.9	49.4	6.7	27.9	43.3	6.1	32.8	18.1	13.6
LOS	D	C	A	C	D	A	C	D	A	C	B	B
Approach Delay		28.2			34.2			38.5			18.2	
Approach LOS		C			C			D			B	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 28.8

Intersection Capacity Utilization 75.0%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

Splits and Phases: 5: Paradise Blvd & Unser Blvd

			
ø1	ø2	ø3	ø4
20 s	37 s	23 s	50 s
			
ø5	ø6	ø7	ø8
15 s	42 s	46 s	27 s

HCM Signalized Intersection Capacity Analysis
5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.15	1.00	1.00	0.47	1.00	1.00	0.40	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	281	3505	1568	873	3505	1568	732	3505	1568	334	3505	1568
Volume (vph)	439	446	276	200	391	199	151	600	40	179	417	566
Peak-hour factor, PHF	0.91	0.91	0.91	0.78	0.78	0.78	0.85	0.85	0.85	0.90	0.90	0.90
Adj. Flow (vph)	482	490	303	256	501	255	178	706	47	199	463	629
RTOR Reduction (vph)	0	0	193	0	0	197	0	0	27	0	0	47
Lane Group Flow (vph)	482	490	110	256	501	58	178	706	20	199	463	582
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	63.1	45.0	45.0	34.4	21.3	21.3	48.9	38.9	52.0	54.9	41.9	78.7
Effective Green, g (s)	65.1	47.0	47.0	38.4	23.3	23.3	52.9	40.9	56.0	58.9	43.9	82.7
Actuated g/C Ratio	0.50	0.36	0.36	0.30	0.18	0.18	0.41	0.31	0.43	0.45	0.34	0.64
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	580	1267	567	360	628	281	392	1103	712	315	1184	1034
v/s Ratio Prot	c0.25	0.14		0.08	0.14		0.04	0.20	0.00	c0.07	0.13	0.17
v/s Ratio Perm	c0.17		0.07	0.13		0.04	0.14		0.01	c0.21		0.20
v/c Ratio	0.83	0.39	0.19	0.71	0.80	0.21	0.45	0.64	0.03	0.63	0.39	0.56
Uniform Delay, d1	32.3	30.8	28.5	37.8	51.1	45.5	25.7	38.2	21.3	24.8	32.9	13.4
Progression Factor	0.98	0.93	0.76	0.93	0.77	0.37	1.00	1.00	1.00	0.97	0.51	1.26
Incremental Delay, d2	9.4	0.2	0.2	6.3	6.7	0.4	0.8	2.9	0.0	2.1	0.5	0.4
Delay (s)	40.9	28.8	21.8	41.4	46.3	17.1	26.6	41.1	21.3	26.0	17.3	17.3
Level of Service	D	C	C	D	D	B	C	D	C	C	B	B
Approach Delay (s)		31.7			37.7			37.3			18.6	
Approach LOS		C			D			D			B	
Intersection Summary												
HCM Average Control Delay		30.5		HCM Level of Service				C				
HCM Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		130.0		Sum of lost time (s)				6.0				
Intersection Capacity Utilization		75.0%		ICU Level of Service				D				
Analysis Period (min)		15										
c Critical Lane Group												

2010 AM Peak BUILD Conditions - CASE N

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2010AB_N.sy7

Timings

5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.

12/14/2006

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	589	395	267	150	614	303	261	1050	66	154	360	707
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	46.0	47.0	13.0	23.0	24.0	11.0	13.0	49.0	23.0	11.0	47.0	46.0
Total Split (%)	35.4%	36.2%	10.0%	17.7%	18.5%	8.5%	10.0%	37.7%	17.7%	8.5%	36.2%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min	Min
Act Effct Green (s)	67.0	50.3	63.3	34.7	21.0	32.0	56.0	46.0	62.7	52.0	44.0	90.0
Actuated g/C Ratio	0.52	0.39	0.49	0.27	0.16	0.25	0.43	0.35	0.48	0.40	0.34	0.69
v/c Ratio	0.99	0.31	0.31	0.46	1.13	0.74	0.76	1.00	0.10	0.99	0.32	0.68
Control Delay	67.1	29.0	3.2	26.2	127.9	48.4	40.9	66.5	3.8	99.0	32.9	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	29.0	3.2	26.2	127.9	48.4	40.9	66.5	3.8	99.0	32.9	14.7
LOS	E	C	A	C	F	D	D	E	A	F	C	B
Approach Delay		41.4			91.1			58.6			30.7	
Approach LOS		D			F			E			C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 54.3

Intersection LOS: D

Intersection Capacity Utilization 100.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 5: Paradise Blvd & Unser Blvd

			
ø1	ø2	ø3	ø4
11 s	49 s	23 s	47 s
			
ø5	ø6	ø7	ø8
13 s	47 s	46 s	24 s

HCM Signalized Intersection Capacity Analysis
5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.17	1.00	1.00	0.51	1.00	1.00	0.41	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	307	3505	1568	934	3505	1568	761	3505	1568	168	3505	1568
Volume (vph)	589	395	267	150	614	303	261	1050	66	154	360	707
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.85	0.85	0.85	0.94	0.94	0.94
Adj. Flow (vph)	627	420	284	156	640	316	307	1235	78	164	383	752
RTOR Reduction (vph)	0	0	152	0	0	44	0	0	42	0	0	16
Lane Group Flow (vph)	627	420	132	156	640	272	307	1235	36	164	383	736
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	65.0	48.3	56.3	30.7	19.0	25.0	52.0	44.0	55.7	48.0	42.0	83.0
Effective Green, g (s)	67.0	50.3	60.3	34.7	21.0	29.0	56.0	46.0	59.7	52.0	44.0	87.0
Actuated g/C Ratio	0.52	0.39	0.46	0.27	0.16	0.22	0.43	0.35	0.46	0.40	0.34	0.67
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	636	1356	763	336	566	386	404	1240	756	165	1186	1086
v/s Ratio Prot	c0.33	0.12	0.01	0.05	c0.18	0.04	c0.06	c0.35	0.00	c0.06	0.11	0.22
v/s Ratio Perm	0.18		0.07	0.08		0.13	0.27		0.02	0.34		0.25
v/c Ratio	0.99	0.31	0.17	0.46	1.13	0.71	0.76	1.00	0.05	0.99	0.32	0.68
Uniform Delay, d1	45.3	27.8	20.3	38.3	54.5	46.6	29.8	41.9	19.4	33.2	31.9	13.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.8	0.1	0.1	1.0	79.3	5.8	8.0	24.6	0.0	67.9	0.7	1.7
Delay (s)	77.2	27.9	20.4	39.4	133.8	52.4	37.8	66.5	19.5	101.1	32.7	14.7
Level of Service	E	C	C	D	F	D	D	E	B	F	C	B
Approach Delay (s)		49.5			97.4			58.8			30.9	
Approach LOS		D			F			E			C	

Intersection Summary

HCM Average Control Delay	57.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

2010 PM Peak BUILD Conditions - CASE N

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2010PB_N.sy7

Timings

5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.

12/14/2006

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	489	551	176	50	414	273	208	600	40	320	748	814
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	35.0	46.0	20.0	10.0	21.0	47.0	20.0	27.0	10.0	47.0	54.0	35.0
Total Split (%)	26.9%	35.4%	15.4%	7.7%	16.2%	36.2%	15.4%	20.8%	7.7%	36.2%	41.5%	26.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	53.1	43.1	61.2	25.0	17.9	45.7	39.9	24.8	34.8	52.6	34.4	69.6
Actuated g/C Ratio	0.48	0.39	0.55	0.22	0.16	0.41	0.36	0.22	0.31	0.47	0.31	0.62
v/c Ratio	0.93	0.44	0.21	0.23	0.80	0.44	0.60	0.84	0.09	0.76	0.75	0.86
Control Delay	54.4	27.9	6.0	24.3	58.0	21.3	26.6	53.5	17.7	36.2	39.8	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	27.9	6.0	24.3	58.0	21.3	26.6	53.5	17.7	36.2	39.8	25.4
LOS	D	C	A	C	E	C	C	D	B	D	D	C
Approach Delay		35.4			42.1			45.2			33.0	
Approach LOS		D			D			D			C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 111.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 37.3

Intersection Capacity Utilization 86.2%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Splits and Phases: 5: Paradise Blvd & Unser Blvd

			
ø1	ø2	ø3	ø4
47 s	27 s	10 s	46 s
			
ø5	ø6	ø7	ø8
20 s	54 s	35 s	21 s

2025 AM Peak BUILD Conditions

Case N - w/o Unser driveway
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2025ABX-N.sy7

HCM Signalized Intersection Capacity Analysis
5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.19	1.00	1.00	0.43	1.00	1.00	0.18	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	353	3505	1568	785	3505	1568	340	3505	1568	266	3505	1568
Volume (vph)	489	551	176	50	414	273	208	600	40	320	748	814
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	532	599	191	54	450	297	226	652	43	348	813	885
RTOR Reduction (vph)	0	0	59	0	0	31	0	0	17	0	0	51
Lane Group Flow (vph)	532	599	132	54	450	266	226	652	26	348	813	834
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	51.1	41.1	54.3	20.9	15.9	38.7	35.9	22.7	27.7	50.5	32.3	62.5
Effective Green, g (s)	53.1	43.1	58.3	24.9	17.9	42.7	39.9	24.7	31.7	52.5	34.3	66.5
Actuated g/C Ratio	0.48	0.39	0.52	0.22	0.16	0.38	0.36	0.22	0.28	0.47	0.31	0.60
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	572	1354	861	236	562	642	314	776	488	455	1077	976
v/s Ratio Prot	c0.27	0.17	0.02	0.01	0.13	0.09	0.10	0.19	0.00	c0.17	0.23	c0.25
v/s Ratio Perm	c0.17		0.06	0.04		0.08	0.16		0.01	0.19		0.29
v/c Ratio	0.93	0.44	0.15	0.23	0.80	0.41	0.72	0.84	0.05	0.76	0.75	0.85
Uniform Delay, d1	28.9	25.4	13.8	34.7	45.1	25.3	27.4	41.6	29.0	26.6	34.9	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.9	0.2	0.1	0.5	8.0	0.4	7.7	8.2	0.0	7.5	3.1	7.4
Delay (s)	50.9	25.6	13.9	35.2	53.2	25.7	35.1	49.7	29.1	34.1	37.9	26.0
Level of Service	D	C	B	D	D	C	D	D	C	C	D	C
Approach Delay (s)		34.1			41.8			45.2			32.1	
Approach LOS		C			D			D			C	

Intersection Summary

HCM Average Control Delay	36.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	111.6	Sum of lost time (s)	3.0
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

2025 AM Peak BUILD Conditions

Case N - w/o Unser driveway
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2025ABX-N.sy7

Timings

5: Paradise Blvd & Unser Blvd

Terry O. Brown, P.E.

12/14/2006

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	705	584	217	50	447	312	355	1050	66	256	597	930
Turn Type	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov	pm+pt		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0	10.0	21.0	10.0
Total Split (s)	49.0	60.0	28.0	10.0	21.0	17.0	28.0	43.0	10.0	17.0	32.0	49.0
Total Split (%)	37.7%	46.2%	21.5%	7.7%	16.2%	13.1%	21.5%	33.1%	7.7%	13.1%	24.6%	37.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min	Min
Act Effct Green (s)	67.0	57.0	85.0	25.0	18.0	35.0	57.0	40.0	50.0	43.0	29.0	78.0
Actuated g/C Ratio	0.52	0.44	0.65	0.19	0.14	0.27	0.44	0.31	0.38	0.33	0.22	0.60
v/c Ratio	1.13	0.41	0.22	0.27	1.00	0.75	0.98	1.06	0.12	1.13	0.83	1.05
Control Delay	110.1	26.1	5.2	26.8	97.0	48.8	77.9	87.5	17.4	131.3	58.4	66.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.1	26.1	5.2	26.8	97.0	48.8	77.9	87.5	17.4	131.3	58.4	66.9
LOS	F	C	A	C	F	D	E	F	B	F	E	E
Approach Delay		62.4			74.1			82.0			73.3	
Approach LOS		E			E			F			E	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 72.8

Intersection Capacity Utilization 108.0%

Analysis Period (min) 15

Intersection LOS: E

ICU Level of Service G

Splits and Phases: 5: Paradise Blvd & Unser Blvd

			
17 s	43 s	10 s	60 s
			
28 s	32 s	49 s	21 s

12/14/2006

Intersection Summary			
HCM Average Control Delay	75.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	3.0
Intersection Capacity Utilization	108.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
7: Paradise Blvd & PdN Rd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	15	597	41	231	445	29	77	7	194	44	7	32
Peak Hour Factor	0.89	0.89	0.89	0.78	0.78	0.78	0.85	0.85	0.85	0.89	0.89	0.89
Hourly flow rate (vph)	17	671	46	296	571	37	91	8	228	49	8	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)					1043							
pX, platoon unblocked	0.88						0.88	0.88		0.88	0.88	0.88
vC, conflicting volume	608			717			1930	1928	694	2118	1932	589
vC1, stage 1 conf vol							728	728		1181	1181	
vC2, stage 2 conf vol							1203	1200		937	751	
vCu, unblocked vol	553			717			2060	2057	694	2275	2062	532
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			66			0	92	48	0	89	92
cM capacity (veh/h)	888			879			75	99	441	8	72	479
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total	17	717	296	608	91	236	93					
Volume Left	17	0	296	0	91	0	49					
Volume Right	0	46	0	37	0	228	36					
cSH	888	1700	879	1700	75	394	15					
Volume to Capacity	0.02	0.42	0.34	0.36	1.21	0.60	6.23					
Queue Length 95th (ft)	1	0	37	0	172	94	Err					
Control Delay (s)	9.1	0.0	11.2	0.0	268.9	26.9	Err					
Lane LOS	A		B		F	D	F					
Approach Delay (s)	0.2		3.7		94.0		Err					
Approach LOS					F		F					
Intersection Summary												
Average Delay			469.7									
Intersection Capacity Utilization			77.2%		ICU Level of Service					D		
Analysis Period (min)			15									

2010 AM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_Y\2010AB_Y.sy7

HCM Unsignalized Intersection Capacity Analysis

7: Paradise Blvd & PdN Rd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	750	59	336	892	77	118	10	300	31	10	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	815	64	365	970	84	128	11	326	34	11	86
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)					1043							
pX, platoon unblocked	0.82						0.82	0.82		0.82	0.82	0.82
vC, conflicting volume	1053			879			2697	2690	847	2947	2680	1011
vC1, stage 1 conf vol							906	906		1742	1742	
vC2, stage 2 conf vol							1791	1784		1205	938	
vCu, unblocked vol	1065			879			3074	3064	847	3379	3052	1014
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			52			0	29	9	0	0	64
cM capacity (veh/h)	532			764			0	15	360	0	5	236
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total	29	879	365	1053	128	337	130					
Volume Left	29	0	365	0	128	0	34					
Volume Right	0	64	0	84	0	326	86					
cSH	532	1700	764	1700	0	209	0					
Volume to Capacity	0.06	0.52	0.48	0.62	Err	1.61	366.76					
Queue Length 95th (ft)	4	0	65	0	Err	546	Err					
Control Delay (s)	12.2	0.0	13.9	0.0	Err	338.5	Err					
Lane LOS	B		B		F	F	F					
Approach Delay (s)	0.4		3.6		Err		Err					
Approach LOS					F		F					
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		101.2%			ICU Level of Service			G				
Analysis Period (min)		15										

2025 PM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchrol\2025PBX-Y.sy7

HCM Unsignalized Intersection Capacity Analysis 7: Paradise Blvd & PdN Rd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	15	597	41	492	445	29	77	7	232	44	7	32
Peak Hour Factor	0.89	0.89	0.89	0.78	0.78	0.78	0.85	0.85	0.85	0.89	0.89	0.89
Hourly flow rate (vph)	17	671	46	631	571	37	91	8	273	49	8	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)					1043							
pX, platoon unblocked	0.88						0.88	0.88		0.88	0.88	0.88
vC, conflicting volume	608			717			2599	2597	694	2832	2601	589
vC1, stage 1 conf vol							728	728		1851	1851	
vC2, stage 2 conf vol							1872	1869		982	751	
vCu, unblocked vol	556			717			2810	2807	694	3073	2812	535
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			28			0	5	38	0	0	93
cM capacity (veh/h)	892			879			0	9	441	0	4	480
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total	17	717	631	608	91	281	93					
Volume Left	17	0	631	0	91	0	49					
Volume Right	0	46	0	37	0	273	36					
cSH	892	1700	879	1700	0	179	0					
Volume to Capacity	0.02	0.42	0.72	0.36	Err	1.57	268.96					
Queue Length 95th (ft)	1	0	158	0	Err	461	Err					
Control Delay (s)	9.1	0.0	18.7	0.0	Err	328.0	Err					
Lane LOS	A		C		F	F	F					
Approach Delay (s)	0.2		9.5		Err		Err					
Approach LOS					F		F					
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			94.0%		ICU Level of Service					F		
Analysis Period (min)			15									

2010 AM Peak BUILD Conditions - CASE N

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2010AB_N.sy7

HCM Unsignalized Intersection Capacity Analysis
7: Paradise Blvd & PdN Rd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	19	500	59	717	688	55	118	10	358	34	10	86
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.85	0.85	0.85	0.75	0.75	0.75
Hourly flow rate (vph)	20	538	63	747	717	57	139	12	421	45	13	115
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh							1			1		
Upstream signal (ft)					1043							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	774			601			2942	2878	569	3245	2881	745
vC1, stage 1 conf vol							610	610		2239	2239	
vC2, stage 2 conf vol							2332	2268		1006	642	
vCu, unblocked vol	734			601			3283	3207	569	3638	3211	701
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
-p0 queue free %	97			23			0	0	19	0	0	69
cM capacity (veh/h)	737			971			0	2	520	0	2	372
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total	20	601	747	774	139	433	173					
Volume Left	20	0	747	0	139	0	45					
Volume Right	0	63	0	57	0	421	115					
cSH	737	1700	971	1700	0	61	0					
Volume to Capacity	0.03	0.35	0.77	0.46	Err	7.08	Err					
Queue Length 95th (ft)	2	0	195	0	Err	Err	Err					
Control Delay (s)	10.0	0.0	19.8	0.0	Err	Err	Err					
Lane LOS	B		C		F	F	F					
Approach Delay (s)	0.3		9.7		Err		Err					
Approach LOS					F		F					
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		113.3%			ICU Level of Service				H			
Analysis Period (min)		15										

2010 PM Peak BUILD Conditions - CASE N

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2010PB_N.sy7

HCM Unsignalized Intersection Capacity Analysis

7: Paradise Blvd & PdN Rd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	20	904	41	492	565	41	77	7	232	61	7	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	983	45	535	614	45	84	8	252	66	8	50
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)								TWLTL			TWLTL	
Upstream signal (ft)					1043			1			1	
pX, platoon unblocked	1.00						1.00	1.00		1.00	1.00	1.00
vC, conflicting volume	659			1027			2786	2777	1005	2988	2777	636
vC1, stage 1 conf vol							1048	1048		1706	1706	
vC2, stage 2 conf vol							1738	1728		1282	1071	
vCu, unblocked vol	658			1027			2788	2779	1005	2990	2779	636
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			20			0	0	14	0	0	89
cM capacity (veh/h)	924			672			0	7	292	0	4	476
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total	22	1027	535	659	84	260	124					
Volume Left	22	0	535	0	84	0	66					
Volume Right	0	45	0	45	0	252	50					
cSH	924	1700	672	1700	0	129	0					
Volume to Capacity	0.02	0.60	0.80	0.39	Err	2.02	Err					
Queue Length 95th (ft)	2	0	199	0	Err	526	Err					
Control Delay (s)	9.0	0.0	27.9	0.0	Err	542.2	Err					
Lane LOS	A		D		F	F	F					
Approach Delay (s)	0.2		12.5		Err		Err					
Approach LOS					F		F					
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization		111.9%			ICU Level of Service				H			
Analysis Period (min)		15										

2025 AM Peak BUILD Conditions

Case N - w/o Unser driveway
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2025ABX-N.sy7

HCM Unsignalized Intersection Capacity Analysis
7: Paradise Blvd & PdN Rd

Terry O. Brown, P.E.
12/14/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	750	59	717	892	77	118	10	358	31	10	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	815	64	779	970	84	128	11	389	34	11	86
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)					1043							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	1053			879			3526	3518	847	3839	3508	1011
vC1, stage 1 conf vol							906	906		2570	2570	
vC2, stage 2 conf vol							2620	2612		1268	938	
vCu, unblocked vol	1059			879			3819	3810	847	4168	3799	1013
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
-p0 queue free %	95			0			0	0	0	0	0	67
cM capacity (veh/h)	586			764			0	0	360	0	0	259
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total	29	879	779	1053	128	400	130					
Volume Left	29	0	779	0	128	0	34					
Volume Right	0	64	0	84	0	389	86					
cSH	586	1700	764	1700	0	0	0					
Volume to Capacity	0.05	0.52	1.02	0.62	Err	Err	Err					
Queue Length 95th (ft)	4	0	452	0	Err	Err	Err					
Control Delay (s)	11.5	0.0	60.9	0.0	Err	Err	Err					
Lane LOS	B		F		F	F	F					
Approach Delay (s)	0.4		25.9		Err		Err					
Approach LOS					F		F					

Intersection Summary

Average Delay	Err						
Intersection Capacity Utilization	125.9%		ICU Level of Service		H		
Analysis Period (min)	15						

Analysis of Intersection #8

Paradise Blvd / Driveway 'B'

HCM Unsignalized Intersection Capacity Analysis 8: Paradise Blvd & 'B'

Terry O. Brown, P.E.
12/14/2006

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↷			↶		↷
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	600	41	0	705	0	194
Peak Hour Factor	0.78	0.78	0.78	0.78	0.85	0.85
Hourly flow rate (vph)	769	53	0	904	0	228
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage (veh)					0	
Upstream signal (ft)				503		
pX, platoon unblocked					0.77	
vC, conflicting volume			822		1699	796
vC1, stage 1 conf vol					796	
vC2, stage 2 conf vol					904	
vCu, unblocked vol			822		1913	796
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	41
cM capacity (veh/h)			803		143	386
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	822	904	228			
Volume Left	0	0	0			
Volume Right	53	0	228			
cSH	1700	1700	386			
Volume to Capacity	0.48	0.53	0.59			
Queue Length 95th (ft)	0	0	92			
Control Delay (s)	0.0	0.0	27.0			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	27.0			
Approach LOS			D			
Intersection Summary						
Average Delay		3.2				
Intersection Capacity Utilization		52.7%	ICU Level of Service	A		
Analysis Period (min)		15				

2010 AM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\2010AB_Y.sy7

HCM Unsignalized Intersection Capacity Analysis
8: Paradise Blvd & 'B'

Terry O. Brown, P.E.
12/14/2006

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖		↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	463	59	0	1080	0	300
Peak Hour Factor	0.96	0.96	0.96	0.96	0.85	0.85
Hourly flow rate (vph)	482	61	0	1125	0	353
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)				503		
pX, platoon unblocked					0.77	
vC, conflicting volume			544		1638	513
vC1, stage 1 conf vol					513	
vC2, stage 2 conf vol					1125	
vCu, unblocked vol			544		1829	513
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	37
cM capacity (veh/h)			1020		129	559
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	544	1125	353			
Volume Left	0	0	0			
Volume Right	61	0	353			
cSH	1700	1700	559			
Volume to Capacity	0.32	0.66	0.63			
Queue Length 95th (ft)	0	0	110			
Control Delay (s)	0.0	0.0	21.8			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	21.8			
Approach LOS			C			
Intersection Summary						
Average Delay		3.8				
Intersection Capacity Utilization		60.2%	ICU Level of Service	B		
Analysis Period (min)		15				

2010 PM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_Y\2010PB_Y.sy7

HCM Unsignalized Intersection Capacity Analysis 8: Paradise Blvd & 'B'

Terry O. Brown, P.E.
12/14/2006

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖		↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	924	41	0	837	0	194
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1004	45	0	910	0	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)				483		
pX, platoon unblocked					0.85	
vC, conflicting volume			1049		1936	1027
vC1, stage 1 conf vol					1027	
vC2, stage 2 conf vol					910	
vCu, unblocked vol			1049		2100	1027
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	26
cM capacity (veh/h)			660		132	283
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	1049	910	211			
Volume Left	0	0	0			
Volume Right	45	0	211			
cSH	1700	1700	283			
Volume to Capacity	0.62	0.54	0.74			
Queue Length 95th (ft)	0	0	136			
Control Delay (s)	0.0	0.0	47.1			
Lane LOS			E			
Approach Delay (s)	0.0	0.0	47.1			
Approach LOS			E			
Intersection Summary						
Average Delay		4.6				
Intersection Capacity Utilization		69.8%	ICU Level of Service	C		
Analysis Period (min)		15				

2025 AM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_Y\2025ABX-Y.sy7

HCM Unsignalized Intersection Capacity Analysis 8: Paradise Blvd & 'B'

Terry O. Brown, P.E.
12/14/2006

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	722	59	0	1305	0	300
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	785	64	0	1418	0	326
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)				483		
pX, platoon unblocked					0.75	
vC, conflicting volume			849		2235	817
vC1, stage 1 conf vol					817	
vC2, stage 2 conf vol					1418	
vCu, unblocked vol			849		2651	817
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	13
cM capacity (veh/h)			785		77	375
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	849	1418	326			
Volume Left	0	0	0			
Volume Right	64	0	326			
cSH	1700	1700	375			
Volume to Capacity	0.50	0.83	0.87			
Queue Length 95th (ft)	0	0	210			
Control Delay (s)	0.0	0.0	53.2			
Lane LOS			F			
Approach Delay (s)	0.0	0.0	53.2			
Approach LOS			F			
Intersection Summary						
Average Delay		6.7				
Intersection Capacity Utilization		72.0%	ICU Level of Service		C	
Analysis Period (min)		15				

2025 PM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOBEL\PROJECTS\Blvd_Ltd\Synchro\2025PBX-Y.sy7

HCM Unsignalized Intersection Capacity Analysis 8: Paradise Blvd & 'B'

Terry O. Brown, P.E.
12/14/2006

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖		↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	600	41	0	966	0	232
Peak Hour Factor	0.78	0.78	0.78	0.78	0.85	0.85
Hourly flow rate (vph)	769	53	0	1238	0	273
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)				503		
pX, platoon unblocked					0.76	
vC, conflicting volume			822		2034	796
vC1, stage 1 conf vol					796	
vC2, stage 2 conf vol					1238	
vCu, unblocked vol			822		2356	796
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	29
cM capacity (veh/h)			803		99	386
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	822	1238	273			
Volume Left	0	0	0			
Volume Right	53	0	273			
cSH	1700	1700	386			
Volume to Capacity	0.48	0.73	0.71			
Queue Length 95th (ft)	0	0	132			
Control Delay (s)	0.0	0.0	34.0			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	34.0			
Approach LOS			D			
Intersection Summary						
Average Delay		4.0				
Intersection Capacity Utilization		55.1%	ICU Level of Service	B		
Analysis Period (min)		15				

2010 AM Peak BUILD Conditions - CASE N

Base Geometry
D:\VATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2010AB_N.sy7

HCM Unsignalized Intersection Capacity Analysis 8: Paradise Blvd & 'B'

Terry O. Brown, P.E.
12/14/2006

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱		↱
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	463	59	0	1459	0	358
Peak Hour Factor	0.96	0.96	0.96	0.96	0.85	0.85
Hourly flow rate (vph)	482	61	0	1520	0	421
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)				503		
pX, platoon unblocked					0.69	
vC, conflicting volume			544		2033	513
vC1, stage 1 conf vol					513	
vC2, stage 2 conf vol					1520	
vCu, unblocked vol			544		2500	513
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	25
cM capacity (veh/h)			1020		64	559
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	544	1520	421			
Volume Left	0	0	0			
Volume Right	61	0	421			
cSH	1700	1700	559			
Volume to Capacity	0.32	0.89	0.75			
Queue Length 95th (ft)	0	0	165			
Control Delay (s)	0.0	0.0	28.5			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	28.5			
Approach LOS			D			
Intersection Summary						
Average Delay		4.8				
Intersection Capacity Utilization		80.1%	ICU Level of Service	D		
Analysis Period (min)		15				

2010 PM Peak BUILD Conditions - CASE N

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2010PB_N.sy7

HCM Unsignalized Intersection Capacity Analysis 8: Paradise Blvd & 'B'

Terry O. Brown, P.E.
12/14/2006

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖		↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	1156	41	0	837	0	232
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1257	45	0	910	0	252
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)				483		
pX, platoon unblocked					0.87	
vC, conflicting volume			1301		2189	1279
vC1, stage 1 conf vol					1279	
vC2, stage 2 conf vol					910	
vCu, unblocked vol			1301		2365	1279
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			529		112	202
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	1301	910	252			
Volume Left	0	0	0			
Volume Right	45	0	252			
cSH	1700	1700	202			
Volume to Capacity	0.77	0.54	1.25			
Queue Length 95th (ft)	0	0	334			
Control Delay (s)	0.0	0.0	194.0			
Lane LOS			F			
Approach Delay (s)	0.0	0.0	194.0			
Approach LOS			F			
Intersection Summary						
Average Delay		19.9				
Intersection Capacity Utilization		84.4%	ICU Level of Service	E		
Analysis Period (min)		15				

2025 AM Peak BUILD Conditions

Case N - w/o Unser driveway
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2025ABX-N.sy7

HCM Unsignalized Intersection Capacity Analysis
8: Paradise Blvd & 'B'

Terry O. Brown, P.E.
12/14/2006

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	1080	59	0	1305	0	358
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1174	64	0	1418	0	389
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)				483		
pX, platoon unblocked					0.68	
vC, conflicting volume			1238		2624	1206
vC1, stage 1 conf vol					1206	
vC2, stage 2 conf vol					1418	
vCu, unblocked vol			1238		3387	1206
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			559		59	223
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	1238	1418	389			
Volume Left	0	0	0			
Volume Right	64	0	389			
cSH	1700	1700	223			
Volume to Capacity	0.73	0.83	1.75			
Queue Length 95th (ft)	0	0	659			
Control Delay (s)	0.0	0.0	391.9			
Lane LOS			F			
Approach Delay (s)	0.0	0.0	391.9			
Approach LOS			F			
Intersection Summary						
Average Delay			50.1			
Intersection Capacity Utilization			89.3%	ICU Level of Service	E	
Analysis Period (min)			15			

2025 PM Peak BUILD Conditions - CASE N

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_N\2025PBX-N.sy7

Analysis of Intersection #9

Paradise Blvd / Driveway 'C'

HCM Unsignalized Intersection Capacity Analysis
9: "C" & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	76	80	711	817	181
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	89	94	836	961	213
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)				1187		
pX, platoon unblocked	0.68	0.68	0.68			
vC, conflicting volume	1986	961	1174			
vC1, stage 1 conf vol	961					
vC2, stage 2 conf vol	1025					
vCu, unblocked vol	2449	943	1256			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	59	75			
cM capacity (veh/h)	125	216	375			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	89	94	836	961	213	
Volume Left	0	94	0	0	0	
Volume Right	89	0	0	0	213	
cSH	216	375	1700	1700	1700	
Volume to Capacity	0.41	0.25	0.49	0.57	0.13	
Queue Length 95th (ft)	47	24	0	0	0	
Control Delay (s)	33.0	17.8	0.0	0.0	0.0	
Lane LOS	D	C				
Approach Delay (s)	33.0	1.8		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay		2.1				
Intersection Capacity Utilization		54.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
9: 'A' & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	117	117	1260	660	264
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	138	138	1482	776	311
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	1					
Upstream signal (ft)				1187		
pX, platoon unblocked	0.80	0.80	0.80			
vC, conflicting volume	2534	776	1087			
vC1, stage 1 conf vol	776					
vC2, stage 2 conf vol	1758					
vCu, unblocked vol	2915	721	1109			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	60	73			
cM capacity (veh/h)	81	341	502			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	138	138	1482	776	311	
Volume Left	0	138	0	0	0	
Volume Right	138	0	0	0	311	
cSH	341	502	1700	1700	1700	
Volume to Capacity	0.40	0.27	0.87	0.46	0.18	
Queue Length 95th (ft)	47	28	0	0	0	
Control Delay (s)	22.5	14.9	0.0	0.0	0.0	
Lane LOS	C	B				
Approach Delay (s)	22.5	1.3		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay		1.8				
Intersection Capacity Utilization		69.6%		ICU Level of Service		C
Analysis Period (min)		15				

2010 PM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_Y\2010PB_Y.sy7

HCM Unsignalized Intersection Capacity Analysis
9: 'C' & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	76	80	768	898	181
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	83	87	835	976	197
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1985	976	1173			
vC1, stage 1 conf vol	976					
vC2, stage 2 conf vol	1009					
vCu, unblocked vol	1985	976	1173			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	73	85			
cM capacity (veh/h)	131	303	592			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	83	87	835	976	197	
Volume Left	0	87	0	0	0	
Volume Right	83	0	0	0	197	
cSH	303	592	1700	1700	1700	
Volume to Capacity	0.27	0.15	0.49	0.57	0.12	
Queue Length 95th (ft)	27	13	0	0	0	
Control Delay (s)	21.3	12.1	0.0	0.0	0.0	
Lane LOS	C	B				
Approach Delay (s)	21.3	1.1		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay		1.3				
Intersection Capacity Utilization		58.6%		ICU Level of Service		B
Analysis Period (min)		15				

2025 AM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\Case_Y\2025ABX-Y.sy7

HCM Unsignalized Intersection Capacity Analysis

9: 'C' & Unser Blvd

Terry O. Brown, P.E.
12/14/2006

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	117	117	1354	747	264
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	127	127	1472	812	287
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised					
Median storage veh)	0					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2538	812	1099			
vC1, stage 1 conf vol	812					
vC2, stage 2 conf vol	1726					
vCu, unblocked vol	2538	812	1099			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	66	80			
cM capacity (veh/h)	71	377	631			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	127	127	1472	812	287	
Volume Left	0	127	0	0	0	
Volume Right	127	0	0	0	287	
cSH	377	631	1700	1700	1700	
Volume to Capacity	0.34	0.20	0.87	0.48	0.17	
Queue Length 95th (ft)	36	19	0	0	0	
Control Delay (s)	19.3	12.1	0.0	0.0	0.0	
Lane LOS	C	B				
Approach Delay (s)	19.3	1.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay		1.4				
Intersection Capacity Utilization		74.6%		ICU Level of Service		D
Analysis Period (min)		15				

2025 PM Peak BUILD Conditions - CASE Y

Base Geometry
D:\ATOB\PROJECTS\Blvd_Ltd\Synchro\2025PBX-Y.sy7

Signalized Intersection Information SheetIntersection: Paradise / LyonSpeed Limit - E-W Street: 35 M.P.H.Speed Limit - N-S Street: 35 M.P.H.Type of Intersection Control: SignalizedDate:
11/1/2006**East Bound Approach:****Paradise**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
Length	0				0
	Left Turn Arrow?		Thru Green	Right Turn Arrow?	
	YES		YES	NO	

Is there a right turn slip laned that by-passes the traffic signal? YES**West Bound Approach:****Paradise**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
Length	0				0
	Left Turn Arrow?		Thru Green	Right Turn Arrow?	
	NO		YES	NO	

Is there a right turn slip laned that by-passes the traffic signal? YES**North Bound Approach:****Lyon**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
Length	0				0
	Left Turn Arrow?		Thru Green	Right Turn Arrow?	
	NO		NO	NO	

Is there a right turn slip laned that by-passes the traffic signal? NO**South Bound Approach:****Lyon**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
Length	0				0
	Left Turn Arrow?		Thru Green	Right Turn Arrow?	
	NO		YES	NO	

Is there a right turn slip laned that by-passes the traffic signal? NO

NOTE: Lyon is baracaded south of Paradise preventing southbound through movement
There is a small amount of construction traffic N/E off of Lyon and E/S onto Lyon

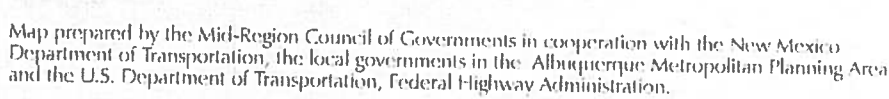
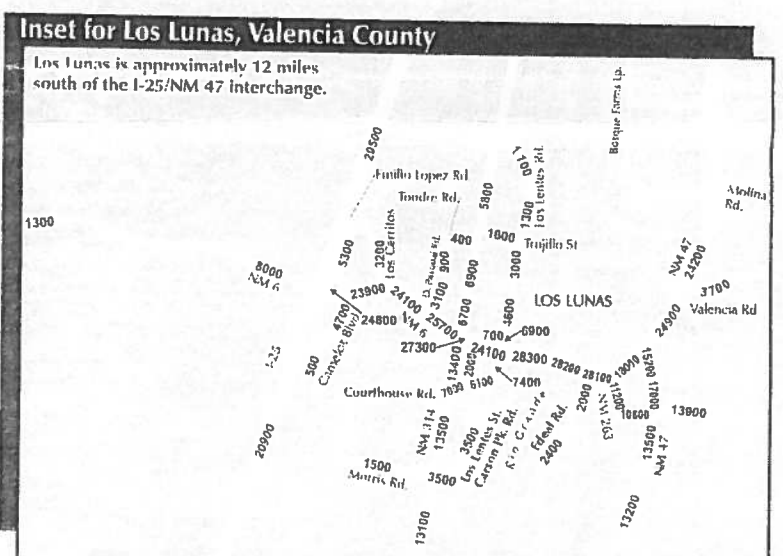
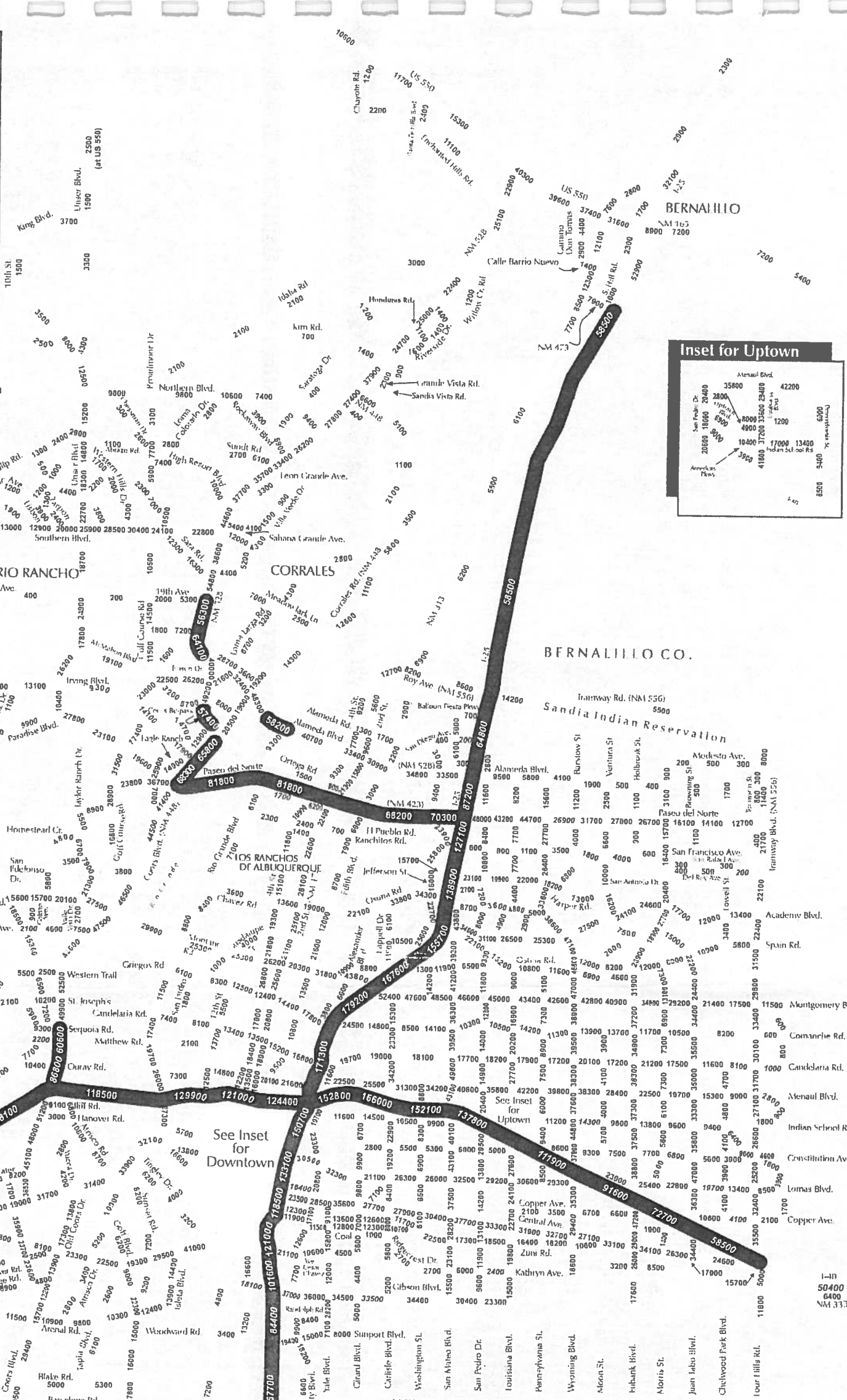
Traffic Count Data Sheet

Year Counts Taken: 2006

E-W Street Paradise Blvd
N-S Street: Lyon BlvdSpeed Limit (Paradise Blvd)= 35 MPH
Speed Limit (Lyon Blvd)= 35 MPH
Date of Count: 11/8/06

Begin Time	End Time	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Lyon Blvd)			Southbound (Lyon Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	46	178	0	0	63	48	0	0	0	106	0	26
7:15 AM	7:30 AM	44	185	0	0	81	55	0	0	0	87	0	39
7:30 AM	7:45 AM	50	155	0	0	61	52	0	0	0	82	0	36
7:45 AM	8:00 AM	59	149	0	0	94	44	0	0	0	93	0	48
8:00 AM	8:15 AM	48	139	0	0	136	48	0	0	0	88	0	61
8:15 AM	8:30 AM	56	165	0	0	88	38	0	0	0	79	0	36
8:30 AM	8:45 AM	35	137	0	0	100	55	0	0	0	93	0	20
8:45 AM	9:00 AM	26	122	0	0	100	39	0	0	0	87	0	28
AM Peak Hour Volumes		201	628	0	0	372	199	0	0	0	350	0	184
% of Total Traffic		10.4%	32.5%	0.0%	0.0%	19.2%	10.3%	0.0%	0.0%	0.0%	18.1%	0.0%	9.5%
% Directional			42.9%			29.5%			0.0%		27.6%		
AM Peak Hour Factor			0.91			0.78			0.90				

Begin Time	End Time	Eastbound (Paradise Blvd)			Westbound (Paradise Blvd)			Northbound (Lyon Blvd)			Southbound (Lyon Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	44	105	0	0	148	75	0	0	0	65	0	46
4:15 PM	4:30 PM	48	94	0	0	135	77	0	0	0	81	0	34
4:30 PM	4:45 PM	54	92	0	0	118	65	0	0	0	65	0	52
4:45 PM	5:00 PM	58	100	0	0	161	76	0	0	0	69	0	63
5:00 PM	5:15 PM	59	109	0	0	166	65	0	0	0	72	0	49
5:15 PM	5:30 PM	55	101	0	0	157	69	0	0	0	78	0	48
5:30 PM	5:45 PM	50	101	0	0	142	73	0	0	0	80	0	37
5:45 PM	6:00 PM	61	102	0	0	128	90	0	0	0	84	0	51
PM Peak Hour Volumes		222	411	0	0	626	283	0	0	0	299	0	197
% of Total Traffic		10.9%	20.2%	0.0%	0.0%	30.7%	13.9%	0.0%	0.0%	0.0%	14.7%	0.0%	9.7%
% Directional			31.1%			44.6%			0.0%		24.3%		
PM Peak Hour Factor			0.94			0.96			0.94				



2005 Traffic Flows for the Greater Albuquerque Area