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North I-25 Corporate Center
(Modesto Ave. / I-25)

Traffic Impact Study

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FINAL

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Signature

Date

Presented to:

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

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**North I-25 Corporate Center
(Modesto Ave. / Interstate 25)
Traffic Impact Study**

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**North I-25 Corporate Center
(Modesto Ave. / I-25)
Traffic Impact Study**

Introduction

The purpose of this study is to evaluate the transportation conditions before and after implementation of the proposed North I-25 Corporate Center (aka Philips Electronics Site) and determine the impact of the development on the adjacent transportation system. The recommendations of this study will provide guidelines for measures to mitigate the impact of the development of the site plan on critical intersections and street segments. This study is prepared to meet the requirements of the New Mexico Department of Transportation District #3 and the City of Albuquerque associated with its review of the North I-25 Corporate Center Site as shown on the plan on Page A-3 in the Appendix of this report.

Study Procedures

A scoping meeting was held on Thursday, September 11, 2008 with Tony Abbo at the New Mexico Department of Transportation District 3 Office and subsequently via e-mail with City of Albuquerque Transportation staff members Tony Loyd and John Hartmann prior to beginning the study to discuss scope and methodology to be utilized within the proposed Philip's Electronics Site Traffic Impact Study. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition.

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections utilized in the Synchro (Version 7, Build 763) Transportation System analysis software program as required by the New Mexico Department of Transportation and other local governments. Synchro software deviates from the 2000 Highway Capacity Manual methods in several areas. The results obtained using Synchro software are generally deemed by the reviewing agencies to be close to those based on the 2000 Highway Capacity Manual in most cases.

Intersections targeted for analysis in this study include Alameda Blvd / Second St, Alameda Blvd / Horizon Blvd, Alameda Blvd / Jefferson St, Alameda Blvd / San Mateo Blvd, Alameda Blvd / I-25 W. ramp, Alameda Blvd / I-25 E. ramp, Alameda Blvd / Wyoming Blvd, Tramway Blvd / I-25 W. ramp, Tramway Blvd / I-25 E. ramp, I-25 W. Frontage Rd / San Diego Ave., I-25 W. Frontage Rd / Modesto Ave., Modesto Ave. / San Mateo Blvd, San Diego Ave. / San Mateo Blvd., Wilshire Blvd. / Jefferson St., Paseo del Norte / I-25 W. Ramp, Paseo del Norte / I-25 E. Ramp, and Paseo del Norte / San Pedro Blvd. In addition, the proposed driveways for the site will be analyzed.

Description of Proposed Development

The subject area of land discussed in this report is bound on the west by San Mateo Blvd, on the south by Modesto Ave., on the east by Interstate 25, and on the north by San Diego Ave. See the North I-25 Corporate Center site map on Page A-3 in the Appendix of this report. The total area encompassed by this project is approximately 63 acres. The project consists of office, motel, and commercial uses. A vicinity map showing the location of the project is included on Page A-1 in the Appendix of this report.

The expected year of full implementation of the North I-25 Corporate Center is 2012.

Access to this new site will be off of the I-25 frontage road, San Mateo Blvd, and Modesto Ave. No vehicular access is planned from San Diego Ave.

Alameda Blvd, Wyoming Blvd., Second St. and Paseo del Norte are classified as a Principal Arterial Roadways on the Long Range Roadway Plan for the Albuquerque Urban Area. Alameda Blvd is generally a four lane urban facility with raised medians. The posted speed limit along Alameda Blvd in the vicinity of this project is 45 MPH. Wyoming Blvd is generally a four lane urban facility with raised medians south of Alameda Blvd. The posted speed limit along Wyoming Blvd in the vicinity of Alameda Blvd. is 40 MPH. Second St is generally a four lane urban facility with raised medians and a posted speed limit of 45 MPH. Paseo del Norte is generally a six lane urban roadway with a posted speed limit of 45 MPH.

Jefferson St is classified as a Minor Arterial Roadway on the Long Range Roadway Plan for the Albuquerque Urban Area. It is generally a four lane urban facility with raised medians. The posted speed limit along Jefferson St in the vicinity of Alameda Blvd. is 30 MPH.

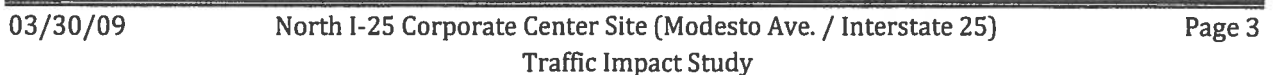
San Mateo Blvd. & San Pedro Dr. are classified as Collector Streets on the Long Range Roadway Plan for the Albuquerque Urban Area. They are generally four lane urban facilities with raised medians. The posted speed limit along San Mateo Blvd. in the vicinity of Alameda Blvd. is 30 MPH, while the posted speed limit along San Pedro Dr in the vicinity of Paseo del Norte is 35 MPH.

The Long Range Roadway Plan for the Albuquerque Urban Area Map is included in the report on Page A-2 of the Appendix.

Study Area Conditions

The North I-25 Corporate Center Site is a large proposed mixed use project. None of the roadways within the site are constructed at this time. There are existing buildings on-site which will have to be removed.

There are no programmed transportation improvements to the adjacent roadway system at this time. As shown by a portion of the Bikeway System Map below, there are no proposed bike trails or bike lanes for this area. Also, Sun Tran has bus route 140 / 141 in the area (the San Mateo Route). It runs from Kirtland Air Force Base to the Balloon Fiesta area on weekdays between 6 AM to 8 PM.



Analysis of Existing Conditions

2007 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-5 of the Appendix.

Current turning movement volumes obtained during the AM and PM Peak Hours for this project were acquired from recent field counts conducted by the consulting engineer conducting the Traffic Impact Study. Existing AM and PM Peak Hour turning movement counts for the year 2008 or 2009 were provided by the consulting engineer for the following intersections:

*Alameda Blvd / Second St
Alameda Blvd / Horizon Blvd
Alameda Blvd / San Mateo Blvd
Alameda Blvd / Jefferson St
Alameda Blvd / I-25 W. Frontage Rd
Alameda Blvd / I-25 E. Frontage Rd
Alameda Blvd / Wyoming Blvd
Tramway Blvd / I-25 W. Frontage Rd
Tramway Blvd / I-25 E. Frontage Rd
San Diego Ave / I-25 W. Frontage Rd
Modesto Ave / I-25 W. Frontage Rd
Modesto Ave / San Mateo Blvd
San Diego Ave / San Mateo Blvd
Wilshire Ave / Jefferson St
Paseo del Norte / I-25 W. Frontage Rd
Paseo del Norte / I-25 E. Frontage Rd
Paseo del Norte / San Pedro Dr*

Due to the nature of the request associated with this project, there is currently no analysis of existing conditions. Existing conditions for the adjacent transportation system are not pertinent to the application for site plan approval of this project. This study will analyze the projected 2012 NO BUILD and BUILD conditions.

Implementation Year Traffic Analysis

Classification of levels-of-service and delay for signalized and unsignalized intersections will be made based on criteria established by Synchro, Version 7 (Build 763) computer modeling software which approximates the 2000 Highway Capacity Manual methodology. The average control delay is calculated for each intersection and for each lane group of each leg of the intersection. The control delay then determines the level-of-service based on the following tables:

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

<u>Average Delay</u> <u>(secs)</u>	<u>Level-of-Service</u>
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

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

The trip generation rate for this project was calculated utilizing data from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (8th Edition). The following table summarizes the results of that calculation:

North I-25 Corporate Center (Modesto Ave. / I-25) **Trip Generation Data (ITE Trip Generation Manual - 8th Edition)**

USE (ITE CODE)	DESCRIPTION	24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet		Units				
Shopping Center (820)	24.00	2,686	40	26	120	125
High Turnover (Sit-Down) Restaurant (932)	5.00	636	30	28	33	23
Hotel (310)	405.00	3,613	166	120	140	146
General Office Building (710)	674.00	5,797	760	104	142	692
Subtotal		12,732	996	278	435	986
Subtotal Commercial Trips		3,322	70	54	153	148
Subtotal Hotel Trips		3,613	166	120	140	146
Subtotal Office Trips		5,797	760	104	142	692

The Trip Generation Table and the individual trip generation worksheets for each land use are also found on Pages A-7 thru A-11 in the Appendix of this report.

Besides the intersections previously listed, six access driveways are targeted for analysis in this study. They are labeled as Driveways 'A' through 'F'.

The targeted intersections for analysis in this study are:

2012 AM / PM Peak Hour NO BUILD and BUILD Conditions

1. Alameda Blvd / Second St (Signalized)
2. Alameda Blvd / Horizon Blvd (Signalized)
3. Alameda Blvd / Jefferson St (Signalized)
4. Alameda Blvd / San Mateo Blvd (Signalized)
5. Alameda Blvd / I-25 W. ramp (Signalized)
6. Alameda Blvd / I-25 E. ramp (Signalized)
7. Tramway Blvd / I-25 E. ramp (Unsignalized)
8. Tramway Blvd / I-25 W. ramp (Unsignalized)
9. I-25 W. Frontage Rd. / San Diego Ave. (Unsignalized)
10. I-25 W. Frontage Rd. / Modesto Ave. (Unsignalized)
11. Modesto Ave. / San Mateo Blvd. (Unsignalized)
12. San Diego Ave. / San Mateo Blvd. (Unsignalized)
13. Alameda Blvd. / Wyoming Blvd. (Signalized)
14. Wilshire Blvd. / Jefferson St. (Unsignalized)
15. Paseo del Norte / I-25 W. Ramp (Signalized)
16. Paseo del Norte / I-25 E. Ramp (Signalized)
17. Paseo del Norte / San Pedro Blvd. (Signalized)

Following is a summary of the results of the Synchro Analysis for each of the intersections targeted for evaluation in this report:

Intersection #1 – Alameda Blvd / Second St - Pages A-114 thru A-117

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Alameda Blvd / Second St**

		2012 AM Peak Hour			2012 PM Peak Hour		
		BASE GEOMETRY			BASE GEOMETRY		
		NO BUILD		BUILD	NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
E	L	1	B - 13.1	B - 12.7	1	D - 50.9	E - 58.5
	T	2	D - 38.7	D - 45.7	2	C - 34.1	D - 38.6
	R	1	B - 16.6	B - 15.9	1	C - 22.8	C - 24.9
W	L	1	D - 53.8	E - 76.5	1	E - 56.3	E - 62.2
	T	2	A - 6.2	A - 5.6	2	B - 19.5	B - 19.5
	R	1	A - 1.4	A - 1.3	1	A - 6.4	A - 3.2
N	L	2	C - 32.3	C - 32.2	2	E - 57.7	E - 63.9
	T	2	E - 56.5	E - 69.9	2	D - 43.9	D - 50.2
	R	>	E - 56.5	E - 69.9	>	D - 43.9	D - 50.2
S	L	1	D - 45.7	E - 58.4	1	D - 38.6	D - 43.4
	T	2	D - 37.0	D - 38.2	2	E - 58.9	E - 68.9
	R	>	D - 37.0	D - 38.2	>	E - 58.9	E - 68.9
Intersection:		C - 33.5		D - 39.7	C - 34.9		D - 38.4

The analysis of the intersection of Alameda Blvd. / Second St. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Alameda Blvd. / 2nd St. are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Alameda Blvd / Second St

2012											
Approach		Left Turns			Thru Movements			Right Turns			
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	1	48	115	2	1,319	Cont	1	209	190		
AM NO BUILD Queue	1	54	100	2	1,487	825	1	234	300		
AM BUILD Queue	1	54	100	2	1,590	875	1	234	300		
Existing Lane Length	1	104	115	2	755	Cont	1	186	190		
PM NO BUILD Queue	1	116	200	2	853	600	1	208	300		
PM BUILD Queue	1	116	200	2	898	625	1	208	300		
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	1	49	110	2	501	Cont	1	35	100		
AM NO BUILD Queue	1	73	125	2	706	450	1	53	100		
AM BUILD Queue	1	86	150	2	735	450	1	54	100		
Existing Lane Length	1	200	110	2	1,010	Cont	1	38	100		
PM NO BUILD Queue	1	283	400	2	1,414	1,001	1	57	125		
PM BUILD Queue	1	327	450	2	1,517	1,001	1	62	125		
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	2	131	150	2	209	Cont	0	347	0		
AM NO BUILD Queue	2	139	125	2	222	175	0	373	425		
AM BUILD Queue	2	139	125	2	222	175	0	415	475		
Existing Lane Length	2	247	150	2	242	Cont	0	69	0		
PM NO BUILD Queue	2	262	225	2	257	225	0	76	150		
PM BUILD Queue	2	262	225	2	257	225	0	98	175		
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	1	78	170	2	177	Cont	0	42	0		
AM NO BUILD Queue	1	101	150	2	218	175	0	52	100		
AM BUILD Queue	1	105	150	2	218	175	0	52	100		
Existing Lane Length	1	57	170	2	257	Cont	0	64	0		
PM NO BUILD Queue	1	73	150	2	317	275	0	79	150		
PM BUILD Queue	1	75	150	2	317	275	0	79	150		

AM **PM**
Cycle Length: 110 130

NOTE: Queue lengths are in feet.

* - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

It is recommended that the existing westbound left turn lane on Alameda Blvd. be lengthened to a total length of approximately 200 feet plus transition. It cannot be lengthened beyond that length due to an existing full access driveway east of 2nd St. This same mitigation measure has been recommended for the proposed Alameda Station project. The Alameda Station project has not yet been approved.

Intersection #2 – Alameda Blvd / Horizon Blvd - Pages A-118 thru A-121

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Alameda Blvd & Horizon Blvd**

2012 AM Peak Hour					2012 PM Peak Hour				
		BASE GEOMETRY					BASE GEOMETRY		
		NO BUILD		BUILD			NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay		
E B	L	1	A - 1.2	A - 1.2	1	C - 20.8	D - 40.8		
	T	2	A - 6.7	A - 8.2	2	A - 3.5	A - 4.3		
	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0		
W B	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0		
	T	2	A - 6.3	A - 6.1	2	B - 17.1	B - 15.4		
	R	1	A - 8.1	A - 6.2	1	A - 1.7	A - 3.1		
N B	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0		
	T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0		
	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0		
S B	L	1	D - 52.8	D - 53.1	1	E - 57.5	E - 64.4		
	T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0		
	R	1	D - 48.3	D - 48.3	1	D - 44.5	D - 49.0		
Intersection:		A - 7.0		A - 7.9		B - 12.9		B - 12.6	

The analysis of the intersection of Alameda Blvd. / Horizon Blvd. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Alameda Blvd. / Horizon Blvd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Alameda Blvd / Horizon Blvd

2012											
Approach		Left Turns			Thru Movements			Right Turns			
Eastbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		1	29	100	2	1,821	Cont	0	0	0	
AM NO BUILD Queue		1	37	75	2	2,336	1,001	0	0	0	*
AM BUILD Queue		1	37	75	2	2,485	1,001	0	0	0	*
<i>Existing Lane Length</i>		1	11	100	2	1,011	Cont	0	0	0	
PM NO BUILD Queue		1	14	50	2	1,304	875	0	0	0	
PM BUILD Queue		1	14	50	2	1,372	900	0	0	0	
Westbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		0	0	0	2	628	Cont	1	78	170	
AM NO BUILD Queue		0	0	0	2	834	500	1	101	150	
AM BUILD Queue		0	0	0	2	877	525	1	101	150	
<i>Existing Lane Length</i>		0	0	0	2	1,443	Cont	1	35	170	
PM NO BUILD Queue		0	0	0	2	1,863	1,001	1	46	100	*
PM BUILD Queue		0	0	0	2	2,013	1,001	1	48	100	*
Northbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		0	0	0	0	0	Cont	0	0	0	
AM NO BUILD Queue		0	0	0	0	0	0	0	0	0	
AM BUILD Queue		0	0	0	0	0	0	0	0	0	
<i>Existing Lane Length</i>		0	0	0	0	0	Cont	0	0	0	
PM NO BUILD Queue		0	0	0	0	0	0	0	0	0	
PM BUILD Queue		0	0	0	0	0	0	0	0	0	
Southbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		1	15	150	0	0	Cont	1	6	150	
AM NO BUILD Queue		1	19	50	0	0	0	1	7	25	
AM BUILD Queue		1	20	50	0	0	0	1	7	25	
<i>Existing Lane Length</i>		1	66	150	0	0	Cont	1	20	150	
PM NO BUILD Queue		1	75	150	0	0	0	1	22	50	
PM BUILD Queue		1	76	150	0	0	0	1	22	50	

AM **PM**
 Cycle Length: 110 130

NOTE: Queue lengths are in feet.
 * - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

No recommendations are made with regard to the lengths of auxiliary lanes at this intersection.

Intersection #3 - Alameda Blvd / Jefferson St - Pages A-122 thru A-125

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Alameda Blvd & Jefferson St**

		2012 AM Peak Hour			2012 PM Peak Hour		
		BASE GEOMETRY			BASE GEOMETRY		
		NO BUILD		BUILD	NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
E B	L	1	A - 4.3	A - 7.9	1	A - 9.4	B - 15.7
	T	2	A - 8.4	B - 12.0	2	C - 20.9	D - 43.2
	R	>	A - 8.4	B - 12.0	>	C - 20.9	D - 43.2
W B	L	1	C - 21.8	C - 29.6	1	D - 39.3	D - 47.7
	T	2	B - 14.1	B - 17.0	2	C - 29.3	C - 25.0
	R	>	B - 14.1	B - 17.0	>	C - 29.3	C - 25.0
N B	L	1	E - 62.1	D - 54.3	1	F - 82.1	F - 102
	T	2	D - 42.4	D - 43.8	2	C - 27.4	C - 31.4
	R	>	D - 42.4	D - 43.8	>	C - 27.4	C - 31.4
S B	L	1	D - 49.6	F - 110	1	D - 37.7	D - 49.0
	T	2	D - 41.6	D - 40.4	2	C - 29.0	C - 32.5
	R	>	D - 41.6	D - 40.4	>	C - 29.0	C - 32.5
Intersection:		B - 15.5		C - 20.6	C - 30.2		D - 39.6

The analysis of the intersection of Alameda Blvd. / Jefferson St. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Alameda Blvd. / Jefferson St. are summarized in the following table:

Queueing Analysis Summary Sheet

Project: Philip's Electronics Site (San Diego Av / I-25)
 Intersection: Alameda Blvd / Jefferson St

2012												
Approach		Left Turns			Thru Movements			Right Turns				
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	1	85	220	2	1,097	Cont	0	189	0			
AM NO BUILD Queue	1	109	175	2	1,440	825	0	243	300			
AM BUILD Queue	1	109	175	2	1,594	900	0	243	300			
Existing Lane Length	1	23	220	2	1,005	Cont	0	51	0			
PM NO BUILD Queue	1	31	75	2	1,322	875	0	68	125			
PM BUILD Queue	1	31	75	2	1,395	1,001	0	68	125			
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	1	78	375	2	734	Cont	0	107	0			
AM NO BUILD Queue	1	100	150	2	1,000	600	0	138	200			
AM BUILD Queue	1	119	175	2	1,045	625	0	138	200			
Existing Lane Length	1	97	375	2	826	Cont	0	50	0			
PM NO BUILD Queue	1	125	200	2	1,103	750	0	64	125			
PM BUILD Queue	1	191	275	2	1,259	825	0	64	125			
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	1	105	200	2	68	Cont	0	60	0			
AM NO BUILD Queue	1	122	175	2	76	75	0	67	125			
AM BUILD Queue	1	122	175	2	76	75	0	238	300			
Existing Lane Length	1	196	200	2	26	Cont	0	89	0			
PM NO BUILD Queue	1	223	325	2	29	50	0	100	175			
PM BUILD Queue	1	223	325	2	29	50	0	174	275			
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	1	78	150	2	36	Cont	0	17	150			
AM NO BUILD Queue	1	87	150	2	40	50	0	21	50			
AM BUILD Queue	1	87	150	2	40	50	0	21	50			
Existing Lane Length	1	163	150	2	112	Cont	0	115	150			
PM NO BUILD Queue	1	183	275	2	125	125	0	130	200			
PM BUILD Queue	1	183	275	2	125	125	0	130	200			

AM PM
 Cycle Length: 110 130

NOTE: Queue lengths are in feet.
 * - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

The northbound and southbound left turn lanes cannot be lengthened due to existing conflicts with existing driveways and / or other left turn lanes. Therefore, no recommendation is made for this intersection.

Intersection #4 – Alameda Blvd / San Mateo Blvd - Pages A-126 thru A-129b

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Alameda Blvd & San Mateo Blvd**

2012 AM Peak Hour						2012 PM Peak Hour					
		BASE GEOMETRY			MIT. GEOM.		BASE GEOMETRY			MIT. GEOM.	
		NO BUILD		BUILD	BUILD		NO BUILD		BUILD	BUILD	
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay
E B	L	1	F - 999	F - 3577	2	E - 63.0	1	D - 49.0	F - 1331	2	D - 53.9
	T	2	A - 3.2	A - 2.8	2	C - 32.7	2	A - 7.6	A - 7.6	2	C - 23.4
	R	>	A - 3.2	A - 2.8	>	C - 32.7	>	A - 7.6	A - 7.6	>	C - 23.4
W B	L	1	C - 21.0	B - 15.3	1	E - 59.6	1	F - 173	F - 213	1	E - 59.4
	T	2	B - 11.5	F - 81.9	2	F - 187	2	A - 8.0	B - 10.2	2	C - 22.0
	R	>	B - 11.5	F - 81.9	1	C - 22.0	>	A - 8.0	B - 10.2	1	A - 0.1
N B	L	1	D - 44.8	D - 44.9	1	D - 54.3	1	D - 38.2	D - 52.8	1	D - 51.9
	T	1	D - 45.4	D - 45.1	1	E - 56.9	1	D - 37.4	D - 39.2	1	D - 54.8
	R	>	D - 45.4	D - 45.1	1	D - 44.3	>	D - 37.4	D - 39.2	1	D - 45.1
S B	L	1	D - 52.5	D - 51.0	1	D - 43.1	1	F - 132	F - 107	1	F - 238
	T	1	D - 44.9	D - 53.3	1	D - 45.4	1	D - 44.8	F - 248	1	D - 50.3
	R	>	D - 44.9	D - 53.3	1	C - 29.2	>	D - 44.8	F - 248	1	F - 97.8
Intersection:		E - 73.5		F - 403		F - 90.8		C - 21.0		F - 97.5	
										D - 41.6	

Of all the signalized intersections analyzed in this study, the intersection of Alameda Blvd. / San Mateo Blvd. is the most impacted by this proposed development and the most critical. Delays are projected to increase significantly and the projected level-of-service based on the 2012 BUILD volumes with existing geometry is LOS "F". Mitigation of the long delays associated with the 2012 BUILD Conditions consists of constructing dual eastbound left turn lane (with a eastbound and westbound protected left turn movement), construction of a westbound right turn lane on Alameda Blvd., and construction of a northbound and southbound right turn lane on San Mateo Blvd. at Alameda Blvd. Construction of the right turn lanes on San Mateo Blvd. may require some widening of San Mateo Blvd.

The results of the queuing analysis for the intersection of Alameda Blvd. / Jefferson St. are summarized in the following table:

Queueing Analysis Summary Sheet

Project:
Intersection:

Philip's Electronics Site (San Diego Av / I-25)
Alameda Blvd / San Mateo Blvd

2012

Approach				Left Turns			Thru Movements			Right Turns		
Eastbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				2	172	225	2	1,227	Cont	0	17	0
AM NO BUILD Queue				2	234	175	2	1,720	1,001	0	24	50
AM BUILD Queue				2	559	375	2	1,720	1,001	0	24	50
<i>Existing Lane Length</i>				2	51	225	2	1,356	Cont	0	32	0
PM NO BUILD Queue				2	69	100	2	1,894	1,001	0	45	100
PM BUILD Queue				2	216	200	2	1,894	1,001	0	45	100
Westbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	54	200	2	1,082	Cont	1	416	500**
AM NO BUILD Queue				1	73	125	2	1,525	850	1	566	600
AM BUILD Queue				1	73	125	2	1,525	850	1	1,099	1,001
<i>Existing Lane Length</i>				1	56	200	2	1,181	Cont	1	97	500**
PM NO BUILD Queue				1	76	150	2	1,644	1,001	1	132	225
PM BUILD Queue				1	76	150	2	1,644	1,001	1	364	475
Northbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	9	75	1	20	Cont	1	23	125**
AM NO BUILD Queue				1	11	25	1	23	50	1	26	50
AM BUILD Queue				1	11	25	1	28	75	1	26	50
<i>Existing Lane Length</i>				1	23	75	1	9	Cont	1	48	125**
PM NO BUILD Queue				1	27	75	1	10	50	1	55	125
PM BUILD Queue				1	27	75	1	13	50	1	55	125
Southbound				# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>				1	54	320	1	7	Cont	1	35	250**
AM NO BUILD Queue				1	62	100	1	8	25	1	40	75
AM BUILD Queue				1	62	100	1	10	25	1	104	150
<i>Existing Lane Length</i>				1	203	320	1	18	Cont	1	149	250**
PM NO BUILD Queue				1	233	325	1	21	50	1	171	275
PM BUILD Queue				1	233	325	1	26	75	1	394	525

AM PM
Cycle Length: 110 130

NOTE: Queue lengths are in feet.

* - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

** - Proposed length

As summarized in the preceding table, the length of the dual eastbound left turn lanes should be a minimum of 375 feet plus transition. The calculated length of the proposed new westbound right turn lane is more than 1,000 feet. Typically, this value can be divided by two to account for right turns on red and overlap phases. However, a 500 feet long right turn lane cannot be constructed here due to the presence of an existing driveway on the north side of Alameda located approximately 300 feet east of San Mateo Blvd. The Synchro queueing report (Page A-127b indicates a calculated queue length of 71 feet (metered by upstream signal) plus

transition. Therefore, this study recommends a 250 feet long right turn lane plus transition since that is the longest right turn lane that will fit between San Mateo and the first driveway to the east of San Mateo. The northbound and southbound right turn lanes should be constructed to lengths of 125 feet and 250 feet respectively subject to right-of-way availability if widening of San Mateo Blvd. is required.

Intersection #5 – Alameda Blvd / I-25 W. Ramp - Pages A-130 thru A-133a

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Alameda Blvd & I-25 W. Frontage Rd**

2012 AM Peak Hour						2012 PM Peak Hour							
	BASE GEOMETRY				MIT. GEOM.		BASE GEOMETRY				MIT. GEOM.		
		NO BUILD		BUILD	BUILD		NO BUILD		BUILD	BUILD			
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay		
E B	L	0	A - 0.0	A - 0.0	0	A - 0.0	0	A - 0.0	A - 0.0	0	A - 0.0		
	T	2	B - 11.3	B - 10.1	2	B - 10.4	2	A - 7.1	B - 19.5	2	C - 33.6		
	R	1	F - 139	B - 15.9	1	A - 1.5	1	F - 119	F - 213	1	A - 0.3		
W B	L	2	F - 132	F - 172	2	E - 59.1	2	F - 135	F - 233	2	E - 60.7		
	T	2	B - 14.7	B - 13.1	2	B - 15.3	2	A - 3.8	B - 14.5	2	C - 31.8		
	R	0	A - 0.0	A - 0.0	0	A - 0.0	0	A - 0.0	A - 0.0	0	A - 0.0		
N B	L	0	A - 0.0	A - 0.0	0	A - 0.0	0	A - 0.0	A - 0.0	0	A - 0.0		
	T	0	A - 0.0	A - 0.0	0	A - 0.0	0	A - 0.0	A - 0.0	0	A - 0.0		
	R	0	A - 0.0	A - 0.0	0	A - 0.0	0	A - 0.0	A - 0.0	0	A - 0.0		
S B	L	1	D - 40.6	E - 57.8	1	E - 70.8	1	F - 110	F - 188	1	D - 47.9		
	T	2	D - 39.6	D - 49.7	2	E - 61.4	2	F - 91.1	F - 174	2	D - 39.9		
	R	1	E - 68.9	E - 80.0	1	F - 94.8	1	C - 21.7	C - 34.1	1	C - 24.9		
Intersection:		E - 61.8		E - 65.4		C - 24.6		E - 56.2		F - 110		C - 30.1	

The full implementation of the proposed North I-25 Corporate Center Development will have a significant impact on the intersection of Alameda Blvd. / I-25 West Ramp. Mitigation of the long delays can be accomplished by constructing the eastbound right turn lane as a free right (with a yield sign) that by-pass the existing traffic signal. The SimTraffic model simulation of this new free right turn indicates that the intersection will operate satisfactorily.

The results of the queuing analysis for the intersection of Alameda Blvd. / I-25 W. Frontage Rd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Alameda Blvd / I-25 W.Frntg Rd

2012											
Approach		Left Turns			Thru Movements			Right Turns			
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	0	0	0	2	0	Cont	1	757	370		
AM NO BUILD Queue	0	0	0	2	726	450	1	1,057	1,001		
AM BUILD Queue	0	0	0	2	726	450	1	1,057	1,001		
Existing Lane Length	0	0	0	2	0	Cont	1	718	370		
PM NO BUILD Queue	0	0	0	2	962	675	1	1,003	1,001		
PM BUILD Queue	0	0	0	2	962	675	1	1,003	1,001		
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	2	529	450	2	1,451	Cont	0	0	0		
AM NO BUILD Queue	2	608	400	2	1,722	1,001	0	0	0		
AM BUILD Queue	2	608	400	2	2,255	1,001	0	0	0		
Existing Lane Length	2	241	450	2	951	Cont	0	0	0		
PM NO BUILD Queue	2	277	250	2	1,132	775	0	0	0		
PM BUILD Queue	2	277	250	2	1,364	900	0	0	0		
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	0	0	0	0	0	Cont	0	0	0		
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0		
AM BUILD Queue	0	0	0	0	0	0	0	0	0		
Existing Lane Length	0	0	0	0	0	Cont	0	0	0		
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0		
PM BUILD Queue	0	0	0	0	0	0	0	0	0		
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	1	124	500	2	84	Cont	1	147	160		
AM NO BUILD Queue	1	152	200	2	103	100	1	182	250		
AM BUILD Queue	1	239	300	2	228	175	1	182	250		
Existing Lane Length	1	325	500	2	260	Cont	1	135	160		
PM NO BUILD Queue	1	398	525	2	319	275	1	167	250		
PM BUILD Queue	1	695	850	2	774	550	1	167	250		

AM PM
Cycle Length: 110 130

NOTE: Queue lengths are in feet.
* - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

The actual length of the eastbound right turn lane on Alameda Blvd. is much greater than 370 feet. There is an existing right-in, right-out, left-in only driveway approximately 370 feet west of the I-25 West Ramp. Queuing can extend beyond the 370 feet, but will temporarily block the driveway. The queuing in the SimTraffic model simulation of the free right turn indicates a shorter queue length for the eastbound right turn movement than the signalized movement would be.

Intersection #6 - Alameda Blvd / I-25 E. Ramp - Pages A-134 thru A-137a

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: Alameda Blvd & I-25 E. Frontage Rd

2012 AM Peak Hour						2012 PM Peak Hour										
					MIT. GEOM.		BASE GEOMETRY			MIT. GEOM.						
		NO BUILD		BUILD		BUILD		NO BUILD		BUILD		BUILD				
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	LOS-Delay			
E B	L	1	F - 89.9	F - 210	2	F - 124	1	C - 33.5	E - 67.5	2	E - 65.7					
	T	2	B - 13.6	C - 26.3	1	C - 32.5	2	C - 23.0	C - 24.3	1	C - 26.1					
	R	0	A - 0.0	A - 0.0	>	A - 0.0	0	A - 0.0	A - 0.0	>	A - 0.0					
W B	L	0	A - 0.0	A - 0.0	1	A - 0.0	0	A - 0.0	A - 0.0	1	A - 0.0					
	T	3	C - 23.0	E - 69.0	1	E - 70.8	3	C - 33.0	D - 50.0	1	D - 39.9					
	R	>	C - 23.0	E - 69.0	>	C - 32.6	>	C - 33.0	D - 50.0	>	D - 39.9					
N B	L	1	F - 141	F - 110	1	F - 82.6	1	D - 38.0	E - 55.1	1	D - 46.7					
	T	2	C - 32.6	C - 22.9	1	C - 23.2	2	C - 26.0	C - 29.4	1	C - 27.6					
	R	1	C - 26.1	B - 17.8	>	B - 18.4	1	C - 27.1	C - 29.7	>	C - 27.8					
S B	L	0	A - 0.0	A - 0.0	1	A - 0.0	0	A - 0.0	A - 0.0	1	A - 0.0					
	T	0	A - 0.0	A - 0.0	1	A - 0.0	0	A - 0.0	A - 0.0	1	A - 0.0					
	R	0	A - 0.0	A - 0.0	>	A - 0.0	0	A - 0.0	A - 0.0	>	A - 0.0					
Intersection:		D - 46.0		E - 64.5			E - 56.1			C - 28.7		D - 39.3			D - 36.3	

The impact to the intersection of Alameda Blvd. / I-25 East Frontage Rd. as a result of full implementation of the North I-25 Corporate Center Development is moderate, but still there is an impact. The impact of the development can be mitigated by constructing dual eastbound left turn lanes of Alameda Blvd. at the I-25 East Frontage Rd.

The results of the queuing analysis for the intersection of Alameda Blvd. / I-25 E. Frontage Rd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Alameda Blvd / I-25 E.Frntg Rd

2012											
Approach		Left Turns			Thru Movements			Right Turns			
Eastbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		2	159	150	2	584	Cont	0	0	0	
AM NO BUILD Queue		2	185	150	2	693	450	0	0	0	
AM BUILD Queue		2	218	175	2	747	475	0	0	0	
<i>Existing Lane Length</i>		2	265	150	2	897	Cont	0	0	0	
PM NO BUILD Queue		2	307	250	2	1,053	725	0	0	0	
PM BUILD Queue		2	428	350	2	1,229	825	0	0	0	
Westbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		0	0	0	3	0	Cont	0	104	0	
AM NO BUILD Queue		0	0	0	3	1,134	500	0	106	150	
AM BUILD Queue		0	0	0	3	1,288	550	0	106	150	
<i>Existing Lane Length</i>		0	0	0	3	0	Cont	0	136	0	
PM NO BUILD Queue		0	0	0	3	477	275	0	139	225	
PM BUILD Queue		0	0	0	3	581	325	0	139	225	
Northbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		2	993	500	1	68	Cont	1	182	125	
AM NO BUILD Queue		2	1,196	700	1	80	125	1	214	275	
AM BUILD Queue		2	1,576	875	1	80	125	1	214	275	
<i>Existing Lane Length</i>		2	776	500	1	112	Cont	1	277	125	
PM NO BUILD Queue		2	932	650	1	132	225	1	325	450	
PM BUILD Queue		2	1,060	725	1	132	225	1	325	450	
Southbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		0	0	0	0	0	Cont	0	0	0	
AM NO BUILD Queue		0	0	0	0	0	0	0	0	0	
AM BUILD Queue		0	0	0	0	0	0	0	0	0	
<i>Existing Lane Length</i>		0	0	0	0	0	Cont	0	0	0	
PM NO BUILD Queue		0	0	0	0	0	0	0	0	0	
PM BUILD Queue		0	0	0	0	0	0	0	0	0	

AM **PM**
 Cycle Length: 110 130

NOTE: Queue lengths are in feet.
 * - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

The eastbound left turn lane length cannot be increased due to the existing westbound left turn lanes on Alameda Blvd. at the I-25 West Ramp. The northbound left turn lane cannot be extended since it is comprised of the primary lanes on the I-25 Exit Ramp. The northbound right turn lane should be extended to a total length of 225 feet plus transition.

Intersection #7 – Tramway Rd / I-25 E. Ramp - Pages A-138 thru A-141

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Tramway Blvd & I-25 E. Frontage**

2012 AM Peak Hour					2012 PM Peak Hour				
BASE GEOMETRY					BASE GEOMETRY				
		NO BUILD		BUILD			NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay			Lanes	LOS-Delay	LOS-Delay
E B	L	1	A - 8.7	B - 11.0	E B	1	B - 10.1	B - 12.3	
	T	2	A - 7.2	A - 3.2		2	A - 7.7	A - 3.3	
	R	0	A - 0.0	A - 0.0		0	A - 0.0	A - 0.0	
W B	L	0	A - 0.0	A - 0.0	W B	0	A - 0.0	A - 0.0	
	T	2	B - 12.9	B - 16.5		2	B - 16.8	B - 19.2	
	R	>	B - 12.9	B - 16.5		>	B - 16.8	B - 19.2	
N B	L	2	D - 45.9	C - 20.1	N B	2	D - 42.8	C - 26.1	
	T	2	D - 40.0	B - 17.8		2	D - 35.2	B - 19.3	
	R	2	D - 37.0	B - 16.6		2	C - 34.7	B - 19.6	
S B	L	0	A - 0.0	A - 0.0	S B	0	A - 0.0	A - 0.0	
	T	0	A - 0.0	A - 0.0		0	A - 0.0	A - 0.0	
	R	0	A - 0.0	A - 0.0		0	A - 0.0	A - 0.0	
Intersection:			C - 22.7	B - 14.8			C - 22.4	B - 16.8	

The intersection of Tramway Blvd. / I-25 East Frontage Rd. was fairly recently reconstructed as a signalized intersection. The analysis of the signalized intersection above demonstrates that the levels-of-service and associated delays are acceptable for all conditions considered in this report.

The results of the queuing analysis for the intersection of Tramway Blvd. / I-25 E. Frontage Rd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Tramway Rd / I-25 E.Frntg Rd

2012												
Approach		Left Turns			Thru Movements			Right Turns				
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	1	127	425	2	259	Cont	0	0	0			
AM NO BUILD Queue	1	142	200	2	290	225	0	0	0			
AM BUILD Queue	1	142	200	2	290	225	0	0	0			
Existing Lane Length	1	60	425	2	438	Cont	0	0	0			
PM NO BUILD Queue	1	67	125	2	491	375	0	0	0			
PM BUILD Queue	1	67	125	2	491	375	0	0	0			
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	0	0	0	2	370	Cont	0	215	0			
AM NO BUILD Queue	0	0	0	2	444	300	0	258	325			
AM BUILD Queue	0	0	0	2	519	350	0	258	325			
Existing Lane Length	0	0	0	2	573	Cont	0	201	0			
PM NO BUILD Queue	0	0	0	2	688	500	0	241	350			
PM BUILD Queue	0	0	0	2	714	525	0	241	350			
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	2	250	700	1	12	Cont	1	226	700			
AM NO BUILD Queue	2	295	225	1	14	50	1	267	325			
AM BUILD Queue	2	297	225	1	26	50	1	287	350			
Existing Lane Length	2	267	700	1	9	Cont	1	511	700			
PM NO BUILD Queue	2	315	275	1	11	50	1	603	750			
PM BUILD Queue	2	321	275	1	57	125	1	673	825			
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	0	0	0	0	0	Cont	0	0	0			
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0			
AM BUILD Queue	0	0	0	0	0	0	0	0	0			
Existing Lane Length	0	0	0	0	0	Cont	0	0	0			
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0			
PM BUILD Queue	0	0	0	0	0	0	0	0	0			

AM **PM**
 Cycle Length: 110 130

NOTE: Queue lengths are in feet.

* - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

Since this is a relatively new signalized intersection, no recommendation is made due to the fact that it appears that design of the intersection was adequate to provide capacity and storage for the projected 2012 AM and PM Peak Hour BUILD volumes associated with this project.

Intersection #8 - Tramway Rd / I-25 W. Ramp - Pages A-142 thru A-145

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Tramway Blvd & I-25 W. Frontage**

2012 AM Peak Hour				2012 PM Peak Hour			
BASE GEOMETRY				BASE GEOMETRY			
		NO BUILD	BUILD		NO BUILD	BUILD	
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
E B	L	0	A - 0.0	0	A - 0.0	A - 0.0	
	T	2	B - 12.8	2	B - 13.9	B - 15.6	
	R	>	B - 12.8	>	B - 13.9	B - 15.6	
W B	L	2	D - 37.2	2	D - 38.1	B - 18.6	
	T	2	A - 1.7	2	A - 2.2	A - 1.7	
	R	0	A - 0.0	0	A - 0.0	A - 0.0	
N B	L	0	A - 0.0	0	A - 0.0	A - 0.0	
	T	0	A - 0.0	0	A - 0.0	A - 0.0	
	R	0	A - 0.0	0	A - 0.0	A - 0.0	
S B	L	1	D - 48.4	1	D - 50.2	C - 23.3	
	T	2	D - 47.1	2	D - 43.9	C - 21.7	
	R	1	D - 43.2	1	D - 41.9	C - 20.7	
Intersection:		C - 25.1	C - 29.3			C - 23.9	B - 14.2

The intersection of Tramway Blvd. / I-25 West Frontage Rd. was fairly recently reconstructed as a signalized intersection. The analysis of the signalized intersection above demonstrates that the levels-of-service and associated delays are acceptable for all conditions considered in this report.

The results of the queuing analysis for the intersection of Tramway Blvd. / I-25 W. Frontage Rd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Tramway Rd / I-25 W.Frntg Rd

2012												
Approach		Left Turns			Thru Movements			Right Turns				
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	0	0	0	2	274	Cont	0	225	0			
AM NO BUILD Queue	0	0	0	2	313	225	0	257	325			
AM BUILD Queue	0	0	0	2	313	225	0	260	325			
Existing Lane Length	0	0	0	2	234	Cont	0	94	0			
PM NO BUILD Queue	0	0	0	2	268	225	0	108	175			
PM BUILD Queue	0	0	0	2	268	225	0	113	200			
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	2	264	430	2	139	Cont	0	3	0			
AM NO BUILD Queue	2	296	225	2	156	150	0	3	0			
AM BUILD Queue	2	371	275	2	158	150	0	3	0			
Existing Lane Length	2	374	430	2	381	Cont	0	0	0			
PM NO BUILD Queue	2	419	325	2	427	350	0	0	0			
PM BUILD Queue	2	445	350	2	433	350	0	0	0			
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	0	0	0	0	0	Cont	0	0	0			
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0			
AM BUILD Queue	0	0	0	0	0	0	0	0	0			
Existing Lane Length	0	0	0	0	0	Cont	0	0	0			
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0			
PM BUILD Queue	0	0	0	0	0	0	0	0	0			
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length			
Existing Lane Length	2	134	250	1	70	Cont	1	48	250			
AM NO BUILD Queue	2	149	125	1	78	125	1	53	100			
AM BUILD Queue	2	149	125	1	128	175	1	53	100			
Existing Lane Length	2	213	250	1	17	Cont	1	82	250			
PM NO BUILD Queue	2	237	225	1	19	50	1	91	175			
PM BUILD Queue	2	237	225	1	34	75	1	91	175			

AM **PM**
 Cycle Length: 110 130

NOTE: Queue lengths are in feet.
 * - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

Since this is a relatively new signalized intersection, no recommendation is made due to the fact that it appears that design of the intersection was adequate to provide capacity and storage for the projected 2012 AM and PM Peak Hour BUILD volumes associated with this project.

Intersection #9 – San Diego Ave / I-25 W. Frontage Rd - Pages A-162 thru A-165

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: San Diego Ave & I-25 W. Frontage Rd

		2012 AM Peak Hour			2012 PM Peak Hour		
		BASE GEOMETRY			BASE GEOMETRY		
		NO BUILD		BUILD	NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
E	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
B	R	1	A - 8.9	A - 9.4	1	B - 10.4	B - 10.7
S	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
B	R	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0

The intersection of San Diego Ave. / I-25 West Frontage Rd. is an existing unsignalized tee intersection with the stop sign controlling eastbound traffic. It is located at the northeast corner of this project. There is no westbound leg of the intersection. Also, the I-25 West Frontage Rd. is a two lane one way (southbound) roadway. Analysis of the unsignalized San Diego Ave. / I-25 W. Frontage Rd. indicates that the operation of the intersection will be acceptable for all conditions considered in this report. It should be noted that there are no driveways into this project on San Diego Ave.

The design and construction of the intersection of San Diego Ave. / I-25 W. Frontage Rd. will be required to meet the minimum standards of the New Mexico Department of Transportation's *State Access Management Manual*. Applying the forecast 2012 AM and PM Peak Hour NO BUILD and BUILD volumes at the intersection of San Diego Ave. / I-25 to the New Mexico Department of Transportation's *State Access Management Manual's* Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways) results in no recommendation for a southbound right turn deceleration lane on the I-25 West Frontage Rd. at San Diego Ave. (See Pages A-193a and A-193b in Appendix).

Intersection #10 – Modesto Ave / I-25 W. Frontage Rd - Pages A-166 thru A-169

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Modesto Ave & I-25 W. Frontage Rd**

		2012 AM Peak Hour			2012 PM Peak Hour		
		BASE GEOMETRY			BASE GEOMETRY		
		NO BUILD		BUILD	NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
E	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
B	R	1	A - 8.9	B - 10.1	1	B - 11.1	C - 21.1
S	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
B	R	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0

The intersection of Modesto Ave. / I-25 West Frontage Rd. is an existing unsignalized tee intersection with the stop sign controlling eastbound traffic. It is located at the southeast corner of this project. There is no westbound leg of the intersection. Also, the I-25 West Frontage Rd. is a two lane one way (southbound) roadway. Analysis of the unsignalized Modesto Ave. / I-25 W. Frontage Rd. indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

The design and construction of the intersection of Modesto Ave. / I-25 W. Frontage Rd. will be required to meet the minimum standards of the New Mexico Department of Transportation's *State Access Management Manual*. Applying the forecast 2012 AM and PM Peak Hour NO BUILD and BUILD volumes at the intersection of Modesto Ave. / I-25 to the New Mexico Department of Transportation's *State Access Management Manual's* Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways) results in no recommendation for a southbound right turn deceleration lane on the I-25 West Frontage Rd. at Modesto Ave. (See Pages A-193c and A-193d in Appendix).

Intersection #11 – Modesto Ave / San Mateo Blvd - Pages A-170 thru A-173

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Modesto Ave & San Mateo Blvd**

2012 AM Peak Hour				2012 PM Peak Hour			
BASE GEOMETRY				BASE GEOMETRY			
		NO BUILD	BUILD		NO BUILD	BUILD	
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
W	L	>	B - 12.9	F - 51.7	>	B - 13.7	F - 80.6
B	R	>	B - 12.9	C - 15.8	>	B - 13.7	F - 80.6
N	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
B	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
S	L	>	A - 2.2	B - 13.8	>	A - 4.5	A - 5.0
B	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0

The intersection of Modesto Ave. / San Mateo Blvd. is an existing unsignalized tee intersection with the stop sign controlling westbound traffic. It is located at the southwest corner of this project. There is no eastbound leg of the intersection. Also, San Mateo Blvd. is a two-lane two-way roadway. Analysis of the unsignalized Modesto Ave. / San Mateo Blvd. indicates that the operation of the intersection will be at or slightly beyond capacity for the AM and PM Peak Hour conditions considered in this report.

Since the unsignalized intersection is projected to operate at LOS "F" during the PM Peak Hour, a Peak Hour Signal Warrant Study was conducted based on the projected 2012 AM and PM Peak Hour NO BUILD and BUILD volumes at the intersection (see Appendix Page A-173a). The Peak Hour Warrant Analysis showed that the 2012 projected peak hour volumes fall short of meeting the warrant for a traffic signal.

Construction of a southbound left turn lane should be required on San Mateo Blvd. at Modesto Ave. The southbound left turn lane should be designed and constructed to a minimum length of 100 feet long plus transition. Additionally, since the level-of-service of the westbound approach on Modesto Ave. is LOS "F", this report recommends that the westbound approach be designed and constructed to implement a separate left turn lane and right turn lane. The westbound right turn lane should be at least 100 feet long plus transition. All design and construction of improvements on San Mateo Blvd. and on Modesto Ave. should meet the minimum requirements of the City of Albuquerque *Development Process Manual*.

Intersection #12 – San Diego Ave / San Mateo Blvd - Pages A-174 thru A-177

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: San Diego Ave & San Mateo Blvd

2012 AM Peak Hour				2012 PM Peak Hour			
		BASE GEOMETRY				BASE GEOMETRY	
		NO BUILD	BUILD			NO BUILD	BUILD
		Lanes	LOS-Delay			Lanes	LOS-Delay
E B	L	>	B - 11.0	B - 10.9	>	B - 11.3	B - 11.2
	T	1	B - 11.0	B - 10.9	1	B - 11.3	B - 11.2
	R	>	B - 11.0	B - 10.9	>	B - 11.3	B - 11.2
W B	L	>	B - 13.0	B - 13.0	>	B - 11.4	B - 11.5
	T	1	B - 13.0	B - 13.0	1	B - 11.4	B - 11.5
	R	>	B - 13.0	B - 13.0	>	B - 11.4	B - 11.5
N B	L	>	A - 1.0	A - 0.6	>	A - 1.1	A - 1.4
	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
S B	L	1	A - 8.2	A - 8.2	1	A - 7.5	A - 7.5
	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0

The preceding table demonstrates that the intersection of San Diego Ave. / San Mateo Blvd. will operate at satisfactory levels-of-service for all conditions analyzed in this study. No recommendations are made for this intersection.

Intersection #13 – Alameda Blvd / Wyoming Blvd - Pages A-146 thru A-149

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Alameda Blvd & Wyoming Blvd**

		2012 AM Peak Hour			2012 PM Peak Hour		
		BASE GEOMETRY			BASE GEOMETRY		
		NO BUILD		BUILD	NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
E B	L	1	D - 39.3	B - 13.1	1	D - 35.7	A - 9.1
	T	2	C - 31.4	B - 13.5	2	D - 37.0	B - 10.1
	R	>	C - 31.4	B - 13.5	>	D - 37.0	B - 10.1
W B	L	1	E - 69.6	B - 13.2	1	F - 111	A - 9.7
	T	2	D - 47.7	B - 13.8	2	D - 41.7	A - 9.1
	R	>	D - 47.7	B - 13.8	>	D - 41.7	A - 9.1
N B	L	1	A - 4.8	B - 15.0	1	A - 5.0	B - 10.6
	T	2	A - 3.0	A - 5.8	2	A - 4.1	A - 7.9
	R	>	A - 3.0	A - 5.8	>	A - 4.1	A - 7.9
S B	L	1	A - 3.5	A - 6.4	1	A - 3.7	A - 7.2
	T	1	A - 4.2	A - 7.9	1	A - 4.0	A - 7.7
	R	>	A - 4.2	A - 7.9	>	A - 4.0	A - 7.7
Intersection:		B - 18.5		B - 10.9	C - 22.3		A - 9.2

The analysis of the intersection of Alameda Blvd. / Wyoming Blvd. in this report demonstrates that the projected levels-of-service and delays are acceptable for all conditions analyzed. Therefore, no recommendations are made with regard to measures to increase capacity at the existing signalized intersection.

The results of the queuing analysis for the intersection of Alameda Blvd. / Wyoming Blvd. are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Alameda Blvd / Wyoming Blvd

2012											
Approach		Left Turns			Thru Movements			Right Turns			
Eastbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		1	27	150	2	129	Cont	0	164	0	
AM NO BUILD Queue		1	30	75	2	144	125	0	184	250	
AM BUILD Queue		1	36	75	2	174	150	0	196	250	
<i>Existing Lane Length</i>		1	30	150	2	228	Cont	0	192	0	
PM NO BUILD Queue		1	34	75	2	255	225	0	215	325	
PM BUILD Queue		1	54	100	2	344	275	0	254	350	
Westbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		1	30	240	2	134	Cont	0	54	0	
AM NO BUILD Queue		1	34	75	2	150	125	0	60	100	
AM BUILD Queue		1	34	75	2	216	175	0	60	100	
<i>Existing Lane Length</i>		1	42	240	2	95	Cont	0	35	0	
PM NO BUILD Queue		1	47	100	2	106	125	0	39	100	
PM BUILD Queue		1	47	100	2	173	175	0	39	100	
Northbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		1	144	180	2	121	Cont	0	79	0	
AM NO BUILD Queue		1	161	225	2	136	125	0	88	150	
AM BUILD Queue		1	203	275	2	136	125	0	88	150	
<i>Existing Lane Length</i>		1	186	180	2	304	Cont	0	63	0	
PM NO BUILD Queue		1	208	300	2	340	275	0	71	125	
PM BUILD Queue		1	224	325	2	340	275	0	71	125	
Southbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		1	105	100	1	316	Cont	0	53	0	
AM NO BUILD Queue		1	118	175	1	354	400	0	59	100	
AM BUILD Queue		1	118	175	1	354	400	0	80	125	
<i>Existing Lane Length</i>		1	26	100	1	123	Cont	0	19	0	
PM NO BUILD Queue		1	29	75	1	138	225	0	21	50	
PM BUILD Queue		1	29	75	1	138	225	0	30	75	

AM **PM**
 Cycle Length: 110 130

NOTE: Queue lengths are in feet.
 * - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

The northbound left turn lane should be extended to a total length of 325 feet long plus transition.

Intersection #14 – Wilshire Blvd / Jefferson St - Pages A-178 thru A-181

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Wilshire St & Jefferson St**

2012 AM Peak Hour				2012 PM Peak Hour			
		BASE GEOMETRY				BASE GEOMETRY	
		NO BUILD	BUILD			NO BUILD	BUILD
		Lanes	LOS-Delay			Lanes	LOS-Delay
E B	L	>	C - 18.5	C - 22.5	>	C - 24.0	D - 29.2
	T	1	C - 18.5	C - 22.5	1	C - 24.0	D - 29.2
	R	>	C - 18.5	C - 22.5	>	C - 24.0	D - 29.2
W B	L	>	C - 20.6	D - 28.3	>	D - 34.7	F - 51.7
	T	1	C - 20.6	D - 28.3	1	D - 34.7	F - 51.7
	R	>	C - 20.6	D - 28.3	>	D - 34.7	F - 51.7
N B	L	1	A - 8.6	A - 8.6	1	A - 8.3	A - 8.6
	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
S B	L	1	A - 9.0	A - 9.8	1	A - 9.0	A - 9.3
	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0

The preceding table demonstrates that the projected levels-of-service and associated delays at the intersection of Wilshire St. / Jefferson St. are satisfactory for all cases analyzed during the 2012 AM Peak Hour period and marginally unsatisfactory for the 2012 PM Peak Hour period. No recommendation is made for this intersection.

Intersection #15 – Paseo del Norte / I-25 W. Ramp - Pages A-150 thru A-153

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Paseo del Norte / I-25 W. Frontage Rd.**

2012 AM Peak Hour				2012 PM Peak Hour			
		BASE GEOMETRY				BASE GEOMETRY	
		NO BUILD	BUILD			NO BUILD	BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
E B	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	T	2	F - 209	F - 209	2	F - 189	F - 188
	R	2	C - 29.3	C - 29.3	2	B - 13.5	B - 14.5
W B	L	2	F - 243	F - 243	2	F - 224	F - 189
	T	3	B - 13.9	B - 15.3	3	C - 26.4	C - 29.1
	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
N B	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
S B	L	2	F - 90.9	F - 106	2	E - 78.6	F - 138
	T	2	E - 75.3	F - 88.0	2	E - 62.8	F - 86.2
	R	1	E - 60.6	E - 60.6	1	F - 181	F - 178
Intersection:		F - 105	F - 105		F - 97.6	F - 99.0	

The preceding table demonstrates that the impact of the proposed North I-25 Corporate Center Development to the intersection of Paseo del Norte / I-25 West Ramp is relatively minor. There are currently no improvements that could be made to the existing intersection to improve its capacity. The New Mexico Department of Transportation is in the process of studying the Paseo del Norte / I-25 Interchange and the surrounding transportation system to determine the best alternative to improve capacity of the transportation system in this area to meet future demands.

The results of the queuing analysis for the intersection of Paseo del Norte / I-25 West Ramp are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Paseo del Norte / I-25 W.Frntg Rd

2012											
Approach			Left Turns			Thru Movements			Right Turns		
Eastbound			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>			0	0	0	2	1,799	Cont	2	782	500
AM NO BUILD Queue			0	0	0	2	2,015	1,001 *	2	876	525
AM BUILD Queue			0	0	0	2	2,015	1,001 *	2	876	525
<i>Existing Lane Length</i>			0	0	0	2	2,321	Cont	2	538	500
PM NO BUILD Queue			0	0	0	2	2,600	1,001 *	2	603	450
PM BUILD Queue			0	0	0	2	2,600	1,001 *	2	603	450
Westbound			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>			2	926	215	3	2,509	Cont	0	0	0
AM NO BUILD Queue			2	1,037	625	3	2,810	1,001 *	0	0	0
AM BUILD Queue			2	1,037	625	3	2,913	1,001 *	0	0	0
<i>Existing Lane Length</i>			2	463	215	3	3,235	Cont	0	0	0
PM NO BUILD Queue			2	519	400	3	3,623	1,001 *	0	0	0
PM BUILD Queue			2	519	400	3	3,670	1,001 *	0	0	0
Northbound			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>			0	0	0	0	0	Cont	0	0	0
AM NO BUILD Queue			0	0	0	0	0	0	0	0	0
AM BUILD Queue			0	0	0	0	0	0	0	0	0
<i>Existing Lane Length</i>			0	0	0	0	0	Cont	0	0	0
PM NO BUILD Queue			0	0	0	0	0	0	0	0	0
PM BUILD Queue			0	0	0	0	0	0	0	0	0
Southbound			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
<i>Existing Lane Length</i>			2	222	700	2	280	Cont	1	132	150
AM NO BUILD Queue			2	262	200	2	330	250	1	156	225
AM BUILD Queue			2	292	225	2	330	250	1	156	225
<i>Existing Lane Length</i>			2	384	700	2	196	Cont	1	256	150
PM NO BUILD Queue			2	453	350	2	231	200	1	302	425
PM BUILD Queue			2	558	425	2	231	200	1	302	425

AM **PM**
 Cycle Length: 110 130

NOTE: Queue lengths are in feet.

* - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

No recommendations are made for this intersection due to the fact that it is under study for future improvements on a wide-scale basis.

Intersection #16 - Paseo del Norte / I-25 E. Ramp - Pages A-154 thru A-157

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Paseo del Norte & I-25 E. Frontage Rd**

		2012 AM Peak Hour			2012 PM Peak Hour		
		BASE GEOMETRY			BASE GEOMETRY		
		NO BUILD		BUILD	NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
E B	L	1	E - 72.7	E - 74.9	1	F - 197	F - 152
	T	3	A - 5.9	A - 6.1	3	F - 110	F - 115
	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
W B	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	T	3	C - 27.9	C - 34.2	3	D - 52.9	E - 58.3
	R	1	B - 11.7	B - 12.1	1	B - 15.4	B - 17.3
N B	L	3	E - 67.2	E - 72.8	3	F - 143	F - 156
	T	2	D - 36.7	D - 37.5	2	C - 34.8	D - 38.8
	R	2	D - 35.9	D - 36.7	2	D - 39.6	D - 44.5
S B	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
Intersection:		C - 27.2		C - 30.1	F - 86.1		F - 91.3

The preceding table demonstrates that the impact of the proposed North I-25 Corporate Center Development to the intersection of Paseo del Norte / I-25 East Ramp is relatively minor. There are currently no improvements that could be made to the existing intersection to improve its capacity. The New Mexico Department of Transportation is in the process of studying the Paseo del Norte / I-25 Interchange and the surrounding transportation system to determine the best alternative to improve capacity of the transportation system in this area to meet future demands.

The results of the queuing analysis for the intersection of Paseo del Norte / I-25 East Ramp are summarized in the following table:

Queueing Analysis Summary Sheet

Project:

Philip's Electronics Site (San Diego Av / I-25)

Intersection:

Paseo del Norte / I-25 E.Frntg Rd

2012											
Approach		Left Turns			Thru Movements			Right Turns			
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	1	142	125	3	2,021	Cont	0	0	0		
AM NO BUILD Queue	1	159	225	3	2,264	875	0	0	0		
AM BUILD Queue	1	160	225	3	2,293	900	0	0	0		
Existing Lane Length	1	175	125	3	2,705	Cont	0	0	0		
PM NO BUILD Queue	1	196	300	3	3,030	1,001	0	0	0		
PM BUILD Queue	1	198	300	3	3,133	1,001	0	0	0		
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	0	0	0	3	1,937	Cont	1	206	180		
AM NO BUILD Queue	0	0	0	3	2,169	850	1	231	300		
AM BUILD Queue	0	0	0	3	2,272	875	1	231	300		
Existing Lane Length	0	0	0	3	1,704	Cont	1	129	180		
PM NO BUILD Queue	0	0	0	3	1,908	875	1	144	225		
PM BUILD Queue	0	0	0	3	1,955	900	1	144	225		
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	3	985	400	2	158	Cont	2	416	400		
AM NO BUILD Queue	3	1,162	675	2	186	150	2	491	325		
AM BUILD Queue	3	1,162	675	2	186	150	2	491	325		
Existing Lane Length	3	1,531	400	2	180	Cont	2	667	400		
PM NO BUILD Queue	3	1,807	1,001	2	212	200	2	787	550		
PM BUILD Queue	3	1,807	1,001	2	212	200	2	787	550		
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length	0	0	0	0	0	Cont	0	0	0		
AM NO BUILD Queue	0	0	0	0	0	0	0	0	0		
AM BUILD Queue	0	0	0	0	0	0	0	0	0		
Existing Lane Length	0	0	0	0	0	Cont	0	0	0		
PM NO BUILD Queue	0	0	0	0	0	0	0	0	0		
PM BUILD Queue	0	0	0	0	0	0	0	0	0		

Cycle Length: **AM** 110 **PM** 130

NOTE: Queue lengths are in feet.
* - Queue Length of 1,001 indicates a calculated queue > 1,000 feet.

No recommendations are made for this intersection due to the fact that it is under study for future improvements on a wide-scale basis.

Intersection #17 – Paseo del Norte / San Pedro Blvd - Pages A-158 thru A-161

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Paseo del Norte & San Pedro Dr**

2012 AM Peak Hour					2012 PM Peak Hour				
BASE GEOMETRY					BASE GEOMETRY				
		NO BUILD			BUILD				
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay		
E B	L	2	D - 50.1	D - 50.4	2	D - 49.0	E - 55.4		
	T	3	C - 31.1	C - 33.6	3	D - 41.3	D - 48.7		
	R	1	B - 12.1	B - 12.5	1	B - 11.8	A - 8.7		
W B	L	2	D - 48.4	D - 48.4	2	D - 48.4	D - 53.6		
	T	3	C - 28.4	C - 31.5	3	C - 30.3	C - 33.4		
	R	1	B - 17.7	B - 18.7	1	B - 19.3	C - 21.0		
N B	L	2	D - 54.4	E - 55.1	2	F - 140	F - 133		
	T	1	C - 25.7	C - 24.5	1	C - 27.7	C - 29.0		
	R	1	B - 17.3	B - 16.3	1	B - 18.5	B - 19.5		
S B	L	2	D - 40.5	D - 40.6	2	F - 155	F - 136		
	T	1	E - 62.1	E - 63.1	1	D - 53.1	D - 53.1		
	R	1	D - 35.2	D - 35.4	1	C - 31.9	C - 33.9		
Intersection:		C - 32.3			C - 34.3				
		D - 51.9			D - 53.4				

Even though this analysis indicates that the intersection of Paseo del Norte / San Pedro Dr. will operate at an acceptable level-of-service for the projected 2012 AM Peak Hour BUILD condition and slightly beyond capacity for the 2012 PM Peak Hour BUILD condition, it is likely the case that the PM Peak Hour BUILD condition is probably worse than the calculations would indicate.

The analyses contained in this study are based on actual recent traffic count data acquired at each intersection. In most cases, this presents an accurate picture of the traffic demand at intersections so that it can be accurately modeled. However, Paseo del Norte commonly backs up significantly especially during the weekday PM peak hour period (after about 5:00 PM) so that the actual traffic demand at some of the intersections are not accurately reflected by the traffic count data. The westbound traffic on the Paseo del Norte corridor often backs up from Jefferson St. to San Pedro Dr. and beyond. Therefore, the levels-of-service and delays determined in this study are optimistic since they are based on measured traffic flow and not traffic demand. The actual level-of-service on Paseo del Norte from San Pedro Dr. to the west is probably level-of-service "F" during the PM Peak Hour on a weekday.

Intersection #18 – I-25 W. Frontage Rd / Driveway 'A' - Pages A-182 thru A-183

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: Driveway A & I-25 Frontage Rd

		2012 AM Peak Hour			2012 PM Peak Hour		
		BASE GEOMETRY			BASE GEOMETRY		
		NO BUILD		BUILD	NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
E	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
B	R	1	A - 0.0	A - 9.7	1	A - 0.0	B - 14.0
S	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
B	R	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0

The intersection of Driveway "A" / I-25 West Frontage Rd. is proposed to be an unsignalized tee intersection with the stop sign controlling eastbound traffic. It will be a right-in, right-out only driveway. There is no westbound leg of the intersection. Also, the I-25 West Frontage Rd. is a two lane one way (southbound) roadway. Analysis of the unsignalized Driveway "A" / I-25 W. Frontage Rd. indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

The design and construction of the intersection of Driveway "A" / I-25 W. Frontage Rd. will be required to meet the minimum standards of the New Mexico Department of Transportation's *State Access Management Manual*. Applying the forecast 2012 AM and PM Peak Hour NO BUILD and BUILD volumes at the intersection of Driveway "A" / I-25 to the New Mexico Department of Transportation's *State Access Management Manual's* Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways) results in a recommendation for a southbound right turn deceleration lane on the I-25 West Frontage Rd. at Driveway "A". (See Pages A-194 and A-195 in Appendix). The new southbound right turn deceleration lane should be constructed to a minimum length of 325 feet plus a 10.5:1 transition taper. The southbound right turn deceleration lane should be twelve feet wide.

Intersection #19 – I-25 W. Frontage Rd / Driveway 'B' - Pages A-184 thru A-185

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: Driveway B & I-25 Frontage Rd

2012 AM Peak Hour					2012 PM Peak Hour				
BASE GEOMETRY					BASE GEOMETRY				
		NO BUILD			BUILD				
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay		
E	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0		
B	R	1	A - 0.0	B - 10.2	1	A - 0.0	D - 30.3		
S	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0		
B	R	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0		

The intersection of Driveway "B" / I-25 West Frontage Rd. is proposed to be an unsignalized tee intersection with the stop sign controlling eastbound traffic. It will be a right-in, right-out only driveway. There is no westbound leg of the intersection. Also, the I-25 West Frontage Rd. is a two lane one way (southbound) roadway. Analysis of the unsignalized Driveway "B" / I-25 W. Frontage Rd. indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

The design and construction of the intersection of Driveway "B" / I-25 W. Frontage Rd. will be required to meet the minimum standards of the New Mexico Department of Transportation's *State Access Management Manual*. Applying the forecast 2012 AM and PM Peak Hour NO BUILD and BUILD volumes at the intersection of Driveway "B" / I-25 to the New Mexico Department of Transportation's *State Access Management Manual's* Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways) results in a recommendation for a southbound right turn deceleration lane on the I-25 West Frontage Rd. at Driveway "B". (See Pages A-196 and A-197 in Appendix). The new southbound right turn deceleration lane should be constructed to a minimum length of 325 feet plus a 10.5:1 transition taper. The southbound right turn deceleration lane should be twelve feet wide.

Intersection #20 – Modesto Ave / Driveway ‘C’ - Pages A-186 thru A-187

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: Modesto Ave & Driveway C

2012 AM Peak Hour					2012 PM Peak Hour				
		BASE GEOMETRY					BASE GEOMETRY		
		NO BUILD		BUILD			NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay			Lanes	LOS-Delay	LOS-Delay
E	L	>	A - 0.0	A - 6.3	>		A - 0.0	A - 3.2	
B	T	1	A - 0.0	A - 0.0	1		A - 0.0	A - 0.0	
W	T	1	A - 0.0	A - 0.0	1		A - 0.0	A - 0.0	
B	R	>	A - 0.0	A - 0.0	>		A - 0.0	A - 0.0	
S	L	>	A - 0.0	B - 10.5	>		A - 0.0	B - 12.5	
B	R	>	A - 0.0	B - 10.5	>		A - 0.0	B - 12.5	

The intersection of Modesto Ave. / Driveway “C” is proposed to be an unsignalized tee intersection with the stop sign controlling southbound traffic. It will be a full access driveway. There is no northbound leg of the intersection. Modesto Ave. is a two lane two way roadway. Analysis of the unsignalized Modesto Ave. / Driveway “C” indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

Driveway “C” should be designed and constructed with a minimum of one entering lane and one exiting lane. No left turn lane is recommended on Modesto Ave. at Driveway “C”.

Intersection #21 – Modesto Ave / Driveway 'D' - Pages A-188 thru A-189

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: Modesto Ave & Driveway D

2012 AM Peak Hour					2012 PM Peak Hour				
BASE GEOMETRY					BASE GEOMETRY				
		NO BUILD		BUILD		NO BUILD		BUILD	
		Lanes	LOS-Delay	LOS-Delay		Lanes	LOS-Delay	LOS-Delay	
E	L	>	A - 0.0	A - 4.4	>	A - 0.0	A - 1.7		
B	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0		
W	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0		
B	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0		
S	L	>	A - 0.0	B - 13.8	>	A - 0.0	B - 13.3		
B	R	>	A - 0.0	B - 13.8	>	A - 0.0	B - 13.3		

The intersection of Modesto Ave. / Driveway "D" is proposed to be an unsignalized tee intersection with the stop sign controlling southbound traffic. It will be a full access driveway. There is no northbound leg of the intersection. Modesto Ave. is a two lane two way roadway. Analysis of the unsignalized Modesto Ave. / Driveway "D" indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

Driveway "D" should be designed and constructed with a minimum of one entering lane and one exiting lane. No left turn lane is recommended on Modesto Ave. at Driveway "D".

Intersection #22 -San Mateo Blvd / Driveway 'E' - Pages A-190 thru A-191

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: Driveway "E" / San Mateo Blvd.

2012 AM Peak Hour					2012 PM Peak Hour				
BASE GEOMETRY					BASE GEOMETRY				
		NO BUILD			BUILD				
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay		
W	L	>	A - 0.0	C - 21.1	>	A - 0.0	C - 15.9		
B	R	>	A - 0.0	C - 21.1	>	A - 0.0	C - 15.9		
N	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0		
B	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0		
S	L	>	A - 0.0	A - 0.8	>	A - 0.0	A - 0.1		
B	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0		

The intersection of San Mateo Blvd. / Driveway "E" is proposed to be an unsignalized tee intersection with the stop sign controlling westbound traffic. It will be a full access driveway. There is no eastbound leg of the intersection. San Mateo Blvd. is a four lane divided two way urban roadway with raised medians and concrete curb and gutter along the frontage of this project. Analysis of the unsignalized San Mateo Blvd. / Driveway "E" indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

Driveway "E" should be designed and constructed with a minimum of one entering lane and one exiting lane. A southbound left turn lane is recommended on San Mateo Blvd. at Driveway "E". The southbound left turn lane should be designed and constructed to a minimum length of 100 feet plus transition.

Intersection #23 --San Mateo Blvd / Driveway 'F' - Pages A-192 thru A-193

The following table provides a summary of the Levels-of-Service / delays associated with each case analyzed in this study:

Intersection: **Driveway "F" / San Mateo Blvd.**

2012 AM Peak Hour				2012 PM Peak Hour			
BASE GEOMETRY				BASE GEOMETRY			
		NO BUILD	BUILD		NO BUILD	BUILD	
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
W	L	>	A - 0.0 B - 13.3	>	A - 0.0 B - 11.6		
B	R	>	A - 0.0 B - 13.3	>	A - 0.0 B - 11.6		
N	T	2	A - 0.0 A - 0.0	2	A - 0.0 A - 0.0		
B	R	>	A - 0.0 A - 0.0	>	A - 0.0 A - 0.0		
S	L	>	A - 0.0 A - 1.0	>	A - 0.0 A - 1.0		
B	T	2	A - 0.0 A - 0.0	2	A - 0.0 A - 0.0		

The intersection of San Mateo Blvd. / Driveway "F" is proposed to be an unsignalized tee intersection with the stop sign controlling westbound traffic. It will be a full access driveway. There is no eastbound leg of the intersection. San Mateo Blvd. is a four lane divided two way urban roadway with raised medians and concrete curb and gutter along the frontage of this project. Analysis of the unsignalized San Mateo Blvd. / Driveway "F" indicates that the operation of the intersection will be acceptable for all conditions considered in this report.

Driveway "F" should be designed and constructed with a minimum of one entering lane and one exiting lane. A southbound left turn lane is recommended on San Mateo Blvd. at Driveway "F". The southbound left turn lane should be designed and constructed to a minimum length of 100 feet plus transition.

Access Design Specifications

Access along the I-25 West Frontage Rd. will be required to comply with Table 18.C-1 of the New Mexico Department of Transportation's State Access Management Manual to the degree possible. The I-25 West Frontage Rd. is considered an Urban Collector Roadway and, as such, spacing of signalized intersections is required to be 1,320 feet minimum with full access points spaced at a minimum of 330 feet and partial access points spaced at 225 feet minimum (based on posted speed of 40 MPH). A meeting was held with Mr. Tony Abbo with regard to the site plan for this project in late 2008. Mr. Abbo confirmed that the location of the two proposed new driveways on this project meet the minimum requirements of the *State Access Management Manual*. As stated previously, southbound right turn deceleration lanes on the I-25 West Frontage Rd. are recommended for both proposed new driveways into the project. Southbound right turn lanes are not warranted on the I-25 West Frontage Rd. at the intersections of San Diego Ave. nor Modesto Ave.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

The implementation of the proposed North I-25 Corporate Center Site will generate a significant volume of new traffic on the adjacent transportation system and thus, will have a significant impact at the intersections and roadways analyzed in this study, especially those intersections and roadway closer to the project.

Recommendations for improvements to the adjacent transportation system include:

Alameda Blvd. / Second St. – lengthen the existing westbound left turn lane on Alameda Blvd. at Second St. to a total length of 200 feet plus transition.

Alameda Blvd. / San Mateo Blvd. – construct dual eastbound left turn lanes on Alameda Blvd. at San Mateo Blvd. (350 feet long plus transition) and a new westbound right turn lane on Alameda Blvd. at San Mateo Blvd. (275 feet long plus transition). Dual eastbound left turn and westbound left turn movements are recommended to be operated as protected only left turn movements. Construct the north leg of San Mateo Blvd. to implement a southbound left turn lane, a southbound thru lane, a southbound right turn lane, and two northbound lanes. The southbound left turn lane and right turn lane are recommended to be designed and constructed to a length of 250 feet long plus transition. The northbound left turn lane and the northbound right turn lane are recommended to be designed and constructed to a length of 125 feet plus transition. Some widening of the existing roadway may be required.

Alameda Blvd. / I-25 West Ramp – construct a free right turn ramp with yield sign on Alameda Blvd. turning onto the I-25 West Ramp southbound.

Alameda Blvd. / I-25 East Ramp – construct dual eastbound left turn lanes on Alameda Blvd. at the I-25 East Ramp. The dual eastbound left turn movement should be operated as a protected left turn only. Extend the existing northbound right turn lane on the I-25 East Ramp at Alameda Blvd. to a total length of 225 feet plus transition.

Modesto Ave. / San Mateo Blvd. – construct a new southbound left turn lane on San Mateo Blvd. at Modesto Ave. (100 feet long plus transition). Also construct a westbound right turn lane on Modesto Ave. at San Mateo Blvd. (100 feet long plus transition).

Driveway “A” / I-25 West Frontage Rd. – construct Driveway “A” as a right-in, right-out only unsignalized driveway. A southbound right turn deceleration lane on the I-25 West Frontage Rd. at Driveway “A” is warranted. The design and construction of the southbound right turn lane on the Frontage Rd. should comply with the recommendations on Page 35 of this report and with the requirements of the New Mexico Department of Transportation’s *State Access Management Manual*.

Driveway “B” / I-25 West Frontage Rd. – construct Driveway “B” as a right-in, right-out only unsignalized driveway. A southbound right turn deceleration lane on the I-25 West Frontage Rd. at Driveway “B” is warranted. The design and construction of the southbound right turn lane on the Frontage Rd. should comply with the recommendations on Page 36 of this report and with the requirements of the New Mexico Department of Transportation’s *State Access Management Manual*.

Modesto Ave. / Driveway “C” – construct Driveway “C” as a full access unsignalized driveway with a minimum of one entering lane and one exiting lane.

Modesto Ave. / Driveway “D” – construct Driveway “D” as a full access unsignalized driveway with a minimum of one entering lane and one exiting lane.

San Mateo Blvd. / Driveway “E” – construct Driveway “E” as a full access unsignalized driveway with a minimum of one entering lane and one exiting lane. A southbound left turn lane on San Mateo Blvd. is recommended on San Mateo Blvd. at into Driveway “E”. The southbound left turn lane should be designed and constructed to a length of 100 feet plus transition.

San Mateo Blvd. / Driveway “F” – construct Driveway “F” as a full access unsignalized driveway with a minimum of one entering lane and one exiting lane. A southbound left turn lane on San Mateo Blvd. is recommended on San Mateo Blvd. at into Driveway “F”. The southbound left turn lane should be designed and constructed to a length of 100 feet plus transition.

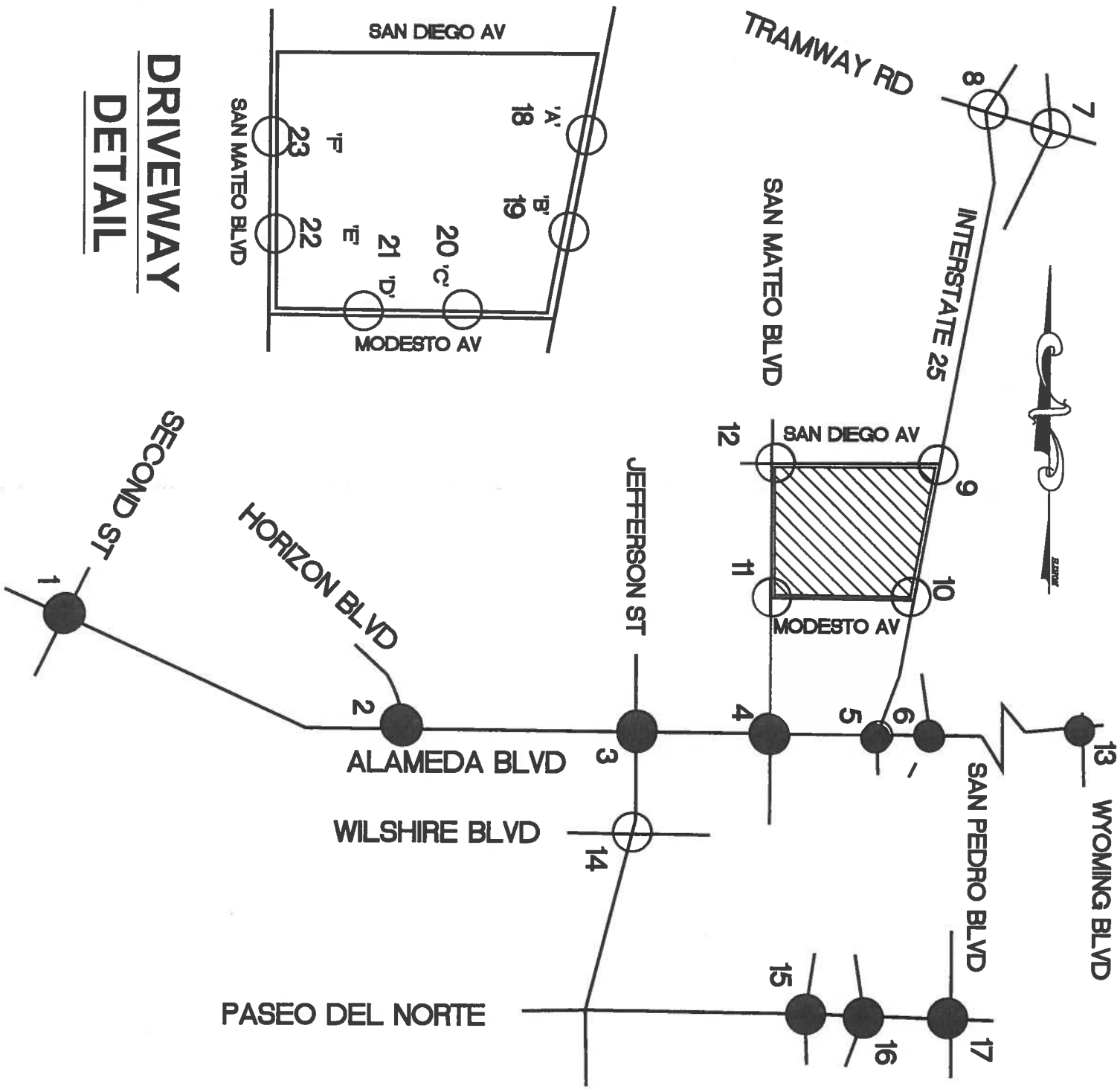
Improvements on City of Albuquerque streets and intersections should comply with requirements of the City of Albuquerque’s *Development Process Manual*. Improvements on State Roads should comply with the requirements of the New Mexico Department of Transportation’s *State Access Management Manual*.

Appendix

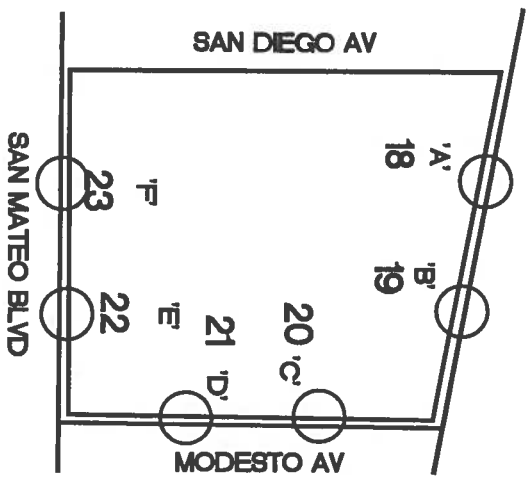
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20 – Unsignalized Intersection Analyses (Modesto Ave. / Driveway "C")	A-186 thru A-187
21 – Unsignalized Intersection Analyses (Modesto Ave. / Driveway "D")	A-188 thru A-189
22 – Unsignalized Intersection Analyses (Driveway "E" / San Mateo Blvd.)	A-190 thru A-191
23 – Unsignalized Intersection Analyses (Driveway "F" / San Mateo Blvd.)	A-192 thru A-193
Determination of Warrants for Deceleration Lanes – San Diego Ave. / I-25 W. Frntg. Rd.	A-193a thru A-193b
Determination of Warrants for Deceleration Lanes – Modesto Ave. / I-25 W. Frntg. Rd.	A-193c thru A-193d
Determination of Warrants for Deceleration Lanes – Driveway "A" / I-25 W. Frntg. Rd.	A-194 thru A-195
Determination of Warrants for Deceleration Lanes – Driveway "B" / I-25 W. Frntg. Rd.	A-196 thru A-197
Table 18.B-2 from the New Mexico Department of Transportation's <u>State Access Management Manual</u>	A-198
Table 18.K-1 from the New Mexico Department of Transportation's <u>State Access Management Manual</u>	A-199
Traffic Count Data	A-200 thru A-216
Intersection Data Sheets	A-217 thru A-228

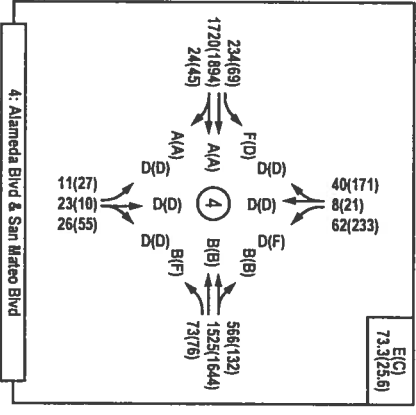
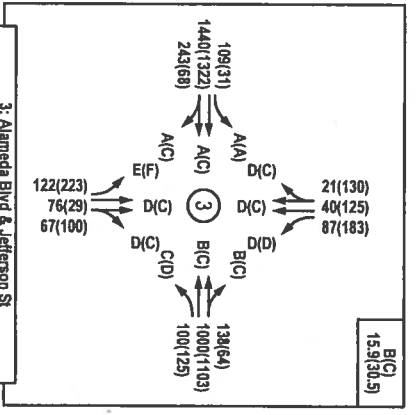
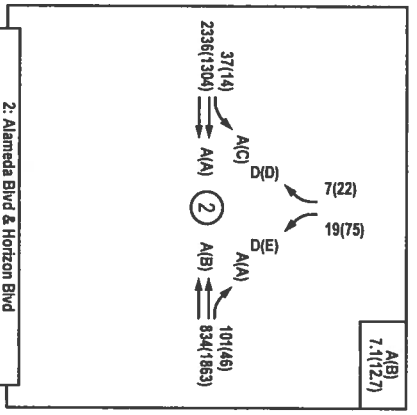
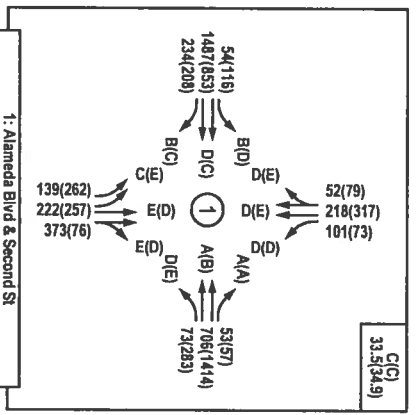
APPENDIX



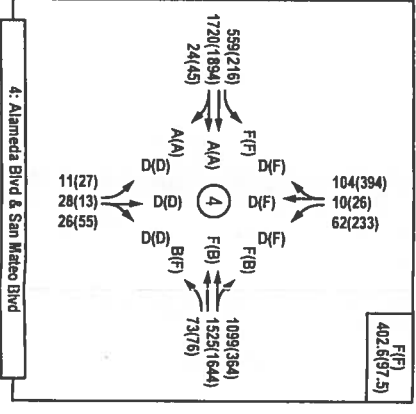
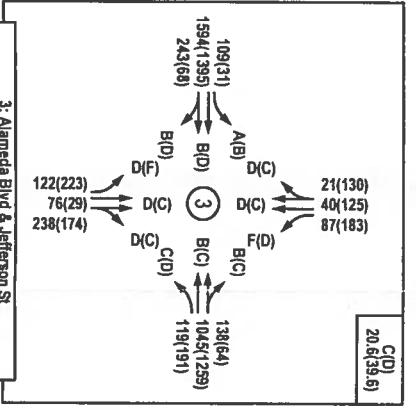
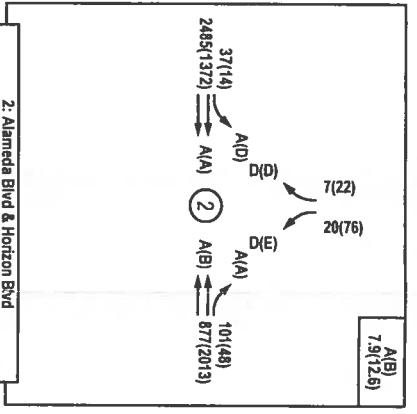
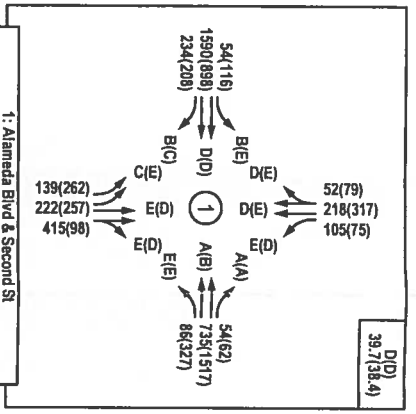
**DRIVEWAY
DETAIL**



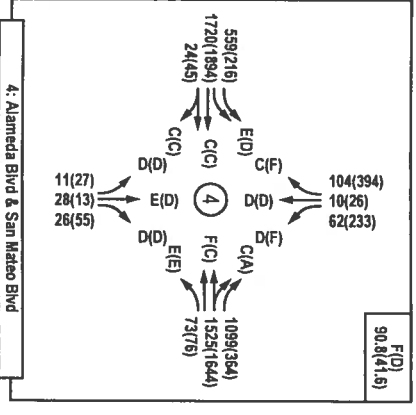
NO BUILD Analysis



BUILD Analysis



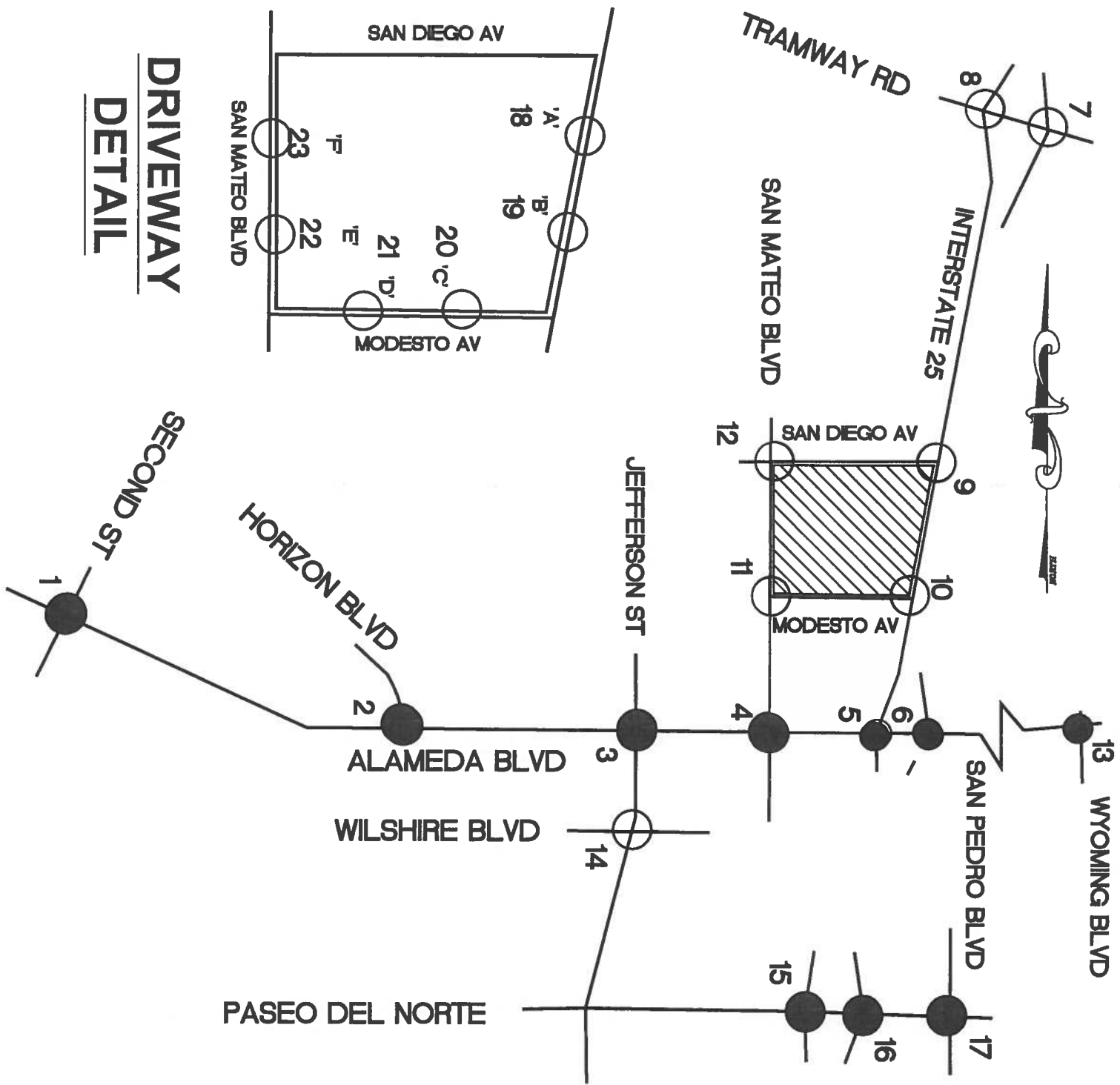
**BUILD Analysis
MITIGATED**



LENGTHEN LEFT TURN LANE

NO MITIGATION RECOMMENDED

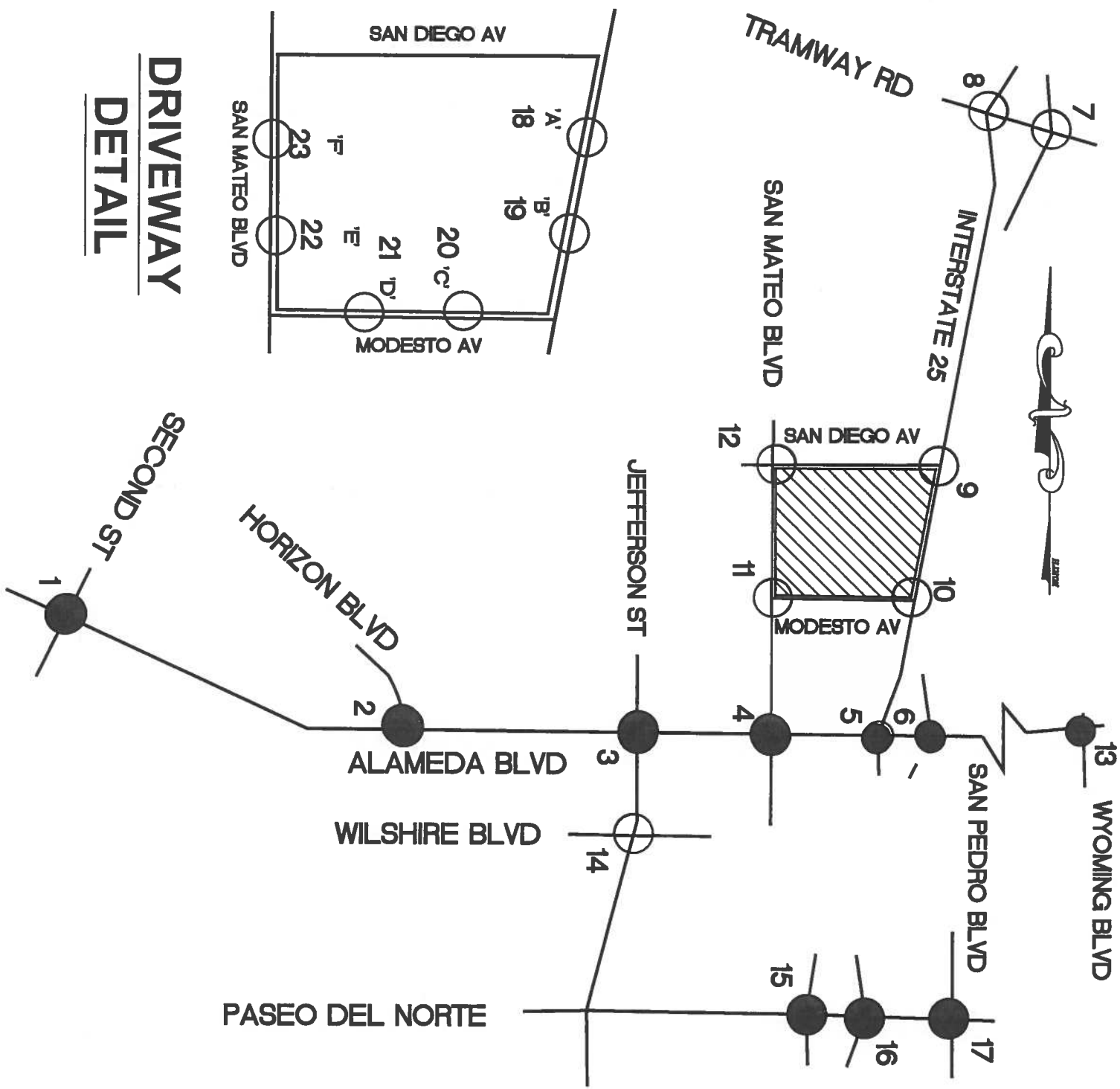
LENGTHEN LEFT TURN LANE



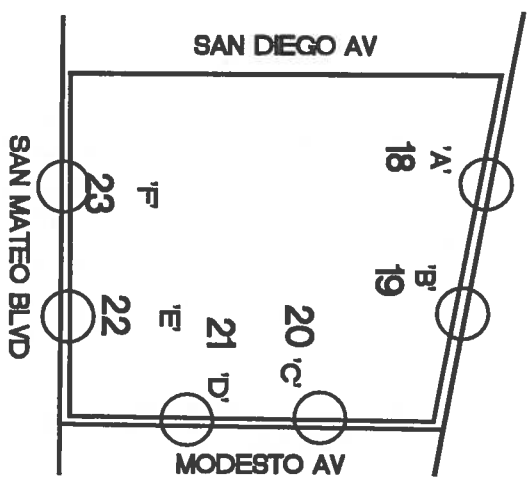
NO BUILD Analysis	BUILD Analysis	BUILD Analysis MITIGATED
5: Alameda Blvd & I-25 W.Frontage Rd 182(167) 103(319) 152(398) 0/0 726(952) 1057(1003) B/A B/A F/F 0/0 1722(1132) 608(277) E(E) D(F) D(F) 61.8(56.2)	5: Alameda Blvd & I-25 W.Frontage Rd 182(167) 228(774) 239(695) 0/0 726(952) 1057(1003) B/B B/B F/F 0/0 2255(1364) 608(277) F(C) D(F) E(F) 65.4(10.2)	5: Alameda Blvd & I-25 W.Frontage Rd 182(167) 228(774) 239(695) 0/0 726(952) 1057(1003) B/C B/C A/A 0/0 2255(1364) 608(277) F(C) E(D) E(E) FREE EB RIGHT TURN 24.6(30.1)
6: Alameda Blvd & I-25 E.Frontage Rd 185(307) 693(1053) 0/0 F(C) B(C) F(D) 0/0 106(139) 1134(477) C(C) C(C) C(C) 1196(932) 80(132) 214(325) D(C) D(C) D(C) 46.0(28.7)	6: Alameda Blvd & I-25 E.Frontage Rd 218(428) 747(1229) 0/0 F(E) C(C) F(E) 0/0 106(139) 1288(581) E(D) E(D) B(C) 1576(1060) 80(132) 214(325) E(D) E(D) B(C) 64.3(35.3)	6: Alameda Blvd & I-25 E.Frontage Rd 218(428) 747(1229) 0/0 F(E) C(C) F(D) 0/0 106(139) 1288(581) E(D) E(D) B(C) 1576(1060) 80(132) 214(325) E(D) E(D) B(C) 56.1(36.3)
7: Tramway Blvd & I-25 E.Frontage 142(67) 290(491) 0/0 A(B) A/A D(D) 0/0 258(241) 444(688) B(B) B(B) D(D) 295(315) 14(11) 267(603) D(D) D(D) D(C) 22.7(22.4)	7: Tramway Blvd & I-25 E.Frontage 142(67) 290(491) 0/0 B(B) A/A C(C) 0/0 258(241) 519(714) B(B) B(B) B(B) 297(321) 26(57) 287(673) C(C) B(B) B(B) 14.8(16.8)	7: Tramway Blvd & I-25 E.Frontage 142(67) 290(491) 0/0 B(B) A/A C(C) 0/0 258(241) 519(714) B(B) B(B) B(B) 297(321) 26(57) 287(673) C(C) B(B) B(B) 14.8(16.8)
8: Tramway Blvd & I-25 W.Frontage 313(268) 257(108) 0/0 B(B) B(B) D(D) 0/0 156(427) 296(419) A/A A/A D(D) 53(91) 78(19) 149(237) D(D) D(D) D(D) 25.1(23.9)	8: Tramway Blvd & I-25 W.Frontage 313(268) 260(113) 0/0 B(B) B(B) D(D) 0/0 158(433) 371(445) A/A A/A D(D) 53(91) 128(34) 149(237) D(C) D(C) D(C) 29.3(14.2)	8: Tramway Blvd & I-25 W.Frontage 313(268) 260(113) 0/0 B(B) B(B) D(D) 0/0 158(433) 371(445) A/A A/A D(D) 53(91) 128(34) 149(237) D(C) D(C) D(C) 29.3(14.2)

NO MITIGATION RECOMMENDED

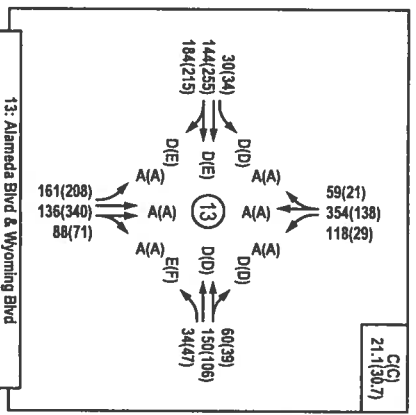
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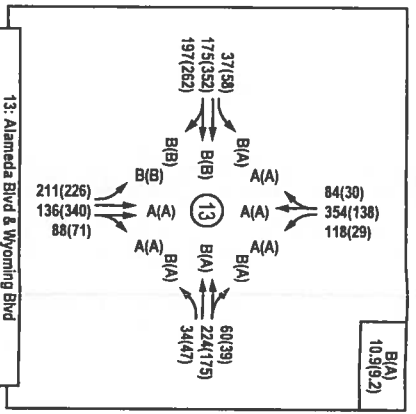
**DRIVEWAY
DETAIL**



NO BUILD Analysis



BUILD Analysis



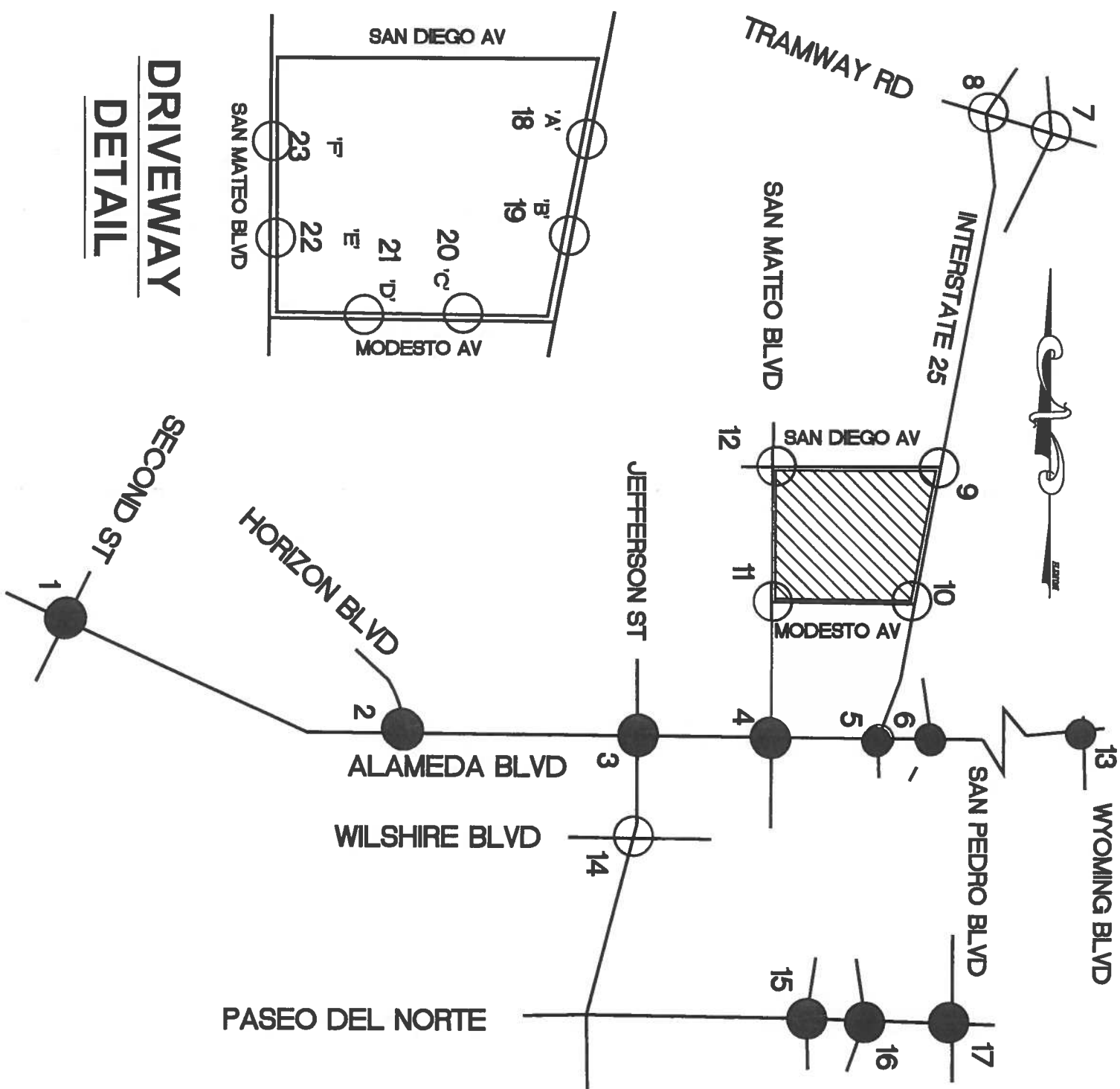
**BUILD Analysis
MITIGATED**

NO MITIGATION RECOMMENDED

NO MITIGATION RECOMMENDED

NO MITIGATION RECOMMENDED

NO MITIGATION RECOMMENDED



**DRIVEWAY
DETAIL**

NO BUILD Analysis	BUILD Analysis	BUILD Analysis MITIGATED
9: San Diego Av & I-25 W.Frontage 0(0) 25(2) 125(425) 9(34) A(B) 0(0) 0(0) AAA 0.3(0.5)	9: San Diego Av & I-25 W.Frontage 0(0) 25(2) 253(472) 9(34) A(B) 0(0) 0(0) AAA 0.3(0.7)	
10: Modesto Av & I-25 W.Frontage Rd 0(0) 5(4) 156(471) 8(87) A(B) 0(0) 0(0) AAA 0.4(1.5)	10: Modesto Av & I-25 W.Frontage Rd 0(0) 5(4) 323(1053) 54(129) B(C) 0(0) 0(0) AAA 1.4(2.4)	
11: Modesto Av & San Mateo Blvd 55(307) 6(114) A(A) A(A) 1(1) 4(4) 484(138) 22(7) AAA 0.2(1.3)	11: Modesto Av & San Mateo Blvd 87(420) 6(114) A(A) A(A) 1(1) 37(19) 1037(366) 335(162) AAA 1.6(10.2)	
12: San Diego Av & San Mateo Blvd 2(13) 2(13) 6(7) B(B) B(B) 12(8) 40(218) 1(3) A(A) A(A) 2(1) 18(6) 2(8) 12(8) 313(104) 16(1) AAA 1.7(1.5)	12: San Diego Av & San Mateo Blvd 2(13) 2(13) 9(9) B(B) B(B) 12(8) 41(218) 1(3) A(A) A(A) 2(1) 18(6) 2(8) 13(11) 313(105) 16(1) AAA 1.7(1.5)	

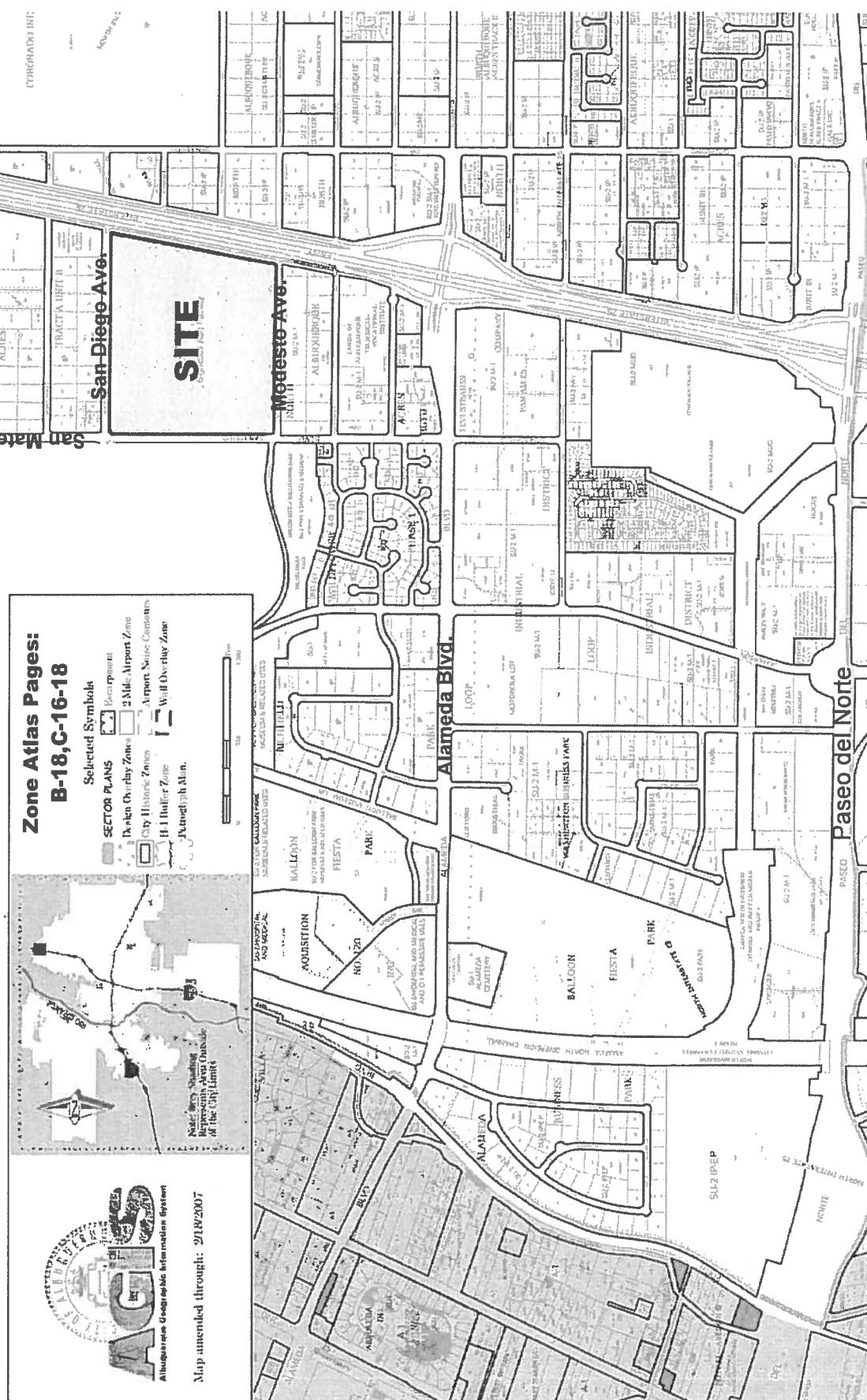
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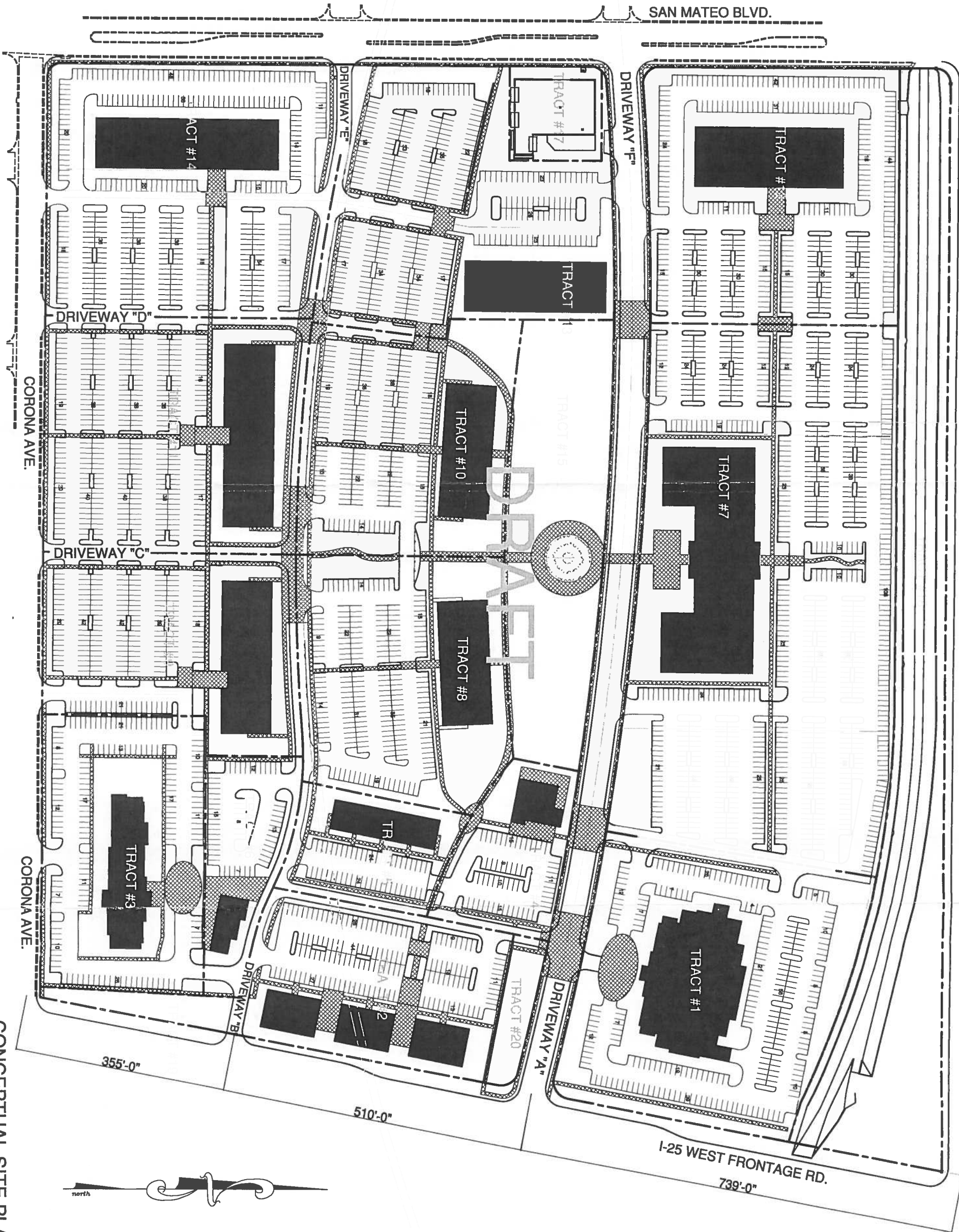
NO MITIGATION RECOMMENDED

Vicinity Map



SAN DIEGO AVE.

SAN MATEO BLVD.



CONCEPTUAL SITE PLAN
PHILLIPS SITE DEVELOPMENT

LAND USE SUMMARY

TRACT #	DEVELOPMENT TRACT AREA SF	TRACT ACREAGE	TRACT LAND USE	ALLOWABLE BUILDING SQFT @ 5/1000 PARKING	ALLOWABLE BUILDING SQFT @ CABQ PARKING STANDARDS	MAXIMUM FAR	PARKING PROVIDED
TRACT 1	201,724	4.63	250 KEY HOTEL	149,527	149,527.00	0.74	250
TRACT 2	100,621	2.31	RETAIL	18,000	18,000.00	0.18	108
TRACT 3	127,307	2.92	155 KEY HOTEL	76,065	76,065.00	0.60	155
TRACT 4	50,378	1.16	RESTAURANT	5,000	5,000.00	0.10	60
TRACT 5	49,273	1.13	OFFICE	9,000	9,000.00	0.18	48
TRACT 6	48,129	1.10	RESTAURANT	4,000	4,000.00	0.08	56
TRACT 7	390,985	8.98	OFFICE	150,000	200,000.00	0.51	750
TRACT 8	135,080	3.10	OFFICE	40,000	52,500.00	0.39	203
TRACT 9	127,278	2.92	OFFICE	36,000	43,000.00	0.34	183
TRACT 10	144,956	3.33	OFFICE	40,000	57,000.00	0.39	220
TRACT 11	171,998	3.95	OFFICE	60,000	77,250.00	0.45	302
TRACT 12	182,226	4.18	OFFICE	60,000	77,250.00	0.42	304
TRACT 13	162,720	3.74	OFFICE	60,000	80,000.00	0.49	300
TRACT 14	203,963	4.68	OFFICE	60,000	77,250.00	0.38	302
TRACT 15	115,141	2.64	None	-	-	-	-
TRACT 16	25,840	0.59	None	-	-	-	-
TRACT 17	24,751	0.57	None	-	-	-	-
TRACT 18	205,021	4.71	None	-	-	-	-
TRACT 19	13,593	0.31	None	-	-	-	-
TRACT 20	12,962	0.30	None	-	-	-	-
Through Street	104,742	2.40	ROW	-	-	-	-
TOTALS	2,598,689.20	59.66		767,592.00	925,842.00		3,241

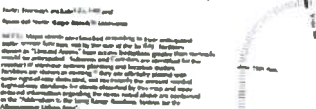
Philip's Electronics Site

**(San Diego Av / I-25)
Aerial Photo**



Inset for Downtown

12th St.	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	2500	2600	2700	2800	2900	3000	3100	3200	3300	3400	3500	3600	3700	3800	3900	4000	4100	4200	4300	4400	4500	4600	4700	4800	4900	5000	5100	5200	5300	5400	5500	5600	5700	5800	5900	6000	6100	6200	6300	6400	6500	6600	6700	6800	6900	7000	7100	7200	7300	7400	7500	7600	7700	7800	7900	8000	8100	8200	8300	8400	8500	8600	8700	8800	8900	9000	9100	9200	9300	9400	9500	9600	9700	9800	9900	10000	10100	10200	10300	10400	10500	10600	10700	10800	10900	11000	11100	11200	11300	11400	11500	11600	11700	11800	11900	12000	12100	12200	12300	12400	12500	12600	12700	12800	12900	13000	13100	13200	13300	13400	13500	13600	13700	13800	13900	14000	14100	14200	14300	14400	14500	14600	14700	14800	14900	15000	15100	15200	15300	15400	15500	15600	15700	15800	15900	16000	16100	16200	16300	16400	16500	16600	16700	16800	16900	17000	17100	17200	17300	17400	17500	17600	17700	17800	17900	18000	18100	18200	18300	18400	18500	18600	18700	18800	18900	19000	19100	19200	19300	19400	19500	19600	19700	19800	19900	20000	20100	20200	20300	20400	20500	20600	20700	20800	20900	21000	21100	21200	21300	21400	21500	21600	21700	21800	21900	22000	22100	22200	22300	22400	22500	22600	22700	22800	22900	23000	23100	23200	23300	23400	23500	23600	23700	23800	23900	24000	24100	24200	24300	24400	24500	24600	24700	24800	24900	25000	25100	25200	25300	25400	25500	25600	25700	25800	25900	26000	26100	26200	26300	26400	26500	26600	26700	26800	26900	27000	27100	27200	27300	27400	27500	27600	27700	27800	27900	28000	28100	28200	28300	28400	28500	28600	28700	28800	28900	29000	29100	29200	29300	29400	29500	29600	29700	29800	29900	30000	30100	30200	30300	30400	30500	30600	30700	30800	30900	31000	31100	31200	31300	31400	31500	31600	31700	31800	31900	32000	32100	32200	32300	32400	32500	32600	32700	32800	32900	33000	33100	33200	33300	33400	33500	33600	33700	33800	33900	34000	34100	34200	34300	34400	34500	34600	34700	34800	34900	35000	35100	35200	35300	35400	35500	35600	35700	35800	35900	36000	36100	36200	36300	36400	36500	36600	36700	36800	36900	37000	37100	37200	37300	37400	37500	37600	37700	37800	37900	38000	38100	38200	38300	38400	38500	38600	38700	38800	38900	39000	39100	39200	39300	39400	39500	39600	39700	39800	39900	40000	40100	40200	40300	40400	40500	40600	40700	40800	40900	41000	41100	41200	41300	41400	41500	41600	41700	41800	41900	42000	42100	42200	42300	42400	42500	42600	42700	42800	42900	43000	43100	43200	43300	43400	43500	43600	43700	43800	43900	44000	44100	44200	44300	44400	44500	44600	44700	44800	44900	45000	45100	45200	45300	45400	45500	45600	45700	45800	45900	46000	46100	46200	46300	46400	46500	46600	46700	46800	46900	47000	47100	47200	47300	47400	47500	47600	47700	47800	47900	48000	48100	48200	48300	48400	48500	48600	48700	48800	48900	49000	49100	49200	49300	49400	49500	49600	49700	49800	49900	50000	50100	50200	50300	50400	50500	50600	50700	50800	50900	51000	51100	51200	51300	51400	51500	51600	51700	51800	51900	52000	52100	52200	52300	52400	52500	52600	52700	52800	52900	53000	53100	53200	53300	53400	53500	53600	53700	53800	53900	54000	54100	54200	54300	54400	54500	54600	54700	54800	54900	55000	55100	55200	55300	55400	55500	55600	55700	55800	55900	56000	56100	56200	56300	56400	56500	56600	56700	56800	56900	57000	57100	57200	57300	57400	57500	57600	57700	57800	57900	58000	58100	58200	58300	58400	58500	58600	58700	58800	58900	59000	59100	59200	59300	59400	59500	59600	59700	59800	59900	60000	60100	60200	60300	60400	60500	60600	60700	60800	60900	61000	61100	61200	61300	61400	61500	61600	61700	61800	61900	62000	62100	62200	62300	62400	62500	62600	62700	62800	62900	63000	63100	63200	63300	63400	63500	63600	63700	63800	63900	64000	64100	64200	64300	64400	64500	64600	64700	64800	64900	65000	65100	65200	65300	65400	65500	65600	65700	65800	65900	66000	66100	66200	66300	66400	66500	66600	66700	66800	66900	67000	67100	67200	67300	67400	67500	67600	67700	67800	67900	68000	68100	68200	68300	68400	68500	68600	68700	68800	68900	69000	69100	69200	69300	69400	69500	69600	69700	69800	69900	70000	70100	70200	70300	70400	70500	70600	70700	70800	70900	71000	71100	71200	71300	71400	71500	71600	71700	71800	71900	72000	72100	72200	72300	72400	72500	72600	72700	72800	72900	73000	73100	73200	73300	73400	73500	73600	73700	73800	73900	74000	74100	74200	74300	74400	74500	74600	74700	74800	74900	75000	75100	75200	75300	75400	75500	75600	75700	75800	75900	76000	76100	76200	76300	76400	76500	76600	76700	76800	76900	77000	77100	77200	77300	77400	77500	77600	77700	77800	77900	78000	78100	78200	78300	78400	78500	78600	78700	78800	78900	79000	79100	79200	79300	79400	79500	79600	79700	79800	79900	80000	80100	80200	80300	80400	80500	80600	80700	80800	80900	81000	81100	81200	81300	81400	81500	81600	81700	81800	81900	82000	82100	82200	82300	82400	82500	82600	82700	82800	82900	83000	83100	83200	83300	83400	83500	83600	83700	83800	83900	84000	84100	84200	84300	84400	84500	84600	84700	84800	84900	85000	85100	85200	85300	85400	85500	85600	85700	858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Adopted by the Metropolitan Transportation Board
of the Mid-Region Council of Governments, February 12, 2004

A - 6

North I-25 Corporate Center (Modesto Ave. / I-25)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)	DESCRIPTION	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
		GROSS		ENTER	EXIT	ENTER	EXIT
Summary Sheet		Units					
	Shopping Center (820)	24.00	2,686	40	26	120	125
	High Turnover (Sit-Down) Restaurant (932)	5.00	636	30	28	33	23
	Hotel (310)	405.00	3,613	166	120	140	146
	General Office Building (710)	674.00	5,797	760	104	142	692
	Subtotal		12,732	996	278	435	986
Subtotal Commercial Trips			3,322	70	54	153	148
	Subtotal Hotel Trips		3,613	166	120	140	146
	Subtotal Office Trips		5,797	760	104	142	692

*North I-25 Corporate Center (Modesto Ave. / I-25)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)*

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Units					
Shopping Center (820)					
	24.00	2,686	40	26	120
					125
1,000 S.F.					

ITE Trip Generation Equations:

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

$$\ln(T) = 0.65 \ln(X) + 5.83$$

50% Enter, 50% Exit

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

$$\ln(T) = 0.59 \ln(X) + 2.32$$

61% Enter, 39% Exit

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

$$\ln(T) = 0.67 \ln(X) + 3.37$$

49% Enter, 51% Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 8th Edition

North I-25 Corporate Center (Modesto Ave. / I-25)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

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

ITE Trip Generation Equations:

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

$$T = \frac{127.15 (X) + 0}{50\% \text{ Enter, } 50\% \text{ Exit}}$$

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

$$T = \frac{11.52 (X) + 0}{52\% \text{ Enter, } 48\% \text{ Exit}}$$

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

$$T = \frac{11.15 (X) + 0}{59\% \text{ Enter, } 41\% \text{ Exit}}$$

Comments:
Tract No.

Based on ITE Trip Generation Manual - 8th Edition

North I-25 Corporate Center (Modesto Ave. / I-25)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME		A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT	EXIT
Hotel (310)	405.00	166	120	140	146	
Units						
Occupied Rooms						

ITE Trip Generation Equations:

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

$$T = 8.92 (X) + 0$$

50% Enter, 50% Exit

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

$$T = 0.78 (X) + -29.8$$

58% Enter, 42% Exit

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

$$Ln(T) = 1.2 Ln(X) + -1.55$$

49% Enter, 51% Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 8th Edition

North I-25 Corporate Center (Modesto Ave. / I-25)
Trip Generation Data (ITE Trip Generation Manual - 8th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
		5,797	760	104	142	692
		674.00		1,000 S.F.		

General Office Building (710)

ITE Trip Generation Equations:

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

$$\ln(T) = 0.77 \ln(X) + 3.65$$

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)

$$\ln(T) = 0.8 \ln(X) + 1.55$$

88% Enter, 12% Exit

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

$$T = 1.12 (X) + 78.81$$

17% Enter, 83% Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 8th Edition

Trip Distribution Table

Philip's Electronics Site

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

2004 and 2030 Data Taken from Mkt-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mkt-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		Interpolated Population for the Year 2012	Population In Study	Dist. (Mi.)	Population / Distance	(TW)			(IN)			(TE)		
		2004	2030					% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map																
1731	5%	787	1029	861	43	1.00	43	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1741	80%	993	1131	1,035	828	1.00	828	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1751	10%	1240	1551	1,336	134	1.00	134	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2411	20%	432	696	513	103	1.00	103	100%	0.21%	103	0%	0.00%	0	0%	0.00%	0
2511	10%	0	0	0	0	1.00	0	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0
6042	15%	387	459	409	61	1.00	61	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6043	95%	1057	1029	1,048	996	1.00	996	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6044	100%	214	195	208	208	1.00	208	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6045	75%	692	721	701	526	1.00	526	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6051	100%	0	0	0	0	1.00	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6052	100%	0	0	0	0	1.00	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6053	100%	0	0	0	0	1.00	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6054	100%	2	0	1	1	1.00	1	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6055	100%	0	0	0	0	1.00	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6056	100%	0	0	0	0	1.00	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6057	100%	6	0	4	4	1.00	4	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6058	100%	56	68	60	60	1.00	60	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6081	70%	343	443	374	262	1.00	262	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6082	100%	113	104	110	110	1.00	110	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6083	100%	2263	2283	2,269	2,269	1.00	2,269	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6084	60%	2469	2547	2,493	1,496	1.00	1,496	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6091	100%	0	0	0	0	1.00	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	100%	0	0	0	0	1.00	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6373	55%	332	347	337	185	1.00	185	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6501	80%	707	751	721	577	1.00	577	10%	0.12%	58	0%	0.00%	0	0%	0.00%	0
6502	100%	115	161	129	129	1.00	129	100%	0.26%	129	0%	0.00%	0	0%	0.00%	0
6503	100%	870	853	865	865	1.00	865	100%	1.75%	865	0%	0.00%	0	0%	0.00%	0
6504	100%	321	323	322	322	1.00	322	100%	0.65%	322	0%	0.00%	0	0%	0.00%	0
6505	100%	1045	1017	1,036	1,036	1.00	1,036	10%	0.21%	104	0%	0.00%	0	0%	0.00%	0
6506	100%	343	377	353	353	1.00	353	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6507	100%	72	63	69	69	1.00	69	0%	0.14%	0	0%	0.00%	0	0%	0.00%	0
6511	100%	35	45	38	38	1.00	38	100%	0.08%	38	0%	0.00%	0	0%	0.00%	0
6512	100%	3	2	3	3	1.00	3	0%	0.01%	0	0%	0.00%	0	0%	0.00%	0
6513	100%	170	168	169	169	1.00	169	50%	0.17%	85	0%	0.00%	0	0%	0.00%	0
6514	100%	105	149	119	119	1.00	119	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6515	100%	0	0	0	0	1.00	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6516	100%	129	213	155	155	1.00	155	0%	0.31%	0	0%	0.00%	0	0%	0.00%	0
6521	100%	187	175	183	183	1.00	183	0%	0.37%	0	0%	0.00%	0	0%	0.00%	0
6522	100%	3	0	2	2	1.00	2	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6523	100%	703	834	743	743	1.00	743	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6524	100%	262	249	258	258	1.00	258	0%	0.62%	0	0%	0.00%	0	0%	0.00%	0
6525	100%	379	350	370	370	1.00	370	0%	0.78%	0	0%	0.00%	0	0%	0.00%	0
6526	100%	1308	1249	1,290	1,290	1.00	1,290	0%	2.60%	0	0%	0.00%	0	0%	0.00%	0
6527	100%	8	0	6	6	1.00	6	0%	0.01%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Philip's Electronics Site

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

2004 and 2030 Data Taken from Idd-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		2030 Population		Interpolated Population for the Year 2012	Population In Study	Dist. (Mi.)	Population / Distance	Percent Population	(TW) Tranway Blvd West			(IN) Interstate 25 North			(TE) Tranway Blvd East		
		2004	2030	2004	2030						% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	
6532	30%	379	342	368	110	110	1.00	110	0.22%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
6533	95%	1212	1414	1,274	1,210	1,210	1.00	1,210	2.44%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
6534	100%	343	364	349	349	349	1.00	349	0.70%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
6535	100%	452	449	451	451	451	1.00	451	0.91%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
6542	20%	549	518	539	108	108	1.00	108	0.22%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7052	15%	6	6	6	1	1	1.00	1	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7102	15%	484	447	473	71	71	1.00	71	0.14%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7111	100%	1159	1073	1,133	1,133	1,133	1.00	1,133	2.28%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7112	100%	5	6	5	5	5	1.00	5	0.01%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7113	100%	884	826	866	866	866	1.00	866	1.75%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7114	100%	1460	1378	1,433	1,433	1,433	1.00	1,433	2.89%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7115	100%	1513	1408	1,481	1,481	1,481	1.00	1,481	2.89%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7116	100%	1413	1496	1,439	1,439	1,439	1.00	1,439	2.91%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7122	100%	1285	1186	1,255	1,255	1,255	1.00	1,255	2.53%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7123	100%	1258	1675	1,386	1,386	1,386	1.00	1,386	2.80%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7124	100%	1532	1568	1,543	1,543	1,543	1.00	1,543	3.12%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7125	100%	1362	1258	1,330	1,330	1,330	1.00	1,330	2.88%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7126	30%	0	866	266	80	80	1.00	80	0.18%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7142	15%	1418	1314	1,386	208	208	1.00	208	0.42%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7143	80%	2067	1919	2,021	1,617	1,617	1.00	1,617	3.27%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7151	100%	1009	938	987	987	987	1.00	987	1.99%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7152	90%	1423	1394	1,363	1,227	1,227	1.00	1,227	2.48%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7153	100%	1395	1308	1,368	1,368	1,368	1.00	1,368	2.76%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7154	65%	1238	1141	1,208	785	785	1.00	785	1.58%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7155	25%	885	817	864	216	216	1.00	216	0.44%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7156	100%	1518	1502	1,513	1,513	1,513	1.00	1,513	3.06%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7157	100%	735	831	765	765	765	1.00	765	1.54%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7201	100%	2058	1982	2,035	2,035	2,035	1.00	2,035	4.11%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7202	100%	104	434	206	206	206	1.00	206	0.42%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7203	100%	1423	1612	1,481	1,481	1,481	1.00	1,481	2.99%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7204	100%	1066	1513	1,204	1,204	1,204	1.00	1,204	2.43%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7231	50%	0	0	0	0	0	1.00	0	0.00%	0	0%	0.00%	0	50%	0.00%	0	50%	0.00%	
7241	100%	0	373	115	115	115	1.00	115	0.23%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7242	100%	102	991	376	376	376	1.00	376	0.76%	0	0%	0.00%	0	0%	0.00%	0	100%	0.76%	
7251	100%	204	7251	286	286	286	1.00	286	0.58%	0	0%	0.00%	0	0%	0.00%	0	100%	0.58%	
7252	100%	421	1053	615	615	615	1.00	615	1.24%	0	0%	0.00%	0	0%	0.00%	0	50%	0.62%	
7253	100%	1096	1477	1,213	1,213	1,213	1.00	1,213	2.46%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7254	100%	1730	1604	1,691	1,691	1,691	1.00	1,691	3.41%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7255	100%	1657	2602	1,948	1,948	1,948	1.00	1,948	3.93%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7261	100%	427	516	454	454	454	1.00	454	0.92%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
7262	50%	255	255	255	128	128	1.00	128	0.28%	0	0%	0.00%	0	0%	0.00%	0	50%	0.46%	
7263	30%	225	502	310	93	93	1.00	93	0.19%	0	0%	0.00%	0	0%	0.00%	0	50%	0.13%	
7264	100%	662	1003	767	767	767	1.00	767	1.55%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
				58,618	49,522	49,522		49,522	100.00%				1,703			0.00%	1,376		
												3.44%					2,786		

Trip Distribution Table
Philip's Electronics Site

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		2030 Population		Interpolated Population for the Year 2012	Population In Study	Dist. (Mi.)	Population / Distance	Percent Population	(TW) Tramway Blvd West			(IN) Interstate 25 North			(TE) Tramway Blvd East		
		2004	2030	2004	2030						% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	
6532	30%	379	342	368	110	1.00	110	0.22%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6533	95%	1212	1414	1274	1210	1.00	1,210	2.44%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6534	100%	343	364	349	349	1.00	349	0.70%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6535	100%	452	449	451	451	1.00	451	0.81%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6542	20%	549	518	539	408	1.00	108	0.22%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7052	15%	6	6	6	1	1.00	1	0.00%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7102	15%	484	447	473	71	1.00	71	0.14%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7111	100%	1159	1073	1,133	1,133	1.00	1,133	2.29%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7112	100%	5	6	5	5	1.00	5	0.01%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7113	100%	884	826	866	866	1.00	866	1.75%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7114	100%	1480	1373	1,433	1,433	1.00	1,433	2.89%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7115	100%	1513	1408	1,481	1,481	1.00	1,481	2.99%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7116	100%	1413	1496	1,439	1,439	1.00	1,439	2.81%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7122	100%	1285	1186	1,255	1,255	1.00	1,255	2.53%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7123	100%	1258	1675	1,386	1,386	1.00	1,386	2.80%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7124	100%	1532	1568	1,543	1,543	1.00	1,543	3.12%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7125	100%	1352	1258	1,330	1,330	1.00	1,330	2.89%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7126	30%	0	866	286	80	1.00	80	0.16%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7142	15%	1418	1314	1,366	208	1.00	208	0.42%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7143	80%	2087	1919	2,021	1,617	1.00	1,617	3.27%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7151	100%	1009	938	987	987	1.00	987	1.99%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7152	90%	1394	1292	1,363	1,227	1.00	1,227	2.48%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7153	100%	1395	1308	1,368	1,368	1.00	1,368	2.78%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7154	65%	1238	1141	1,208	785	1.00	785	1.89%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7155	25%	885	817	864	216	1.00	216	0.44%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7156	100%	1518	1502	1,513	1,513	1.00	1,513	3.09%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7157	100%	735	831	765	765	1.00	765	1.54%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7201	100%	2058	1982	2,035	2,035	1.00	2,035	4.11%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7202	100%	104	206	206	206	1.00	206	0.42%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7203	100%	1423	1603	1,481	1,481	1.00	1,481	2.99%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7204	100%	1066	1513	1,204	1,204	1.00	1,204	2.43%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7231	50%	0	0	0	0	1.00	0	0.00%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7241	100%	0	373	115	115	1.00	115	0.23%	0	0.00%	0	0%	0.00%	0	50%	0.00%	0	50%	0.00%
7242	100%	102	991	378	376	1.00	378	0.76%	0	0.00%	0	0%	0.00%	0	100%	0.23%	0	100%	0.76%
7251	100%	204	7251	286	286	1.00	286	0.58%	0	0.00%	0	0%	0.00%	0	100%	0.58%	0	100%	0.58%
7252	100%	421	1053	615	615	1.00	615	1.24%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7253	100%	1086	1477	1,213	1,213	1.00	1,213	2.46%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7254	100%	1730	1604	1,691	1,691	1.00	1,691	3.41%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7255	100%	1657	2602	1,948	1,948	1.00	1,948	3.83%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7261	100%	427	7261	454	454	1.00	454	0.82%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7262	50%	255	255	255	128	1.00	128	0.26%	0	0.00%	0	0%	0.00%	0	50%	0.00%	0	50%	0.00%
7263	30%	225	502	310	93	1.00	93	0.19%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7264	100%	662	1003	767	767	1.00	767	1.66%	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
				58,618	49,522		49,522	100.00%											
					49,522														

Trip Distribution Table Philip's Electronics Site

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic

2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		Interpolated Population for the Year 2012	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	(AE)			(IS)			(SS)		
		2004	2030						% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map																	
1731	5%	787	1029	861	43	1.00	43	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1741	80%	993	1131	1,095	828	1.00	828	1.87%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
1751	10%	1240	1751	1,336	134	1.00	134	0.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2411	20%	432	696	513	103	1.00	103	0.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2511	10%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6042	15%	387	459	409	61	1.00	61	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6043	95%	1057	1029	1,048	996	1.00	996	2.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6044	100%	214	195	208	208	1.00	208	0.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6045	75%	692	721	701	526	1.00	526	1.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6051	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6052	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6053	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6054	100%	2	0	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6055	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6056	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6057	100%	6	0	4	4	1.00	4	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6058	100%	56	68	60	60	1.00	60	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6081	70%	343	443	374	282	1.00	282	0.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6082	100%	113	104	110	110	1.00	110	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6083	100%	2263	2283	2,269	2,269	1.00	2,269	4.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6084	60%	2469	2547	2,483	1,496	1.00	1,496	3.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6091	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6373	55%	332	347	337	185	1.00	185	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6501	80%	707	751	721	577	1.00	577	1.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6502	100%	115	161	129	129	1.00	129	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6503	100%	870	853	865	865	1.00	865	1.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6504	100%	321	350	322	322	1.00	322	0.86%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6505	100%	1045	1017	1,036	1,036	1.00	1,036	2.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6506	100%	343	377	353	353	1.00	353	0.71%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6507	100%	72	63	69	69	1.00	69	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6511	100%	35	45	38	38	1.00	38	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6512	100%	3	2	3	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6513	100%	170	168	169	169	1.00	169	0.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6514	100%	105	149	119	119	1.00	119	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6515	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6516	100%	129	213	155	155	1.00	155	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6521	100%	187	175	183	183	1.00	183	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6522	100%	3	0	2	2	1.00	2	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6523	100%	703	834	743	743	1.00	743	1.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6524	100%	262	249	258	258	1.00	258	0.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6525	100%	379	350	370	370	1.00	370	0.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6526	100%	1308	1249	1,290	1,290	1.00	1,290	2.60%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6527	100%	8	0	6	6	1.00	6	0.01%	0%	0.00%	0	0%	0.00%	0	59%	1.30%	645

Trip Distribution Table

Philip's Electronics Site

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

2004 and 2030 Data Taken from Mkt-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		Interpolated Population for the Year 2012	Population In Study	Dist. (Mi.)	Population / Distance	(JS)			(2S)			(AW)			
		2004	2030					Percent Population	% Utilizing	Population Utilizing	% Utilizing	Population Utilizing	% Utilizing	Population	% Utilizing	Population	% Utilizing
		Boundary Specified on DASZ Map															
1731	5%	787	1029	861	43	1.00	43	0.09%	0%	0.00%	0	0%	0.00%	0	100%	0.09%	43
1741	80%	993	1131	1,095	828	1.00	828	1.87%	0%	0.00%	0	0%	0.00%	0	100%	1.87%	828
1751	10%	1240	1551	1,336	134	1.00	134	0.27%	0%	0.00%	0	0%	0.00%	0	100%	0.27%	134
2411	20%	432	696	513	103	1.00	103	0.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2511	10%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6042	15%	387	459	409	61	1.00	61	0.12%	0%	0.00%	0	50%	0.06%	31	50%	0.06%	31
6043	95%	1057	1029	1,048	996	1.00	996	2.01%	0%	0.00%	0	100%	2.01%	996	0%	0.00%	0
6044	100%	214	195	208	208	1.00	208	0.42%	0%	0.00%	0	100%	0.42%	208	0%	0.00%	0
6045	75%	692	721	701	526	1.00	526	1.08%	0%	0.00%	0	100%	1.08%	526	0%	0.00%	0
6051	100%	0	0	0	0	1.00	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6052	100%	0	0	0	0	1.00	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6053	100%	0	0	0	0	1.00	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6054	100%	2	0	1	1	1.00	1	0.00%	100%	0.00%	1	0%	0.00%	0	0%	0.00%	0
6055	100%	0	0	0	0	1.00	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6056	100%	0	0	0	0	1.00	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6057	100%	6	0	4	4	1.00	4	0.01%	100%	0.01%	4	0%	0.00%	0	0%	0.00%	0
6058	100%	56	68	60	60	1.00	60	0.12%	100%	0.12%	60	0%	0.00%	0	0%	0.00%	0
6081	70%	343	443	374	262	1.00	262	0.63%	0%	0.00%	0	100%	0.53%	262	0%	0.00%	0
6082	100%	113	104	110	110	1.00	110	0.22%	100%	0.22%	110	0%	0.00%	0	0%	0.00%	0
6083	100%	2263	2283	2,269	2,269	1.00	2,269	4.58%	100%	4.58%	2,269	0%	0.00%	0	0%	0.00%	0
6084	60%	2469	2547	2,493	1,496	1.00	1,496	3.02%	0%	0.00%	0	100%	3.02%	1,496	0%	0.00%	0
6091	100%	0	0	0	0	1.00	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6092	100%	0	0	0	0	1.00	0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6373	55%	332	347	337	185	1.00	185	0.37%	0%	0.00%	0	0%	0.00%	0	100%	0.37%	185
6501	80%	707	751	721	577	1.00	577	1.17%	0%	0.00%	0	0%	0.00%	0	90%	1.05%	519
6502	100%	115	161	129	129	1.00	129	0.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6503	100%	870	853	865	865	1.00	866	1.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6504	100%	321	323	322	322	1.00	322	0.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6505	100%	1045	1017	1,036	1,036	1.00	1,036	2.09%	0%	0.00%	0	0%	0.00%	0	90%	1.88%	932
6506	100%	343	377	353	353	1.00	353	0.71%	0%	0.00%	0	0%	0.00%	0	50%	0.36%	177
6507	100%	72	63	69	69	1.00	69	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6511	100%	35	45	38	38	1.00	38	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6512	100%	3	2	3	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6513	100%	170	168	169	169	1.00	169	0.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6514	100%	105	149	119	119	1.00	119	0.24%	0%	0.00%	0	0%	0.00%	0	100%	0.24%	119
6515	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6516	100%	129	213	155	155	1.00	155	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6521	100%	187	175	183	183	1.00	183	0.37%	100%	0.37%	183	0%	0.00%	0	0%	0.00%	0
6522	100%	3	0	2	2	1.00	2	0.00%	50%	0.00%	1	0%	0.00%	0	0%	0.00%	0
6523	100%	703	834	743	743	1.00	743	1.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6524	100%	262	249	258	258	1.00	258	0.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6525	100%	379	350	370	370	1.00	370	0.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6526	100%	1308	1249	1,290	1,290	1.00	1,290	2.80%	10%	0.26%	129	0%	0.00%	0	0%	0.00%	0
6527	100%	8	0	6	6	1.00	6	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0

Trip Distribution Table

Philip's Electronics Site

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		2030 Population		Interpolated Population for the Year 2012	Population In Study	Dist. (Mi.)	Population / Distance	(JS)			(2S)			(AW)		
		2004	2030	2004	2030					Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing
6532	30%	379	342	368	110	1.00	1.00	1.00	110	0.22%	0%	0.00%	0	0%	0.00%	0	100%	0.22%
6533	95%	1212	1414	1,274	1,210	1.00	1.00	1.00	1,210	2.44%	0%	0.00%	0	0%	0.00%	0	100%	2.44%
6534	100%	343	364	349	349	1.00	1.00	1.00	349	0.70%	0%	0.00%	0	0%	0.00%	0	100%	0.70%
6535	100%	452	449	451	451	1.00	1.00	1.00	451	0.81%	0%	0.00%	0	0%	0.00%	0	100%	0.81%
6542	20%	549	518	539	108	1.00	1.00	1.00	108	0.22%	0%	0.00%	0	0%	0.00%	0	100%	0.22%
7052	15%	6	6	6	1	1.00	1.00	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7102	15%	484	447	473	71	1.00	1.00	1.00	71	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7111	100%	1159	1073	1,133	1,133	1.00	1.00	1.00	1,133	2.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7112	100%	5	6	5	5	1.00	1.00	1.00	5	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7113	100%	884	826	866	866	1.00	1.00	1.00	866	1.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7114	100%	1460	1373	1,433	1,433	1.00	1.00	1.00	1,433	2.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7115	100%	1513	1408	1,481	1,481	1.00	1.00	1.00	1,481	2.98%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7116	100%	1413	1486	1,439	1,439	1.00	1.00	1.00	1,439	2.91%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7122	100%	1285	1186	1,255	1,255	1.00	1.00	1.00	1,255	2.83%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7123	100%	1258	1258	1,258	1,258	1.00	1.00	1.00	1,258	2.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7124	100%	1532	1568	1,543	1,543	1.00	1.00	1.00	1,543	3.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7125	100%	1362	1258	1,330	1,330	1.00	1.00	1.00	1,330	2.89%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7126	30%	0	866	286	80	1.00	1.00	1.00	80	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7142	15%	1418	1314	1,366	1,366	1.00	1.00	1.00	1,366	2.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7143	80%	2067	1919	2,021	1,617	1.00	1.00	1.00	1,617	3.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7151	100%	1009	938	987	987	1.00	1.00	1.00	987	1.98%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7152	90%	1394	1292	1,363	1,227	1.00	1.00	1.00	1,227	2.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7153	100%	1395	1308	1,368	1,368	1.00	1.00	1.00	1,368	2.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7154	65%	1238	1141	1,208	785	1.00	1.00	1.00	785	1.59%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7155	25%	885	817	864	216	1.00	1.00	1.00	216	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7156	100%	1518	1502	1,513	1,513	1.00	1.00	1.00	1,513	3.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7157	100%	735	831	765	765	1.00	1.00	1.00	765	1.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7201	100%	2058	1982	2,035	2,035	1.00	1.00	1.00	2,035	4.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7202	100%	104	434	206	206	1.00	1.00	1.00	206	0.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7203	100%	1423	1612	1,481	1,481	1.00	1.00	1.00	1,481	2.99%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7204	100%	1066	1513	1,204	1,204	1.00	1.00	1.00	1,204	2.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7231	50%	0	0	0	0	1.00	1.00	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7241	100%	0	373	115	115	1.00	1.00	1.00	115	0.23%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7242	100%	102	991	376	376	1.00	1.00	1.00	376	0.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7251	100%	204	471	286	286	1.00	1.00	1.00	286	0.58%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7252	100%	421	1053	615	615	1.00	1.00	1.00	615	1.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7253	100%	1096	1477	1,213	1,213	1.00	1.00	1.00	1,213	2.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7254	100%	1730	1604	1,691	1,691	1.00	1.00	1.00	1,691	3.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7255	100%	1657	2602	1,948	1,948	1.00	1.00	1.00	1,948	3.93%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7261	100%	427	516	454	454	1.00	1.00	1.00	454	0.92%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7262	50%	255	255	255	128	1.00	1.00	1.00	128	0.26%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7263	30%	225	502	310	93	1.00	1.00	1.00	93	0.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
7264	100%	662	1003	767	767	1.00	1.00	1.00	767	1.55%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
				58,618	49,522				49,522	100.00%			2,767			3,519		5,186
																		10.49%

Trip Distribution Table

Philip's Electronics Site

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		2030 Population		Interpolated Population for the Year 2012	Population in Study	Dist. (Mi.)	Population / Distance	(JS)			(2S)			(AW)		
		2004	2030	2004	2030					% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
6532	30%	379	342	368	110	1.00	110	0.22%	0	0%	0.00%	0	0%	0.00%	0	100%	0.22%	110
6533	95%	1212	1414	1,274	1,210	1.00	1,210	2.44%	1,210	0%	0.00%	0	0%	0.00%	0	100%	2.44%	1,210
6534	100%	343	364	349	349	1.00	349	0.70%	349	0%	0.00%	0	0%	0.00%	0	100%	0.70%	349
6535	100%	452	449	451	451	1.00	451	0.91%	451	0%	0.00%	0	0%	0.00%	0	100%	0.91%	451
6542	20%	549	518	539	108	1.00	108	0.22%	108	0%	0.00%	0	0%	0.00%	0	100%	0.22%	108
7052	15%	6	6	6	1	1.00	1	0.00%	1	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7102	15%	484	447	473	71	1.00	71	0.14%	71	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7111	100%	1159	1073	1,133	1,133	1.00	1,133	2.29%	1,133	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7112	100%	5	6	5	5	1.00	5	0.01%	5	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7113	100%	884	826	866	866	1.00	866	1.76%	866	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7114	100%	1460	1373	1,433	1,433	1.00	1,433	2.89%	1,433	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7115	100%	1413	1408	1,481	1,481	1.00	1,481	2.89%	1,481	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7116	100%	1513	1496	1,439	1,439	1.00	1,439	2.91%	1,439	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7122	100%	1285	1186	1,255	1,255	1.00	1,255	2.53%	1,255	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7123	100%	1258	1675	1,366	1,366	1.00	1,366	2.80%	1,366	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7124	100%	1532	1568	1,543	1,543	1.00	1,543	3.12%	1,543	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7125	100%	1362	1258	1,330	1,330	1.00	1,330	2.89%	1,330	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7126	30%	0	866	266	80	1.00	80	0.16%	80	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7142	1314	1418	1314	1,366	208	1.00	208	0.42%	208	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7143	80%	2067	1919	2,021	1,617	1.00	1,617	3.27%	1,617	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7151	100%	1009	938	987	987	1.00	987	1.98%	987	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7152	90%	1394	1292	1,363	1,227	1.00	1,227	2.48%	1,227	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7153	100%	1395	1308	1,368	1,368	1.00	1,368	2.76%	1,368	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7154	65%	1238	1141	1,208	785	1.00	785	1.69%	785	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7155	25%	885	817	864	216	1.00	216	0.44%	216	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7156	100%	1518	1502	1,513	1,513	1.00	1,513	3.06%	1,513	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7157	100%	735	831	765	765	1.00	765	1.64%	765	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7201	100%	2058	1982	2,035	2,035	1.00	2,035	4.11%	2,035	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7202	100%	104	434	206	206	1.00	206	0.42%	206	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7203	100%	1423	1612	1,481	1,481	1.00	1,481	2.99%	1,481	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7204	100%	1066	1513	1,204	1,204	1.00	1,204	2.43%	1,204	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7231	50%	0	0	0	0	1.00	0	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7241	100%	0	373	115	115	1.00	115	0.23%	115	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7242	100%	102	991	376	376	1.00	376	0.76%	376	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7251	100%	204	471	286	286	1.00	286	0.56%	286	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7252	100%	421	1053	615	615	1.00	615	1.24%	615	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7253	100%	1096	1477	1,213	1,213	1.00	1,213	2.45%	1,213	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7254	100%	1730	1604	1,691	1,691	1.00	1,691	3.41%	1,691	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7255	100%	1657	2602	1,948	1,948	1.00	1,948	3.93%	1,948	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7261	100%	427	516	454	454	1.00	454	0.92%	454	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7262	50%	255	255	255	128	1.00	128	0.26%	128	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7263	30%	225	502	310	93	1.00	93	0.19%	93	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7264	100%	662	1003	767	767	1.00	767	1.65%	767	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				58,618		49,522						2,767			3,519			5,166
												5.57%			7.10%			10.49%

Trip Distribution Table Philip's Electronics Site

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		Interpolated Population for the Year 2012	Population in Study	Dist. (Mi.)	Population / Distance	(2N)			(HN)			(JN)		
		2004	2030					Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing
Boundary Specified on DASZ Map																
1731	5%	787	1029	861	43	1.00	43	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
1741	80%	993	1131	1,035	828	1.00	828	1.67%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
1751	10%	1240	1551	1,336	134	1.00	134	0.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
2411	20%	432	696	513	103	1.00	103	0.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
2511	10%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6042	15%	387	459	408	61	1.00	61	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6043	95%	1057	1029	1,048	996	1.00	996	2.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6044	100%	214	195	208	208	1.00	208	0.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6045	75%	692	721	701	526	1.00	526	1.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6051	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6052	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6053	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6054	100%	2	0	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6055	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6056	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6057	100%	6	0	4	4	1.00	4	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6058	100%	56	68	60	60	1.00	60	0.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6081	70%	343	443	374	262	1.00	262	0.53%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6082	100%	113	104	110	110	1.00	110	0.22%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6083	100%	2263	2283	2,269	2,269	1.00	2,269	4.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6084	60%	2469	2547	2,493	1,496	1.00	1,496	3.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6091	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6092	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6373	55%	332	347	337	185	1.00	185	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6501	80%	707	751	721	577	1.00	577	1.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6502	100%	115	161	129	129	1.00	129	0.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6503	100%	870	853	865	865	1.00	865	1.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6504	100%	321	323	322	322	1.00	322	0.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6505	100%	1045	1017	1,036	1,036	1.00	1,036	2.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6506	100%	343	377	363	363	1.00	363	0.71%	50%	0.36%	177	0%	0.00%	0	0%	0.00%
6507	100%	72	63	69	69	1.00	69	0.14%	50%	0.07%	35	0%	0.00%	0	0%	0.00%
6511	100%	35	45	38	38	1.00	38	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6512	100%	3	2	3	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6513	100%	170	168	169	169	1.00	169	0.34%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6514	100%	105	149	119	119	1.00	119	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6515	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6516	100%	129	213	155	155	1.00	155	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6521	100%	187	175	183	183	1.00	183	0.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6522	100%	3	0	2	2	1.00	2	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6523	100%	703	834	743	743	1.00	743	1.60%	0%	0.00%	0	30%	0.45%	223	0%	0.00%
6524	100%	262	249	258	258	1.00	258	0.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6525	100%	379	350	370	370	1.00	370	0.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6526	100%	1308	1249	1,290	1,290	1.00	1,290	2.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%
6527	100%	8	0	6	6	1.00	6	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%

Trip Distribution Table Philip's Electronics Site

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	(2004)		(2030)		Interpolated Population for the Year	Population In Study	Dist. (Mi.)	Population / Distance	(2N)		(HN)		(JN)	
		2004	2030	2004	2030					% Utilizing	% Population Utilizing	% Utilizing	% Population Utilizing	% Utilizing	% Population Utilizing
6532	30%	379	342	368	110	110	1.00	1.00	110	0%	0.00%	0%	0.00%	0%	0.00%
6533	95%	1212	1414	1274	1210	1210	1.00	1.00	1,210	0%	0.00%	0%	0.00%	0%	0.00%
6534	100%	343	364	349	349	349	1.00	1.00	349	0%	0.00%	0%	0.00%	0%	0.00%
6535	100%	452	449	451	451	451	1.00	1.00	451	0%	0.00%	0%	0.00%	0%	0.00%
6542	20%	549	518	539	108	108	1.00	1.00	108	0%	0.00%	0%	0.00%	0%	0.00%
7052	15%	6	6	6	1	1	1.00	1.00	1	0%	0.00%	0%	0.00%	0%	0.00%
7102	15%	484	447	473	71	71	1.00	1.00	71	0%	0.00%	0%	0.00%	0%	0.00%
7111	100%	1159	1073	1,133	1,133	1,133	1.00	1.00	1,133	0%	0.00%	0%	0.00%	0%	0.00%
7112	100%	5	5	5	5	5	1.00	1.00	5	0%	0.00%	0%	0.00%	0%	0.00%
7113	100%	884	826	866	866	866	1.00	1.00	866	0%	0.00%	0%	0.00%	0%	0.00%
7114	100%	1460	1373	1,433	1,433	1,433	1.00	1.00	1,433	0%	0.00%	0%	0.00%	0%	0.00%
7115	100%	1513	1408	1,481	1,481	1,481	1.00	1.00	1,481	0%	0.00%	0%	0.00%	0%	0.00%
7116	100%	1413	1496	1,439	1,439	1,439	1.00	1.00	1,439	0%	0.00%	0%	0.00%	0%	0.00%
7122	100%	1285	1186	1,255	1,255	1,255	1.00	1.00	1,255	0%	0.00%	0%	0.00%	0%	0.00%
7123	100%	1258	1675	1,366	1,366	1,366	1.00	1.00	1,366	0%	0.00%	0%	0.00%	0%	0.00%
7124	100%	1532	1568	1,543	1,543	1,543	1.00	1.00	1,543	0%	0.00%	0%	0.00%	0%	0.00%
7125	100%	1362	1258	1,330	1,330	1,330	1.00	1.00	1,330	0%	0.00%	0%	0.00%	0%	0.00%
7126	30%	0	866	266	80	80	1.00	1.00	80	0%	0.00%	0%	0.00%	0%	0.00%
7142	15%	1418	1314	1,366	208	208	1.00	1.00	208	0%	0.00%	0%	0.00%	0%	0.00%
7143	80%	2067	1919	2,021	1,617	1,617	1.00	1.00	1,617	0%	0.00%	0%	0.00%	0%	0.00%
7151	100%	1009	938	987	987	987	1.00	1.00	987	0%	0.00%	0%	0.00%	0%	0.00%
7152	90%	1394	1292	1,363	1,227	1,227	1.00	1.00	1,227	0%	0.00%	0%	0.00%	0%	0.00%
7153	100%	1395	1308	1,368	1,368	1,368	1.00	1.00	1,368	0%	0.00%	0%	0.00%	0%	0.00%
7154	65%	1238	1141	1,208	785	785	1.00	1.00	785	0%	0.00%	0%	0.00%	0%	0.00%
7155	25%	885	817	864	216	216	1.00	1.00	216	0%	0.00%	0%	0.00%	0%	0.00%
7156	100%	1518	1502	1,513	1,513	1,513	1.00	1.00	1,513	0%	0.00%	0%	0.00%	0%	0.00%
7157	100%	735	831	765	765	765	1.00	1.00	765	0%	0.00%	0%	0.00%	0%	0.00%
7201	100%	2038	1982	2,035	2,035	2,035	1.00	1.00	2,035	0%	0.00%	0%	0.00%	0%	0.00%
7202	100%	104	434	206	206	206	1.00	1.00	206	0%	0.00%	0%	0.00%	0%	0.00%
7203	100%	1423	1612	1,481	1,481	1,481	1.00	1.00	1,481	0%	0.00%	0%	0.00%	0%	0.00%
7204	100%	1066	1513	1,204	1,204	1,204	1.00	1.00	1,204	0%	0.00%	0%	0.00%	0%	0.00%
7231	50%	0	0	0	0	0	1.00	1.00	0	0%	0.00%	0%	0.00%	0%	0.00%
7241	100%	0	373	115	115	115	1.00	1.00	115	0%	0.00%	0%	0.00%	0%	0.00%
7242	100%	102	991	376	376	376	1.00	1.00	376	0%	0.00%	0%	0.00%	0%	0.00%
7251	100%	204	471	286	286	286	1.00	1.00	286	0%	0.00%	0%	0.00%	0%	0.00%
7252	100%	421	1053	615	615	615	1.00	1.00	615	0%	0.00%	0%	0.00%	0%	0.00%
7253	100%	1096	1477	1,213	1,213	1,213	1.00	1.00	1,213	0%	0.00%	0%	0.00%	0%	0.00%
7254	100%	1730	1604	1,691	1,691	1,691	1.00	1.00	1,691	0%	0.00%	0%	0.00%	0%	0.00%
7255	100%	1657	2602	1,948	1,948	1,948	1.00	1.00	1,948	0%	0.00%	0%	0.00%	0%	0.00%
7261	100%	427	516	454	454	454	1.00	1.00	454	0%	0.00%	0%	0.00%	0%	0.00%
7262	50%	255	255	255	128	128	1.00	1.00	128	0%	0.00%	0%	0.00%	0%	0.00%
7263	30%	225	502	310	93	93	1.00	1.00	93	0%	0.00%	0%	0.00%	0%	0.00%
7264	100%	662	1003	767	767	767	1.00	1.00	767	0%	0.00%	0%	0.00%	0%	0.00%
				58,618	49,522	49,522			49,522	211	0.43%	223	0.45%	0	0.00%

Trip Distribution Table Philip's Electronics Site

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

2004 and 2030 Data Taken from Mkt-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mkt-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		2030 Population		Interpolated Population for the Year 2012	Population in Study	Dist. (Mi.)	Population / Distance	(PE)			(SPS)			(IC)		
		2004	2004	2030	2030					Percent Population	% Utilizing	Population Utilizing	% Utilizing	Population Utilizing	% Utilizing	Population Utilizing	% Utilizing	Population Utilizing
6532	30%	379	342	368	110	1.00	110	1.00	110	0.22%	0%	0	0%	0	0%	0	0%	0
6533	95%	1212	1414	1274	1210	1.00	1210	1.00	1,210	2.44%	0%	0	0%	0	0%	0	0%	0
6534	100%	343	364	349	349	1.00	349	1.00	349	0.70%	0%	0	0%	0	0%	0	0%	0
6535	100%	452	449	451	451	1.00	451	1.00	451	0.91%	0%	0	0%	0	0%	0	0%	0
6542	20%	549	518	539	108	1.00	108	1.00	108	0.22%	0%	0	0%	0	0%	0	0%	0
7052	15%	6	6	6	1	1.00	1	1.00	1	0.00%	0%	0	0%	0	0%	0	0%	0
7102	15%	484	447	473	71	1.00	71	1.00	71	0.14%	0%	0	0%	0	0%	0	0%	0
7111	100%	1159	1073	1,133	1,133	1.00	1,133	1.00	1,133	2.29%	0%	0	0%	0	0%	0	0%	0
7112	100%	5	6	5	5	1.00	5	1.00	5	0.01%	0%	0	0%	0	0%	0	0%	0
7113	100%	884	826	866	866	1.00	866	1.00	866	1.75%	50%	433	50%	433	50%	433	50%	433
7114	100%	1460	1373	1,433	1,433	1.00	1,433	1.00	1,433	2.89%	50%	717	50%	717	50%	717	50%	717
7115	100%	1513	1408	1,481	1,481	1.00	1,481	1.00	1,481	2.99%	20%	296	20%	296	20%	296	20%	296
7116	100%	1413	1496	1,439	1,439	1.00	1,439	1.00	1,439	2.91%	40%	576	40%	576	40%	576	40%	576
7122	100%	1285	1186	1,255	1,255	1.00	1,255	1.00	1,255	2.53%	0%	0	0%	0	0%	0	0%	0
7123	100%	1258	1675	1,366	1,366	1.00	1,366	1.00	1,366	2.80%	20%	277	20%	277	20%	277	20%	277
7124	100%	1532	1568	1,543	1,543	1.00	1,543	1.00	1,543	3.12%	20%	309	20%	309	20%	309	20%	309
7125	100%	1362	1258	1,330	1,330	1.00	1,330	1.00	1,330	2.69%	0%	0	0%	0	0%	0	0%	0
7126	30%	0	866	266	80	1.00	80	1.00	80	0.16%	0%	0	0%	0	0%	0	0%	0
7142	15%	1418	1314	1,366	208	1.00	208	1.00	208	0.42%	0%	0	0%	0	0%	0	0%	0
7143	80%	2067	1919	2,021	1,617	1.00	1,617	1.00	1,617	3.27%	20%	323	20%	323	20%	323	20%	323
7151	100%	1009	938	987	987	1.00	987	1.00	987	1.99%	0%	0	0%	0	0%	0	0%	0
7152	90%	1394	1292	1,363	1,227	1.00	1,227	1.00	1,227	2.49%	30%	368	30%	368	30%	368	30%	368
7153	100%	1395	1308	1,368	1,368	1.00	1,368	1.00	1,368	2.76%	0%	0	0%	0	0%	0	0%	0
7154	65%	1238	1141	1,208	785	1.00	785	1.00	785	1.69%	0%	0	0%	0	0%	0	0%	0
7155	25%	885	817	864	216	1.00	216	1.00	216	0.44%	0%	0	0%	0	0%	0	0%	0
7156	100%	1518	1502	1,513	1,513	1.00	1,513	1.00	1,513	3.06%	25%	378	25%	378	25%	378	25%	378
7157	100%	735	831	765	765	1.00	765	1.00	765	1.54%	0%	0	0%	0	0%	0	0%	0
7201	100%	2058	1962	2,035	2,035	1.00	2,035	1.00	2,035	4.11%	0%	0	0%	0	0%	0	0%	0
7202	100%	104	434	206	206	1.00	206	1.00	206	0.42%	0%	0	0%	0	0%	0	0%	0
7203	100%	1423	1612	1,481	1,481	1.00	1,481	1.00	1,481	2.89%	0%	0	0%	0	0%	0	0%	0
7204	100%	1066	1513	1,204	1,204	1.00	1,204	1.00	1,204	2.43%	0%	0	0%	0	0%	0	0%	0
7231	50%	0	0	0	0	1.00	0	1.00	0	0.00%	0%	0	0%	0	0%	0	0%	0
7241	100%	0	373	115	115	1.00	115	1.00	115	0.23%	0%	0	0%	0	0%	0	0%	0
7242	100%	102	991	376	376	1.00	376	1.00	376	0.76%	0%	0	0%	0	0%	0	0%	0
7251	100%	204	471	286	286	1.00	286	1.00	286	0.59%	0%	0	0%	0	0%	0	0%	0
7252	100%	421	1053	615	615	1.00	615	1.00	615	1.24%	0%	0	0%	0	0%	0	0%	0
7253	100%	1056	1477	1,213	1,213	1.00	1,213	1.00	1,213	2.46%	0%	0	0%	0	0%	0	0%	0
7254	100%	1730	1604	1,691	1,691	1.00	1,691	1.00	1,691	3.41%	0%	0	0%	0	0%	0	0%	0
7255	100%	1657	2602	1,948	1,948	1.00	1,948	1.00	1,948	3.93%	0%	0	0%	0	0%	0	0%	0
7261	100%	427	516	454	454	1.00	454	1.00	454	0.92%	0%	0	0%	0	0%	0	0%	0
7262	50%	255	255	255	128	1.00	128	1.00	128	0.26%	0%	0	0%	0	0%	0	0%	0
7263	30%	225	502	310	93	1.00	93	1.00	93	0.19%	100%	93	100%	93	0%	0	0%	0
7264	100%	662	1003	767	767	1.00	767	1.00	767	1.55%	100%	767	100%	767	0%	0	0%	0
				58,618	49,522		49,522		49,522	100.00%		4,537		1,213		720		1,455
												9,165		2,455				

Trip Distribution Table

Philip's Electronics Site

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

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		Interpolated Population for the Year 2012	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	(AC2)			(PW)		
		2004 Population							% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030											
Boundary Specified on DASZ Map														
1731	5%	787	1029	861	43	1.00	43	0.09%	0%	0.00%	0	0%	0.00%	0
1741	80%	993	1131	1,035	828	1.00	828	1.87%	0%	0.00%	0	0%	0.00%	0
1751	10%	1240	1551	1,336	134	1.00	134	0.27%	0%	0.00%	0	0%	0.00%	0
2411	20%	432	696	513	103	1.00	103	0.21%	0%	0.00%	0	0%	0.00%	0
2511	10%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6042	15%	387	459	409	61	1.00	61	0.12%	0%	0.00%	0	0%	0.00%	0
6043	95%	1057	1029	1,048	996	1.00	996	2.01%	0%	0.00%	0	0%	0.00%	0
6044	100%	214	195	208	208	1.00	208	0.42%	0%	0.00%	0	0%	0.00%	0
6045	75%	692	721	701	526	1.00	526	1.06%	0%	0.00%	0	0%	0.00%	0
6051	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6052	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6053	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6054	100%	2	0	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0
6055	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6056	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6057	100%	6	0	4	4	1.00	4	0.01%	0%	0.00%	0	0%	0.00%	0
6058	100%	56	68	60	60	1.00	60	0.12%	0%	0.00%	0	0%	0.00%	0
6081	70%	343	443	374	262	1.00	262	0.53%	0%	0.00%	0	0%	0.00%	0
6082	100%	113	104	110	110	1.00	110	0.22%	0%	0.00%	0	0%	0.00%	0
6083	100%	2263	2283	2,269	2,269	1.00	2,269	4.68%	0%	0.00%	0	0%	0.00%	0
6084	60%	2469	2547	2,493	1,496	1.00	1,496	3.02%	0%	0.00%	0	0%	0.00%	0
6091	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6092	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6373	55%	332	347	337	185	1.00	185	0.37%	0%	0.00%	0	0%	0.00%	0
6501	80%	707	751	721	577	1.00	577	1.17%	0%	0.00%	0	0%	0.00%	0
6502	100%	115	161	129	129	1.00	129	0.26%	0%	0.00%	0	0%	0.00%	0
6503	100%	870	853	865	865	1.00	865	1.75%	0%	0.00%	0	0%	0.00%	0
6504	100%	321	323	322	322	1.00	322	0.65%	0%	0.00%	0	0%	0.00%	0
6505	100%	1045	1017	1,036	1,036	1.00	1,036	2.09%	0%	0.00%	0	0%	0.00%	0
6506	100%	343	377	353	353	1.00	353	0.71%	0%	0.00%	0	0%	0.00%	0
6507	100%	72	63	69	69	1.00	69	0.14%	0%	0.00%	0	0%	0.00%	0
6511	100%	35	45	38	38	1.00	38	0.08%	0%	0.00%	0	0%	0.00%	0
6512	100%	3	2	3	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0
6513	100%	170	168	169	169	1.00	169	0.34%	0%	0.00%	0	0%	0.00%	0
6514	100%	105	149	119	119	1.00	119	0.24%	0%	0.00%	0	0%	0.00%	0
6515	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0
6516	100%	129	213	155	155	1.00	155	0.31%	0%	0.00%	0	0%	0.00%	0
6521	100%	187	175	183	183	1.00	183	0.37%	0%	0.00%	0	0%	0.00%	0
6522	100%	3	0	2	2	1.00	2	0.00%	0%	0.00%	0	0%	0.00%	0
6523	100%	703	834	743	743	1.00	743	1.50%	0%	0.00%	0	0%	0.00%	0
6524	100%	262	249	258	258	1.00	258	0.52%	0%	0.00%	0	0%	0.00%	0
6525	100%	379	350	370	370	1.00	370	0.76%	0%	0.00%	0	0%	0.00%	0
6526	100%	1308	1249	1,290	1,290	1.00	1,290	2.60%	0%	0.00%	0	0%	0.00%	0
6527	100%	8	0	6	6	1.00	6	0.01%	0%	0.00%	0	30%	0.00%	2

Trip Distribution Table

Philip's Electronics Site

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

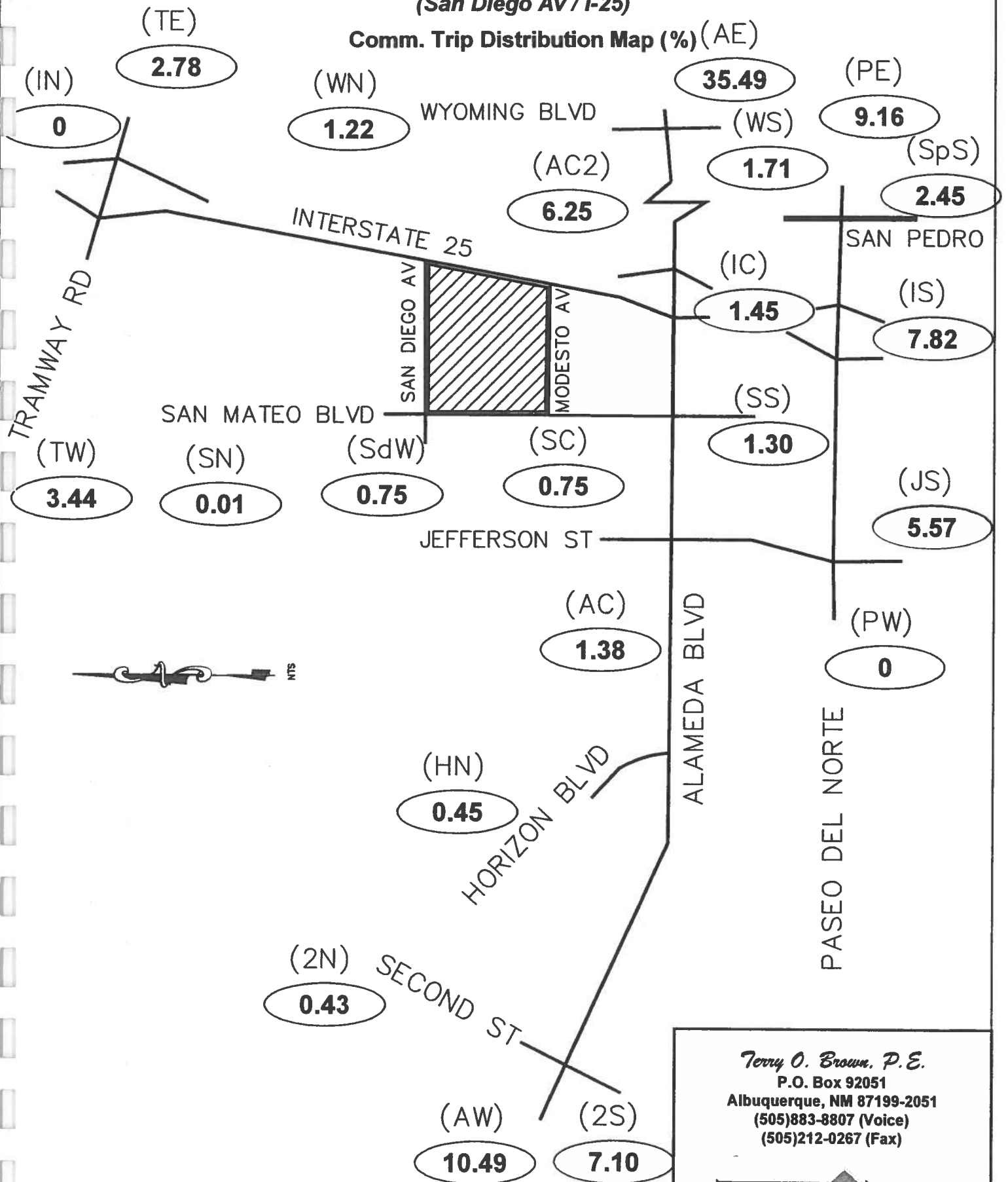
2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic
2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

DASZ #	% Sub Area in Study	2004 Population		Interpolated Population for the Year 2012	Population in Study	Dist. (Mi.)	Population / Distance	(AC2)			(PW)		
		2004	2030					% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
6532	30%	379	342	368	110	1.00	110	0.22%	0.00%	0	0%	0.00%	0
6533	95%	1212	1414	1,274	1,210	1.00	1,210	2.44%	0.00%	0	0%	0.00%	0
6534	100%	343	364	349	349	1.00	349	0.70%	0.00%	0	0%	0.00%	0
6535	100%	452	449	451	451	1.00	451	0.91%	0.00%	0	0%	0.00%	0
6542	20%	549	518	539	108	1.00	108	0.22%	0.00%	0	0%	0.00%	0
7052	15%	6	6	6	1	1.00	1	0.00%	0.00%	0	0%	0.00%	0
7102	15%	484	447	473	71	1.00	71	0.14%	0.00%	0	0%	0.00%	0
7111	100%	1159	1073	1,133	1,133	1.00	1,133	2.29%	0.00%	0	0%	0.00%	0
7112	100%	5	6	5	5	1.00	5	0.01%	0.00%	0	0%	0.00%	0
7113	100%	884	826	866	866	1.00	866	1.75%	0.00%	0	0%	0.00%	0
7114	100%	1460	1373	1,433	1,433	1.00	1,433	2.89%	0.00%	0	0%	0.00%	0
7115	100%	1513	1408	1,481	1,481	1.00	1,481	2.99%	0.00%	0	0%	0.00%	0
7116	100%	1413	1496	1,439	1,439	1.00	1,439	2.91%	0.00%	0	0%	0.00%	0
7122	100%	1285	1186	1,255	1,255	1.00	1,255	2.53%	0.00%	0	0%	0.00%	0
7123	100%	1258	1675	1,386	1,386	1.00	1,386	2.80%	0.00%	0	0%	0.00%	0
7124	100%	1532	1124	1,543	1,543	1.00	1,543	3.12%	0.00%	0	0%	0.00%	0
7125	100%	1362	1258	1,330	1,330	1.00	1,330	2.69%	0.00%	0	0%	0.00%	0
7126	30%	0	866	866	80	1.00	80	0.16%	0.00%	0	0%	0.00%	0
7142	15%	1418	1314	1,366	208	1.00	208	0.42%	0.00%	0	0%	0.00%	0
7143	80%	2067	1919	2,021	1,617	1.00	1,617	3.27%	0.00%	0	0%	0.00%	0
7151	100%	1009	938	987	987	1.00	987	1.99%	0.00%	0	0%	0.00%	0
7152	90%	1394	1292	1,363	1,227	1.00	1,227	2.48%	0.00%	0	0%	0.00%	0
7153	100%	1395	1308	1,368	1,368	1.00	1,368	2.78%	0.00%	0	0%	0.00%	0
7154	65%	1238	1141	1,208	785	1.00	785	1.59%	0.00%	0	0%	0.00%	0
7155	25%	885	817	864	216	1.00	216	0.44%	0.00%	0	0%	0.00%	0
7156	100%	1518	1502	1,513	1,513	1.00	1,513	3.08%	0.00%	0	0%	0.00%	0
7157	100%	735	831	785	785	1.00	785	1.64%	0.00%	0	0%	0.00%	0
7201	100%	2058	1982	2,035	2,035	1.00	2,035	4.11%	10%	204	0%	0.00%	0
7202	100%	104	434	206	206	1.00	206	0.42%	100%	206	0%	0.00%	0
7203	100%	1423	1612	1,481	1,481	1.00	1,481	2.89%	100%	1,481	0%	0.00%	0
7204	100%	1066	1513	1,204	1,204	1.00	1,204	2.43%	100%	1,204	0%	0.00%	0
7231	50%	0	0	0	0	1.00	0	0.00%	0.00%	0	0%	0.00%	0
7241	100%	0	373	115	115	1.00	115	0.23%	0.00%	0	0%	0.00%	0
7242	100%	102	991	376	376	1.00	376	0.78%	0.00%	0	0%	0.00%	0
7251	100%	204	471	286	286	1.00	286	0.58%	0.00%	0	0%	0.00%	0
7252	100%	421	1053	615	615	1.00	615	1.24%	0.00%	0	0%	0.00%	0
7253	100%	1096	1477	1,213	1,213	1.00	1,213	2.45%	0.00%	0	0%	0.00%	0
7254	100%	1730	1604	1,691	1,691	1.00	1,691	3.41%	0.00%	0	0%	0.00%	0
7255	100%	1657	2602	1,948	1,948	1.00	1,948	3.93%	0.00%	0	0%	0.00%	0
7261	100%	427	516	454	454	1.00	454	0.92%	0.00%	0	0%	0.00%	0
7262	50%	255	255	255	128	1.00	128	0.28%	0.00%	0	0%	0.00%	0
7263	30%	225	502	310	93	1.00	93	0.19%	0.00%	0	0%	0.00%	0
7264	100%	662	1003	767	767	1.00	767	1.55%	0.00%	0	0%	0.00%	0
				58,618	49,522			100.00%			3,086		
												6.25%	2
												0.00%	0

Philip's Electronics Site

(San Diego Av / I-25)

Comm. Trip Distribution Map (%) (AE)



Terry O. Brown, P.E.

P.O. Box 92051

Albuquerque, NM 87199-2051

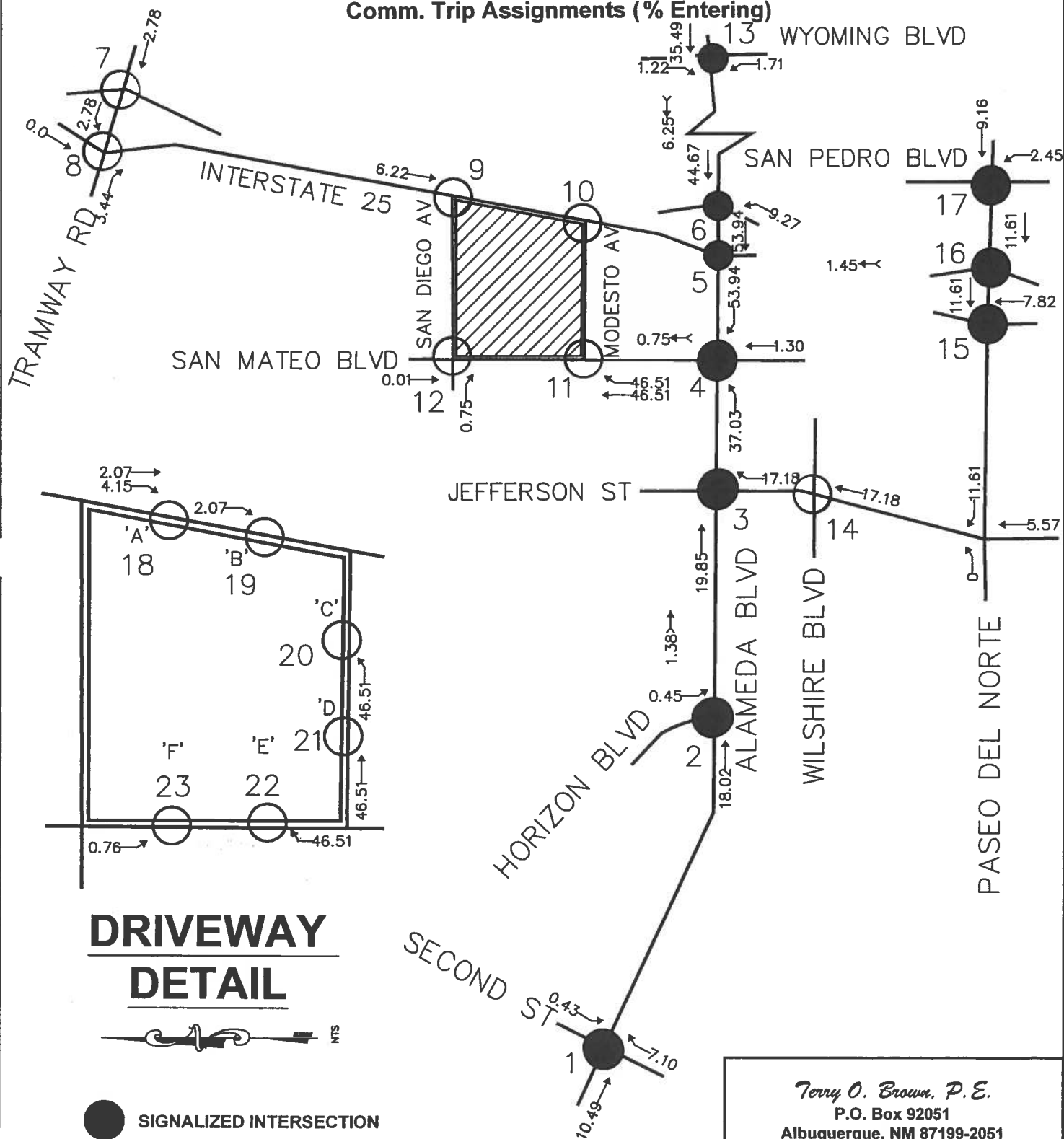
(505)883-8807 (Voice)

(505)212-0267 (Fax)

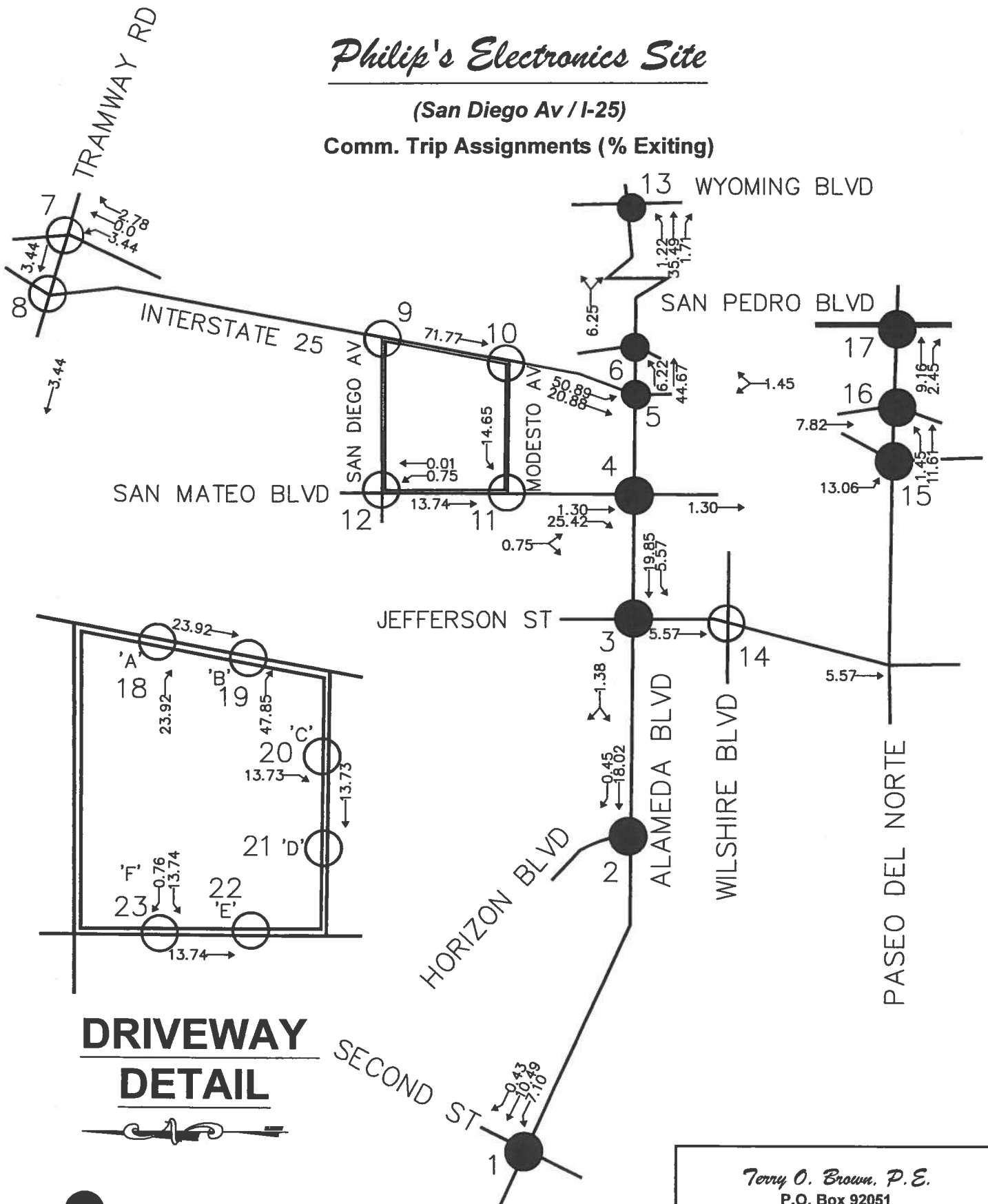
Philip's Electronics Site

(San Diego Av / I-25)

Comm. Trip Assignments (% Entering)



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



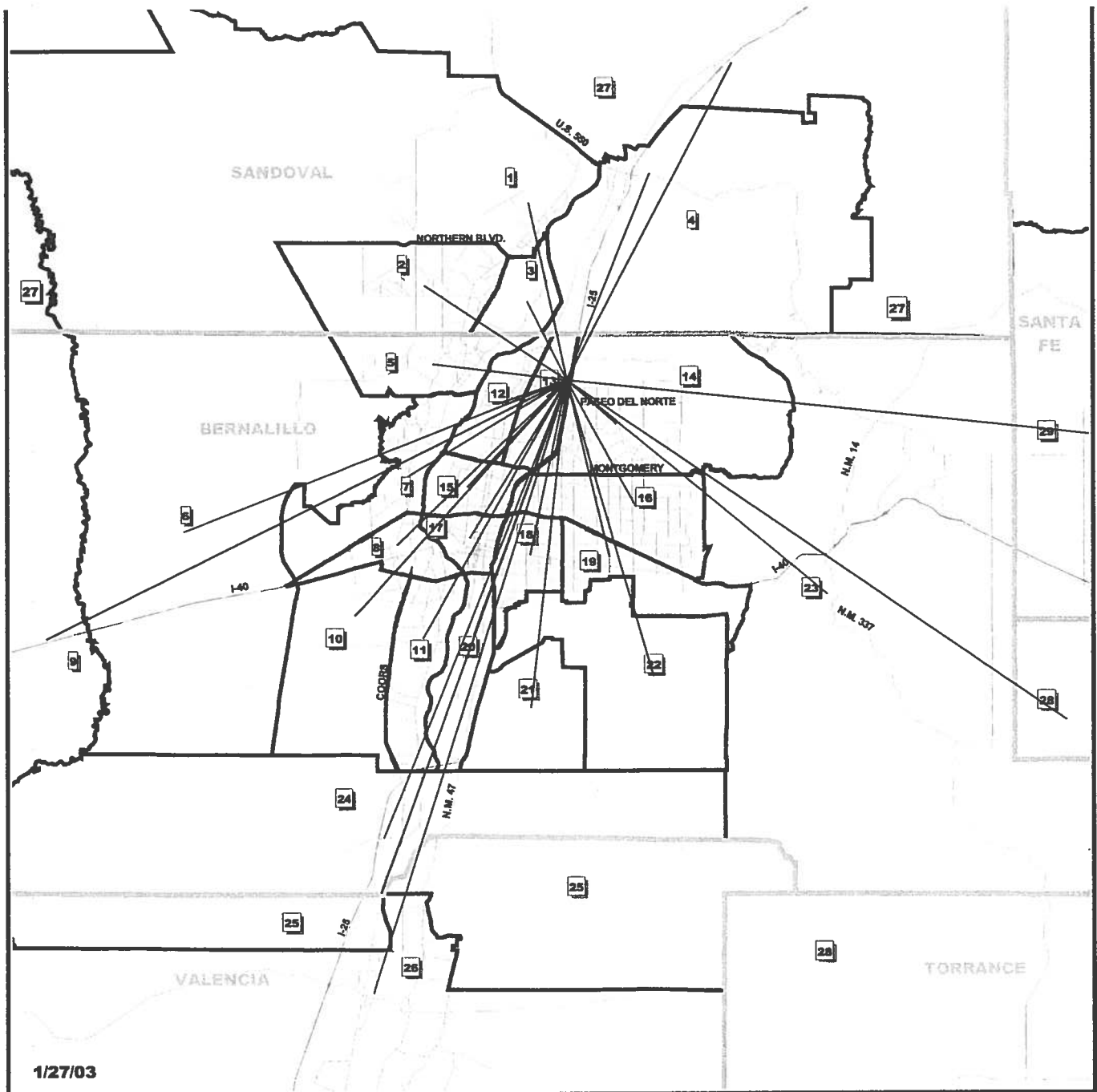


Figure 6

22 Subarea Identification Number

Subareas of the MRCOG Region

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

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

Trip Distribution Table

Philip's Electronics Site (San Diego Av / I-25)

Sub Area Population Data:

For determination of Trip Distribution for Proposed Office Development Trips

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic

Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	(TW)			(IN)			(TE)		
								% Population / Distance	% Utilizing	Population / Dist Utilizing	Population	% Utilizing	Population / Dist Utilizing	% Utilizing	Population / Dist Utilizing	Population
1	100%	28,872	39,738	30,900	30,900	7.7	4,013	3.18%	0%	0.00%	0	100%	3.16%	0%	0.00%	0
2	100%	39,348	40,610	39,738	39,738	7.3	5,443	4.29%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
3	100%	7,865	8,728	8,131	8,131	3.8	2,140	1.68%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
4	100%	13,387	14,936	13,864	13,864	9.4	1,475	1.18%	0%	0.00%	0	100%	1.16%	0%	0.00%	0
5	100%	35,968	44,203	38,502	38,502	5.8	6,638	5.23%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
6	100%	2,784	3,950	3,143	3,143	17.4	181	0.14%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
7	100%	48,565	59,615	51,965	51,965	7.9	6,578	5.18%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
8	100%	27,546	28,553	27,958	27,958	10.1	2,758	2.17%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
9	100%	1,878	1,888	1,743	1,743	24.6	71	0.06%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
10	100%	39,532	48,222	28,852	28,852	13.4	2,153	1.70%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
11	100%	32,051	33,202	32,405	32,405	12.6	2,572	2.02%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
12	100%	16,144	16,146	16,145	16,145	3.0	5,382	4.24%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
13*	100%	8,715	10,146	9,155	9,155	1.1	8,323	6.55%	1%	0.07%	83	0%	0.00%	0%	0.00%	0
14	100%	93,104	94,279	93,466	93,466	2.8	33,381	26.28%	0%	0.00%	0	0%	0.00%	30%	7.88%	10,014
15	100%	24,891	25,262	24,867	24,867	6.2	4,011	3.18%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
16	100%	108,882	108,353	108,719	108,719	6.1	17,823	14.03%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
17	100%	20,920	21,196	21,005	21,005	7.9	2,659	2.09%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
18	100%	42,078	41,670	41,952	41,952	7.6	5,520	4.35%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
19	100%	59,027	58,888	58,984	58,984	7.7	7,680	6.03%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
20	100%	9,482	9,698	9,549	9,549	11.5	830	0.65%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
21	100%	6	6	6	6	14.0	0	0.00%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
22	100%	4,231	3,629	4,046	4,046	13.1	309	0.24%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
23	100%	18,140	20,390	18,832	18,832	14.3	1,317	1.04%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
24	100%	2,393	2,554	2,443	2,443	20.9	117	0.09%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
25	100%	1,009	1,062	1,025	1,025	23.1	44	0.03%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
26	100%	75,506	85,654	78,028	78,028	27.3	2,880	2.27%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
27	100%	20,955	22,276	21,361	21,361	15.1	1,415	1.11%	0%	0.00%	0	100%	1.11%	0%	0.00%	0
28	100%	19,524	21,690	20,190	20,190	25.7	788	0.62%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
29	100%	11,360	13,771	12,102	12,102	22.3	543	0.43%	0%	0.00%	0	0%	0.00%	0%	0.00%	0
		811,863	836,916	819,572	819,572		127,020	100.00%		0.07%	83		5.43%		7.88%	10,014
					619,572						5.43%				7.88%	7,88%

* - Subarea in which the site is located.

Trip Distribution Table

Philip's Electronics Site (San Diego Av / I-25)

Sub Area Population Data:

For determination of Trip Distribution for Proposed Office Development Trips

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004		2030		Interpolated Population for the Year	Population In Study	Dist. (Mi.)	Population / Distance	(AE)			(IS)			(SS)		
		2004	2004 Population	2030	2030 Population	the Year				% Utilizing	% Population / Dist Utilizing	Population	% Utilizing	% Population / Dist Utilizing	Population	% Utilizing	% Population / Dist Utilizing	Population
1	100%	26,972	39,738	30,900	30,900		30,900	7.7	4,013	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	39,736	39,736		39,736	7.3	5,443	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,131	8,131	8,131		8,131	3.8	2,140	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,987	14,936	13,864	13,864		13,864	9.4	1,475	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,868	44,203	38,502	38,502		38,502	5.8	6,538	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	3,143	3,143		3,143	17.4	181	0%	0.00%	0	75%	3.88%	135	0%	0.00%	0
7	100%	48,565	59,815	51,965	51,965		51,965	7.9	6,578	0%	0.00%	0	75%	3.88%	4,833	0%	0.00%	0
8	100%	27,546	28,553	27,558	27,558		27,558	10.1	2,758	0%	0.00%	0	100%	2.17%	2,758	0%	0.00%	0
9	100%	1,678	1,898	1,743	1,743		1,743	24.6	71	0%	0.00%	0	100%	0.06%	71	0%	0.00%	0
10	100%	39,532	4,822	28,852	28,852		28,852	13.4	2,153	0%	0.00%	0	100%	1.70%	2,153	0%	0.00%	0
11	100%	32,051	33,202	32,405	32,405		32,405	12.6	2,572	0%	0.00%	0	100%	2.02%	2,572	0%	0.00%	0
12	100%	16,144	16,145	16,145	16,145		16,145	3.0	5,382	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13*	100%	8,715	10,146	9,155	9,155		9,155	1.1	8,323	0%	0.00%	0	0%	0.00%	0	6%	0.39%	498
14	100%	93,104	94,279	93,466	93,466		93,466	2.8	33,381	20%	5.26%	6,676	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	24,867	24,867		24,867	6.2	4,011	0%	0.00%	0	100%	3.16%	4,011	0%	0.00%	0
16	100%	108,882	108,353	108,719	108,719		108,719	6.1	17,823	0%	0.00%	0	70%	9.82%	12,478	0%	0.00%	0
17	100%	20,820	21,186	21,005	21,005		21,005	7.9	2,659	0%	0.00%	0	100%	2.09%	2,659	0%	0.00%	0
18	100%	42,078	41,670	41,952	41,952		41,952	7.6	5,520	0%	0.00%	0	100%	4.35%	5,520	0%	0.00%	0
19	100%	59,027	58,888	58,984	58,984		58,984	7.7	7,660	0%	0.00%	0	90%	5.43%	6,884	0%	0.00%	0
20	100%	9,482	9,589	9,549	9,549		9,549	11.5	830	0%	0.00%	0	100%	0.65%	830	0%	0.00%	0
21	100%	6	6	6	6		6	14.0	0	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	4,048	4,048		4,048	13.1	309	0%	0.00%	0	100%	0.24%	309	0%	0.00%	0
23	100%	18,140	20,390	18,832	18,832		18,832	14.3	1,317	0%	0.00%	0	80%	0.83%	1,054	0%	0.00%	0
24	100%	2,363	2,554	2,443	2,443		2,443	20.9	117	0%	0.00%	0	100%	0.06%	117	0%	0.00%	0
25	100%	1,009	1,062	1,025	1,025		1,025	23.1	44	0%	0.00%	0	100%	0.03%	44	0%	0.00%	0
26	100%	75,508	85,654	78,828	78,828		78,828	27.3	2,880	0%	0.00%	0	100%	2.27%	2,880	0%	0.00%	0
27	100%	20,955	22,276	21,361	21,361		21,361	15.1	1,415	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	20,190	20,190		20,190	25.7	786	0%	0.00%	0	100%	0.62%	786	0%	0.00%	0
29	100%	11,360	13,771	12,102	12,102		12,102	22.3	543	0%	0.00%	0	100%	0.43%	543	0%	0.00%	0
		811,863	836,916	819,572	819,572		819,572		127,020		5.26%	6,676		39.95%	50,745		0.39%	498
									100.00%			5.26%			39.95%			0.39%

* - Subarea in which the site is located.

Trip Distribution Table

Philip's Electronics Site (San Diego Av / I-25)

Sub Area Population Data:

For determination of Trip Distribution for Proposed Office Development Trips

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic

Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004 Population	2030 Population	Interpolated Population for the Year 2012	Population in Study	Dist. (Mi.)	Population / Distance	(JS)			(2S)			(AW)		
								% Utilizing	% Population / Dist Utilizing	Population	% Utilizing	% Population / Dist Utilizing	Population	% Utilizing	% Population / Dist Utilizing	Population
1	100%	28,972	39,738	30,900	30,900	7.7	4,013	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,810	39,738	39,738	7.3	5,443	0%	0.00%	0	0%	0.00%	0	100%	4.29%	5,443
3	100%	7,865	8,131	8,131	8,131	3.8	2,140	0%	0.00%	0	0%	0.00%	0	100%	1.88%	2,140
4	100%	13,387	13,864	13,864	13,864	8.4	1,475	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	39,502	39,502	5.8	6,638	0%	0.00%	0	0%	0.00%	0	50%	2.81%	3,319
6	100%	2,784	3,950	3,143	3,143	17.4	181	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	59,815	51,965	51,965	7.9	6,578	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	27,548	28,553	27,858	27,858	10.1	2,758	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,878	1,888	1,743	1,743	24.8	71	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	28,852	28,852	13.4	2,153	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	32,405	32,405	12.6	2,572	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	18,146	16,145	16,145	3.0	5,382	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13*	100%	8,715	10,146	9,155	9,155	1.1	8,323	44%	2.88%	3,662	28%	1.83%	2,330	40%	1.98%	2,153
14	100%	93,104	94,279	93,468	93,468	2.8	33,381	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,891	25,262	24,867	24,867	6.2	4,011	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	108,882	108,353	108,719	108,719	6.1	17,823	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	21,005	21,005	7.9	2,659	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,970	41,952	41,952	7.8	5,520	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,988	58,984	58,984	7.7	7,660	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,549	9,549	9,549	11.5	830	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	6	6	14.0	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,828	4,046	4,046	13.1	309	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	18,832	18,832	14.3	1,317	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,443	2,443	20.9	117	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,025	1,025	23.1	44	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,508	85,654	78,628	78,628	27.3	2,880	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	21,361	21,361	15.1	1,415	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	20,190	20,190	25.7	786	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	12,102	12,102	22.3	543	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
							127,020	100.00%	2.88%	3,662	2.88%	3.95%	5,021	10.34%	10.34%	13,138
							819,572			2,88%			3,95%			10.34%

* - Subarea in which the site is located.

Trip Distribution Table

Philip's Electronics Site (San Diego Av / I-25)

Sub Area Population Data:

For determination of Trip Distribution for Proposed **Office Development Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004 Population	2030 Population	Interpolated Population for the Year 2012	Population In Study	Dist. (Mi.)	Population / Distance	% Population / Distance	(2N) Second St North			(HN) Horizon Blvd North			(AC) Alameda Blvd Central		
									% Utilizing	% Population / Dist Utilizing	Population	% Utilizing	% Population / Dist Utilizing	Population	% Utilizing	% Population / Dist Utilizing	Population
1	100%	26,872	39,738	30,900	30,900	7.7	4,013	3.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	39,736	39,736	7.3	5,443	4.29%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	8,131	8,131	3.8	2,140	1.68%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	13,864	13,864	9.4	1,475	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	38,502	38,502	5.8	6,638	5.23%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,950	3,143	3,143	17.4	181	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	59,815	51,965	51,965	7.9	6,578	5.18%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	27,546	28,563	27,856	27,856	10.1	2,758	2.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	1,743	1,743	24.6	71	0.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	28,852	28,852	13.4	2,153	1.70%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	32,405	32,405	12.8	2,572	2.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,145	16,145	3.0	5,382	4.24%	10%	0.42%	538	0%	0.00%	0	0%	0.00%	0
13*	100%	8,715	10,146	9,155	9,155	1.1	8,323	6.55%	0%	0.00%	0	2%	0.13%	168	5%	0.33%	416
14	100%	93,104	94,279	93,466	93,466	2.8	33,381	26.28%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,262	24,867	24,867	6.2	4,011	3.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	108,882	108,353	108,718	108,718	6.1	17,823	14.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	21,005	21,005	7.9	2,669	2.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,952	41,952	7.8	5,520	4.36%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	58,984	58,984	7.7	7,660	6.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,549	9,549	11.5	830	0.65%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	6	6	14.0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	4,046	4,046	13.1	309	0.24%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	18,832	18,832	14.3	1,317	1.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,443	2,443	20.9	117	0.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,025	1,025	23.1	44	0.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	78,628	78,628	27.3	2,880	2.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	21,361	21,361	15.1	1,415	1.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	20,190	20,190	25.7	786	0.62%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	12,102	12,102	22.3	543	0.43%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	819,572	819,572		127,020	100.00%		0.42%	538		0.13%	168		0.33%	416

Trip Distribution Table

Philip's Electronics Site (San Diego Av / I-25)

Sub Area Population Data:

For determination of Trip Distribution for Proposed **Office Development Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	(SC)			(SdW)			(WN)		
								% Population / Distance	% Utilizing	Population	% Population / Dist Utilizing	% Utilizing	Population	% Population / Dist Utilizing	% Utilizing	Population
1	100%	29,972	39,738	30,900	30,900	7.7	4,013	3.18%	0%	0	0.00%	0%	0	0.00%	0%	0
2	100%	39,348	40,610	39,736	39,736	7.3	5,443	4.29%	0%	0	0.00%	0%	0	0.00%	0%	0
3	100%	7,865	8,728	8,131	8,131	3.8	2,140	1.68%	0%	0	0.00%	0%	0	0.00%	0%	0
4	100%	13,387	14,936	13,864	13,864	9.4	1,475	1.16%	0%	0	0.00%	0%	0	0.00%	0%	0
5	100%	35,968	44,203	38,502	38,502	5.8	6,638	5.23%	0%	0	0.00%	0%	0	0.00%	0%	0
6	100%	2,784	3,950	3,143	3,143	17.4	181	0.14%	0%	0	0.00%	0%	0	0.00%	0%	0
7	100%	49,565	59,815	51,965	51,965	7.9	6,578	5.18%	0%	0	0.00%	0%	0	0.00%	0%	0
8	100%	27,548	28,553	27,856	27,856	10.1	2,758	2.17%	0%	0	0.00%	0%	0	0.00%	0%	0
9	100%	1,678	1,888	1,743	1,743	24.6	71	0.08%	0%	0	0.00%	0%	0	0.00%	0%	0
10	100%	39,532	4,822	28,852	28,852	13.4	2,153	1.70%	0%	0	0.00%	0%	0	0.00%	0%	0
11	100%	32,051	33,202	32,405	32,405	12.6	2,572	2.02%	0%	0	0.00%	0%	0	0.00%	0%	0
12	100%	16,144	16,146	16,145	16,145	3.0	5,382	4.24%	0%	0	0.00%	0%	0	0.00%	0%	0
13*	100%	8,715	10,146	9,155	9,155	1.1	8,323	6.65%	3%	250	0.20%	4%	333	0.26%	0%	0
14	100%	93,104	94,279	93,466	93,466	2.8	33,381	26.28%	0%	0	0.00%	0%	0	0.00%	10%	3,338
15	100%	24,891	25,282	24,867	24,867	6.2	4,011	3.16%	0%	0	0.00%	0%	0	0.00%	0%	0
16	100%	108,882	108,353	108,719	108,719	6.1	17,823	14.03%	0%	0	0.00%	0%	0	0.00%	0%	0
17	100%	20,920	21,196	21,005	21,005	7.9	2,659	2.09%	0%	0	0.00%	0%	0	0.00%	0%	0
18	100%	42,078	41,670	41,952	41,952	7.6	5,520	4.35%	0%	0	0.00%	0%	0	0.00%	0%	0
19	100%	59,027	58,888	58,984	58,984	7.7	7,660	6.03%	0%	0	0.00%	0%	0	0.00%	0%	0
20	100%	9,482	9,699	9,549	9,549	11.5	830	0.65%	0%	0	0.00%	0%	0	0.00%	0%	0
21	100%	6	6	6	6	14.0	0	0.00%	0%	0	0.00%	0%	0	0.00%	0%	0
22	100%	4,231	3,628	4,048	4,048	13.1	309	0.24%	0%	0	0.00%	0%	0	0.00%	0%	0
23	100%	18,140	20,390	18,832	18,832	14.3	1,317	1.04%	0%	0	0.00%	0%	0	0.00%	0%	0
24	100%	2,393	2,554	2,443	2,443	20.9	117	0.09%	0%	0	0.00%	0%	0	0.00%	0%	0
25	100%	1,009	1,062	1,025	1,025	23.1	44	0.03%	0%	0	0.00%	0%	0	0.00%	0%	0
26	100%	75,506	85,654	78,628	78,628	27.3	2,880	2.27%	0%	0	0.00%	0%	0	0.00%	0%	0
27	100%	20,955	22,276	21,361	21,361	15.1	1,415	1.11%	0%	0	0.00%	0%	0	0.00%	0%	0
28	100%	19,524	21,680	20,190	20,190	25.7	766	0.62%	0%	0	0.00%	0%	0	0.00%	0%	0
29	100%	11,360	13,771	12,102	12,102	22.3	543	0.43%	0%	0	0.00%	0%	0	0.00%	0%	0
		811,863	836,916	819,572	819,572		127,020	100.00%		250	0.20%		333	0.26%		3,338
																2.63%

* - Subarea in which the site is located.

Trip Distribution Table

Philip's Electronics Site (San Diego Av / I-25)

Sub Area Population Data:

For determination of Trip Distribution for Proposed Office Development Trips

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic

Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004 Population	2030 Population	Interpolated Population for the Year	Population In Study	Dist. (Mi.)	Population / Distance	(WS)			(PE)			(SpS)		
								% Utilizing	Population / Dist Utilizing	Population	% Utilizing	Population / Dist Utilizing	Population	% Utilizing	Population / Dist Utilizing	Population
1	100%	28,972	39,738	30,900	30,900	7.7	4,013	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	39,736	39,736	7.3	5,443	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	8,131	8,131	3.8	2,140	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,936	13,864	13,864	9.4	1,475	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,968	44,203	38,502	38,502	5.8	6,638	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6	100%	2,784	3,850	3,143	3,143	17.4	181	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	59,615	51,965	51,965	7.9	6,578	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	27,546	28,553	27,856	27,856	10.1	2,758	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,878	1,888	1,743	1,743	24.6	71	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,552	4,822	28,852	28,852	13.4	2,153	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	32,405	32,405	12.6	2,572	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,145	16,145	3.0	5,382	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13*	100%	8,715	10,146	9,155	9,155	1.1	8,323	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	93,466	93,466	2.8	33,381	20%	5.28%	6,676	0%	0.00%	0	20%	5.20%	6,676
15	100%	24,691	25,262	24,867	24,867	6.2	4,011	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	108,862	106,353	108,719	108,719	6.1	17,823	0%	0.00%	0	30%	4.21%	5,347	0%	0.00%	0
17	100%	20,920	21,196	21,005	21,005	7.9	2,659	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,952	41,952	7.6	5,520	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	56,888	58,964	58,964	7.7	7,660	0%	0.00%	0	10%	0.80%	766	0%	0.00%	0
20	100%	9,462	9,699	9,549	9,549	11.5	830	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	6	6	14.0	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,829	4,048	4,048	13.1	309	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	18,832	18,832	14.3	1,317	0%	0.00%	0	20%	0.21%	263	0%	0.00%	0
24	100%	2,393	2,554	2,443	2,443	20.9	117	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,062	1,025	1,025	23.1	44	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,506	85,654	78,628	78,628	27.3	2,880	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,276	21,361	21,361	15.1	1,415	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,690	20,190	20,190	25.7	786	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	811,863	836,916	819,572	819,572	22.3	127,020	0%	5.28%	6,676	0%	5.02%	6,376	0%	5.26%	6,676
							100.00%			5.26%			5.02%			5.26%

* - Subarea in which the site is located.

Trip Distribution Table

Phillip's Electronics Site (San Diego Av / I-25)

Sub Area Population Data:

For determination of Trip Distribution for Proposed **Office Development Trips**

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 Socioeconomic

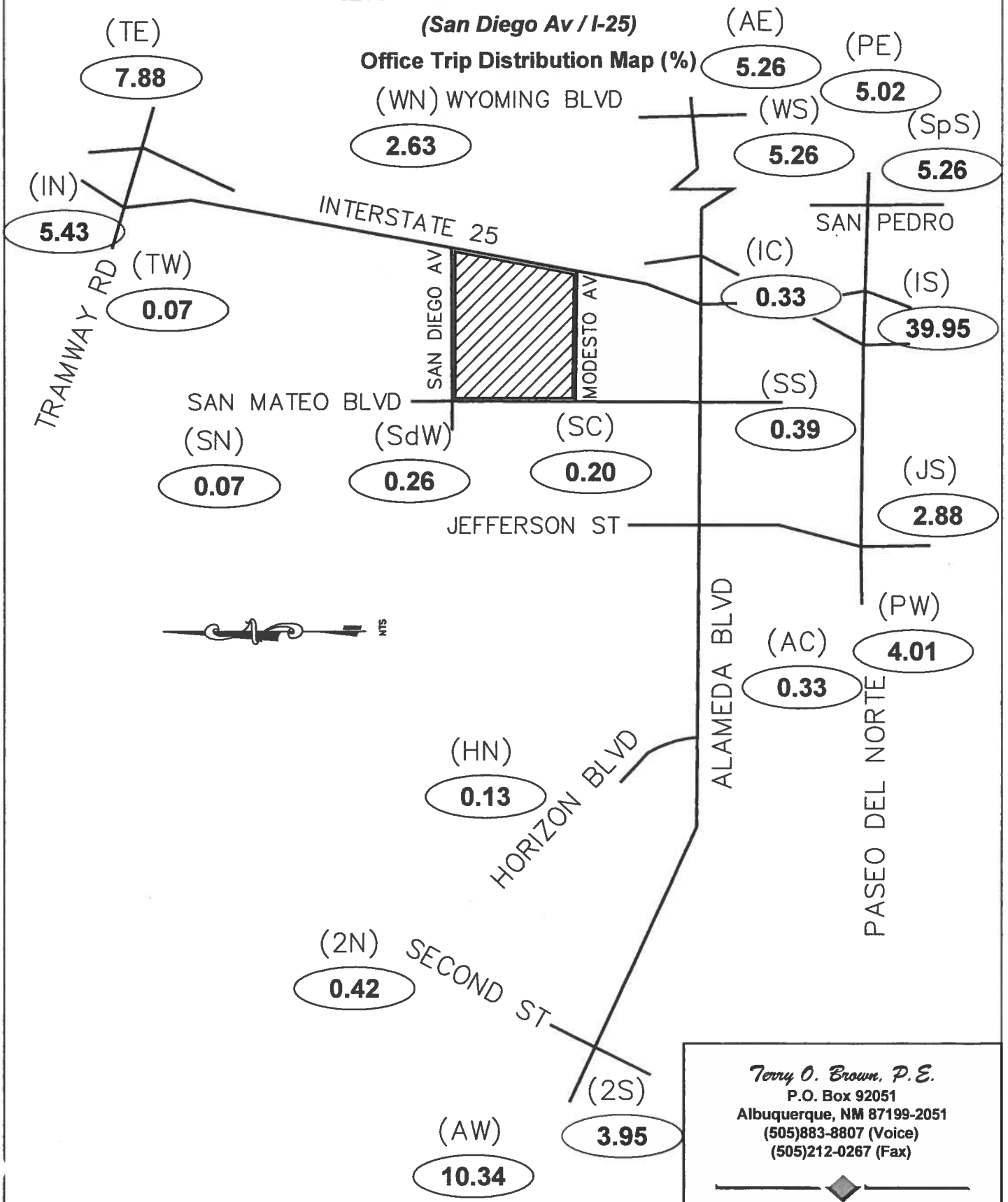
Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	2004 Population	2030 Population	Interpolated Population for the Year	Population In Study	Dist. (Mi.)	Population / Distance	% Population / Distance	(IC) Interstate 25 Central			(PW) Paseo del Norte West		
									% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
1	100%	26,972	39,738	30,900	30,900	7.7	4,013	3.16%	0%	0.00%	0	0%	0.00%	0
2	100%	39,348	40,610	39,738	39,738	7.3	5,443	4.29%	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	8,131	8,131	3.8	2,140	1.88%	0%	0.00%	0	0%	0.00%	0
4	100%	13,387	14,938	13,864	13,864	9.4	1,476	1.18%	0%	0.00%	0	0%	0.00%	0
5	100%	35,988	44,203	38,502	38,502	5.8	6,638	5.23%	0%	0.00%	0	50%	2.81%	3,319
6	100%	2,784	3,950	3,143	3,143	17.4	181	0.14%	0%	0.00%	0	25%	0.04%	45
7	100%	48,565	59,615	51,965	51,965	7.9	6,578	5.18%	0%	0.00%	0	25%	1.29%	1,644
8	100%	27,546	28,553	27,856	27,856	10.1	2,758	2.17%	0%	0.00%	0	0%	0.00%	0
9	100%	1,878	1,888	1,743	1,743	24.6	71	0.06%	0%	0.00%	0	0%	0.00%	0
10	100%	39,532	4,822	28,852	28,852	13.4	2,163	1.70%	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	32,405	32,405	12.8	2,572	2.02%	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,148	16,145	16,145	3.0	5,382	4.24%	0%	0.00%	0	0%	0.00%	0
13*	100%	8,715	10,146	9,155	9,155	1.1	8,323	6.56%	5%	0.33%	416	1%	0.07%	83
14	100%	93,104	94,279	93,466	93,466	2.8	33,381	26.28%	0%	0.00%	0	0%	0.00%	0
15	100%	24,891	25,282	24,867	24,867	6.2	4,011	3.16%	0%	0.00%	0	0%	0.00%	0
16	100%	108,882	108,353	108,719	108,719	6.1	17,823	14.03%	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,186	21,005	21,005	7.9	2,659	2.08%	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,952	41,952	7.6	5,520	4.35%	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	58,984	58,984	7.7	7,660	6.03%	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,549	9,549	11.5	830	0.65%	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	6	6	14.0	0	0.00%	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	4,046	4,046	13.1	309	0.24%	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	18,832	18,832	14.3	1,317	1.04%	0%	0.00%	0	0%	0.00%	0
24	100%	2,393	2,554	2,443	2,443	20.8	117	0.09%	0%	0.00%	0	0%	0.00%	0
25	100%	1,008	1,062	1,025	1,025	23.1	44	0.03%	0%	0.00%	0	0%	0.00%	0
26	100%	75,508	85,654	78,628	78,628	27.3	2,880	2.27%	0%	0.00%	0	0%	0.00%	0
27	100%	20,955	22,278	21,361	21,361	15.1	1,415	1.11%	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,990	20,190	20,190	25.7	786	0.62%	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	12,102	12,102	22.3	543	0.43%	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	819,572	819,572		127,020	100.00%		0.33%	416		4.01%	5,082
														4.01%

* - Subarea in which the site is located.

Philip's Electronics Site

(San Diego Av / I-25)
Office Trip Distribution Map (%)

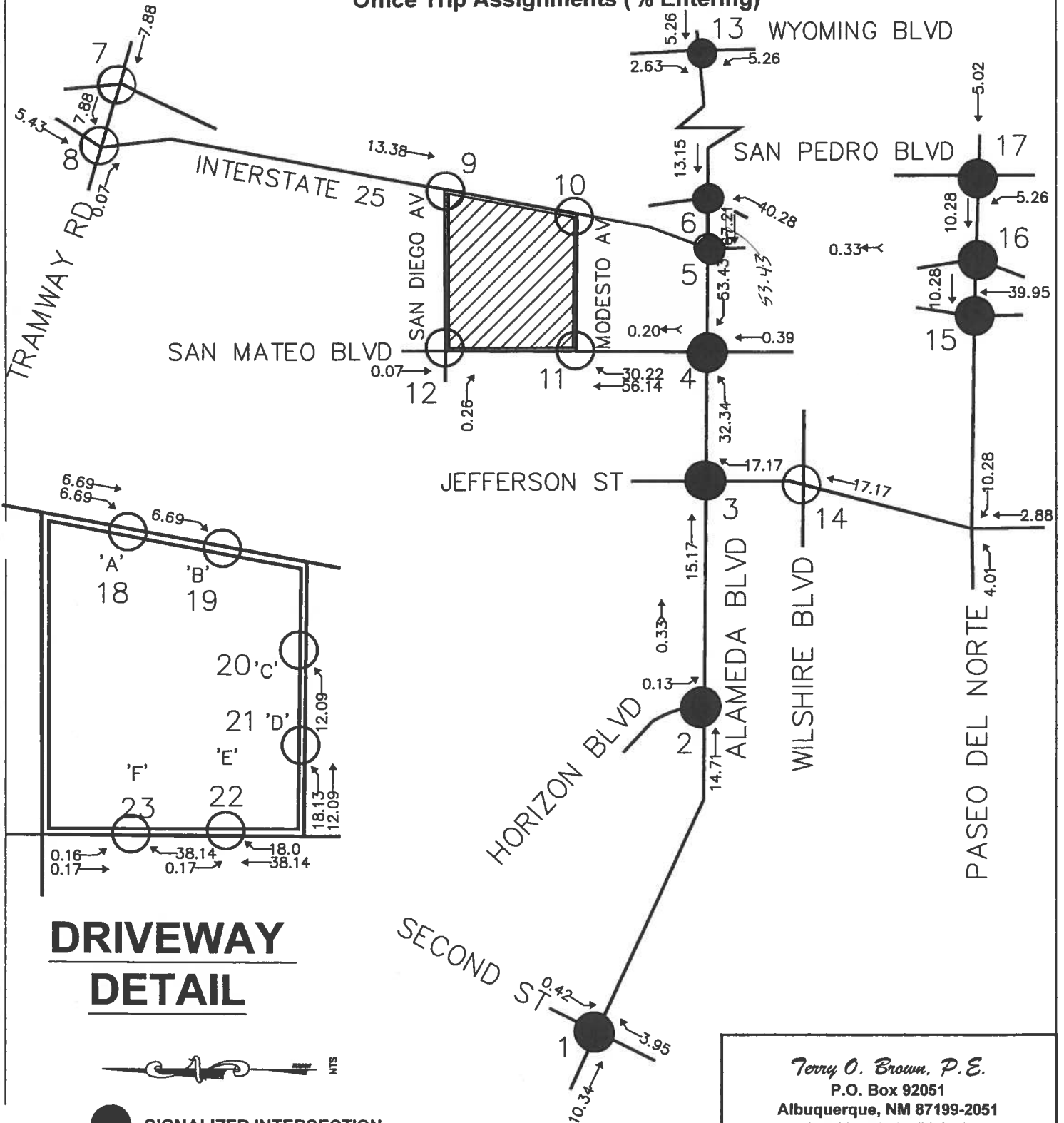


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(505)883-8807 (Voice)
(505)212-0267 (Fax)

Philip's Electronics Site

(San Diego Av / I-25)

Office Trip Assignments (% Entering)



DRIVEWAY DETAIL

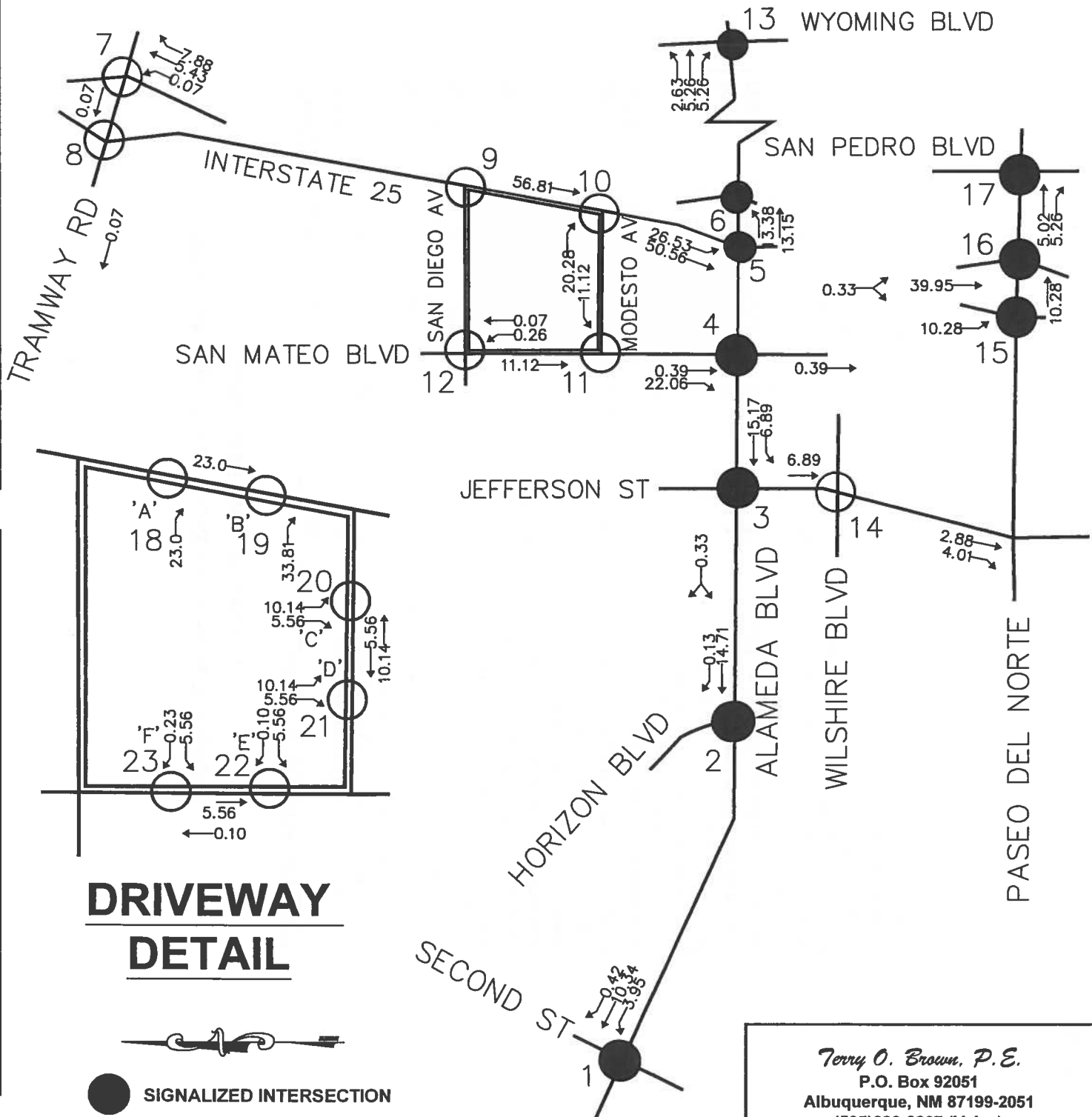
-  SIGNALIZED INTERSECTION
-  UNSIGNALIZED INTERSECTION

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Philip's Electronics Site

(San Diego Av / I-25)

Office Trip Assignments (% Exiting)



DRIVEWAY DETAIL



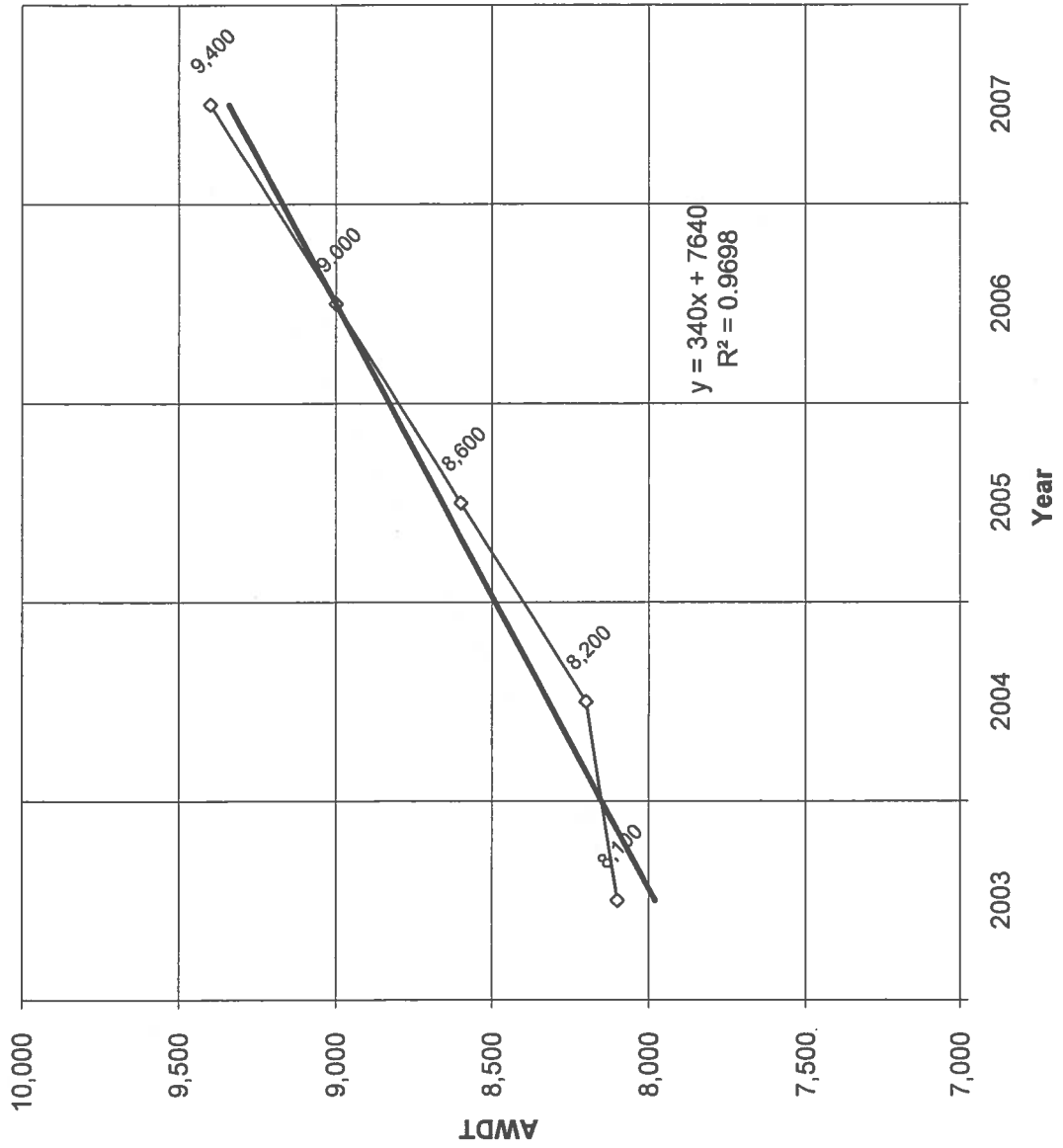
● SIGNALIZED INTERSECTION

○ UNSIGNALIZED INTERSECTION

Terry O. Brown, P.E.
P.O. Box 92051
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Historic Growth Chart Tramway Blvd West of Interstate 25 (2003-2007)



- ◇— Tramway Blvd West of Interstate 25
- Linear (Tramway Blvd West of Interstate 25)

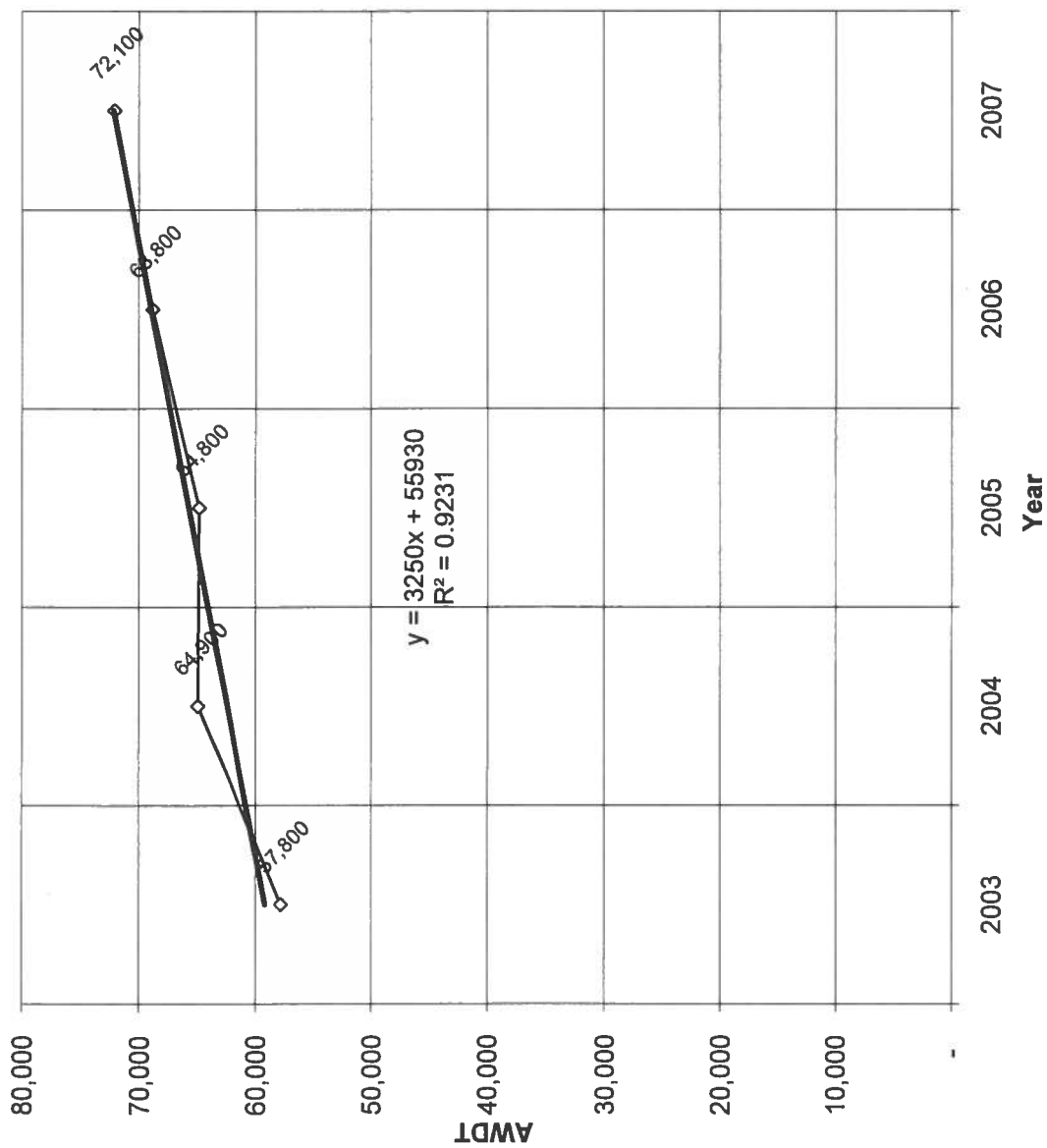
Annual Increase (Trendline) = 340 veh./day

Growth Rate = 340 / 9400

Growth Rate = .0361

Use 3.6% Growth Rate

Historic Growth Chart Interstate 25 btwn Tramway & Alameda (2003-2007)



◇ Interstate 25 btwn Tramway & Alameda
 — Linear (Interstate 25 btwn Tramway & Alameda)

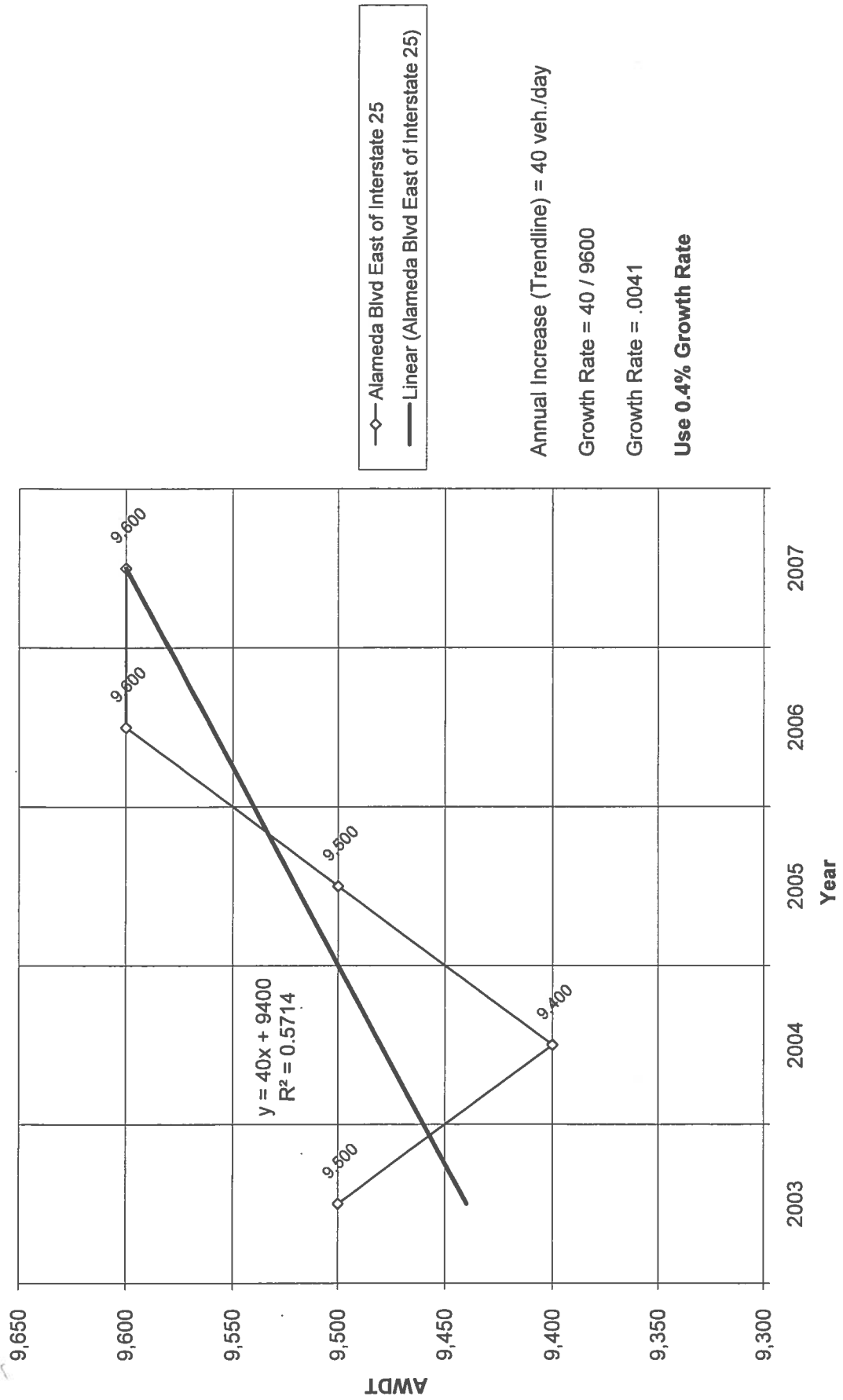
Annual Increase (Trendline) = 3250 veh./day

Growth Rate = 3250 / 72100

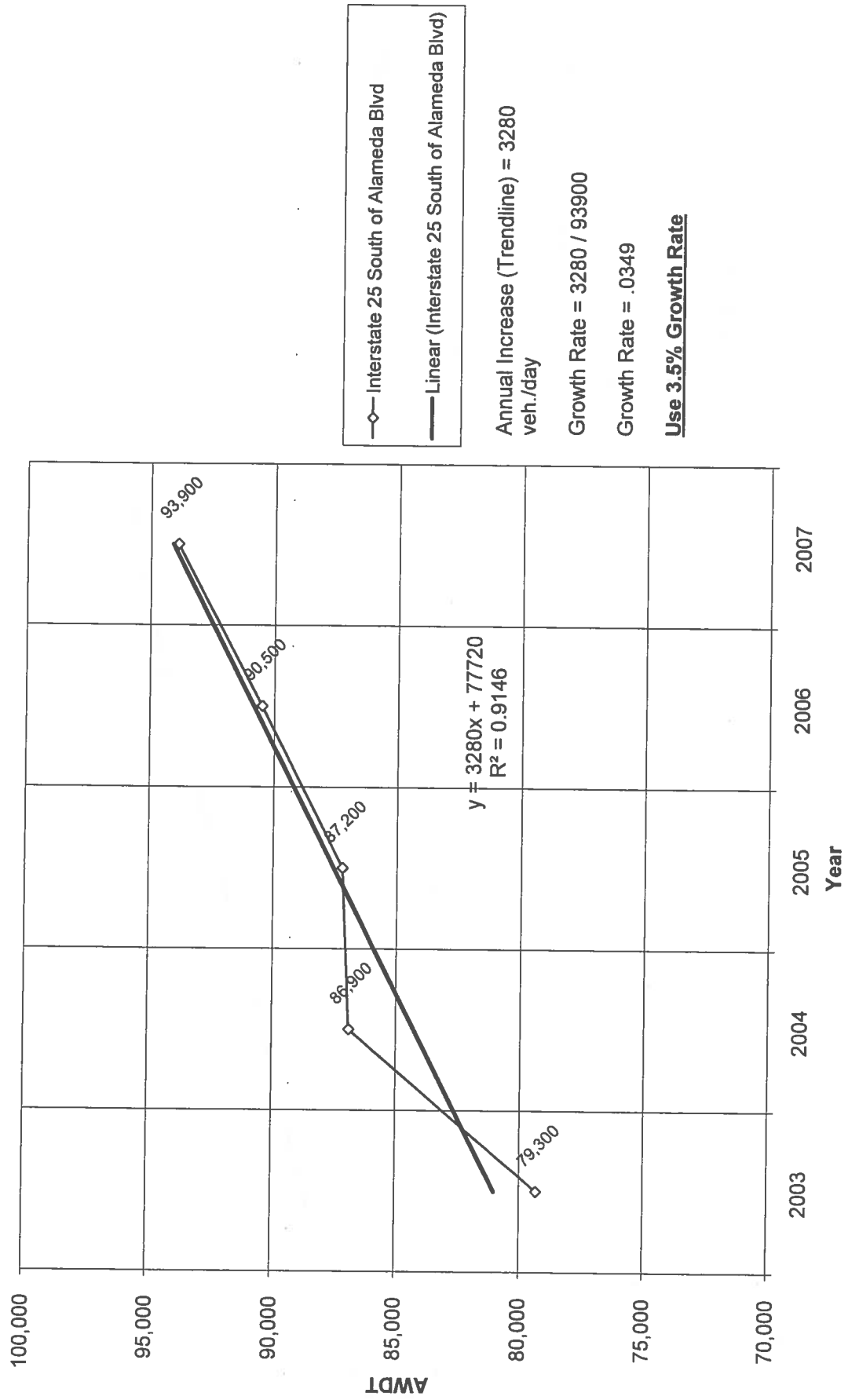
Growth Rate = .0450

Use 4.5% Growth Rate

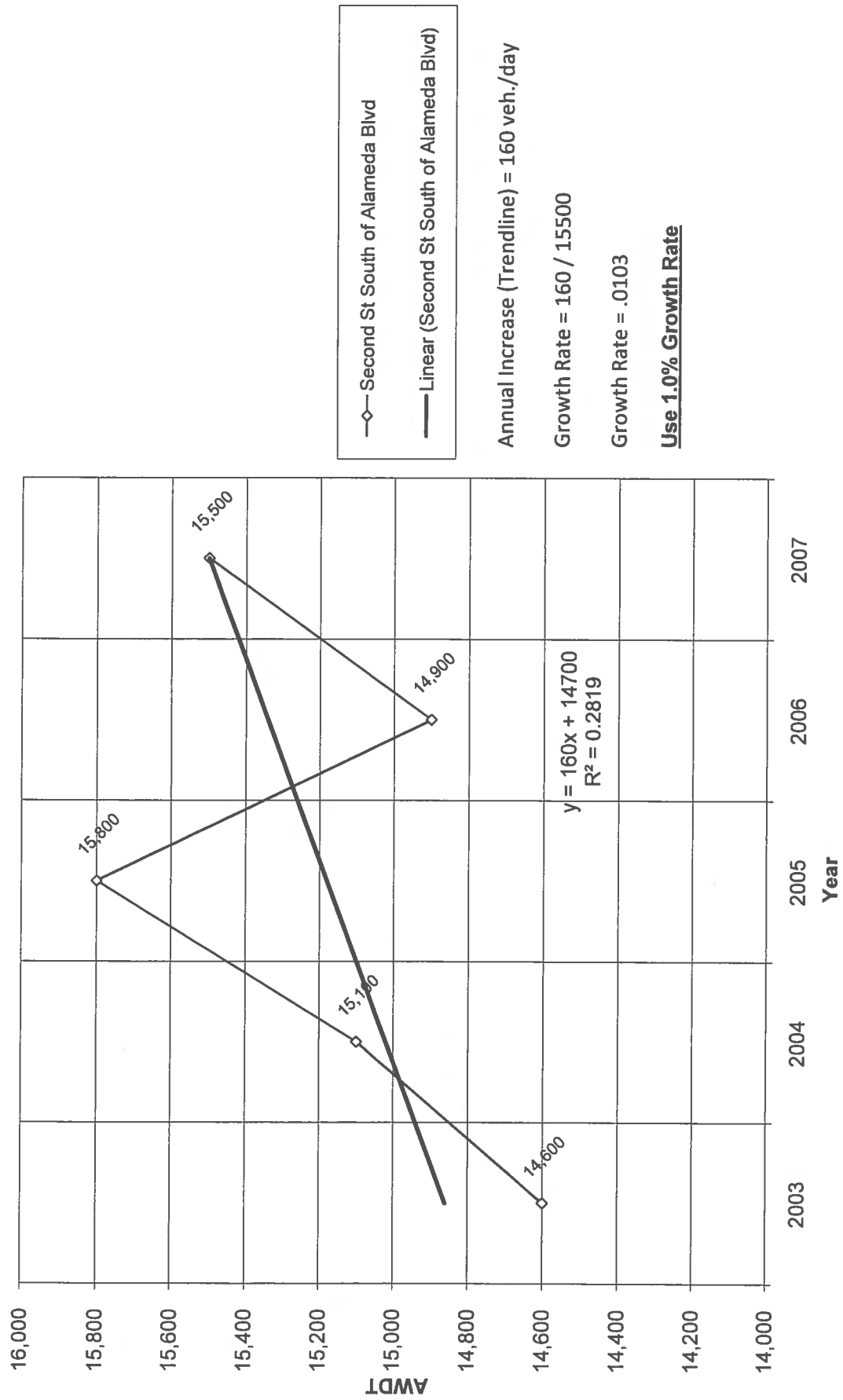
Historic Growth Chart Alameda Blvd East of Interstate 25 (2003-2007)



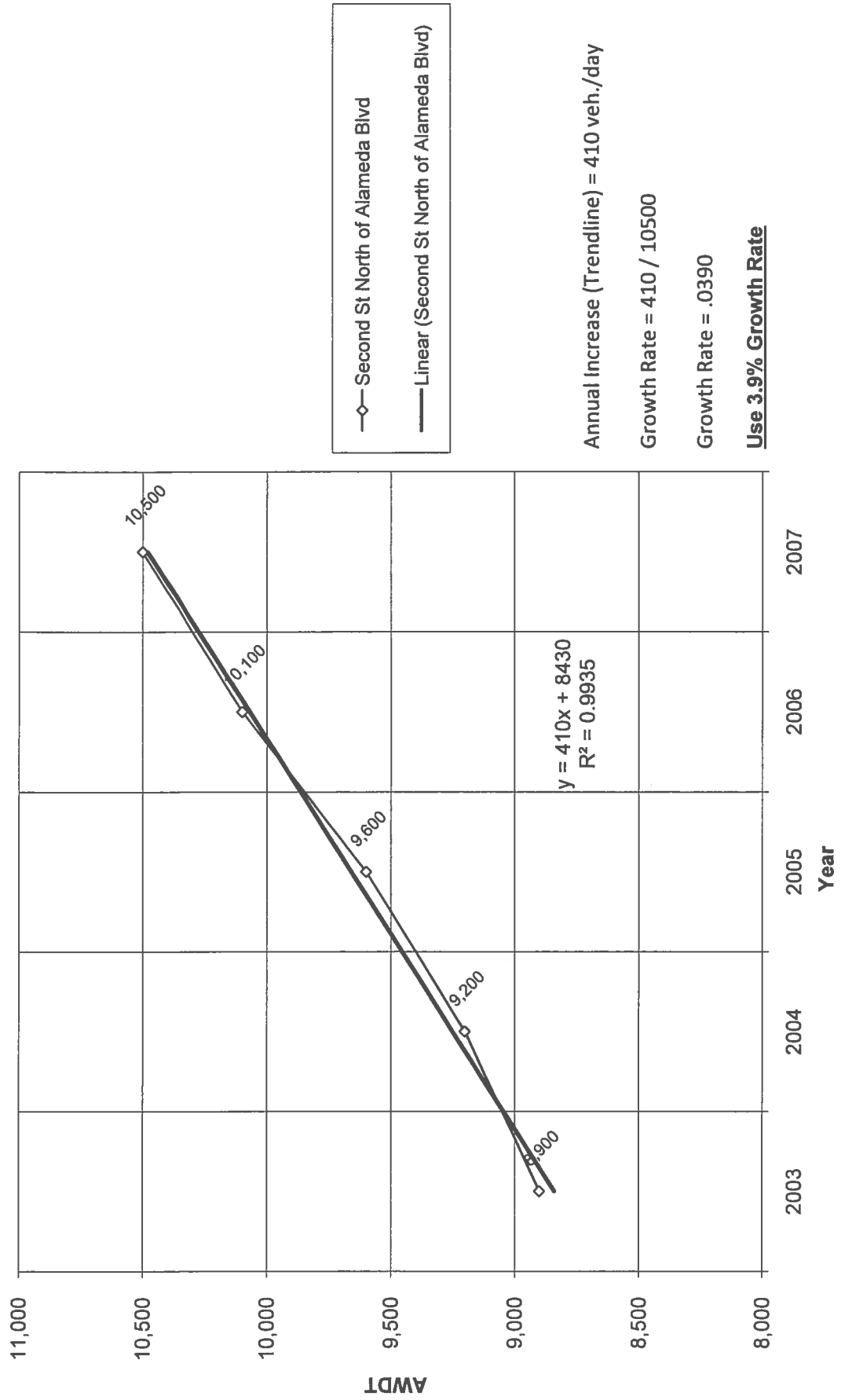
Historic Growth Chart Interstate 25 South of Alameda Blvd (2003-2007)



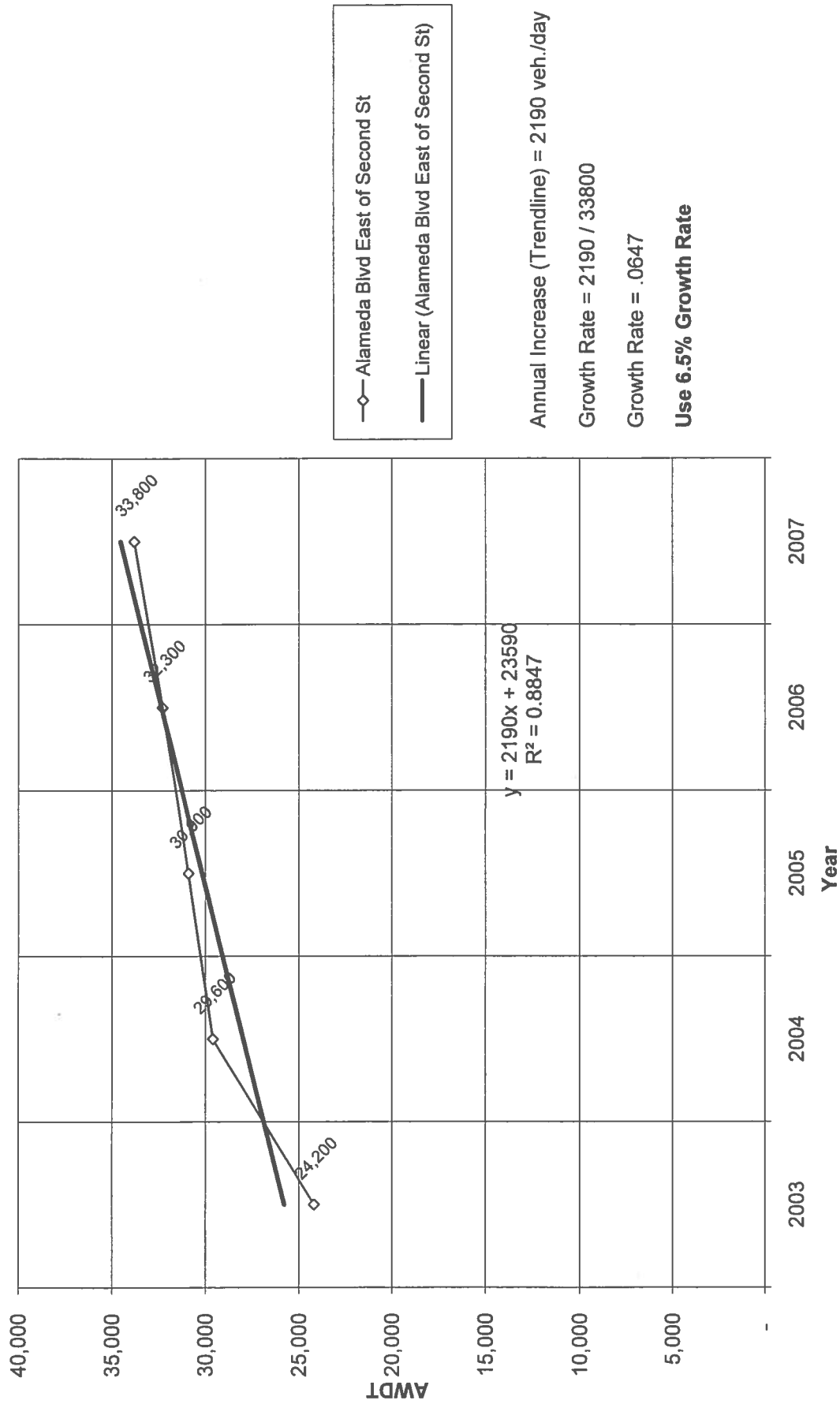
Historic Growth Chart Second St South of Alameda Blvd (2003-2007)



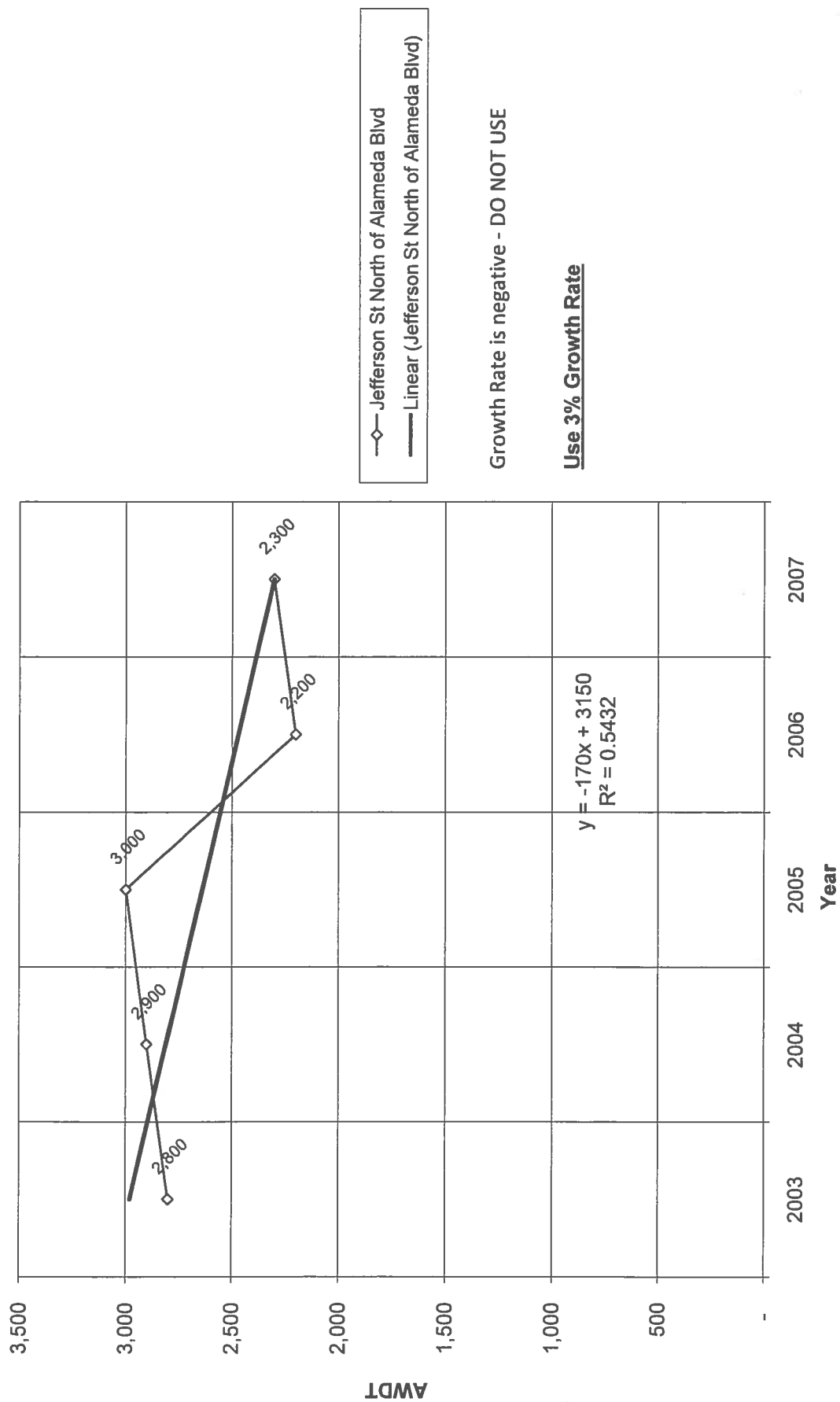
Historic Growth Chart Second St North of Alameda Blvd (2003-2007)



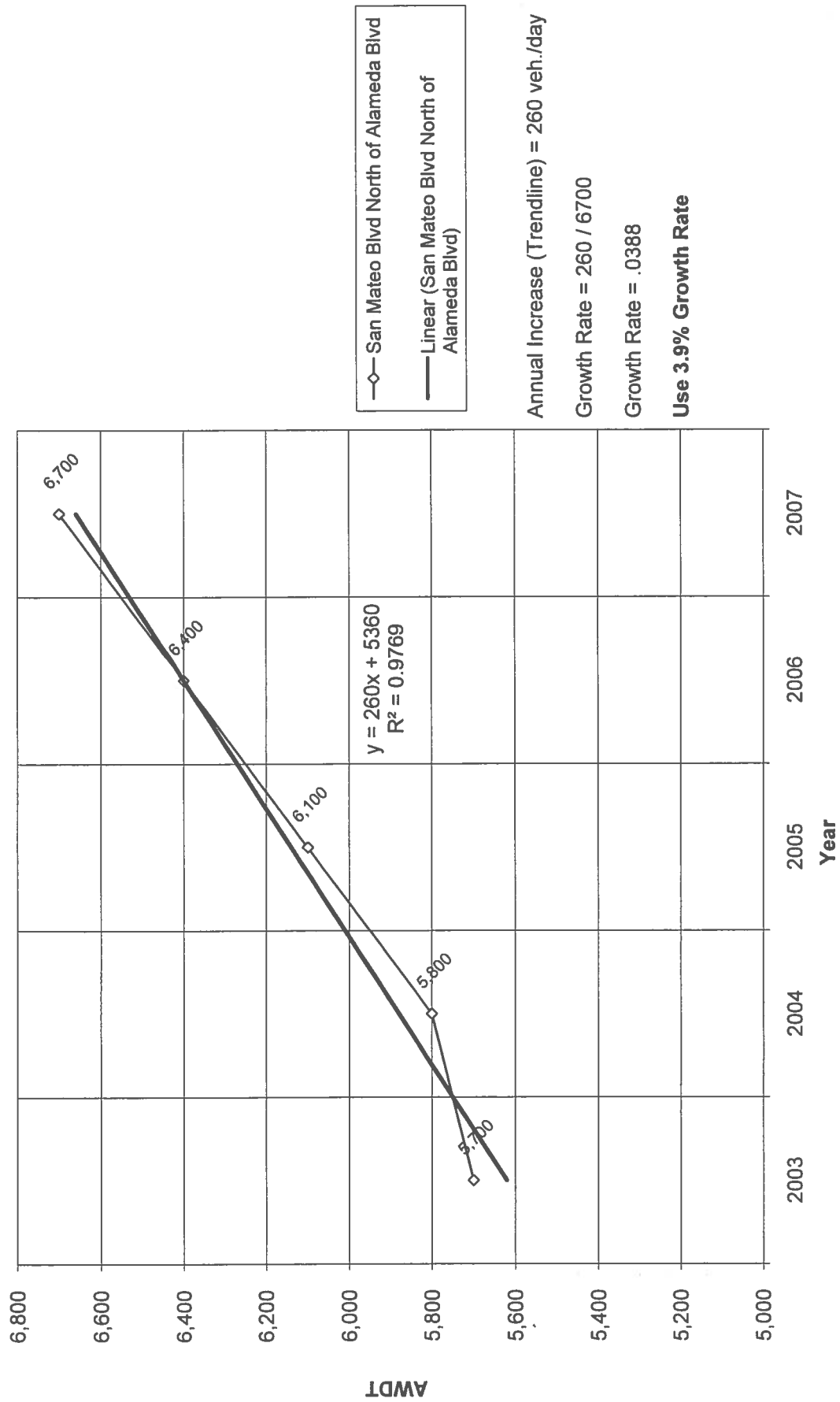
Historic Growth Chart Alameda Blvd East of Second St (2003-2007)



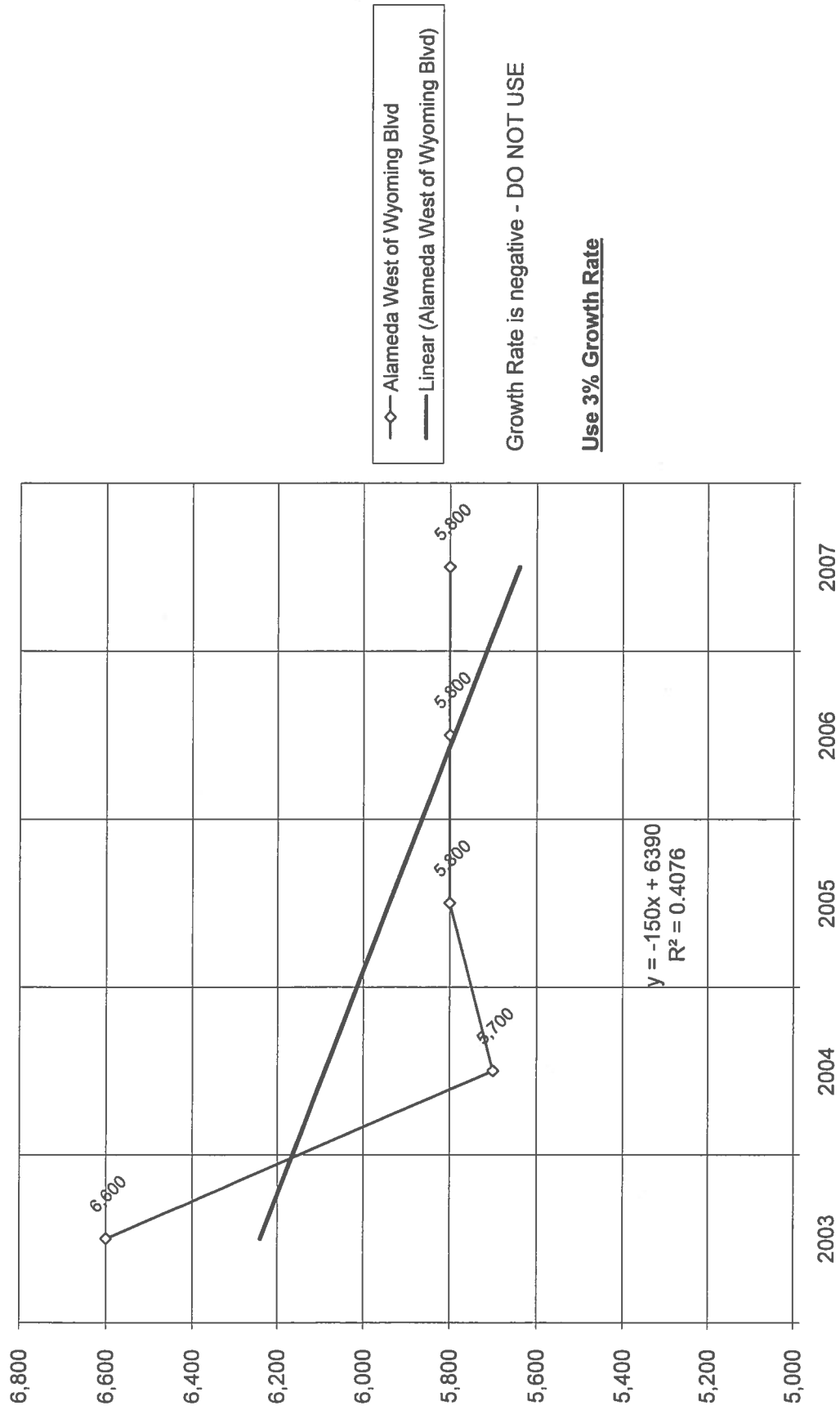
Historic Growth Chart Jefferson St North of Alameda Blvd (2003-2007)



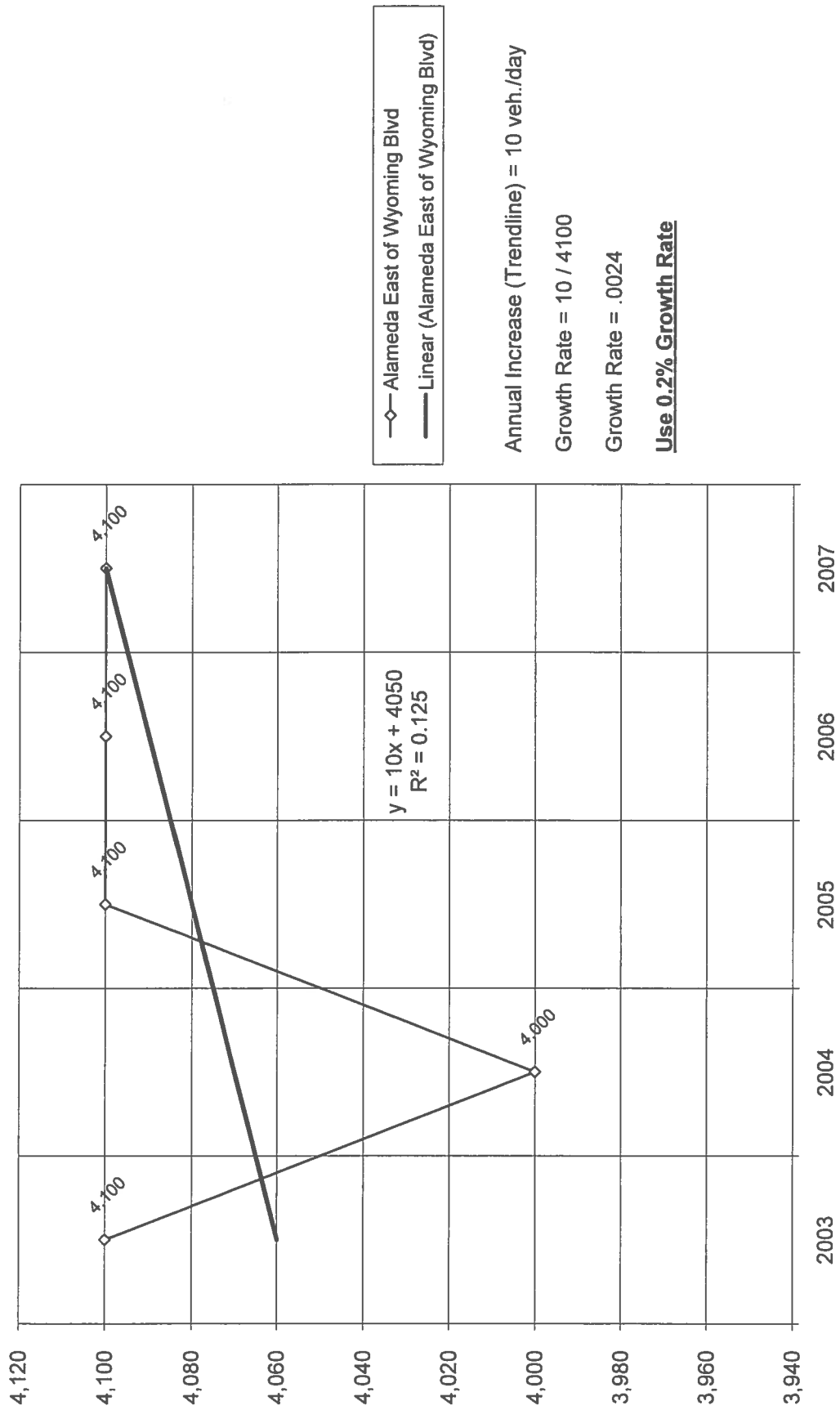
Historic Growth Chart San Mateo Blvd North of Alameda Blvd (2003-2007)



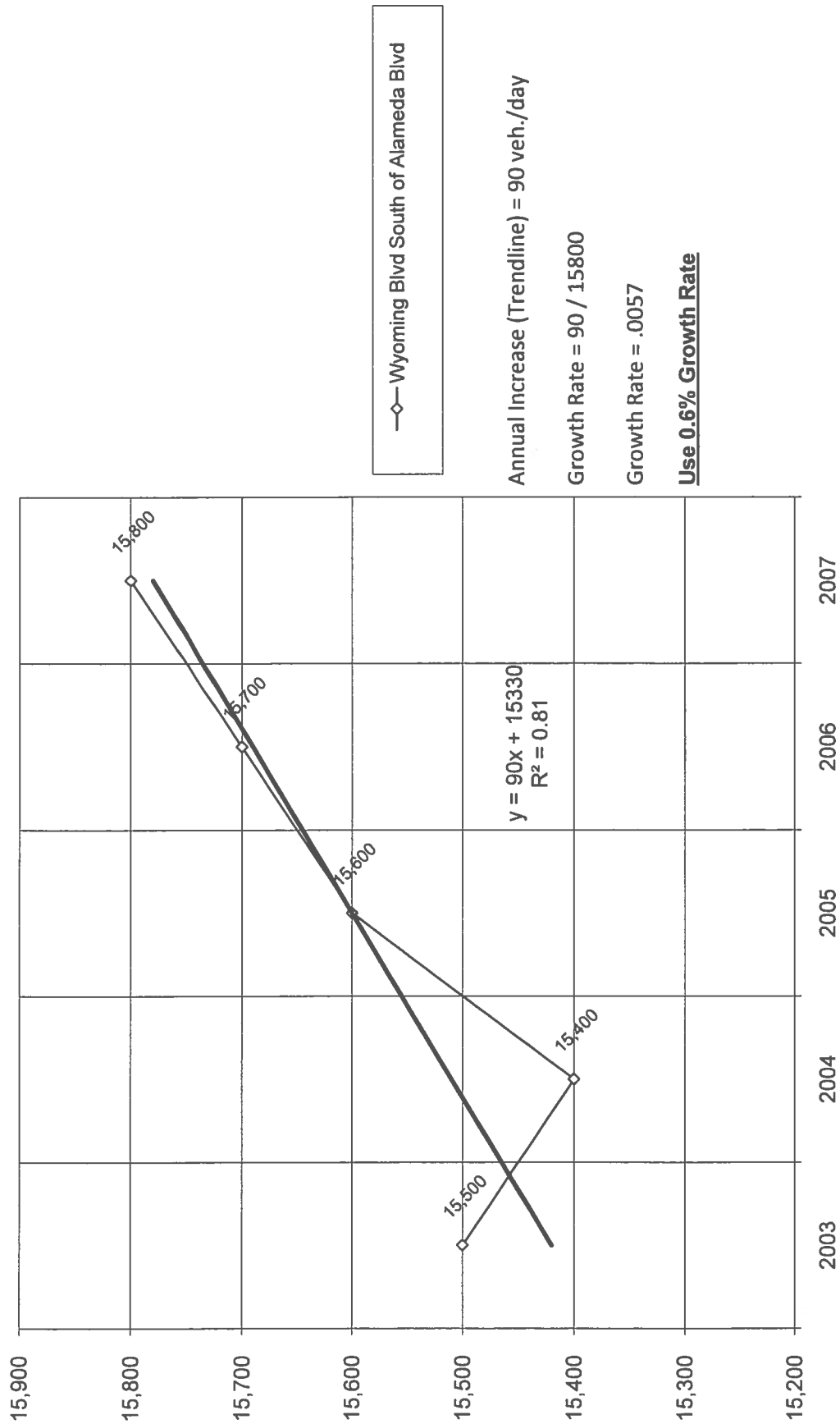
Historic Growth Chart Alameda West of Wyoming Blvd (2003-2007)



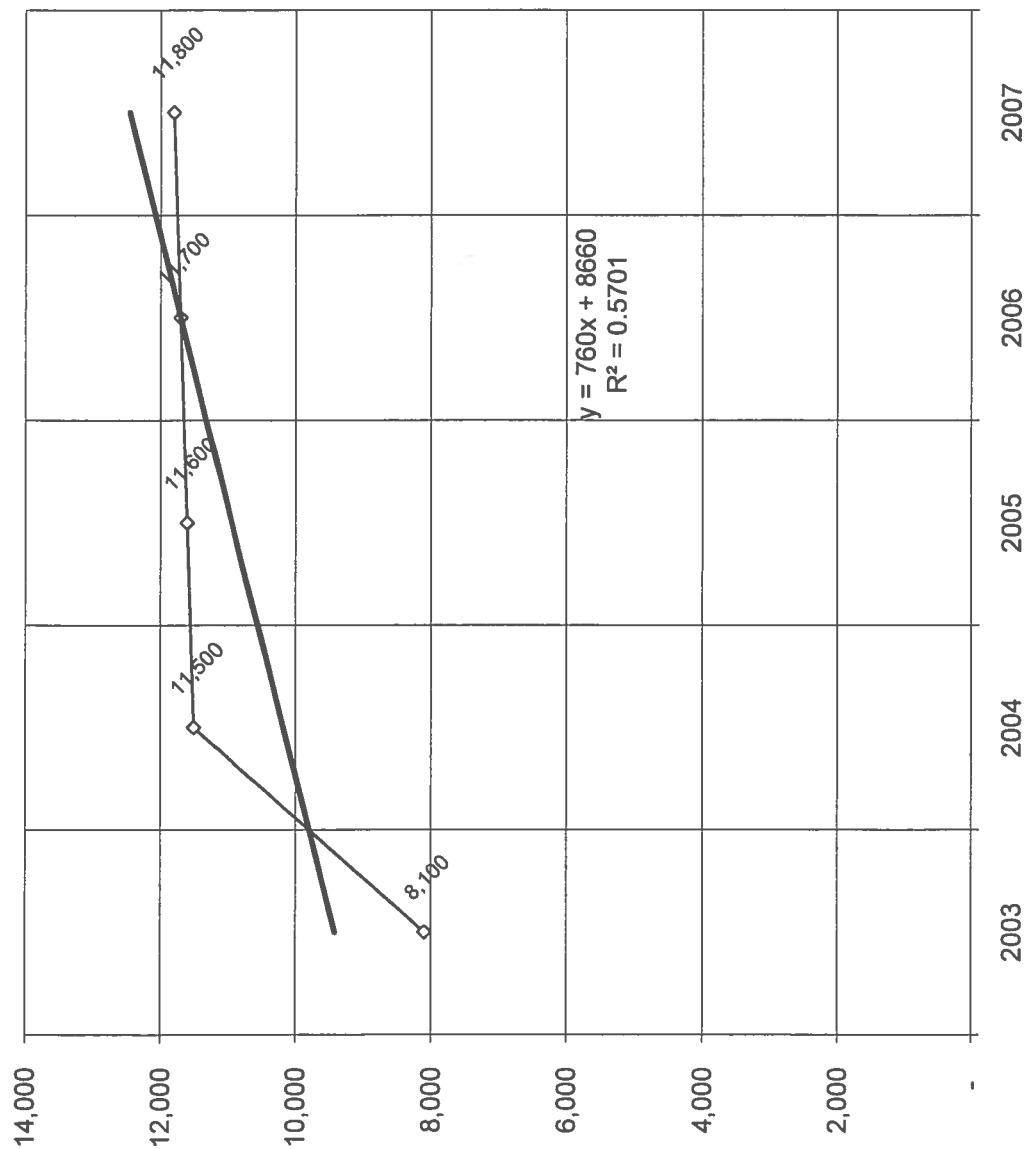
Historic Growth Chart Alameda East of Wyoming Blvd (2003-2007)



Historic Growth Chart Wyoming Blvd South of Alameda Blvd (2003-2007)



Historic Growth Chart San Pedro North of Paseo del Norte (2003-2007)



—◇— San Pedro North of Paseo del Norte

— Linear (San Pedro North of Paseo del Norte)

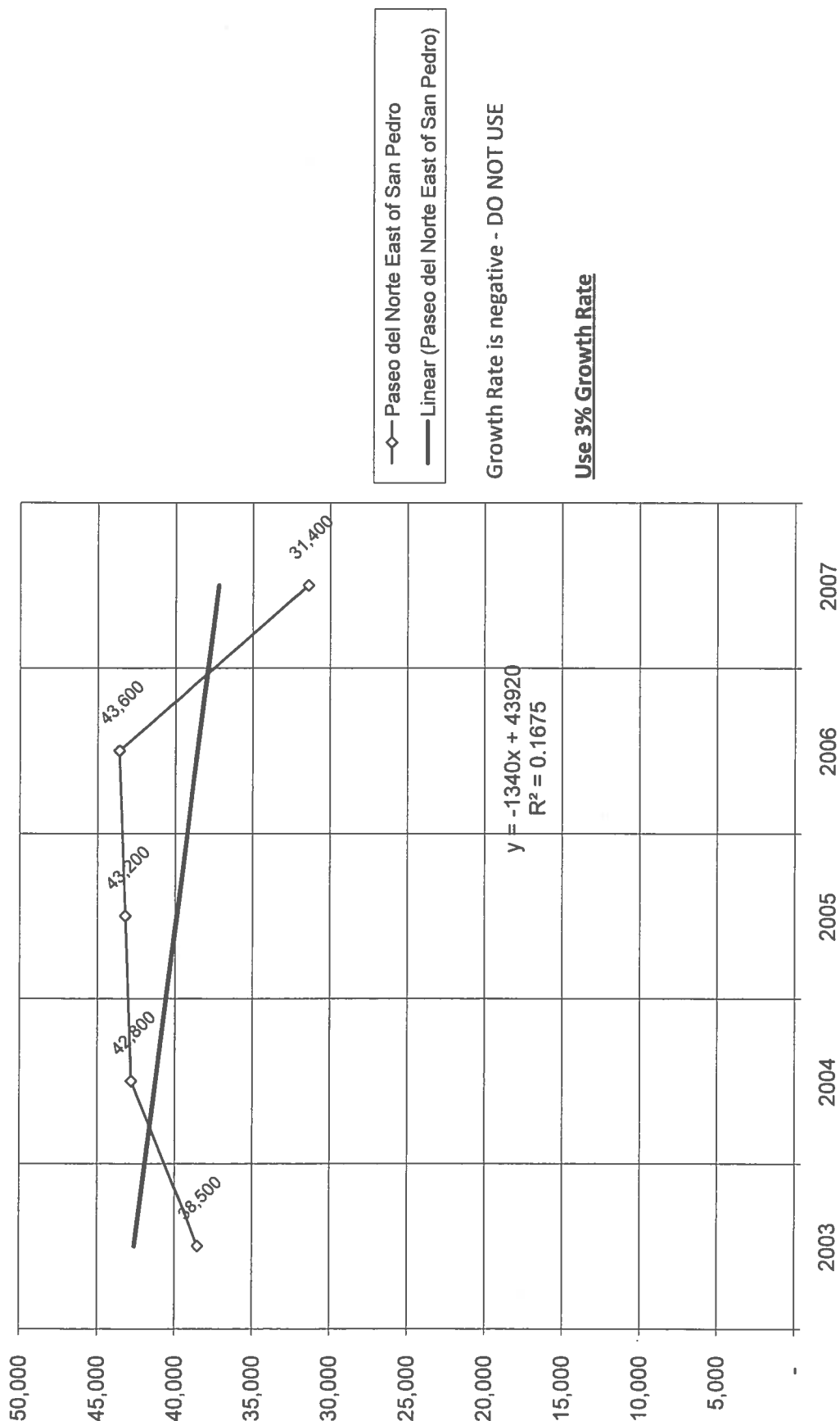
Annual Increase (Trendline) = 760 veh./day

Growth Rate = 760 / 11600

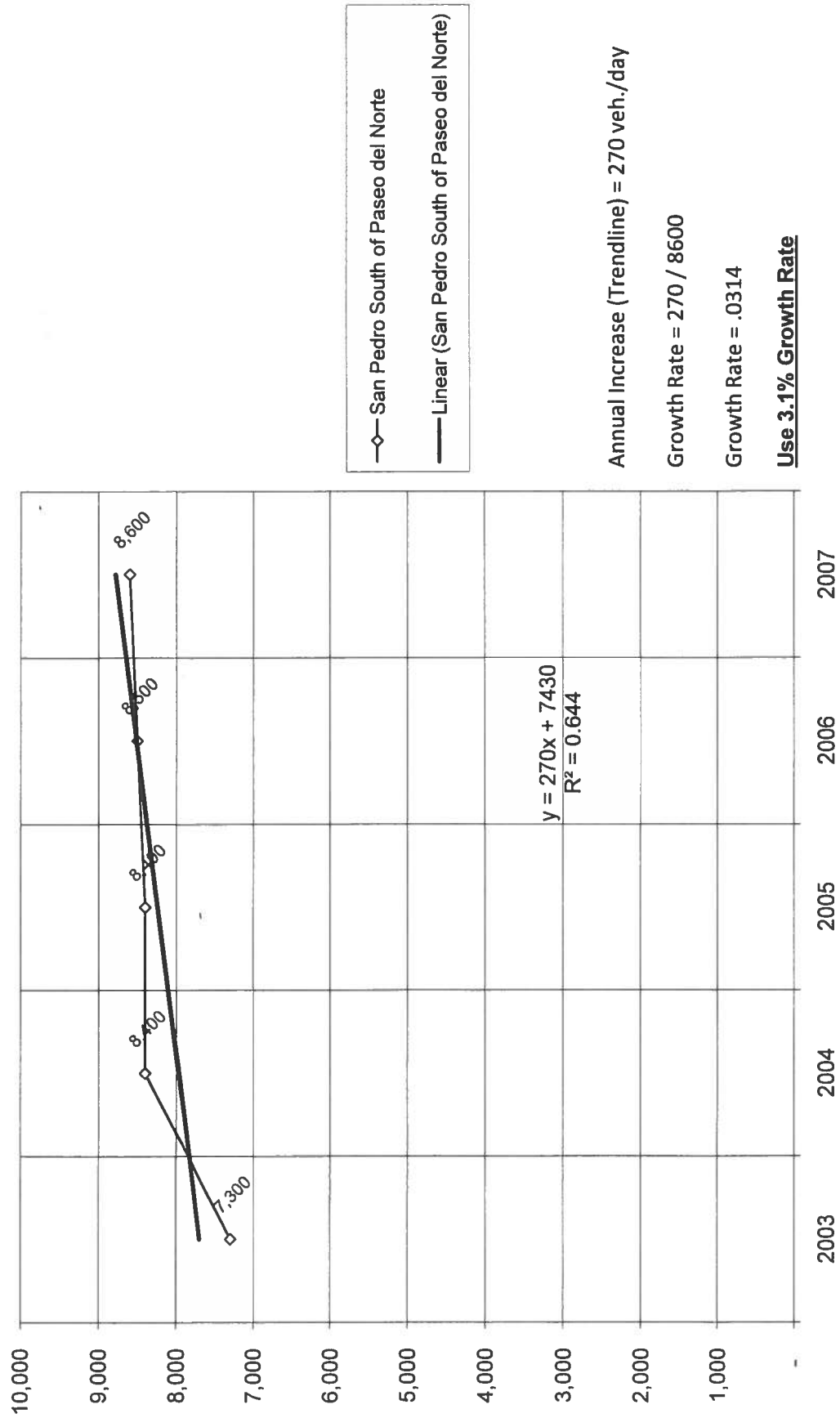
Growth Rate = .0655

Use 6.6% Growth Rate

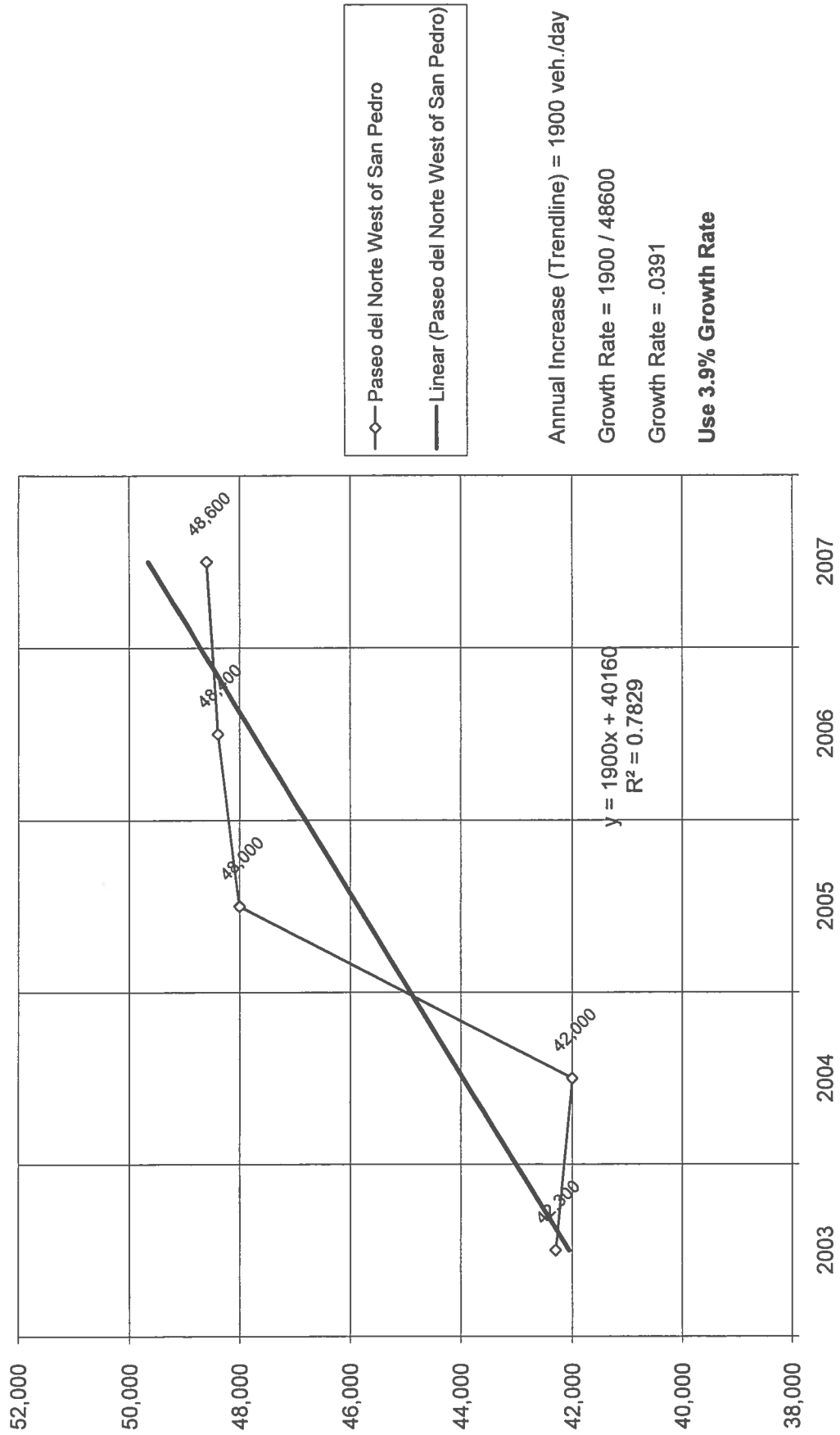
Historic Growth Chart Paseo del Norte East of San Pedro (2003-2007)



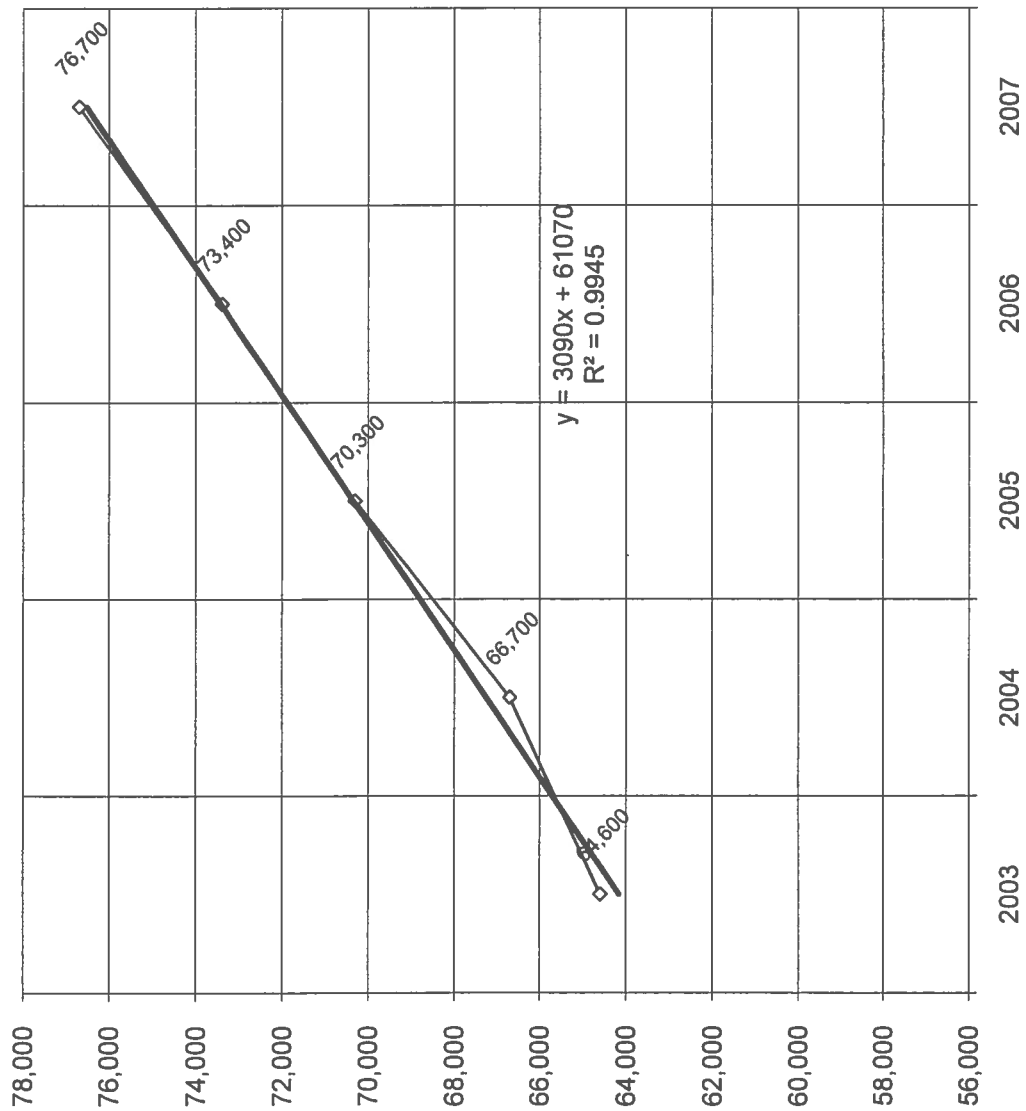
Historic Growth Chart San Pedro South of Paseo del Norte (2003-2007)



Historic Growth Chart Paseo del Norte West of San Pedro (2003-2007)



Historic Growth Chart Paseo del Norte East of Jefferson St (2003-2007)



◇ Paseo del Norte East of Jefferson St
 — Linear (Paseo del Norte East of Jefferson St)

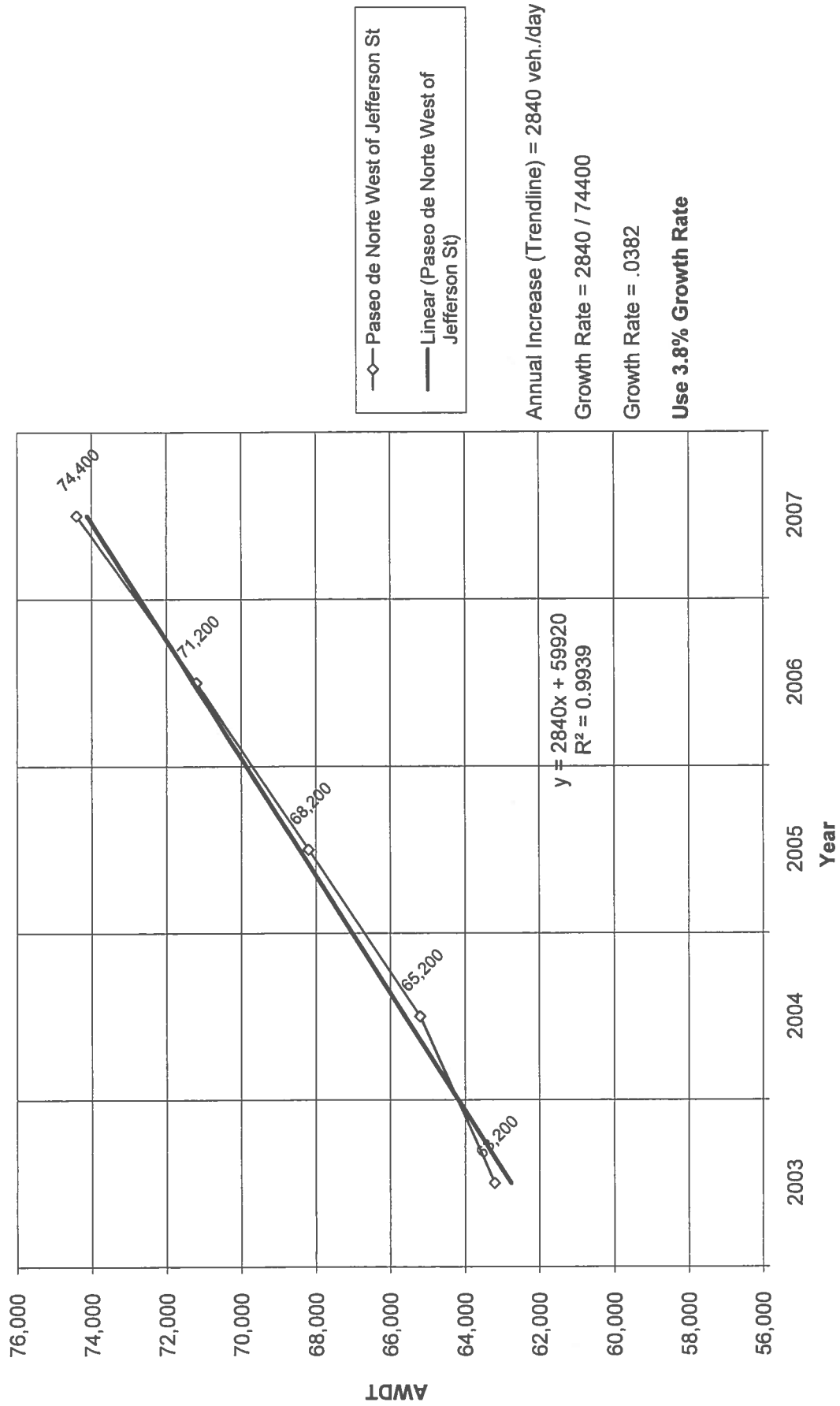
Annual Increase (Trendline) = 3090 veh./day

Growth Rate = 3090 / 76700

Growth Rate = .0403

Use 4.0% Growth Rate

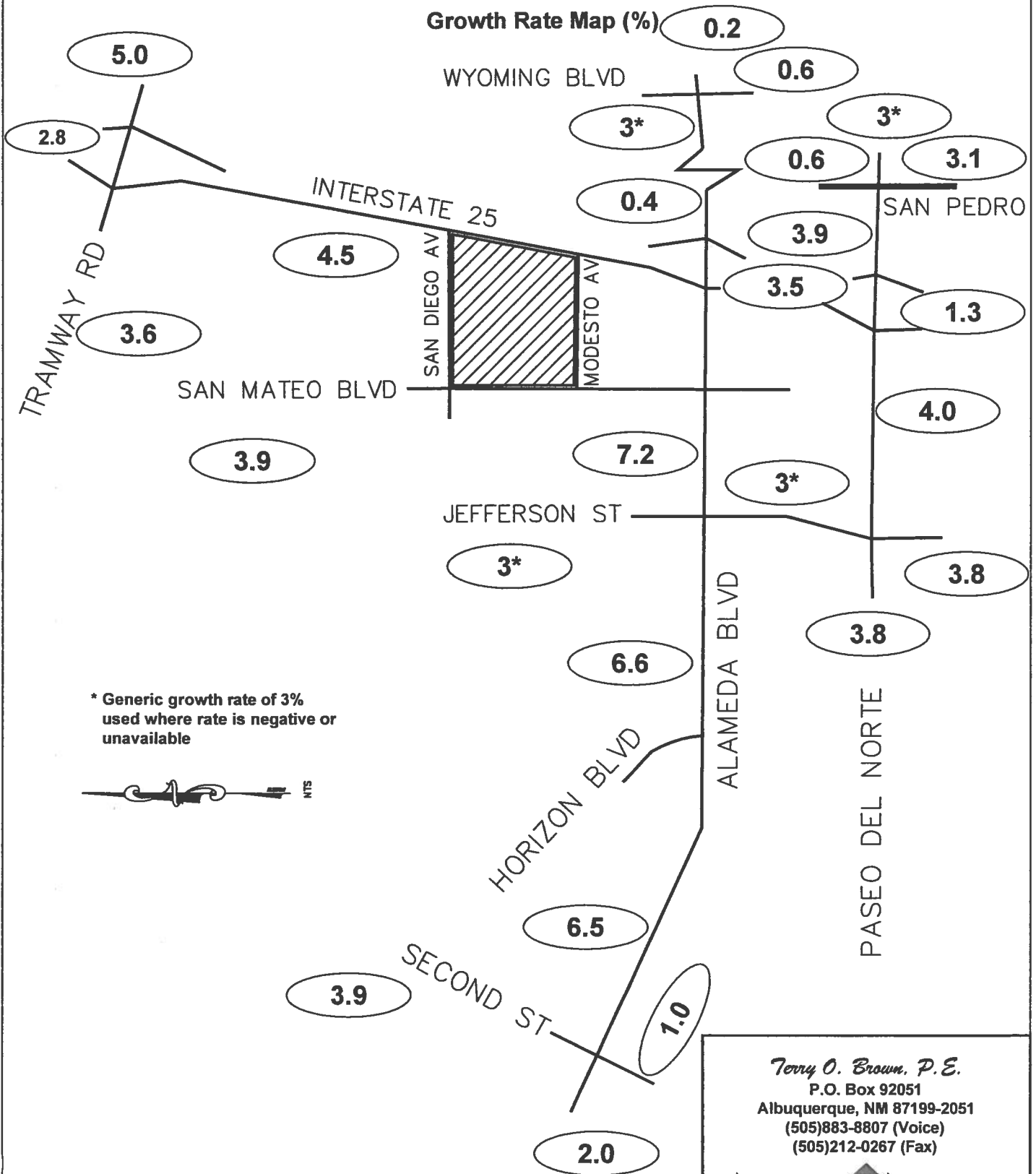
Historic Growth Chart Paseo de Norte West of Jefferson St (2003-2007)



Philip's Electronics Site

(San Diego Av / I-25)

Growth Rate Map (%)



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North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: Summary

Alameda Blvd / Second St

(1)

3.0% Truck

Existing (2008)

2012 (NO BUILD - A.M.)

2012 (BUILD - A.M.)

0.91			0.95			0.88			0.93			PHF
Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Second St)			Southbound (Second St)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
50	1,372	217	55	566	40	134	213	354	84	191	45	
54	1,487	234	73	706	53	139	222	373	101	218	52	
54	1,590	234	86	735	54	139	222	415	105	218	52	

Existing (2008)

2012 (NO BUILD - P.M.)

2012 (BUILD - P.M.)

0.76			0.84			0.89			0.80			PHF
Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Second St)			Southbound (Second St)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
108	785	193	226	1,141	43	252	247	70	61	277	69	
116	853	208	283	1,414	57	262	257	76	73	317	79	
116	898	208	327	1,517	62	262	257	98	75	317	79	

Alameda Blvd / Horizon Blvd

(2)

3.0% Truck

Existing (2008)

2012 (NO BUILD - A.M.)

2012 (BUILD - A.M.)

0.93			0.92			0.85			0.88			PHF
Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Horizon Blvd)			Southbound (Horizon Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
29	1,821	0	0	628	78	0	0	0	15	0	6	
37	2,336	0	0	834	101	0	0	0	19	0	7	
37	2,485	0	0	877	101	0	0	0	20	0	7	

Existing (2008)

2012 (NO BUILD - P.M.)

2012 (BUILD - P.M.)

0.89			0.85			0.85			0.77			PHF
Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Horizon Blvd)			Southbound (Horizon Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	1,011	0	0	1,443	35	0	0	0	66	0	20	
14	1,304	0	0	1,863	46	0	0	0	75	0	22	
14	1,372	0	0	2,013	48	0	0	0	76	0	22	

Alameda Blvd / Jefferson St

(3)

3.0% Truck

Existing (2008)

2012 (NO BUILD - A.M.)

2012 (BUILD - A.M.)

0.92			0.82			0.90			0.91			PHF
Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Jefferson St)			Southbound (Jefferson St)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
85	1,097	189	78	734	107	105	68	60	78	36	17	
109	1,440	243	100	1,000	138	122	76	67	87	40	21	
109	1,594	243	119	1,045	138	122	76	238	87	40	21	

Existing (2008)

2012 (NO BUILD - P.M.)

2012 (BUILD - P.M.)

0.90			0.90			0.82			0.75			PHF
Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Jefferson St)			Southbound (Jefferson St)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
23	1,005	51	97	826	50	196	26	89	163	112	115	
31	1,322	68	125	1,103	64	223	29	100	183	125	130	
31	1,395	68	191	1,259	64	223	29	174	183	125	130	

Alameda Blvd / San Mateo Blvd

(4)

3.0% Truck

Existing (2008)

2012 (NO BUILD - A.M.)

2012 (BUILD - A.M.)

0.94			0.84			0.75			0.77			PHF
Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
184	1,315	18	58	1,160	446	9	21	24	56	7	36	
234	1,720	24	73	1,525	566	11	23	26	62	8	40	
559	1,720	24	73	1,525	1,099	11	28	26	62	10	104	

Existing (2008)

2012 (NO BUILD - P.M.)

2012 (BUILD - P.M.)

0.91			0.96			0.80			0.83			PHF
Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
55	1,454	34	60	1,266	104	24	9	49	209	19	153	
69	1,894	45	76	1,644	132	27	10	55	233	21	171	
216	1,894	45	76	1,644	364	27	13	55	233	26	394	

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: Summary

Alameda Blvd / I-25 W.Fmtg Rd			0.93			0.88			0.85			0.84			PHF
(5)	3.0% Truck			Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Existing (2008)			0	0	812	545	1,495	0	0	0	0	130	88	154
	2012 (NO BUILD - A.M.)			0	726	1,057	608	1,722	0	0	0	0	152	103	182
	2012 (BUILD - A.M.)			0	726	1,057	608	2,255	0	0	0	0	239	228	182

Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	770	248	980	0	0	0	0	340	272	141
	0	962	1,003	277	1,132	0	0	0	0	398	319	167
	0	962	1,003	277	1,364	0	0	0	0	695	774	167

Alameda Blvd / I-25 E.Fmtg Rd			0.92			0.81			0.92			0.85			PHF
(6)	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)					
	3.0% Truck														
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
	164	602	0	0	0	104	1,028	70	188	0	0	0			
	185	693	0	0	1,134	106	1,196	80	214	0	0	0			
2012 (NO BUILD - A.M.)															
2012 (BUILD - A.M.)															

Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	273	924	0	0	0	137	803	116	287	0	0	0
	307	1,053	0	0	477	139	932	132	325	0	0	0
	428	1,229	0	0	581	139	1,060	132	325	0	0	0

Tramway Rd / I-25 E.Fmtg Rd			0.97			0.94			0.75			0.85			PHF
(7)				Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
3.0% Truck				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2008)				127	259	0	0	370	215	250	12	226	0	0	0
2012 (NO BUILD - A.M.)				142	290	0	0	444	258	295	14	267	0	0	0
2012 (BUILD - A.M.)				142	290	0	0	519	258	297	26	287	0	0	0

Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	60	438	0	0	573	201	267	9	511	0	0	0
	67	491	0	0	688	241	315	11	603	0	0	0
	67	491	0	0	714	241	321	57	673	0	0	0

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements SUMMARY **PROPOSED DEVELOPMENT (2012) - 100% Development**

INTERSECTION: Summary

Tramway Rd / I-25 W.Frntg Rd			0.87	0.75			0.85			0.75			PHF		
(8)				Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 W.Frntg Rd)			Southbound (I-25 W.Frntg Rd)		
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Existing (2008)	0	274	225	264	139	3	0	0	0	134	70	48			
2012 (NO BUILD - A.M.)	0	313	257	296	156	3	0	0	0	149	78	53			
2012 (BUILD - A.M.)	0	313	260	371	158	3	0	0	0	149	128	53			

	0.81			0.93			0.85			0.91			PHF
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	234	94	374	381	0	0	0	0	213	17	82	
	0	268	108	419	427	0	0	0	0	237	19	91	
	0	268	113	445	433	0	0	0	0	237	34	91	

San Diego Av / I-25 W.Frntg Rd			0.75			0.85			0.85			0.75			PHF
(9)				Eastbound (San Diego Av)			Westbound (San Diego Av)			Northbound (I-25 W.Frntg Rd)			Southbound (I-25 W.Frntg Rd)		
	3.0% Truck			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Existing (2008)			0	0	8	0	0	0	0	0	0	0	106	21
	2012 (NO BUILD - A.M.)			0	0	9	0	0	0	0	0	0	0	125	25
2012 (BUILD - A.M.)			0	0	9	0	0	0	0	0	0	0	253	25	

	0.75			0.85			0.85			0.75			PHF
Existing (2008)	Eastbound (San Diego Av)			Westbound (San Diego Av)			Northbound (I-25 W.Frmtg Rd)			Southbound (I-25 W.Frmtg Rd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	30	0	0	0	0	0	0	0	360	2	
	0	0	34	0	0	0	0	0	0	0	425	2	
2012 (NO BUILD - P.M.)	0	0	34	0	0	0	0	0	0	0	472	2	
2012 (BUILD - P.M.)													

Modesto Av / I-25 W.Frntg Rd			0.75	0.85			0.85			0.75			PHF
(10)	Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (I-25 W.Frntg Rd)			Southbound (I-25 W.Frntg Rd)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	0	0	7	0	0	0	0	0	0	0	132	4	
	0	0	8	0	0	0	0	0	0	0	156	5	
	0	0	19	0	0	0	0	0	0	0	323	16	
3.0% Truck													
Existing (2008)													
2012 (NO BUILD - A.M.)													
2012 (BUILD - A.M.)													

			0.85				0.85				0.85				0.78	PHF	
Existing (2008)	Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
	0	0	78	0	0	0	0	0	0	0	0	0	0	399	3		
	0	0	87	0	0	0	0	0	0	0	0	0	0	471	4		
	0	0	129	0	0	0	0	0	0	0	0	0	0	1,053	46		
2012 (NO BUILD - P.M.)																	
2012 (BUILD - P.M.)																	

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: Summary

Modesto Av / San Mateo Blvd		0.85				0.75				0.88				0.95				PHF	
(11)		Eastbound (Modesto Av)				Westbound (Modesto Av)				Northbound (San Mateo Blvd)				Southbound (San Mateo Blvd)					
	3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
	Existing (2008)	0	0	0	4	0	1	0	419	19	5	48	0						
	2012 (NO BUILD - A.M.)	0	0	0	4	0	1	0	484	22	6	55	0						
	2012 (BUILD - A.M.)	0	0	0	37	0	1	0	1,037	335	6	87	0						

		0.85			0.75			0.89			0.80			PHF
		Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)		0	0	0	4	0	0	0	119	6	99	266	0	
		0	0	0	4	0	0	0	138	7	114	307	0	
		0	0	0	119	0	0	0	366	162	114	420	0	

San Delgo Av / San Mateo Blvd		0.75				0.75				0.79				0.82				PHF	
(12)		Eastbound (San Delgo Av)				Westbound (San Delgo Av)				Northbound (San Mateo Blvd)				Southbound (San Mateo Blvd)					
	3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
	Existing (2008)	19	2	5	2	16	2	10	271	14	1	35	10						
	2012 (NO BUILD - A.M.)	21	2	6	2	18	2	12	313	16	1	40	12						
	2012 (BUILD - A.M.)	21	2	9	2	18	2	13	313	16	1	41	12						

		0.75			0.75			0.82			0.87			PHF
		Eastbound (San Delgo Av)			Westbound (San Delgo Av)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)		3	12	6	7	5	0	7	90	1	3	189	7	
		3	13	7	8	6	0	8	104	1	3	218	8	
		3	13	9	8	6	0	11	105	1	3	218	8	

Alameda Blvd / Wyoming Blvd		0.83			0.75			0.75			0.88			PHF
(13)		Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Wyoming Blvd)			Southbound (Wyoming Blvd)			
	3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		27	129	164	30	134	54	144	121	79	105	316	53	
2012 (NO BUILD - A.M.)		30	144	184	34	150	60	161	136	88	118	354	59	
2012 (BUILD - A.M.)		37	175	197	34	224	60	211	136	88	118	354	84	

		0.93			0.81			0.88			0.86			PHF
		Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Wyoming Blvd)			Southbound (Wyoming Blvd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)		30	228	192	42	95	35	186	304	63	26	123	19	
		34	255	215	47	106	39	208	340	71	29	138	21	
		58	352	262	47	175	39	226	340	71	29	138	30	

Wilshire Av / Jefferson St		0.75			0.81			0.88			0.81			PHF
(14)	3.0% Truck	Eastbound (Wilshire Av)			Westbound (Wilshire Av)			Northbound (Jefferson St)			Southbound (Jefferson St)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		1	2	3	18	0	11	17	347	145	33	377	2	
2012 (NO BUILD - A.M.)		1	2	3	20	0	12	19	389	162	37	422	2	
2012 (BUILD - A.M.)		1	2	3	20	0	12	19	560	162	37	441	2	

		0.75			0.76			0.89			0.85			PHF
		Eastbound (Wilshire Av)			Westbound (Wilshire Av)			Northbound (Jefferson St)			Southbound (Jefferson St)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)		4	8	3	66	1	27	5	360	125	46	350		0
		4	9	3	74	1	30	6	403	140	52	392		0
		4	9	3	74	1	30	6	477	140	52	458		0

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: Summary

Paseo del Norte / I-25 W.Fmtg Rd		0.91			0.84			0.85			0.87			PHF
(15)		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)			
3.0% Truck		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	1,799	782	926	2,509	0	0	0	0	222	280	132	
2012 (NO BUILD - A.M.)		0	2,015	876	1,037	2,810	0	0	0	0	262	330	156	
2012 (BUILD - A.M.)		0	2,015	876	1,037	2,913	0	0	0	0	292	330	156	

		0.96			0.96			0.85			0.92			PHF
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	0	2,321	538		463	3,235	0	0	0	0	384	196	256	
	0	2,600	603		519	3,623	0	0	0	0	453	231	302	
	0	2,600	603		519	3,670	0	0	0	0	558	231	302	

Paseo del Norte / I-25 E.Fmtg Rd		0.90			0.93			0.85			0.85			PHF
(16)		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)			
3.0% Truck		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		142	2,021	0	0	1,937	206	985	158	416	0	0	0	
2012 (NO BUILD - A.M.)		159	2,264	0	0	2,169	231	1,162	186	491	0	0	0	
2012 (BUILD - A.M.)		160	2,293	0	0	2,272	231	1,162	186	491	0	0	0	

		0.96			0.85			0.87			0.85			PHF
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)		175	2,705	0	0	1,704	129	1,531	180	667	0	0	0	0
		196	3,030	0	0	1,908	144	1,807	212	787	0	0	0	0
		198	3,133	0	0	1,955	144	1,807	212	787	0	0	0	0

Paseo del Norte / San Pedro Dr		0.92			0.96			0.84			0.84			PHF
(17)		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (San Pedro Dr)			Southbound (San Pedro Dr)			
3.0% Truck		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		110	1,158	417	159	1,485	102	245	94	22	87	193	98	
2012 (NO BUILD - A.M.)		123	1,297	467	178	1,663	114	274	105	25	97	216	110	
2012 (BUILD - A.M.)		123	1,313	480	178	1,716	114	325	105	25	97	216	110	

		0.90			0.90			0.84			0.84			PHF
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (San Pedro Dr)			Southbound (San Pedro Dr)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)		164	1,616	151	170	1,366	140	303	174	128	368	200		96
		184	1,810	169	190	1,530	157	339	195	143	412	224		108
		184	1,866	217	190	1,558	157	358	195	143	412	224		108

Driveway 'A' / I-25 W.Fmtg Rd		0.85			0.85			0.85			0.75			PHF
(18)		Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)			
3.0% Truck		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	0	0	0	0	0	0	0	0	0	114	0	
2012 (NO BUILD - A.M.)		0	0	0	0	0	0	0	0	0	0	135	0	
2012 (BUILD - A.M.)		0	0	65	0	0	0	0	0	0	0	198	65	

		0.85			0.85			0.85			0.78			PHF
		Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)		0	0	0	0	0	0	0	0	0	0	390	0	
		0	0	0	0	0	0	0	0	0	0	460	0	
		0	0	228	0	0	0	0	0	0	0	482	25	

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: Summary

Driveway 'B' / I-25 W.Fmtg Rd		0.85			0.85			0.85			0.75			PHF
(19)		Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)			
	3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	0	0	0	0	0	0	0	0	0	136	0	
2012 (NO BUILD - A.M.)		0	0	0	0	0	0	0	0	0	0	160	0	
2012 (BUILD - A.M.)		0	0	102	0	0	0	0	0	0	0	225	63	

		0.85			0.85			0.85			0.78			PHF
		Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	0	0	0	0	0	0	0	0	0	402	0	
2012 (NO BUILD - P.M.)		0	0	0	0	0	0	0	0	0	0	474	0	
2012 (BUILD - P.M.)		0	0	354	0	0	0	0	0	0	0	702	22	

Modesto Av / Driveway 'C'		0.85			0.85			0.85			0.85			PHF
(20)		Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
	3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	7	0	0	4	0	0	0	0	0	0	0	
2012 (NO BUILD - A.M.)		0	8	0	0	4	0	0	0	0	0	0	0	
2012 (BUILD - A.M.)		145	31	0	0	4	0	0	0	0	23	0	20	

		0.85			0.85			0.85			0.85			PHF
		Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (Driveway 'C')			Southbound (Driveway 'C')			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	78	0	0	3	0	0	0	0	0	0	0	
2012 (NO BUILD - P.M.)		0	87	0	0	3	0	0	0	0	0	0	0	
2012 (BUILD - P.M.)		104	172	0	0	3	0	0	0	0	85	0	67	

Modesto Av / Driveway 'D'		0.75			0.75			0.85			0.85			PHF
(21)		Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (Driveway 'D')			Southbound (Driveway 'D')			
	3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	24	0	0	5	0	0	0	0	0	0	0	
2012 (NO BUILD - A.M.)		0	27	0	0	6	0	0	0	0	0	0	0	
2012 (BUILD - A.M.)		168	172	0	0	26	0	0	0	0	23	0	13	

		0.75			0.75			0.85			0.85			PHF
		Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (Driveway 'D')			Southbound (Driveway 'D')			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	105	0	0	4	0	0	0	0	0	0	0	
2012 (NO BUILD - P.M.)		0	118	0	0	4	0	0	0	0	0	0	0	
2012 (BUILD - P.M.)		51	222	0	0	71	0	0	0	0	85	0	47	

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION: Summary

		0.85			0.85			0.95			0.95			PHF
Driveway 'E' / San Mateo Blvd		Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
(22)		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3.0% Truck														
Existing (2008)		0	0	0	0	0	0	0	420	0	0	53	0	
2012 (NO BUILD - A.M.)		0	0	0	0	0	0	0	470	0	0	59	0	
2012 (BUILD - A.M.)		0	0	0	13	0	0	0	823	200	2	79	0	

		0.85			0.85			0.80			0.80			PHF
		Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	0	0	0	0	0	0	119	0	0	365	0	
2012 (NO BUILD - P.M.)		0	0	0	0	0	0	0	133	0	0	409	0	
2012 (BUILD - P.M.)		0	0	0	47	0	1	0	241	121	0	476	0	

		0.85			0.85			0.95			0.95			PHF
Driveway 'F' / San Mateo Blvd		Eastbound (Driveway 'F')			Westbound (Driveway 'F')			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
(23)		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3.0% Truck														
Existing (2008)		0	0	0	0	0	0	0	295	0	0	42	0	
2012 (NO BUILD - A.M.)		0	0	0	0	0	0	0	330	0	0	47	0	
2012 (BUILD - A.M.)		0	0	0	20	0	1	0	330	353	2	49	0	

		0.85			0.85			0.80			0.80			PHF
		Eastbound (Driveway 'F')			Westbound (Driveway 'F')			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2008)		0	0	0	0	0	0	0	98	0	0	202	0	
2012 (NO BUILD - P.M.)		0	0	0	0	0	0	0	110	0	0	226	0	
2012 (BUILD - P.M.)		0	0	0	67	0	3	0	111	108	1	226	0	

North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
Alameda Blvd / Second St

INTERSECTION: E-W Street: **Alameda Blvd** (1)
 N-S Street: **Second St**
 Year of Existing Counts: **2006**
 Implementation Year: **2012**
 Growth Rates

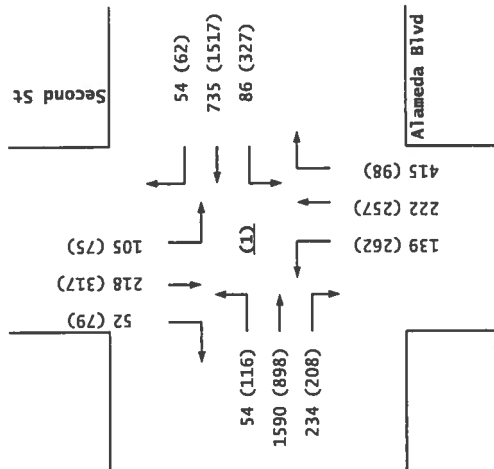
	2.00%			6.50%			1.00%			3.90%		
	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Second St)			Southbound (Second St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	48	1,319	209	49	501	35	131	209	347	78	177	42
Background Traffic Growth	6	158	25	19	195	14	8	13	21	18	41	10
Subtotal	54	1,477	234	68	696	49	139	222	368	96	218	52
Mechenbier Alameda Development	0	10	0	5	10	4	0	0	5	5	0	0
Subtotal (NO BUILD - A.M.)	54	1,487	234	73	706	53	139	222	373	101	218	52
Percent Commercial Trips Generated(Entering)	0.00%	10.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.10%	0.43%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	7.10%	10.49%	0.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	10.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.95%	0.42%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	3.95%	10.34%	0.42%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	103	0	13	29	1	0	0	42	4	0	0
Total AM Peak Hour BUILD Volumes	54	1,590	234	88	735	54	139	222	415	105	218	52

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Second St)			Southbound (Second St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	104	755	186	200	1,010	38	247	242	69	57	257	64
Background Traffic Growth	12	91	22	78	394	15	15	15	4	13	60	15
Subtotal	116	846	208	278	1,404	53	262	257	73	70	317	79
Mechenbier Alameda Development	0	7	0	5	10	4	0	0	3	3	0	0
Subtotal (NO BUILD - P.M.)	116	853	208	283	1,414	57	262	257	76	73	317	79
Percent Commercial Trips Generated(Entering)	0.00%	10.49%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.10%	0.43%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	7.10%	10.49%	0.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	10.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.95%	0.42%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	3.95%	10.34%	0.42%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	45	0	44	103	5	0	0	22	2	0	0
Total PM Peak Hour BUILD Volumes	116	898	208	327	1,517	62	262	257	98	75	317	79

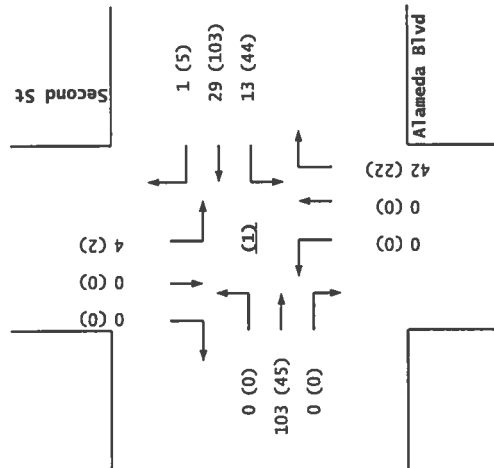
	Entering	Exiting	
Number of Commercial Trips Generated	71	54	A.M. 100% Commercial Development
	151	148	P.M.
Number of Office Trips Generated	926	225	A.M. 100% Office Development
	282	838	P.M.

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Second St)			Southbound (Second St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	50	1372	217	55	566	40	134	213	354	84	191	45
2008 PM Peak Hr. Volumes	108	785	193	226	1,141	43	252	247	70	61	277	69

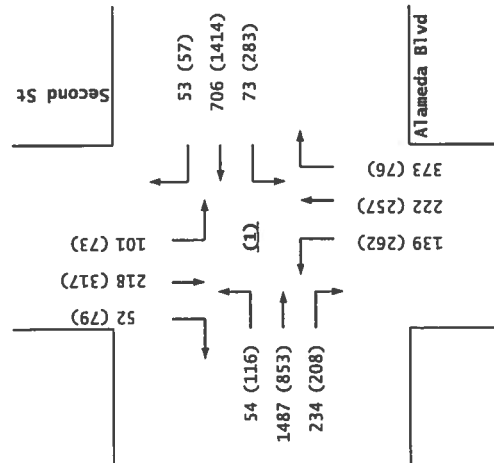
2012
BUILD



Trips



2012
NO BUILD



North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
Alameda Blvd / Horizon Blvd

INTERSECTION : E-W Street: **Alameda Blvd** (2)
 N-S Street: **Horizon Blvd**
 Year of Existing Counts: **2008**
 Implementation Year: **2012**
 Growth Rates

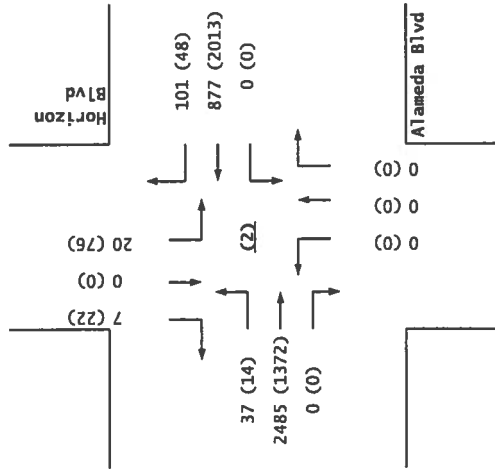
	6.50%			6.50%			3.00%			3.00%		
	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Horizon Blvd)			Southbound (Horizon Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	29	1,821	0	0	628	78	0	0	0	15	0	6
Background Traffic Growth	8	473	0	0	166	21	0	0	0	2	0	1
Subtotal	37	2,294	0	0	794	99	0	0	0	17	0	7
Mechenbier Alameda Development	0	42	0	0	40	2	0	0	0	2	0	0
Subtotal (NO BUILD - A.M.)	37	2,336	0	0	834	101	0	0	0	19	0	7
Percent Commercial Trips Generated(Entering)	0.00%	18.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.45%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	18.02%	0.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	14.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.13%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	14.71%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	149	0	0	43	0	0	0	0	1	0	0
Total AM Peak Hour BUILD Volumes	37	2,485	0	0	877	101	0	0	0	20	0	7

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Horizon Blvd)			Southbound (Horizon Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	11	1,011	0	0	1,443	35	0	0	0	66	0	20
Background Traffic Growth	3	263	0	0	381	9	0	0	0	8	0	2
Subtotal	14	1,274	0	0	1,824	44	0	0	0	74	0	22
Mechenbier Alameda Development	0	30	0	0	39	2	0	0	0	1	0	0
Subtotal (NO BUILD - P.M.)	14	1,304	0	0	1,863	46	0	0	0	75	0	22
Percent Commercial Trips Generated(Entering)	0.00%	18.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.45%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	18.02%	0.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	14.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.13%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	14.71%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	68	0	0	150	2	0	0	0	1	0	0
Total PM Peak Hour BUILD Volumes	14	1,372	0	0	2,013	48	0	0	0	76	0	22

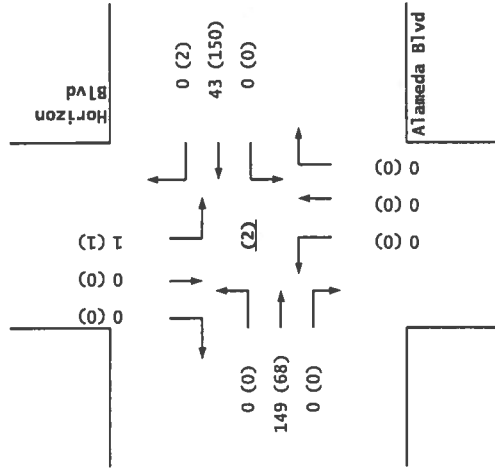
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Horizon Blvd)			Southbound (Horizon Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	29	1821	0	0	628	78	0	0	0	15	0	6
2008 PM Peak Hr. Volumes	11	1,011	0	0	1,443	35	0	0	0	66	0	20

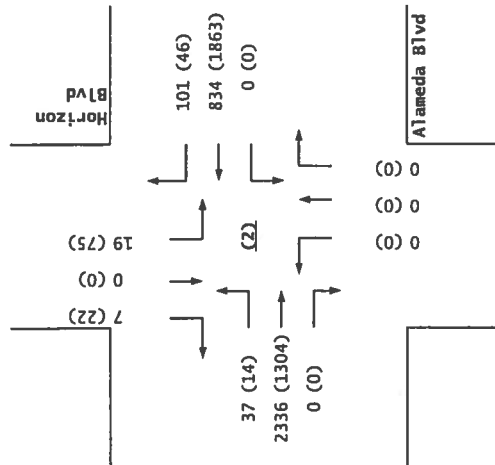
2012
BUILD



Trips



2012
NO BUILD



Alameda Blvd / Horizon Blvd

North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
Alameda Blvd / Jefferson St

INTERSECTION : E-W Street: **Alameda Blvd** (3)
 N-S Street: **Jefferson St**
 Year of Existing Counts: 2008
 Implementation Year: 2012
 Growth Rates

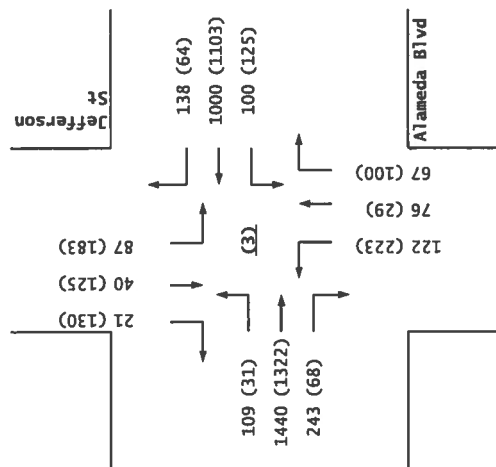
	6.60%			7.20%			3.00%			3.00%		
	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	85	1,097	189	78	734	107	105	68	60	78	36	17
Background Traffic Growth	22	290	50	22	211	31	13	8	7	9	4	2
Subtotal	107	1,387	239	100	945	138	118	76	67	87	40	19
Mechenbier Alameda Development	2	53	4	0	55	0	4	0	0	0	0	2
Subtotal (NO BUILD - A.M.)	109	1,440	243	100	1,000	138	122	76	67	87	40	21
Percent Commercial Trips Generated(Entering)	0.00%	19.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.18%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.57%	19.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	15.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.17%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	6.89%	15.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	154	0	19	45	0	0	0	171	0	0	0
Total AM Peak Hour BUILD Volumes	109	1,594	243	119	1,045	138	122	76	238	87	40	21

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	23	1,005	51	97	826	50	196	26	89	163	112	115
Background Traffic Growth	6	265	13	28	238	14	24	3	11	20	13	14
Subtotal	29	1,270	64	125	1,064	64	220	29	100	183	125	129
Mechenbier Alameda Development	2	52	4	0	39	0	3	0	0	0	0	1
Subtotal (NO BUILD - P.M.)	31	1,322	68	125	1,103	64	223	29	100	183	125	130
Percent Commercial Trips Generated(Entering)	0.00%	19.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.18%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.57%	19.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	15.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.17%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	6.89%	15.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	73	0	66	156	0	0	0	74	0	0	0
Total PM Peak Hour BUILD Volumes	31	1,395	68	191	1,259	64	223	29	174	183	125	130

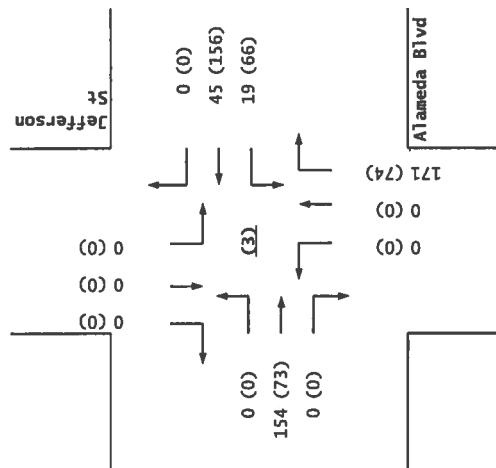
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	85	1,097	189	78	734	107	105	68	60	78	36	17
2008 PM Peak Hr. Volumes	23	1,005	51	97	826	50	196	26	89	163	112	115

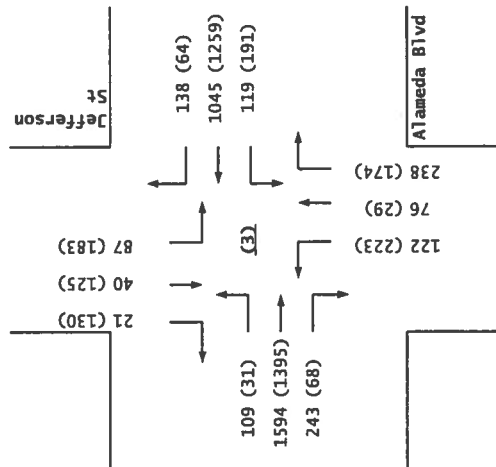
2012
NO BUILD



Trips



2012
BUILD



Alameda Blvd / Jefferson St

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements Worksheet

Alameda Blvd / San Mateo Blvd

INTERSECTION: E-W Street: **Alameda Blvd** (4)
 N-S Street: **San Mateo Blvd**
 Year of Existing Counts: **2007**
 Implementation Year: **2012**
 Growth Rates: **7.20%** **7.20%** **3.00%** **3.00%**

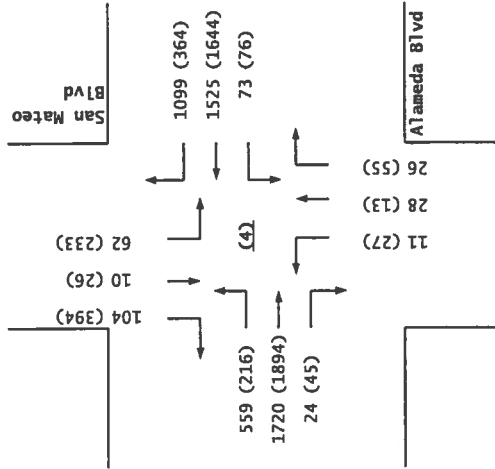
	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	172	1,227	17	54	1,082	416	9	20	23	54	7	35
Background Traffic Growth	62	442	6	19	390	150	1	3	3	8	1	5
Subtotal	234	1,669	23	73	1,472	566	10	23	26	62	8	40
Mechenbier Alameda Development	0	51	1	0	53	0	1	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	234	1,720	24	73	1,525	566	11	23	26	62	8	40
Percent Commercial Trips Generated(Entering)	37.03%	0.00%	0.00%	0.00%	0.00%	53.94%	0.00%	1.30%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.30%	25.42%
Percent Office Trips Generated(Entering)	32.34%	0.00%	0.00%	0.00%	0.00%	53.43%	0.00%	0.39%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.39%	22.06%
Total Trips Generated	325	0	0	0	0	533	0	5	0	0	2	64
Total AM Peak Hour BUILD Volumes	559	1,720	24	73	1,525	1,099	11	28	26	62	10	104

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	51	1,356	32	56	1,181	97	23	9	48	203	18	149
Background Traffic Growth	18	488	12	20	425	35	3	1	7	30	3	22
Subtotal	69	1,844	44	76	1,606	132	26	10	55	233	21	171
Mechenbier Alameda Development	0	50	1	0	38	0	1	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	69	1,894	45	76	1,644	132	27	10	55	233	21	171
Percent Commercial Trips Generated(Entering)	37.03%	0.00%	0.00%	0.00%	0.00%	53.94%	0.00%	1.30%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.30%	25.42%
Percent Office Trips Generated(Entering)	32.34%	0.00%	0.00%	0.00%	0.00%	53.43%	0.00%	0.39%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.39%	22.06%
Total Trips Generated	147	0	0	0	0	232	0	3	0	0	5	223
Total PM Peak Hour BUILD Volumes	216	1,894	45	76	1,644	364	27	13	55	233	26	394

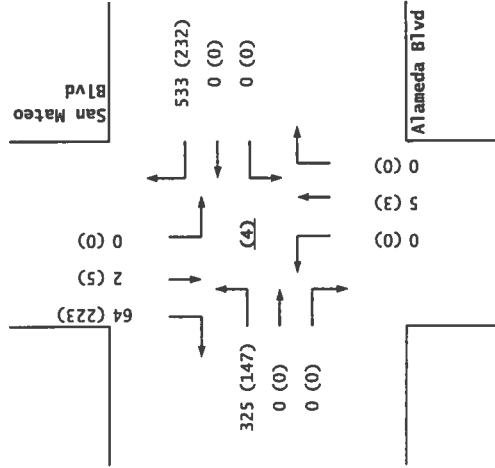
Number of Commercial Trips Generated: Entering 71, Exiting 54, A.M. 100% Commercial Development
 Number of Office Trips Generated: Entering 151, Exiting 148, P.M. 100% Office Development
 Number of Office Trips Generated: Entering 926, Exiting 225, A.M. 100% Office Development
 Number of Office Trips Generated: Entering 282, Exiting 838, P.M. 100% Office Development

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
2008 AM Peak Hr. Volumes	184	1315	18	58	1,160	446	9	21	24	56	7	36
2008 PM Peak Hr. Volumes	55	1,454	34	60	1,266	104	24	9	49	209	19	153

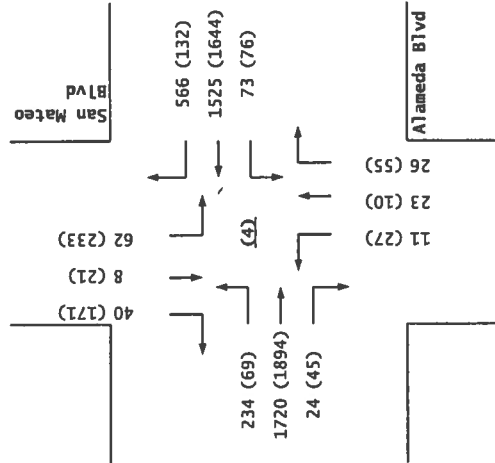
2012
BUILD



Trips



2012
NO BUILD



Alameda Blvd / San Mateo Blvd

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements Worksheet

Alameda Blvd / I-25 W.Fmtg Rd

INTERSECTION : E-W Street: Alameda Blvd (5)
 N-S Street: I-25 W.Fmtg Rd
 Year of Existing Counts 2007
 Implementation Year 2012
 Growth Rates

	7.20%			3.00%			3.00%			4.50%		
	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	757	529	1,451	0	0	0	0	124	84	147
Background Traffic Growth	0	0	273	79	218	0	0	0	0	28	19	33
Subtotal	0	0	1,030	608	1,669	0	0	0	0	152	103	180
Mechenbier Alameda Development	0	0	27	0	53	0	0	0	0	0	0	2
Subtotal (NO BUILD - A.M.)	0	726	1,057	608	1,722	0	0	0	0	152	103	182
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	53.94%	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%	0.00%	50.89%	20.88%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	53.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	26.53%	50.56%	0.00%
Total Trips Generated	0	0	0	0	533	0	0	0	0	87	125	0
Total AM Peak Hour BUILD Volumes	0	726	1,057	608	2,255	0	0	0	0	239	228	182

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	718	241	951	0	0	0	0	325	260	135
Background Traffic Growth	0	0	258	36	143	0	0	0	0	73	59	30
Subtotal	0	0	976	277	1,094	0	0	0	0	398	319	165
Mechenbier Alameda Development	0	0	27	0	38	0	0	0	0	0	0	2
Subtotal (NO BUILD - P.M.)	0	962	1,003	277	1,132	0	0	0	0	398	319	167
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	53.94%	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%	0.00%	50.89%	20.88%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	53.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	26.53%	50.56%	0.00%
Total Trips Generated	0	0	0	0	232	0	0	0	0	297	455	0
Total PM Peak Hour BUILD Volumes	0	962	1,003	277	1,364	0	0	0	0	695	774	167

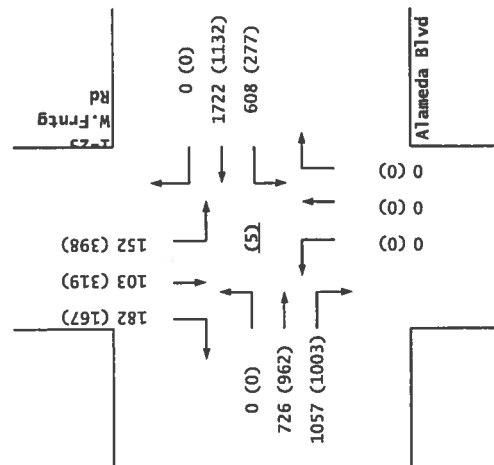
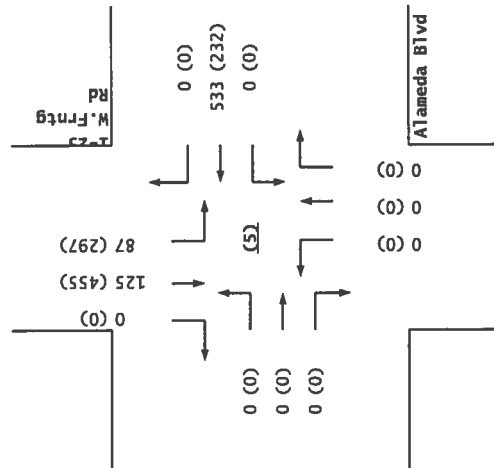
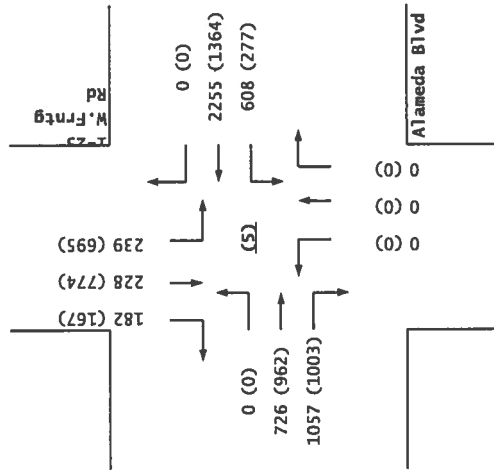
	Entering	Exiting	
Number of Commercial Trips Generated	71	54	A.M. 100% Commercial Development
	151	148	P.M.
Number of Office Trips Generated	926	225	A.M. 100% Office Development
	282	838	P.M.

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	0	0	812	545	1,495	0	0	0	0	130	88	154
2008 PM Peak Hr. Volumes	0	0	770	248	980	0	0	0	0	340	272	141

2012
BUILD

Trips

2012
NO BUILD



Alameda Blvd / I-25 W.Frntg Rd

North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
Alameda Blvd / I-25 E.Fmtg Rd

INTERSECTION: E-W Street: **Alameda Blvd** (6)
 N-S Street: **I-25 E.Fmtg Rd**
 Year of Existing Counts: **2007**
 Implementation Year: **2012**
 Growth Rates: **3.00%** **0.40%** **3.50%** **3.00%**

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	159	584	0	0	0	104	993	68	182	0	0	0
Background Traffic Growth	24	88	0	0	0	2	174	12	32	0	0	0
Subtotal	183	672	0	0	0	106	1,167	80	214	0	0	0
Mechenbier Alameda Development	2	21	0	0	0	0	29	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	185	693	0	0	1,134	106	1,196	80	214	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	44.67%	0.00%	9.27%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	6.22%	44.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	13.15%	0.00%	40.28%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	13.38%	13.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	33	54	0	0	154	0	380	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	218	747	0	0	1,288	106	1,576	80	214	0	0	0

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	265	897	0	0	0	136	776	112	277	0	0	0
Background Traffic Growth	40	135	0	0	0	3	136	20	48	0	0	0
Subtotal	305	1,032	0	0	0	139	912	132	325	0	0	0
Mechenbier Alameda Development	2	21	0	0	0	0	20	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	307	1,053	0	0	477	139	932	132	325	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	44.67%	0.00%	9.27%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	6.22%	44.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	13.15%	0.00%	40.28%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	13.38%	13.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	121	176	0	0	104	0	128	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	428	1,229	0	0	581	139	1,060	132	325	0	0	0

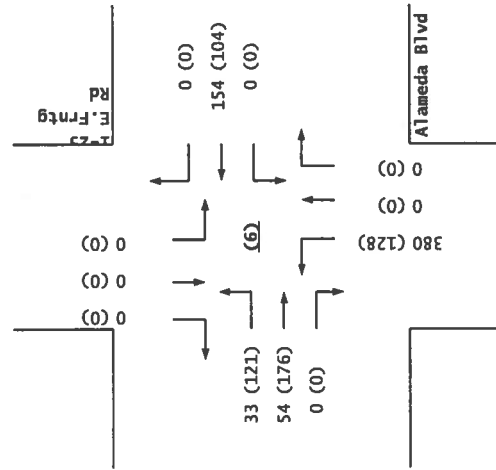
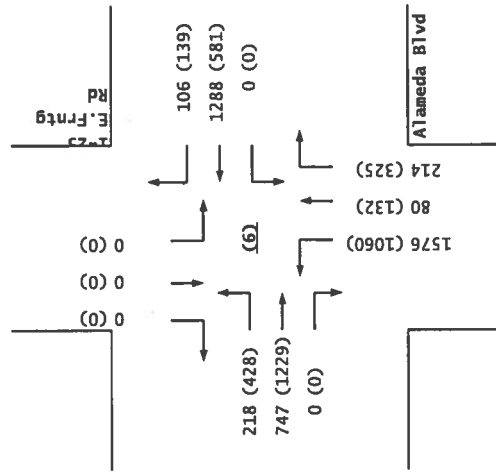
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	164	602	0	0	0	104	1,028	70	188	0	0	0
2008 PM Peak Hr. Volumes	273	924	0	0	0	137	803	116	287	0	0	0

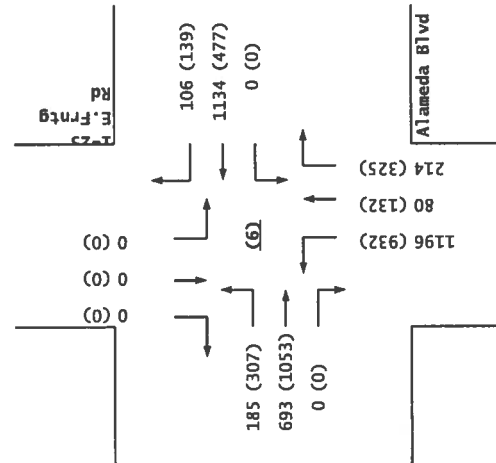
2012
BUILD

Trips

2012
NO BUILD



Alameda Blvd / I-25 E. Frntg Rd



North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
Tramway Rd / I-25 E.Fmtg Rd

INTERSECTION : E-W Street: Tramway Rd (7)

N-S Street: I-25 E.Fmtg Rd

Year of Existing Counts 2008

Implementation Year 2012

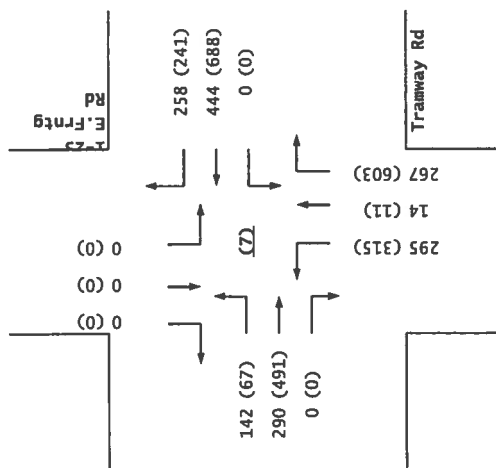
Growth Rates

	3.00%			5.00%			4.50%			3.00%		
	Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	127	259	0	0	370	215	250	12	226	0	0	0
Background Traffic Growth	15	31	0	0	74	43	45	2	41	0	0	0
Subtotal (NO BUILD - A.M.)	142	290	0	0	444	258	295	14	267	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	2.78%	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%	3.44%	0.00%	2.78%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	7.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	5.43%	7.88%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	75	0	2	12	20	0	0	0
Total AM Peak Hour BUILD Volumes	142	290	0	0	519	258	297	26	287	0	0	0

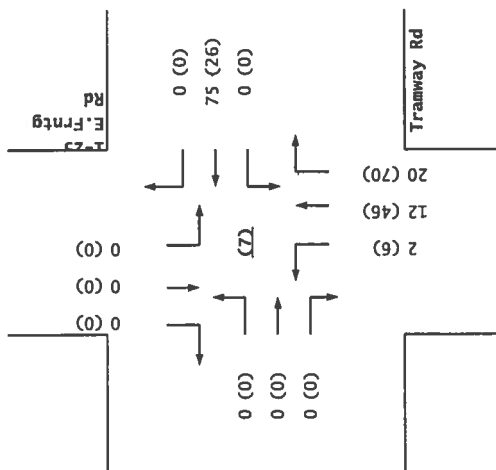
	Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	60	438	0	0	573	201	267	9	511	0	0	0
Background Traffic Growth	7	53	0	0	115	40	48	2	92	0	0	0
Subtotal (NO BUILD - P.M.)	67	491	0	0	688	241	315	11	603	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	2.78%	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%	3.44%	0.00%	2.78%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	7.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.07%	5.43%	7.88%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	26	0	6	46	70	0	0	0
Total PM Peak Hour BUILD Volumes	67	491	0	0	714	241	321	57	673	0	0	0

	Entering	Exiting	
Number of Commercial Trips Generated	71	54	A.M. 100% Commercial Development
	151	148	P.M.
Number of Office Trips Generated	926	225	A.M. 100% Office Development
	282	838	P.M.

	Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	127	259	0	0	370	215	250	12	226	0	0	0
2008 PM Peak Hr. Volumes	60	438	0	0	573	201	267	9	511	0	0	0



Tramway Rd / I-25 E.Frntg Rd

2012
BUILD

North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
Tramway Rd / I-25 W.Fmtg Rd

INTERSECTION : E-W Street: Tramway Rd (B)

N-S Street: I-25 W.Fmtg Rd

Year of Existing Counts 2008

Implementation Year 2012

Growth Rates

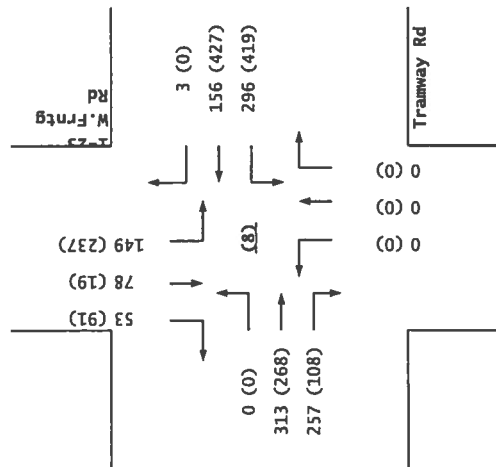
	3.60%			3.00%			3.00%			2.80%		
	Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	274	225	264	139	3	0	0	0	134	70	48
Background Traffic Growth	0	39	32	32	17	0	0	0	0	15	8	5
Subtotal (NO BUILD - A.M.)	0	313	257	296	156	3	0	0	0	149	78	53
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	3.44%	2.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	3.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.07%	7.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.43%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	3	75	2	0	0	0	0	0	50	0
Total AM Peak Hour BUILD Volumes	0	313	260	371	158	3	0	0	0	149	128	53

	Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	234	94	374	381	0	0	0	0	213	17	82
Background Traffic Growth	0	34	14	45	46	0	0	0	0	24	2	9
Subtotal (NO BUILD - P.M.)	0	268	108	419	427	0	0	0	0	237	19	91
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	3.44%	2.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	3.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.07%	7.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.43%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	5	26	6	0	0	0	0	0	15	0
Total PM Peak Hour BUILD Volumes	0	268	113	445	433	0	0	0	0	237	34	91

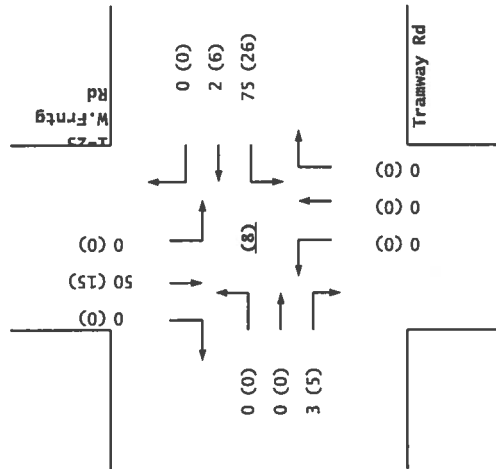
	Entering	Exiting	
Number of Commercial Trips Generated	71	54	A.M. 100% Commercial Development
	151	148	P.M.
Number of Office Trips Generated	926	225	A.M. 100% Office Development
	282	838	P.M.

	Eastbound (Tramway Rd)			Westbound (Tramway Rd)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	0	274	225	264	139	3	0	0	0	134	70	48
2008 PM Peak Hr. Volumes	0	234	94	374	381	0	0	0	0	213	17	82

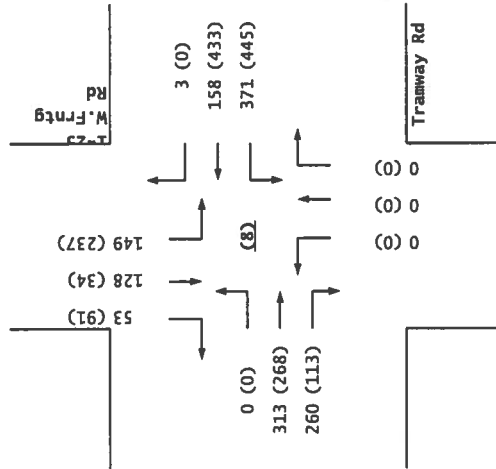
2012
NO BUILD



Trips



2012
BUILD



Tramway Rd / I-25 W.Frntg Rd

North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
San Diego Av / I-25 W.Fmtg Rd

INTERSECTION: E-W Street: **San Diego Av** (9)
 N-S Street: **I-25 W.Fmtg Rd** Due to SB only traffic, there is no exiting traffic
 Year of Existing Counts: **2008**
 Implementation Year: **2012**

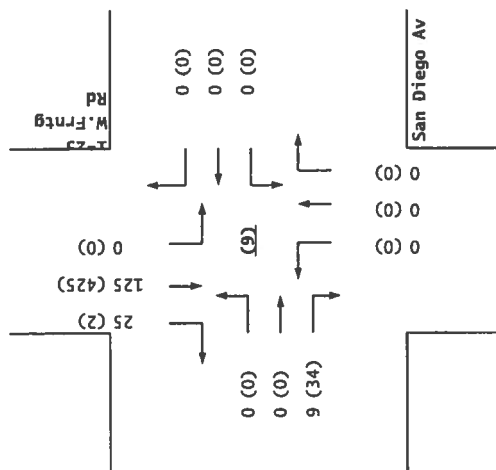
	3.00%			3.00%			3.00%			4.50%		
	Eastbound (San Diego Av)			Westbound (San Diego Av)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	8	0	0	0	0	0	0	0	106	21
Background Traffic Growth	0	0	1	0	0	0	0	0	0	0	19	4
Subtotal (NO BUILD - A.M.)	0	0	9	0	0	0	0	0	0	0	125	25
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.22%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.38%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	128	0
Total AM Peak Hour BUILD Volumes	0	0	9	0	0	0	0	0	0	0	253	25

	Eastbound (San Diego Av)			Westbound (San Diego Av)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	30	0	0	0	0	0	0	0	360	2
Background Traffic Growth	0	0	4	0	0	0	0	0	0	0	65	0
Subtotal (NO BUILD - P.M.)	0	0	34	0	0	0	0	0	0	0	425	2
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.22%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.38%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	47	0
Total PM Peak Hour BUILD Volumes	0	0	34	0	0	0	0	0	0	0	472	2

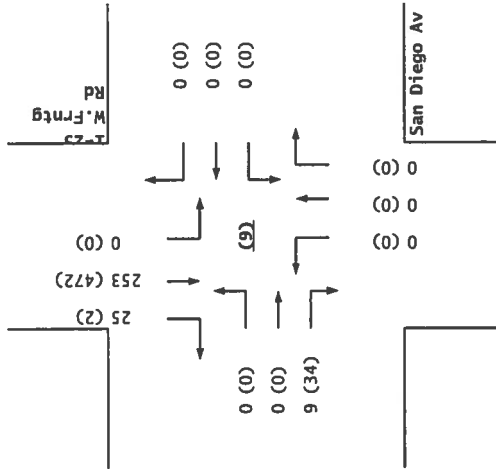
	Entering	Exiting	
Number of Commercial Trips Generated	71	54	A.M. 100% Commercial Development
	151	148	P.M.
Number of Office Trips Generated	926	225	A.M. 100% Office Development
	282	838	P.M.

	Eastbound (San Diego Av)			Westbound (San Diego Av)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	0	0	8	0	0	0	0	0	0	0	106	21
2008 PM Peak Hr. Volumes	0	0	30	0	0	0	0	0	0	0	360	2

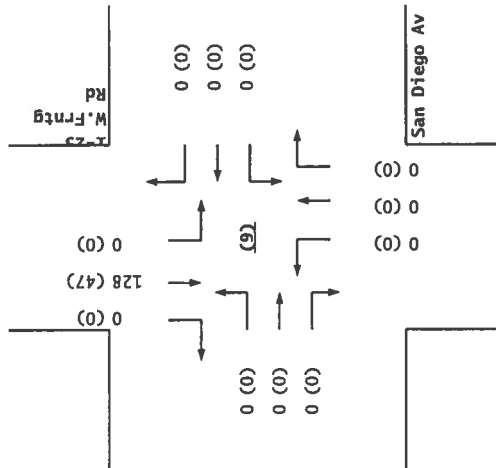
2012
NO BUILD



2012
BUILD



Trips



San Diego Av / I-25 W.Fmrg Rd

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements Worksheet

Modesto Av / I-25 W.Fmtg Rd

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

N-S Street: **I-25 W.Fmtg Rd**

Year of Existing Counts **2008**

Implementation Year **2012**

Growth Rates

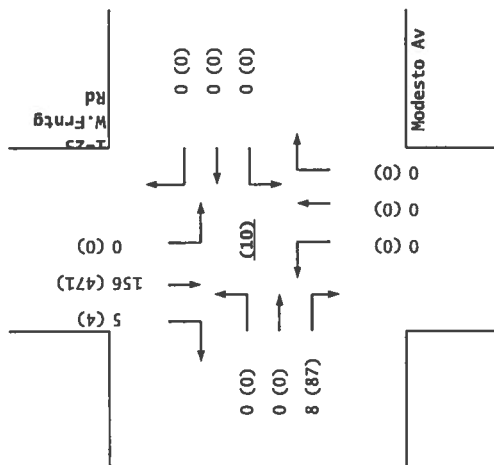
	3.00%			3.00%			3.00%			4.50%		
	Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	7	0	0	0	0	0	0	0	132	4
Background Traffic Growth	0	0	1	0	0	0	0	0	0	0	24	1
Subtotal (NO BUILD - A.M.)	0	0	8	0	0	0	0	0	0	0	156	5
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	71.77%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	56.81%	5.00%
Total Trips Generated	0	0	11	0	0	0	0	0	0	0	167	11
Total AM Peak Hour BUILD Volumes	0	0	19	0	0	0	0	0	0	0	323	16

	Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	78	0	0	0	0	0	0	0	399	3
Background Traffic Growth	0	0	9	0	0	0	0	0	0	0	72	1
Subtotal (NO BUILD - P.M.)	0	0	87	0	0	0	0	0	0	0	471	4
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	71.77%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	56.81%	5.00%
Total Trips Generated	0	0	42	0	0	0	0	0	0	0	582	42
Total PM Peak Hour BUILD Volumes	0	0	129	0	0	0	0	0	0	0	1,053	46

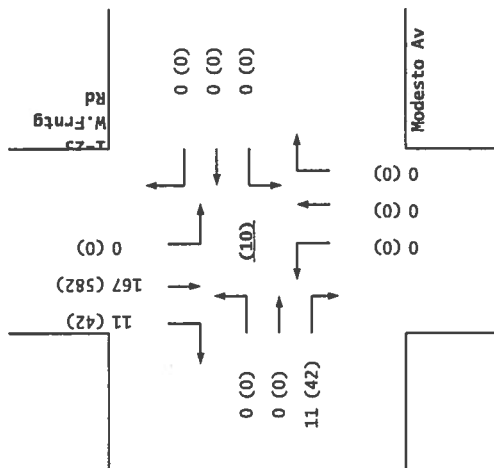
	Entering	Exiting	
Number of Commercial Trips Generated	71	54	A.M. 100% Commercial Development
	151	148	P.M.
Number of Office Trips Generated	926	225	A.M. 100% Office Development
	282	838	P.M.

	Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	0	0	7	0	0	0	0	0	0	0	132	4
2008 PM Peak Hr. Volumes	0	0	78	0	0	0	0	0	0	0	399	3

2012
NO BUILD



2012
BUILD



Modesto Av / I-25 W.Frntg Rd

North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
Modesto Av / San Mateo Blvd

INTERSECTION: Modesto Av (11)

E-W Street: San Mateo Blvd

Year of Existing Counts 2008
Implementation Year 2012

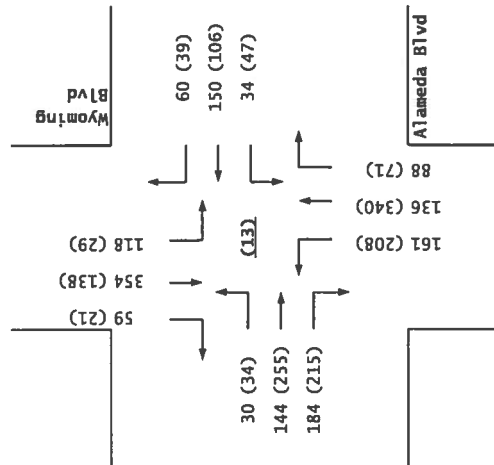
Growth Rates				3.00%				3.00%				3.90%				3.90%			
				Eastbound (Modesto Av)				Westbound (Modesto Av)				Northbound (San Mateo Blvd)				Southbound (San Mateo Blvd)			
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left
Existing Volumes				0	0	0	4	0	0	1	0	419	19	5	48	0	0	0	0
Background Traffic Growth				0	0	0	0	0	0	0	0	95	3	1	7	0	0	0	0
Subtotal (NO BUILD - A.M.)				0	0	0	4	0	0	1	0	484	22	6	55	0	0	0	0
Percent Commercial Trips Generated(Entering)				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.51%	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%	14.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.74%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	56.14%	30.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)				0.00%	0.00%	0.00%	11.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.12%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated				0	0	0	33	0	0	0	0	553	313	0	32	0	0	0	0
Total AM Peak Hour BUILD Volumes				0	0	0	37	0	0	1	0	1,037	335	6	87	0	0	0	0

				Eastbound (Modesto Av)				Westbound (Modesto Av)				Northbound (San Mateo Blvd)				Southbound (San Mateo Blvd)			
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left
Existing Volumes				0	0	0	4	0	0	0	0	119	6	99	266	0	0	0	0
Background Traffic Growth				0	0	0	0	0	0	0	0	19	1	15	41	0	0	0	0
Subtotal (NO BUILD - P.M.)				0	0	0	4	0	0	0	0	138	7	114	307	0	0	0	0
Percent Commercial Trips Generated(Entering)				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.51%	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%	14.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.74%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)				0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	56.14%	30.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)				0.00%	0.00%	0.00%	11.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.12%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated				0	0	0	115	0	0	0	0	228	155	0	113	0	0	0	0
Total PM Peak Hour BUILD Volumes				0	0	0	119	0	0	0	0	366	162	114	420	0	0	0	0

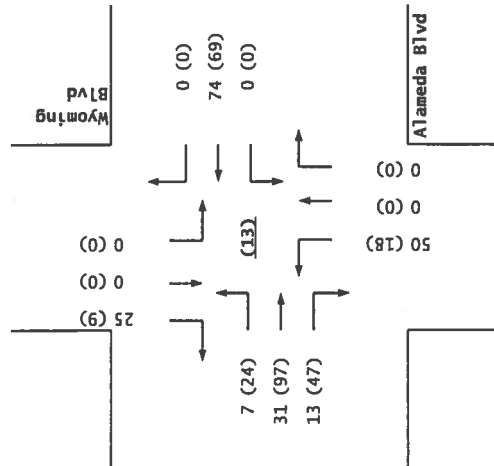
Number of Commercial Trips Generated	Entering	Exiting	A.M.	100% Commercial Development
	71	54	P.M.	
Number of Office Trips Generated	151	148	P.M.	100% Office Development
	926	225	A.M.	
	282	838	P.M.	

2008 AM Peak Hr. Volumes				2008 PM Peak Hr. Volumes			
Eastbound (Modesto Av)				Westbound (Modesto Av)			
0	0	0	4	0	1	0	0
0	0	0	4	0	0	0	0
0	0	0	119	19	6	99	266
0	0	0	119	6	99	266	0

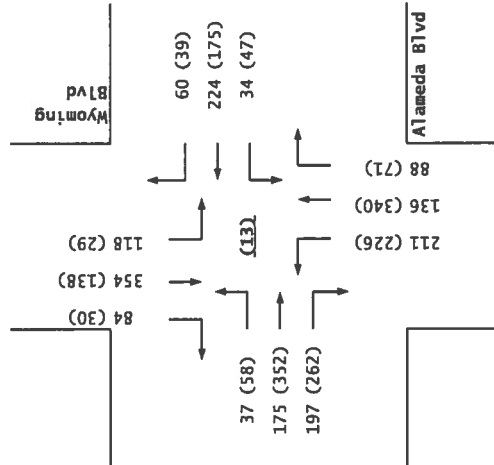
2012
NO BUILD



Trips



2012
BUILD



Alameda Blvd / Wyoming Blvd

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements Worksheet

Wilshire Av / Jefferson St

INTERSECTION : E-W Street: **Wilshire Av** (14)
 N-S Street: **Jefferson St**
 Year of Existing Counts: **2008**
 Implementation Year: **2012**

Growth Rates 3.00% 3.00% 3.00% 3.00%

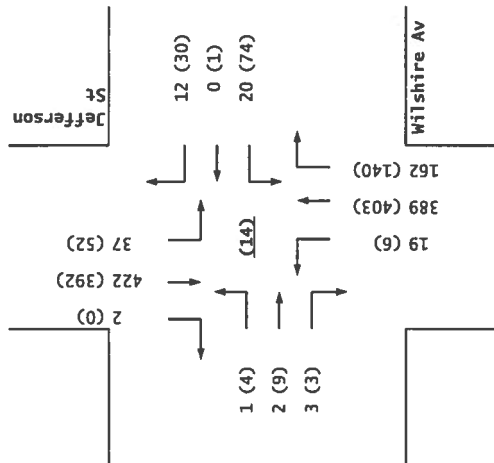
	Eastbound (Wilshire Av)			Westbound (Wilshire Av)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	1	2	3	18	0	11	17	347	145	33	377	2
Background Traffic Growth	0	0	0	2	0	1	2	42	17	4	45	0
Subtotal (NO BUILD - A.M.)	1	2	3	20	0	12	19	389	162	37	422	2
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.18%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.57%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.17%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.89%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	171	0	0	19	0
Total AM Peak Hour BUILD Volumes	1	2	3	20	0	12	19	560	162	37	441	2

	Eastbound (Wilshire Av)			Westbound (Wilshire Av)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	8	3	66	1	27	5	360	125	46	350	0
Background Traffic Growth	0	1	0	8	0	3	1	43	15	6	42	0
Subtotal (NO BUILD - P.M.)	4	9	3	74	1	30	6	403	140	52	392	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.18%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.57%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	17.17%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.89%	0.00%
Total Trips Generated	0	0	0	0	0	0	0	74	0	0	66	0
Total PM Peak Hour BUILD Volumes	4	9	3	74	1	30	6	477	140	52	458	0

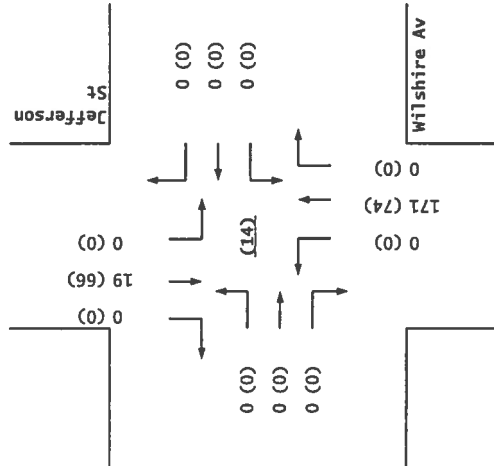
	Entering	Exiting	
Number of Commercial Trips Generated	71	54	A.M. 100% Commercial Development
	151	148	P.M.
Number of Office Trips Generated	926	225	A.M. 100% Office Development
	282	838	P.M.

	Eastbound (Wilshire Av)			Westbound (Wilshire Av)			Northbound (Jefferson St)			Southbound (Jefferson St)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	1	2	3	18	0	11	17	347	145	33	377	2
2008 PM Peak Hr. Volumes	4	8	3	66	1	27	5	360	125	46	350	0

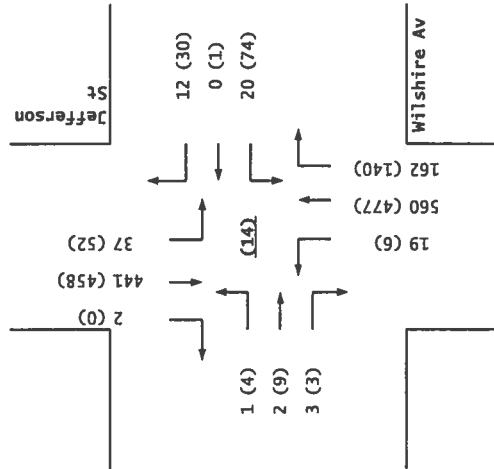
2012
NO BUILD



Trips



2012
BUILD



North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements Worksheet

Paseo del Norte / I-25 W.Fmtg Rd

INTERSECTION: E-W Street: **Paseo del Norte** (15)

N-S Street: **I-25 W.Fmtg Rd**

Year of Existing Counts: **2008**

Implementation Year: **2012**

Growth Rates

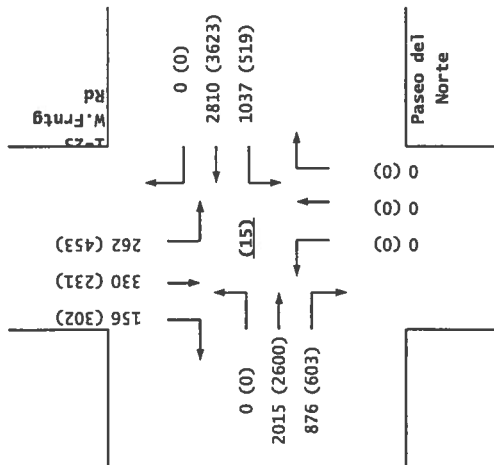
	3.00%			3.00%			4.50%			4.50%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	1,799	782	926	2,509	0	0	0	0	222	280	132
Background Traffic Growth	0	216	94	111	301	0	0	0	0	40	50	24
Subtotal (NO BUILD - A.M.)	0	2,015	876	1,037	2,810	0	0	0	0	262	330	156
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	11.61%	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%	0.00%	13.06%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	10.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.28%	0.00%	0.00%
Total Trips Generated	0	0	0	0	103	0	0	0	0	30	0	0
Total AM Peak Hour BUILD Volumes	0	2,015	876	1,037	2,913	0	0	0	0	292	330	156

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	2,321	538	463	3,235	0	0	0	0	384	196	256
Background Traffic Growth	0	279	65	56	388	0	0	0	0	69	35	46
Subtotal (NO BUILD - P.M.)	0	2,600	603	519	3,623	0	0	0	0	453	231	302
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	11.61%	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%	0.00%	13.06%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	10.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.28%	0.00%	0.00%
Total Trips Generated	0	0	0	0	47	0	0	0	0	105	0	0
Total PM Peak Hour BUILD Volumes	0	2,600	603	519	3,670	0	0	0	0	558	231	302

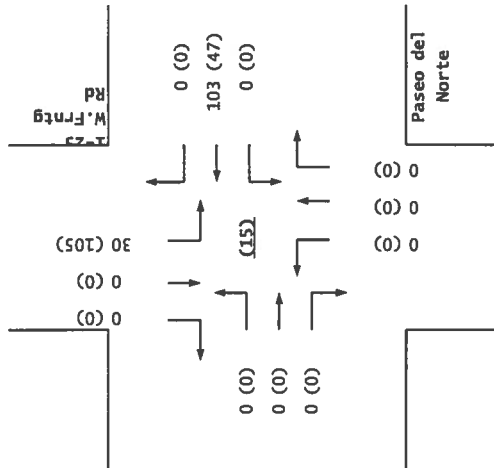
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	0	1799	782	926	2,509	0	0	0	0	222	280	132
2008 PM Peak Hr. Volumes	0	2,321	538	463	3,235	0	0	0	0	384	196	256

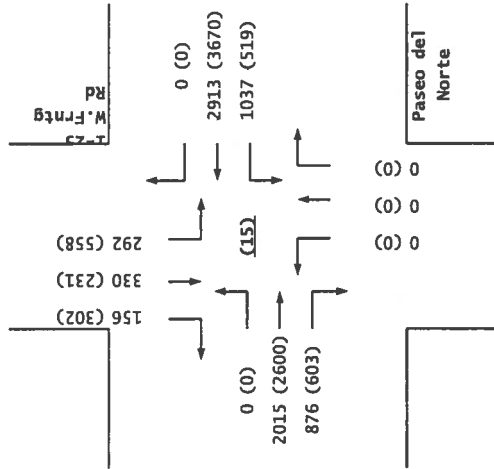
2012
NO BUILD



Trips



2012
BUILD



Paseo del Norte / I-25 W.Frntg Rd

North I-25 Corporate Center Site (Modesto Ave. / I-25)
Projected Turning Movements Worksheet
Paseo del Norte / I-25 E.Fmtg Rd

INTERSECTION: E-W Street: **Paseo del Norte** (16)

N-S Street: **I-25 E.Fmtg Rd**

Year of Existing Counts **2008**

Implementation Year **2012**

Growth Rates

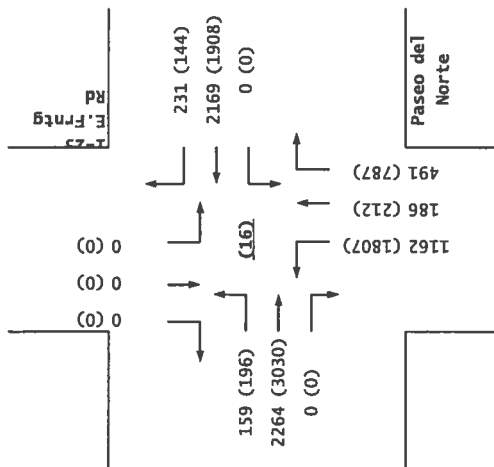
	3.00%			3.00%			4.50%			4.50%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	142	2,021	0	0	1,937	206	985	158	416	0	0	0
Background Traffic Growth	17	243	0	0	232	25	177	28	75	0	0	0
Subtotal (NO BUILD - A.M.)	159	2,264	0	0	2,169	231	1,162	186	491	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	11.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	1.45%	11.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	10.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	10.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	1	29	0	0	103	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	160	2,293	0	0	2,272	231	1,162	186	491	0	0	0

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	175	2,705	0	0	1,704	129	1,531	180	667	0	0	0
Background Traffic Growth	21	325	0	0	204	15	276	32	120	0	0	0
Subtotal (NO BUILD - P.M.)	196	3,030	0	0	1,908	144	1,807	212	787	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	11.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	1.45%	11.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	10.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	10.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	2	103	0	0	47	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	198	3,133	0	0	1,955	144	1,807	212	787	0	0	0

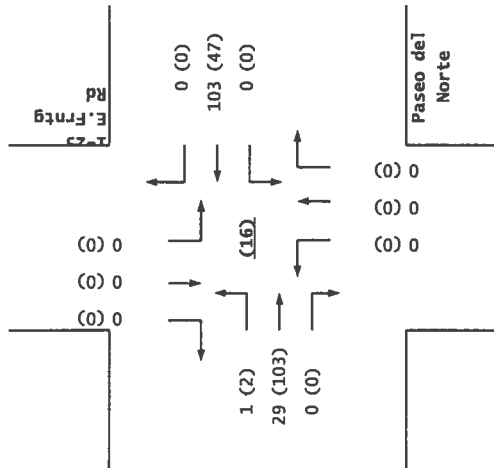
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 E.Fmtg Rd)			Southbound (I-25 E.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	142	2,021	0	0	1,937	206	985	158	416	0	0	0
2008 PM Peak Hr. Volumes	175	2,705	0	0	1,704	129	1,531	180	667	0	0	0

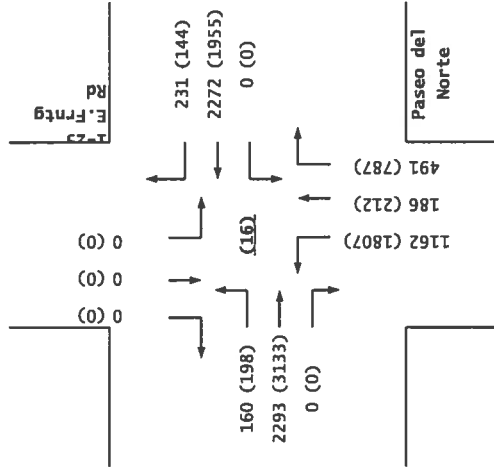
2012
NO BUILD



Trips



2012
BUILD



Paseo del Norte / I-25 E.Frntg Rd

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements Worksheet

Paseo del Norte / San Pedro Dr

INTERSECTION: E-W Street: **Paseo del Norte** (17)
 N-S Street: **San Pedro Dr**
 Year of Existing Counts: **2008**
 Implementation Year: **2012**

Growth Rates

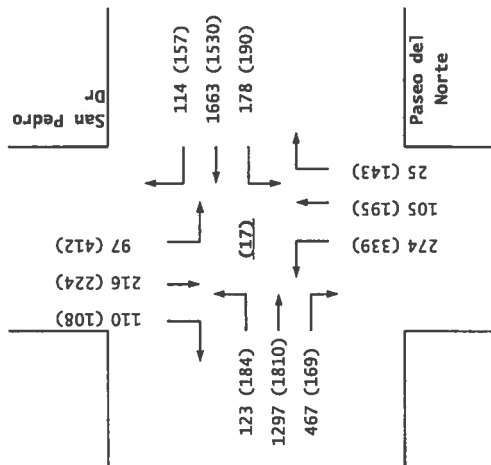
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (San Pedro Dr)			Southbound (San Pedro Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	110	1,158	417	159	1,485	102	245	94	22	87	193	98
Background Traffic Growth	13	139	50	19	178	12	29	11	3	10	23	12
Subtotal (NO BUILD - A.M.)	123	1,297	467	178	1,663	114	274	105	25	97	216	110
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	9.16%	0.00%	2.45%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	9.16%	2.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	5.02%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	5.02%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	16	13	0	53	0	51	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	123	1,313	480	178	1,716	114	325	105	25	97	216	110

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (San Pedro Dr)			Southbound (San Pedro Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	164	1,616	151	170	1,366	140	303	174	128	368	200	96
Background Traffic Growth	20	194	18	20	164	17	36	21	15	44	24	12
Subtotal (NO BUILD - P.M.)	184	1,810	169	190	1,530	157	339	195	143	412	224	108
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	9.16%	0.00%	2.45%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	9.16%	2.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	5.02%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	5.02%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	56	48	0	28	0	19	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	184	1,866	217	190	1,558	157	358	195	143	412	224	108

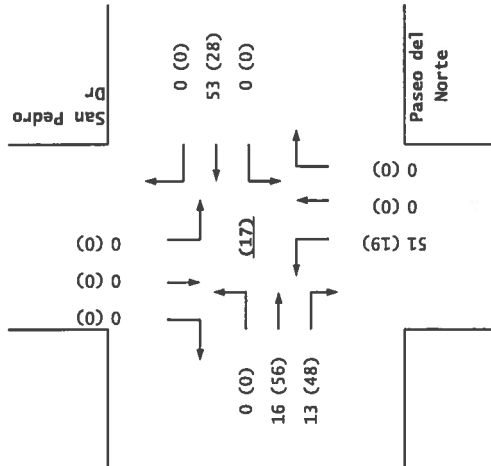
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (San Pedro Dr)			Southbound (San Pedro Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	110	1,158	417	159	1,485	102	245	94	22	87	193	98
2008 PM Peak Hr. Volumes	164	1,616	151	170	1,366	140	303	174	128	368	200	96

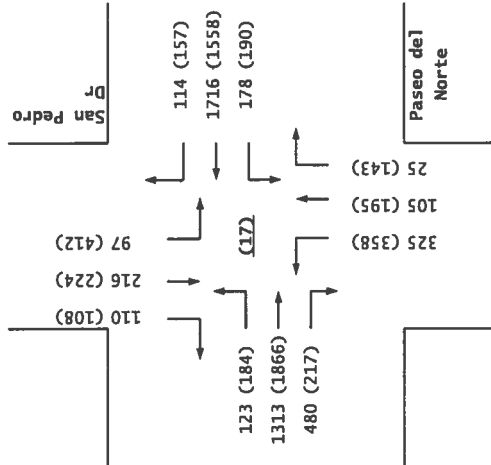
2012
NO BUILD



Trips



2012
BUILD



Paseo del Norte / San Pedro Dr

North I-25 Corporate Center Site (Modesto Ave. / I-25)

Projected Turning Movements Worksheet

Driveway 'A' / I-25 W.Fmtg Rd

INTERSECTION: E-W Street: **Driveway 'A'** (18)

N-S Street: **I-25 W.Fmtg Rd**

Year of Existing Counts **2008**

Implementation Year **2012**

Growth Rates

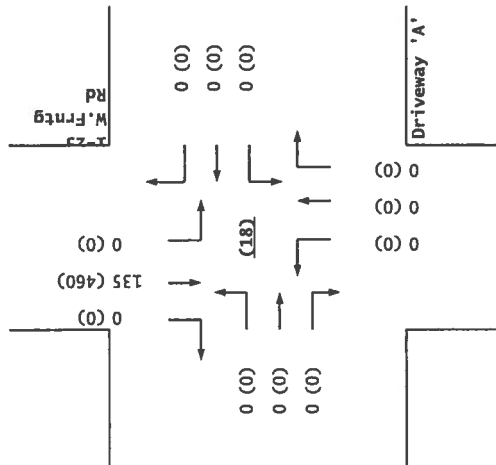
	3.00%			3.00%			4.50%			4.50%		
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	114	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	21	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	0	0	0	135	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.07%	4.15%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	23.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.69%	6.69%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	23.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	65	0	0	0	0	0	0	0	63	65
Total AM Peak Hour BUILD Volumes	0	0	65	0	0	0	0	0	0	0	198	65

	3.00%			3.00%			4.50%			4.50%		
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	390	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	70	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	0	0	0	460	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.07%	4.15%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	23.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.69%	6.69%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	23.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	228	0	0	0	0	0	0	0	22	25
Total PM Peak Hour BUILD Volumes	0	0	228	0	0	0	0	0	0	0	482	25

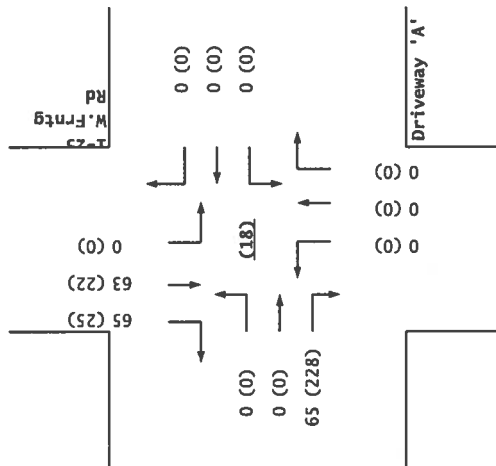
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	3.00%			3.00%			4.50%			4.50%		
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	114	0
2008 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	390	0

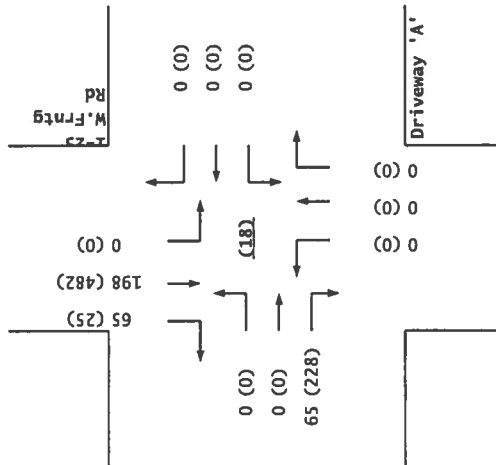
2012
NO BUILD



Trips



2012
BUILD



Driveway 'A' / I-25 W.Frntg Rd

Philip's Electronics Site (San Diego Av / I-25)
Projected Turning Movements Worksheet
Driveway 'B' / I-25 W.Fmtg Rd

INTERSECTION: E-W Street: **Driveway 'B'** (19)

N-S Street: **I-25 W.Fmtg Rd**

Year of Existing Counts: **2008**
 Implementation Year: **2012**

Growth Rates

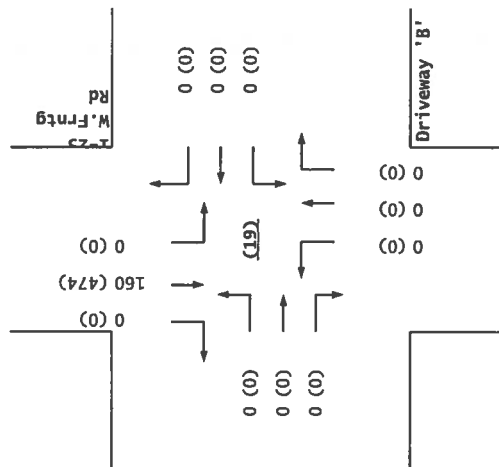
	3.00%			3.00%			4.50%			4.50%		
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	136	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	24	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	0	0	0	160	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.07%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	47.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	23.92%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.69%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	33.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	23.00%	0.00%
Total Trips Generated	0	0	102	0	0	0	0	0	0	0	65	63
Total AM Peak Hour BUILD Volumes	0	0	102	0	0	0	0	0	0	0	225	63

	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	402	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	72	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	0	0	0	474	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.07%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	47.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	23.92%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.69%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	33.81%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	23.00%	0.00%
Total Trips Generated	0	0	354	0	0	0	0	0	0	0	228	22
Total PM Peak Hour BUILD Volumes	0	0	354	0	0	0	0	0	0	0	702	22

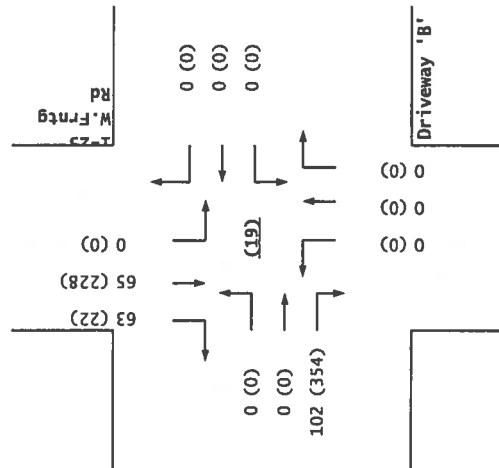
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (I-25 W.Fmtg Rd)			Southbound (I-25 W.Fmtg Rd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	136	0
2008 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	402	0

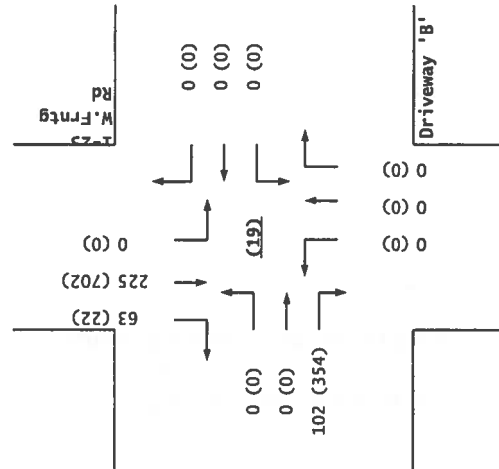
2012
NO BUILD



Trips



2012
BUILD



Driveway 'B' / I-25 W.Frntg Rd

Philip's Electronics Site (San Diego Av / I-25)
Projected Turning Movements Worksheet
Driveway 'E' / San Mateo Blvd

INTERSECTION : E-W Street: **Driveway 'E'** (22)
 N-S Street: **San Mateo Blvd**
 Year of Existing Counts: **2008**
 Implementation Year: **2012**

Growth Rates

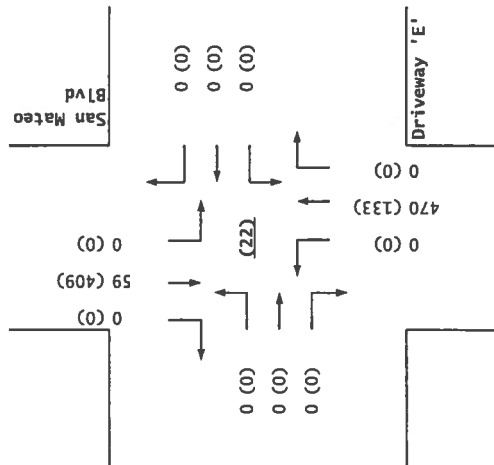
	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	420	0	0	53	0
Background Traffic Growth	0	0	0	0	0	0	0	50	0	0	6	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	470	0	0	59	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.51%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.74%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	38.14%	18.00%	0.17%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.56%	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%
Total Trips Generated	0	0	0	13	0	0	0	353	200	2	20	0
Total AM Peak Hour BUILD Volumes	0	0	0	13	0	0	0	823	200	2	79	0

	Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	119	0	0	365	0
Background Traffic Growth	0	0	0	0	0	0	0	14	0	0	44	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	133	0	0	409	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	46.51%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	13.74%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	38.14%	18.00%	0.17%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.56%	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%
Total Trips Generated	0	0	0	47	0	1	0	108	121	0	67	0
Total PM Peak Hour BUILD Volumes	0	0	0	47	0	1	0	241	121	0	476	0

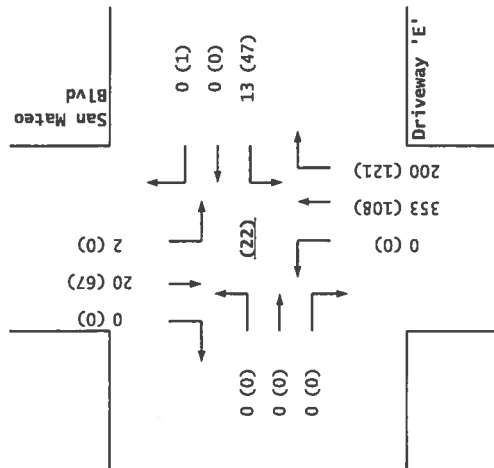
	Entering	Exiting		
Number of Commercial Trips Generated	71	54	A.M.	100% Commercial Development
	151	148	P.M.	
Number of Office Trips Generated	926	225	A.M.	100% Office Development
	282	838	P.M.	

	Eastbound (Driveway 'E')			Westbound (Driveway 'E')			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 AM Peak Hr. Volumes	0	0	0	0	0	0	0	420	0	0	53	0
2008 PM Peak Hr. Volumes	0	0	0	0	0	0	0	119	0	0	365	0

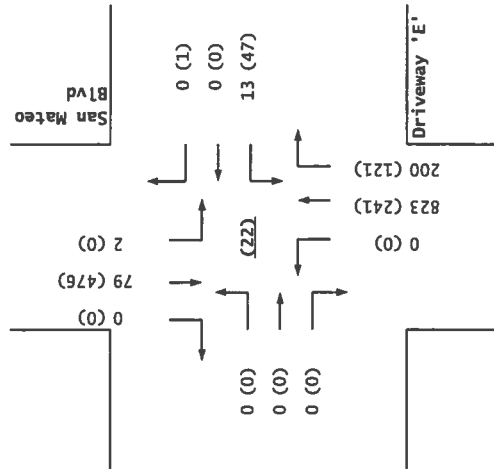
2012
NO BUILD



Trips



2012
BUILD



Driveway 'E' / San Mateo Blvd

Philip's Electronics Site (San Diego Av / I-25)
Projected Turning Movements Worksheet
Driveway 'F' / San Mateo Blvd

INTERSECTION : E-W Street: Driveway 'F' (23)

Year of Existing Counts N-S Street: San Mateo Blvd
Implementation Year 2008
2012

3.00%				3.00%				3.00%				3.00%			
Eastbound (Driveway 'F')				Westbound (Driveway 'F')				Northbound (San Mateo Blvd)				Southbound (San Mateo Blvd)			
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
Existing Volumes	0	0	0	0	0	0	0	295	0	0	0	42	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	35	0	0	5	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	330	0	0	47	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.76%	0.00%	0.76%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	13.74%	0.00%	0.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	38.14%	0.16%	0.17%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.56%	0.00%	0.23%	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	20	0	1	0	0	353	2	2	0	0	0	0
Total AM Peak Hour BUILD Volumes	0	0	0	20	0	1	0	330	353	2	49	0	0	0	0

3.00%				3.00%				3.00%				3.00%			
Eastbound (Driveway 'F')				Westbound (Driveway 'F')				Northbound (San Mateo Blvd)				Southbound (San Mateo Blvd)			
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
Existing Volumes	0	0	0	0	0	0	0	98	0	0	202	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	12	0	0	24	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	0	0	0	0	0	0	110	0	0	226	0	0	0	0
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.76%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	13.74%	0.00%	0.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	38.14%	0.16%	0.17%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	5.56%	0.00%	0.23%	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	67	0	3	0	1	108	1	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	67	0	3	0	111	108	1	226	0	0	0	0

Number of Commercial Trips Generated
71 54 A.M. 100% Commercial Development

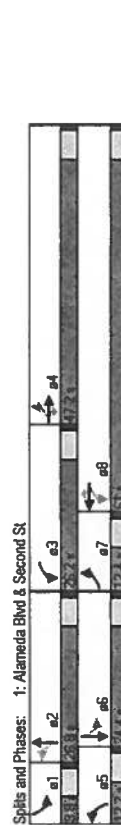
Number of Office Trips Generated
151 148 P.M. 100% Office Development
926 225 A.M.
282 838 P.M.

3.00%				3.00%				3.00%				3.00%			
Eastbound (Driveway 'F')				Westbound (Driveway 'F')				Northbound (San Mateo Blvd)				Southbound (San Mateo Blvd)			
Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
2008 AM Peak Hr. Volumes	0	0	0	0	0	0	0	295	0	0	42	0	0	0	0
2008 PM Peak Hr. Volumes	0	0	0	0	0	0	0	98	0	0	202	0	0	0	0

Timings
1: Alameda Blvd & Second St

Terry O. Brown, P.E.
2/14/2009

Line Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	116	853	208	283	1414	57	282	257	73	317
Volume (vph)	116	853	208	283	1414	57	282	257	73	317
Turn Type	pm+pt	7	4	4	8	8	2	2	1	6
Protected Phases	4	4	4	8	8	8	2	2	6	6
Permitted Phases	7	4	4	3	3	3	5	5	2	1
Detector Phase	7	4	4	3	3	3	5	5	2	1
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	9.5	21.5	21.5	9.5	21.5	21.5	9.5	21.5	9.5	21.5
Minimum Split (s)	12.4	47.2	47.2	26.2	61.0	61.0	12.2	26.8	9.8	24.4
Total Split (s)	11.3%	42.9%	42.9%	23.8%	55.5%	55.5%	11.1%	24.4%	8.9%	22.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Recall Mode	51.2	43.9	43.9	68.6	55.8	55.8	27.3	20.6	22.5	18.2
Act Effect Green (s)	0.47	0.40	0.40	0.82	0.51	0.51	0.25	0.19	0.20	0.17
Actuated g/C Ratio	0.83	0.80	0.35	0.89	0.95	0.08	0.87	0.57	0.45	0.85
v/c Ratio	60.3	35.3	8.0	53.2	20.8	4.5	59.6	40.7	39.8	58.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	35.3	8.0	53.2	20.8	4.5	59.6	40.7	39.8	58.9
LOS	E	D	A	D	C	A	E	D	D	E
Approach Delay	32.9	C		25.5	C		48.0	D		54.3
Approach LOS										



Splits and Phases: 1: Alameda Blvd & Second St

HCM Signalized Intersection Capacity Analysis
1: Alameda Blvd & Second St

Terry O. Brown, P.E.
2/14/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBT
Lane Configurations	116	853	208	283	1414	57	282	257	76	73	317	79
Volume (vph)	116	853	208	283	1414	57	282	257	76	73	317	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.97	1.00	0.95	1.00
Flt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	1.00	0.97	1.00	0.97
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	3400	3385	1752	3400	1752	3400
Flt Permitted	0.09	1.00	1.00	0.09	1.00	1.00	0.19	1.00	0.44	1.00	0.44	1.00
Satd. Flow (perm)	168	3505	1568	162	3505	1568	695	3385	812	3400	812	3400
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76	0.84	0.84	0.89	0.89	0.80	0.80
Adj. Flow (vph)	153	1122	274	337	1683	68	294	289	85	91	396	99
RTOR Reduction (vph)	0	0	125	0	0	12	0	25	0	0	20	0
Lane Group Flow (vph)	153	1122	149	337	1683	56	294	349	0	91	475	0
Turn Type	pm+pt	7	4	4	3	3	5	2	pm+pt	1	6	6
Protected Phases	4											
Permitted Phases	51.2	43.9	43.9	68.6	55.8	55.8	27.3	20.6	22.5	18.2	22.5	18.2
Actuated Green, G (s)	51.2	43.9	43.9	68.6	55.8	55.8	27.3	20.6	22.5	18.2	22.5	18.2
Effective Green, g (s)	0.47	0.40	0.40	0.82	0.51	0.51	0.25	0.19	0.20	0.17	0.20	0.17
Actuated g/C Ratio	0.47	0.40	0.40	0.82	0.51	0.51	0.25	0.19	0.20	0.17	0.20	0.17
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	183	1399	626	379	1778	795	337	634	203	563	203	563
v/c Ratio	0.06	0.32	0.10	0.40	0.16	0.16	0.10	0.10	0.02	0.14	0.02	0.14
v/c Ratio Perm	0.33	0.10	0.10	0.40	0.16	0.16	0.10	0.10	0.07	0.07	0.07	0.07
v/c Ratio	0.84	0.80	0.24	0.89	0.95	0.07	0.87	0.55	0.45	0.84	0.45	0.84
Uniform Delay, d1	24.1	29.2	21.9	31.5	25.7	13.8	36.5	40.5	37.0	44.5	37.0	44.5
Progression Factor	1.00	1.00	1.00	1.00	1.43	0.52	0.46	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.8	4.9	0.9	11.1	6.2	0.1	21.1	3.4	1.6	14.3	1.6	14.3
Delay (s)	50.9	34.1	22.8	56.3	19.5	6.4	57.7	43.9	38.6	58.9	38.6	58.9
Level of Service	D	C	C	E	B	A	E	D	D	E	D	E
Approach Delay (s)	33.8	C		25.0	C		50.0	D		55.7	E	E
Approach LOS												

Intersection Summary												
HCM Average Control Delay	34.9											C
HCM Volume to Capacity ratio	0.92											C
Actuated Cycle Length (s)	110.0											16.5
Intersection Capacity Utilization	82.6%											E
Analysis Period (min)	15											E
Critical Lane Group												E

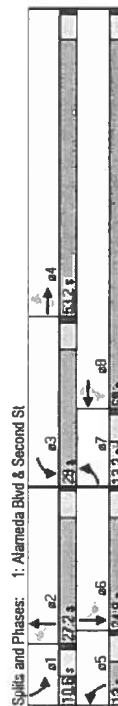
2012 PM Peak NOBUILD Condition

Existing Geometry
D:\AT08\PROJECTS\PHILLIPS_Site_SanDiego_J25\Synchro\2012\PNX.syn

Timings 1: Alameda Blvd & Second St

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	116	898	208	327	1517	62	282	257	75	317
Volume (vph)	pm-pt		Perm	pm-pt		Perm	pm-pt		pm-pt	
Turn Type	7	4	4	3	8	8	2	2	1	6
Permitted Phases	4	4	4	8	8	8	2	2	6	6
Detector Phase	7	4	4	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	9.5	21.5	21.5	9.5	21.5	9.5	21.5
Total Split (s)	13.2	63.2	63.2	29.0	69.0	69.0	13.0	27.2	10.6	24.8
Total Split (%)	11.0%	44.3%	44.3%	24.2%	57.5%	57.5%	10.8%	22.7%	8.8%	20.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimizer?										
Recall Mode	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Act Eff Green (s)	56.2	48.2	48.2	77.1	63.6	63.6	28.8	21.3	24.0	18.9
Act Eff Green g/c Ratio	0.47	0.40	0.40	0.64	0.53	0.53	0.24	0.18	0.20	0.16
v/c Ratio	0.88	0.84	0.37	0.97	0.97	0.09	0.89	0.63	0.51	0.89
Control Delay	68.3	39.2	9.5	59.6	21.0	2.3	65.3	46.0	46.5	66.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	39.2	9.5	59.6	21.0	2.3	65.3	46.0	46.5	66.9
LOS	E	D	A	E	C	A	E	D	D	E
Approach Delay	36.9			27.0			54.2			
Approach LOS	D			C			D			
Intersection Summary										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 39 (33%), Referenced to phase 2:NBLT and 6:SBLT, Start of Green										
Natural Cycle: 100										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 0.97										
Intersection Signal Delay: 37.9										
Intersection Capacity Utilization 85.5%										
Analysis Period (min) 15										



Splits and Phases: 1: Alameda Blvd & Second St

HCM Signalized Intersection Capacity Analysis 1: Alameda Blvd & Second St

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	116	898	208	327	1517	62	282	257	75	317	79
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Total Lost time (s)	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.95	1.00
Lane Util. Factor	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	1.00	0.97	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505	1568	3400	3360	1752	3400	1752
Flt Permitted	0.08	1.00	1.00	0.07	1.00	1.00	0.19	1.00	0.38	1.00	1.00
Satd. Flow (perm)	153	3505	1568	137	3505	1568	672	3360	694	3400	1568
Peak-hour factor, PHF	0.76	0.76	0.76	0.84	0.84	0.84	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	153	1182	274	389	1806	74	294	289	110	94	396
RTOR Reduction (vph)	0	0	113	0	0	12	0	33	0	0	19
Lane Group Flow (vph)	153	1182	161	389	1806	62	294	356	0	94	476
Turn Type	pm-pt	7	4	Perm	pm-pt	Perm	pm-pt	Perm	pm-pt	1	5
Protected Phases	4	4	4	8	8	8	2	2	6	6	6
Permitted Phases	56.2	48.2	48.2	77.1	63.6	63.6	28.8	21.3	24.0	18.9	18.9
Effective Green, G (s)	56.2	48.2	48.2	77.1	63.6	63.6	28.8	21.3	24.0	18.9	18.9
Actuated g/c Ratio	0.47	0.40	0.40	0.64	0.53	0.53	0.24	0.18	0.20	0.16	0.16
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	178	1408	630	403	1858	831	332	596	184	536	184
v/s Ratio Prot	0.66	0.34	0.10	0.19	0.52	0.04	0.06	0.11	0.02	0.14	0.08
v/s Ratio Perm	0.34		0.86	0.86	0.97	0.97	0.07	0.89	0.61	0.51	0.89
v/c Ratio	27.1	32.4	23.9	38.0	27.3	13.8	40.6	45.6	41.0	49.5	41.0
Uniform Delay, d1	1.00	1.00	1.00	1.14	0.44	0.23	1.00	1.00	1.00	1.00	1.00
Progression Factor	31.4	6.2	1.0	19.0	7.6	0.1	23.3	4.7	2.4	19.4	2.4
Incremental Delay, d2	58.5	38.6	24.9	62.2	19.5	3.2	63.9	50.2	43.4	68.9	43.4
Delay (s)	E	D	C	E	B	A	E	D	D	E	E
Level of Service											
Approach Delay (s)	38.1			26.3			56.0				64.8
Approach LOS	D			C			E				E
Intersection Summary											
HCM Average Control Delay	38.4										D
HCM Volume to Capacity ratio	0.95										D
Actuated Cycle Length (s)	120.0										16.5
Intersection Capacity Utilization	85.5%										E
Analysis Period (min)	15										
Critical Lane Group											

2012 PM Peak BUILD Condition

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Existing Geometry

Timings
2: Alameda Blvd & Horizon Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Volume (vph)	37	2465	877	101	20	7
Turn Type	pm-pt			Perm		Perm
Protected Phases	7	4	8	8	6	6
Permitted Phases	4					
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	9.5	88.0	78.4	78.4	22.0	22.0
Total Split (%)	8.7%	80.0%	71.3%	71.3%	20.0%	20.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead-Lag	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	Min	Max	Max	Max	C-Min	C-Min
Act Effct Green (s)	92.0	92.0	80.5	80.5	7.0	7.0
Actuated g/C Ratio	0.84	0.84	0.73	0.73	0.06	0.06
v/c Ratio	0.06	0.91	0.37	0.09	0.21	0.07
Control Delay	1.1	8.3	6.3	1.5	52.5	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.1	9.3	6.3	1.5	52.5	27.1
LOS	A	A	A	A	D	C
Approach Delay		9.2	5.8		46.0	
Approach LOS		A	A		D	
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 30 (27%), Referenced to phase 2 and 6:SBL, Start of Green						
Natural Cycle: 110						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.91						
Intersection Signal Delay: 8.6						
Intersection Capacity Utilization 81.2%						
Analysis Period (min) 15						



2012 AM Peak BUILD Condition
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
2: Alameda Blvd & Horizon Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Volume (vph)	37	2465	877	101	20	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Flt	1.00	1.00	1.00	0.85	1.00	0.95
Flt Protected						
Satd. Flow (prot)	1752	3505	3505	1568	1752	1568
Flt Permitted						
Satd. Flow (perm)	481	3505	3505	1568	1752	1568
Peak-hour factor, P-HF	0.93	0.93	0.92	0.92	0.88	0.88
Adj. Flow (vph)	40	2572	953	110	23	8
RTOR Reduction (vph)	0	0	0	0	0	7
Lane Group Flow (vph)	40	2572	953	81	23	1
Turn Type	pm-pt			Perm		Perm
Protected Phases	7	4	8	8	6	6
Permitted Phases	4					
Actuated Green, G (s)	92.0	92.0	80.5	80.5	7.0	7.0
Effective Green, g (s)	92.0	92.0	80.5	80.5	7.0	7.0
Actuated g/C Ratio	0.84	0.84	0.73	0.73	0.06	0.06
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	470	2831	2568	1149	111	100
v/s Ratio Prot	0.00	ed.76	0.27		ed.01	
v/s Ratio Perm	0.07			0.05		0.00
v/c Ratio	0.09	0.91	0.37	0.07	0.21	0.01
Uniform Delay, d1	2.1	6.2	5.4	4.1	48.9	48.2
Progression Factor	0.96	0.83	1.07	1.47	1.00	1.00
Incremental Delay, d2	0.0	3.0	0.3	0.1	4.2	0.1
Delay (s)	1.2	9.2	6.1	6.2	53.1	48.3
Level of Service	A	A	A	A	D	D
Approach Delay (s)		8.1	6.1		51.8	
Approach LOS		A	A		D	
Intersection Summary						
HCM Average Control Delay						
HCM Volume to Capacity ratio						
Actuated Cycle Length (s)						
Intersection Capacity Utilization						
Analysis Period (min)						
c Critical Lane Group						

2012 AM Peak BUILD Condition
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Existing Geometry

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Volume (vph)	14	1304	1863	46	75	22
Turn Type	pm-pt				Perm	Perm
Protected Phases	7	4	8	8	6	6
Permitted Phases	4				6	6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	9.5	88.5	79.0	79.0	21.5	21.5
Total Split (%)	8.6%	80.5%	71.8%	71.8%	19.5%	19.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	Min	Max	Max	Max	C-Min	C-Min
Act Eff Green (s)	87.6	87.6	76.8	76.8	11.4	11.4
Actuated g/C Ratio	0.80	0.80	0.70	0.70	0.10	0.10
vis Ratio	0.11	0.52	0.90	0.05	0.53	0.15
Control Delay	4.1	3.8	18.4	1.0	56.8	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	3.8	18.4	1.0	56.8	16.6
LOS	A	A	B	A	E	B
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 95 (87%), Referenced to phase 2 and 6: SBL, Start of Green						
Natural Cycle: 90						
Control Type: Actuated-Coordinated						
Maximum vis Ratio: 0.90						
Intersection Signal Delay: 13.5						
Intersection Capacity Utilization 64.8%						
Analysis Period (min) 15						



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Volume (vph)	14	1304	1863	46	75	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3505	3505	1568	1752	1568
Flt Permitted	0.05	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	90	3505	3505	1568	1752	1568
Peak-hour factor, PHF	0.89	0.89	0.85	0.85	0.77	0.77
Adj. Flow (vph)	16	1465	2192	54	97	29
RTOR Reduction (vph)	0	0	0	11	0	26
Lane Group Flow (vph)	16	1465	2192	43	97	3
Turn Type	pm-pt				Perm	Perm
Protected Phases	7	4	8	8	6	6
Permitted Phases	4					
Actuated Green, G (s)	87.6	87.6	76.8	76.8	11.4	11.4
Effective Green, g (s)	87.6	87.6	76.8	76.8	11.4	11.4
Actuated g/C Ratio	0.80	0.80	0.70	0.70	0.10	0.10
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	152	2791	2447	1095	182	163
vis Ratio Prot	0.01	c0.42	c0.63	c0.06		
vis Ratio Perm	0.08	0.52	0.90	0.04	0.53	0.02
Uniform Delay, d1	19.1	3.9	13.4	5.2	46.8	44.3
Progression Factor	1.07	0.76	0.91	0.32	1.00	1.00
Incremental Delay, d2	0.2	0.5	4.9	0.1	10.7	0.2
Delay (s)	20.8	3.5	17.1	1.7	57.5	44.5
Level of Service	C	A	B	A	E	D
Approach Delay (s)						
Approach LOS						
Intersection Summary						
HCM Average Control Delay						
HCM Volume to Capacity ratio						
Actuated Cycle Length (s)						
Intersection Capacity Utilization						
Analysis Period (min)						
c Critical Lane Group						

Timings
3: Alameda Blvd & Jefferson St

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group								
Lane Configurations	109	1584	119	1045	122	76	87	40
Volume (vph)	109	1584	119	1045	122	76	87	40
Turn Type	pm+pt	7	4	3	8	2	6	6
Permitted Phases	4	8	3	8	2	2	6	6
Detector Phases	7	4	3	8	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	9.5	21.5	9.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	15.8	73.8	13.2	71.2	23.0	23.0	23.0	23.0
Total Split (s)	14.4%	67.1%	12.0%	64.7%	20.9%	20.9%	20.9%	20.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	Min	C-Max	Min	C-Max	Min	C-Max	Min	C-Max
Act Elct Green (s)	77.1	69.4	76.8	69.3	16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.70	0.63	0.70	0.63	0.15	0.15	0.15	0.15
vc Ratio	0.45	0.92	0.77	0.66	0.69	0.60	0.92	0.13
Control Delay	5.7	12.9	25.3	17.7	62.8	30.4	117.3	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	12.9	25.3	17.7	62.8	30.4	117.3	28.5
LOS	A	B	C	B	E	C	F	C
Approach Delay	12.5	18.4			39.5		80.0	
Approach LOS	B	B			D		F	



2012 AM Peak BUILD Condition
Existing Geometry
DATE: 06/10/2012
PROJECT: PHILLIPS_Site_SanDiego_125Revisions\Synchro7\2012ABX.syn

HCM Signalized Intersection Capacity Analysis
3: Alameda Blvd & Jefferson St

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	109	1584	243	119	1045	138	122	76	238
Volume (vph)	109	1584	243	119	1045	138	122	76	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95
Fit	1.00	0.98	1.00	0.98	1.00	0.98	1.00	0.98	0.95
Fit Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1752	3435	1752	3444	1752	3106	1752	3324	1752
Fit Permitted	0.12	1.00	0.06	1.00	0.71	1.00	0.38	1.00	0.71
Satd. Flow (perm)	221	3435	106	3444	1312	3106	663	3324	1752
Peak-hour factor, PHF	0.92	0.92	0.92	0.82	0.82	0.82	0.90	0.90	0.91
Adj. Flow (vph)	118	1733	264	145	1274	168	84	264	96
RTOR Reduction (vph)	0	11	0	0	9	0	116	0	20
Lane Group Flow (vph)	118	1966	0	145	1433	0	136	232	0
Turn Type	pm+pt	7	4	3	8	2	6	6	6
Permitted Phases	4	8	3	8	2	2	6	6	6
Actuated Green, G (s)	77.1	69.4	76.9	69.3	16.5	16.5	16.5	16.5	16.5
Effective Green, g (s)	77.1	69.4	76.9	69.3	16.5	16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.70	0.63	0.70	0.63	0.15	0.15	0.15	0.15	0.15
Clearance time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	262	2167	188	2170	197	466	104	499	0.01
vc Ratio Prot	0.03	0.05	0.42	0.42	0.07	0.07	0.14	0.01	0.01
vc Ratio Perm	0.28	0.45	0.92	0.77	0.66	0.69	0.50	0.92	0.10
Uniform Delay, d1	9.4	17.8	29.3	12.9	44.3	42.9	46.1	40.3	40.3
Progression Factor	0.79	0.49	0.95	1.31	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	3.4	1.8	0.1	10.0	0.8	63.7	0.1	0.1
Delay (s)	7.9	12.0	28.6	17.4	54.3	43.8	109.9	40.4	40.4
Level of Service	A	B	C	B	D	D	F	D	D
Approach Delay (s)	11.7		18.2		46.7		81.3		81.3
Approach LOS	B		B		D		F		F

HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		

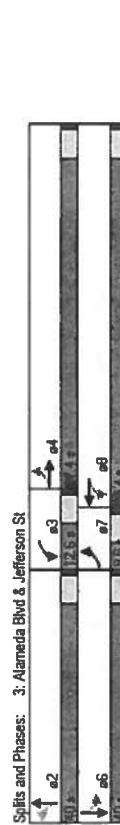
2012 AM Peak BUILD Condition
Existing Geometry
DATE: 06/10/2012
PROJECT: PHILLIPS_Site_SanDiego_125Revisions\Synchro7\2012ABX.syn

Timings
3: Alameda Blvd & Jefferson St

Terry O. Brown, P.E.

2/14/2009

Line Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	1	4	4	4	1	4	4	1
Volume (vph)	31	1322	125	1103	223	29	183	125
Turn Type	pm-pt		pm-pt		Perm		Perm	
Protected Phases	7	4	3	8	2	2	6	6
Permitted Phases	4		8				6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	9.5	57.4	12.6	60.4	40.0	40.0	40.0	40.0
Total Split (%)	8.7%	52.2%	11.5%	36.4%	36.4%	36.4%	36.4%	36.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	Min	C-Max	Min	C-Max	Min	Min	Min	Min
Act Effect Green (s)	57.1	52.7	62.7	55.5	33.6	33.6	33.6	33.6
Actuated g/C Ratio	0.52	0.48	0.57	0.50	0.31	0.31	0.31	0.31
v/c Ratio	0.20	0.93	0.77	0.74	0.97	0.16	0.66	0.32
Control Delay	8.0	22.1	41.4	29.8	84.7	12.1	43.1	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.0	22.1	41.4	29.8	84.7	12.1	43.1	19.5
LOS	A	C	D	C	F	B	D	B
Approach Delay		21.8		31.0		58.1		29.4
Approach LOS		C		C		E		C
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 80 (73%), Referenced to phase 4 EBT, Start of Green								
Natural Cycle: 80								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.97								
Intersection Signal Delay: 30.0								
Intersection Capacity Utilization 84.0%								
Analysis Period (min) 15								



2012 PM Peak NOBUILD Condition
D:\AT08\PROJECTS\Phillips_Site_SanDiego_125\Synchro2012\PNLc125

Existing Geometry

HCM Signalized Intersection Capacity Analysis
3: Alameda Blvd & Jefferson St

Terry O. Brown, P.E.

2/14/2009

Movement	EBL	EBT	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBL	SBT
Lane Configurations	1	4	4	4	1	4	4	4	1	4	4	1
Volume (vph)	31	1322	68	125	1103	64	223	29	100	183	125	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Flt Protected	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.99
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1752	3479	1752	3479	1752	3479	1752	3479	1752	3479	1752	3479
Flt Permitted	0.11	1.00	0.07	1.00	0.07	1.00	0.07	1.00	0.07	1.00	0.07	1.00
Satd. Flow (perm)	206	3479	133	3479	921	3086	921	3086	1204	3237	1204	3237
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	34	1469	76	139	1226	71	272	35	122	244	187	173
RTOR Reduction (vph)	0	3	0	0	4	0	0	0	0	0	0	0
Lane Group Flow (vph)	34	1542	0	139	1293	0	272	92	0	244	259	0
Turn Type	pm-pt		pm-pt		pm-pt		pm-pt		Perm		Perm	
Protected Phases	7	4	3	8			2				6	
Permitted Phases	4		8				2				6	
Actuated Green, G (s)	57.1	52.7	62.7	55.5	33.6	33.6	33.6	33.6	33.6	33.6	33.6	33.6
Effective Green, g (s)	57.1	52.7	62.7	55.5	33.6	33.6	33.6	33.6	33.6	33.6	33.6	33.6
Actuated g/C Ratio	0.52	0.48	0.57	0.50	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	169	1657	182	1754	281	946	281	946	368	989	368	989
v/c Ratio Prot	0.01	0.044	0.05	0.37			0.03				0.08	
v/c Ratio Perm	0.10	0.92	0.76	0.74			0.30				0.20	
Uniform Delay, d1	16.1	26.8	23.5	21.5			37.7				0.66	
Progression Factor	0.56	0.44	1.17	1.28			1.00				1.00	
Incremental Delay, d2	0.5	9.1	11.8	1.9			44.4				4.5	
Delay (s)	9.4	20.9	35.3	29.3			82.1				37.7	
Level of Service	A	C	D	C			F				D	
Approach Delay (s)		20.6		30.3			62.1				32.6	
Approach LOS		C		C			E				C	
Intersection Summary												
HCM Average Control Delay												
HCM Volume to Capacity ratio												
Actuated Cycle Length (s)												
Intersection Capacity Utilization												
Analysis Period (min)												
c Critical Lane Group												

2012 PM Peak NOBUILD Condition

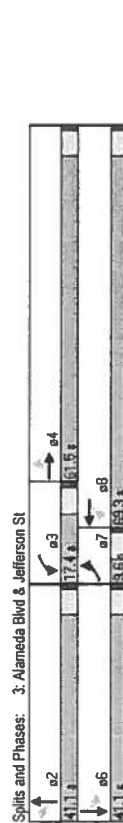
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Existing Geometry

Timings 3: Alameda Blvd & Jefferson St

Terry O. Brown, P.E.
330/2009 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	←	←	←	←	←	←	←
Volume (vph)	31	1395	191	1259	223	29	183
Turn Type	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt
Protected Phases	7	4	3	8	2	2	6
Permitted Phases	4	8	8	2	2	2	6
Detector Phase	7	4	3	8	2	2	6
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	9.5	21.5	21.5	21.5	21.5
Total Split (s)	9.6	61.5	17.4	69.3	41.1	41.1	41.1
Total Split (%)	8.0%	51.3%	14.5%	57.8%	34.3%	34.3%	34.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimizes?							
Recall Mode	Min	C-Max	Min	C-Max	Min	C-Max	Min
Act Effect Green (s)	60.2	56.1	73.4	63.8	35.6	35.6	35.6
Act Effect G/C Ratio	0.50	0.47	0.61	0.53	0.30	0.30	0.30
w/c Ratio	0.25	1.00	0.91	0.79	1.01	0.25	0.77
Control Delay	12.0	44.1	43.5	25.3	101.5	16.5	55.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	44.1	43.5	25.3	101.5	16.5	55.8
LOS	B	D	D	C	F	B	E
Approach Delay	43.4		27.6		61.1		37.2
Approach LOS	D		C		E		D
Intersection Summary							
Cycle Length: 120							
Actuated Cycle Length: 120							
Offset: 100 (83%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green							
Natural Cycle: 90							
Control Type: Actuated-Coordinated							
Maximum w/c Ratio: 1.01							
Intersection Signal Delay: 38.7							
Intersection Capacity Utilization: 89.6%							
Analysis Period (min): 15							



2012 PM Peak BUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis 3: Alameda Blvd & Jefferson St

Terry O. Brown, P.E.
330/2009 - Synchro 7

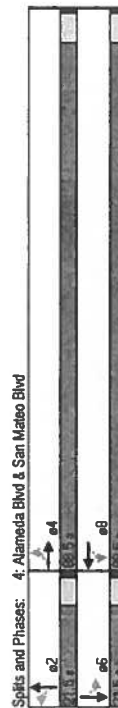
Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBT
Lane Configurations	←	←	←	←	←	←	←	←
Volume (vph)	31	1395	191	1259	223	29	183	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Frt	1.00	0.99	1.00	0.99	1.00	0.87	1.00	0.92
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Flt Permitted	0.09	1.00	0.06	1.00	0.49	1.00	0.58	1.00
Satd. Flow (prot)	1752	3480	1752	3479	1752	3054	1752	3237
Satd. Flow (perm)	158	3460	120	3479	901	3054	1071	3237
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.82	0.82	0.75	0.75
Adj. Flow (vph)	34	1550	76	212	1389	71	272	244
RTOR Reduction (vph)	0	3	0	3	0	86	0	71
Turn Type	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt	pm+pt
Lane Group Flow (vph)	34	1623	0	212	1467	0	272	269
Protected Phases	7	4	3	8	2	2	6	6
Permitted Phases	4		8		35.6	35.6	35.6	35.6
Actuated Green, G (s)	60.2	56.1	73.4	63.8	35.6	35.6	35.6	35.6
Effective Green, g (s)	60.2	56.1	73.4	63.8	35.6	35.6	35.6	35.6
Actuated g/C Ratio	0.50	0.47	0.61	0.53	0.30	0.30	0.30	0.30
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	134	1627	234	1850	267	906	318	960
w/c Ratio Prot	0.01	0.47	0.09	0.42	0.30	0.05	0.23	0.08
w/c Ratio Perm	0.25	1.00	0.91	0.79	1.02	0.18	0.77	0.28
Uniform Delay, d1	19.1	31.9	37.8	22.8	42.2	31.3	38.4	32.4
Progression Factor	0.78	0.72	0.92	1.05	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	20.1	12.9	1.0	60.0	0.1	10.6	0.2
Delay (s)	15.7	43.2	47.7	25.0	102.2	31.4	49.0	32.5
Level of Service	B	D	D	C	F	C	D	C
Approach Delay (s)	42.6		27.9		68.5		38.4	
Approach LOS	D		C		E		D	
Intersection Summary								
HCM Average Control Delay	39.6							
HCM Volume to Capacity ratio	1.00							
Actuated Cycle Length (s)	120.0							
Intersection Capacity Utilization	89.6%							
Analysis Period (min)	15							
c Critical Lane Group								

2012 PM Peak BUILD Condition
Existing Geometry
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Timings
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
2/14/2009

EBL	EBT	WBL	WBT	NBL	NBT	SBT
234	1720	73	1525	11	23	62
Perm	Perm	Perm	Perm	Perm	Perm	Perm
4	4	8	8	2	2	6
4	4	8	8	2	2	6
4.0	4.0	4.0	4.0	4.0	4.0	4.0
21.5	21.5	21.5	21.5	21.5	21.5	21.5
88.5	88.5	88.5	88.5	88.5	88.5	88.5
80.5%	80.5%	80.5%	80.5%	80.5%	80.5%	80.5%
4.5	4.5	4.5	4.5	4.5	4.5	4.5
1.0	1.0	1.0	1.0	1.0	1.0	1.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.5	5.5	5.5	5.5	5.5	5.5	5.5
C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
87.3	87.3	87.3	87.3	87.3	87.3	87.3
0.79	0.79	0.79	0.79	0.11	0.11	0.11
3.72	0.67	0.65	0.92	0.11	0.31	0.57
1252.1	3.5	26.7	12.8	43.9	27.8	62.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0
1252.1	3.5	26.7	12.8	43.9	27.8	62.0
F	A	C	B	D	C	E
151.2	13.3	B	B	C	C	D
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 86 (78%), Referenced to phase 4EBTL and 8WBTL, Start of Green						
Natural Cycle: 90						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 3.72						
Intersection Signal Delay: 73.7						
Intersection Capacity Utilization 97.1%						
Analysis Period (min) 15						



2012 AM Peak NOBUILD Condition

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Existing Geometry

HCM Signalized Intersection Capacity Analysis
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
2/14/2009

EBL	EBT	WBL	WBT	NBL	NBT	SBT
234	1720	73	1525	11	23	62
Perm	Perm	Perm	Perm	Perm	Perm	Perm
4	4	8	8	2	2	6
4	4	8	8	2	2	6
4.0	4.0	4.0	4.0	4.0	4.0	4.0
21.5	21.5	21.5	21.5	21.5	21.5	21.5
88.5	88.5	88.5	88.5	88.5	88.5	88.5
80.5%	80.5%	80.5%	80.5%	80.5%	80.5%	80.5%
4.5	4.5	4.5	4.5	4.5	4.5	4.5
1.0	1.0	1.0	1.0	1.0	1.0	1.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.5	5.5	5.5	5.5	5.5	5.5	5.5
C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
87.3	87.3	87.3	87.3	87.3	87.3	87.3
0.79	0.79	0.79	0.79	0.11	0.11	0.11
3.72	0.67	0.65	0.92	0.11	0.31	0.57
1252.1	3.5	26.7	12.8	43.9	27.8	62.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0
1252.1	3.5	26.7	12.8	43.9	27.8	62.0
F	A	C	B	D	C	E
151.2	13.3	B	B	C	C	D
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 86 (78%), Referenced to phase 4EBTL and 8WBTL, Start of Green						
Natural Cycle: 90						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 3.72						
Intersection Signal Delay: 73.7						
Intersection Capacity Utilization 97.1%						
Analysis Period (min) 15						

EBL	EBT	WBL	WBT	NBL	NBT	SBT
234	1720	73	1525	11	23	62
Perm	Perm	Perm	Perm	Perm	Perm	Perm
4	4	8	8	2	2	6
4	4	8	8	2	2	6
4.0	4.0	4.0	4.0	4.0	4.0	4.0
21.5	21.5	21.5	21.5	21.5	21.5	21.5
88.5	88.5	88.5	88.5	88.5	88.5	88.5
80.5%	80.5%	80.5%	80.5%	80.5%	80.5%	80.5%
4.5	4.5	4.5	4.5	4.5	4.5	4.5
1.0	1.0	1.0	1.0	1.0	1.0	1.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.5	5.5	5.5	5.5	5.5	5.5	5.5
C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
87.3	87.3	87.3	87.3	87.3	87.3	87.3
0.79	0.79	0.79	0.79	0.11	0.11	0.11
3.72	0.67	0.65	0.92	0.11	0.31	0.57
1252.1	3.5	26.7	12.8	43.9	27.8	62.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0
1252.1	3.5	26.7	12.8	43.9	27.8	62.0
F	A	C	B	D	C	E
151.2	13.3	B	B	C	C	D
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 86 (78%), Referenced to phase 4EBTL and 8WBTL, Start of Green						
Natural Cycle: 90						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 3.72						
Intersection Signal Delay: 73.7						
Intersection Capacity Utilization 97.1%						
Analysis Period (min) 15						

EBL	EBT	WBL	WBT	NBL	NBT	SBT
234	1720	73	1525	11	23	62
Perm	Perm	Perm	Perm	Perm	Perm	Perm
4	4	8	8	2	2	6
4	4	8	8	2	2	6
4.0	4.0	4.0	4.0	4.0	4.0	4.0
21.5	21.5	21.5	21.5	21.5	21.5	21.5
88.5	88.5	88.5	88.5	88.5	88.5	88.5
80.5%	80.5%	80.5%	80.5%	80.5%	80.5%	80.5%
4.5	4.5	4.5	4.5	4.5	4.5	4.5
1.0	1.0	1.0	1.0	1.0	1.0	1.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.5	5.5	5.5	5.5	5.5	5.5	5.5
C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
87.3	87.3	87.3	87.3	87.3	87.3	87.3
0.79	0.79	0.79	0.79	0.11	0.11	0.11
3.72	0.67	0.65	0.92	0.11	0.31	0.57
1252.1	3.5	26.7	12.8	43.9	27.8	62.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0
1252.1	3.5	26.7	12.8	43.9	27.8	62.0
F	A	C	B	D	C	E
151.2	13.3	B	B	C	C	D
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 86 (78%), Referenced to phase 4EBTL and 8WBTL, Start of Green						
Natural Cycle: 90						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 3.72						
Intersection Signal Delay: 73.7						
Intersection Capacity Utilization 97.1%						
Analysis Period (min) 15						

2012 AM Peak NOBUILD Condition

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Existing Geometry

Timings
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
330/2009 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	4	4	4	4	4	4	4
Volume (vph)	559	1720	73	1525	11	28	62
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	8	8	8	2	2	6
Permitted Phases	4	8	8	8	2	2	6
Detector Phase	4	4	8	8	2	2	6
Switch Phase	4	4	8	8	2	2	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	88.5	88.5	88.5	88.5	21.5	21.5	21.5
Total Spilt (%)	80.5%	80.5%	80.5%	80.5%	19.5%	19.5%	19.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min
Act Effect Green (s)	86.8	86.8	86.8	86.8	12.2	12.2	12.2
Act Effect Green (s)	86.8	86.8	86.8	86.8	12.2	12.2	12.2
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.11	0.11	0.11
g/C Ratio	8.88	8.88	8.88	8.88	0.15	0.33	0.56
Control Delay	3590.0	3.0	20.8	84.6	45.6	29.0	96.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3590.0	3.0	20.8	84.6	45.6	29.0	96.2
LOS	F	A	C	F	D	C	E
Approach Delay	866.5	82.9	31.9	53.1			
Approach LOS	F	F	C	D			
Intersection Summary							
Cycle Length: 110							
Actuated Cycle Length: 110							
Offset: 29 (26%), Referenced to phase 4/EBTL and 5/WBTL, Start of Green							
Natural Cycle: 60							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 8.88							
Intersection Signal Delay: 402.3							
Intersection Capacity Utilization: 132.2%							
Analysis Period (min): 15							



2012 AM Peak BUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
330/2009 - Synchro 7

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBT
Lane Configurations	4	4	4	4	4	4	4	4
Volume (vph)	559	1720	73	1525	11	28	62	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Flt Permitted	1752	3497	1752	3285	1752	1710	1752	1592
Satd. Flow (prot)	0.05	1.00	0.09	1.00	0.49	1.00	0.71	1.00
Satd. Flow (perm)	65	3497	166	3285	896	1710	1310	1592
Peak-hour factor, PHF	0.94	0.94	0.84	0.84	0.75	0.75	0.77	0.77
Adj. Flow (vph)	595	1830	26	1815	1308	15	37	81
RTOR Reduction (vph)	0	1	0	101	0	0	0	38
Lane Group Flow (vph)	595	1855	0	87	3022	0	15	41
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Actuated Green, G (s)	86.8	86.8	86.8	86.8	12.2	12.2	12.2	12.2
Effective Green, g (s)	86.8	86.8	86.8	86.8	12.2	12.2	12.2	12.2
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.11	0.11	0.11	0.11
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	67	2759	131	2592	99	190	145	177
v/c Ratio Prot	0.53	0.53	0.52	0.52	0.02	0.02	0.06	0.07
v/c Ratio Perm	8.88	8.88	0.67	0.66	0.15	0.15	0.56	0.62
Uniform Delay, d1	11.6	5.2	5.1	11.6	44.2	44.5	46.3	46.7
Progression Factor	0.92	0.37	0.43	0.42	1.00	1.00	1.00	1.00
Incremental Delay, d2	3565.8	0.9	13.1	77.1	0.7	0.6	4.6	6.6
Delay (s)	3576.5	2.8	15.3	81.9	44.9	45.1	51.0	53.3
Level of Service	F	A	B	F	D	D	D	D
Approach Delay (s)	870.3	80.1	80.1	45.1			52.5	
Approach LOS	F	F	F	D			D	
Intersection Summary								
HCM Average Control Delay	402.6						F	
HCM Volume to Capacity ratio	7.85							
Actuated Cycle Length (s)	110.0						11.0	
Intersection Capacity Utilization	132.2%						H	
Analysis Period (min)	15							
c Critical Lane Group								

2012 AM Peak BUILD Condition
Existing Geometry
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Timings
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	559	1720	73	1525	1099	11	28	26	62	10
Volume (vph)	559	1720	73	1525	1099	11	28	26	62	10
Turn Type	Prot	Prot	Prot	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov
Protected Phases	7	4	3	8	1	5	2	3	1	6
Permitted Phases	7	4	3	8	1	5	2	3	1	6
Detector Phase	7	4	3	8	1	5	2	3	1	6
Switch Phase	7	4	3	8	1	5	2	3	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	21.5	8.0	21.5	8.0	21.5	8.0	21.5	8.0	21.5
Total Split (s)	20.0	80.5	11.0	71.5	17.0	8.0	21.5	11.0	17.0	30.5
Total Split (%)	15.4%	61.9%	8.5%	55.0%	13.1%	6.2%	16.5%	8.5%	13.1%	23.5%
Yellow Time (s)	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead/Lag Optimize?	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Recall Mode	Min	C-Max	Min	C-Max	Min	C-Max	Min	C-Max	Min	C-Max
Act Effect Green (s)	24.0	77.7	12.4	66.0	84.4	13.6	8.1	25.9	26.5	21.8
Actuated g/C Ratio	0.18	0.60	0.10	0.51	0.65	0.10	0.06	0.20	0.20	0.17
v/c Ratio	0.95	0.89	0.52	1.29	0.89	0.10	0.32	0.10	0.29	0.04
Control Delay	65.0	29.9	64.6	161.9	123.3	42.5	65.0	13.2	45.6	47.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	29.9	64.6	161.9	123.3	42.5	65.0	13.2	45.6	47.2
LOS	E	C	E	F	B	D	E	B	D	B
Approach Delay	38.4	114.7	40.3	114.7	40.3	114.7	40.3	114.7	40.3	114.7
Approach LOS	D	F	D	F	D	F	D	F	D	F
Intersection Summary										
Cycle Length: 130										
Actuated Cycle Length: 130										
Offset: 124 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Green										
Natural Cycle: 130										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 1.29										
Intersection Signal Delay: 79.0										
Intersection Capacity Utilization 92.4%										
Analysis Period (min) 15										



2012 AM Peak BUILD Condition
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MITIGATED Geometry

HCM Signalized Intersection Capacity Analysis
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	559	1720	24	73	1525	1099	11	28	26	62	10	104
Volume (vph)	559	1720	24	73	1525	1099	11	28	26	62	10	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Lane Util. Factor	0.97	0.95	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
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)	3400	3497	1752	3276	1427	1752	1845	1752	1845	1668	1752	1845
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00	1.00	0.53	1.00	1.00
Satd. Flow (perm)	3400	3497	1752	3276	1427	1752	1845	1752	1845	1568	1752	1845
Peak-hour factor, PHF	0.94	0.94	0.94	0.84	0.84	0.84	0.75	0.75	0.75	0.77	0.77	0.77
Adj. Flow (vph)	595	1830	26	87	1816	1308	15	37	35	81	13	135
RTOR Reduction (vph)	0	1	0	0	12	175	0	0	0	29	0	40
Lane Group Flow (vph)	595	1855	0	87	2166	780	15	37	6	81	13	95
Turn Type	Prot	Prot	Prot	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov
Protected Phases	7	4	4	3	8	1	5	2	3	1	6	7
Permitted Phases	7	4	4	3	8	1	5	2	3	1	6	7
Actuated Green, G (s)	24.0	75.2	12.4	63.6	76.5	12.1	10.5	22.9	27.4	21.8	45.8	45.8
Effective Green, g (s)	24.0	75.2	12.4	63.6	76.5	12.1	10.5	22.9	27.4	21.8	45.8	45.8
Actuated g/C Ratio	0.18	0.58	0.10	0.49	0.59	0.09	0.08	0.18	0.21	0.17	0.35	0.35
Clearance Time (s)	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
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)	628	2023	167	1602	840	133	149	276	283	309	552	552
v/s Ratio Prot	0.18	0.53	0.05	0.66	0.09	0.00	0.02	0.00	0.03	0.01	0.03	0.03
v/s Ratio Perm	0.95	0.92	0.52	1.35	0.93	0.11	0.25	0.02	0.29	0.04	0.17	0.17
Uniform Delay, d1	52.4	24.6	56.0	33.2	24.3	53.9	56.0	44.3	42.5	45.3	29.0	29.0
Progression Factor	0.96	1.10	1.04	0.89	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.8	5.7	1.6	157.9	10.1	0.4	0.9	0.0	0.6	0.1	0.1	0.1
Delay (s)	63.0	32.7	59.6	197.3	22.0	54.3	56.9	44.3	43.1	45.4	29.2	29.2
Level of Service	E	C	E	F	C	D	E	D	D	D	D	C
Approach Delay (s)	40.0	134.7	51.4	134.7	51.4	134.7	51.4	134.7	51.4	134.7	51.4	134.7
Approach LOS	D	F	D	F	D	F	D	F	D	F	D	F
Intersection Summary												
HCM Average Control Delay	90.8											
HCM Volume to Capacity ratio	1.06											
Actuated Cycle Length (s)	130.0											
Intersection Capacity Utilization	92.4%											
Analysis Period (min)	15											
Critical Lane Group												

2012 AM Peak BUILD Condition

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MITIGATED Geometry

Queues

Terry O. Brown, P.E.

4: Alameda Blvd & San Mateo Blvd

3/31/2009 - Synchro 7

												
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	595	1856	87	2168	955	15	37	35	81	13	135	
v/c Ratio	0.95	0.89	0.52	1.29	0.89	0.10	0.32	0.10	0.29	0.04	0.21	
Control Delay	65.0	29.9	64.6	161.9	12.3	42.5	65.0	13.2	45.6	47.2	15.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.0	29.9	64.6	161.9	12.3	42.5	65.0	13.2	45.6	47.2	15.7	
Queue Length 50th (ft)	255	560	73	~1273	183	10	30	0	58	9	37	
Queue Length 95th (ft)	m#362	697	m84	#1268	m71	25	56	20	86	25	70	
Internal Link Dist (ft)		480		1203			663			1489		
Turn Bay Length (ft)			300			90						
Base Capacity (vph)	629	2091	166	1676	1076	156	227	341	277	355	656	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.95	0.89	0.52	1.29	0.89	0.10	0.16	0.10	0.29	0.04	0.21	

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Timings
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.

2/14/2009

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	4	4	4	4	2	2	6	6
Volume (vph)	69	1894	76	1644	27	10	233	21
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	2	2	6	6
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)	83.0	83.0	83.0	83.0	27.0	27.0	27.0	27.0
Total Split (s)	75.5%	75.5%	75.5%	75.5%	24.5%	24.5%	24.5%	24.5%
Total Spk (%)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Total Lost Time (s)								
Lead/Lag								
Lead-Lag Optimizer?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
Act Effect Green (s)	77.5	77.5	77.5	77.5	21.5	21.5	21.5	21.5
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.20	0.20	0.20	0.20
v/c Ratio	0.84	0.86	1.16	0.76	0.24	0.24	1.11	0.67
Control Delay	58.3	7.8	177.5	8.2	42.4	30.7	130.0	44.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	7.8	177.5	8.2	42.4	30.7	130.0	44.1
LOS	E	A	F	A	D	C	F	D
Approach Delay								
Approach LOS								
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 90 (82%), Referenced to phase 4EBTL and 8WBTL, Start of Green								
Natural Cycle: 110								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 1.16								
Intersection Signal Delay: 21.2								
Intersection Capacity Utilization 93.2%								
Analysis Period (min) 15								



2012 PM Peak NOBUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.

2/14/2009

Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	4	4	4	4	2	2	6	6
Volume (vph)	69	1894	76	1644	27	10	233	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00
Flt Protected	1.00	1.00	1.00	0.99	1.00	0.87	1.00	0.87
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1752	3493	1752	3466	1752	1609	1752	1598
Flt Permitted	0.07	1.00	0.05	1.00	0.40	1.00	0.70	1.00
Satd. Flow (perm)	129	3493	95	3466	737	1609	1299	1598
Peak-hour factor, PHF	0.91	0.91	0.91	0.96	0.80	0.80	0.83	0.83
Adj. Flow (vph)	76	2081	49	79	172	138	34	12
RTOR Reduction (vph)	0	1	0	0	5	0	16	0
Lane Group Flow (vph)	76	2129	0	79	1845	0	34	65
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Actuated Green, G (s)	77.5	77.5	77.5	77.5	21.5	21.5	21.5	21.5
Effective Green, g (s)	77.5	77.5	77.5	77.5	21.5	21.5	21.5	21.5
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.20	0.20	0.20	0.20
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Cap Cap (vph)	91	2461	67	2442	144	314	254	312
v/c Ratio Prot	0.59	0.61	0.53	0.53	0.05	0.04	0.12	0.12
v/c Ratio Perm	0.84	0.86	1.18	0.76	0.24	0.21	1.11	0.63
Uniform Delay, d1	11.7	12.3	16.2	10.3	37.3	37.1	44.2	40.6
Progression Factor	0.40	0.36	0.63	0.58	1.00	1.00	1.00	1.00
Incremental Delay, d2	44.3	3.1	162.4	2.1	0.8	0.3	87.9	4.2
Delay (s)	49.0	7.6	172.6	8.0	38.2	37.4	132.2	44.8
Level of Service	D	A	F	A	D	D	F	D
Approach Delay (s)								
Approach LOS								
Intersection Summary								
HCM Average Control Delay								
HCM Volume to Capacity ratio								
Actuated Cycle Length (s)								
Intersection Capacity Utilization								
Analysis Period (min)								
c Critical Lane Group								

2012 PM Peak NOBUILD Condition
Existing Geometry
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Timings
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	←	←	←	←	←	←	←	←
Volume (vph)	216	1894	76	1644	27	13	233	26
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	8	8	2	2	6	6
Preflight Phases	4	4	8	8	2	2	6	6
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase	4	4	8	8	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	89.0	89.0	89.0	89.0	31.0	31.0	31.0	31.0
Total Spill (%)	74.2%	74.2%	74.2%	74.2%	25.8%	25.8%	25.8%	25.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead-Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	Min	Min	Min	Min
Act Effct Green (s)	83.5	83.5	83.5	83.5	25.5	25.5	25.5	25.5
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.21	0.21	0.21	0.21
v/c Ratio	3.82	0.88	1.27	0.88	0.55	0.24	1.02	1.38
Control Delay	1306.8	7.9	216.2	10.3	76.5	32.3	107.0	219.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1306.8	7.9	216.2	10.3	76.5	32.3	107.0	219.3
LOS	F	A	F	B	E	C	F	F
Approach Delay	138.0							
Approach LOS	F							
Intersection Summary								
Cycle Length: 120								
Actuated Cycle Length: 120								
Offset: 112 (93%), Referenced to phase 4:EBTL and 8:WBT, Start of Green								
Natural Cycle: 75								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 3.82								
Intersection Signal Delay: 94.0								
Intersection Capacity Utilization 108.5%								
Analysis Period (min) 15								



2012 PM Peak BUILD Condition
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Volume (vph)	216	1894	45	76	1644	364	27	13	55	233	26	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.97	1.00	0.95	1.00	0.95	1.00	0.95
Flt Protected	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1752	3493	1752	3410	1752	3410	1752	1620	1752	1620	1752	1585
Flt Permitted	0.05	1.00	0.05	1.00	0.05	1.00	0.16	1.00	0.16	1.00	0.16	1.00
Satd. Flow (perm)	88	3493	88	3410	88	3410	289	1620	289	1620	289	1585
Peak-hour factor, PHF	0.91	0.91	0.91	0.96	0.96	0.96	0.80	0.80	0.80	0.83	0.83	0.83
Adj. Flow (vph)	237	2081	49	79	1712	379	34	16	69	281	31	475
RTOR Reduction (vph)	0	2	0	0	16	0	0	15	0	0	0	32
Lane Group Flow (vph)	237	2128	0	79	2075	0	34	70	0	281	475	0
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	4	8	8	8	2	2	2	2	2	6
Permitted Phases	4	4	4	8	8	8	2	2	2	2	2	6
Actuated Green, G (s)	83.5	83.5	83.5	83.5	83.5	83.5	25.5	25.5	25.5	25.5	25.5	25.5
Effective Green, g (s)	83.5	83.5	83.5	83.5	83.5	83.5	25.5	25.5	25.5	25.5	25.5	25.5
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.70	0.70	0.21	0.21	0.21	0.21	0.21	0.21
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	61	2431	61	2373	61	344	61	344	275	337	61	330
v/c Ratio	0.61	0.61	0.61	0.61	0.61	0.61	0.12	0.12	0.12	0.12	0.12	0.12
v/c Ratio Perm	0.61	0.61	0.61	0.61	0.61	0.61	0.12	0.12	0.12	0.12	0.12	0.12
Uniform Delay, d1	18.2	14.2	18.2	14.2	14.2	14.2	42.2	38.9	47.2	47.2	47.2	47.2
Progression Factor	0.44	0.32	0.44	0.32	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1321.1	3.1	203.8	4.1	10.6	0.3	60.0	200.5	107.2	247.7	107.2	247.7
Delay (s)	1331.1	7.6	213.2	10.2	52.8	39.2	107.2	39.2	107.2	39.2	107.2	39.2
Level of Service	F	A	F	B	B	B	D	D	D	D	D	D
Approach Delay (s)	140.2											
Approach LOS	F											
Intersection Summary												
HCM Average Control Delay	97.5											
HCM Volume to Capacity ratio	3.29											
Actuated Cycle Length (s)	120.0											
Intersection Capacity Utilization	108.5%											
Analysis Period (min)	15											
c Critical Lane Group												

2012 PM Peak BUILD Condition
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Existing Geometry

Queues

Terry O. Brown, P.E.

4: Alameda Blvd & San Mateo Blvd

3/31/2009 - Synchro 7



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	237	2130	79	1750	341	34	16	69	281	31	475
v/c Ratio	0.41	0.99	0.46	0.96	0.32	0.23	0.16	0.21	1.29	0.17	0.90
Control Delay	55.1	25.8	64.1	23.8	0.6	45.5	56.9	32.4	199.6	51.7	55.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	25.8	64.1	23.8	0.6	45.5	56.9	32.4	199.6	51.7	55.4
Queue Length 50th (ft)	97	228	64	150	0	22	12	35	~278	22	309
Queue Length 95th (ft)	m110	m#976	m87	#890	m0	46	32	64	#394	49	#426
Internal Link Dist (ft)		496		1203			663			1489	
Turn Bay Length (ft)			300			90					
Base Capacity (vph)	573	2142	173	1818	1062	150	246	325	218	323	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.99	0.46	0.96	0.32	0.23	0.07	0.21	1.29	0.10	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

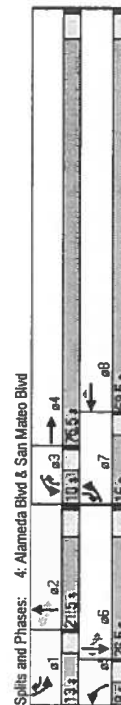
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Timings
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
330/2009 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	11	11	11	11	11	11	11	11	11
Volume (vph)	216	1894	76	1644	364	27	13	55	233	26
Turn Type	Prot	Prot	Prot	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov
Permitted Phases	7	4	3	8	1	5	2	3	1	6
Detector Phase	7	4	3	8	1	5	2	3	1	6
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	21.5	8.0	21.5	8.0	21.5	8.0	21.5	8.0	21.5
Total Split (s)	16.0	75.5	10.0	69.5	13.0	8.0	21.5	10.0	13.0	26.5
Total Spk (%)	13.3%	62.9%	8.3%	57.9%	10.8%	6.7%	17.9%	8.3%	10.8%	22.1%
Yellow Time (s)	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
All-Red Time (s)	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode	Min	C-Max	Min	C-Max	Min	C-Max	Min	C-Max	Min	C-Max
Act Effct Green (s)	20.2	73.5	11.8	65.2	79.7	12.1	6.6	24.0	21.1	11.6
Actuated g/c Ratio	0.17	0.61	0.10	0.54	0.66	0.10	0.06	0.20	0.18	0.10
v/c Ratio	0.41	0.99	0.46	0.96	0.32	0.23	0.16	0.21	1.29	0.17
Control Delay	55.1	25.8	64.1	23.8	0.6	45.5	56.9	32.4	196.6	51.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	25.8	64.1	23.8	0.6	45.5	56.9	32.4	196.6	51.7
LOS	E	C	E	C	A	D	E	C	F	D
Approach Delay										
Approach LOS										
Intersection Summary										
Cycle Length: 120										
Actuated Cycle Length: 120										
Offset: 104 (87%), Referenced to phase 4:EBT and 6:WBT, Start of Green										
Natural Cycle: 130										
Control Type: Actuated-Coordinated										
Maximum v/c Ratio: 1.29										
Intersection Signal Delay: 37.4										
Intersection Capacity Utilization: 80.1%										
Analysis Period (min): 15										



2012 PM Peak BUILD Condition
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MITIGATED Geometry

HCM Signalized Intersection Capacity Analysis
4: Alameda Blvd & San Mateo Blvd

Terry O. Brown, P.E.
330/2009 - Synchro 7

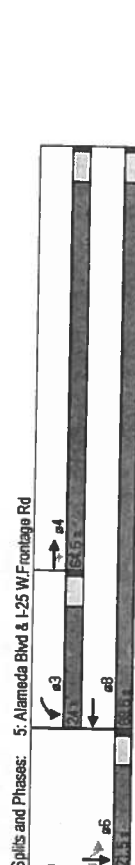
Movement	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	11	11	11	11	11	11	11	11	11
Volume (vph)	216	1894	45	76	1644	364	27	13	55	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Lane Util. Factor	0.97	0.95	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00
Flt	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	3493	1752	3346	1427	1752	1845	1568	1752	1845
Flt Permitted	0.95	1.00	0.95	1.00	1.00	0.74	1.00	1.00	0.47	1.00
Satd. Flow (perm)	3400	3493	1752	3346	1427	1359	1845	1568	858	1845
Peak-hour factor, PHF	0.91	0.91	0.95	0.96	0.96	0.80	0.80	0.80	0.83	0.83
Adj. Flow (vph)	237	2081	49	79	1712	379	34	16	69	281
RTOR Reduction (vph)	0	1	0	0	1	130	0	13	0	0
Lane Group Flow (vph)	237	2129	0	79	1740	211	34	16	56	281
Turn Type	Prot	Prot	Prot	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov	pm-ov
Protected Phases	7	4	3	8	1	5	2	3	1	6
Permitted Phases										
Actuated Green, G (s)	20.2	73.6	11.8	65.2	74.2	10.6	6.6	18.4	19.6	11.6
Effective Green, g (s)	20.2	73.6	11.8	65.2	74.2	10.6	6.6	18.4	19.6	11.6
Actuated g/c Ratio	0.17	0.61	0.10	0.54	0.62	0.09	0.05	0.15	0.16	0.10
Clearance Time (s)	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5	4.0	5.5
Vehicle Extension (s)	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	2142	172	1818	882	133	101	240	207	178
v/c Ratio Prot	0.07	0.61	0.05	0.52	0.02	0.01	0.01	0.02	0.10	0.02
v/c Ratio Perm										
v/c Ratio	0.41	0.99	0.46	0.96	0.24	0.26	0.16	0.23	1.36	0.17
Uniform Delay, d1	44.6	23.0	51.1	26.2	10.3	50.9	54.1	44.6	49.2	49.8
Progression Factor	1.20	0.40	1.13	0.41	0.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	14.1	1.5	11.3	0.1	1.0	0.7	0.5	189.0	0.5
Delay (s)	53.9	23.4	59.4	22.0	0.1	51.9	54.8	45.1	238.2	50.3
Level of Service	D	C	E	C	A	D	D	D	F	F
Approach Delay (s)										
Approach LOS										
Intersection Summary										
HCM Average Control Delay										
HCM Volume to Capacity ratio										
Actuated Cycle Length (s)										
Intersection Capacity Utilization										
Analysis Period (min)										
c Critical Lane Group										

2012 PM Peak BUILD Condition
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MITIGATED Geometry

Timings 5: Alameda Blvd & I-25 W.Frontage Rd

Terry O. Brown, P.E.
2/21/2009

Lane Group	EBL	EBT	EBL	EBT	EBL	EBT	EBL	EBT
Lane Configurations	4	4	4	4	4	4	4	4
Volume (vph)	726	1057	608	1722	152	103	182	182
Turn Type	Perm	Perm	Prot	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	3	8	6	6	6	6
Detector Phase	4	4	3	8	6	6	6	6
Switch Phase	4	4	3	8	6	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	64.5	64.5	24.0	88.5	21.5	21.5	21.5	21.5
Total Split (%)	58.6%	58.6%	21.8%	80.5%	19.5%	19.5%	19.5%	19.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min	Min	Min
Act Effect Green (s)	59.0	59.0	19.2	83.7	15.3	15.3	15.3	15.3
Actuated g/C Ratio	0.54	0.54	0.17	0.76	0.14	0.14	0.14	0.14
v/c Ratio	0.42	1.24	1.16	0.73	0.45	0.45	0.45	0.45
Control Delay	11.4	131.2	126.9	15.5	45.9	42.0	69.1	69.1
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	11.4	131.2	126.9	15.8	45.9	42.0	69.1	69.1
LOS	B	F	F	B	D	D	D	E
Approach Delay	82.4			44.8				
Approach LOS	F			D				
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 4 (4%), Referenced to Phase 4:EBT and 8:WBT - Start of Green								
Natural Cycle: 130								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 1.24								
Intersection Signal Delay: 59.9								
Intersection Capacity Utilization 128.0%								
Analysis Period (min) 15								



2012 AM Peak NOBUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis 5: Alameda Blvd & I-25 W.Frontage Rd

Terry O. Brown, P.E.
2/21/2009

Lane Group	EBL	EBT	EBL	EBT	EBL	EBT	EBL	EBT
Lane Configurations	4	4	4	4	4	4	4	4
Volume (vph)	726	1057	608	1722	152	103	182	182
Turn Type	Perm	Perm	Prot	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	3	8	6	6	6	6
Detector Phase	4	4	3	8	6	6	6	6
Switch Phase	4	4	3	8	6	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	64.5	64.5	24.0	88.5	21.5	21.5	21.5	21.5
Total Split (%)	58.6%	58.6%	21.8%	80.5%	19.5%	19.5%	19.5%	19.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min	Min	Min
Act Effect Green (s)	59.0	59.0	19.2	83.7	15.3	15.3	15.3	15.3
Actuated g/C Ratio	0.54	0.54	0.17	0.76	0.14	0.14	0.14	0.14
v/c Ratio	0.42	1.24	1.16	0.73	0.45	0.45	0.45	0.45
Control Delay	11.4	131.2	126.9	15.5	45.9	42.0	69.1	69.1
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	11.4	131.2	126.9	15.8	45.9	42.0	69.1	69.1
LOS	B	F	F	B	D	D	D	E
Approach Delay	82.4			44.8				
Approach LOS	F			D				
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 4 (4%), Referenced to Phase 4:EBT and 8:WBT - Start of Green								
Natural Cycle: 130								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 1.24								
Intersection Signal Delay: 59.9								
Intersection Capacity Utilization 128.0%								
Analysis Period (min) 15								



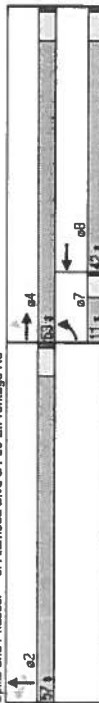
2012 AM Peak NOBUILD Condition
Existing Geometry
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Timings
6: Alameda Blvd & I-25 E.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Volume (vph)	218	747	1288	1576	80	214
Turn Type	pm-pt			Perm	Perm	
Protected Phases	7	4	8	2	2	2
Permitted Phases	4					
Detector Phase	7	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	21.5	21.5	21.5	21.5	21.5
Total Split (s)	11.0	53.0	42.0	57.0	57.0	57.0
Total Split (%)	10.0%	48.2%	38.2%	51.8%	51.8%	51.8%
Yellow Time (s)	3.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag				
Lead-Lag Optimize?						
Recall Mode	Min	C-Max	Min	Min	Min	Min
Act Effect Green (s)	49.0	47.5	36.5	51.5	51.5	51.5
Actuated g/C Ratio	0.45	0.43	0.33	0.47	0.47	0.47
vic Ratio	1.31	0.54	1.04	1.15	1.10d	0.30
Control Delay	195.7	26.5	68.3	110.2	24.4	11.9
Queue Delay	0.0	0.0	10.8	57.6	0.1	0.0
Total Delay	195.7	26.5	79.1	167.8	24.5	11.9
LOS	F	C	E	F	C	B
Approach Delay		64.8	79.1		83.4	
Approach LOS		E	E		F	
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 100 (35%), Referenced to phase 4EBTL and 8:WBT, Start of Green						
Natural Cycle: 110						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 1.31						
Intersection Signal Delay: 77.8						
Intersection LOS: E						
Intersection Capacity Utilization: 139.3%						
Analysis Period (min): 15						
d1 Defacto Left Lane. Recode with 1 through lane as a left lane.						

Splits and Phases: 6: Alameda Blvd & I-25 E.Frontage Rd



2012 AM Peak BUILD Condition

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Existing Geometry

HCM Signalized Intersection Capacity Analysis
6: Alameda Blvd & I-25 E.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Movement	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	218	747	0	1288	106	1576	80	214	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.95	0.91	0.91	0.91	1.00	0.91	1.00	0.91
Flt Protected	1.00	1.00	0.99	1.00	1.00	0.85	1.00	0.85	1.00
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1752	3605	4978	1595	3212	1568	1595	3212	1568
Satd. Flow (perm)	182	3505	4978	1595	3212	1568	1595	3212	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.81	0.81	0.92	0.85	0.85	0.85
Adj. Flow (vph)	237	812	0	1590	131	1713	87	233	0
RTOR Reduction (vph)	0	0	0	9	0	0	0	0	0
Lane Group Flow (vph)	237	812	0	1712	0	856	944	185	0
Turn Type	pm-pt			Perm	Perm		Perm	Perm	
Protected Phases	7	4		8			2		
Permitted Phases	4								
Actuated Green, G (s)	47.5	47.5		36.5			51.5	51.5	
Effective Green, g (s)	47.5	47.5		36.5			51.5	51.5	
Actuated g/C Ratio	0.43	0.43		0.33			0.47	0.47	
Clearance Time (s)	4.0	5.5		5.5			5.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0	
Lane Grp Cap (vph)	179	1514		1652			747	1504	
v/c Ratio Prot	c0.08	0.23		0.34			c0.54	0.29	
v/c Ratio Perm	c0.49						1.15	1.10d	
Uniform Delay, d1	26.8	23.1		36.8			29.2	22.0	
Progression Factor	1.29	1.08		1.00			1.00	1.00	
Incremental Delay, d2	175.6	1.2		32.2			81.0	0.8	
Delay (s)	210.2	26.3		69.0			110.3	22.9	
Level of Service	F	C		E			F	C	
Approach Delay (s)		67.8		69.0			59.1		
Approach LOS		E		E			E		
Intersection Summary									
HCM Average Control Delay				64.5					
HCM Volume to Capacity ratio				1.20					
Actuated Cycle Length (s)				110.0					
Intersection Capacity Utilization				139.3%					
Analysis Period (min)				15					
d1 Defacto Left Lane. Recode with 1 through lane as a left lane.									
c Critical Lane Group									

2012 AM Peak BUILD Condition

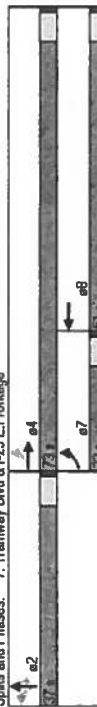
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Existing Geometry

Timings
7: Tramway Blvd & I-25 E Frontage

Terry O. Brown, P.E.
2/14/2009

Line Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Volume (vph)	142	290	444	295	14	267
Turn Type	pm+pt	7	4	8	2	2
Protected Phases	7	4	8	2	2	2
Permitted Phases	4					
Switch Phase	7	4	8	2	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	22.0	73.0	51.0	37.0	37.0	37.0
Total Split (%)	20.0%	66.4%	46.4%	33.6%	33.6%	33.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?						
Recall Mode	Min	C-Max	C-Max	Min	Min	Min
Act Elct Green (s)	77.8	77.8	63.6	21.2	21.2	21.2
Actuated g/C Ratio	0.71	0.71	0.58	0.19	0.19	0.19
vc Ratio	0.30	0.12	0.38	0.65	0.58	0.43
Control Delay	10.3	8.4	12.1	49.8	25.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	8.4	12.1	49.8	25.2	8.1
LOS	B	A	B	D	C	A
Approach Delay		9.1	12.1		27.5	
Approach LOS		A	B		C	
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 43 (39%), Referenced to phase 4:EBTL and 8:WBT, Start of Green						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum vc Ratio: 0.65						
Intersection Signal Delay: 17.5						
Intersection Capacity Utilization 50.0%						
Analysis Period (min) 15						

Spits and Phases: 7: Tramway Blvd & I-25 E Frontage



HCM Signalized Intersection Capacity Analysis
7: Tramway Blvd & I-25 E Frontage

Terry O. Brown, P.E.
2/14/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	142	290	0	0	444	258	295	14	267	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		5.5		5.5			
Lane Util. Factor	1.00	0.95			0.95		0.91		0.86			
Flt Protected	1.00	1.00			1.00		1.00		0.85			
Satd. Flow (prot)	1752	3505			3312		1595		2886			
Flt Permitted	0.30	1.00			1.00		0.95		0.98			
Satd. Flow (perm)	552	3505			3312		1595		2886			
Peak-hour factor, PHF	0.97	0.97	0.97	0.94	0.94	0.94	0.75	0.75	0.75	0.85	0.85	0.85
Adj. Flow (vph)	146	299	0	0	472	274	393	19	356	0	0	0
RTOR Reduction (vph)	0	0	0	0	54	0	129	147	0	0	0	0
Lane Group Flow (vph)	146	299	0	0	692	0	200	257	35	0	0	0
Turn Type	pm+pt	7	4		8		Perm	2	Perm			
Permitted Phases	4											
Actuated Green, G (s)	77.8	77.8			63.6		21.2	21.2	21.2			
Effective Green, g (s)	77.8	77.8			63.6		21.2	21.2	21.2			
Actuated g/C Ratio	0.71	0.71			0.58		0.19	0.19	0.19			
Clearance Time (s)	5.5	5.5			5.5		5.5	5.5	5.5			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Lane Grp Cap (vph)	485	2479			1915		307	556	275			
vc Ratio Prot	c0.02	0.09			c0.21		c0.13	0.09	0.02			
vc Ratio Perm	0.19						0.65	0.46	0.13			
Uniform Delay, d1	6.1	5.2			12.4		41.0	39.3	36.7			
Progression Factor	1.37	1.38			1.00		1.00	1.00	1.00			
Incremental Delay, d2	0.3	0.1			0.5		4.9	0.6	0.2			
Delay (s)	8.7	7.2			12.9		45.9	40.0	37.0			
Level of Service	A	A			B		D	D	D			
Approach Delay (s)		7.7			12.9			40.8				
Approach LOS		A			B			D				
Intersection Summary												
HCM Average Control Delay					22.7							
HCM Volume to Capacity ratio					0.42							
Actuated Cycle Length (s)					110.0							
Intersection Capacity Utilization					50.0%							
Analysis Period (min)					15							
c Critical Lane Group												

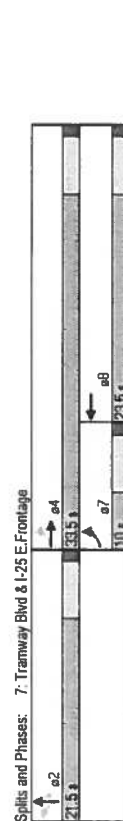
2012 AM Peak NOBUILD Condition

2012 AM Peak NOBUILD Condition
Existing Geometry
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Timings 7: Tramway Blvd & I-25 E Frontage

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations	←	←	←	←	←	←
Volume (vph)	142	290	519	297	26	287
Turn Type	pm-rt	4	8	2	2	Perm
Protected Phases	7	4	8	2	2	2
Permitted Phases	4					
Detector Phase	7	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	10.0	33.5	23.5	21.5	21.5	21.5
Total Split (%)	18.2%	60.9%	42.7%	39.1%	39.1%	39.1%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag				
Lead-Lag Optimize?						
Recall Mode	Min	C-Max	Min	Min	Min	Min
Act Elct Green (s)	30.8	30.8	19.9	13.2	13.2	13.2
Actuated g/C Ratio	0.56	0.56	0.24	0.24	0.24	0.24
v/c Ratio	0.44	0.15	0.63	0.56	0.49	0.39
Control Delay	13.1	3.5	14.6	23.5	10.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	3.5	14.6	23.5	10.7	5.6
LOS	B	A	B	C	B	A
Approach Delay		6.7	14.6		12.8	
Approach LOS		A	B		B	
Intersection Summary						
Cycle Length: 55						
Actuated Cycle Length: 55						
Offset: 23 (42%), Referenced to phase 4 EBT and 8 WBT, Start of Green						
Natural Cycle: 55						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.63						
Intersection Signal Delay: 12.2						
Intersection Capacity Utilization 52.5%						
Analysis Period (min) 15						



2012 AM Peak BUILD Condition
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Existing Geometry

HCM Signalized Intersection Capacity Analysis 7: Tramway Blvd & I-25 E Frontage

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Movement	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBR
Lane Configurations	←	←	←	←	←	←	←	←
Volume (vph)	142	290	519	297	26	287	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	0	0
Lane Util. Factor	1.00	0.95	0.95	0.91	0.86	0.91		
Fr	1.00	1.00	1.00	1.00	0.93	0.85		
Fr Protected	0.95	1.00	1.00	0.95	0.98	1.00		
Satd. Flow (prot)	1752	3505	3330	1595	2885	1427		
Fr Permitted	0.19	1.00	1.00	0.95	0.98	1.00		
Satd. Flow (perm)	352	3505	3330	1595	2885	1427		
Peak-hour factor, P-HF	0.97	0.97	0.94	0.94	0.75	0.75	0.85	0.85
Adj. Flow (vph)	146	299	0	552	274	396	35	383
RTOR Reduction (vph)	0	0	0	106	0	146	145	0
Lane Group Flow (vph)	146	299	0	720	0	214	253	46
Turn Type	pm-rt	4	8	2	2	Perm	Perm	Perm
Permitted Phases	4							
Actuated Green, G (s)	30.8	30.8	19.9	13.2	13.2	13.2		
Effective Green, g (s)	30.8	30.8	19.9	13.2	13.2	13.2		
Actuated g/C Ratio	0.56	0.56	0.36	0.24	0.24	0.24		
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	335	1963	1205	383	692	342		
v/c Ratio Prot	c0.04	0.09	c0.22					
v/c Ratio Perm	0.20			c0.13	0.09	0.03		
v/c Ratio	0.44	0.15	0.50	0.56	0.38	0.13		
Uniform Delay, d1	7.3	5.8	14.3	18.3	17.5	16.4		
Progression Factor	1.38	0.52	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.9	0.2	2.2	1.8	0.4	0.2		
Delay (s)	11.0	3.2	16.5	20.1	17.8	16.6		
Level of Service	B	A	B	C	B	B		
Approach Delay (s)		5.7	16.5		18.1		0.0	A
Approach LOS		A	B		B			
Intersection Summary								
HCM Average Control Delay		14.8						B
HCM Volume to Capacity ratio		0.57						
Actuated Cycle Length (s)		55.0						16.5
Intersection Capacity Utilization		52.5%						A
Analysis Period (min)		15						
c Critical Lane Group								

2012 AM Peak BUILD Condition
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Existing Geometry

Timings 7: Tramway Blvd & I-25 E Frontage Terry O. Brown, P.E. 2/14/2009

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	
Lane Configurations	↔	↔	↔	↔	↔	↔	
Volume (vph)	67	491	688	315	11	603	
Turn Type	pm-pt			Perm		Perm	
Protected Phases	7	4	8	2	2	2	
Permitted Phases	4						
Detector Phase	7	4	8	2	2	2	
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5	
Total Split (s)	13.0	71.0	58.0	39.0	39.0	39.0	
Total Spk (%)	11.8%	64.5%	52.7%	35.5%	35.5%	35.5%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag					
Recall Mode	Min	C-Max	Min	Min	Min	Min	
Act Elct Green (s)	73.5	73.5	61.1	25.5	25.5	25.5	
Actuated g/C Ratio	0.67	0.67	0.56	0.23	0.23	0.23	
v/c Ratio	0.24	0.23	0.58	0.66	0.50	0.57	
Control Delay	10.5	8.7	17.4	46.2	10.6	7.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.5	8.7	17.4	46.2	10.6	7.4	
LOS	B	A	B	D	B	A	
Approach Delay		8.9	17.4		18.0		
Approach LOS		A	B		B		



Splits and Phases: 7: Tramway Blvd & I-25 E Frontage

HCM Signalized Intersection Capacity Analysis 7: Tramway Blvd & I-25 E Frontage Terry O. Brown, P.E. 2/14/2009

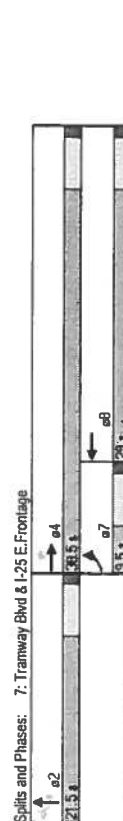
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	67	491	0	0	688	241	315	11	603	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		5.5		5.5			
Lane Util. Factor	1.00	0.95			0.95		0.91		0.91			
Flt Protected	1.00	1.00			0.96		1.00		0.89			
Flt Permitted	0.95	1.00			1.00		0.95		0.99			
Satd. Flow (prot)	1752	3505			3368		1595		2788			
Flt Permitted	0.18	1.00			1.00		0.95		0.99			
Satd. Flow (perm)	336	3505			3368		1595		2788			
Peak-hour factor, PHF	0.91	0.91	0.91	0.88	0.88	0.88	0.90	0.90	0.85	0.85	0.85	0.85
Adj. Flow (vph)	74	540	0	0	782	274	350	12	670	0	0	0
RTOR Reduction (vph)	0	0	0	0	27	0	0	257	0	0	0	0
Lane Group Flow (vph)	74	540	0	0	1029	0	245	195	78	0	0	0
Turn Type	pm-pt				Perm		Perm		Perm			
Protected Phases	7	4			8		2		2			
Permitted Phases	4											
Actuated Green, G (s)	73.5	73.5			61.1		25.5		25.5			
Effective Green, g (s)	73.5	73.5			61.1		25.5		25.5			
Actuated g/C Ratio	0.67	0.67			0.56		0.23		0.23			
Clearance Time (s)	5.5	5.5			5.5		5.5		5.5			
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)	313	2342			1871		370		646			
W/S Ratio Prot	0.01	cd.15			cd.31		cd.15		0.07			
v/c Ratio Perm	0.14				0.55		0.66		0.30			
v/c Ratio	0.24	0.23			0.55		0.66		0.30			
Uniform Delay, d1	8.9	7.2			15.6		38.3		34.9			
Progression Factor	1.10	1.04			1.00		1.00		1.00			
Incremental Delay, d2	0.4	0.2			1.2		4.4		0.3			
Delay (s)	10.1	7.7			16.8		42.8		35.2			
Level of Service	B	A			B		D		C			
Approach Delay (s)		8.0			16.8		36.8					
Approach LOS		A			B		D		C			

Intersection Summary	
HCM Average Control Delay	22.4
HCM Level of Service	C
HCM Volume to Capacity ratio	0.56
Actuated Cycle Length (s)	110.0
Intersection Capacity Utilization	54.8%
Analysis Period (min)	15
c Critical Lane Group	

Timings Terry O. Brown, P.E.
330/2009 - Synchro 7

HCM Signalized Intersection Capacity Analysis
7: Tramway Blvd & I-25 E.Frontage Terry O. Brown, P.E.
330/2009 - Synchro 7

Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations	4	4	4	4	4	4
Volume (vph)	67	491	714	321	57	673
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8	2	2	2
Permitted Phases	4					
Detector Phase	7	4	8	2	2	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	9.5	35.5	29.0	21.5	21.5	21.5
Total Spk (%)	15.8%	64.2%	48.3%	35.8%	35.8%	35.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag				
Lead-Lag Optimize?						
Recall Mode	Min	C-Max	C-Max	Min	Min	Min
Act Eff Green (s)	34.1	34.1	24.3	14.9	14.9	14.9
Actuated g/C Ratio	0.57	0.57	0.40	0.25	0.25	0.25
g/C Ratio	0.30	0.27	0.76	0.70	0.56	0.64
Control Delay	11.8	3.4	18.9	31.0	10.1	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	3.4	18.9	31.0	10.1	10.4
LOS	B	A	B	C	B	B
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 60						
Actuated Cycle Length: 60						
Offset: 7 (12%), Referenced to phase 4:EBTL and 8:WBT, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.76						
Intersection Signal Delay: 14.3						
Intersection Capacity Utilization 57.0%						
Analysis Period (min) 15						



2012 PM Peak BUILD Condition
Existing Geometry
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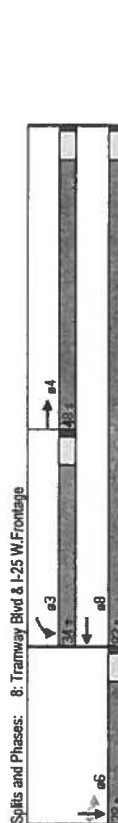
Movement	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4
Volume (vph)	67	491	0	714	241	321	57	673	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	0.95	5.5	5.5	5.5	0	5.5	0
Lane Util. Factor	1.00	0.95	0.95	0.95	0.91	0.86	0.91	0.91	0.91
Flt Protected	1.00	1.00	0.96	1.00	0.89	0.85	0.85	0.85	0.85
Satd. Flow (prot)	1732	3505	3372	1955	2806	1427	1427	1427	1427
Flt Permitted	0.13	1.00	1.00	0.95	0.99	1.00	1.00	1.00	1.00
Satd. Flow (perm)	248	3505	3372	1955	2806	1427	1427	1427	1427
Peak-hour factor, PHF	0.91	0.91	0.88	0.88	0.88	0.88	0.88	0.85	0.85
Adj. Flow (vph)	74	540	0	811	274	357	53	748	0
RTOR Reduction (vph)	0	0	0	54	0	229	229	0	0
Lane Group Flow (vph)	74	540	0	1031	0	278	287	145	0
Turn Type	pm+pt			Perm		Perm		Perm	
Protected Phases	7	4	8	2	2	2	2	2	2
Permitted Phases	4								
Actuated Green, G (s)	34.1	34.1	24.3	14.9	14.9	14.9	14.9	14.9	14.9
Effective Green, g (s)	34.1	34.1	24.3	14.9	14.9	14.9	14.9	14.9	14.9
Actuated g/C Ratio	0.57	0.57	0.41	0.25	0.25	0.25	0.25	0.25	0.25
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	249	1992	1366	396	697	354	354	354	354
v/c Ratio Prot	0.02	0.15	0.31	0.02	0.02	0.02	0.02	0.02	0.02
v/c Ratio Perm	0.15	0.27	0.75	0.17	0.10	0.10	0.10	0.10	0.10
Uniform Delay, d1	8.5	6.6	15.3	20.5	18.9	18.9	18.9	18.9	18.9
Progression Factor	1.37	0.44	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.3	3.9	5.6	0.4	0.8	0.8	0.8	0.8
Delay (s)	12.3	3.3	19.2	26.1	19.3	19.3	19.3	19.3	19.3
Level of Service	B	A	B	C	B	B	B	B	B
Approach Delay (s)									
Approach LOS									
Intersection Summary									
HCM Average Control Delay			16.8						
HCM Volume to Capacity ratio			0.71						
Actuated Cycle Length (s)			60.0						
Intersection Capacity Utilization			57.0%						
Analysis Period (min)			15						
c Critical Lane Group									

2012 PM Peak BUILD Condition
Existing Geometry
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Timings 8: Tramway Blvd & I-25 W.Frontage

Terry O. Brown, P.E.
2/14/2009

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←
Volume (vph)	313	296	156	149	78	53
Turn Type	Per	Per	Per	Per	Per	Per
Protected Phases	4	3	8	6	6	6
Permitted Phases	4	3	8	6	6	6
Detector Phase	4	3	8	6	6	6
Switch Phase	4	3	8	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	9.5	21.5	21.5	21.5	21.5
Total Split (s)	48.0	34.0	82.0	28.0	28.0	28.0
Total Split (%)	43.6%	30.9%	74.5%	25.5%	25.5%	25.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	C-Max	Min	C-Max	Min	Min	Min
Act Effect Green (s)	62.5	18.1	86.1	12.9	12.9	12.9
Actuated g/C Ratio	0.57	0.16	0.78	0.12	0.12	0.12
v/c Ratio	0.34	0.71	0.08	0.53	0.53	0.29
Control Delay	9.5	40.0	1.9	55.1	50.1	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	40.0	1.9	55.1	50.1	12.8
LOS	A	D	A	E	D	B
Approach Delay	9.5	26.8		44.3		
Approach LOS	A	C		D		



HCM Signalized Intersection Capacity Analysis 8: Tramway Blvd & I-25 W.Frontage

Terry O. Brown, P.E.
2/14/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Volume (vph)	0	313	257	296	156	0	0	0	0	149	78	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Flt. Protected	0.93	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.85	0.95	0.98	1.00
Satd. Flow (prot)	3268	3400	3505	3505	3505	3268	3400	3505	3268	3400	3505	3505
Flt. Permitted	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00	1.00
Satd. Flow (perm)	3268	3400	3505	3505	3505	3268	3400	3505	3268	3400	3505	3505
Peak-hour factor, PHF	0.87	0.87	0.87	0.75	0.75	0.75	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	0	360	295	395	208	0	0	0	0	199	104	71
RTOR Reduction (vph)	0	95	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	560	0	395	208	0	0	0	0	99	204	8
Turn Type	Prot	3	8	6	6	6	6	6	6	6	6	6
Permitted Phases	4	6	6	6	6	6	6	6	6	6	6	6
Actuated Green, G (s)	62.5	18.1	86.1	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9
Effective Green, g (s)	62.5	18.1	86.1	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9
Actuated g/C Ratio	0.57	0.16	0.78	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	1857	559	2743							187	384	184
v/s Ratio Prot	0.17	0.12	0.06							0.06	0.06	0.01
v/s Ratio Perm	0.30	0.71	0.08							0.53	0.53	0.05
Uniform Delay, d1	12.4	43.4	2.8							45.7	45.7	43.1
Progression Factor	1.00	0.77	0.60							1.00	1.00	1.00
Incremental Delay, d2	0.4	3.8	0.1							2.7	1.4	0.1
Delay (s)	12.8	37.2	1.7							48.4	47.1	43.2
Level of Service	B	D	A							D	D	D
Approach Delay (s)	12.8	24.9								46.7		
Approach LOS	B	C								D		

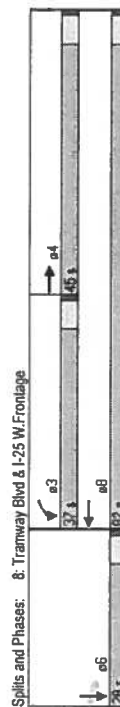
Intersection Summary	
HCM Average Control Delay	25.1
HCM Volume to Capacity ratio	0.41
Actuated Cycle Length (s)	110.0
Intersection Capacity Utilization	50.0%
Analysis Period (min)	15

c Critical Lane Group

Timings
8: Tramway Blvd & I-25 W.Frontage

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations	EBT	WBT	SBL	SBR
Volume (vph)	313	371	149	128
Turn Type	Prot	Perm	Perm	Perm
Protected Phases	4	3	8	6
Permitted Phases	4	3	8	6
Detector Phase	4	3	8	6
Switch Phase	4	3	8	6
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	9.5	21.5	21.5
Total Split (s)	45.0	37.0	28.0	28.0
Total Spk (%)	40.9%	33.6%	74.5%	25.5%
Yellow Time (s)	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?				
Recall Mode	C-Max	Min	Min	Min
Act Effct Green (s)	57.6	21.3	84.4	14.6
Actuated g/C Ratio	0.52	0.19	0.77	0.13
Queue Delay	11.8	45.7	3.8	54.6
Control Delay	11.8	45.7	3.8	54.6
Queue Delay	0.0	0.0	0.0	0.0
Control Delay	11.8	45.7	3.8	54.6
LOS	B	D	A	D
Approach Delay	11.8	33.2	44.7	D
Approach LOS	B	C	D	D
Intersection Summary				
Cycle Length: 110				
Actuated Cycle Length: 110				
Offset: 74 (67%), Referenced to phase 4:EBT and 8:WBT, Start of Green				
Natural Cycle: 60				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.75				
Intersection Signal Delay: 28.2				
Intersection Capacity Utilization 52.5%				
Analysis Period (min) 15				
Intersection LOS: C				
ICU Level of Service A				



2012 AM Peak BUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis
8: Tramway Blvd & I-25 W.Frontage

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	313	250	371	158	0	0	0	0	149	128	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Flt Protected	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.98	1.00
Satd Flow (prot)	3286	3400	3505	3400	3505	3400	3505	3400	3505	3286	3400	3505
Flt Permitted	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.98	1.00
Satd Flow (perm)	3286	3400	3505	3400	3505	3400	3505	3400	3505	3286	3400	3505
Peak-hour factor, PHF	0.87	0.87	0.87	0.75	0.75	0.75	0.85	0.85	0.85	0.75	0.75	0.75
Adj. Flow (vph)	0	360	299	495	211	0	0	0	0	199	171	71
RTOR Reduction (vph)	0	101	0	0	0	0	0	0	0	0	0	62
Lane Group Flow (vph)	0	558	0	495	211	0	0	0	0	121	249	9
Turn Type	Prot	Prot	Prot	Prot	Prot	Prot	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	3	8	6	6	6	6	6	6	6	6	6
Permitted Phases	4	3	8	6	6	6	6	6	6	6	6	6
Actuated Green, G (s)	57.6	21.3	84.4	21.3	84.4	21.3	84.4	21.3	84.4	21.3	84.4	21.3
Effective Green, g (s)	57.6	21.3	84.4	21.3	84.4	21.3	84.4	21.3	84.4	21.3	84.4	21.3
Actuated g/C Ratio	0.52	0.19	0.77	0.19	0.77	0.19	0.77	0.19	0.77	0.19	0.77	0.19
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	1710	658	2689	658	2689	658	2689	658	2689	658	2689	658
v/c Ratio Prot	0.17	0.15	0.06	0.15	0.06	0.15	0.06	0.15	0.06	0.15	0.06	0.15
v/c Ratio Perm	0.33	0.75	0.08	0.75	0.08	0.75	0.08	0.75	0.08	0.75	0.08	0.75
Uniform Delay, d1	15.1	41.9	3.2	41.9	3.2	41.9	3.2	41.9	3.2	41.9	3.2	41.9
Progression Factor	1.00	0.94	1.04	0.94	1.04	0.94	1.04	0.94	1.04	0.94	1.04	0.94
Incremental Delay, d2	0.5	4.1	0.0	4.1	0.0	4.1	0.0	4.1	0.0	4.1	0.0	4.1
Delay (s)	15.6	43.5	3.3	43.5	3.3	43.5	3.3	43.5	3.3	43.5	3.3	43.5
Level of Service	B	D	A	D	A	D	A	D	A	D	A	D
Approach Delay (s)	15.6	31.6	31.6	31.6	31.6	31.6	31.6	31.6	31.6	31.6	31.6	31.6
Approach LOS	B	C	C	C	C	C	C	C	C	C	C	C
Intersection Summary												
HCM Average Control Delay	29.3	HCM Level of Service	C									
HCM Volume to Capacity ratio	0.46											
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.5									
Intersection Capacity Utilization	52.5%	ICU Level of Service	A									
Analysis Period (min)	15											
c Critical Lane Group												

2012 AM Peak BUILD Condition
Existing Geometry
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Timings
8: Tramway Blvd & I-25 W.Frontage

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBT	WBT	SBT	SBR
Lane Configurations	4T	4T	4T	4T
Volume (vph)	268	445	237	91
Turn Type	Prot	Prot	Perm	Perm
Protected Phases	4	3	8	6
Detector Phase	4	3	8	6
Switch Phase	4	3	8	6
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	9.5	21.5	21.5
Total Split (s)	21.5	17.0	38.5	21.5
Total Spk (%)	35.8%	28.3%	64.2%	35.8%
Yellow Time (s)	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimizes?				
Recall Mode	C-Max	Min	Min	Min
Act Elct Green (s)	20.4	12.4	38.4	10.6
Actuated g/C Ratio	0.34	0.21	0.64	0.18
v/c Ratio	0.39	0.68	0.21	0.46
Control Delay	13.8	20.9	19.9	26.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.8	20.9	19.9	26.3
LOS	B	C	A	C
Approach Delay	13.8	11.6	19.4	B
Approach LOS	B	B	B	B
Intersection Summary				
Cycle Length: 60				
Actuated Cycle Length: 60				
Offset: 48 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green				
Natural Cycle: 60				
Control Type: Actuated-Coordinated				
Maximum v/c Ratio: 0.68				
Intersection Signal Delay: 13.9				
Intersection Capacity Utilization 57.0%				
Analysis Period (min) 15				



2012 PM Peak BUILD Condition
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
8: Tramway Blvd & I-25 W.Frontage

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4T	4T	4T	4T	4T	4T	4T	4T	4T	4T	4T	4T
Volume (vph)	0	268	113	445	433	0	0	0	0	237	34	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.96	0.95	0.96	0.95	0.95	0.96	0.95	0.95	0.96	0.95	0.91	1.00
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3349	3349	3349	3349	3349	3349	3349	3349	3349	3349	3349	3349
Flt Permitted	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3349	3349	3349	3349	3349	3349	3349	3349	3349	3349	3349	3349
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	0	331	140	478	466	0	0	0	0	260	37	100
RTOR Reduction (vph)	0	70	0	0	0	0	0	0	0	0	0	82
Lane Group Flow (vph)	0	401	0	478	466	0	0	0	0	130	167	18
Turn Type	Prot	Perm	Perm	Perm	Perm	Prot	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	3	8	6	6	4	3	8	6	6	4	3
Permitted Phases	4	3	8	6	6	4	3	8	6	6	4	3
Actuated Green, G (s)	20.5	12.4	38.4	10.6	10.6	10.6	10.6	10.6	10.6	10.6	10.6	10.6
Effective Green, g (s)	20.5	12.4	38.4	10.6	10.6	10.6	10.6	10.6	10.6	10.6	10.6	10.6
Actuated g/C Ratio	0.34	0.21	0.64	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	1144	703	2243	282	282	282	282	282	282	282	282	282
v/s Ratio Prot	0.12	0.14	0.13	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
v/s Ratio Perm	0.35	0.58	0.21	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Uniform Delay, d1	14.8	22.0	4.5	22.1	21.4	20.6	22.1	21.4	20.6	22.1	21.4	20.6
Progression Factor	1.00	0.77	0.35	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	1.8	0.1	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Delay (s)	15.6	18.6	1.7	23.3	21.7	20.7	23.3	21.7	20.7	23.3	21.7	20.7
Level of Service	B	B	A	C	C	C	C	C	C	C	C	C
Approach Delay (s)	15.6	10.3	10.3	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Approach LOS	B	B	B	C	C	C	C	C	C	C	C	C
Intersection Summary												
HCM Average Control Delay	14.2	HCM Level of Service	B									
HCM Volume to Capacity ratio	0.47											
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	16.5									
Intersection Capacity Utilization	57.0%	ICU Level of Service	B									
Analysis Period (min)	15											
c Critical Lane Group												

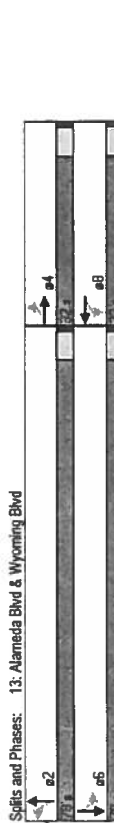
2012 PM Peak BUILD Condition

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Existing Geometry

Timings
13: Alameda Blvd & Wyoming Blvd

Terry O. Brown, P.E.
2/14/2009

EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
↖	↗	↖	↗	↖	↗	↖	↗
4	4	8	8	2	2	6	6
Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
4	4	8	8	2	2	6	6
Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5
32.0	32.0	32.0	32.0	78.0	78.0	78.0	78.0
29.1%	29.1%	29.1%	29.1%	70.9%	70.9%	70.9%	70.9%
4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag							
Recall Mode	Min	Min	Min	C-Min	C-Min	C-Min	C-Min
Act Eff Green (s)	13.3	13.3	13.3	85.7	85.7	85.7	85.7
Actuated g/C Ratio	0.12	0.12	0.12	0.78	0.78	0.78	0.78
v/c Ratio	0.36	0.68	0.67	0.31	0.11	0.16	0.33
Control Delay	45.8	18.8	88.4	43.1	5.5	2.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	18.8	88.4	43.1	5.5	2.1	4.1
LOS	D	B	F	D	A	A	A
Approach Delay	21.1	C	D	49.3	3.5	4.5	A
Approach LOS							
Intersection Summary							
Cycle Length: 110							
Actuated Cycle Length: 110							
Offset: 105 (95%), Referenced to phase 2:NBLT and 6:SBTL, Start of Green							
Natural Cycle: 55							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.68							
Intersection Signal Delay: 15.8							
Intersection Capacity Utilization 62.7%							
Analysis Period (min) 15							



2012 AM Peak NOBUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis
13: Alameda Blvd & Wyoming Blvd

Terry O. Brown, P.E.
2/14/2009

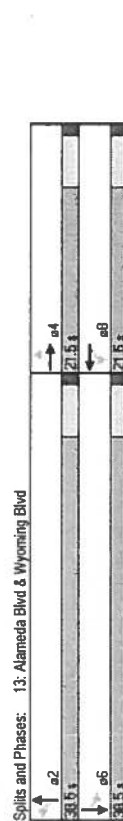
EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
↖	↗	↖	↗	↖	↗	↖	↗
30	144	34	150	60	161	118	354
Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
1900	1900	1900	1900	1900	1900	1900	1900
5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
1.00	0.92	1.00	0.96	1.00	0.94	1.00	0.98
0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
1752	3209	1752	3355	1752	3298	1752	1805
0.44	1.00	0.30	1.00	0.48	1.00	0.57	1.00
818	3209	555	3355	879	3298	1051	1805
0.83	0.83	0.83	0.75	0.75	0.75	0.75	0.88
36	173	222	45	200	80	215	181
0	185	0	0	45	0	26	0
36	200	0	45	235	0	215	272
Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
4	4	8	8	2	2	6	6
13.3	13.3	13.3	13.3	85.7	85.7	85.7	85.7
13.3	13.3	13.3	13.3	85.7	85.7	85.7	85.7
0.12	0.12	0.12	0.12	0.78	0.78	0.78	0.78
5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
99	388	67	408	685	2569	819	1406
0.04	0.06	0.07	0.07	0.08	0.08	0.13	0.26
0.36	0.52	0.57	0.58	0.31	0.11	0.18	0.33
44.5	45.3	46.3	45.7	3.6	2.9	3.1	3.6
0.84	0.67	1.00	1.00	1.00	1.00	1.00	1.00
2.2	1.1	23.3	2.0	1.2	0.1	0.4	0.6
39.3	31.4	69.6	47.7	4.8	3.0	3.5	4.2
D	C	E	D	A	A	A	A
32.1	C	50.7	D	3.7	A	4.1	A
C	C	D	D	A	A	A	A
Intersection Summary							
HCM Average Control Delay	18.5	HCM Level of Service	B				
HCM Volume to Capacity ratio	0.38						
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	11.0				
Intersection Capacity Utilization	62.7%	ICU Level of Service	B				
Analysis Period (min)	15						
c Critical Lane Group							

2012 AM Peak NOBUILD Condition
Existing Geometry
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Timings
13: Alameda Blvd & Wyoming Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	37	175	34	224	211	136	118	354
Volume (vph)	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	Protected Phases	4	8	8	2	2	6	6
Permitted Phases	Detector Phase	4	4	8	8	2	2	6
Switch Phase	Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	21.5	21.5	21.5	21.5	38.5	38.5	38.5	38.5
Total Split (%)	35.8%	35.8%	35.8%	64.2%	64.2%	64.2%	64.2%	64.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag								
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min
Act Elct Green (s)	10.3	10.3	10.3	21.1	21.1	21.1	21.1	21.1
Actuated g/C Ratio	0.24	0.24	0.24	0.49	0.49	0.49	0.49	0.49
vic Ratio	0.19	0.47	0.21	0.45	0.74	0.18	0.26	0.56
Control Delay	18.5	9.6	18.9	15.3	22.7	3.9	7.9	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	9.6	18.9	15.3	22.7	3.9	7.9	9.8
LOS	B	A	B	B	C	A	A	A
Approach Delay	10.4	15.6	15.6	13.0	13.0	9.4	9.4	9.4
Approach LOS	B	B	B	B	B	A	A	A
Intersection Summary								
Cycle Length: 60								
Actuated Cycle Length: 43.3								
Natural Cycle: 60								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.74								
Intersection Signal Delay: 11.9								
Intersection Capacity Utilization 66.3%								
Analysis Period (min) 15								



2012 AM Peak BUILD Condition
DUATOBEPROJECTS\Phillips_Site_SanDiego_125\Revisions\Synchro\2012ABX.syn
Existing Geometry

HCM Signalized Intersection Capacity Analysis
13: Alameda Blvd & Wyoming Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

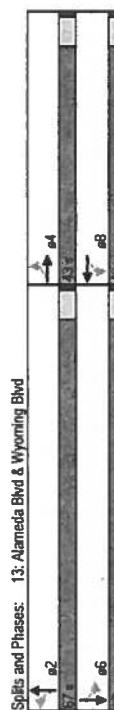
Movement	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SR
Lane Configurations	37	175	34	224	211	136	118	354	64
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Total Lost time (s)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Lane Util. Factor	1.00	0.92	1.00	0.97	1.00	0.94	1.00	0.97	1.00
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1752	3227	1752	3394	1752	3298	1752	1792	1792
Flt Permitted	0.53	1.00	0.49	1.00	0.42	1.00	0.57	1.00	1.00
Satd. Flow (perm)	972	3227	909	3394	778	3298	1051	1792	1792
Peak-hour factor, P/H	0.83	0.83	0.75	0.75	0.75	0.75	0.75	0.88	0.88
Adj. Flow (vph)	45	211	237	45	299	80	281	181	134
RTOR Reduction (vph)	0	179	0	42	0	59	0	16	0
Lane Group Flow (vph)	45	299	0	45	337	0	281	239	0
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	0
Protected Phases	4	4	8	8	2	2	6	6	6
Permitted Phases	10.3	10.3	10.3	10.3	21.1	21.1	21.1	21.1	21.1
Actuated Green, G (s)	10.3	10.3	10.3	10.3	21.1	21.1	21.1	21.1	21.1
Effective Green, g (s)	0.24	0.24	0.24	0.24	0.50	0.50	0.50	0.50	0.50
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.50	0.50	0.50	0.50	0.50
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	236	784	221	824	387	1641	523	892	892
vis Ratio Prot	0.05	0.08	0.05	c0.10	c0.36	0.07	0.13	0.27	0.27
vis Ratio Perm	0.19	0.34	0.20	0.41	0.73	0.15	0.26	0.54	0.54
Uniform Delay, d1	12.7	13.3	12.8	13.5	8.4	5.8	6.1	7.3	7.3
Progression Delay, d2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3	0.5	0.3	6.6	0.0	0.3	0.6	0.6
Delay (s)	13.1	13.5	13.2	13.8	15.0	5.8	6.4	7.9	7.9
Level of Service	B	B	B	B	B	A	A	A	A
Approach Delay (s)	13.5	13.8	13.8	13.8	10.3	7.6	7.6	7.6	7.6
Approach LOS	B	B	B	B	B	A	A	A	A
Intersection Summary									
HCM Average Control Delay	10.9	10.9	10.9	10.9	10.9	10.9	10.9	10.9	10.9
HCM Volume to Capacity ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Actuated Cycle Length (s)	42.4	42.4	42.4	42.4	42.4	42.4	42.4	42.4	42.4
Intersection Capacity Utilization	66.3%	66.3%	66.3%	66.3%	66.3%	66.3%	66.3%	66.3%	66.3%
Analysis Period (min)	15	15	15	15	15	15	15	15	15
c Critical Lane Group									

2012 AM Peak BUILD Condition
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Existing Geometry

Timings
13: Alameda Blvd & Wyoming Blvd
Terry O. Brown, P.E.
2/14/2009

Terry O. Brown, P.E.
2/14/2009

Line Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	34	255	47	106	208	340	29	138
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	60.9%	60.9%	60.9%	60.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	C-Min	C-Min	C-Min	C-Min
Act Effct Green (s)	16.5	16.5	16.5	16.5	82.5	82.5	82.5	82.5
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.75	0.75	0.75	0.75
W/C Ratio	0.21	0.75	0.87	0.33	0.27	0.18	0.05	0.14
Control Delay	35.4	25.5	122.3	30.7	5.9	4.3	4.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	25.5	122.3	30.7	5.9	4.3	4.9	4.5
LOS	D	C	F	C	A	A	A	A
Approach Delay		26.2						
Approach LOS		C		D		A		A
Intersection Summary								
Cycle Length: 110								
Actuated Cycle Length: 110								
Offset: 4 (4%), Referenced to phase 2:NBLT and 6:SBLT, Start of Green								
Natural Cycle: 45								
Control Type: Actuated-Coordinated								
Maximum v/c Ratio: 0.87								
Intersection Signal Delay: 18.3								
Intersection Capacity Utilization: 55.7%								
Analysis Period (min): 15								
Intersection LOS: B								
ICU Level of Service: B								

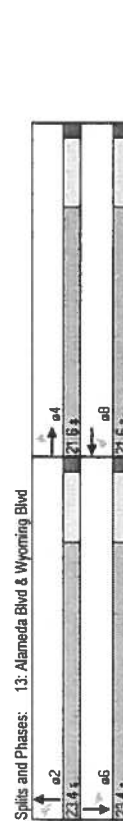


2012 PM Peak NOBUILD Condition

Timings
13: Alameda Blvd & Wyoming Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SSB	SBT
Lane Configurations	58	352	47	175	226	340	29	138
Volume (vph)	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Turn Type	4	4	8	8	2	2	6	6
Protected Phases	4	4	8	8	2	2	6	6
Permitted Phases	4	4	8	8	2	2	6	6
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase	4	4	8	8	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	21.5	21.5	21.5	21.5	23.4	23.4	23.4	23.4
Total Spk (%)	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	Min	Min	Min	Min
Act Eff Green (s)	10.8	10.8	10.8	10.8	13.2	13.2	13.2	13.2
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.37	0.37	0.37	0.37
v/c Ratio	0.19	0.55	0.27	0.25	0.59	0.36	0.10	0.29
Control Delay	11.6	8.1	13.9	8.7	16.1	8.0	8.9	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	8.1	13.9	8.7	16.1	8.0	8.9	8.4
LOS	B	A	B	A	B	A	A	A
Approach Delay	8.4	8.4	9.6	9.6	10.9	10.9	8.4	8.4
Approach LOS	A	A	A	A	B	B	A	A
Intersection Summary								
Cycle Length: 45								
Actuated Cycle Length: 35.6								
Natural Cycle: 45								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.59								
Intersection Signal Delay: 9.5								
Intersection Capacity Utilization 61.4%								
Analysis Period (min) 15								



2012 PM Peak BUILD Condition
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
13: Alameda Blvd & Wyoming Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

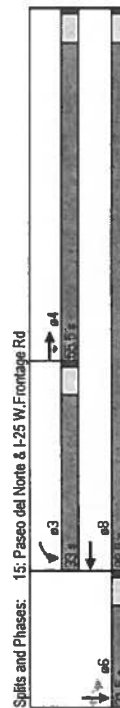
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SSB	SBT	SSB	SBT
Lane Configurations	58	352	262	47	175	39	226	340	71	29	138	29	138
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Total Lost time (s)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Lane Util. Factor	1.00	0.94	1.00	0.94	1.00	0.94	1.00	0.94	1.00	0.94	1.00	0.94	1.00
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1752	3290	1752	3408	1752	3408	1752	3414	1752	3414	1752	3414	1752
Flt Permitted	0.59	1.00	0.59	1.00	0.59	1.00	0.59	1.00	0.59	1.00	0.59	1.00	0.59
Satd. Flow (perm)	1086	3290	1086	3290	1086	3290	1086	3290	1086	3290	1086	3290	1086
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	62	378	282	58	216	48	257	386	81	34	160	35	160
RTOR Reduction (vph)	0	195	0	0	33	0	0	40	0	0	18	0	18
Lane Group Flow (vph)	62	465	0	58	231	0	257	427	0	34	177	0	177
Turn Type	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	4	8	8	8	2	2	2	2	2	2	2
Permitted Phases	4	4	4	8	8	8	2	2	2	2	2	2	2
Actuated Green, G (s)	10.8	10.8	10.8	10.8	10.8	10.8	13.2	13.2	13.2	13.2	13.2	13.2	13.2
Effective Green, g (s)	10.8	10.8	10.8	10.8	10.8	10.8	13.2	13.2	13.2	13.2	13.2	13.2	13.2
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.31	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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	3.0
Lane Grp Cap (vph)	335	1012	222	1052	442	1288	337	677	337	677	337	677	337
v/c Ratio	0.06	0.46	0.06	0.08	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.22
Uniform Delay, d1	8.9	9.7	8.9	9.1	9.0	9.0	7.8	7.8	7.8	7.8	7.8	7.8	7.8
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	1.00
Incremental Delay, d2	0.3	0.3	0.3	0.6	0.1	0.1	1.9	0.2	0.1	0.1	0.2	0.1	0.2
Delay (s)	9.1	10.1	9.1	9.7	9.1	9.1	9.7	7.9	7.9	7.9	7.9	7.9	7.9
Level of Service	A	B	A	A	A	A	B	A	A	A	A	A	A
Approach Delay (s)	10.0	10.0	9.2	9.2	8.9	8.9	7.7	7.7	7.7	7.7	7.7	7.7	7.7
Approach LOS	B	B	A	A	A	A	A	A	A	A	A	A	A
Intersection Summary													
HCM Average Control Delay	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2	9.2
HCM Volume to Capacity ratio	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Actuated Cycle Length (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Intersection Capacity Utilization	61.4%	61.4%	61.4%	61.4%	61.4%	61.4%	61.4%	61.4%	61.4%	61.4%	61.4%	61.4%	61.4%
Analysis Period (min)	15	15	15	15	15	15	15	15	15	15	15	15	15
c Critical Lane Group													

2012 PM Peak BUILD Condition
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Existing Geometry

Timings
15: Paseo del Norte & I-25 W.Frontage Rd

Terry O. Brown, P.E.
2/14/2009

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	4A	7F	7F	4A	4A	7F
Volume (vph)	2015	876	1037	2810	282	330
Turn Type	Perm	Perm	Prot	Perm	Perm	Perm
Protected Phases	4	4	3	8	6	6
Permitted Phases	4	4	3	8	6	6
Switch Phase	4	4	3	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	9.5	21.5	21.5	21.5
Total Split (s)	55.5	55.5	33.0	80.5	21.5	21.5
Total Split (%)	50.5%	50.5%	30.0%	80.5%	19.5%	19.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min
Act Effect Green (s)	50.0	50.0	27.5	83.0	16.0	16.0
Actuated g/C Ratio	0.45	0.45	0.25	0.75	0.15	0.15
W/C Ratio	1.39	0.76	1.45	0.88	0.95	0.95
Control Delay	207.0	29.2	237.4	14.4	94.8	77.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	207.0	29.2	237.4	15.2	94.8	77.5
LOS	F	C	F	B	F	E
Approach Delay	153.1			75.1		80.0
Approach LOS	F			E		F
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 100 (91%), Referenced to phase 4:EBT and 8:WBT, Start of Green						
Natural Cycle: 130						
Control Type: Actuated-Coordinated						
Maximum W/C Ratio: 1.45						
Intersection Signal Delay: 104.4						
Intersection Capacity Utilization 110.2%						
Analysis Period (min) 15						



Splits and Phases: 15: Paseo del Norte & I-25 W.Frontage Rd

2012 AM Peak NOBUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis
15: Paseo del Norte & I-25 W.Frontage Rd

Terry O. Brown, P.E.
2/14/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	4A	4A	7F	7F	4A	4A	4A	4A	7F	7F	4A
Volume (vph)	0	2015	876	1037	2810	0	0	0	0	282	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.95	0.95	0.88	0.97	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Flt Protected	1.00	1.00	0.85	1.00	1.00	1.00	0.85	1.00	0.85	1.00	0.85
Satd. Flow (prot)	3505	3505	2760	3400	5036					1595	3328
Flt Permitted	1.00	1.00	1.00	0.95	1.00					0.95	0.99
Satd. Flow (perm)	3505	3505	2760	3400	5036					1595	3328
Peak-hour factor, PHF	0.91	0.91	0.91	0.84	0.84	0.84	0.85	0.85	0.85	0.87	0.87
Adj. Flow (vph)	0	2214	963	1235	3345	0	0	0	0	301	379
RTOR Reduction (vph)	0	0	12	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2214	951	1235	3345	0	0	0	0	220	460
Turn Type	Perm	Perm	Perm	Prot	Prot	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	4	3	8					6	6
Permitted Phases	50.0	50.0	50.0	27.5	83.0					16.0	16.0
Actuated Green, G (s)	50.0	50.0	50.0	27.5	83.0					16.0	16.0
Effective Green, g (s)	0.45	0.45	0.45	0.25	0.75					0.15	0.15
Actuated g/C Ratio	5.5	5.5	5.5	5.5	5.5					5.5	5.5
Clearance Time (s)	3.0	3.0	3.0	3.0	3.0					3.0	3.0
Vehicle Extension (s)	1593	1255	850	3800						232	484
Lane Grp Cap (vph)	60.63			60.36	0.66					0.14	0.14
W/C Ratio Prot	1.39	0.76	1.45	0.88						0.95	0.95
W/C Ratio Perm	30.0	25.0	41.2	9.9						46.6	46.6
Progression Factor	1.00	1.00	0.85	1.19						1.00	1.00
Incremental Delay, d1	179.4	4.3	208.0	2.1						44.3	28.7
Incremental Delay, d2	209.4	29.3	242.9	13.9						90.9	75.3
Delay (s)	F	C	F	B						F	E
Level of Service	F	C	F	B						F	E
Approach Delay (s)	154.8			75.6						76.2	
Approach LOS	F			E						E	
Intersection Summary											
HCM Average Control Delay	104.9									F	
HCM Volume to Capacity ratio	1.33										
Actuated Cycle Length (s)	110.0									16.5	
Intersection Capacity Utilization	110.2%									H	
Analysis Period (min)	15										
c Critical Lane Group											

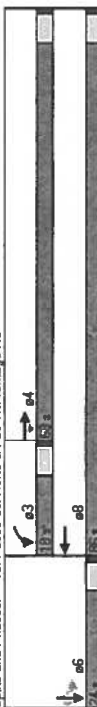
2012 AM Peak NOBUILD Condition
Existing Geometry
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Timings
15: Paseo del Norte & I-25 W.Frontage Rd

Terry O. Brown, P.E.
2/14/2009

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←
Volume (vph)	2600	603	519	3823	453	231	302
Turn Type	Perm	Perm	Prot	Perm	Perm	Perm	Perm
Protected Phases	4	4	3	8	6	6	6
Permitted Phases	4	4	3	8	6	6	6
Detector Phase	4	4	3	8	6	6	6
Switch Phase	4	4	3	8	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	9.5	21.5	21.5	21.5	21.5
Total Split (s)	68.0	68.0	18.0	66.0	24.0	24.0	24.0
Total Split (%)	61.8%	61.8%	16.4%	78.2%	21.8%	21.8%	21.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min	Min
Act Effect Green (s)	62.5	62.5	12.5	80.5	18.5	18.5	18.5
Actuated g/C Ratio	0.57	0.57	0.11	0.73	0.17	0.17	0.17
v/c Ratio	1.36	0.38	1.40	1.02	0.92	0.90	1.24
Control Delay	189.9	10.1	215.9	27.5	83.5	66.0	174.3
Queue Delay	96.7	0.0	0.0	19.6	0.0	0.0	0.0
Total Delay	286.6	10.1	215.9	47.1	83.5	66.0	174.3
LOS	F	B	F	D	F	E	F
Approach Delay	234.5			68.3		103.2	
Approach LOS	F			E		F	
Intersection Summary							
Cycle Length: 110							
Actuated Cycle Length: 110							
Offset: 97 (88%), Referenced to phase 4:EBT and 8:WBT, Start of Green							
Natural Cycle: 130							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 1.40							
Intersection Signal Delay: 136.1							
Intersection Capacity Utilization: 113.5%							
Analysis Period (min): 15							
Intersection LOS: F							
ICU Level of Service: H							

Splits and Phases: 15: Paseo del Norte & I-25 W.Frontage Rd



2012 PM Peak NOBUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis
15: Paseo del Norte & I-25 W.Frontage Rd

Terry O. Brown, P.E.
2/14/2009

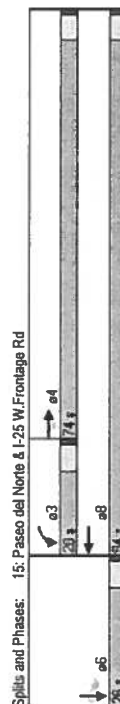
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Volume (vph)	0	2600	603	519	3823	0	0	0	0	453	231	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.95	0.88	0.97	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Flt	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.98	1.00
Satd. Flow (prot)	3505	2760	3400	5036	5036	3505	2760	3400	5036	3505	2760	3400
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.98	1.00
Satd. Flow (perm)	3505	2760	3400	5036	5036	3505	2760	3400	5036	3505	2760	3400
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	0	2708	628	541	3774	0	0	0	0	492	251	328
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2708	558	541	3774	0	0	0	0	246	497	327
Turn Type	Perm	Perm	Perm	Prot	Prot	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	4	3	8	4	4	4	4	4	4	4
Permitted Phases	4	4	4	3	8	4	4	4	4	4	4	4
Actuated Green, G (s)	62.5	62.5	62.5	12.5	80.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5
Effective Green, g (s)	62.5	62.5	62.5	12.5	80.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5
Actuated g/C Ratio	0.57	0.57	0.57	0.11	0.73	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	1991	1568	386	3685	3685	1991	1568	386	3685	268	551	264
v/s Ratio Prot	0.77	0.20	0.20	0.36	1.40	0.75	0.36	1.40	1.02	0.15	0.15	0.21
v/s Ratio Perm	1.36	0.36	1.40	1.02	0.92	0.90	1.36	0.36	1.40	0.92	0.90	1.24
Uniform Delay, d1	23.8	12.9	48.8	14.8	14.8	23.8	12.9	48.8	14.8	45.0	44.9	45.8
Progression Factor	1.00	1.00	0.97	0.94	0.94	1.00	1.00	0.97	0.94	1.00	1.00	1.00
Incremental Delay, d2	165.4	0.6	182.2	12.5	12.5	165.4	0.6	182.2	12.5	33.6	17.9	135.7
Delay (s)	189.1	13.5	224.4	26.4	26.4	189.1	13.5	224.4	26.4	78.6	62.8	181.4
Level of Service	F	B	F	C	C	F	B	F	C	E	E	F
Approach Delay (s)	156.1			51.2		0.0				102.8		
Approach LOS	F			D		A				F		
Intersection Summary												
HCM Average Control Delay				97.6						F		
HCM Volume to Capacity ratio				1.34								
Actuated Cycle Length (s)				110.0						16.5		
Intersection Capacity Utilization				113.5%						H		
Analysis Period (min)				15								
c Critical Lane Group												

2012 PM Peak NOBUILD Condition
Existing Geometry
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Timings
15: Paseo del Norte & I-25 W.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	←←	←←	←←	←←	←←	←←	←←
Volume (vph)	2600	603	519	3670	558	231	302
Turn Type	Perm	Perm	Prot	Perm	Perm	Perm	Perm
Protected Phases	4	4	3	8	6	6	6
Permitted Phases	4	4	3	8	6	6	6
Switch Phase	4	4	3	8	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.5	21.5	9.5	21.5	21.5	21.5	21.5
Total Split (s)	74.0	74.0	20.0	94.0	26.0	26.0	26.0
Total Split (%)	61.7%	61.7%	16.7%	78.3%	21.7%	21.7%	21.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	Min	C-Max	Min	Min	Min
Act Eff Green (s)	68.5	68.5	14.5	88.5	20.5	20.5	20.5
Actuated g/C Ratio	0.57	0.57	0.12	0.74	0.17	0.17	0.17
vc Ratio	1.35	0.38	1.32	1.03	1.11	1.07d	1.22
Control Delay	188.0	10.8	180.8	30.2	134.5	86.7	168.8
Queue Delay	108.1	0.0	0.0	24.0	0.0	0.0	0.0
Total Delay	296.1	10.8	180.8	54.2	134.5	86.7	168.8
LOS	F	B	F	D	F	F	F
Approach Delay	242.4		68.9		121.9		
Approach LOS	F		E		F		
Intersection Summary							
Cycle Length: 120							
Actuated Cycle Length: 120							
Offset: 108 (90%), Referenced to phase 4:EBT and 8:WBT, Start of Green							
Natural Cycle: 130							
Control Type: Actuated-Coordinated							
Maximum vc Ratio: 1.35							
Intersection Signal Delay: 141.6							
Intersection Capacity Utilization 115.5%							
Analysis Period (min) 15							
d1 Defacto Left Lane, Recode with 1 through lane as a left lane.							



2012 PM Peak BUILD Condition
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
15: Paseo del Norte & I-25 W.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

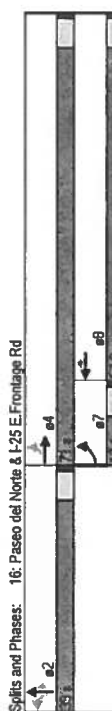
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←←	←←	←←	←←	←←	←←	←←	←←	←←	←←	←←	←←
Volume (vph)	0	2600	603	519	3670	0	0	0	0	558	231	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.95	0.88	0.97	0.91	0.95	0.88	0.97	0.91	0.95	0.88	0.97	0.91
Flt Protected	1.00	1.00	0.85	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.85	1.00
Satd. Flow (prot)	3595	2760	3400	5036	3595	2760	3400	5036	3595	2760	3400	5036
Flt Permitted	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)	3595	2760	3400	5036	3595	2760	3400	5036	3595	2760	3400	5036
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	2708	628	541	3823	0	0	0	0	607	251	328
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2708	558	541	3823	0	0	0	0	303	555	327
Turn Type	Perm	Perm	Perm	Prot	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	4	4	4	3	8	4	3	8	4	3	8	4
Permitted Phases	4	4	4	3	8	4	3	8	4	3	8	4
Actuated Green, G (s)	68.5	68.5	68.5	14.5	88.5	68.5	14.5	88.5	68.5	14.5	88.5	68.5
Effective Green, g (s)	68.5	68.5	68.5	14.5	88.5	68.5	14.5	88.5	68.5	14.5	88.5	68.5
Actuated g/C Ratio	0.57	0.57	0.57	0.12	0.74	0.57	0.12	0.74	0.57	0.12	0.74	0.57
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	2001	1576	411	3714	2001	1576	411	3714	2001	1576	411	3714
vis Ratio Prot	cd.77			cd.16	0.76	cd.77			cd.16	0.76	cd.77	
vis Ratio Perm	0.20			0.20		0.20			0.20		0.20	
vc Ratio	1.35	0.35	1.32	1.03	1.11	1.07d	1.22	1.11	1.07d	1.22	1.11	1.07d
Uniform Delay, d1	25.8	13.8	52.8	15.8	49.8	25.8	13.8	52.8	15.8	49.8	25.8	13.8
Progression Factor	1.00	1.00	0.85	0.92	1.00	1.00	0.85	0.92	1.00	1.00	0.85	0.92
Incremental Delay, d2	162.4	0.6	144.0	14.6	88.7	162.4	0.6	144.0	14.6	88.7	162.4	0.6
Delay (s)	188.1	14.5	168.7	29.1	138.4	188.1	14.5	168.7	29.1	138.4	188.1	14.5
Level of Service	F	B	F	C	F	F	B	F	C	F	F	B
Approach Delay (s)	155.4		48.9		124.9	155.4		48.9		124.9	155.4	
Approach LOS	F		D		F	F		A		F	F	
Intersection Summary												
HCM Average Control Delay				99.0								
HCM Volume to Capacity ratio				1.32								
Actuated Cycle Length (s)				120.0								
Intersection Capacity Utilization				115.5%								
Analysis Period (min)				15								
d1 Defacto Left Lane, Recode with 1 through lane as a left lane.												
c Critical Lane Group												

2012 PM Peak BUILD Condition
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Existing Geometry

Timings
16: Paseo del Norte & I-25 E.Frontage Rd

Terry O. Brown, P.E.
2/14/2009

EBL	EBT	WBT	WBR	NBL	NBR
→	→	←	←	→	→
Lane Group					
Lane Configurations					
159	2264	2169	1162	186	491
Volume (vph)					
Turn Type					
pm+pt	Perm	Perm	Perm	Perm	Perm
Protected Phases					
4	8	8	2	2	2
Detector Phase					
7	4	8	8	2	2
Switch Phase					
4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)					
9.5	21.5	21.5	21.5	21.5	21.5
Minimum Split (s)					
13.1	71.0	57.9	39.0	39.0	39.0
Total Split (s)					
11.9%	64.5%	52.6%	35.5%	35.5%	35.5%
Total Split (%)					
4.5	4.5	4.5	4.5	4.5	4.5
Yellow Time (s)					
1.0	1.0	1.0	1.0	1.0	1.0
All-Red Time (s)					
0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)					
5.5	5.5	5.5	5.5	5.5	5.5
Total Lost Time (s)					
Lead/Lag					
Lead	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					
Recall Mode					
Min	C-Max	C-Max	Min	Min	Min
65.5	65.5	52.4	33.5	33.5	33.5
Act Effect Green (s)					
0.60	0.60	0.48	0.30	0.30	0.30
Actuated g/C Ratio					
0.94	0.84	0.97	1.00	0.93d	0.68
v/c Ratio					
52.6	6.0	28.9	5.3	68.0	38.2
Control Delay					
0.0	0.9	0.0	0.0	0.0	0.0
Queue Delay					
52.6	6.8	28.9	5.3	68.0	38.2
Total Delay					
LOS	D	A	C	E	D
Approach Delay					
9.8	26.7			51.1	
Approach LOS					
A	C			D	
Intersection Summary					
Cycle Length: 110					
Actuated Cycle Length: 110					
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green					
Natural Cycle: 110					
Control Type: Actuated-Coordinated					
Maximum v/c Ratio: 1.00					
Intersection Signal Delay: 27.7					
Intersection LOS: C					
Intersection Capacity Utilization 110.2%					
Analysis Period (min) 15					
d Defacto Left Lane. Record with 1 though lane as a left lane.					



2012 AM Peak NOBUILD Condition
Existing Geometry
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HCM Signalized Intersection Capacity Analysis
16: Paseo del Norte & I-25 E.Frontage Rd

Terry O. Brown, P.E.
2/14/2009

EBL	EBT	WBT	WBL	WBR	NBL	NBR	EBL	EBT	SBL	SBR
↖	→	↖	↖	↖	↖	↖	↖	→	↖	↖
Movement										
Lane Configurations										
159	2264	0	0	2169	231	1162	186	491	0	0
Ideal Flow (vph)										
1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)										
5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor										
1.00	0.91	1.00	0.91	1.00	0.86	0.86	0.88			
FL Protected										
0.95	1.00	1.00	1.00	0.95	1.00	0.95	0.97	1.00		
Satd. Flow (prot)										
1752	5036		5036	1568	3014	3070	2760			
FL Permitted										
0.07	1.00	1.00	1.00	1.00	0.95	0.97	1.00			
Satd. Flow (perm)										
127	5036		5036	1568	3014	3070	2760			
Peak-hour factor, PHF										
0.90	0.90	0.93	0.93	0.93	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)										
177	2516	0	0	2332	248	1367	219	578	0	0
RTOR Reduction (vph)										
0	0	0	0	78	0	0	0	3	0	0
Lane Group Flow (vph)										
177	2516	0	0	2332	170	916	670	575	0	0
Turn Type										
pm+pt	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases										
7	4	8	8	8	2	2	2	2	2	2
Permitted Phases										
4	65.5	65.5	52.4	52.4	33.5	33.5	33.5	33.5	33.5	33.5
Actuated Green, G (s)										
65.5	65.5	65.5	52.4	52.4	33.5	33.5	33.5	33.5	33.5	33.5
Effective Green, g (s)										
0.60	0.60	0.60	0.48	0.48	0.30	0.30	0.30	0.30	0.30	0.30
Actuated g/C Ratio										
5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Clearance Time (s)										
3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)										
188	2999		2399	747	918	935	841			
Lane Grp Cap (vph)										
0.07	60.50		0.46							
w/s Ratio Prot										
0.49	0.84		0.97	0.23	1.00	0.93d	0.21			
w/s Ratio Perm										
31.6	18.0		28.1	16.9	38.2	34.0	33.6			
Uniform Delay, d1										
2.01	0.31		0.61	0.66	1.00	1.00	1.00			
Progression Factor										
9.3	0.3		10.9	0.6	28.9	2.6	2.3			
Incremental Delay, d2										
72.7	5.9		27.9	11.7	67.2	36.7	35.9			
Delay (s)										
E	A		C	B	E	D	D			
Level of Service										
10.2	26.4		C	D		49.4	0.0			
Approach Delay (s)										
	B		C		D		A			
Approach LOS										
Intersection Summary										
HCM Average Control Delay										
27.2	HCM Level of Service									
0.95	C									
HCM Volume to Capacity ratio										
110.0	Sum of lost time (s)									
110.2%	11.0									
Intersection Capacity Utilization										
15	H									
Analysis Period (min)										
d Defacto Left Lane. Record with 1 though lane as a left lane.										
Critical Lane Group										

2012 AM Peak NOBUILD Condition
Existing Geometry
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Timings
16: Paseo del Norte & I-25 E.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

EBL	EBT	WBT	WBR	NBL	NBT	NBR
←	→	←	→	←	→	←
160	2293	2272	231	1162	186	491
pm-pt	7	4	8	2	2	2
Protected Phases						
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	13.0	71.6	58.6	38.4	38.4	38.4
Total Split (%)	11.8%	65.1%	53.3%	34.9%	34.9%	34.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead						
Lag						
Lead-Lag Optimize?						
Recall Mode	Min	C-Max	C-Max	Min	Min	Min
Act Elct Green (s)	66.1	66.1	53.1	32.9	32.9	32.9
Act Elct Green (s)	0.60	0.60	0.48	0.30	0.30	0.30
Actuated g/C Ratio	0.96	0.84	1.00	0.30	1.02	0.95d
Control Delay	54.5	6.3	35.5	5.6	73.0	40.1
Queue Delay	0.0	1.1	0.0	0.0	1.0	0.0
Total Delay	54.5	7.4	35.5	5.6	74.0	40.1
LOS	D	A	D	A	E	D
Approach Delay						
Approach LOS						
Intersection Summary						
Cycle Length: 110						
Actuated Cycle Length: 110						
Offset: 0 (0%), Referenced to phase 4 EBT/L and 8 WBT, Start of Green						
Natural Cycle: 100						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 1.02						
Intersection Signal Delay: 30.8						
Intersection Capacity Utilization 110.0%						
Analysis Period (min) 15						
dl Defacto Left Lane. Recode with 1 through lane as a left lane.						

Spills and Phases: 16: Paseo del Norte & I-25 E.Frontage Rd

 2012 AM Peak BUILD Condition
 Existing Geometry
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HCM Signalized Intersection Capacity Analysis
16: Paseo del Norte & I-25 E.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

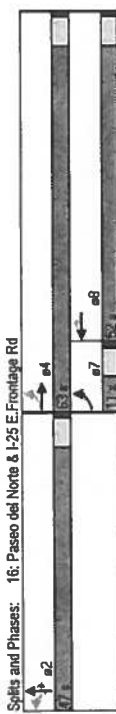
EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBR
←	→	←	→	←	→	←	→	←
160	2293	0	2272	231	1162	186	491	0
1900	1900	1900	1900	1900	1900	1900	1900	1900
5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
1.00	0.91	0.91	1.00	0.86	0.86	0.86	0.86	0.86
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
1752	6036	5036	1568	3014	3070	2760	2760	2760
0.07	1.00	1.00	1.00	0.95	0.97	1.00	1.00	1.00
126	6036	5036	1568	3014	3070	2760	2760	2760
0.90	0.90	0.90	0.93	0.93	0.85	0.85	0.85	0.85
178	2548	0	2443	246	1367	219	678	0
0	0	0	0	74	0	0	4	0
178	2548	0	2443	174	916	670	574	0
pm-pt	7	4						
Protected Phases								
Permitted Phases								
Actuated Green, G (s)	66.1	66.1	53.1	32.9	32.9	32.9	32.9	32.9
Effective Green, g (s)	66.1	66.1	53.1	32.9	32.9	32.9	32.9	32.9
Actuated g/C Ratio	0.60	0.60	0.48	0.30	0.30	0.30	0.30	0.30
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	187	3026	2431	757	901	918	825	825
v/s Ratio Prot	0.07	c0.51	c0.49	0.11	c0.30	0.22	0.21	0.21
v/s Ratio Perm	0.51	0.95	0.84	1.00	0.23	1.02	0.95d	0.70
Uniform Delay, d1	32.4	17.7	28.4	16.5	38.5	34.6	34.1	34.1
Progression Factor	1.99	0.33	0.81	0.70	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.6	0.3	16.8	0.5	34.2	2.9	2.6	2.6
Delay (s)	74.9	6.1	34.2	12.1	72.8	37.5	36.7	36.7
Level of Service	E	A	C	B	E	D	D	D
Approach Delay (s)								
Approach LOS								
Intersection Summary								
HCM Average Control Delay			30.1					
HCM Volume to Capacity ratio			1.02					
Actuated Cycle Length (s)			110.0					
Intersection Capacity Utilization			110.0%					
Analysis Period (min)			15					
dl Defacto Left Lane. Recode with 1 through lane as a left lane.								
c Critical Lane Group								

2012 AM Peak BUILD Condition
 Existing Geometry
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Timings
16: Paseo del Norte & I-25 E.Frontage Rd

Terry O. Brown, P.E.
2/14/2009

Lane Group	EBL	EBT	WBT	WBL	NBL	NBT	NBR
Lane Configurations	AAA	AAA	AAA	AAA	AAA	AAA	AAA
Volume (vph)	196	3030	1900	144	1807	212	787
Turn Type	pm-pt			Perm	Perm	Perm	Perm
Protected Phases	7	4	8	8	2	2	2
Permitted Phases	4						
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (%)	11.0	63.0	52.0	52.0	47.0	47.0	47.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	Min	C-Max	C-Max	C-Max	Min	Min	Min
Act Effct Green (s)	57.5	57.5	46.5	46.5	41.5	41.5	41.5
Actuated g/C Ratio	0.52	0.52	0.42	0.42	0.38	0.38	0.38
v/c Ratio	1.32	1.20	1.05	0.24	1.22	1.14d	0.87
Control Delay	176.2	111.9	54.3	7.5	140.8	37.2	42.3
Queue Delay	0.0	11.9	0.0	0.0	0.0	0.0	0.0
Total Delay	176.2	123.7	54.3	7.5	140.8	37.2	42.3
LOS	F	F	D	A	F	F	D
Approach Delay							
Approach LOS							
Intersection Summary							
Cycle Length: 110							
Actuated Cycle Length: 110							
Offset: 0 (0%), Referenced to phase 4:EBT1 and 8:WBT, Start of Green							
Natural Cycle: 130							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 1.32							
Intersection Signal Delay: 30.9							
Intersection Capacity Utilization: 113.5%							
Analysis Period (min): 15							
Analysis Period (min): 15							
Defacto Left Lane, Recode with 1 through lane as a left lane.							



HCM Signalized Intersection Capacity Analysis
16: Paseo del Norte & I-25 E.Frontage Rd

Terry O. Brown, P.E.
2/14/2009

Movement	EBL	EBT	WBT	WBL	NBL	NBT	NBR	SBL	SBR
Lane Configurations	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA
Volume (vph)	196	3030	0	0	1908	144	1807	212	787
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	0.86	0.86	0.88	0.88
Fit Protected	0.95	1.00	1.00	1.00	0.95	0.96	1.00	0.85	0.85
Satd. Flow (prot)	1752	5036	5036	5036	1568	3014	3060	2760	2760
Fit Permitted	0.08	1.00	1.00	1.00	0.95	0.96	1.00	0.96	0.96
Satd. Flow (perm)	142	5036	5036	5036	1568	3014	3060	2760	2760
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.85	0.87	0.87	0.85	0.85
Adj. Flow (vph)	204	3156	0	0	2245	169	2077	244	905
RTOR Reduction (vph)	0	0	0	0	55	0	0	0	0
Lane Group Flow (vph)	204	3156	0	0	2245	114	1392	929	905
Turn Type	pm-pt				Perm	Perm	Perm	Perm	Perm
Protected Phases	7	4			8	2	2		
Permitted Phases	4								
Actuated Green, G (s)	57.5	57.5			46.5	41.5	41.5		
Effective Green, g (s)	57.5	57.5			46.5	41.5	41.5		
Actuated g/C Ratio	0.52	0.52			0.42	0.38	0.38		
Clearance Time (s)	5.5	5.5			5.5	5.5	5.5		
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		
Lane Cap Cap (vph)	155	2632			2129	663	1137		
v/s Ratio Prot	0.07	0.03			0.07	0.46	0.30		
v/s Ratio Perm	1.32	1.20			1.05	1.22	1.14d		
Uniform Delay, d1	27.5	26.2			31.8	19.8	34.2		
Progression Factor	1.83	0.75			0.65	0.76	1.00		
Incremental Delay, d2	146.5	90.0			32.3	0.4	106.9		
Delay (s)	196.8	109.6			52.9	15.4	143.2		
Level of Service	F	F			D	B	C		
Approach Delay (s)		114.9			50.2		82.9		
Approach LOS		F			D		F		
Intersection Summary									
HCM Average Control Delay		86.1							
HCM Volume to Capacity ratio		1.27							
Actuated Cycle Length (s)		110.0							
Intersection Capacity Utilization		113.5%							
Analysis Period (min)		15							
Defacto Left Lane, Recode with 1 through lane as a left lane.									
c Critical Lane Group									

2012 PM Peak NOBUILD Condition
Existing Geometry
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2012 PM Peak NOBUILD Condition
Existing Geometry
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Timings
16: Paseo del Norte & I-25 E.Frontage Rd

Terry O. Brown, P.E.

3/30/2008 - Synchro 7

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	198	3133	1955	144	1807	212	787
Volume (vph)	198	3133	1955	144	1807	212	787
Turn Type	pm+pt			Perm	Perm	2	Perm
Protected Phases	7	4	8	8	2	2	2
Permitted Phases	4	4	8	8	2	2	2
Detector Phase	7	4	8	8	2	2	2
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.5	21.5	21.5	21.5	21.5	21.5	21.5
Total Split (s)	13.0	70.0	57.0	57.0	50.0	50.0	50.0
Total Split (%)	10.8%	58.3%	47.5%	47.5%	41.7%	41.7%	41.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lag			
Lead/Lag Optimize?							
Recall Mode	Min	C-Max	C-Max	C-Max	Min	Min	Min
Act Elct Green (s)	64.5	51.5	51.5	44.5	44.5	44.5	44.5
Actuated g/C Ratio	0.54	0.54	0.43	0.43	0.37	0.37	0.37
v/c Ratio	1.20	1.21	1.06	0.23	1.25	1.16d	0.88
Control Delay	132.7	116.6	59.4	9.0	151.8	41.3	47.0
Queue Delay	0.0	30.3	5.8	0.0	8.0	0.1	0.0
Total Delay	132.7	146.9	65.2	9.0	159.8	41.4	47.0
LOS	F	F	E	A	F	D	D
Approach Delay		146.1	61.4				
Approach LOS		F	E				
Intersection Summary							
Cycle Length: 120							
Actuated Cycle Length: 120							
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBT, Start of Green							
Natural Cycle: 120							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 1.25							
Intersection Signal Delay: 104.9							
Intersection Capacity Utilization 115.5%							
Analysis Period (min) 15							
dt Defect Left Lane, Recode with 1 though lane as a left lane.							



HCM Signalized Intersection Capacity Analysis
16: Paseo del Norte & I-25 E.Frontage Rd

Terry O. Brown, P.E.

3/30/2008 - Synchro 7

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	198	3133	0	1955	144	1807	212	787	0	0
Volume (vph)	198	3133	0	1955	144	1807	212	787	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	0.88	0.88	0.88	0.88
FR Protected	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85
FR Permitted	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1752	5036	5036	5036	3014	3060	2760	2760	3060	2760
Satd. Flow (perm)	129	5036	5036	5036	3014	3060	2760	2760	3060	2760
Peak-hour factor, PHF	0.96	0.96	0.96	0.85	0.85	0.87	0.87	0.85	0.85	0.85
Adj. Flow (vph)	206	3264	0	2300	169	2077	244	905	0	0
RTOR Reduction (vph)	0	0	0	0	49	0	0	0	0	0
Lane Group Flow (vph)	206	3264	0	2300	120	1392	929	905	0	0
Turn Type	pm+pt			Perm	Perm	Perm	Perm	Perm		
Protected Phases	4	4	8	8	2	2	2	2		
Permitted Phases	4	4	8	8	2	2	2	2		
Actuated Green, G (s)	64.5	64.5	51.5	51.5	44.5	44.5	44.5	44.5		
Effective Green, g (s)	64.5	64.5	51.5	51.5	44.5	44.5	44.5	44.5		
Actuated g/C Ratio	0.54	0.54	0.43	0.43	0.37	0.37	0.37	0.37		
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	171	2707	2161	673	1118	1135	1024	1024		
v/s Ratio Prot	0.08	c0.85	0.46							
v/s Ratio Perm	c0.57			0.08	c0.46	0.30	0.33			
v/c Ratio	1.20	1.21	1.06	0.18	1.25	1.16d	0.88			
Uniform Delay, d1	34.2	27.8	34.2	21.2	37.8	34.1	35.3			
Progression Factor	1.61	0.79	0.66	0.80	1.00	1.00	1.00			
Incremental Delay, d2	97.4	92.9	35.8	0.4	117.9	4.7	9.2			
Delay (s)	152.3	115.0	58.3	17.3	155.7	38.8	44.5			
Level of Service	F	F	E	B	F	D	D			
Approach Delay (s)		117.2	55.5							
Approach LOS		F	E							
Intersection Summary										
HCM Average Control Delay			91.3							
HCM Volume to Capacity ratio			1.22							
Actuated Cycle Length (s)			120.0							
Intersection Capacity Utilization			115.5%							
Analysis Period (min)			15							
dt Defect Left Lane, Recode with 1 though lane as a left lane.										

Timings
17: Paseo del Norte & San Pedro Dr

Terry O. Brown, P.E.
2/14/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	123	1297	467	178	1663	114	274	105	25	97	216	110
Volume (vph)	123	1297	467	178	1663	114	274	105	25	97	216	110
Turn Type	Prot	pm-ov	pm-ov	Prot	Perm	Perm	Prot	pm-ov	pm-ov	Perm	pm-ov	pm-ov
Protected Phases	7	4	5	3	8	8	5	2	3	6	6	7
Permitted Phases	7	4	5	3	8	8	5	2	3	6	6	7
Detector Phase	7	4	5	3	8	8	5	2	3	6	6	7
Switch Phase	7	4	5	3	8	8	5	2	3	6	6	7
Minimum Initial (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
Minimum Split (s)	9.5	21.5	9.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	9.5
Total Split (s)	12.0	43.5	20.0	21.5	53.0	53.0	20.0	45.0	21.5	25.0	25.0	12.0
Total Split (%)	10.9%	39.5%	18.2%	19.5%	48.2%	48.2%	18.2%	40.9%	19.5%	22.7%	22.7%	10.9%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	Min	C-Max	Min	Min	C-Max	Min	Min	Min	Min	Min	Min	Min
Act Effect Green (s)	6.9	44.7	64.0	11.3	49.0	49.0	13.8	37.6	54.3	18.2	18.2	30.7
Actuated g/c Ratio	0.06	0.41	0.58	0.16	0.45	0.45	0.13	0.34	0.49	0.17	0.17	0.28
Vehicle Delay	55.1	32.3	7.9	52.1	29.1	4.0	58.8	25.9	11.6	41.7	68.3	29.7
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	55.1	32.3	7.9	52.1	29.1	4.0	58.8	25.9	11.6	41.7	68.3	29.7
LOS	E	C	A	D	C	A	E	C	B	D	E	C
Approach Delay	27.8				29.7						52.2	
Approach LOS	C				C						D	
Intersection Summary												
Cycle Length: 110												
Offset: 5 (5%), Referenced to phase 4:EBT and 8:WBT, Start of Green												
Natural Cycle: 90												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 32.8												
Intersection Capacity Utilization 73.2%												
Analysis Period (min) 15												

Splits and Phases: 17: Paseo del Norte & San Pedro Dr



HCM Signalized Intersection Capacity Analysis
17: Paseo del Norte & San Pedro Dr

Terry O. Brown, P.E.
2/14/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	123	1297	467	178	1663	114	274	105	25	97	216	110
Volume (vph)	123	1297	467	178	1663	114	274	105	25	97	216	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Flt	1.00	1.00	0.85	1.00	0.85	1.00	0.85	1.00	0.85	1.00	0.85	1.00
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)	3400	5036	1568	3400	5036	1568	3400	1845	1568	3400	1845	1568
Flt Permitted	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 (perm)	3400	5036	1568	3400	5036	1568	3400	1845	1568	3400	1845	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.96	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	134	1410	508	185	1732	119	326	125	30	115	257	131
RTOR Reduction (vph)	0	0	83	0	0	66	0	0	2	0	0	10
Lane Group Flow (vph)	134	1410	425	185	1732	53	326	125	28	115	257	121
Turn Type	Prot	4	5	3	8	Perm	Prot	5	2	3	6	7
Protected Phases	7	4	5	3	8	Perm	Prot	5	2	3	6	7
Permitted Phases	7	4	5	3	8	Perm	Prot	5	2	3	6	7
Actuated Green, G (s)	6.9	44.6	58.4	11.3	49.0	49.0	13.8	37.6	48.9	18.3	18.3	25.2
Effective Green, g (s)	6.9	44.6	58.4	11.3	49.0	49.0	13.8	37.6	48.9	18.3	18.3	25.2
Actuated g/c Ratio	0.06	0.41	0.53	0.10	0.45	0.45	0.13	0.34	0.44	0.17	0.17	0.23
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	213	2042	911	349	2243	698	427	631	775	403	307	438
v/c Ratio Prot	0.04	0.28	0.06	0.05	0.03	0.03	0.07	0.00	0.00	0.01	0.02	0.02
v/c Ratio Perm	0.63	0.69	0.47	0.53	0.77	0.06	0.76	0.20	0.04	0.29	0.84	0.28
Uniform Delay, d1	50.3	27.0	16.1	46.8	25.8	17.5	46.5	25.6	17.2	40.1	44.4	34.9
Progression Factor	0.93	1.11	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	1.1	0.2	1.5	2.7	0.2	7.9	0.2	0.0	0.4	17.7	0.3
Delay (s)	50.1	31.1	12.1	48.4	28.4	17.7	54.4	25.7	17.3	40.5	62.1	35.2
Level of Service	D	C	B	D	C	B	D	C	B	D	E	D
Approach Delay (s)	27.7				29.6						50.2	
Approach LOS	C				C						D	
Intersection Summary												
HCM Average Control Delay												
HCM Volume to Capacity ratio												
Actuated Cycle Length (s)												
Intersection Capacity Utilization												
Analysis Period (min)												
c Critical Lane Group												

2012 AM Peak NOBUILD Condition

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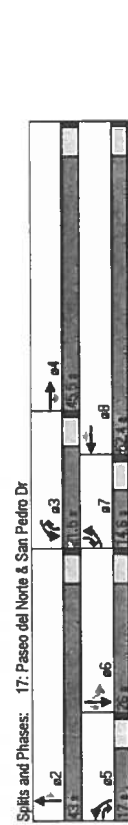
Existing Geometry

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Timings
17: Paseo del Norte & San Pedro Dr

Terry O. Brown, P.E.
2/14/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA
Volume (vph)	184	1810	169	190	1530	157	339	195	143	412	224	108
Turn Type	Prot	pm+ov	pm+ov	Prot	Perm	Perm	pm+ov	pm+ov	Perm	Perm	pm+ov	pm+ov
Protected Phases	7	4	5	3	8	8	5	2	3	6	6	7
Permitted Phases	7	4	5	3	8	8	5	2	3	6	6	7
Detector Phase	7	4	5	3	8	8	5	2	3	6	6	7
Switch Phase	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Initial (s)	9.5	21.5	9.5	21.5	21.5	9.5	21.5	21.5	21.5	21.5	21.5	9.5
Minimum Split (s)	14.6	45.5	17.0	21.5	52.4	52.4	17.0	43.0	21.5	26.0	26.0	14.6
Total Split (%)	13.3%	41.4%	15.5%	19.5%	47.6%	47.6%	15.5%	30.1%	19.5%	23.6%	23.6%	13.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Min	C-Max	Min	C-Max	Min	C-Max	Min	C-Max	Min	C-Max	Min	C-Max
Recall Mode	9.0	43.9	60.9	12.1	47.0	47.0	11.5	37.5	55.1	20.5	20.5	35.0
Act Effect Green (s)	0.08	0.40	0.55	0.11	0.43	0.43	0.10	0.34	0.50	0.19	0.19	0.32
Actuated g/C Ratio	0.73	1.00	0.20	0.56	0.79	0.23	1.14	0.37	0.22	1.20	0.78	0.26
v/c Ratio	50.1	41.8	2.4	52.1	30.6	3.7	135.4	29.5	15.8	150.2	55.2	28.6
Control 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
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	50.1	41.8	2.4	52.1	30.6	3.7	135.4	29.5	15.8	150.2	55.2	28.6
LOS	D	D	A	D	C	A	F	C	B	F	E	C
Approach Delay	39.4											
Approach LOS	D											
Intersection Summary												
Cycle Length: 110												
Actuated Cycle Length: 110												
Offset: 108 (98%), Referenced to phase 4:EBT and 8:WBT, Start of Green												
Natural Cycle: 130												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.20												
Intersection LOS: D												
Intersection Signal Delay: 51.1												
Intersection Capacity Utilization 80.7%												
Analysis Period (min) 15												



2012 PM Peak NOBUILD Condition
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Existing Geometry

HCM Signalized Intersection Capacity Analysis
17: Paseo del Norte & San Pedro Dr

Terry O. Brown, P.E.
2/14/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA
Volume (vph)	184	1810	169	190	1530	157	339	195	143	412	224	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.85	1.00	0.85	1.00	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	1.00
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)	3400	5036	1568	3400	5036	1568	3400	1845	1568	3400	1845	1568
Flt Permitted	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 (perm)	3400	5036	1568	3400	5036	1568	3400	1845	1568	3400	1845	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	204	2011	188	211	1700	174	404	232	170	490	257	129
RTOR Reduction (vph)	0	0	82	0	0	100	0	0	0	0	0	0
Lane Group Flow (vph)	204	2011	106	211	1700	74	404	232	170	490	257	129
Turn Type	Prot	pm+ov	pm+ov	Prot	Perm	Perm	pm+ov	pm+ov	Perm	Perm	pm+ov	pm+ov
Protected Phases	7	4	5	3	8	8	5	2	3	6	6	7
Permitted Phases	7	4	5	3	8	8	5	2	3	6	6	7
Actuated Green, G (s)	9.0	43.9	55.4	12.1	47.0	47.0	11.5	37.5	49.6	20.5	20.5	29.5
Effective Green, g (s)	9.0	43.9	55.4	12.1	47.0	47.0	11.5	37.5	49.6	20.5	20.5	29.5
Actuated g/C Ratio	0.08	0.40	0.50	0.11	0.43	0.43	0.10	0.34	0.45	0.19	0.19	0.27
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
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)	278	2010	868	374	2152	670	355	629	785	409	344	489
vs Ratio Prot	0.06	c0.40	0.01	c0.06	c0.34	0.05	c0.12	0.13	0.02	c0.22	0.14	0.02
vs Ratio Perm	0.73	1.00	0.12	0.56	0.79	0.11	1.14	0.37	0.22	1.20	0.78	0.25
v/c Ratio	49.3	33.0	14.4	46.4	27.2	18.9	49.2	27.3	18.4	44.8	42.6	31.6
Uniform Delay, d1	0.97	1.06	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Progression Factor	0.9	0.0	1.9	3.0	0.3	90.7	0.4	0.1	110.6	10.5	0.3	31.9
Incremental Delay, d2	49.0	41.3	11.8	48.4	30.3	19.3	140.0	27.7	18.5	155.3	53.1	31.9
Delay (s)	D	D	B	D	C	B	F	C	B	F	D	C
Level of Service	D	D	B	D	C	B	F	C	B	F	D	C
Approach Delay (s)	39.5											
Approach LOS	D											
Intersection Summary												
HCM Average Control Delay	51.9											
HCM Volume to Capacity ratio	1.08											
Actuated Cycle Length (s)	110.0											
Intersection Capacity Utilization	80.7%											
Analysis Period (min)	15											
c Critical Lane Group												

2012 PM Peak NOBUILD Condition
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Existing Geometry

HCM Unsignalized Intersection Capacity Analysis 9: San Diego Av & I-25 W.Frontage

Terry O. Brown, P.E.
2/15/2009



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↘	
Volume (veh/h)	0	34	0	0	425	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.85	0.85	0.75	0.75
Hourly flow rate (yph)	0	45	0	0	567	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	568	285	569			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568	285	569			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	451	709	992			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	45	378	192			
Volume Left	0	0	0			
Volume Right	45	0	3			
cSH	709	1700	1700			
Volume to Capacity	0.06	0.22	0.11			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	10.4	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.4	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay		0.8				
Intersection Capacity Utilization		21.8%		ICU Level of Service		A
Analysis Period (min)		15				

2012 PM Peak NOBUILD Condition

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis

9: San Diego Av & I-25 W.Frontage

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	34	0	0	472	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.85	0.85	0.75	0.75
Hourly flow rate (vph)	0	45	0	0	629	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	631	316	632			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	631	316	632			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	411	677	940			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	45	420	212			
Volume Left	0	0	0			
Volume Right	45	0	3			
cSH	677	1700	1700			
Volume to Capacity	0.07	0.25	0.12			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	10.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.7	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		23.1%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 10: Modesto Av & I-25 W.Frontage Rd

Terry O. Brown, P.E.
2/15/2009



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕	
Volume (veh/h)	0	8	0	0	156	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.85	0.85	0.75	0.75
Hourly flow rate (vph)	0	11	0	0	208	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	211	107	215			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	211	107	215			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	755	923	1345			
Direction, Lane, #	EB 1	SB 1	SB 2			
Volume Total	11	139	76			
Volume Left	0	0	0			
Volume Right	11	0	7			
cSH	923	1700	1700			
Volume to Capacity	0.01	0.08	0.04			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.9	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.9	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		14.5%		ICU Level of Service		A
Analysis Period (min)		15				

2012 AM Peak NOBUILD Condition

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 10: Modesto Av & I-25 W.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	54	0	0	323	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.85	0.85	0.75	0.75
Hourly flow rate (vph)	0	72	0	0	431	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	434	219	437			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	434	219	437			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	548	782	1112			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	72	287	150			
Volume Left	0	0	0			
Volume Right	72	0	7			
cSH	782	1700	1700			
Volume to Capacity	0.09	0.17	0.09			
Queue Length 95th (ft)	8	0	0			
Control Delay (s)	10.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.1	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay		1.4				
Intersection Capacity Utilization		19.1%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 10: Modesto Av & I-25 W.Frontage Rd

Terry O. Brown, P.E.
2/15/2009



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕	
Volume (veh/h)	0	87	0	0	471	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.78	0.78
Hourly flow rate (vph)	0	102	0	0	604	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	606	304	609			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	606	304	609			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	85	100			
cM capacity (veh/h)	426	689	959			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	102	403	206			
Volume Left	0	0	0			
Volume Right	102	0	5			
cSH	689	1700	1700			
Volume to Capacity	0.15	0.24	0.12			
Queue Length 95th (ft)	13	0	0			
Control Delay (s)	11.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.1	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay		1.6				
Intersection Capacity Utilization		25.2%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 10: Modesto Av & I-25 W.Frontage Rd

Terry O. Brown, P.E.
3/31/2009 - Synchro 7

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					 	
Volume (veh/h)	0	129	0	0	1053	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.85	0.85	0.78	0.78
Hourly flow rate (vph)	0	172	0	0	1350	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1353	678	1355			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1353	678	1355			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	56	100			
cM capacity (veh/h)	140	393	498			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	172	900	455			
Volume Left	0	0	0			
Volume Right	172	0	5			
cSH	393	1700	1700			
Volume to Capacity	0.44	0.53	0.27			
Queue Length 95th (ft)	54	0	0			
Control Delay (s)	21.1	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	21.1	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay		2.4				
Intersection Capacity Utilization		43.9%		ICU Level of Service		A
Analysis Period (min)		15				

2012 PM Peak BUILD Condition

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis

11: Modesto Av & San Mateo Blvd

Terry O. Brown, P.E.
2/15/2009



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰		↕			↗
Volume (veh/h)	4	1	484	22	6	55
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.88	0.88	0.95	0.95
Hourly flow rate (vph)	5	1	550	25	6	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	604	288			575	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	604	288			575	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	425	706			987	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	367	208	26	39	
Volume Left	5	0	0	6	0	
Volume Right	1	0	25	0	0	
cSH	462	1700	1700	987	1700	
Volume to Capacity	0.01	0.22	0.12	0.01	0.02	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	12.9	0.0	0.0	2.2	0.0	
Lane LOS	B			A		
Approach Delay (s)	12.9	0.0		0.9		
Approach LOS	B					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		24.1%		ICU Level of Service		A
Analysis Period (min)		15				

2012 AM Peak NOBUILD Condition

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis

11: Modesto Av & San Mateo Blvd

Terry O. Brown, P.E.
2/15/2009



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	1	138	7	114	307
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.89	0.89	0.80	0.80
Hourly flow rate (vph)	5	1	155	8	142	384
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	636	81			163	
vC1, stage 1 conf vol						
vG2, stage 2 conf vol						
vCu, unblocked vol	636	81			163	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			90	
cM capacity (veh/h)	367	959			1406	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	103	60	270	256	
Volume Left	5	0	0	142	0	
Volume Right	1	0	8	0	0	
cSH	418	1700	1700	1406	1700	
Volume to Capacity	0.02	0.06	0.04	0.10	0.15	
Queue Length 95th (ft)	1	0	0	8	0	
Control Delay (s)	13.7	0.0	0.0	4.5	0.0	
Lane LOS	B			A		
Approach Delay (s)	13.7	0.0		2.3		
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			29.2%		ICU Level of Service	A
Analysis Period (min)			15			

Project Name
 Philips Site Development (Modesto / I-25)
Intersection
 Modesto Ave. / San Mateo Blvd.
Analysis Year
 2012

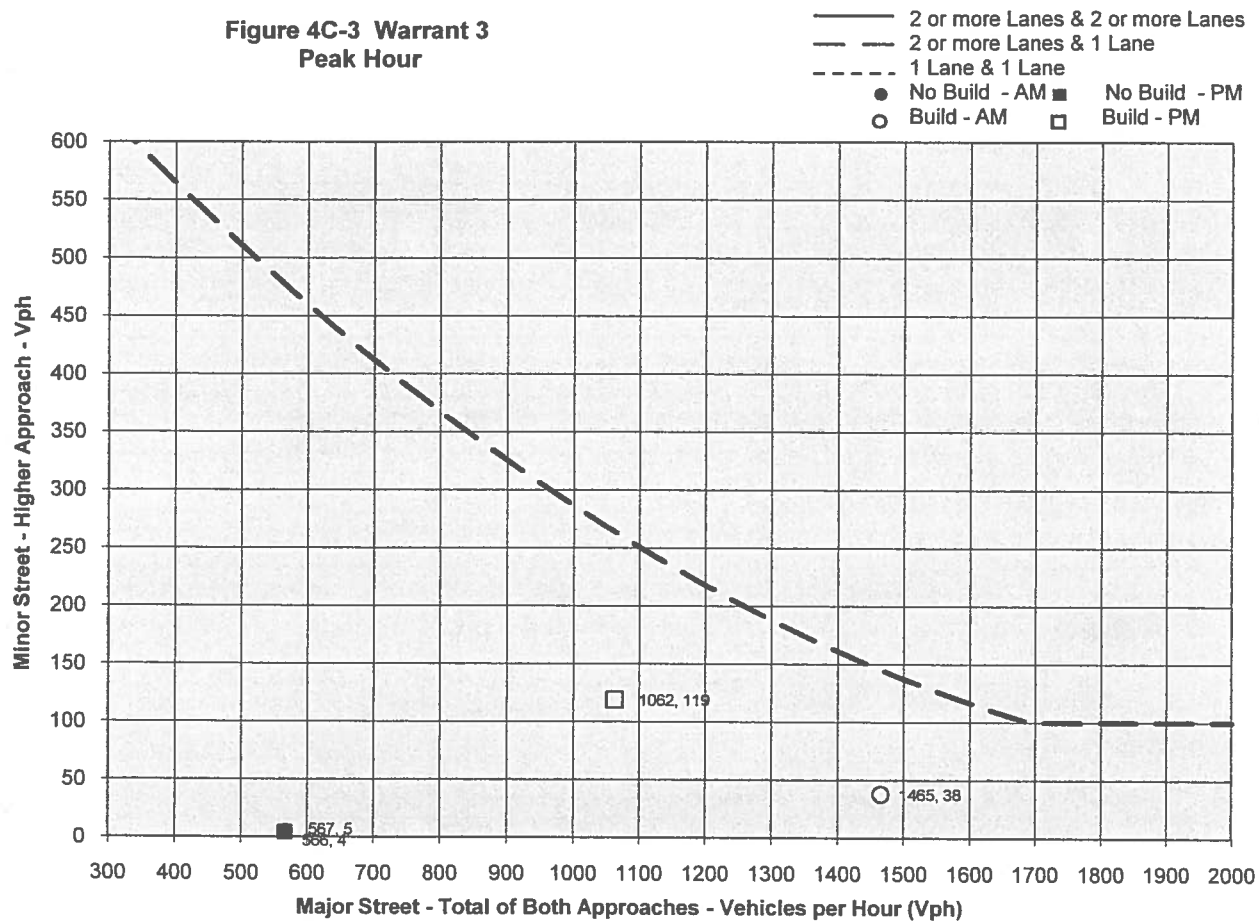
Analysis Year Traffic Volumes

AM	Major	Minor	PM	Major	Minor
No Build	567	5	No Build	566	4
Build	1465	38	Build	1062	119

Number of Lanes

Major St.	2
Minor St.	1

**Figure 4C-3 Warrant 3
 Peak Hour**



Comments - revised 3/17/09

HCM Unsignalized Intersection Capacity Analysis 12: San Diego Av & San Mateo Blvd

Terry O. Brown, P.E.
2/15/2009

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	2	6	2	18	2	12	313	16	1	40	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.79	0.79	0.79	0.82	0.82	0.82
Hourly flow rate (vph)	28	3	8	3	24	3	15	396	20	1	49	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	302	505	32	473	503	208	63			416		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	302	505	32	473	503	208	63			416		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	99	99	99	95	100	99			100		
cM capacity (veh/h)	593	461	1032	462	462	795	1530			1132		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	39	29	213	218	1	33	31					
Volume Left	28	3	15	0	1	0	0					
Volume Right	8	3	0	20	0	0	15					
cSH	637	481	1530	1700	1132	1700	1700					
Volume to Capacity	0.06	0.06	0.01	0.13	0.00	0.02	0.02					
Queue Length 95th (ft)	5	5	1	0	0	0	0					
Control Delay (s)	11.0	13.0	0.6	0.0	8.2	0.0	0.0					
Lane LOS	B	B	A		A							
Approach Delay (s)	11.0	13.0	0.3		0.2							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			27.3%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 12: San Diego Av & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	2	9	2	18	2	13	313	16	1	41	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.79	0.79	0.79	0.82	0.82	0.82
Hourly flow rate (vph)	28	3	12	3	24	3	16	396	20	1	50	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	305	509	32	480	506	208	65			416		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	305	509	32	480	506	208	65			416		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	99	99	99	95	100	99			100		
cM capacity (veh/h)	589	458	1031	455	460	795	1528			1132		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	43	29	215	218	1	33	31					
Volume Left	28	3	16	0	1	0	0					
Volume Right	12	3	0	20	0	0	15					
cSH	657	477	1528	1700	1132	1700	1700					
Volume to Capacity	0.06	0.06	0.01	0.13	0.00	0.02	0.02					
Queue Length 95th (ft)	5	5	1	0	0	0	0					
Control Delay (s)	10.9	13.0	0.6	0.0	8.2	0.0	0.0					
Lane LOS	B	B	A		A							
Approach Delay (s)	10.9	13.0	0.3		0.2							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			27.5%		ICU Level of Service					A		
Analysis Period (min)			15									

2012 AM Peak BUILD Condition

MITIGATED Geometry
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HCM Unsignalized Intersection Capacity Analysis 12: San Diego Av & San Mateo Blvd

Terry O. Brown, P.E.
2/15/2009

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	13	7	8	6	1	8	104	1	3	218	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87
Hourly flow rate (vph)	4	17	9	11	8	1	10	127	1	3	251	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	350	410	130	297	414	64	260			128		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	350	410	130	297	414	64	260			128		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	99	98	98	100	99			100		
cM capacity (veh/h)	566	523	893	603	520	984	1295			1448		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	31	20	73	65	3	167	93					
Volume Left	4	11	10	0	3	0	0					
Volume Right	9	1	0	1	0	0	9					
cSH	605	581	1295	1700	1448	1700	1700					
Volume to Capacity	0.05	0.03	0.01	0.04	0.00	0.10	0.05					
Queue Length 95th (ft)	4	3	1	0	0	0	0					
Control Delay (s)	11.3	11.4	1.1	0.0	7.5	0.0	0.0					
Lane LOS	B	B	A		A							
Approach Delay (s)	11.3	11.4	0.6		0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			19.0%		ICU Level of Service					A		
Analysis Period (min)			15									

2012 PM Peak NOBUILD Condition

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 12: San Diego Av & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	13	9	8	6	1	11	105	1	3	218	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87
Hourly flow rate (vph)	4	17	12	11	8	1	13	128	1	3	251	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	358	418	130	308	422	65	260			129		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	358	418	130	308	422	65	260			129		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	99	98	98	100	99			100		
cM capacity (veh/h)	557	515	893	589	513	983	1295			1447		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	33	20	77	65	3	167	93					
Volume Left	4	11	13	0	3	0	0					
Volume Right	12	1	0	1	0	0	9					
cSH	614	570	1295	1700	1447	1700	1700					
Volume to Capacity	0.05	0.04	0.01	0.04	0.00	0.10	0.05					
Queue Length 95th (ft)	4	3	1	0	0	0	0					
Control Delay (s)	11.2	11.5	1.4	0.0	7.5	0.0	0.0					
Lane LOS	B	B	A		A							
Approach Delay (s)	11.2	11.5	0.8		0.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			21.5%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 14: Wilshire St & Jefferson St

Terry O. Brown, P.E.
2/15/2009



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Volume (veh/h)	1	2	3	20	1	12	19	389	162	37	422	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.88	0.88	0.88	0.81	0.81	0.81
Hourly flow rate (vph)	1	3	4	25	1	15	22	442	184	46	521	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	893	1283	262	934	1192	313	523			626		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	893	1283	262	934	1192	313	523			626		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	99	88	99	98	98			95		
cM capacity (veh/h)	216	151	734	204	172	680	1032			945		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	8	41	22	295	331	46	347	176				
Volume Left	1	25	22	0	0	46	0	0				
Volume Right	4	15	0	0	184	0	0	2				
cSH	274	271	1032	1700	1700	945	1700	1700				
Volume to Capacity	0.03	0.15	0.02	0.17	0.19	0.05	0.20	0.10				
Queue Length 95th (ft)	2	13	2	0	0	4	0	0				
Control Delay (s)	18.5	20.6	8.6	0.0	0.0	9.0	0.0	0.0				
Lane LOS	C	C	A			A						
Approach Delay (s)	18.5	20.6	0.3			0.7						
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			34.6%		ICU Level of Service					A		
Analysis Period (min)			15									

2012 AM Peak NOBUILD Condition

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis

14: Wilshire St & Jefferson St

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	2	3	20	1	12	19	560	162	37	441	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.88	0.88	0.88	0.81	0.81	0.81
Hourly flow rate (vph)	1	3	4	25	1	15	22	636	184	46	544	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1014	1501	273	1141	1410	410	547			820		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1014	1501	273	1141	1410	410	547			820		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	99	83	99	97	98			94		
cM capacity (veh/h)	174	110	721	142	126	588	1012			798		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	8	41	22	424	396	46	363	184				
Volume Left	1	25	22	0	0	46	0	0				
Volume Right	4	15	0	0	184	0	0	2				
cSH	214	195	1012	1700	1700	798	1700	1700				
Volume to Capacity	0.04	0.21	0.02	0.25	0.23	0.06	0.21	0.11				
Queue Length 95th (ft)	3	19	2	0	0	5	0	0				
Control Delay (s)	22.5	28.3	8.6	0.0	0.0	9.8	0.0	0.0				
Lane LOS	C	D	A			A						
Approach Delay (s)	22.5	28.3	0.2			0.8						
Approach LOS	C	D										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			39.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

14: Wilshire St & Jefferson St

Terry O. Brown, P.E.

2/15/2009

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	9	3	74	1	30	6	403	140	52	392	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	5	12	4	97	1	39	7	453	157	61	461	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	864	1208	231	908	1130	305	462			610		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	864	1208	231	908	1130	305	462			610		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	93	99	52	99	94	99			94		
cM capacity (veh/h)	219	168	768	204	187	688	1088			958		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	21	138	7	302	308	61	307	155				
Volume Left	5	97	7	0	0	61	0	0				
Volume Right	4	39	0	0	157	0	0	1				
cSH	211	255	1088	1700	1700	958	1700	1700				
Volume to Capacity	0.10	0.54	0.01	0.18	0.18	0.06	0.18	0.09				
Queue Length 95th (ft)	8	74	0	0	0	5	0	0				
Control Delay (s)	24.0	34.7	8.3	0.0	0.0	9.0	0.0	0.0				
Lane LOS	C	D	A			A						
Approach Delay (s)	24.0	34.7	0.1			1.1						
Approach LOS	C	D										
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			41.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 14: Wilshire St & Jefferson St

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	9	3	74	1	30	6	477	140	52	458	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.76	0.76	0.76	0.89	0.89	0.89	0.85	0.85	0.85
Hourly flow rate (vph)	5	12	4	97	1	39	7	536	157	61	539	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	983	1369	270	1030	1290	347	540			693		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	983	1369	270	1030	1290	347	540			693		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	91	99	40	99	94	99			93		
cM capacity (veh/h)	177	133	725	163	149	647	1018			891		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	21	138	7	357	336	61	359	181				
Volume Left	5	97	7	0	0	61	0	0				
Volume Right	4	39	0	0	157	0	0	1				
cSH	170	207	1018	1700	1700	891	1700	1700				
Volume to Capacity	0.13	0.67	0.01	0.21	0.20	0.07	0.21	0.11				
Queue Length 95th (ft)	11	102	1	0	0	6	0	0				
Control Delay (s)	29.2	51.7	8.6	0.0	0.0	9.3	0.0	0.0				
Lane LOS	D	F	A			A						
Approach Delay (s)	29.2	51.7	0.1			1.0						
Approach LOS	D	F										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			43.6%	ICU Level of Service					A			
Analysis Period (min)			15									

2012 PM Peak BUILD Condition

Existing Geometry
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HCM Unsignalized Intersection Capacity Analysis 18: 'A' & I-25 W.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕↗	
Volume (veh/h)	0	65	0	0	198	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.75	0.75
Hourly flow rate (vph)	0	76	0	0	264	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	307	175	351			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	307	175	351			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	658	834	1198			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	76	176	175			
Volume Left	0	0	0			
Volume Right	76	0	87			
cSH	834	1700	1700			
Volume to Capacity	0.09	0.10	0.10			
Queue Length 95th (ft)	8	0	0			
Control Delay (s)	9.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.7	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay		1.7				
Intersection Capacity Utilization		18.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 18: 'A' & I-25 W.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					 	
Volume (veh/h)	0	228	0	0	482	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.78	0.78
Hourly flow rate (vph)	0	268	0	0	618	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	634	325	650			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	634	325	650			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	60	100			
cM capacity (veh/h)	409	668	925			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	268	412	238			
Volume Left	0	0	0			
Volume Right	268	0	32			
cSH	668	1700	1700			
Volume to Capacity	0.40	0.24	0.14			
Queue Length 95th (ft)	48	0	0			
Control Delay (s)	14.0	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	14.0	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay		4.1				
Intersection Capacity Utilization		34.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 19: 'B' & I-25 W.Frontage Rd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕	
Volume (veh/h)	0	354	0	0	702	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.78	0.78
Hourly flow rate (vph)	0	416	0	0	900	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	914	464	928			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	914	464	928			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	23	100			
cM capacity (veh/h)	271	542	726			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	416	600	328			
Volume Left	0	0	0			
Volume Right	416	0	28			
cSH	542	1700	1700			
Volume to Capacity	0.77	0.35	0.19			
Queue Length 95th (ft)	173	0	0			
Control Delay (s)	30.3	0.0	0.0			
Lane LOS	D					
Approach Delay (s)	30.3	0.0				
Approach LOS	D					
Intersection Summary						
Average Delay		9.4				
Intersection Capacity Utilization		48.7%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 20: Modesto Av & 'C'

Terry O. Brown, P.E.
3/30/2009 - Synchro 7



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	145	31	4	1	23	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.75	0.75
Hourly flow rate (vph)	171	36	5	1	31	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	6				383	5
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6				383	5
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				94	98
cM capacity (veh/h)	1609				552	1075
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	207	6	57			
Volume Left	171	0	31			
Volume Right	0	1	27			
cSH	1609	1700	714			
Volume to Capacity	0.11	0.00	0.08			
Queue Length 95th (ft)	9	0	7			
Control Delay (s)	6.3	0.0	10.5			
Lane LOS	A		B			
Approach Delay (s)	6.3	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay		7.1				
Intersection Capacity Utilization		26.3%		ICU Level of Service		A
Analysis Period (min)		15				

2012 AM Peak BUILD Condition

MITIGATED Geometry
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HCM Unsignalized Intersection Capacity Analysis

21: Modesto Av & 'D'

Terry O. Brown, P.E.
3/30/2009 - Synchro 7



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	168	172	26	1	23	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.85	0.85
Hourly flow rate (vph)	224	229	35	1	27	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	36				713	35
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	36				713	35
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				92	99
cM capacity (veh/h)	1568				340	1035
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	453	36	42			
Volume Left	224	0	27			
Volume Right	0	1	15			
cSH	1568	1700	449			
Volume to Capacity	0.14	0.02	0.09			
Queue Length 95th (ft)	12	0	8			
Control Delay (s)	4.4	0.0	13.8			
Lane LOS	A		B			
Approach Delay (s)	4.4	0.0	13.8			
Approach LOS			B			
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization			35.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 22: 'E' & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	13	1	823	200	2	79
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	15	1	866	211	2	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1017	538			1077	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1017	538			1077	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	100			100	
cM capacity (veh/h)	231	485			637	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	16	578	499	30	55	
Volume Left	15	0	0	2	0	
Volume Right	1	0	211	0	0	
cSH	240	1700	1700	637	1700	
Volume to Capacity	0.07	0.34	0.29	0.00	0.03	
Queue Length 95th (ft)	5	0	0	0	0	
Control Delay (s)	21.1	0.0	0.0	0.8	0.0	
Lane LOS	C			A		
Approach Delay (s)	21.1	0.0		0.3		
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			39.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 22: 'E' & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	47	1	241	121	1	476
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	55	1	301	151	1	595
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	677	226			452	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	677	226			452	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	100			100	
cM capacity (veh/h)	384	774			1097	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	56	201	252	200	397	
Volume Left	55	0	0	1	0	
Volume Right	1	0	151	0	0	
cSH	388	1700	1700	1097	1700	
Volume to Capacity	0.15	0.12	0.15	0.00	0.23	
Queue Length 95th (ft)	13	0	0	0	0	
Control Delay (s)	15.9	0.0	0.0	0.1	0.0	
Lane LOS	C			A		
Approach Delay (s)	15.9	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			23.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 23: 'F' & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	1	330	353	2	49
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	24	1	347	372	2	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	563	359			719	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	563	359			719	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	453	634			872	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	25	232	487	19	34	
Volume Left	24	0	0	2	0	
Volume Right	1	0	372	0	0	
cSH	459	1700	1700	872	1700	
Volume to Capacity	0.05	0.14	0.29	0.00	0.02	
Queue Length 95th (ft)	4	0	0	0	0	
Control Delay (s)	13.3	0.0	0.0	1.0	0.0	
Lane LOS	B			A		
Approach Delay (s)	13.3	0.0		0.4		
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			30.5%	ICU Level of Service		A
Analysis Period (min)			15			

2012 AM Peak BUILD Condition

MITIGATED Geometry
D:\ATOB\PROJECTS\Phillips_Site_SanDiego_I25\Revisions\Synchro\2012ABMit.syn

HCM Unsignalized Intersection Capacity Analysis 23: 'F' & San Mateo Blvd

Terry O. Brown, P.E.
3/30/2009 - Synchro 7



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	67	3	111	108	1	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	79	4	139	135	1	282
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	350	137			274	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	350	137			274	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	100			100	
cM capacity (veh/h)	618	883			1279	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	82	92	181	95	188	
Volume Left	79	0	0	1	0	
Volume Right	4	0	135	0	0	
cSH	626	1700	1700	1279	1700	
Volume to Capacity	0.13	0.05	0.11	0.00	0.11	
Queue Length 95th (ft)	11	0	0	0	0	
Control Delay (s)	11.6	0.0	0.0	0.1	0.0	
Lane LOS	B			A		
Approach Delay (s)	11.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			17.5%	ICU Level of Service		A
Analysis Period (min)			15			

2012 PM Peak BUILD Condition

Existing Geometry
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Data Entry Sheet
Determination of Warrants for Deceleration Lanes
NM DOT State Access Management Manual Criteria
San Diego Ave. / I-25 West Frontage Rd.

Project Information:

Project Name: Philip's Electronics Site (San Diego Av / I-25)
 Project Location: San Diego Ave. / I-25 West Frontage Rd.
 Implementation Year: 2012
 Project Environment: Urban Multi-Lane

Street Information:

Major Street Name: I-25 West Frontage Rd.
 Minor Street Name: San Diego Ave.

Intersection Information:

	Orientation	Prevailing Speed	No. Lanes Each Direction
San Diego Ave.	Eastbound	25	N/A
I-25 West Frontage Rd.	North-South	40	2

Determine Case:

Case

- 1 Urban Two-Lane Highway - Use Table 17.B.1
- 2 Urban Multi-Lane Highway - Use Table 17.B-2
- 3 Rural Two Lane Highway - Use Table 17.B-3 and 17.B-5
- 4 Rural Multi-Lane Highway - Use Table 17.B-4 and 17.B-6

25 West Frontage Rd. is Case **2**
 Speed Category **35 to 40**

SB Right Turn Volumes

2012 AM Pk. Hr. NO BUILD	25
2012 AM Pk. Hr. BUILD	25
2012 PM Pk. Hr. NO BUILD	2
2012 PM Pk. Hr. BUILD	2

SB Thru Volumes

125
253
425
472

NB Left Turn Volumes

2012 AM Pk. Hr. NO BUILD	0
2012 AM Pk. Hr. BUILD	0
2012 PM Pk. Hr. NO BUILD	0
2012 PM Pk. Hr. BUILD	0

NB Thru Volumes

0
0
0
0

Determination of Warrants for Auxiliary Lanes

Project Name: **Philip's Electronics Site (San Diego Av / I-25)**
 Name of Highway: **I-25 West Frontage Rd.**
 Name of Cross Street: **San Diego Ave.**

Determination of Warrants for: **Eastbound Driveway**

Implementation Year Volumes - 2012 Posted Speed Limit: 40

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ If Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	2012	25	230	63		N/A		-	N/A	N/A
AM Peak Hour BUILD	2012	25	230	127		N/A		-	N/A	N/A
PM Peak Hour NO BUILD	2012	2	9,999	213		N/A		-	N/A	N/A
PM Peak Hour BUILD	2012	2	9,999	236		N/A		-	N/A	N/A

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ If Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	2012	-	-	-		N/A		N/A	N/A	N/A
AM Peak Hour BUILD	2012	-	-	-		N/A		N/A	N/A	N/A
PM Peak Hour NO BUILD	2012	-	-	-		N/A		N/A	N/A	N/A
PM Peak Hour BUILD	2012	-	-	-		N/A		N/A	N/A	N/A

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

* Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleration Lengths)

** Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.

*** Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.

= Volume/Hr. divided by 60 times three (rounded) times 25 feet per vehicle.

Lane Storage Length for right turn decel lanes is zero unless there is a stop condition.

Notes and Comments:

Determination of Warrants for Auxiliary Lanes

Project Name: **Philip's Electronics Site (San Diego Av / I-25)**
 Name of Highway: **I-25 W. Frontage Rd**
 Name of Cross Street: **Driveway 'B'**

Determination of Warrants for: Eastbound Driveway

Implementation Year Volumes - **2012** Posted Speed Limit: **40**

Right Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Right Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	2012	-	-	80		N/A		-	N/A	N/A
AM Peak Hour BUILD	2012	63	1	113	✓	325	1.00	-	325	10.5:1
PM Peak Hour NO BUILD	2012	-	-	237		N/A		-	N/A	N/A
PM Peak Hour BUILD	2012	22	248	351	✓	325	1.00	-	325	10.5:1

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

Left Turn Deceleration Lane - Implementation Year Volumes

Condition	Year	Projected Left Turn Volume	Warrant Volume in thru Lane	Projected Volume in thru Lane	✓ if Met	Lane Length (Deceleration)*	Adjustment Factor for Grade**	Lane Length (Storage)***	Total Lane Length	Taper Ratio
AM Peak Hour NO BUILD	2012	-	-	-		N/A		N/A	N/A	N/A
AM Peak Hour BUILD	2012	-	-	-		N/A		N/A	N/A	N/A
PM Peak Hour NO BUILD	2012	-	-	-		N/A		N/A	N/A	N/A
PM Peak Hour BUILD	2012	-	-	-		N/A		N/A	N/A	N/A

Based on Table 17.B-2 (Criteria for Deceleration Lanes on Urban Multi-Lane Highways)

* Lane Length Requirements based on Table 18.K-1 (Deceleration and Acceleration Lengths)

** Enter Grade Adjustment Factor from Table 18.K-2 or other criteria.

*** Lane Storage Length is Based on a calculated 3-minute queue based on average arrival rate per minute.

= Volume/Hr. divided by 60 times three (rounded) times 25 feet per vehicle.

Lane Storage Length for right turn decel lanes is zero unless there is a stop condition.

Notes and Comments:

1. This warrant sheet is for the eastbound Driveway 'A' at 100% Development of the Project

Table 17.B-2
Criteria For Deceleration Lanes On
URBAN MULTI-LANE HIGHWAYS

Turning Volume ¹ (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Volume in Adjacent Through Lane (vphpl) ²			Minimum Volume in Adjacent Through Lane (vphpl) ²		
	≤30 mph	35 to 40 mph	45 to 55 mph	≤30 mph	35 to 40 mph	45 to 55 mph
<5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥56	Required	Required	Required	Required	Required	Required
	Left-turn Decelerataion Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes: • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more			Right-turn Decelerataion Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes: • ≤30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more		

Notes:

1. Use linear interpolation for turning volumes between 5 and 55 vph.
2. The volume in the adjacent through lane includes through vehicles and turning vehicles.

Table 18.K-K-1
Deceleration and Acceleration Lengths (feet)

Table 18.K-1 Deceleration and Acceleration Lengths (feet)											
Speed Change Lane Condition	Posted Speed (mph)										
	25	30	35	40	45	50	55	60	65	70	
Deceleration Distance											
Stop Condition	150	200	250	325	400	475	550	650	725	850	
Slow to 15 MPH	130	175	230	300	370	450	525	620	700	820	
Deceleration Taper											
Length for 12-foot Lane	50	75	100	125	150	175	200	225	250	250	
Straight Line Ratios (L:W)	4:1	6:1	8:1	10.5:1	12.5:1	14.5:1	16.5:1	18.5:1	21:1	21:1	
Acceleration Lane Length											
Acceleration Taper											
Length of 12-foot Lane	N/A	190	270	380	550	760	960	1,170	1,380	1,590	
Straight Line Ratios (L:W)	N/A	100	120	150	170	180	230	270	300	300	
	N/A	8:1	10:1	12.5:1	14:1	15:1	19:1	22.5:1	25:1	25:1	

Traffic Count Data Sheet

Year Counts Taken: 2008 E-W Street Alameda Blvd Speed Limit (Alameda Blvd)= 35 MPH
 N-S Street: 2nd St Speed Limit (2nd St)= 35 MPH
 Date of Count: 2/21/08
 Signalized

Begin Time	End Time	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (2nd St)			Southbound (2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	9	305	53	15	126	7	25	51	79	18	43	10
7:15 AM	7:30 AM	11	310	55	16	121	8	27	53	80	21	40	12
7:30 AM	7:45 AM	17	366	49	10	113	15	48	50	97	20	49	11
7:45 AM	8:00 AM	11	338	52	8	141	5	31	55	91	19	45	9
8:00 AM	8:15 AM	49	273	59	48	408	3	34	54	62	46	32	8
8:15 AM	8:30 AM	6	264	38	46	427	44	46	50	57	49	38	40
8:30 AM	8:45 AM	20	273	52	44	460	40	45	36	33	47	29	8
8:45 AM	9:00 AM	23	234	65	29	448	6	45	38	33	40	34	44
9:00 AM	9:15 AM	45	496	54	49	444	8	39	33	26	42	29	44
9:15 AM	9:30 AM	47	492	44	44	444	46	44	33	28	44	28	9
9:30 AM	9:45 AM	22	487	53	49	428	9	37	27	27	48	23	7
9:45 AM	10:00 AM	42	454	42	44	427	40	26	49	44	46	32	45
AM Peak Hour Volumes		48	1319	209	49	501	35	131	209	347	78	177	42
% of Total Traffic		1.5%	41.9%	6.6%	1.6%	15.9%	1.1%	4.2%	6.6%	11.0%	2.5%	5.6%	1.3%
% Directional			50.1%			18.6%			21.8%			9.4%	
AM Peak Hour Factors			0.91			0.95			0.88			0.93	

Begin Time	End Time	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (2nd St)			Southbound (2nd St)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	28	454	55	34	488	9	49	44	22	24	48	44
3:15 PM	3:30 PM	33	478	47	33	249	7	43	44	48	24	49	44
3:30 PM	3:45 PM	22	496	75	37	258	42	49	45	23	49	62	40
3:45 PM	4:00 PM	22	463	63	52	244	44	54	53	46	45	66	47
4:00 PM	4:15 PM	23	170	49	37	239	16	56	57	13	16	45	16
4:15 PM	4:30 PM	24	169	41	36	214	4	59	59	22	16	64	19
4:30 PM	4:45 PM	32	266	46	54	309	9	55	63	18	10	61	13
4:45 PM	5:00 PM	25	150	50	73	248	9	77	63	16	15	87	16
5:00 PM	5:15 PM	28	454	48	50	250	4	36	45	47	44	53	40
5:15 PM	5:30 PM	24	468	22	45	202	42	76	74	27	8	64	47
5:30 PM	5:45 PM	22	449	37	37	248	42	69	68	48	45	54	45
5:45 PM	6:00 PM	46	424	46	23	202	43	46	38	8	45	45	46
PM Peak Hour Volumes		104	755	186	200	1010	38	247	242	69	57	257	64
% of Total Traffic		3.2%	23.4%	5.8%	6.2%	31.3%	1.2%	7.6%	7.5%	2.1%	1.8%	8.0%	2.0%
% Directional			32.4%			38.6%			17.3%			11.7%	
PM Peak Hour Factors			0.76			0.84			0.89			0.80	

Traffic Count Data Sheet

Year Counts Taken:

2008

E-W Steel Alameda
N-S Street HorizonSpeed Limit (Alameda)= 45 MPH
Speed Limit (Horizon)= 25 MPH
Date of Count: 2/6/08

Signalized

Begin Time	End Time	Eastbound (Alameda)			Westbound (Alameda)			Northbound (Horizon)			Southbound (Horizon)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	8	489	0	0	164	11	0	0	0	4	0	2
7:15 AM	7:30 AM	6	447	0	0	132	17	0	0	0	5	0	1
7:30 AM	7:45 AM	3	411	0	0	168	23	0	0	0	1	0	2
7:45 AM	8:00 AM	12	474	0	0	164	27	0	0	0	5	0	1
8:00 AM	8:15 AM	24	439	0	0	472	25	0	0	0	2	0	0
8:15 AM	8:30 AM	45	392	0	0	472	30	0	0	0	5	0	2
8:30 AM	8:45 AM	43	307	0	0	464	8	0	0	0	6	0	7
8:45 AM	9:00 AM	6	348	0	0	404	43	0	0	0	8	0	7
9:00 AM	9:15 AM	3	246	0	0	457	40	0	0	0	3	0	7
9:15 AM	9:30 AM	0	274	0	0	444	0	0	0	0	4	0	7
9:30 AM	9:45 AM	8	233	0	0	474	7	0	0	0	40	0	7
9:45 AM	10:00 AM	8	203	0	0	469	7	0	0	0	6	0	0
AM Peak Hour Volumes		29	1821	0	0	628	78	0	0	0	15	0	6
% of Total Traffic		1.1%	70.7%	0.0%	0.0%	24.4%	3.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.2%
% Directional			71.8%			27.4%			0.0%			0.8%	
AM Peak Hour Factors			0.93			0.92						0.88	

Begin Time	End Time	Eastbound (Alameda)			Westbound (Alameda)			Northbound (Horizon)			Southbound (Horizon)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	5	267	0	0	288	6	0	0	0	40	0	3
3:15 PM	3:30 PM	40	266	0	0	326	8	0	0	0	44	0	7
3:30 PM	3:45 PM	4	477	0	0	270	4	0	0	0	0	0	0
3:45 PM	4:00 PM	2	226	0	0	304	8	0	0	0	42	0	6
4:00 PM	4:15 PM	2	254	0	0	350	13	0	0	0	24	0	4
4:15 PM	4:30 PM	5	258	0	0	329	6	0	0	0	15	0	6
4:30 PM	4:45 PM	2	284	0	0	426	8	0	0	0	16	0	8
4:45 PM	5:00 PM	2	215	0	0	338	8	0	0	0	11	0	2
5:00 PM	5:15 PM	6	492	0	0	378	5	0	0	0	38	0	0
5:15 PM	5:30 PM	4	229	0	0	348	6	0	0	0	48	0	8
5:30 PM	5:45 PM	6	482	0	0	280	0	0	0	0	0	0	6
5:45 PM	6:00 PM	5	469	0	0	240	5	0	0	0	6	0	3
PM Peak Hour Volumes		11	1011	0	0	1443	35	0	0	0	66	0	20
% of Total Traffic		0.4%	39.1%	0.0%	0.0%	55.8%	1.4%	0.0%	0.0%	0.0%	2.6%	0.0%	0.8%
% Directional			39.5%			57.2%			0.0%			3.3%	
PM Peak Hour Factors			0.89			0.85						0.77	

Traffic Count Data Sheet

Year Counts Taken: 2008

E-W Street Alameda Blvd
N-S Street: Jefferson StSpeed Limit (Alameda Blvd)= 45 MPH
Speed Limit (Jefferson St)= 40 MPH
Date of Count: 2/19/08

Signalized

Begin Time	End Time	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	24	346	50	46	450	24	43	42	46	9	8	3
7:15 AM	7:30 AM	30	270	50	47	480	35	40	46	35	20	7	4
7:30 AM	7:45 AM	40	472	55	44	446	48	7	44	20	5	0	5
7:45 AM	8:00 AM	24	279	70	25	216	40	21	15	11	14	11	4
8:00 AM	8:15 AM	29	259	42	15	147	30	23	19	19	23	8	5
8:15 AM	8:30 AM	19	274	42	15	210	15	28	14	18	20	8	5
8:30 AM	8:45 AM	13	285	35	23	161	22	33	20	12	21	9	3
8:45 AM	9:00 AM	46	248	45	42	472	48	22	44	43	9	0	2
9:00 AM	9:15 AM	44	224	47	42	408	22	27	44	48	44	3	3
9:15 AM	9:30 AM	4	405	36	43	453	9	49	42	40	20	23	4
9:30 AM	9:45 AM	40	209	46	43	485	24	29	7	44	47	42	7
9:45 AM	10:00 AM	7	465	25	44	468	8	24	9	20	48	40	3
AM Peak Hour Volumes		85	1097	189	78	734	107	105	68	60	78	36	17
% of Total Traffic		3.2%	41.3%	7.1%	2.9%	27.7%	4.0%	4.0%	2.6%	2.3%	2.9%	1.4%	0.6%
% Directional			51.7%			34.6%			8.8%			4.9%	
AM Peak Hour Factors			0.92			0.82			0.90			0.91	

Begin Time	End Time	Eastbound (Alameda Blvd)			Westbound (Alameda Blvd)			Northbound (Jefferson St)			Southbound (Jefferson St)		
		L	T	R	L	T	R	L	T	R	L	T	R
3:00 PM	3:15 PM	9	230	25	47	249	5	30	3	45	49	45	7
3:15 PM	3:30 PM	5	266	23	45	284	8	32	43	30	37	43	7
3:30 PM	3:45 PM	5	257	46	24	236	44	57	9	22	34	24	49
3:45 PM	4:00 PM	5	208	44	26	224	45	43	8	49	39	48	20
4:00 PM	4:15 PM	40	204	40	48	204	9	35	4	5	26	49	24
4:15 PM	4:30 PM	5	249	12	29	229	13	45	11	22	47	18	11
4:30 PM	4:45 PM	7	203	13	21	182	11	42	5	22	33	25	30
4:45 PM	5:00 PM	7	268	16	16	208	11	60	7	28	50	35	48
5:00 PM	5:15 PM	4	285	10	31	207	15	49	3	17	33	34	26
5:15 PM	5:30 PM	4	483	40	25	467	46	34	9	24	25	24	44
5:30 PM	5:45 PM	4	465	44	22	475	23	25	9	42	20	8	7
5:45 PM	6:00 PM	5	204	43	48	484	24	27	4	46	45	43	42
PM Peak Hour Volumes		23	1005	51	97	826	50	196	26	89	163	112	115
% of Total Traffic		0.8%	36.5%	1.9%	3.5%	30.0%	1.8%	7.1%	0.8%	3.2%	5.9%	4.1%	4.2%
% Directional			39.2%			35.3%			11.3%			14.2%	
PM Peak Hour Factors			0.90			0.90			0.82			0.73	

Traffic Count Data Sheet

Year Counts Taken: 2007 E-W Street ALAMEDA Speed Limit (ALAMEDA)= 35 MPH
 N-S Street: San Mateo Speed Limit (San Mateo)= 45 MPH
 Date of Count: 9/13/07

SIGNALIZED

Begin Time	End Time	Eastbound (ALAMEDA)			Westbound (ALAMEDA)			Northbound (San Mateo)			Southbound (San Mateo)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	29	327	4	47	229	74	4	2	8	43	0	4
7:15 AM	7:30 AM	34	347	5	46	239	77	2	2	7	43	3	3
7:30 AM	7:45 AM	41	334	3	14	224	92	3	10	8	18	2	11
7:45 AM	8:00 AM	46	309	7	16	317	128	3	4	3	10	3	3
8:00 AM	8:15 AM	47	316	7	8	264	92	2	1	5	14	2	9
8:15 AM	8:30 AM	38	268	0	16	277	104	1	5	7	12	0	12
8:30 AM	8:45 AM	36	285	40	7	228	78	3	0	3	17	4	15
8:45 AM	9:00 AM	27	255	2	40	214	58	6	4	5	23	5	16
AM Peak Hour Volumes		172	1227	17	54	1082	416	9	20	23	54	7	35
% of Total Traffic		5.5%	39.4%	0.5%	1.7%	34.7%	13.4%	0.3%	0.6%	0.7%	1.7%	0.2%	1.1%
% Directional			45.4%			49.8%			1.7%			3.1%	
AM Peak Hour Factor			0.94			0.84			0.62			0.77	

Begin Time	End Time	Eastbound (ALAMEDA)			Westbound (ALAMEDA)			Northbound (San Mateo)			Southbound (San Mateo)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	11	300	9	18	287	22	7	1	11	49	2	33
4:15 PM	4:30 PM	13	332	7	10	288	22	5	5	7	57	6	49
4:30 PM	4:45 PM	13	372	10	10	310	18	4	1	14	38	1	41
4:45 PM	5:00 PM	14	352	6	18	296	35	7	2	16	59	9	26
5:00 PM	5:15 PM	44	340	7	24	482	46	5	3	43	66	15	28
5:15 PM	5:30 PM	44	341	42	12	52	42	0	7	9	44	14	11
5:30 PM	5:45 PM	5	356	2	14	48	7	4	4	26	61	13	10
5:45 PM	6:00 PM	6	336	42	9	80	8	3	2	24	52	13	10
PM Peak Hour Volumes		51	1356	32	56	1181	97	23	9	48	203	18	149
% of Total Traffic		1.6%	42.1%	1.0%	1.7%	36.6%	3.0%	0.7%	0.3%	1.5%	6.3%	0.6%	4.6%
% Directional			44.6%			41.4%			2.5%			11.5%	
PM Peak Hour Factor			0.91			0.96			0.80			0.83	

Traffic Count Data Sheet

Year Counts Taken: 2007 E-W Street ALAMEDA Speed Limit (ALAMEDA)= 35 MPH
 N-S Street: I-25 W Frntg. Rd. Speed Limit (I-25 W Frntg. Rd.)= 45 MPH
 Date of Count: 9/13/07

SIGNALIZED

Begin Time	End Time	Eastbound (ALAMEDA)			Westbound (ALAMEDA)			Northbound (I-25 W Frntg. Rd.)			Southbound (I-25 W Frntg. Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	199	97	315	0	0	0	0	33	24	27
7:15 AM	7:30 AM	0	0	201	144	356	0	0	0	0	27	10	25
7:30 AM	7:45 AM	0	0	203	158	350	0	0	0	0	31	22	50
7:45 AM	8:00 AM	0	0	154	130	430	0	0	0	0	33	28	45
8:00 AM	8:15 AM	0	0	146	92	337	0	0	0	0	24	19	35
8:15 AM	8:30 AM	0	0	153	75	296	0	0	0	0	24	21	35
8:30 AM	8:45 AM	0	0	148	103	278	0	0	0	0	24	23	35
8:45 AM	9:00 AM	0	0	149	69	276	0	0	0	0	27	21	36
AM Peak Hour Volumes		0	0	757	529	1451	0	0	0	0	124	84	147
% of Total Traffic		0.0%	0.0%	24.5%	17.1%	46.9%	0.0%	0.0%	0.0%	0.0%	4.0%	2.7%	4.8%
% Directional				24.5%		64.0%						11.5%	
AM Peak Hour Factor				0.93		0.88						0.84	

Begin Time	End Time	Eastbound (ALAMEDA)			Westbound (ALAMEDA)			Northbound (I-25 W Frntg. Rd.)			Southbound (I-25 W Frntg. Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	213	64	256	0	0	0	0	88	55	39
4:15 PM	4:30 PM	0	0	159	48	227	0	0	0	0	87	78	25
4:30 PM	4:45 PM	0	0	173	38	209	0	0	0	0	68	55	30
4:45 PM	5:00 PM	0	0	173	91	259	0	0	0	0	82	72	41
5:00 PM	5:15 PM	0	0	150	56	188	0	0	0	0	89	75	13
5:15 PM	5:30 PM	0	0	164	55	177	0	0	0	0	72	57	26
5:30 PM	5:45 PM	0	0	133	49	221	0	0	0	0	64	49	30
5:45 PM	6:00 PM	0	0	145	80	213	0	0	0	0	51	28	44
PM Peak Hour Volumes		0	0	718	241	951	0	0	0	0	325	260	135
% of Total Traffic		0.0%	0.0%	27.3%	9.2%	36.2%	0.0%	0.0%	0.0%	0.0%	12.4%	9.9%	5.1%
% Directional				27.3%		45.3%						27.4%	
PM Peak Hour Factor				0.84		0.85						0.92	

Traffic Count Data Sheet

Year Counts Taken: **2007** E-W Street ALAMEDA Speed Limit (ALAMEDA)= **35** MPH
 N-S Street: I-25 E Frntg. Rd. Speed Limit (I-25 E Frntg. Rd.)= **45** MPH
 Date of Count: **9/19/07**

SIGNALIZED

Begin Time	End Time	Eastbound (ALAMEDA)			Westbound (ALAMEDA)			Northbound (I-25 E Frntg. Rd.)			Southbound (I-25 E Frntg. Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	31	130	0	0	0	32	242	16	43	0	0	0
7:15 AM	7:30 AM	43	159	0	0	0	21	231	11	36	0	0	0
7:30 AM	7:45 AM	39	155	0	0	0	22	249	18	60	0	0	0
7:45 AM	8:00 AM	46	140	0	0	0	29	271	23	43	0	0	0
8:00 AM	8:15 AM	45	132	0	0	0	38	223	13	39	0	0	0
8:15 AM	8:30 AM	42	105	0	0	0	29	185	13	41	0	0	0
8:30 AM	8:45 AM	34	83	0	0	0	34	207	16	41	0	0	0
8:45 AM	9:00 AM	33	93	0	0	0	24	202	19	30	0	0	0
AM Peak Hour Volumes		159	584	0	0	0	104	993	68	182	0	0	0
% of Total Traffic		7.6%	27.9%	0.0%	0.0%	0.0%	5.0%	47.5%	3.3%	8.7%	0.0%	0.0%	0.0%
% Directional			35.6%				5.0%		59.5%				
AM Peak Hour Factor			0.92				~~0.87~~ 0.90		0.92				#DIV/0!

Begin Time	End Time	Eastbound (ALAMEDA)			Westbound (ALAMEDA)			Northbound (I-25 E Frntg. Rd.)			Southbound (I-25 E Frntg. Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	68	227	0	0	0	32	191	17	62	0	0	0
4:15 PM	4:30 PM	38	176	0	0	0	24	158	23	32	0	0	0
4:30 PM	4:45 PM	49	234	0	0	0	19	171	30	57	0	0	0
4:45 PM	5:00 PM	51	205	0	0	0	34	178	24	54	0	0	0
5:00 PM	5:15 PM	88	271	0	0	0	38	189	35	58	0	0	0
5:15 PM	5:30 PM	69	204	0	0	0	40	219	23	76	0	0	0
5:30 PM	5:45 PM	57	217	0	0	0	24	190	30	89	0	0	0
5:45 PM	6:00 PM	44	156	0	0	0	28	169	15	74	0	0	0
PM Peak Hour Volumes		265	897	0	0	0	136	776	112	277	0	0	0
% of Total Traffic		10.8%	36.4%	0.0%	0.0%	0.0%	5.5%	31.5%	4.5%	11.2%	0.0%	0.0%	0.0%
% Directional			47.2%				5.5%		47.3%				
PM Peak Hour Factor			0.81				0.85		0.92				#DIV/0!

Traffic Count Data Sheet

Year Counts Taken: **2008** E-W Street Tramway Blvd Speed Limit (Tramway Blvd)= **40** MPH
 N-S Street: I-25 E.Frontg Rd Speed Limit (I-25 E.Frontg Rd)= **25** MPH
 Date of Count: **10/15/08**

Begin Time	End Time	Eastbound (Tramway Blvd)			Westbound (Tramway Blvd)			Northbound (I-25 E.Frontg Rd)			Southbound (I-25 E.Frontg Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	24	39	0	0	62	56	33	4	35	0	0	0
7:15 AM	7:30 AM	35	63	0	0	79	58	50	1	41	0	0	0
7:30 AM	7:45 AM	32	66	0	0	99	40	54	2	52	0	0	0
7:45 AM	8:00 AM	27	72	0	0	99	57	88	5	73	0	0	0
8:00 AM	8:15 AM	33	58	0	0	93	60	58	4	60	0	0	0
8:15 AM	8:30 AM	48	63	0	0	75	40	44	4	63	0	0	0
8:30 AM	8:45 AM	22	30	0	0	63	45	45	2	74	0	0	0
8:45 AM	9:00 AM	49	64	0	0	75	38	47	5	65	0	0	0
AM Peak Hour Volumes		127	259	0	0	370	215	250	12	226	0	0	0
% of Total Traffic		8.7%	17.8%	0.0%	0.0%	25.4%	14.7%	17.1%	0.8%	15.5%	0.0%	0.0%	0.0%
% Directional			26.5%			40.1%			33.4%				
AM Peak Hour Factor			0.97			0.94			0.73				

Begin Time	End Time	Eastbound (Tramway Blvd)			Westbound (Tramway Blvd)			Northbound (I-25 E.Frontg Rd)			Southbound (I-25 E.Frontg Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	43	83	0	0	450	37	50	3	408	0	0	0
4:15 PM	4:30 PM	48	80	0	0	475	56	55	2	97	0	0	0
4:30 PM	4:45 PM	46	75	0	0	463	53	50	4	126	0	0	0
4:45 PM	5:00 PM	42	82	0	0	435	37	64	2	404	0	0	0
5:00 PM	5:15 PM	16	96	0	0	135	41	49	4	113	0	0	0
5:15 PM	5:30 PM	14	123	0	0	163	58	73	2	144	0	0	0
5:30 PM	5:45 PM	16	105	0	0	141	60	82	2	127	0	0	0
5:45 PM	6:00 PM	14	114	0	0	134	42	63	1	127	0	0	0
PM Peak Hour Volumes		60	438	0	0	573	201	267	9	511	0	0	0
% of Total Traffic		2.9%	21.3%	0.0%	0.0%	27.8%	9.8%	13.0%	0.4%	24.8%	0.0%	0.0%	0.0%
% Directional			24.2%			37.6%			38.2%				
PM Peak Hour Factor			0.91			0.88			0.90				

Traffic Count Data Sheet

Year Counts Taken: 2008 E-W Street Tramway Blvd Speed Limit (Tramway Blvd)= 45 MPH
 N-S Street: I-25 W.Frntg Rd Speed Limit (I-25 W.Frntg Rd)= 45 MPH
 Date of Count: 9/30/08

Begin Time	End Time	Eastbound (Tramway Blvd)			Westbound (Tramway Blvd)			Northbound (I-25 W.Frntg Rd)			Southbound (I-25 W.Frntg Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	69	74	59	44	3	0	0	0	28	10	21
7:15 AM	7:30 AM	0	63	63	66	28	0	0	0	0	55	33	13
7:30 AM	7:45 AM	0	57	40	41	27	0	0	0	0	31	19	5
7:45 AM	8:00 AM	0	85	48	98	40	0	0	0	0	20	8	9
8:00 AM	8:15 AM	0	64	39	97	52	0	0	0	0	25	8	10
8:15 AM	8:30 AM	0	52	28	64	36	0	0	0	0	42	2	17
8:30 AM	8:45 AM	0	43	44	74	55	0	0	0	0	24	4	11
8:45 AM	9:00 AM	0	50	26	65	44	0	0	0	0	15	2	9
AM Peak Hour Volumes		0	274	225	264	139	3	0	0	0	134	70	48
% of Total Traffic		0.0%	23.7%	19.4%	22.8%	12.0%	0.3%	0.0%	0.0%	0.0%	11.6%	6.1%	4.1%
% Directional			43.1%			35.1%			0.0%			21.8%	
AM Peak Hour Factor			0.87			0.74						0.62	

Begin Time	End Time	Eastbound (Tramway Blvd)			Westbound (Tramway Blvd)			Northbound (I-25 W.Frntg Rd)			Southbound (I-25 W.Frntg Rd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	29	24	64	55	0	0	0	0	26	0	14
4:15 PM	4:30 PM	0	52	25	94	90	0	0	0	0	47	2	20
4:30 PM	4:45 PM	0	43	19	79	48	0	0	0	0	34	5	19
4:45 PM	5:00 PM	0	50	27	67	88	0	0	0	0	39	0	22
5:00 PM	5:15 PM	0	66	18	86	116	0	0	0	0	67	3	16
5:15 PM	5:30 PM	0	67	34	92	112	0	0	0	0	49	8	28
5:30 PM	5:45 PM	0	49	17	102	80	0	0	0	0	50	4	20
5:45 PM	6:00 PM	0	52	25	94	73	0	0	0	0	47	2	18
PM Peak Hour Volumes		0	234	94	374	381	0	0	0	0	213	17	82
% of Total Traffic		0.0%	16.8%	6.7%	26.8%	27.3%	0.0%	0.0%	0.0%	0.0%	15.3%	1.2%	5.9%
% Directional			23.5%			54.1%			0.0%			22.4%	
PM Peak Hour Factor			0.81			0.93						0.91	

Traffic Count Data Sheet

Year Counts Taken: **2008** E-W Street Modesto Av Speed Limit (Modesto Av)= **25** MPH
 N-S Street: San Mateo Blvd Speed Limit (San Mateo Blvd)= **40** MPH
 Date of Count: **10/1/08**

Begin Time	End Time	Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	1	0	102	3	1	12	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	98	5	0	13	0
7:45 AM	8:00 AM	0	0	0	2	0	0	0	116	8	3	11	0
8:00 AM	8:15 AM	0	0	0	2	0	0	0	103	3	1	12	0
8:15 AM	8:30 AM	0	0	0	0	0	4	0	98	2	2	14	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	72	0	3	14	0
8:45 AM	9:00 AM	0	0	0	4	0	0	0	87	2	4	10	0
AM Peak Hour Volumes		0	0	0	4	0	1	0	419	19	5	48	0
% of Total Traffic		0.0%			0.8%			0.0%			1.0%		
% Directional		0.0%			0.0%			0.2%			3.8%		
AM Peak Hour Factor								1.0%			84.5%		
								0.63			88.3%		
											0.88		
											0.95		

Begin Time	End Time	Eastbound (Modesto Av)			Westbound (Modesto Av)			Northbound (San Mateo Blvd)			Southbound (San Mateo Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	0	0	0	0	0	18	0	7	44	0
4:15 PM	4:30 PM	0	0	0	2	0	0	0	30	1	32	82	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	27	1	15	49	0
4:45 PM	5:00 PM	0	0	0	0	0	0	0	29	2	24	60	0
5:00 PM	5:15 PM	0	0	0	2	0	0	0	33	2	28	75	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	28	4	24	67	0
5:30 PM	5:45 PM	0	0	0	4	0	0	0	24	0	34	66	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	34	3	44	45	0
PM Peak Hour Volumes		0	0	0	4	0	0	0	119	6	99	266	0
% of Total Traffic		0.0%			0.8%			0.0%			20.0%		
% Directional		0.0%			0.0%			0.0%			1.2%		
PM Peak Hour Factor								0.8%			24.1%		
								0.50			25.3%		
											0.89		
											0.80		

Traffic Count Data Sheet

Year Counts Taken: **2008** E-W Street Paseo del Norte Speed Limit (Paseo del Norte)= **25** MPH
 N-S Street: I-25 W.Frontage Speed Limit (I-25 W.Frontage)= **25** MPH
 Date of Count: **11/25/08**

Begin Time	End Time	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 W.Frontage)			Southbound (I-25 W.Frontage)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	342	450	238	494	0	0	0	0	45	74	29
7:15 AM	7:30 AM	0	480	168	214	620	0	0	0	0	63	85	33
7:30 AM	7:45 AM	0	500	184	249	523	0	0	0	0	65	89	29
7:45 AM	8:00 AM	0	476	234	254	558	0	0	0	0	46	63	31
8:00 AM	8:15 AM	0	343	196	209	808	0	0	0	0	48	43	39
8:15 AM	8:30 AM	0	394	247	203	625	0	0	0	0	54	54	26
8:30 AM	8:45 AM	0	342	224	203	625	0	0	0	0	66	54	46
8:45 AM	9:00 AM	0	353	240	204	644	0	0	0	0	52	38	22
AM Peak Hour Volumes		0	1799	782	926	2509	0	0	0	0	222	280	132
% of Total Traffic		0.0%	27.1%	11.8%	13.9%	37.7%	0.0%	0.0%	0.0%	0.0%	3.3%	4.2%	2.0%
% Directional			38.8%			51.7%			0.0%			9.5%	
AM Peak Hour Factor			0.91			0.84			#DIV/0!			0.87	

Begin Time	End Time	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 W.Frontage)			Southbound (I-25 W.Frontage)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	466	449	59	789	0	0	0	0	69	49	66
4:15 PM	4:30 PM	0	552	141	129	832	0	0	0	0	80	54	66
4:30 PM	4:45 PM	0	599	147	95	832	0	0	0	0	98	48	53
4:45 PM	5:00 PM	0	603	130	123	768	0	0	0	0	83	50	78
5:00 PM	5:15 PM	0	567	120	116	803	0	0	0	0	123	44	59
5:15 PM	5:30 PM	0	644	438	402	668	0	0	0	0	408	24	66
5:30 PM	5:45 PM	0	648	438	98	657	0	0	0	0	96	24	66
5:45 PM	6:00 PM	0	625	437	422	665	0	0	0	0	79	24	70
PM Peak Hour Volumes		0	2321	538	463	3235	0	0	0	0	384	196	256
% of Total Traffic		0.0%	31.4%	7.3%	6.3%	43.8%	0.0%	0.0%	0.0%	0.0%	5.2%	2.7%	3.5%
% Directional			38.7%			50.0%			0.0%			11.3%	
PM Peak Hour Factor			0.96			0.96			#DIV/0!			0.92	

Traffic Count Data Sheet

Year Counts Taken: 2008

E-W Street Paseo del Norte
N-S Street: I-25 E.FrontageSpeed Limit (Paseo del Norte)= 25 MPH
Speed Limit (I-25 E.Frontage)= 25 MPH
Date of Count: 11/20/08

Begin Time	End Time	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 E.Frontage)			Southbound (I-25 E.Frontage)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	56	357	0	0	335	50	159	30	65	0	0	0
7:15 AM	7:30 AM	36	543	0	0	448	44	172	38	56	0	0	0
7:30 AM	7:45 AM	37	565	0	0	490	65	235	33	109	0	0	0
7:45 AM	8:00 AM	34	522	0	0	459	59	310	51	99	0	0	0
8:00 AM	8:15 AM	35	391	0	0	540	38	268	36	152	0	0	0
8:15 AM	8:30 AM	47	445	0	0	389	54	236	26	121	0	0	0
8:30 AM	8:45 AM	41	408	0	0	388	34	237	40	114	0	0	0
8:45 AM	9:00 AM	47	405	0	0	389	35	222	34	115	0	0	0
AM Peak Hour Volumes		142	2021	0	0	1937	206	985	158	416	0	0	0
% of Total Traffic		2.4%	34.5%	0.0%	0.0%	33.0%	3.5%	16.8%	2.7%	7.1%	0.0%	0.0%	0.0%
% Directional			36.9%			36.5%			26.6%				
AM Peak Hour Factor			0.90			0.93			0.85				#DIV/0!

Begin Time	End Time	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (I-25 E.Frontage)			Southbound (I-25 E.Frontage)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	53	535	0	0	408	34	384	39	444	0	0	0
4:15 PM	4:30 PM	30	632	0	0	374	19	458	31	198	0	0	0
4:30 PM	4:45 PM	47	697	0	0	428	19	404	49	160	0	0	0
4:45 PM	5:00 PM	40	686	0	0	412	44	356	30	151	0	0	0
5:00 PM	5:15 PM	58	690	0	0	490	47	313	70	158	0	0	0
5:15 PM	5:30 PM	33	749	0	0	385	34	283	48	162	0	0	0
5:30 PM	5:45 PM	40	714	0	0	319	45	338	46	138	0	0	0
5:45 PM	6:00 PM	26	704	0	0	353	36	312	59	220	0	0	0
PM Peak Hour Volumes		175	2705	0	0	1704	129	1531	180	667	0	0	0
% of Total Traffic		2.5%	38.1%	0.0%	0.0%	24.0%	1.8%	21.6%	2.5%	9.4%	0.0%	0.0%	0.0%
% Directional			40.6%			25.8%			33.5%				
PM Peak Hour Factor			0.96			0.85			0.87				#DIV/0!

Traffic Count Data Sheet

Year Counts Taken: **2008** E-W Street Paseo del Norte Speed Limit (Paseo del Norte)= **25** MPH
 N-S Street: San Pedro Av Speed Limit (San Pedro Av)= **25** MPH
 Date of Count: **11/18/08**

Begin Time	End Time	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (San Pedro Av)			Southbound (San Pedro Av)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	23	273	79	29	392	32	31	17	2	27	31	18
7:15 AM	7:30 AM	17	267	119	42	368	32	67	24	7	19	62	26
7:30 AM	7:45 AM	39	308	110	50	367	15	71	31	4	20	62	30
7:45 AM	8:00 AM	31	310	109	38	358	23	76	22	9	21	38	24
8:00 AM	8:15 AM	28	298	35	34	345	48	70	23	40	34	32	20
8:15 AM	8:30 AM	26	336	45	29	315	32	32	20	4	32	32	34
8:30 AM	8:45 AM	29	292	24	24	280	30	45	22	4	23	27	42
8:45 AM	9:00 AM	24	226	25	24	234	24	34	22	4	30	30	23
AM Peak Hour Volumes		110	1158	417	159	1485	102	245	94	22	87	193	98
% of Total Traffic		2.6%	27.8%	10.0%	3.8%	35.6%	2.4%	5.9%	2.3%	0.5%	2.1%	4.6%	2.4%
% Directional			40.4%			41.9%			8.7%			9.1%	
AM Peak Hour Factor			0.92			0.96			0.84			0.84	

Begin Time	End Time	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (San Pedro Av)			Southbound (San Pedro Av)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	44	394	48	52	303	90	63	39	20	59	43	49
4:15 PM	4:30 PM	60	364	38	42	312	42	89	46	25	87	50	12
4:30 PM	4:45 PM	41	402	33	37	360	37	67	31	23	85	48	16
4:45 PM	5:00 PM	27	393	38	54	291	34	61	56	27	90	51	28
5:00 PM	5:15 PM	36	457	42	37	403	27	86	41	53	106	51	40
5:15 PM	5:30 PM	43	342	26	37	224	42	58	42	49	75	42	47
5:30 PM	5:45 PM	45	406	25	34	263	34	66	35	34	69	34	24
5:45 PM	6:00 PM	68	382	50	50	243	29	67	46	49	48	42	24
PM Peak Hour Volumes		164	1616	151	170	1366	140	303	174	128	368	200	96
% of Total Traffic		3.4%	33.1%	3.1%	3.5%	28.0%	2.9%	6.2%	3.6%	2.6%	7.5%	4.1%	2.0%
% Directional			39.6%			34.4%			12.4%			13.6%	
PM Peak Hour Factor			0.90			0.90			0.84			0.84	

Signalized Intersection Information SheetIntersection: Alameda Blvd. / 2nd St.Speed Limit - E-W Street: 40 M.P.H.Speed Limit - N-S Street: 40 M.P.H.Type of Intersection Control: SignalizedDate:
2/10/2009**East Bound Approach:****Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	-	2	-	1
Length -	115				190

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Permitted/Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**West Bound Approach:****Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	-	2	-	1
Length -	110				100

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Permitted/Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**North Bound Approach:****2nd St.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	2	-	1	1	-
Length -	150				0

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**South Bound Approach:****2nd St.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	-	1	1	-
Length -	170				0

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Permitted/Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**NOTE:** Existing Geometry - 2009

Signalized Intersection Information SheetIntersection: Alameda Blvd. / Horizon Blvd.Speed Limit - E-W Street: 40 M.P.H.

Date:

Speed Limit - N-S Street: 30 M.P.H.2/10/2009Type of Intersection Control Signalized**East Bound Approach:****Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	-	2	-	-
Length -	100				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted/Protected ->	YES	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**West Bound Approach:****Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	-	2	-	1
Length -	100				170
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted ->	NO	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**North Bound Approach:****Horizon Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	-	-	-	-	-
Length -	150				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Protected ->	NO	NO	NO		

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

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	-	-	-	1
Length -	150				150
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted ->	NO	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**NOTE:** Existing Geometry - 2009

Signalized Intersection Information SheetIntersection: Alameda Blvd. / San Mateo Blvd.Speed Limit - E-W Street: 45 M.P.H.

Date:

Speed Limit - N-S Street: 40 M.P.H.2/10/2009Type of Intersection Control: Signalized**East Bound Approach: Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -		-			-
Length -	225				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted/Protected ->	YES	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**West Bound Approach: Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -		-			-
Length -	200				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted/Protected ->	YES	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**North Bound Approach: San Mateo Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -		-	-		-
Length -	75				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted ->	NO	YES	NO		

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

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -		-	-		-
Length -	320				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted ->	NO	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**NOTE:** Existing Geometry - 2009

Signalized Intersection Information SheetIntersection: Alameda Blvd. / Jefferson St.Speed Limit - E-W Street: 45 M.P.H.

Date:

Speed Limit - N-S Street: 40 M.P.H.2/10/2009Type of Intersection Control: Signalized**East Bound Approach:****Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -		-			-
Length -	220				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted/Protected ->	YES	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**West Bound Approach:****Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -		-			-
Length -	375				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted ->	NO	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**North Bound Approach:****Jefferson St.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -		-			-
Length -	200				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted ->	NO	YES	NO		

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

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -		-			-
Length -	150				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted ->	NO	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**NOTE:** Existing Geometry - 2009

Signalized Intersection Information SheetIntersection: Alameda Blvd. / I-25 W. RampSpeed Limit - E-W Street: 45 M.P.H.

Date:

Speed Limit - N-S Street: 35 M.P.H.2/10/2009Type of Intersection Control: Signalized**East Bound Approach: Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	-	-	2	-	1
Length -	0				370

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**West Bound Approach: Alameda Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	2	-	2	-	-
Length -	450				0

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**North Bound Approach: I-25 W. Ramp**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	-	-	-	-	-
Length -	0				0

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	NO	NO	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**South Bound Approach: I-25 W. Ramp**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	1	1	-	1
Length -	500				160

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Permitted ->	NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**NOTE:** Existing Geometry - 2009

Signalized Intersection Information SheetIntersection: Paseo del Norte / I-25 E. RampSpeed Limit - E-W Street: 45 M.P.H.

Date:

Speed Limit - N-S Street: 35 M.P.H.2/10/2009Type of Intersection Control: Signalized**East Bound Approach: Paseo del Norte**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	-	3	-	-
Length -	125				0

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Permitted/Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**West Bound Approach: Paseo del Norte**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	-	-	3	-	1
Length -	0				180

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	NO	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**North Bound Approach: I-25 E. Ramp**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	2	1	1	0	2
Length -	400				400

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	NO	~~NO~~ YES	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**South Bound Approach: I-25 E. Ramp**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	-	-	-	-	-
Length -	0				0

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	NO	NO	NO

Is there a right turn slip laned that by-passes the traffic signal? NO**NOTE:** Existing Geometry - 2009

Signalized Intersection Information SheetIntersection: Paseo del Norte / San Pedro Dr.Speed Limit - E-W Street: 45 M.P.H.

Date:

Speed Limit - N-S Street: 35 M.P.H.2/10/2009Type of Intersection Control: Signalized**East Bound Approach:****Paseo del Norte**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	2	-	3	-	1
Length -	350				450

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	YES	YES	NO

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

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	2	-	3	-	1
Length -	350				400

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? YES-Yield**North Bound Approach:****San Pedro Dr.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	2	-	1	-	1
Length -	250				250

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? YES-Yield**South Bound Approach:****San Pedro Dr.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	2	-	1	-	1
Length -	200				200

	Left Turn Arrow?	Thru Green	Right Turn Arrow?
Protected ->	YES	YES	NO

Is there a right turn slip laned that by-passes the traffic signal? YES-Yield**NOTE:** Existing Geometry - 2009

Signalized Intersection Information SheetIntersection: Tramway Blvd. / I-25 W. RampSpeed Limit - E-W Street: 45 M.P.H.

Date:

Speed Limit - N-S Street: 35 M.P.H.2/10/2009Type of Intersection Control: Signalized**East Bound Approach:****Tramway Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	-	-	1	1	-
Length -	0				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Protected ->	NO	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**West Bound Approach:****Tramway Blvd.**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	2	-	2	-	-
Length -	430				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Protected ->	YES	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**North Bound Approach:****I-25 W. Ramp**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	-	-	-	-	-
Length -	0				0
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Protected ->	NO	NO	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**South Bound Approach:****I-25 W. Ramp**

	Left Turn Lanes	Thru / Lefts	Thru Lanes	Thru / Rights	Right Turn Lanes
No. Lanes -	1	1	1	-	1
Length -	250				250
	Left Turn Arrow?	Thru Green	Right Turn Arrow?		
Permitted ->	NO	YES	NO		

Is there a right turn slip laned that by-passes the traffic signal? NO**NOTE:** Existing Geometry - 2009