

Terry O. Brown P.E.

**Volcano Vista Development**  
(Paseo del Norte / Blvd. del Oeste)

**Traffic Impact Study**

**FINAL**  
**PWTR 90004**

July 14, 2009

**FINAL**

Signature

Date

**Presented to:**

Bernalillo County Public Works Department

**Prepared for:**

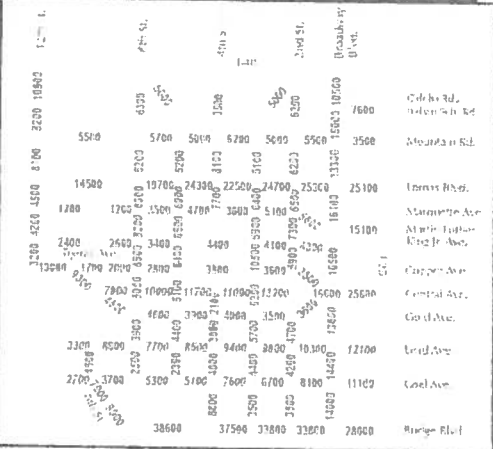
TP-Paseo del Norte, LLC  
340 E. Berger St.  
Santa Fe, NM 87505



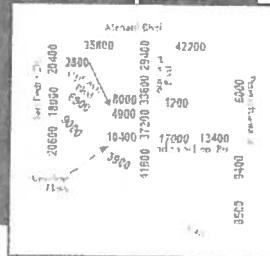
*Terry O. Brown*

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

# Inset for Downtown



# Inset for Uptown



SANDOVAL CO.  
BERNALILLO CO.

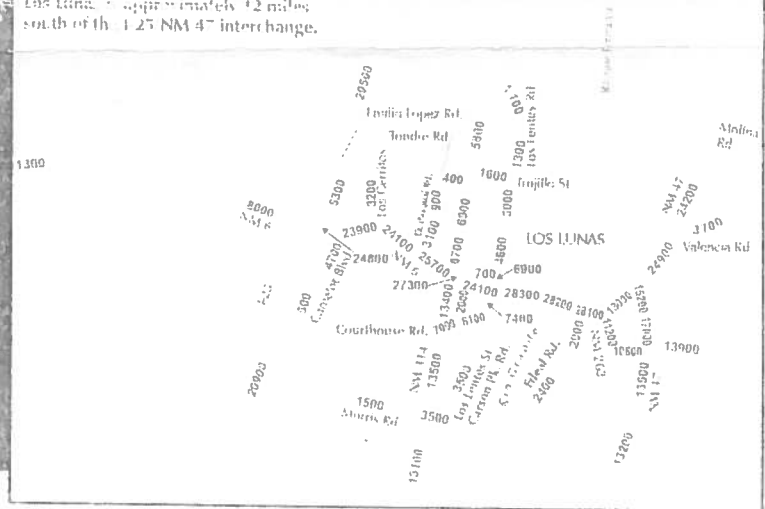
BERNALILLO CO.

Sandia Indian Reservation

See Inset for Downtown

ALBUQUERQUE

# Inset for Los Lunas, Valencia County



# Average Weekday Traffic Flows

- 0 - 900
- 1000 - 4900
- 5000 - 14900
- 15000 - 24900
- 25000 - 34900
- 35000 - 44900
- 45000 - 54900
- 55000 - 184900

Standard Data  
9500  
Link Volume is based on traffic count data accepted by the NM Department of Transportation Traffic Monitoring System (TMS) as standard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS).

Non-Standard  
9500  
Link Volume is based either on traffic count data not in compliance with the NMSTMS or on professional judgement. NMSTMS recommends that nonstandard data be used with caution.



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

# 2005 Traffic Flows for the Greater Albuquerque Area

**Traffic Impact Study**  
**Volcano Vista Development – (Paseo del Norte / Blvd. del Oeste)**

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**Traffic Impact Study**  
**Volcano Vista Development – (Paseo del Norte / Blvd. del Oeste)**

**STUDY PURPOSE**

The purpose of this study is to identify the development's impact on the adjacent transportation system. The study is being conducted in conjunction with a request for approval of a proposed plan for a retail commercial, office, and residential development located at the southeast corner of Paseo del Norte / Blvd. del Oeste. This study is presented to satisfy the requirements of the Bernalillo County Public Works Department.

**GENERAL**

The proposed development is located along the south side of Paseo del Norte between Blvd. del Oeste and Woodmont Ave. (see Appendix Page A-1 - Vicinity Map). The existing intersection of Paseo del Norte / Rainbow Blvd. is currently unsignalized. The existing intersections of Paseo del Norte / Universe Blvd., Paseo del Norte / Golf Course Rd., Paradise Blvd. / Universe Blvd., Paradise Blvd. / Lyon Blvd., and Paradise Blvd. / Golf Course Rd. are currently signalized intersections. The future intersections of Paseo del Norte / Woodmont Ave. and Paseo del Norte / Blvd. del Oeste will be analyzed as an unsignalized intersection. All of the intersections listed above will be analyzed in this study.

Currently, properties in the area are residential in nature.

**PROPOSED DEVELOPMENT**

The proposed plan for this site consists of single-family detached housing, apartments, a shopping center, a fast food restaurants, a high turnover (sit-down) restaurant, and general office buildings. This development will be constructed in one phase. This study will analyze only the full development of the project.

The anticipated implementation year for this site is the year 2012 and the horizon year is 2022.

**PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES**

Currently, there is a paved pedestrian/bicycle trail located along the north side of Paseo del Norte from Universe Blvd. to Woodmont Ave. As more development occurs this trail along with a bike lane will be constructed west to Paseo del Volcan per the 2007 Long Range System Bike Map. The nearest ABQ Ride route is Route 162 - Ventana Ranch / Montano Plaza, which runs from Montano along Universe Blvd. to Woodmont Ave., along Rainbow Blvd. to Irving Blvd., then along Universe Blvd. to the CNM campus. This route runs from 6 am to 3 pm on weekdays.



## **STUDY PROCEDURES**

A Scoping Study Report was submitted to Bernalillo County Public Works Department staff (David Albright) on December 2, 2008 discussing scope and methodology to be utilized within the report. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition.

The basic procedure followed for this traffic impact study is outlined as follows:

- ◆ Calculate the generated trips for this proposed commercial/office/residential development as defined on Page A-2 of the Appendix of this report and more specifically defined in the Trip Generation Table on Page A-5 of the Appendix of this report. The trips generated for the implementation year analyses (2012) and the horizon year analyses (2022) will assume that 100% of the development has occurred.
- ◆ Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on a two-mile radius distribution of population and the new office and residential trips will be distributed based on year 2012 population and employment, respectively, based on a city-wide distribution., Appendix Pages A-30 thru A-35, A-38 thru A-43, and A-46 thru A-50.
- ◆ Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the new site, Appendix Pages A-36 thru A-37, A-44 thru A-45, and A-51 thru A-52.
- ◆ Obtain AM Peak Hour and PM Peak Hour Turning Movement Volumes Traffic Counts for the intersections of Paseo del Norte / Woodmont Ave., Paseo del Norte / Rainbow Blvd., Paseo del Norte / Universe Blvd., Paseo del Norte / Golf Course Rd., Paradise Blvd. / Universe Blvd., Paradise Blvd. / Lyon Blvd., Paradise Blvd. / Golf Course Rd., and Paseo del Norte / Blvd. del Oeste, Appendix Pages A-189 thru A-196.
- ◆ Determine Historic Growth Rates for background traffic volumes based on an analysis of the growth trend of recent AWDT Volumes obtained from 2003 thru 2007 MRCOG Traffic Flow Maps for the implementation year (2012), Appendix Pages A-13 thru A-29. Determine Growth Rates for the horizon year (2022) based on the MRCOG Model (2030 Data Set) using 2004 link volumes and 2030 traffic projections, Appendix Pages A-78 thru A-95. 2004 and 2030 link maps are on Appendix Pages A-95a thru A-95d.
- ◆ Determine the 2012 NO BUILD Volumes and 2022 NO BUILD Volumes for each intersection to be analyzed by growing the background traffic growth from the year of the counts to 2012 and 2022, respectively, Appendix Pages A-53 thru A-72 and A-76 thru A-95.
- ◆ Add data from Trip Assignments Maps and Tables to the 2012 and 2022 NO BUILD Volumes to obtain the 2012 and 2022 BUILD Volumes for this project, Appendix Pages A-53 thru A-72 and A-76 thru A-95.
- ◆ Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD ANALYSIS	BUILD ANALYSIS
Paseo del Norte / Woodmont Ave.	Stop Sign	2012 & 2022	2012 & 2022
Paseo del Norte / Rainbow Blvd.	Stop Sign	2012 & 2022	2012 & 2022
Paseo del Norte / Universe Blvd.	Traffic Signal	2012 & 2022	2012 & 2022
Paradise Blvd. / Universe Blvd.	Traffic Signal	2012 & 2022	2012 & 2022
Paradise Blvd. / Lyon Blvd.	Traffic Signal	2012 & 2022	2012 & 2022
Paradise Blvd. / Golf Course Rd.	Traffic Signal	2012 & 2022	2012 & 2022
Paseo del Norte / Golf Course Rd.	Traffic Signal	2012 & 2022	2012 & 2022
Paseo del Norte / Blvd. del Oeste	Stop Sign	2012 & 2022	2012 & 2022
Driveway 'A' / Blvd. del Oeste	Stop Sign	N/A	2012 & 2022

## **TRIP GENERATION WORKSHEET**

Projected trips were calculated based on the ITE trip generation data for 160 units of single-family detached housing, 277 units of apartment, 4,000 SF fast food restaurant w/drive-thru window, 6,000 SF of high turnover (sit-down) restaurant, 77,600 SF of general office building, and a 162,850 SF of shopping center. Trips for the development were determined based on land use defined on the Conceptual Site Development Plan on Page A-2 in the Appendix of this report. The following table summarized the trip generation rate for the project:

### *Volcano Vista Development* **Trip Generation Data**

USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
<b>Summary Sheet</b>		Units				
Single-Family Detached Housing (210)	160.00	1,597	30	91	105	59
Apartment, Post-1973 (220)	277.00	1,794	23	118	113	56
Shopping Center (820)	111.11	7,272	102	65	323	350
Fast Food Restaurant w/ Drive-Thru Window (934)	4.00	1,984	108	104	72	67
High Turnover (Sit-Down) Restaurant (932)	6.00	763	36	33	40	26
General Office Building (710)	77.60	1,097	135	18	28	138
Shopping Center (820)	51.74	4,425	64	41	195	211
<b>Subtotal</b>		<b>18,932</b>	<b>498</b>	<b>470</b>	<b>876</b>	<b>907</b>

Pass-by trips were not applied to this project because there is no direct access onto Paseo del Norte. See Appendix Page A-5 thru A-12 for the Trip Generation Summary Table and Worksheets for this project.

## **BACKGROUND TRAFFIC GROWTH**

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on data from the 2003, 2004, 2005, 2006 and 2007 Traffic Flow maps prepared by the Mid-Region Council of Governments. Most of the Traffic Flow Data for those years taken from the MRCOG Traffic Flow Maps were Standard Data. The data from those years for each approach was plotted on a graph and a linear "regression trend line" calculated using the equation format  $y=mx+b$ .

The growth rate was determined by calculating the average volume increase per year during the time period considered and dividing that volume into the most recent AWDT used in the analysis from which future volumes will be calculated. The rate of growth of that trend line was utilized as the annual growth rate for each approach if that calculated rate appeared feasible. However, there were some instances where the rate indicated a negative growth trend or appeared to be unreasonably high or low. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was used, a shorter time span was used to determine the growth rate, or the growth rate was considered to be 1% or a generic 3% if appropriate. Due to the potential for growth in the area, it was believed that a 3% growth rate was appropriate for this study. Therefore, either a growth rate similar to the adjacent streets or 3% was used if the linear regression analysis showed the growth rate to be negative. Additionally, if the  $R^2$  value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered. Historical Growth Rate Graphs with linear regression trendlines are shown in the Appendix on Pages A-13 thru A-29. Growth Rates for the horizon year (2022) were determined based on the MRCOG Model (2030 Data Set) using 2004 link volumes and 2030 traffic projections, Appendix Pages A-78 thru A-95. The growth rate utilized for each approach to an intersection is printed at the top of the Turning Movement sheets for each intersection (Appendix Pages A-53 thru A-72 and A-76 thru A-95). 2004 and 2030 link maps are on Appendix Pages A-95a thru A-95d.

## **PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2012 and 2022 BUILDOUT**

The calculated growth rates were applied to the most recent peak hour traffic counts to derive the 2012 and 2022 AM and PM Peak Hour NO BUILD Volumes. To these volumes, the generated trips based on implementation of the proposed Site Development Plan (100% development) were added to obtain BUILD volumes for the intersection analyses. See Appendix Pages A-53 thru A-72 and A-76 thru A-95 for further information regarding the turning movement counts. Turning Movement Volumes Maps for the 2012 and 2022 NO BUILD Conditions, Trips Generated, and 2012 and 2022 BUILD Conditions are shown on Pages A-73 thru A-75 and A-96 thru A-98 in the Appendix of this report.

## **TRIP DISTRIBUTION**

### **Primary and Diverted Linked Trips:**

#### **Commercial Land Use**

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2012 projected population of Data Analysis Subzones within a two-mile radius of the proposed development. Population data for the years 2004 and 2030 were taken from the 2030 Socioeconomic Forecasts by Data Analysis Subzones for the MRCOG Region, S-07-01, 2007, Appendix B and Appendix C, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2004 and 2030 was interpolated linearly to obtain 2012 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of subareas and data analysis subzones is shown on Appendix Pages A-30 thru A-35.

### **Office Land Use**

Primary and diverted linked trips for the office land use development were distributed proportionally to the 2012 projected population of Data Subareas citywide inversely proportional to the distance of the subarea from the project location. Population data for the years 2004 and 2030 were taken from the 2030 Socioeconomic Forecasts by Data Analysis Subzones for the MRCOG Region, S-07-01 (July, 2007), Appendix E and Appendix F, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2004 and 2030 was interpolated linearly to obtain 2012 population data to utilize for this analysis. Population Subareas were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones is shown in the Appendix. The office Trip Distribution map can be found on Appendix Pages A-38 thru A-43.

### **Residential Land Use**

Primary and diverted linked trips for residential development have been distributed proportionally to the 2012 projected employment of Subareas citywide. Employment data for 2004 and 2030 were taken from the 2030 Socioeconomic Forecasts for Data Analysis Subzones for the Mid-Region of New Mexico, S-03-01 (April, 2007), Appendix B, supplied by the Mid-Region Council of Governments (MRCOG). Employment Data was interpolated linearly to obtain 2012 values and adjusted for distance from the proposed new facility. The trip distribution worksheets and associated map of subareas are shown in the Appendix Pages A-38 and A-46 thru A-50.

## **RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES**

### **#3 – Paseo del Norte / Universe Blvd. - Pages A-99 thru A-110**

The results of the implementation year analysis of the signalized intersection of Paseo del Norte / Universe Blvd. are summarized in the following tables:

Intersection: #3 - Paseo del Norte / Universe 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	C - 27.1	D - 38.1	2	B - 12.7	1	D - 52.7	F - 171.0	2	E - 75.1
	T	1	E - 70.2	F - 102.8	1	F - 84.9	1	C - 34.2	C - 30.3	1	C - 32.8
	R	1	C - 22.5	C - 20.7	1	B - 11.9	1	A - 7.9	A - 7.3	1	A - 8.1
W B	L	1	D - 48.4	E - 56.2	1	D - 53.1	1	A - 8.2	B - 14.2	1	A - 7.0
	T	1	B - 17.9	C - 25.1	1	B - 16.4	1	D - 44.5	F - 145.5	1	E - 58.9
	R	1	A - 0.1	A - 0.1	1	A - 0.1	1	A - 1.2	A - 0.2	1	A - 0.2
N B	L	1	C - 22.6	C - 34.6	1	C - 34.6	1	B - 19.4	E - 59.4	1	C - 34.8
	T	1	D - 41.0	D - 50.5	1	D - 50.5	1	D - 50.6	F - 127.7	1	F - 86.6
	R	1	B - 17.9	C - 21.0	1	C - 21.0	1	B - 14.4	C - 21.0	1	B - 17.8
S B	L	1	D - 35.2	E - 73.2	1	E - 67.6	1	E - 73.5	F - 185.0	1	F - 115.2
	T	1	D - 49.5	F - 85.8	1	F - 86.5	1	C - 20.3	D - 36.0	1	C - 29.6
	R	1	A - 0.1	A - 0.3	1	A - 0.3	1	A - 0.2	A - 0.6	1	A - 0.6
Intersection:			D - 39.2	E - 58.9		D - 51.2		C - 31.8	F - 86.9		D - 50.7

The implementation year analysis of the intersection of Paseo del Norte / Universe Blvd. demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD conditions and will experience excessive levels of delay for both the AM Peak Hour and PM Peak Hour BUILD conditions. Mitigating the intersection by adding an additional eastbound left turn lane to Paseo del Norte allows the intersection to experience acceptable levels-of-service in both the AM Peak Hour and PM Peak Hour BUILD conditions.

Intersection: #3 - Paseo del Norte / Universe Blvd.

2022 AM Peak Hour						2022 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	C - 24.1	F - 81.2	2	B - 13.0	1	F - 142	F - 349	2	F - 171
	T	1	E - 74.8	F - 113	1	F - 90.2	1	C - 28.7	C - 33.2	1	C - 28.9
	R	1	C - 24.6	C - 22.5	1	B - 13.6	1	A - 7.9	A - 8.2	1	A - 6.1
W B	L	1	E - 73.3	F - 130	1	F - 130	1	A - 8.4	B - 12.3	1	B - 18.6
	T	1	C - 29.6	E - 60.9	1	C - 30.0	1	F - 108	F - 257	1	F - 163
	R	1	A - 0.3	A - 0.3	1	A - 0.3	1	A - 3.5	A - 2.3	1	A - 2.3
N B	L	1	C - 30.3	D - 44.6	1	D - 44.6	1	F - 85.6	F - 186	1	F - 110
	T	1	E - 76.3	F - 93.9	1	F - 93.9	1	F - 105	F - 187	1	F - 142
	R	1	B - 16.7	B - 19.5	1	B - 19.5	1	C - 20.3	C - 23.8	1	C - 22.0
S B	L	1	F - 81.2	F - 107	1	F - 106	1	F - 170	F - 247	1	F - 203
	T	1	E - 61.5	F - 88.6	1	F - 89.0	1	D - 40.7	F - 88.5	1	E - 70.2
	R	1	A - 0.1	A - 0.2	1	A - 0.2	1	A - 0.2	A - 0.6	1	A - 0.6
Intersection:			D - 53.6	E - 75.8		E - 62.5		E - 72.3	F - 148		F - 96.1

The horizon year analysis of the intersection of Paseo del Norte / Universe Blvd. demonstrates that the levels-of-service will be acceptable for only the AM Peak Hour condition and will experience excessive levels of delay for the PM Peak Hour NO BUILD



condition and both the AM Peak Hour and PM Peak Hour BUILD conditions. Applying the same mitigation measure as described above, adding an additional eastbound left turn lane to Paseo del Norte allows the intersection to experience delays more similar to the NO BUILD delays experienced for the horizon year. This intersection has right-of-way limitations due to the Petroglyph National Monument and, therefore; additional mitigation is not recommended.

The following table summarizes the results of the queuing analysis for the auxiliary lanes at the intersection:

### Queuing Analysis Summary Sheet

Project: Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)  
Intersection: Paseo del Norte / Universe Blvd.

2012											
Approach		Left Turns			Thru Movements			Right Turns			
Eastbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length		2	129	70	1	441	Cont	1	293	70	
AM NO BUILD Queue		2	159	150	1	545	625	1	362	450	
AM BUILD Queue		2	279	225	1	744	825	1	378	475	
Existing Lane Length		2	182	70	1	181	Cont	1	65	70	
PM NO BUILD Queue		2	225	200	1	224	300	1	80	150	
PM BUILD Queue		2	476	350	1	456	550	1	118	175	
Westbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length		1	69	150	1	99	Cont	1	93	100	
AM NO BUILD Queue		1	79	150	1	114	175	1	107	175	
AM BUILD Queue		1	79	150	1	274	350	1	107	175	
Existing Lane Length		1	36	150	1	304	Cont	1	331	100	
PM NO BUILD Queue		1	41	100	1	349	425	1	380	475	
PM BUILD Queue		1	41	100	1	580	675	1	380	475	
Northbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length		1	33	125	1	261	Cont	1	31	35	
AM NO BUILD Queue		1	37	75	1	294	375	1	35	75	
AM BUILD Queue		1	58	100	1	294	375	1	35	75	
Existing Lane Length		1	135	125	1	572	Cont	1	12	35	
PM NO BUILD Queue		1	152	225	1	645	725	1	14	50	
PM BUILD Queue		1	187	275	1	645	725	1	14	50	
Southbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
Existing Lane Length		1	330	150	1	636	Cont	1	125	1,000	
AM NO BUILD Queue		1	372	450	1	717	800	1	141	225	
AM BUILD Queue		1	372	450	1	717	800	1	276	350	
Existing Lane Length		1	143	150	1	316	Cont	1	155	1,000	
PM NO BUILD Queue		1	161	225	1	356	450	1	175	250	
PM BUILD Queue		1	161	225	1	356	450	1	413	500	

Cycle Length: AM 120 PM 120

NOTE: Queue lengths are in feet.  
\* - Queue Length of 1,001 indicates that the calculated queue > 1

The queuing analysis for the auxiliary lanes at the intersection demonstrate that the new and existing eastbound left turn lane should be 350 feet plus transition. The eastbound right turn lane should be lengthened 240 feet plus transition. It appears that there is adequate right-of-way to make both improvements. Any other improvements are not feasible due to the Petroglyph National Monument right-of-way issues described previously.



#### **#4 – Paradise Blvd. / Universe Blvd. - Pages A-111 thru A-118**

The results of the implementation year analysis of the signalized intersection of Paradise Blvd. / Universe Blvd. are summarized in the following tables:

Intersection: **#4 - Paradise Blvd. / Universe 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 B	L	2	C - 30.7	C - 29.7	2	D - 48.0	D - 45.9
	T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	R	1	A - 2.6	A - 1.5	1	B - 17.2	B - 16.9
N B	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	T	2	A - 2.8	A - 5.4	2	A - 8.1	B - 10.8
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
S B	L	1	A - 6.9	B - 10.4	1	B - 14.7	C - 28.8
	T	2	A - 3.8	A - 5.0	2	A - 3.3	A - 4.4
	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
Intersection:		<b>A - 7.7</b>		<b>A - 9.0</b>	<b>B - 15.6</b>		<b>B - 16.9</b>

The implementation year analysis of the intersection of Paradise Blvd. / Universe Blvd. demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The implementation year analysis shows that the proposed development increases the delay at the intersection by only 1.3 seconds. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Paradise Blvd. / Universe Blvd. in the implementation year.

Intersection: **#4 - Paradise Blvd. / Universe Blvd.**

		2022 AM Peak Hour			2022 PM Peak Hour		
		BASE GEOMETRY			BASE GEOMETRY		
		NO BUILD		BUILD	NO BUILD		BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
W B	L	2	D - 42.7	D - 41.4	2	D - 48.1	D - 49.5
	T	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	R	1	B - 11.6	B - 10.4	1	B - 12.8	B - 15.9
N B	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
	T	2	A - 3.8	A - 5.2	2	B - 13.5	B - 14.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
S B	L	1	B - 18.5	C - 28.2	1	D - 35.1	D - 45.8
	T	2	A - 3.4	A - 4.5	2	A - 3.3	A - 4.0
	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
Intersection:		<b>B - 13.1</b>		<b>B - 14.5</b>	<b>B - 16.8</b>		<b>C - 20.1</b>

The horizon year analysis of the intersection of Paradise Blvd. / Universe Blvd. demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The horizon year analysis shows that

the proposed development increases the delay at the intersection by 1.4 to 3.3 seconds. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Paradise Blvd. / Universe Blvd. in the horizon year.

The following table summarizes the results of the queuing analysis for the auxiliary lanes at the intersection:

### Queueing Analysis Summary Sheet

Project: Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)  
Intersection: Paradise Blvd. / Universe Blvd.

2012												
Approach		Left Turns			Thru Movements			Right Turns				
Eastbound		# 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		
Westbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length		2	205	200	0	0	Cont	1	110	500		
AM NO BUILD Queue		2	223	200	0	0	0	1	120	200		
AM BUILD Queue		2	290	225	0	0	0	1	120	200		
Existing Lane Length		2	284	200	0	0	Cont	1	171	500		
PM NO BUILD Queue		2	309	250	0	0	0	1	186	275		
PM BUILD Queue		2	410	300	0	0	0	1	186	275		
Northbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length		0	0	0	2	282	Cont	0	170	0		
AM NO BUILD Queue		0	0	0	2	309	250	0	186	275		
AM BUILD Queue		0	0	0	2	362	275	0	252	325		
Existing Lane Length		0	0	0	2	803	Cont	0	341	0		
PM NO BUILD Queue		0	0	0	2	880	575	0	374	475		
PM BUILD Queue		0	0	0	2	1,021	650	0	483	575		
Southbound		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length		
Existing Lane Length		1	173	130	2	498	Cont	0	0	0		
AM NO BUILD Queue		1	188	275	2	541	375	0	0	0		
AM BUILD Queue		1	188	275	2	608	425	0	0	0		
Existing Lane Length		1	134	130	2	227	Cont	0	0	0		
PM NO BUILD Queue		1	146	225	2	247	200	0	0	0		
PM BUILD Queue		1	146	225	2	383	300	0	0	0		

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

**NOTE: Queue lengths are in feet.**

\* - Queue Length of 1,001 indicates that the calculated queue > 1

The queueing analysis does not recommend any improvements to the auxiliary lanes at the intersection of Paradise Blvd. / Universe Blvd.

## #5 – Paradise Blvd. / Lyon Blvd. - Pages A-119 thru A-130

The results of the implementation year analysis of the signalized intersection of Paradise Blvd. / Lyon Blvd. are summarized in the following tables:

Intersection: **#5 - Paradise Blvd. / Lyon 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	D - 35.4	C - 34.6	1	D - 35.4	1	C - 20.9	B - 11.7	1	B - 16.8
	T	1	C - 34.9	C - 32.1	1	C - 34.0	1	D - 35.5	C - 21.2	1	D - 45.4
	R	1	B - 11.5	A - 9.2	1	A - 9.5	1	A - 1.5	A - 1.2	1	A - 3.3
W B	L	1	D - 45.8	D - 42.5	1	C - 20.8	1	D - 38.1	C - 33.3	1	B - 15.6
	T	1	E - 64.7	E - 62.2	1	D - 51.1	1	C - 28.1	C - 27.8	1	C - 23.6
	R	1	A - 0.1	A - 0.1	1	A - 0.1	1	A - 0.0	A - 0.0	1	A - 0.0
N B	L	1	C - 23.1	C - 25.8	1	C - 25.2	1	B - 16.0	C - 28.5	1	C - 29.2
	T	1	D - 49.5	D - 51.5	1	D - 51.8	1	C - 21.0	C - 32.5	1	C - 32.7
	R	1	B - 17.7	B - 18.2	1	B - 14.8	1	A - 3.9	A - 5.7	1	A - 3.3
S B	L	1	C - 28.5	D - 37.0	1	C - 33.8	1	B - 17.2	C - 27.3	1	C - 27.0
	T	1	A - 4.2	A - 4.7	1	A - 4.6	1	B - 17.1	B - 16.3	1	B - 15.6
	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
Intersection:			<b>C - 30.0</b>	<b>C - 32.2</b>		<b>C - 29.4</b>		<b>C - 30.6</b>	<b>C - 26.6</b>		<b>C - 25.0</b>

The implementation year analysis of the intersection of Paradise Blvd. / Lyon Blvd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The implementation year analysis shows that the proposed development increases the delay at the intersection by 2.2 seconds. Although no mitigation is required for the implementation year, mitigation is required for the horizon year and includes adding a westbound left turn arrow and a northbound right turn arrow to the traffic signals. The results of the mitigation for the implementation year decrease the delays from 0.6 to 5.6 seconds from the NO BUILD conditions. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Paradise Blvd. / Lyon Blvd. in the implementation year.

Intersection: #5 - Paradise Blvd. / Lyon Blvd.

2022 AM Peak Hour						2022 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 - 118	F - 141	1	F - 90.7	1	C - 23.8	C - 20.4	1	C - 27.0
	T	1	D - 41.5	D - 44.4	1	E - 69.6	1	C - 28.4	C - 25.3	1	F - 140
	R	1	B - 14.6	B - 11.4	1	B - 10.6	1	A - 1.9	A - 2.9	1	B - 10.2
W B	L	1	D - 41.3	D - 37.9	1	B - 16.7	1	F - 89.4	F - 220	1	F - 155
	T	1	F - 107	B - 12.3	1	F - 95.5	1	C - 24.0	D - 41.2	1	E - 59.5
	R	1	A - 0.2	A - 0.2	1	A - 0.2	1	A - 0.0	A - 0.0	1	A - 0.0
N B	L	1	C - 26.6	C - 25.3	1	D - 35.5	1	F - 199	F - 246	1	F - 179
	T	1	D - 48.2	D - 46.0	1	E - 58.1	1	C - 25.3	C - 27.5	1	C - 22.5
	R	1	F - 88.3	E - 75.7	1	E - 59.0	1	A - 4.6	A - 5.7	1	A - 4.9
S B	L	1	F - 86.0	F - 106	1	F - 123	1	B - 17.3	B - 18.8	1	B - 15.1
	T	1	A - 3.7	A - 3.9	1	A - 7.2	1	F - 169	F - 203	1	F - 156
	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
Intersection:			<b>E - 71.7</b>	<b>F - 82.2</b>		<b>F - 80.6</b>		<b>F - 116</b>	<b>F - 133</b>		<b>F - 118</b>

The horizon year analysis of the intersection of Paradise Blvd. / Lyon Blvd. demonstrates that the intersection will experience excessive delays for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The horizon year analysis shows that the proposed development increases the delay at the intersection by 10.5 to 17 seconds. Mitigating the intersection by adding a westbound left turn arrow to the traffic signals thus making the movement permitted plus protected and adding a northbound right turn arrow to the traffic signals thus making the movement permitted plus overlap will improve the delays to those more similar to the NO BUILD condition, increased delays by 2 to 8.9 seconds. In addition, lengthening the northbound left turn lane to 375 feet plus transition may also help to alleviate the delays.



The following table summarizes the results of the queuing analysis for the auxiliary lanes at the intersection:

### Queueing Analysis Summary Sheet

Project: Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)  
Intersection: Paradise Blvd. / Lyon Blvd.

<b>2012</b>											
<b>Approach</b>			<b>Left Turns</b>			<b>Thru Movements</b>			<b>Right Turns</b>		
<b>Eastbound</b>			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length			1	199	60	1	343	Cont	1	4	85
AM NO BUILD Queue			1	216	300	1	373	450	1	4	25
AM BUILD Queue			1	246	325	1	409	500	1	4	25
Existing Lane Length			1	9	60	1	356	Cont	1	299	85
PM NO BUILD Queue			1	10	25	1	387	475	1	325	425
PM BUILD Queue			1	47	100	1	459	550	1	325	425
<b>Westbound</b>			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length			1	10	150	1	220	Cont	1	148	50
AM NO BUILD Queue			1	11	50	1	237	325	1	159	225
AM BUILD Queue			1	11	50	1	276	350	1	159	225
Existing Lane Length			1	191	150	1	252	Cont	1	7	50
PM NO BUILD Queue			1	205	275	1	271	350	1	8	25
PM BUILD Queue			1	205	275	1	340	425	1	8	25
<b>Northbound</b>			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length			1	11	75	1	4	Cont	1	23	80
AM NO BUILD Queue			1	12	50	1	4	25	1	25	75
AM BUILD Queue			1	12	50	1	4	25	1	25	75
Existing Lane Length			1	268	75	1	9	Cont	1	192	80
PM NO BUILD Queue			1	286	375	1	10	25	1	205	275
PM BUILD Queue			1	286	375	1	10	25	1	205	275
<b>Southbound</b>			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length			1	507	80	1	1	Cont	0	161	0
AM NO BUILD Queue			1	542	625	1	1	0	0	172	250
AM BUILD Queue			1	542	625	1	1	0	0	200	275
Existing Lane Length			1	6	80	1	5	Cont	0	15	0
PM NO BUILD Queue			1	6	25	1	5	25	0	16	50
PM BUILD Queue			1	6	25	1	5	25	0	48	100

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

**NOTE: Queue lengths are in feet.**

\* - Queue Length of 1,001 indicates that the calculated queue > 1

The analysis recommends lengthening the northbound left turn lane to 375 feet plus transition as previously described. According to aerial photographs it appears that there is adequate right-of-way to construct this improvement.

**#6 – Paradise Blvd. / Golf Course Rd. - Pages A-131 thru A-138**

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

Intersection: **#6 - Paradise Blvd. / Golf Course 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	B - 15.5	B - 14.3	1	B - 20.0	B - 17.1
	T	1	D - 52.9	D - 52.3	1	C - 33.8	C - 25.3
	R	1	C - 27.9	C - 26.0	1	B - 16.2	A - 0.9
W B	L	1	C - 24.1	C - 23.4	1	C - 23.5	C - 21.0
	T	1	C - 26.7	C - 26.6	1	E - 57.2	D - 54.9
	R	1	A - 2.2	A - 2.0	1	A - 7.4	A - 7.3
N B	L	1	C - 29.2	D - 36.4	1	C - 22.6	C - 34.1
	T	2	C - 31.0	C - 33.9	2	C - 26.4	C - 22.5
	R	1	B - 12.5	B - 14.4	1	A - 6.0	A - 2.0
S B	L	1	D - 37.2	D - 40.1	1	B - 19.8	C - 22.4
	T	2	D - 45.0	D - 46.2	2	D - 36.4	D - 39.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
Intersection:		<b>D - 36.5</b>	<b>D - 37.5</b>		<b>C - 34.7</b>	<b>C - 29.2</b>	

The implementation year analysis of the intersection of Paradise Blvd. / Golf Course Rd. demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The implementation year analysis shows that the proposed development increases the delay at the intersection by only 1 second. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Paradise Blvd. / Golf Course Rd. in the implementation year.



Intersection: #6 - Paradise Blvd. / Golf Course Rd.

2022 AM Peak Hour					2022 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	B - 17.1	B - 16.8	1	D - 37.0	D - 38.6		
	T	1	D - 44.9	D - 40.7	1	D - 46.9	D - 41.9		
	R	1	C - 24.3	C - 20.4	1	B - 18.2	B - 15.8		
W B	L	1	C - 31.4	C - 30.6	1	C - 30.3	C - 31.2		
	T	1	C - 32.3	C - 32.4	1	E - 60.7	E - 68.7		
	R	1	A - 2.7	A - 3.0	1	B - 12.9	B - 13.0		
N B	L	1	D - 39.6	D - 38.6	1	C - 25.4	C - 28.0		
	T	2	C - 27.8	C - 30.3	2	C - 27.6	C - 31.7		
	R	1	A - 9.2	B - 10.2	1	A - 3.2	A - 3.9		
S B	L	1	D - 39.6	D - 43.3	1	C - 24.0	C - 29.8		
	T	2	D - 42.9	D - 45.4	2	D - 44.1	D - 52.1		
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0		
Intersection:			<b>C - 34.7</b>	<b>C - 34.7</b>		<b>D - 35.2</b>	<b>D - 39.0</b>		

The horizon year analysis of the intersection of Paradise Blvd. / Golf Course Rd. demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The horizon year analysis shows that the proposed development increases the delay at the intersection by 3.8 seconds. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Paradise Blvd. / Golf Course Rd. in the horizon year.

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, Paradise Blvd. commonly backs up significantly especially during the weekday PM peak hour period (after about 5:30 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 Paradise corridor often backs up from Lyon Blvd. to Golf Course Rd. and beyond. Therefore, the levels-of-service and delays determined in this study may be optimistic since they are based on measured traffic flow and not traffic demand.

The following table summarizes the results of the queuing analysis for the auxiliary lanes at the intersection:

### Queueing Analysis Summary Sheet

Project: Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)  
 Intersection: Paradise Blvd. / Golf Course Rd.

2012											
Approach			Left Turns			Thru Movements			Right Turns		
Eastbound			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length			1	37	125	1	532	Cont	1	597	125
AM NO BUILD Queue			1	40	75	1	572	675	1	642	725
AM BUILD Queue			1	46	100	1	601	700	1	642	725
Existing Lane Length			1	39	125	1	191	Cont	1	165	125
PM NO BUILD Queue			1	42	100	1	205	275	1	177	250
PM BUILD Queue			1	49	100	1	271	350	1	177	250
Westbound			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length			1	35	125	1	153	Cont	1	83	125
AM NO BUILD Queue			1	38	75	1	165	250	1	90	150
AM BUILD Queue			1	38	75	1	200	275	1	90	150
Existing Lane Length			1	74	125	1	406	Cont	1	151	125
PM NO BUILD Queue			1	80	150	1	439	525	1	163	250
PM BUILD Queue			1	80	150	1	502	600	1	163	250
Northbound			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length			1	179	200	2	392	Cont	1	42	225
AM NO BUILD Queue			1	193	275	2	423	325	1	45	100
AM BUILD Queue			1	193	275	2	425	325	1	45	100
Existing Lane Length			1	281	200	2	552	Cont	1	72	225
PM NO BUILD Queue			1	303	400	2	595	425	1	78	125
PM BUILD Queue			1	303	400	2	596	425	1	78	125
Southbound			# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length			1	292	85	2	781	Cont	0	29	0
AM NO BUILD Queue			1	306	400	2	818	550	0	30	75
AM BUILD Queue			1	306	400	2	822	550	0	35	75
Existing Lane Length			1	120	85	2	436	Cont	0	59	0
PM NO BUILD Queue			1	126	200	2	457	325	0	62	125
PM BUILD Queue			1	126	200	2	460	325	0	68	125

AM      PM  
 Cycle Length:    120      120

NOTE: Queue lengths are in feet.

\* - Queue Length of 1,001 indicates that the calculated queue > 1

The queueing analysis does not recommend any improvements to the auxiliary lanes at the intersection of Paradise Blvd. / Golf Course Rd.

#### #7 – Paseo del Norte / Golf Course Rd. - Pages A-139 thru A-146

The results of the implementation year analysis of the signalized intersection of Paseo del Norte / Golf Course Rd. are summarized in the following tables:

Intersection: #7 - Paseo del Norte / Golf Course 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	B - 13.2	B - 10.2	1	C - 20.8	C - 27.0		
	T	2	C - 32.2	C - 26.6	2	D - 38.7	D - 50.5		
	R	1	A - 5.0	A - 6.0	1	B - 14.5	C - 23.9		
W B	L	2	D - 54.9	E - 56.8	2	E - 62.4	E - 62.4		
	T	2	C - 28.9	C - 27.4	2	D - 42.9	D - 43.9		
	R	1	A - 3.0	A - 2.7	1	D - 38.3	D - 35.8		
N B	L	2	E - 61.2	E - 64.5	2	E - 58.6	E - 60.5		
	T	2	D - 50.1	E - 57.5	2	D - 38.9	D - 41.1		
	R	1	D - 39.0	D - 45.6	1	A - 6.5	A - 9.6		
S B	L	2	D - 36.6	D - 40.7	2	D - 49.1	D - 44.2		
	T	2	C - 25.0	C - 29.0	2	C - 20.3	C - 33.7		
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0		
Intersection:			C - 33.4	C - 34.8			D - 36.9	D - 40.5	

The implementation year analysis of the intersection of Paseo del Norte / Golf Course Rd. demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The implementation year analysis shows that the proposed development increases the delay at the intersection by 1.4 to 3.6 seconds. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Paseo del Norte / Golf Course Rd. in the implementation year.

Intersection: #7 - Paseo del Norte / Golf Course Rd.

2022 AM Peak Hour					2022 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	B - 11.9	B - 10.6	1	E - 73.0	E - 70.0		
	T	2	F - 81.6	F - 102	2	F - 113	F - 126		
	R	1	A - 9.2	A - 9.4	1	C - 24.4	C - 26.5		
W B	L	2	F - 135	F - 181	2	F - 143	F - 143		
	T	2	C - 23.6	C - 23.6	2	E - 56.3	E - 62.1		
	R	1	A - 6.8	A - 6.7	1	F - 117	F - 109		
N B	L	2	E - 61.4	E - 77.6	2	E - 73.9	F - 93.2		
	T	2	F - 83.5	F - 95.7	2	F - 91.9	F - 103		
	R	1	E - 75.3	F - 91.0	1	B - 15.7	B - 17.2		
S B	L	2	F - 97.1	F - 114	2	D - 48.3	E - 61.4		
	T	2	C - 34.8	D - 35.2	2	C - 26.2	C - 31.3		
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0		
Intersection:			E - 66.9	E - 79.1			F - 81.8	F - 87.2	

The horizon year analysis of the intersection of Paseo del Norte / Golf Course Rd. demonstrates that intersection will experience excessive levels of delay for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD. The horizon year analysis shows that the proposed development increases the delay at the intersection by 5.4 to 12.2 seconds. This intersection is already built out; therefore, this study concludes that no mitigation measures are feasible at the intersection of Paseo del Norte / Golf Course Rd.

The following table summarizes the results of the queuing analysis for the auxiliary lanes at the intersection:

#### Queueing Analysis Summary Sheet

Project: Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)  
Intersection: Paseo del Norte / Golf Course Rd.

<b>2012</b>											
<b>Approach</b>		<b>Left Turns</b>			<b>Thru Movements</b>			<b>Right Turns</b>			
<b>Eastbound</b>		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		1	41	140	2	648	Cont	1	87	140	
AM NO BUILD Queue		1	46	100	2	720	475	1	97	150	
AM BUILD Queue		1	49	100	2	882	575	1	132	200	
<i>Existing Lane Length</i>		1	64	140	2	168	Cont	1	30	140	
PM NO BUILD Queue		1	71	125	2	187	175	1	33	75	
PM BUILD Queue		1	75	125	2	371	275	1	77	125	
<b>Westbound</b>		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		2	108	125	2	152	Cont	1	134	125	
AM NO BUILD Queue		2	118	125	2	166	150	1	146	225	
AM BUILD Queue		2	118	125	2	288	225	1	146	225	
<i>Existing Lane Length</i>		2	531	125	2	531	Cont	1	558	125	
PM NO BUILD Queue		2	579	400	2	579	400	1	608	700	
PM BUILD Queue		2	579	400	2	772	525	1	608	700	
<b>Northbound</b>		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		2	73	150	2	480	Cont	1	322	240	
AM NO BUILD Queue		2	79	100	2	519	375	1	348	425	
AM BUILD Queue		2	113	125	2	519	375	1	348	425	
<i>Existing Lane Length</i>		2	138	150	2	906	Cont	1	232	240	
PM NO BUILD Queue		2	149	150	2	979	625	1	251	325	
PM BUILD Queue		2	185	175	2	979	625	1	251	325	
<b>Southbound</b>		# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length	
<i>Existing Lane Length</i>		2	650	175	2	700	Cont	0	14	0	
AM NO BUILD Queue		2	701	475	2	755	500	0	15	50	
AM BUILD Queue		2	701	475	2	755	500	0	19	50	
<i>Existing Lane Length</i>		2	251	175	2	840	Cont	0	19	0	
PM NO BUILD Queue		2	271	225	2	906	600	0	20	50	
PM BUILD Queue		2	271	225	2	906	600	0	23	50	

AM PM  
Cycle Length: 120 120

NOTE: Queue lengths are in feet.

\* - Queue Length of 1,001 indicates that the calculated queue > 1

The queueing analysis recommends extending the southbound left turn lane to 475 feet plus transition; however, this is not feasible due to the intersection already being built out as described previously. Therefore, no recommendations are made for the intersection of Paseo del Norte / Golf Course Rd.

## RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

### #1 – Paseo del Norte / Woodmont Ave. – Pages A-147 thru A-159

The results of the analysis of the unsignalized intersection of Paseo del Norte / Woodmont Ave. are summarized in the following tables:

Intersection: #1 - Paseo del Norte / Woodmont Ave.

		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	>	A - 1.5	A - 0.4	>	A - 1.5	A - 1.0
	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
W B	L	>	A - 0.0	A - 5.3	>	A - 0.0	B - 10.7
	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
N B	L	>	A - 0.0	B - 13.1	>	A - 0.0	F - 193
	T	1	A - 0.0	B - 13.1	1	A - 0.0	F - 193
	R	>	A - 0.0	B - 13.1	>	A - 0.0	F - 193
S B	L	1	C - 20.1	F - Err	1	C - 19.8	F - Err
	T	1	A - 9.5	B - 12.3	1	A - 9.8	F - 66.6
	R	>	A - 9.5	B - 12.3	>	A - 9.8	F - 66.6

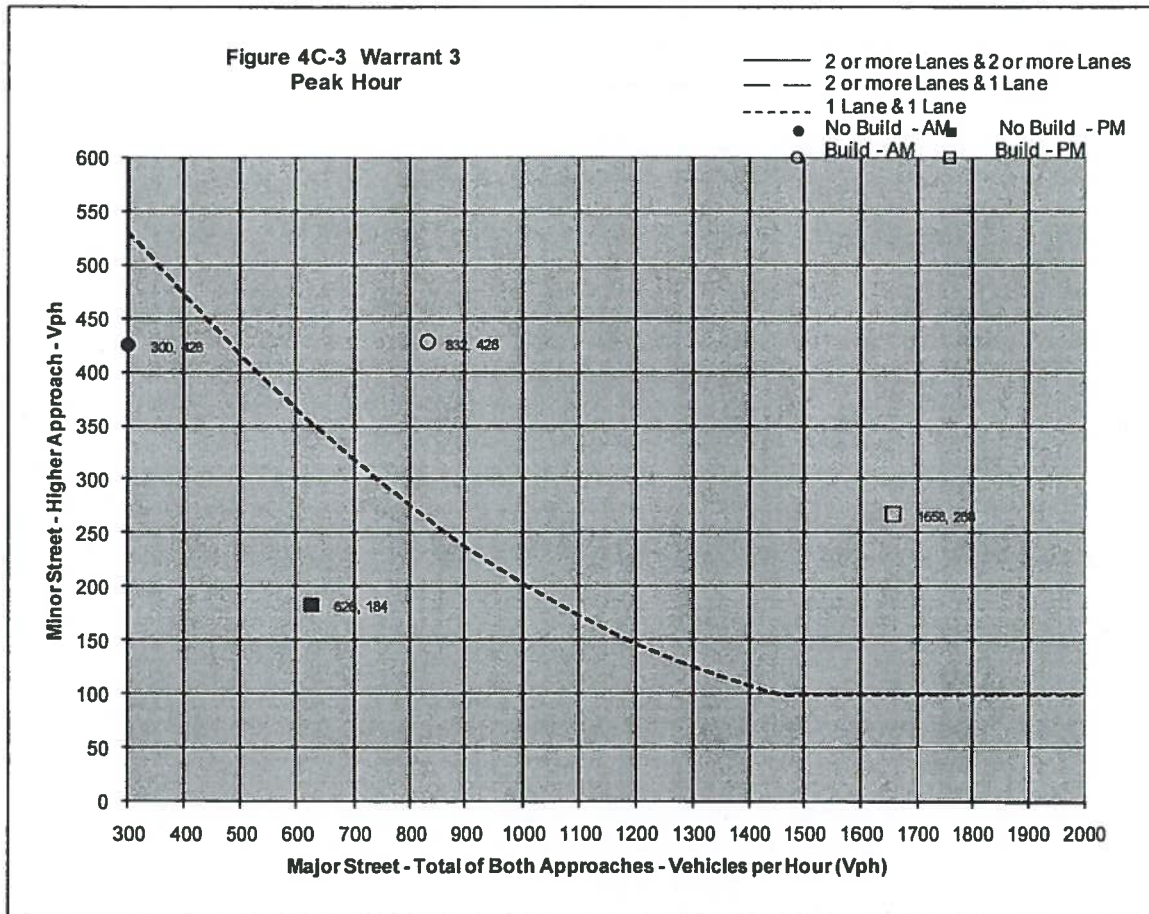
The implementation year analysis of the intersection of Paseo del Norte / Woodmont Ave. demonstrates that the intersection will experience excessive delays for the southbound left turn for the AM Peak Hour BUILD condition and for the northbound and southbound left turn and thru/right movements for the PM Peak Hour BUILD condition.

Intersection: #1 - Paseo del Norte / Woodmont Ave.

		2022 AM Peak Hour			2022 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	>	A - 8.2	B - 14.1	>	A - 9.4	C - 20.7
	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
W B	L	>	A - 0.0	C - 23.3	>	A - 0.0	F - 426
	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
N B	L	>	A - 0.0	F - Err	>	A - 0.0	F - Err
	T	1	A - 0.0	F - Err	1	A - 0.0	F - Err
	R	>	A - 0.0	F - Err	>	A - 0.0	F - Err
S B	L	1	F - Err	F - Err	1	F - Err	F - Err
	T	1	B - 12.4	F - 226	1	B - 14.1	F - Err
	R	>	B - 12.4	F - 226	>	B - 14.1	F - Err



The horizon year analysis of the intersection of Paseo del Norte / Woodmont Ave. demonstrates that the intersection will experience excessive delays for the northbound left/thru/right and southbound left turn and thru/right movements for the AM Peak Hour and PM Peak Hour BUILD conditions, as well as for the westbound left turn movement for the PM Peak Hour BUILD condition. The intersection will also experience excessive delays for the southbound left turn movement for the AM Peak Hour and PM Peak Hour NO BUILD conditions. Since the delays are so high, Signal Warrant 3 was analyzed using the 2012 volumes and summarized in the following graph:



This analysis, Appendix Page A-155, indicates that the intersection of Paseo del Norte / Woodmont Ave. meets the minimum requirements for the peak hour warrant (Warrant #3) established by the Manual on Uniform Traffic Control Devices (Millenium Edition w/2003 Update). It may be appropriate to construct a traffic signal at this location based on the results of the Peak Hour Warrant analysis. However, a traffic signal should not be permitted nor constructed until such time as a full Traffic Signal Warrant Study has been conducted as part of an engineering study to determine the feasibility of constructing a traffic signal at this location. A traffic signal should be constructed at this location only after such engineering study has been conducted based on actual traffic volumes present at the time of the study which demonstrate that a new traffic signal is warranted and will be beneficial to the transportation system. This study only demonstrates that the intersection of Paseo del Norte / Woodmont Ave. is possibly a



candidate for a future traffic signal. Any cost of a future traffic signal at this location should be shared by the developers of all of the planned projects in that area.

The results of the implementation year and horizon year analyses as a signalized intersection are summarized in the following tables:

Intersection: #1 - Paseo del Norte / Woodmont Ave.

		2012 AM Peak		2012 PM	
		Hour		Peak Hour	
		MIT. GEOM.		MIT. GEOM.	
		BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay
E B	L	1	C - 25.3	1	B - 19.8
	T	2	E - 55.4	2	E - 55.9
	R	>	A - 0.0	>	A - 0.0
W B	L	1	C - 33.4	1	C - 30.2
	T	2	C - 30.8	2	A - 9.9
	R	>	A - 0.0	>	A - 0.0
N B	L	1	B - 14.0	1	C - 26.0
	T	1	A - 4.8	1	A - 8.1
	R	>	A - 0.0	>	A - 0.0
S B	L	2	B - 15.7	2	C - 28.8
	T	1	A - 7.1	1	B - 17.5
	R	>	A - 0.0	>	A - 0.0
Intersection:		C - 27.7		C - 34.0	

Intersection: #1 - Paseo del Norte / Woodmont Ave.

		2022 AM Peak		2022 PM	
		Hour		Peak Hour	
		MIT. GEOM.		MIT. GEOM.	
		BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay
E B	L	1	C - 20.3	1	D - 49.2
	T	2	D - 46.7	2	E - 74.7
	R	>	A - 0.0	>	A - 0.0
W B	L	1	D - 48.5	1	D - 51.0
	T	2	C - 28.0	2	B - 12.5
	R	>	A - 0.0	>	A - 0.0
N B	L	1	C - 27.0	1	C - 28.0
	T	1	C - 29.2	1	D - 43.2
	R	>	A - 0.0	>	A - 0.0
S B	L	2	E - 57.6	2	F - 111
	T	1	B - 11.5	1	B - 17.3
	R	>	A - 0.0	>	A - 0.0
Intersection:		D - 45.2		D - 53.8	

Signalizing this intersection will also require constructing an eastbound, westbound, and northbound left turn lane (each 150 feet plus transition), an additional eastbound and westbound thru lane (500 feet plus transition east and west of the intersection), and striping the existing second southbound left turn lane to be used for left turns and contributing to the cost sharing of a new traffic signal.

**#2 – Paseo del Norte / Rainbow Blvd. – Pages A-160 thru A-172**

The results of the analysis of the unsignalized intersection of Paseo del Norte / Rainbow Blvd. are summarized in the following tables:

Intersection: #2 - Paseo del Norte / Rainbow Blvd.

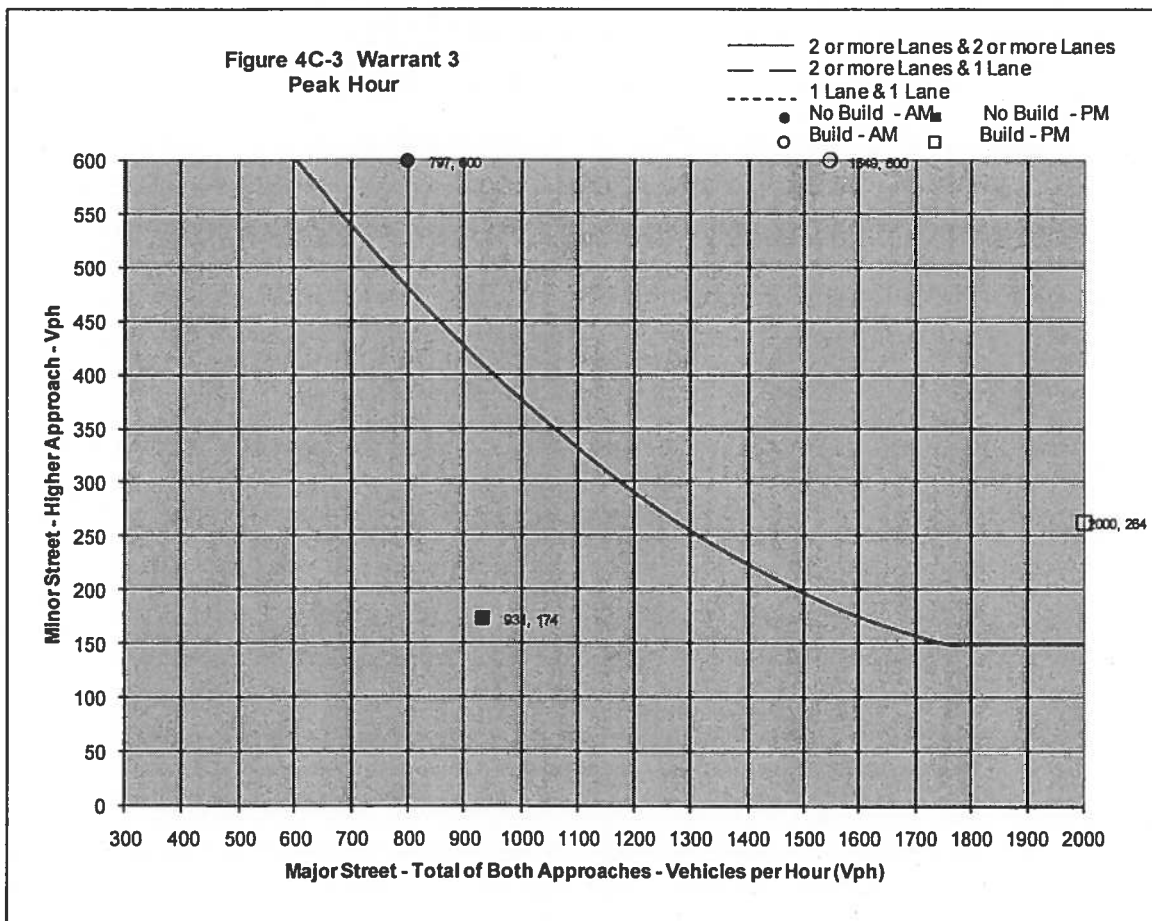
2012 AM Peak Hour				2012 PM Peak Hour			
BASE GEOMETRY				BASE GEOMETRY			
		NO BUILD	BUILD		NO BUILD	BUILD	
	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
E B	L 1	B - 11.1	C - 16.3	1	A - 9.9	D - 34.1	
	T 1	F - 153	F - 672	1	B - 14.8	F - 488	
	R >	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
W B	L 1	C - 20.0	C - 22.2	1	B - 10.7	B - 14.5	
	T 1	C - 19.6	F - 310	1	F - 115	F - 901	
	R >	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
N B	L >	B - 13.8	C - 16.7	>	B - 12.0	C - 17.5	
	T 2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0	
	R >	C - 22.5	D - 29.3	>	B - 11.8	C - 15.9	
S B	L 1	F - 143	F - 190	1	B - 13.6	C - 16.4	
	T 1	D - 29.0	F - 120	1	B - 10.4	E - 43.8	
	R >	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	

The implementation year analysis of the intersection of Paseo del Norte / Rainbow Blvd. demonstrates that the intersection will experience excessive delays for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The movements with excessive delays include the eastbound thru, westbound thru, southbound left turn, and southbound thru movements.

Intersection: #2 - Paseo del Norte / Rainbow Blvd.

2022 AM Peak Hour				2022 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	B - 13.0	C - 19.1	1	C - 17.6	F - 149
	T	1	F - 910	F - 1477	1	F - 811	F - 1706
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
W B	L	1	E - 35.5	E - 38.9	1	C - 20.7	D - 25.6
	T	1	E - 37.4	F - 452	1	F - 745	F - 1728
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
N B	L	>	C - 21.0	D - 26.0	>	F - 94.6	F - 174
	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0
	R	>	F - 172	F - 2009	>	F - 197	F - 262
S B	L	1	F - 350	F - 394	1	F - 219	F - 262
	T	1	F - 82.7	F - 249	1	C - 24.6	F - 262
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0

The horizon year analysis of the intersection of Paseo del Norte / Rainbow Blvd. demonstrates the intersection will experience excessive delays for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The movements with excessive delays include the eastbound thru, westbound left turn and thru, northbound left and right turns, southbound left turn, and southbound thru movements. Since the delays are so high, as high as 2009 seconds, Signal Warrant 3 was analyzed using the 2012 volumes and summarized in the following graph:



This analysis, Appendix Page A-168, indicates that the intersection of Paseo del Norte / Rainbow Blvd. meets the minimum requirements for the peak hour warrant (Warrant #3) established by the Manual on Uniform Traffic Control Devices (Millenium Edition w/2003 Update). It may be appropriate to construct a traffic signal at this location based on the results of the Peak Hour Warrant analysis. However, a traffic signal should not be permitted nor constructed until such time as a full Traffic Signal Warrant Study has been conducted as part of an engineering study to determine the feasibility of constructing a traffic signal at this location. A traffic signal should be constructed at this location only after such engineering study has been conducted based on actual traffic volumes present at the time of the study which demonstrate that a new traffic signal is warranted and will be beneficial to the transportation system. This study only demonstrates that the intersection of Paseo del Norte / Rainbow Blvd. is possibly a candidate for a future traffic signal. Any cost of a future traffic signal at this location should be shared by the developers of all of the planned projects in that area.

The results of the implementation year and horizon year analyses as a signalized intersection are summarized in the following tables:

Intersection: #2 - Paseo del Norte / Rainbow Blvd.

		2012 AM Peak		2012 PM	
		Hour		Peak Hour	
		MIT. GEOM.		MIT. GEOM.	
		BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay
E B	L	1	B - 10.6	1	C - 31.6
	T	1	D - 41.6	1	C - 20.8
	R	>	A - 0.0	>	A - 0.0
W B	L	1	D - 50.2	1	A - 5.7
	T	1	B - 19.1	1	C - 32.1
	R	1	A - 0.0	1	A - 0.2
N B	L	1	D - 38.0	1	D - 51.6
	T	2	B - 19.9	2	C - 28.4
	R	>	A - 0.0	>	A - 0.0
S B	L	2	E - 57.4	2	D - 46.4
	T	1	E - 56.6	1	E - 55.4
	R	1	A - 0.2	1	A - 0.3
Intersection:		D - 37.6		C - 23.8	

Intersection: #2 - Paseo del Norte / Rainbow Blvd.

		2022 AM Peak		2022 PM	
		Hour		Peak Hour	
		MIT. GEOM.		MIT. GEOM.	
		BUILD		BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay
E B	L	1	A - 6.9	1	F - 225
	T	1	F - 233	1	F - 242
	R	>	A - 0.0	>	A - 0.0
W B	L	1	F - 195	1	F - 114
	T	1	C - 25.9	1	F - 85.7
	R	1	A - 0.0	1	A - 0.2
N B	L	1	E - 59.7	1	F - 88.9
	T	2	F - 84.6	2	F - 95.9
	R	>	A - 0.0	>	A - 0.0
S B	L	2	F - 241	2	F - 213
	T	1	E - 75.6	1	E - 57.3
	R	1	A - 0.2	1	A - 0.3
Intersection:		F - 149		F - 145	

Although signalizing the intersection still demonstrates excessive delays in the horizon year, the delays are greatly improved from the unsignalized horizon year delays, which are as high as 2,009 seconds.

Signalizing this intersection will require striping the existing second southbound left turn lane to be used for left turns and constructing an additional eastbound thru lane 500 feet plus transition east of Rainbow Blvd.

#### **#8 – Paseo del Norte / Blvd. del Oeste – Pages A-173 thru A-184**

The results of the analysis of the unsignalized intersection of Paseo del Norte / Blvd. del Oeste are summarized in the following table:

Intersection: #8 - Paseo del Norte & Blvd. del Oeste

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	L	>	A - 0.0	A - 0.0	1	A - 7.7	>	A - 0.0	A - 0.0	1	A - 7.4
	T	1	A - 0.0	A - 0.1	1	A - 0.0	1	A - 0.0	A - 0.0	1	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
W	L	>	A - 0.0	A - 0.0	1	A - 7.7	>	A - 0.0	A - 0.0	1	A - 8.7
	T	1	A - 0.0	A - 3.8	1	A - 0.0	1	A - 0.0	A - 7.2	1	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
N	L	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
	T	1	A - 0.0	B - 11.2	1	B - 10.2	1	A - 0.0	F - 50.7	1	C - 15.4
	R	>	A - 0.0	A - 0.0	1	A - 0.0	>	A - 0.0	A - 0.0	1	A - 0.0
S	L	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
	T	1	A - 0.0	C - 15.2	1	B - 13.2	1	A - 0.0	D - 29.8	1	C - 23.3
	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0

The implementation year analysis of the intersection of Paseo del Norte / Blvd. del Oeste demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour BUILD conditions, except for the northbound left/thru/right movement during the PM Peak Hour BUILD condition. The mitigation for this intersection includes adding eastbound and westbound left turn lanes and a northbound right turn lane which will allow all movements to experience acceptable levels-of-service.

Intersection: #8 - Paseo del Norte & Blvd. del Oeste

2022 AM Peak Hour						2022 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	L	>	A - 0.0	A - 0.0	1	A - 8.7	>	A - 0.0	A - 0.0	1	B - 11.9
	T	1	A - 0.0	A - 0.1	1	A - 0.0	1	A - 0.0	A - 0.1	1	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
W	L	>	A - 0.0	A - 0.0	1	C - 16.1	>	A - 0.0	A - 0.0	1	C - 16.5
	T	1	A - 0.0	D - 30.7	1	A - 0.0	1	A - 0.0	D - 32.8	1	A - 0.0
	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
N	L	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
	T	1	A - 0.0	F - Err	1	F - 140	1	A - 0.0	F - Err	1	F - Err
	R	>	A - 0.0	A - 0.0	1	A - 0.0	>	A - 0.0	A - 0.0	1	A - 0.0
S	L	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
	T	1	A - 0.0	F - Err	1	F - Err	1	A - 0.0	F - Err	1	F - Err
	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0

The horizon year analysis of the intersection of Paseo del Norte / Blvd. del Oeste demonstrates that the intersection will experience excessive delays. In the horizon year, as other developments are implemented, it will be expected that a traffic signal may be required. When constructing the new intersection of Paseo del Norte / Blvd. del Oeste, it would be prudent to install the traffic signal conduit for later use.



**#9 - Driveway 'A' / Blvd. del Oeste – Pages A-185 thru A-188**

The results of the analysis of the unsignalized intersection of Driveway 'A' / Blvd. del Oeste are summarized in the following table:

Intersection: **#9 - Driveway 'A' / Blvd. del Oeste**

		<b>2012 AM Peak</b>		<b>2012 PM</b>	
		<b>Hour</b>		<b>Peak Hour</b>	
		<b>BASE GEOMETRY</b>		<b>BASE GEOMETRY</b>	
		<b>BUILD</b>		<b>BUILD</b>	
		Lanes	LOS-Delay	Lanes	LOS-Delay
E B	L	0	A - 0.0	0	A - 0.0
	T	0	A - 0.0	0	A - 0.0
	R	0	A - 0.0	0	A - 0.0
W B	L	1	A - 9.6	1	B - 11.4
	T	0	A - 0.0	0	A - 0.0
	R	>	A - 0.0	>	A - 0.0
N B	L	0	A - 0.0	0	A - 0.0
	T	1	A - 0.0	1	A - 0.0
	R	>	A - 0.0	>	A - 0.0
S B	L	>	A - 0.0	>	A - 0.0
	T	1	A - 7.6	1	A - 7.9
	R	0	A - 0.0	0	A - 0.0

The implementation year analysis of the intersection of Driveway 'A' / Blvd. del Oeste demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour BUILD conditions. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Driveway 'A' / Blvd. del Oeste in the implementation year.

Intersection: **#9 - Driveway 'A' / Blvd. del Oeste**

		<b>2022 AM Peak</b>		<b>2022 PM</b>	
		<b>Hour</b>		<b>Peak Hour</b>	
		<b>BASE GEOMETRY</b>		<b>BASE GEOMETRY</b>	
		<b>BUILD</b>		<b>BUILD</b>	
		Lanes	LOS-Delay	Lanes	LOS-Delay
E B	L	0	A - 0.0	0	A - 0.0
	T	0	A - 0.0	0	A - 0.0
	R	0	A - 0.0	0	A - 0.0
W B	L	1	B - 13.1	1	B - 11.4
	T	0	A - 0.0	0	A - 0.0
	R	>	A - 0.0	>	A - 0.0
N B	L	0	A - 0.0	0	A - 0.0
	T	1	A - 0.0	1	A - 0.0
	R	>	A - 0.0	>	A - 0.0
S B	L	>	A - 0.0	>	A - 0.0
	T	1	A - 8.0	1	A - 7.9
	R	0	A - 0.0	0	A - 0.0

The horizon year analysis of the intersection of Driveway 'A' / Blvd. del Oeste demonstrates that the levels-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour BUILD conditions. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Driveway 'A' / Blvd. del Oeste in the horizon year.

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

#### **LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS**

<b><u>Average Delay</u></b> <b><u>(secs)</u></b>	<b><u>Level-of-Service</u></b>
≤ 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**

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

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

#### **CONCLUSIONS**

Utilizing projected traffic volumes resulting from the development of this site into a commercial facility such as the one shown on Page A-2 in the Appendix in conjunction with projected 2012 and 2022 traffic volumes this report concludes that development of the subject site will have no significant adverse impact on the adjacent transportation system, provided that the following recommendations are followed:

## **RECOMMENDATIONS**

- Design of the site should maintain adequate sight distances for traffic approaching, entering, and exiting the site from the proposed driveways.
- All driveways should be constructed utilizing 25 feet minimum radius curb returns or larger if needed to accommodate delivery trucks and buses. The new development should be implemented utilizing two driveways, Driveway 'A' (full access - from Blvd. del Oeste) and an access road intersecting with Woodmont Ave., which will be constructed with this project through the future "The Trails" subdivision. Driveways 'A' should be constructed with one entering lane and one exiting lane and the intersection of the access road and Woodmont Ave. should be constructed as a full access unsignalized intersection.
- #3 - Paseo del Norte / Universe Blvd. – Construct an additional eastbound left turn lane to be 350 feet plus transition, lengthen the existing eastbound left turn lane to 350 feet plus transition, and lengthen the eastbound right turn lane to 240 feet plus transition.
- #5 - Paradise Blvd. / Lyon Blvd. - Add a westbound left turn arrow and a northbound right turn arrow to the traffic signals and lengthen the northbound left turn lane to 375 feet plus transition.
- #1 - Paseo del Norte / Woodmont Ave. - Construct an eastbound, westbound, and northbound left turn lane (each 150 feet plus transition), an additional eastbound and westbound thru lane (500 feet plus transition east and west of the intersection), stripe the existing second southbound left turn lane to be used for left turns and contribute to the cost sharing of a new traffic signal.
- #2 - Paseo del Norte / Rainbow Blvd. - Stripe the existing second southbound left turn lane to be used for left turns, construct an additional eastbound thru lane 500 feet plus transition east of Rainbow Blvd., and contribute to the cost sharing of a new traffic signal.
- #8 - Paseo del Norte / Blvd. del Oeste - Construct an eastbound and westbound left turn lane and a northbound right turn lane (each 150 feet plus transition), and install traffic signal conduit for later use.
- Construct an access road from this development to Woodmont Ave. through the future "The Trails" subdivision.

## Appendix

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## **APPENDIX**

COGID	Route	Location	Date	Raw Count Vol.	Dir. 1 Vol.	Dir. 1 Direction	Dir. 2 Vol.	Dir. 2 Direction	AM Pk. Hr. Vol.	AM D.S.	Dir. of AM D.S.	AM Pk. Hr.	AM Pk. Hr. Fac.	PM Pk. Hr. Vol.	PM D.S.	Dir. of PM D.S.	PM Pk. Hr.	PM Pk. Hr. Fac.	MFGCOG Standard	NMASHTD Standard	AM Peak %	PM Peak %	Count Type	Loop of Road Tube
5702	PASEO DEL NORTE	(WEST) WEST OF RAINBOW	200311	1253	672	E 581	W 138	0.72	W 630	1	125	0.78	E 1700	0.77	T	T	11.01	9.98	V	R				
5702	PASEO DEL NORTE	(WEST) WEST OF RAINBOW	200611	2743	1450	W 1293	E 281	0.85	E 645	1	259	0.74	W 1545	0.86	T	T	10.24	9.44	V	R				
5811	PASEO DEL NORTE	(WEST) EAST OF RAINBOW	200106	4212	1149	W 3063	E 532	0.85	E 630	1	345	0.63	E 1715	0.89	Q	T	12.63	8.19	V	R				
5812	PASEO DEL NORTE	(WEST) WEST OF UNIVERSE	200102	3566	2107	E 1459	W 352	0.93	E 645	1	347	0.54	E 1715	0.83	Q	T	9.87	9.73	V	R				
5812	PASEO DEL NORTE	(WEST) WEST OF UNIVERSE	200402	4651	2355	E 2296	W 489	0.79	E 645	1	484	0.68	W 1700	0.94	T	T	10.51	10.41	C	R				
5812	PASEO DEL NORTE	(WEST) WEST OF UNIVERSE	200702	6664	3976	E 2688	W 732	0.71	E 630	1	454	0.83	E 1545	0.94	Q	T	10.98	6.81	V	R				



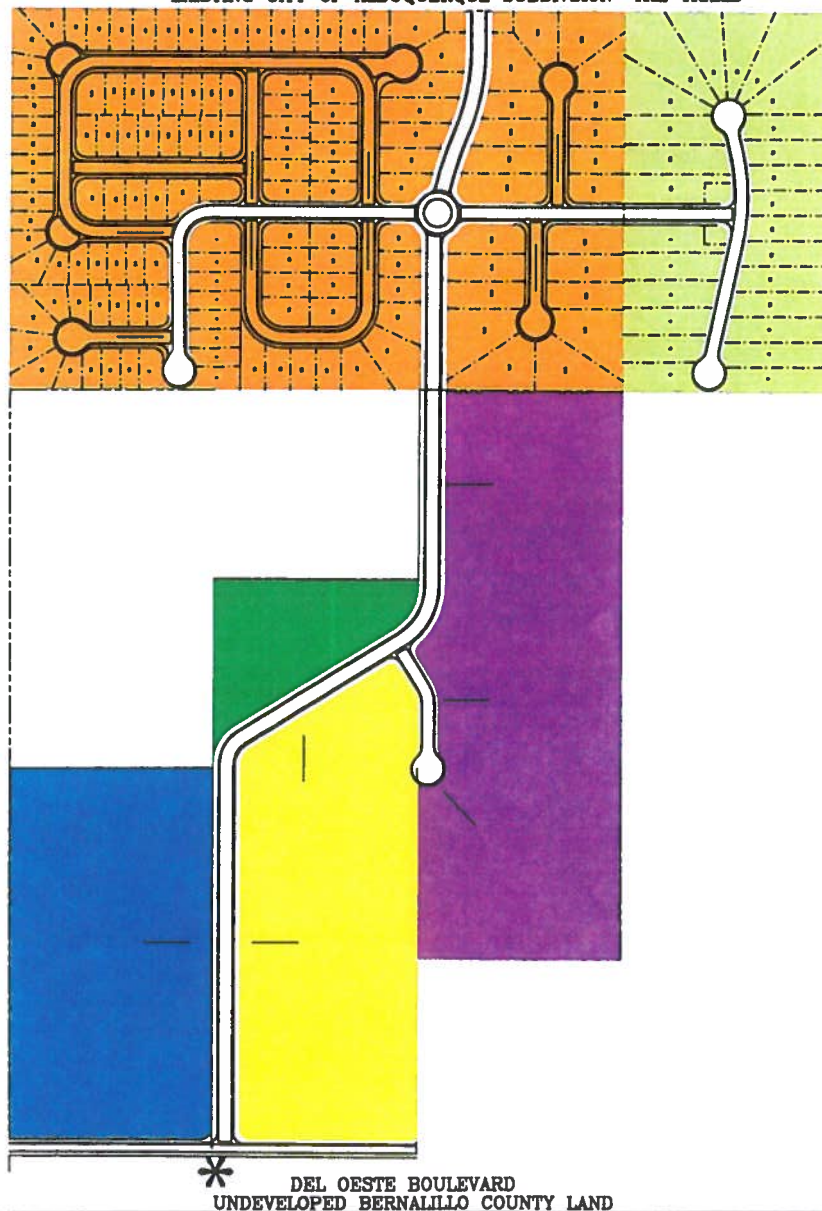


**Volcano Vista Development**  
***Paseo del Norte / Blvd del Oeste***  
**Aerial Map**



UNDEVELOPED BERNALILLO COUNTY LAND

PASEO DEL NORTE BOULEVARD (LIMITED ACCESS ROAD)  
NORTHWEST ESCARPMENT PLAN VIEW BOUNDARY



\* DEL OESTE BOULEVARD  
UNDEVELOPED BERNALILLO COUNTY LAND

PETROGLYPH NATIONAL MONUMENT

- PDA** HIGH DENSITY RESIDENTIAL (13.8760 AC±)  
(10-20 D.U.'S PER ACRE-277 UNITS MAXIMUM)  
(TO INCLUDED ASSISTED LIVING CONDITIONAL USE)
- R-1** MEDIUM DENSITY RESIDENTIAL (26.9903 AC±)  
(3-5 D.U.'S PER ACRE-134 UNITS MAXIMUM)
- PDA** LOW DENSITY RESIDENTIAL (8.8901 AC±)  
(1-3 D.U.'S PER ACRE-26 UNITS MAXIMUM)
- CN/O-1** COMMERCIAL/OFFICE (9.8973 AC±)  
(C/O-1 ZONING-30 FAR, 129338 SF MAXIMUM)
- C-1** HEAVY COMMERCIAL (9.2074 AC±)  
(C-2 ZONING-30 FAR, 121110 SF MAXIMUM)
- OPEN SPACE** REGIONAL PARK/OPEN SPACE (2.5824C AC±)
- \*** PROPOSED MAJOR ACCESS POINT
- PROPOSED MINOR ACCESS POINT

#### MASTER PLAN NOTES

THE PROPOSED VOLCANO VISTA MASTER PLAN SEEKS TO INCORPORATE A VARIETY OF LAND USES INCLUDING: OPEN SPACE, RESIDENTIAL DENSITIES, COMMERCIAL, HEAVY COMMERCIAL DEVELOPMENT, OFFICE SPACE, AND RETAIL DEVELOPMENT. THE MASTER PLAN AND THE WESTSIDE STRATEGIC PLAN.

THE LOW RESIDENTIAL DENSITY LOT SIZES SHALL RANGE FROM 0.33 OF AN ACRE TO 1 ACRE WITHIN THE VOLCANO VISTA MASTER PLANNED AREA. THE MEDIUM RESIDENTIAL DENSITY LOT SIZES WITHIN THE VOLCANO VISTA MASTER PLAN AREA SHALL VARY FROM 5000 SF TO 10,000 SF WITH WIDTHS FROM 45' TO OVER 65'. THE HIGH DENSITY RESIDENTIAL DENSITY DEVELOPMENT SHALL PROVIDE AFFORDABLE HOUSING WITHIN THE MASTER PLAN AREA AND SHALL ALSO ALLOW FOR THE PERMISSIVE USE OF ASSISTED LIVING/RETIREMENT COMMUNITIES, AND APARTMENTS. THE VARIETY OF MIXED DENSITY HOUSING WILL ALLOW FOR A NUMBER OF PLANNING BUILDINGS, PRODUCTS, AND PROGRAMS THAT WILL CONTRIBUTE TO A COHESIVE MASTER PLANNED AREA. THE MASTER PLAN SHALL HAVE A MINIMUM 40' SETBACK TO MAINTAIN THE PETROGLYPH NATIONAL MONUMENT.

THE NEIGHBORHOOD RETAIL DEVELOPMENT SEEKS TO ACCOMMODATE RETAIL SHOPS THAT WILL SERVE NOT ONLY THE IMMEDIATE VOLCANO VISTA MASTER PLAN AREA, BUT ALSO THE SURROUNDING RESIDENTIAL AREAS OF THE "TRAILS" AND VENTANA RANCH EAST AND WEST. THE COLLECTOR PEDESTRIAN AND VEHICULAR TRANSIT SYSTEM ARE DESIGNED TO EASE THE USE AND ACCESS OF THIS NEIGHBORHOOD RETAIL CENTER.

THE HEAVY COMMERCIAL AND RETAIL DEVELOPMENT IS INTENDED TO PROVIDE JOBS WITHIN THE SURROUNDING NEIGHBORHOOD AREAS, THUS LIMITING VEHICULAR COMMUTING PRESSURE ON THE EXISTING ARTERIAL STREET SYSTEM.

THE VOLCANO VISTA MASTER PLAN AREA SHALL INCLUDE A REGIONAL PARK/OPEN SPACE AREA AND ALL SUBSEQUENT RESIDENTIAL DEVELOPMENT PLANS SHALL INCLUDE POCKET PARKS THAT WILL BE MAINTAINED BY THE RELEVANT NEIGHBORHOOD ASSOCIATIONS. ALL SUBSEQUENT RETAIL/COMMERCIAL DEVELOPMENT PLANS SHALL INCLUDE PATIO AREAS WITH SHADE AND BENCHES/TABLES FOR PEDESTRIAN USE. TRAILS SHALL BE DESIGNED TO LINK THE POCKET PARKS AND PATIO AREAS TO THE PEDESTRIAN TRANSIT SYSTEM AND THUS CREATE A WALKABLE INTEGRATED COMMUNITY BETWEEN THE RETAIL, PARK, AND RESIDENTIAL AREAS.

THE DESIGN GUIDELINE SECTION OF THIS MASTER PLAN SHALL ADDRESS SPECIFIC DETAILS SUCH AS: PEDESTRIAN LIGHTING, LANDSCAPING, AND STREETSCAPES. THESE GUIDELINES SHALL BE IN ADDITION TO THE BERNALILLO COUNTY ZONING CODE.



# VOLCANO VISTA MASTER PLAN

## -PROPOSED LAND USE-



**Rio Grande Engineering**  
1608 CENTRAL AVENUE SE  
SUITE 201  
ALBUQUERQUE, NM 87108  
(505) 872-0899



# *Volcano Vista Development* **Trip Generation Data**

COMMENT	USE (ITE CODE)	DESCRIPTION	24 HR VOL		A. M. PEAK HR.		P. M. PEAK HR.	
			GROSS	ENTER	EXIT	ENTER	EXIT	
Summary Sheet								
R-1 and PDA Tracts PDA Tract C-1 Tract C-1 Tract C-1 Tract CN / O-1 Tract CN / O-1 Tract		Single-Family Detached Housing (210)	160.00	1,597	30	91	105	59
		Apartment, Post-1973 (220)	277.00	1,794	23	118	113	56
		Shopping Center (820)	111.11	7,272	102	65	323	350
		Fast Food Restaurant w/ Drive-Thru Window (934)	4.00	1,984	108	104	72	67
		High Turnover (Sit-Down) Restaurant (932)	6.00	763	36	33	40	26
		General Office Building (710)	77.60	1,097	135	18	28	138
		Shopping Center (820)	51.74	4,425	64	41	195	211
		Subtotal		18,932	498	470	876	907

Units

# *Volcano Vista Development Trip Generation Data*

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
160.00		1,597	30	91	105	59
Dwelling Units						

**Single-Family Detached Housing (210)**

## ITE Trip Generation Equations:

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

$$\ln(T) = 0.92 \ln(X) + 2.707$$

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)

$$T = 0.7 (X) + 9.477$$

25% Enter, 75% Exit

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

$$\ln(T) = 0.901 \ln(X) + 0.527$$

64% Enter, 36% Exit

Comments:

R-1 and PDA Tracts

Based on ITE Trip Generation Manual - 7th Edition

## Volcano Vista Development Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
Apartment, Post-1973 (220)						
	277.00	1,794	23	118	113	56
Dwelling Units						

### ITE Trip Generation Equations:

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

$$T = \frac{5.994 (X) + 134.114}{50\% \text{ Enter, } 50\% \text{ Exit}}$$

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

$$T = \frac{0.497 (X) + 3.238}{16\% \text{ Enter, } 84\% \text{ Exit}}$$

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

$$T = \frac{0.541 (X) + 18.743}{67\% \text{ Enter, } 33\% \text{ Exit}}$$

Comments:

PDA Tract

Based on ITE Trip Generation Manual - 7th Edition



# *Volcano Vista Development Trip Generation Data*

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

Units

**Shopping Center (820)**

111.11

7,272

102

65

323

350

1,000 S.F.

## ITE Trip Generation Equations:

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

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

50% Enter, 50% Exit

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

$$\ln(T) = 0.6 \ln(X) + 2.29$$

61% Enter, 39% Exit

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

$$\ln(T) = 0.66 \ln(X) + 3.403$$

48% Enter, 52% Exit

Comments:

C-1 Tract

Based on ITE Trip Generation Manual - 7th Edition

## Volcano Vista Development Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
		1,984	108	104	72	67
		4.00				
Fast Food Restaurant w/ Drive-Thru Window (934)						
1,000 S.F.						

### ITE Trip Generation Equations:

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

$$T = \frac{496.12 (X) + 0}{50\% \text{ Enter, } 50\% \text{ Exit}}$$

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

$$T = \frac{53.11 (X) + 0}{51\% \text{ Enter, } 49\% \text{ Exit}}$$

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

$$T = \frac{34.64 (X) + 0}{52\% \text{ Enter, } 48\% \text{ Exit}}$$

Comments:

C-1 Tract

Based on ITE Trip Generation Manual - 7th Edition

## *Volcano Vista Development Trip Generation Data*

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME		A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT	EXIT
<b>High Turnover (Sit-Down) Restaurant (932)</b>						
	6.00	36	33	40	26	
	Units					
	1,000 S.F.					

### ITE Trip Generation Equations:

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

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

50% Enter, 50% Exit

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

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

52% Enter, 48% Exit

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

$$T = 10.92 (X) + 0$$

61% Enter, 39% Exit

Comments:

C-1 Tract

Based on ITE Trip Generation Manual - 7th Edition

# *Volcano Vista Development Trip Generation Data*

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

Units

77.60	1,097	135	18	28	138
-------	-------	-----	----	----	-----

General Office Building (710)

1,000 S.F.

## ITE Trip Generation Equations:

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

$$\ln(T) = \begin{matrix} 0.77 \\ 50\% \end{matrix} \ln(X) + \begin{matrix} 3.65 \\ 50\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

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

$$\ln(T) = \begin{matrix} 0.8 \\ 88\% \end{matrix} \ln(X) + \begin{matrix} 1.55 \\ 12\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

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

$$T = \begin{matrix} 1.12 \\ 17\% \end{matrix} (X) + \begin{matrix} 78.81 \\ 83\% \end{matrix} \begin{matrix} \text{Enter,} \\ \text{Exit} \end{matrix}$$

Comments:

CN / O-1 Tract

Based on ITE Trip Generation Manual - 7th Edition

## Volcano Vista Development Trip Generation Data

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Units					
	51.74	64	41	195	211
Shopping Center (820)					
	4,425				

1,000 S.F.

### ITE Trip Generation Equations:

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

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

50% Enter, 50% Exit

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

$$\ln(T) = 0.6 \ln(X) + 2.29$$

61% Enter, 39% Exit

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

$$\ln(T) = 0.66 \ln(X) + 3.403$$

48% Enter, 52% Exit

Comments:

CN / O-1 Tract

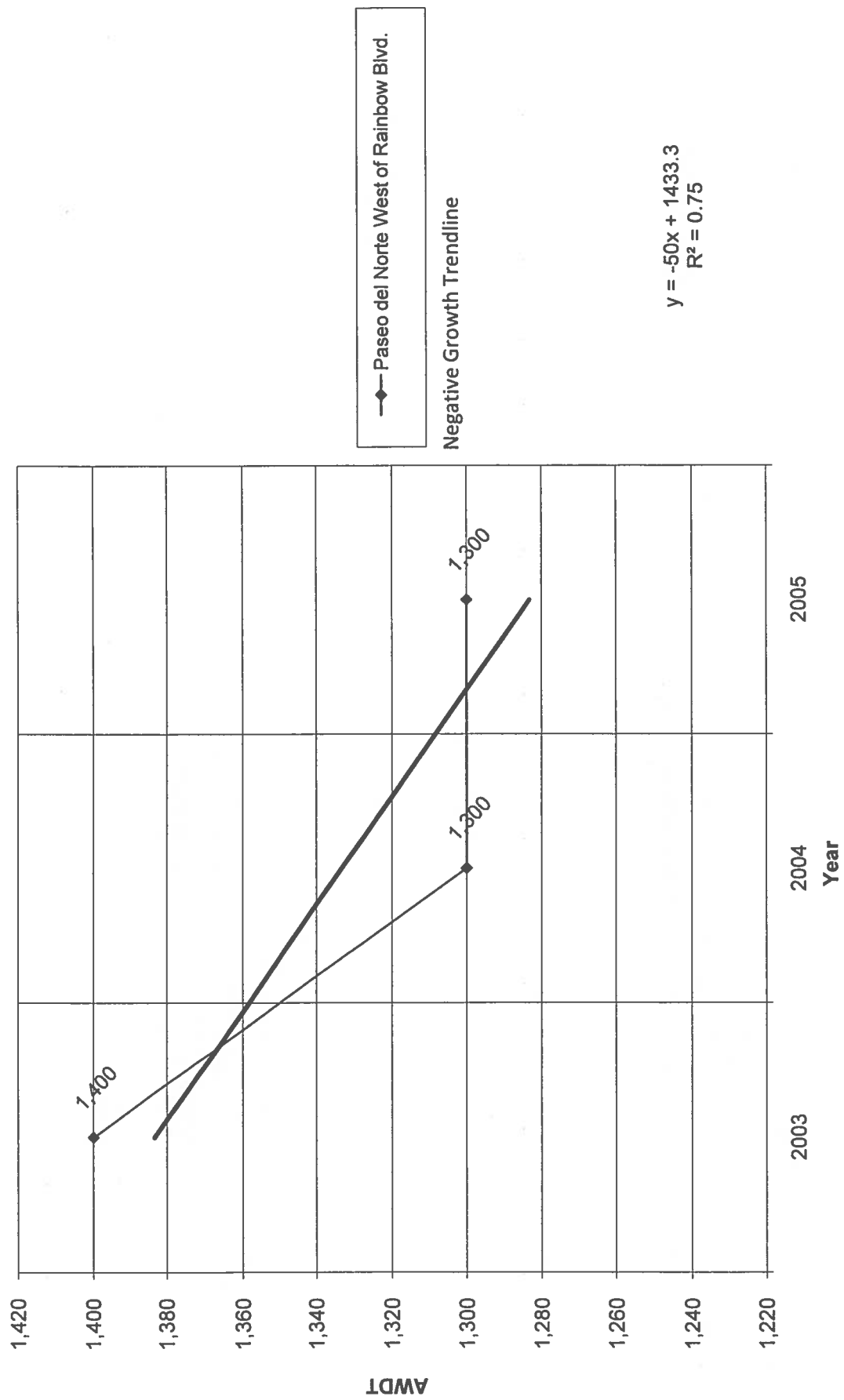
Based on ITE Trip Generation Manual - 7th Edition

Traffic Flow Table for Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)

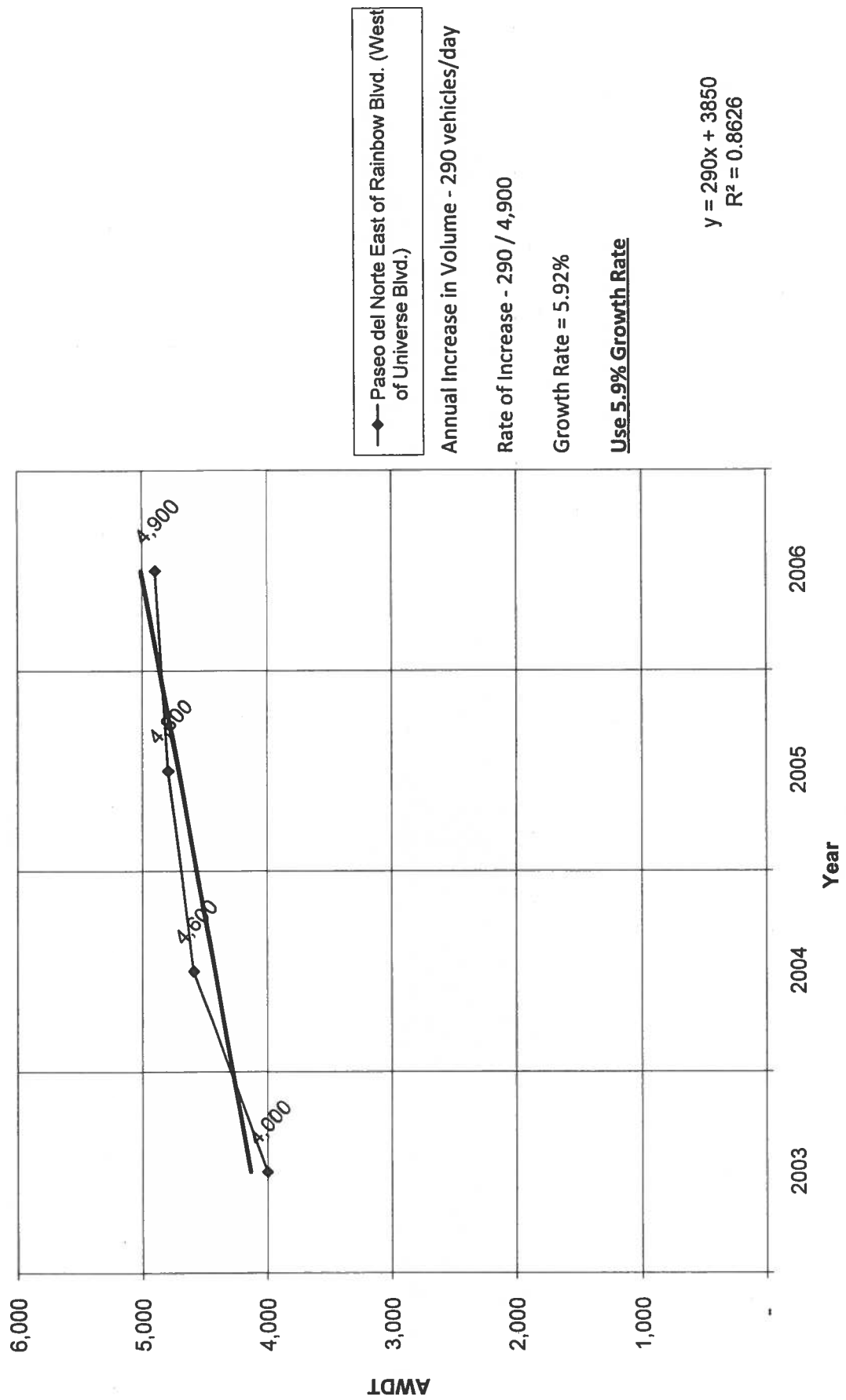
	2003	2004	2005	2006	2007
Paseo del Norte West of Rainbow Blvd.	1,400	1,300	1,300	2,700	2,700
Paseo del Norte East of Rainbow Blvd. (West of Universe Blvd.)	4,000	4,600	4,800	4,900	6,500
Rainbow Blvd. North of Paseo del Norte	3,800	3,900	4,100	4,100	4,200
Universe Blvd. North of Paseo del Norte (South of Paradise Blvd.)	7,400	7,700	7,900	10,700	11,000
Universe Blvd. South of Paseo del Norte	7,600	6,700	6,900	5,800	5,900
Universe Blvd. North of Paradise Blvd.	4,400	9,800	10,200	10,400	14,300
Paradise Blvd. West of Lyon Blvd.	9,200	9,500	9,900	10,100	10,400
Paradise Blvd. East of Lyon Blvd.	19,900	27,000	27,800	28,400	14,300
Paradise Blvd. West of Golf Course Rd.	27,200	28,000	23,100	23,600	24,200
Paradise Blvd. East of Golf Course Rd.	18,400	19,000	19,600	20,000	13,800
Paseo del Norte East of Golf Course Rd.	22,100	22,800	23,800	24,400	25,000
Golf Course Rd. North of Paseo del Norte (South of Paradise Blvd.)	29,500	30,500	31,500	32,200	33,000
Golf Course Rd. South of Paseo del Norte	27,000	28,000	28,900	29,600	30,300
Golf Course Rd. North of Paradise Blvd.	16,900	17,500	17,400	17,800	18,200
Lyon Blvd. North of Paradise Blvd.	6,300	10,800	16,400	16,800	17,200



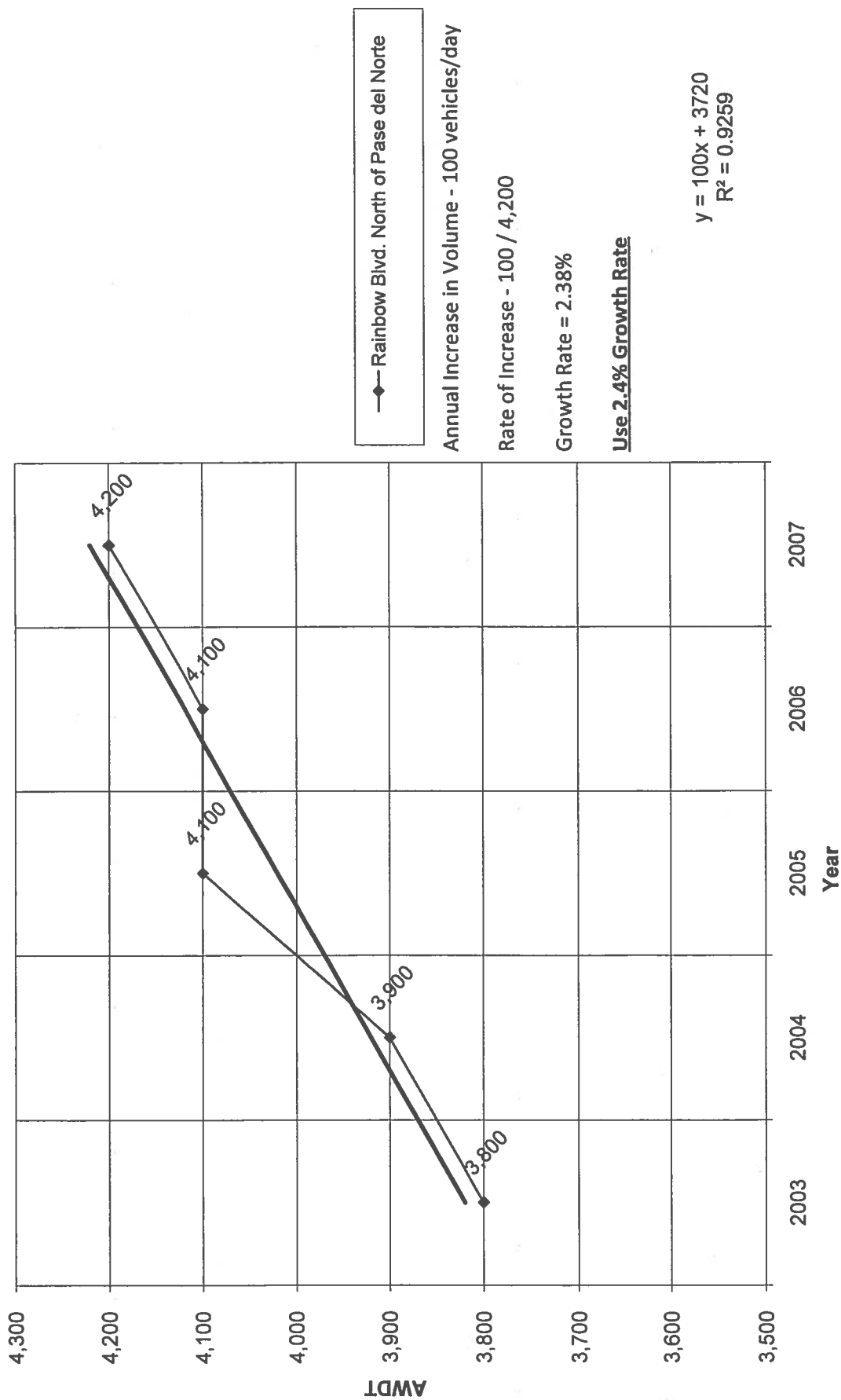
Growth Chart for Paseo del Norte West of Rainbow Blvd.



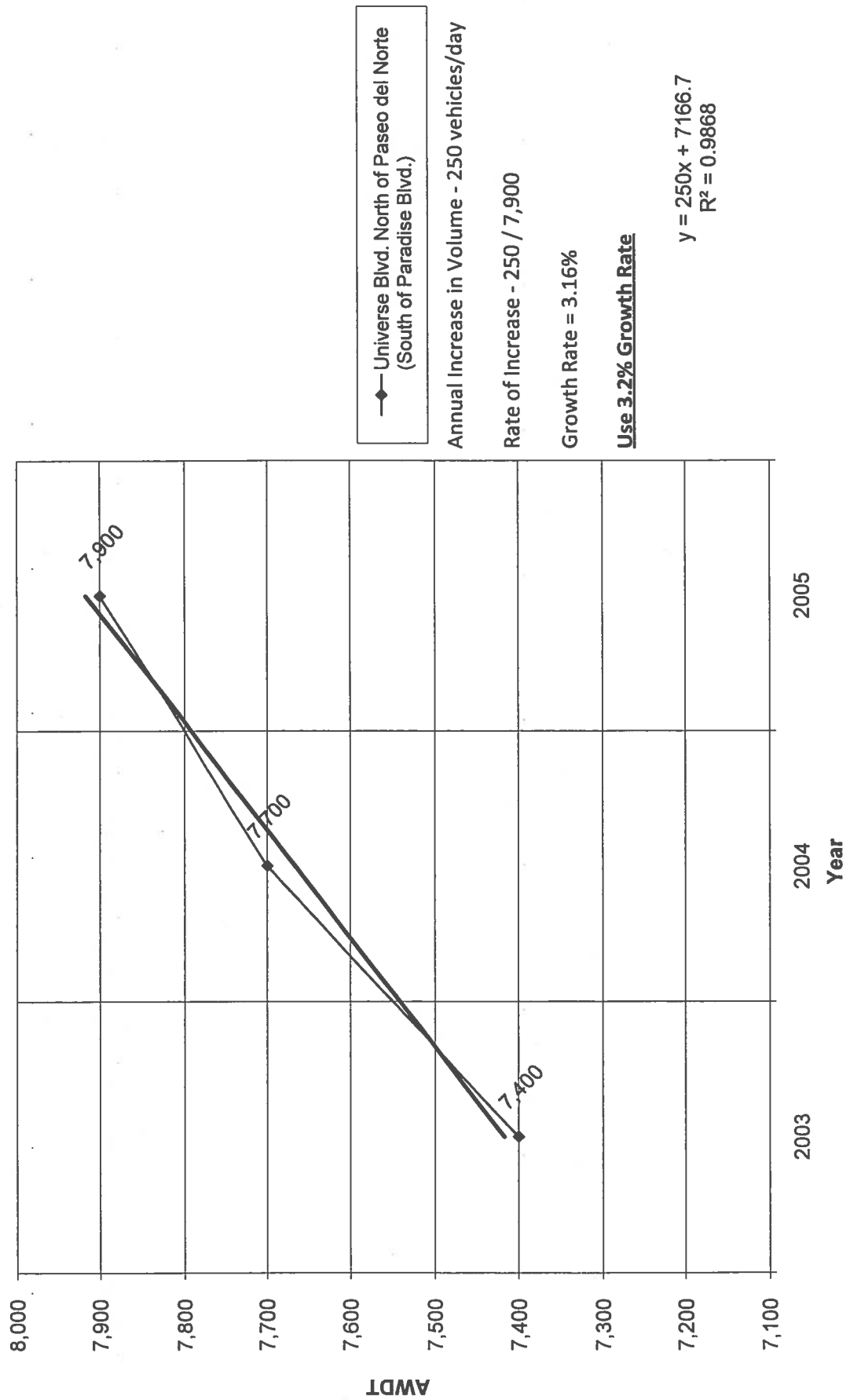
Growth Chart for Paseo del Norte East of Rainbow Blvd. (West of Universe Blvd.)



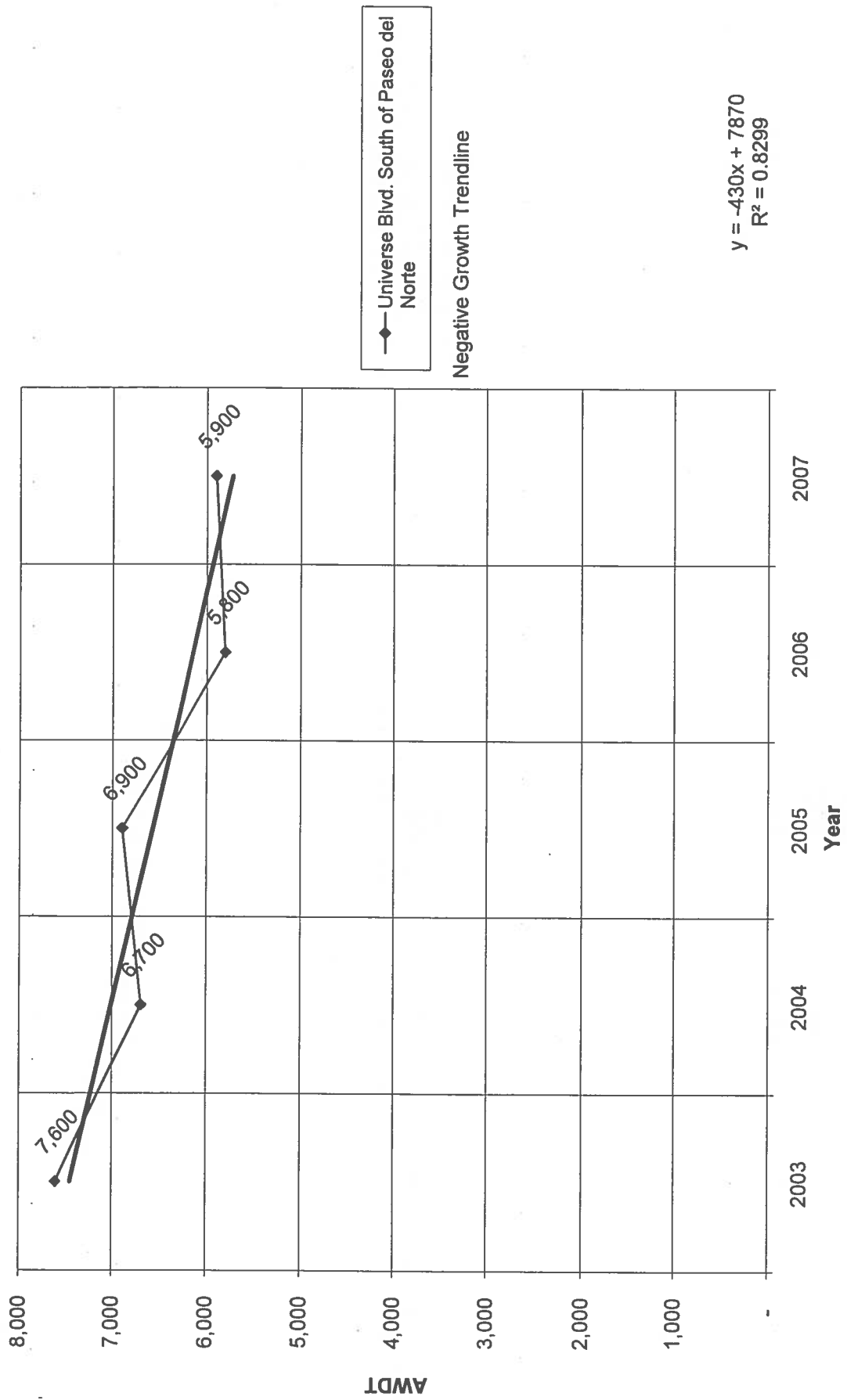
Growth Chart for Rainbow Blvd. North of Paseo del Norte



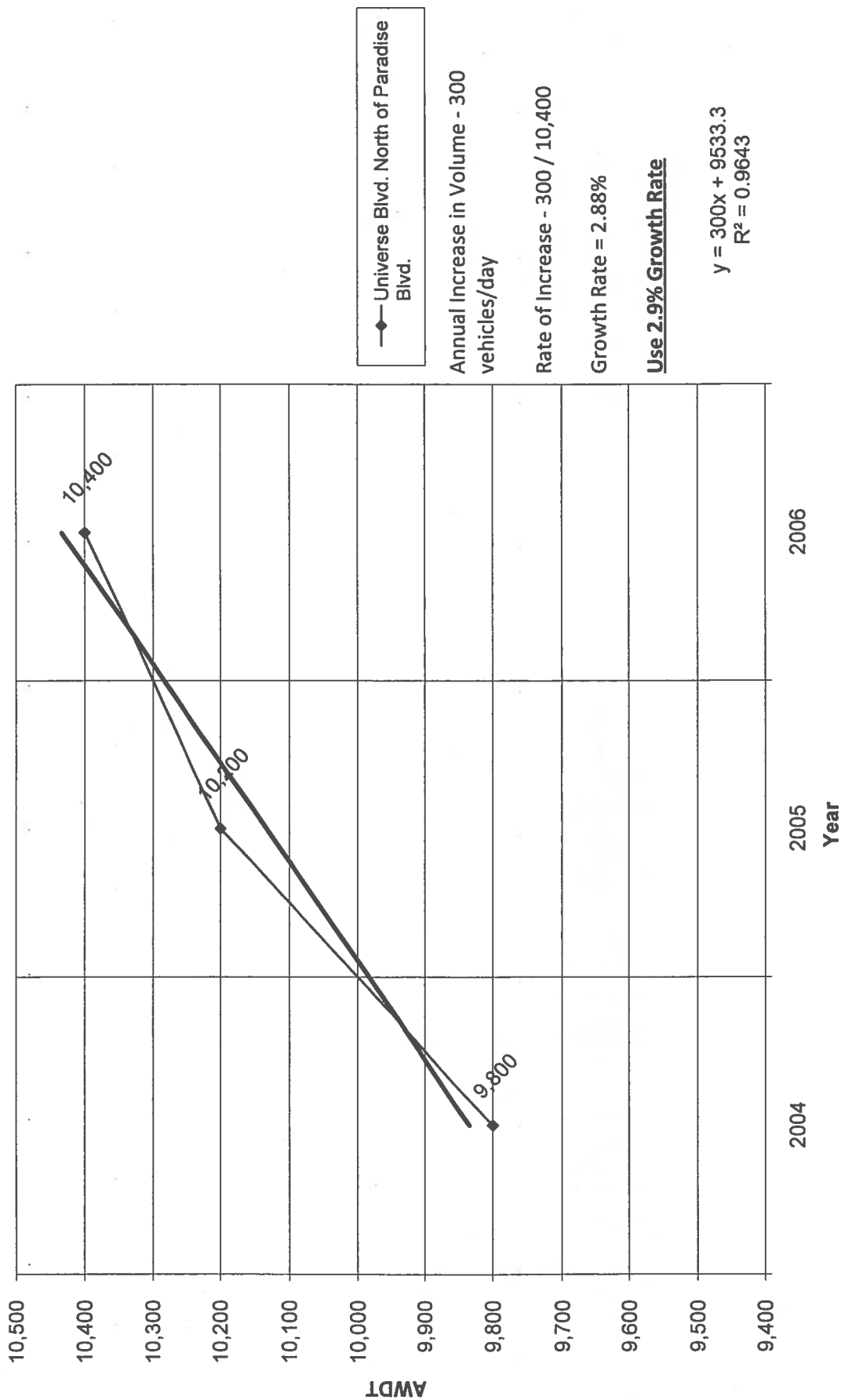
Growth Chart for Universe Blvd. North of Paseo del Norte (South of Paradise Blvd.)



Growth Chart for Universe Blvd. South of Paseo del Norte

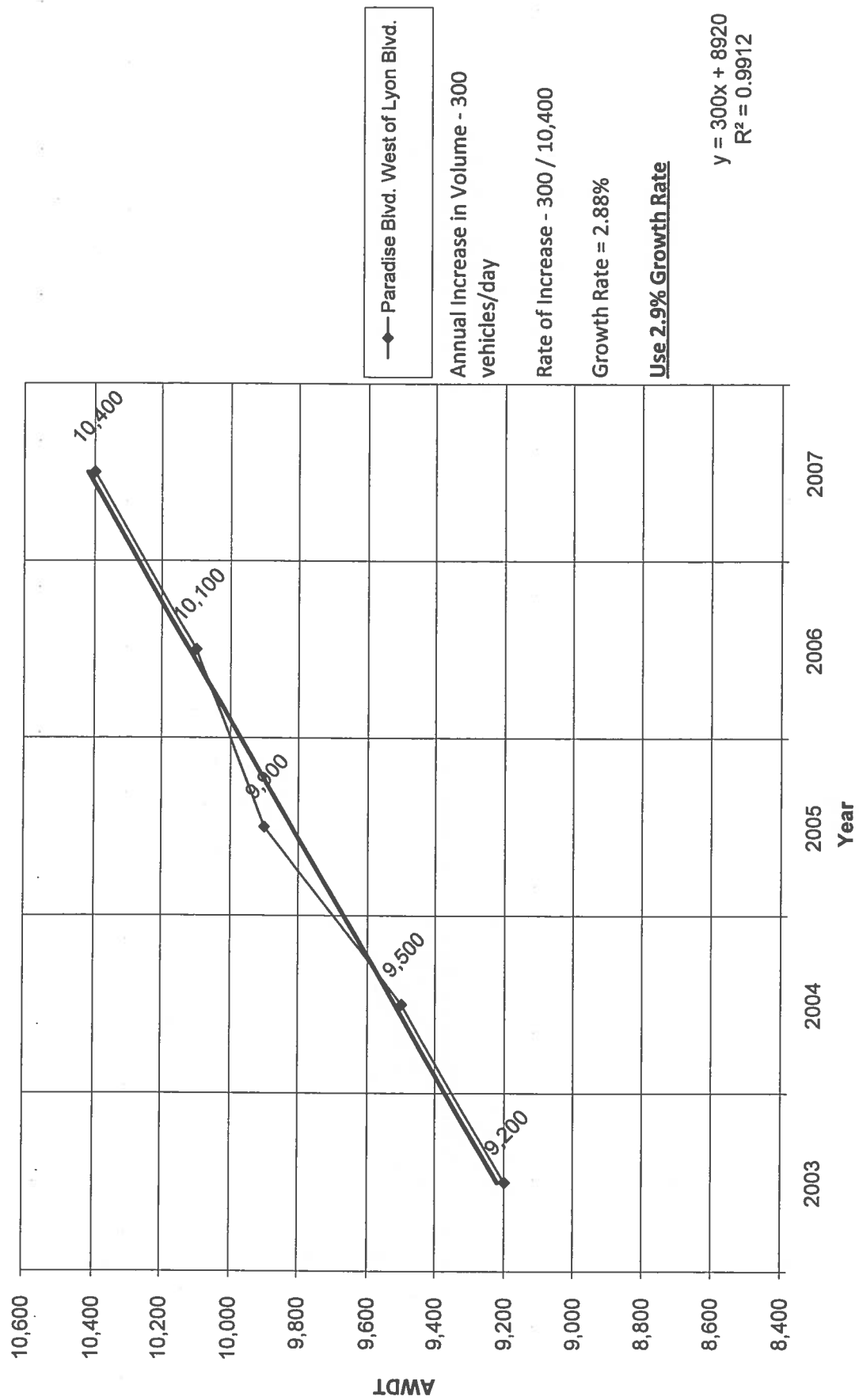


Growth Chart for Universe Blvd. North of Paradise Blvd.

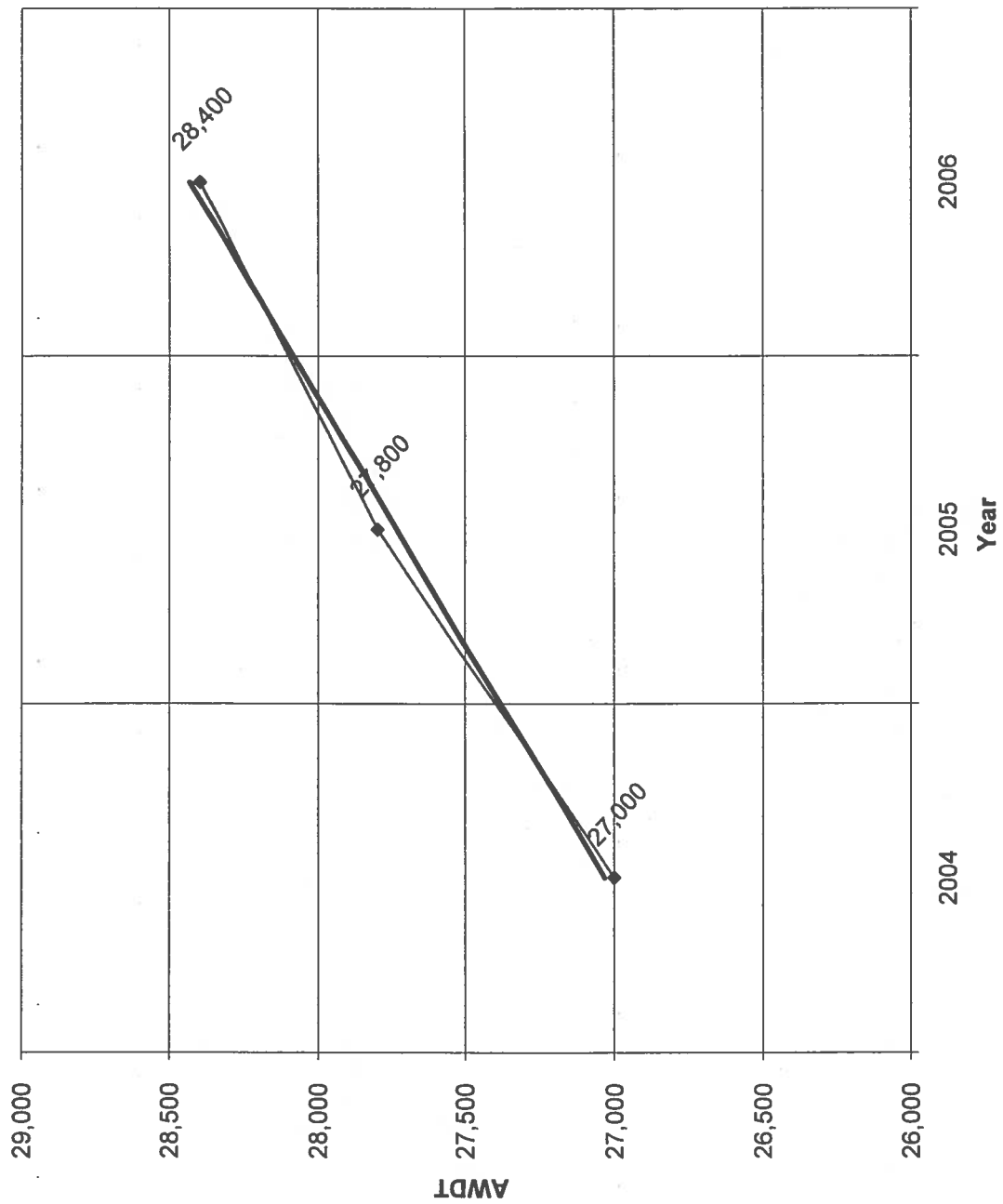




Growth Chart for Paradise Blvd. West of Lyon Blvd.



Growth Chart for Paradise Blvd. East of Lyon Blvd.



—◆— Paradise Blvd. East of Lyon Blvd.

Increase in Volume - 700 vehicles/day

Rate of Increase - 700 / 28,400

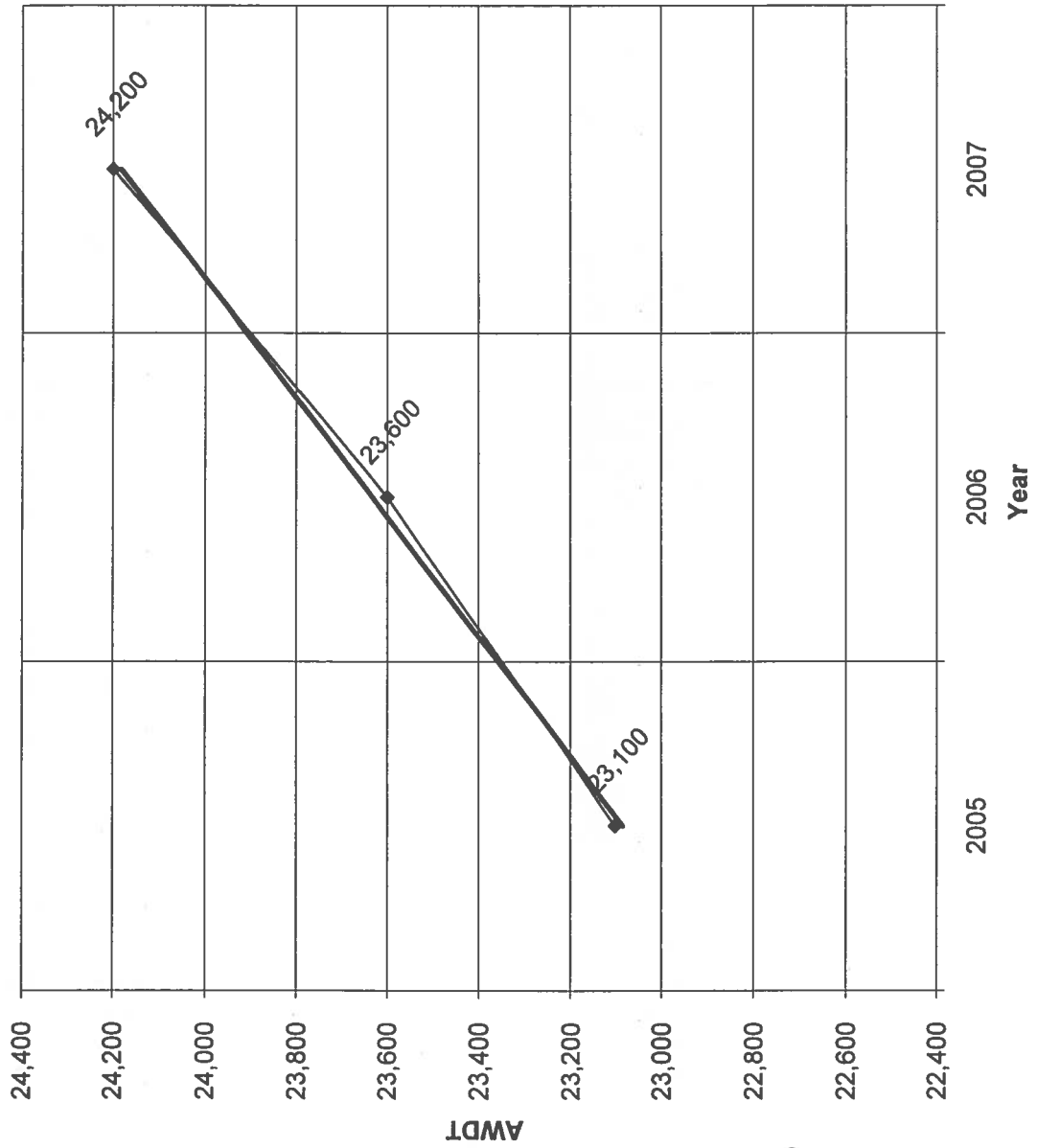
Growth Rate = 2.46%

Use 2.5% Growth Rate

$$y = 700x + 26333$$

$$R^2 = 0.9932$$

Growth Chart for Paradise Blvd. West of Golf Course Rd.



—◆— Paradise Blvd. West of Golf Course Rd.

Annual Increase in Volume - 550 vehicles/day

Rate of Increase - 550 / 24,200

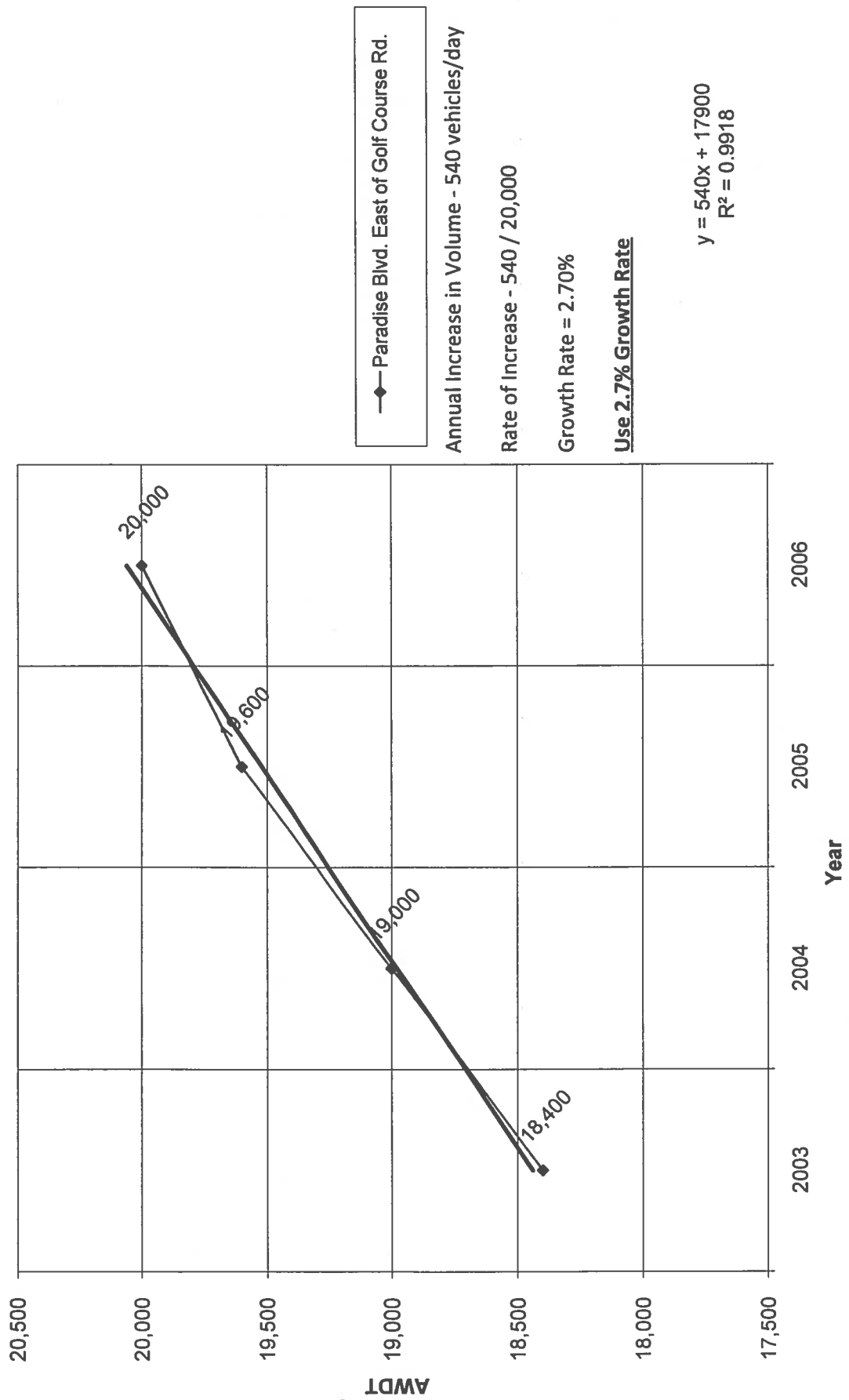
Growth Rate = 2.27%

Use 2.3% Growth Rate

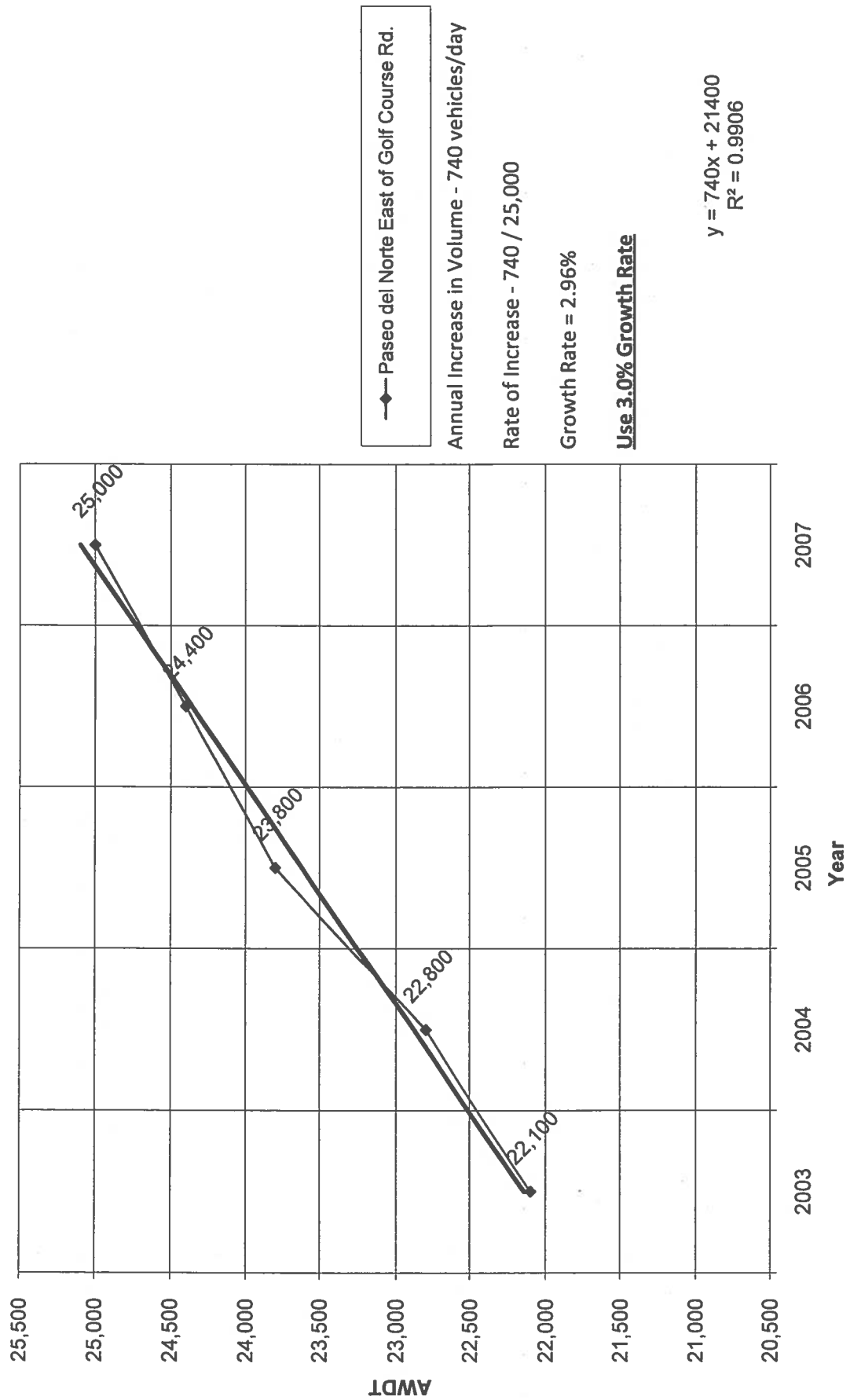
$$y = 550x + 22533$$

$$R^2 = 0.9973$$

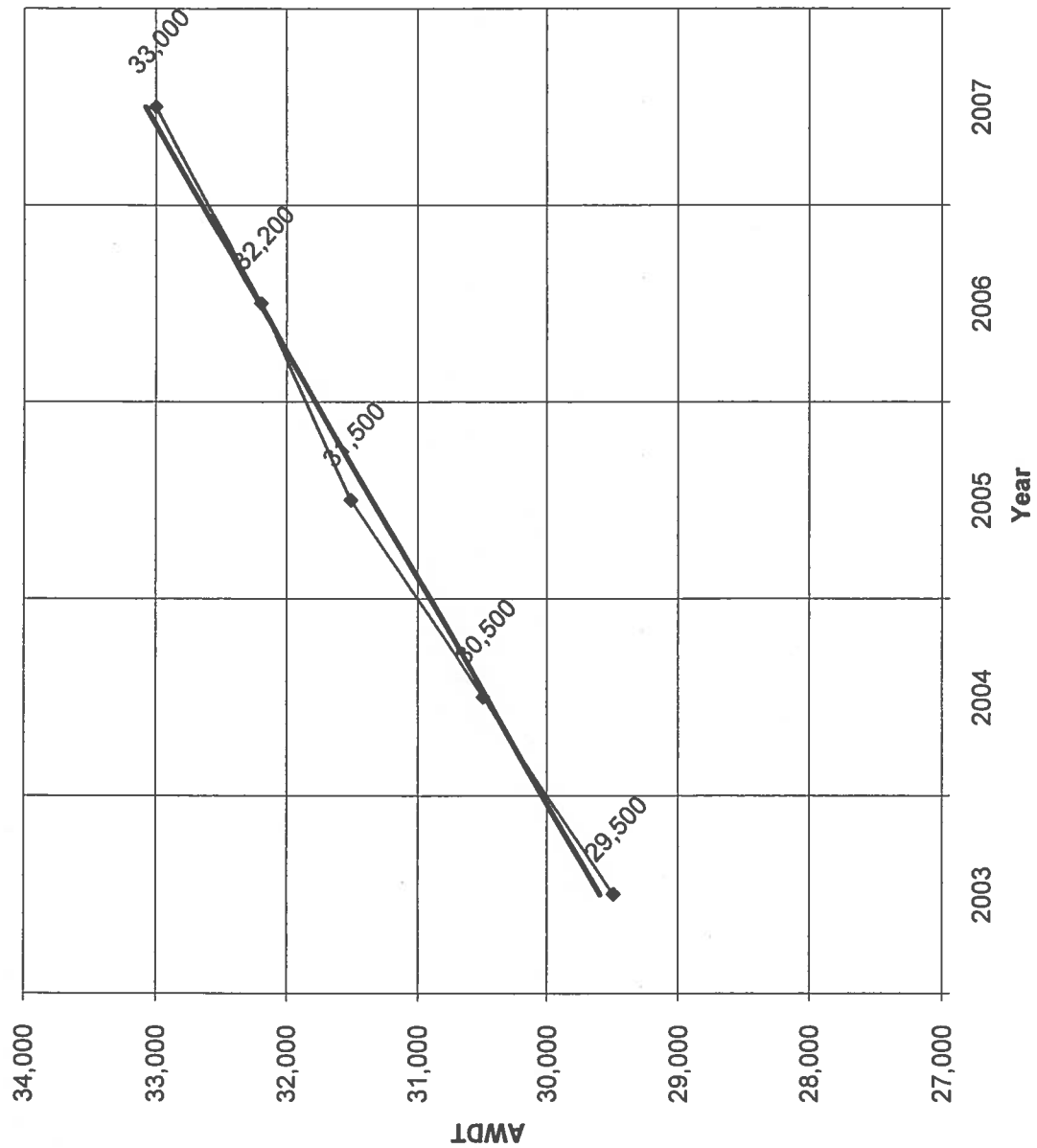
Growth Chart for Paradise Blvd. East of Golf Course Rd.



Growth Chart for Paseo del Norte East of Golf Course Rd.



Growth Chart for Golf Course Rd. North of Paseo del Norte (South of Paradise Blvd.)



—●— Golf Course Rd. North of Paseo del Norte  
(South of Paradise Blvd.)

Annual Increase in Volume - 870 vehicles/day

Rate of Increase - 870 / 33,000

Growth Rate = 2.64%

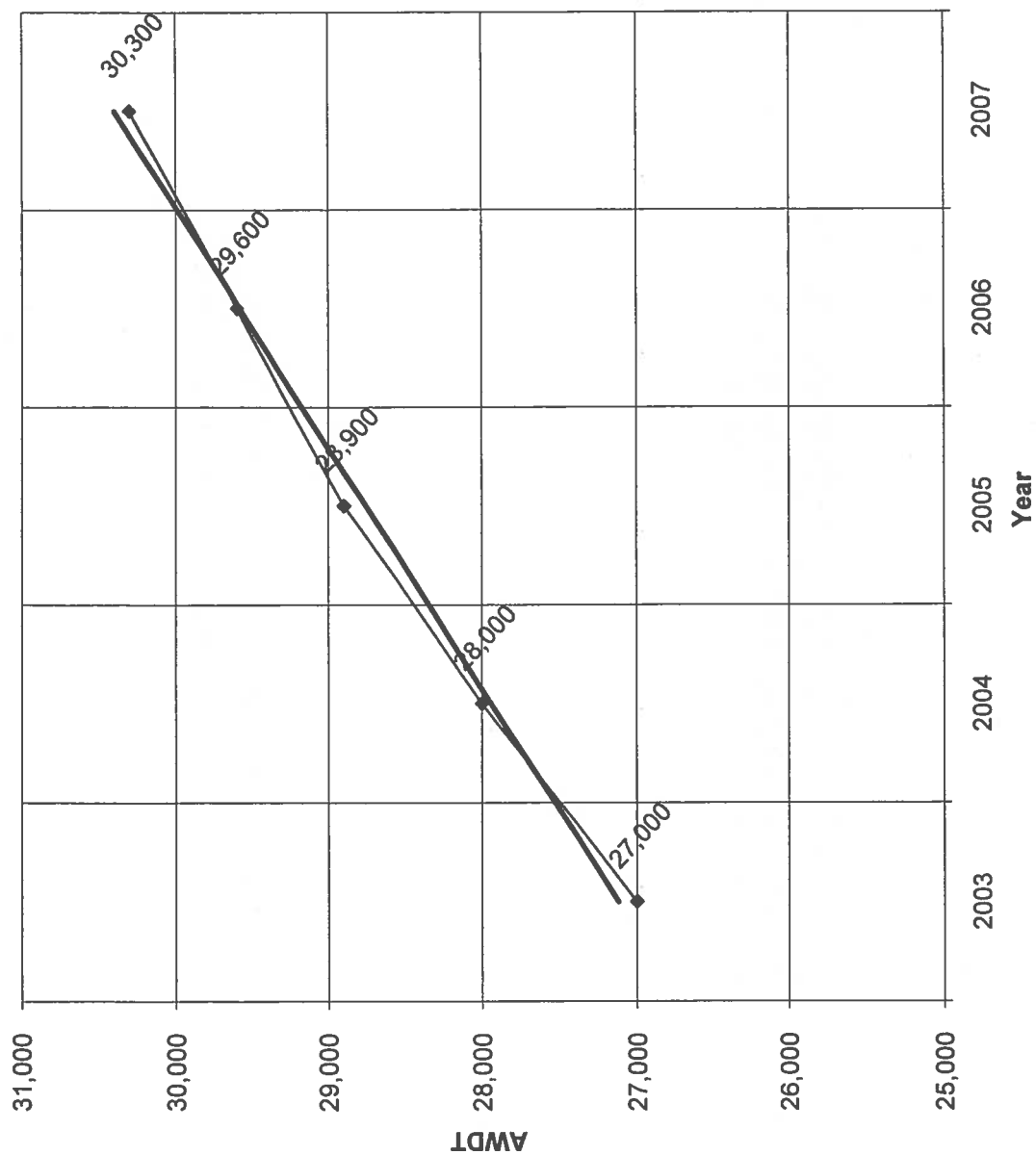
Use 2.6% Growth Rate

$$y = 870x + 28730$$

$$R^2 = 0.9944$$



Growth Chart for Golf Course Rd. South of Paseo del Norte



—◆— Golf Course Rd. South of Paseo del Norte

Annual Increase in Volume - 820 vehicles/day

Rate of Increase - 820 / 30,300

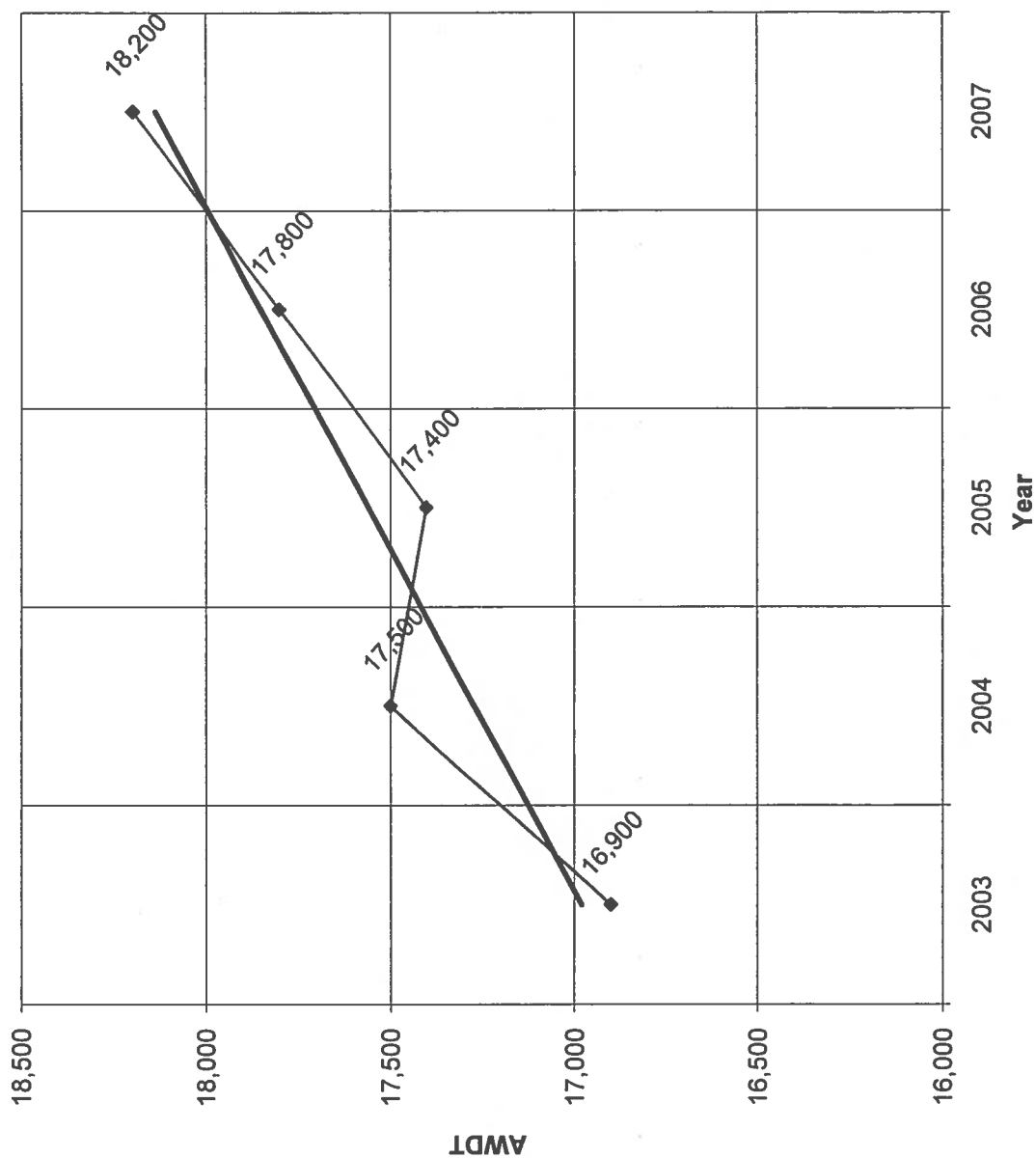
Growth Rate = 2.71%

Use 2.7% Growth Rate

$$y = 820x + 26300$$

$$R^2 = 0.9929$$

Growth Chart for Golf Course Rd. North of Paradise Blvd.



—◆— Golf Course Rd. North of Paradise Blvd.

Annual Increase in Volume - 290 vehicles/day

Rate of Increase - 290 / 18,200

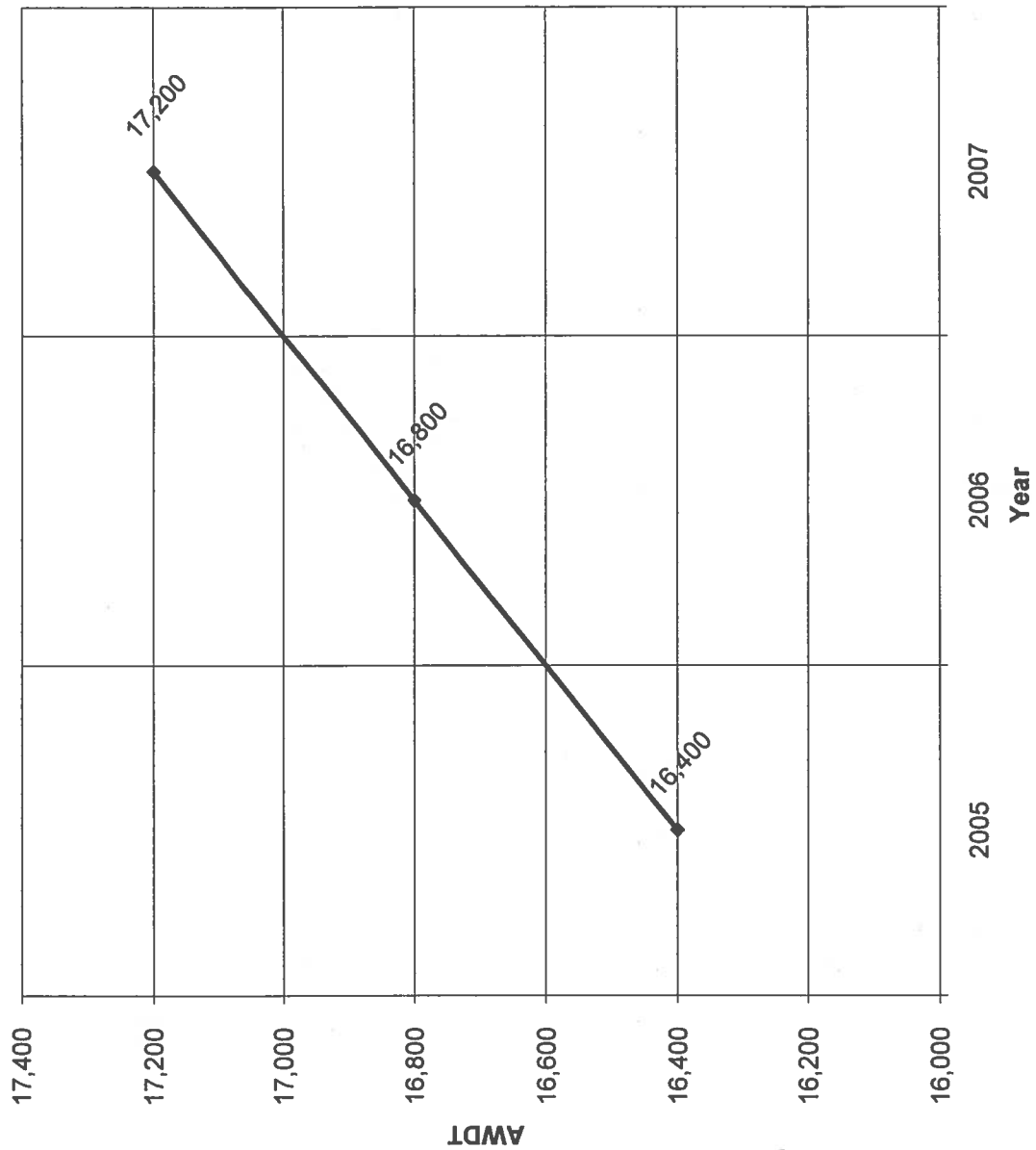
Growth Rate = 1.59%

Use 1.6% Growth Rate

$$y = 290x + 16690$$

$$R^2 = 0.9024$$

Growth Chart for Lyon Blvd. North of Paradise Blvd.



◆ Lyon Blvd. North of Paradise Blvd.  
 — Linear (Lyon Blvd. North of Paradise Blvd.)

Annual Increase in Volume - 400 vehicles/day

Rate of Increase - 400 / 17,200

Growth Rate = 2.32%

Use 2.3% Growth Rate

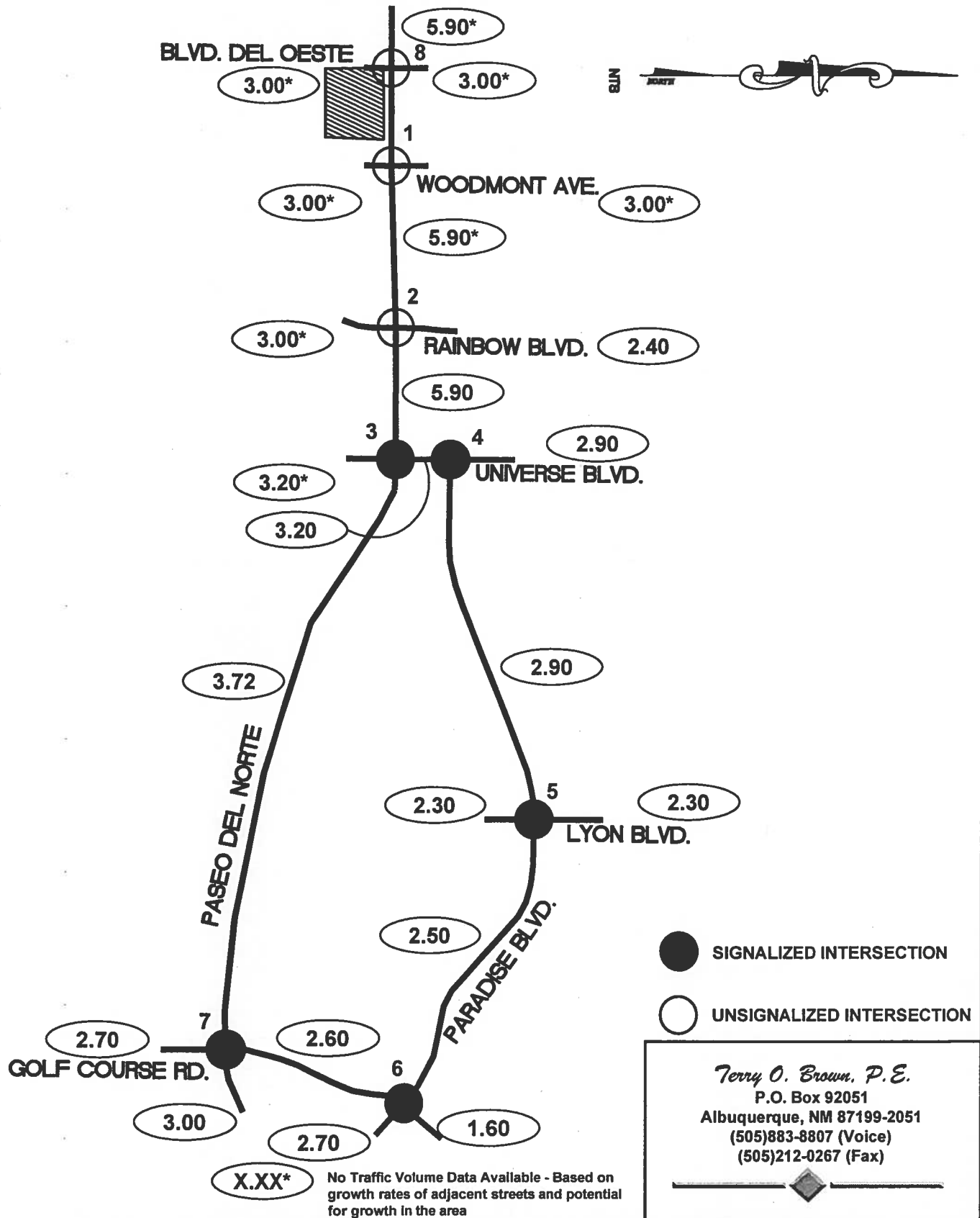
$$y = 400x + 16000$$

$$R^2 = 1$$

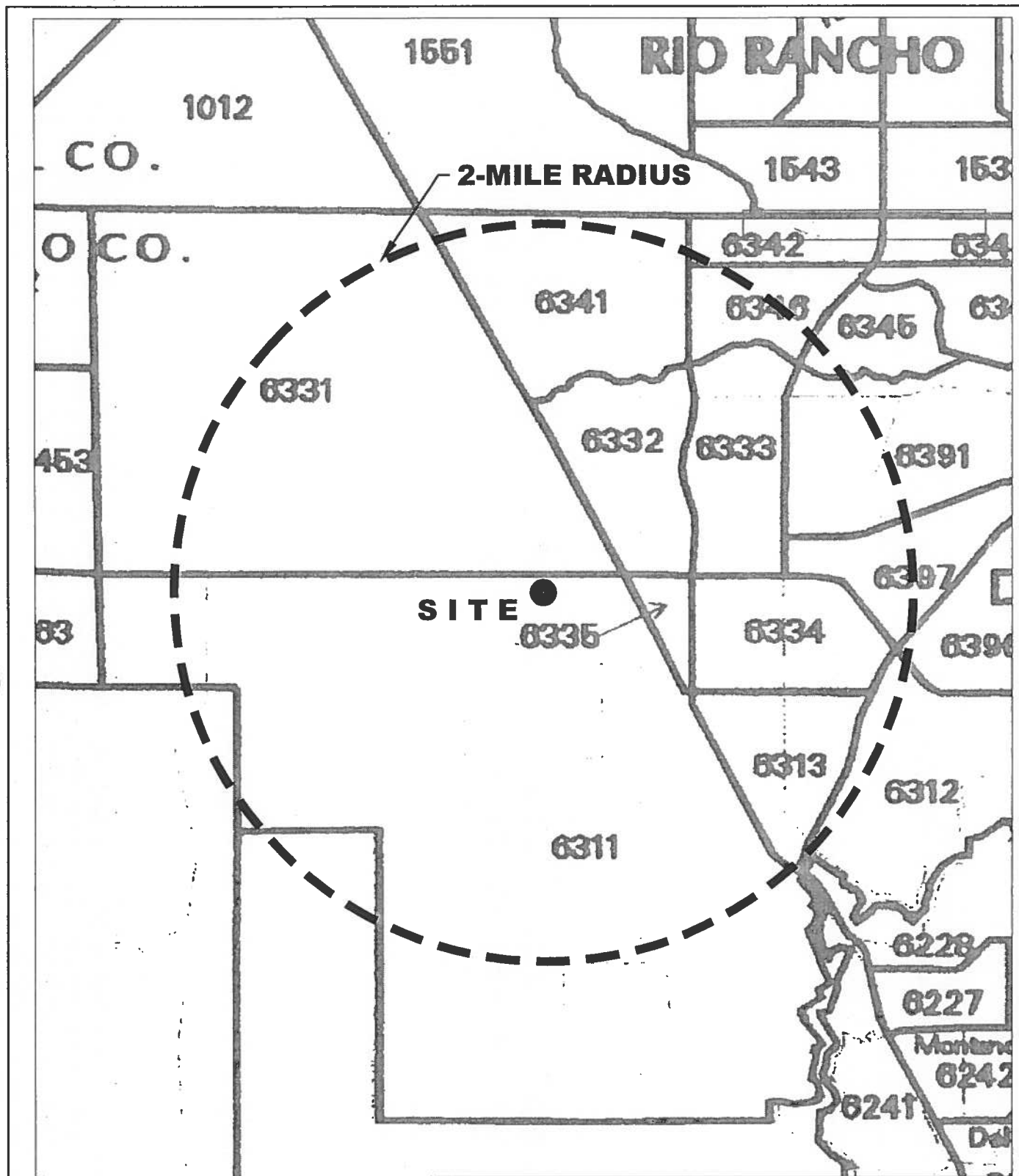
# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

2012 Growth Rate Map (%)



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



**DATA ANALYSIS SUBZONE (DASZ) MAP**  
**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

### Trip Distribution Table Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)

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 Forecast 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	Population In Study	Percent Population	(PNW)			(BN)			(WN)			(RN)		
							Pasado del Norte West			Blvd. del Oeste North			Woodmont Ave. North			Rainbow Blvd. North		
							% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map							2030											
6311	80%	2	6219	1,915	1,532	12.27%	50%	6.13%	766	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	10%	1	4268	1,314	131	1.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	100%		2196	676	676	5.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6314	5%	2		0	0	0.00%	70%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6331	65%	0	2967	913	593	4.75%	80%	3.80%	474	10%	0.47%	59	10%	0.47%	59	0%	0.00%	0
6332	100%	2506	3887	2,931	2,931	23.47%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	100%	23.47%	2,931
6333	100%	2827	3725	3,103	3,103	24.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	12.43%	1,552
6334	100%	0	2207	679	679	5.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6336	100%	0	752	231	231	1.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6341	90%	0	218	67	60	0.48%	0%	0.00%	0	10%	0.05%	6	10%	0.05%	6	80%	0.38%	48
6342	5%	0	1194	367	18	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.07%	9
6346	15%	968	1745	1,207	181	1.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6348	50%	0	1272	391	196	1.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%	0.78%	98
6391	40%	3639	5783	4,259	1,720	13.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6397	50%	201	2374	870	435	3.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6473	5%	0	0		0	0.00%	100%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
							18,964	12,486	1,240	66	86	4,638	37,14%					
									9,93%	0.52%	0.52%							



**Trip Distribution Table**  
**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

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

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	Percent Population	(UN)			(LN)			(GN)		
		2004	2030	2030 Population	2030 Population				% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map																	
6311	80%	2	6219	1,915	1,532				0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6312	10%	1	4268	1,314	131			1.06%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	100%	0	2196	676	676			5.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6314	5%	2	0	1	0			0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6331	65%	0	2967	913	593			4.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6332	100%	2506	3887	2,931	2,931			23.47%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6333	100%	2827	3725	3,103	3,103			24.86%	50%	12.43%	1,552	0%	0.00%	0	0%	0.00%	0
6334	100%	0	6334	679	679			5.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6335	100%	0	752	231	231			1.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6341	90%	0	218	67	60			0.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6342	5%	0	1194	367	18			0.14%	50%	0.07%	9	0%	0.00%	0	0%	0.00%	0
6345	15%	968	1745	1,207	181			1.45%	100%	1.45%	181	0%	0.00%	0	0%	0.00%	0
6346	50%	0	1272	391	196			1.57%	50%	0.78%	98	0%	0.00%	0	0%	0.00%	0
6391	40%	3639	5783	4,299	1,720			13.78%	50%	6.89%	860	0%	0.00%	0	0%	0.00%	0
6397	50%	201	2374	870	435			3.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6473	5%	0	0	0	0			0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
									2,700						0.00%		
									21.62%						0.00%		
									100.00%						0.00%		
					18,964	12,486											

### Trip Distribution Table Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)

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

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	(PE) Paradise Blvd. East			(PNE) Paseo del Norte East			(GS) Golf Course South			(US) Universe Blvd. South		
					Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing
Boundary Specified on DASZ Map																
		2004	2030													
6311	80%	2	6219	1,915	1,532	12.27%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6312	10%	1	4268	1,314	131	1.05%	0%	0.00%	0	80%	0.84%	105	0%	0.00%	0	20%
6313	100%	0	2196	676	676	5.41%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	50%
6314	5%	2	0	1	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6331	65%	0	2967	913	593	4.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6332	100%	2506	3867	2,931	2,931	23.47%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6333	100%	2827	3725	3,103	3,103	24.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6334	100%	0	2207	679	679	5.44%	0%	0.00%	0	34%	1.85%	231	0%	0.00%	0	33%
6335	100%	0	752	231	231	1.85%	0%	0.00%	0	100%	1.85%	231	0%	0.00%	0	0%
6341	90%	0	218	67	60	0.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6342	5%	0	1194	367	18	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6345	15%	968	1745	1,207	181	1.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6346	50%	0	1272	391	196	1.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
6391	40%	3639	5783	4,298	1,720	13.78%	50%	6.89%	860	0%	0.00%	0	0%	0.00%	0	0%
6397	50%	201	2374	870	435	3.46%	50%	1.74%	218	50%	1.74%	218	0%	0.00%	0	0%
6473	5%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%
					18,964	12,486	1,078	784				588				
							8.63%	6.28%				4.71%				
							100.00%	0.00%				0.00%				

**Trip Distribution Table**  
**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

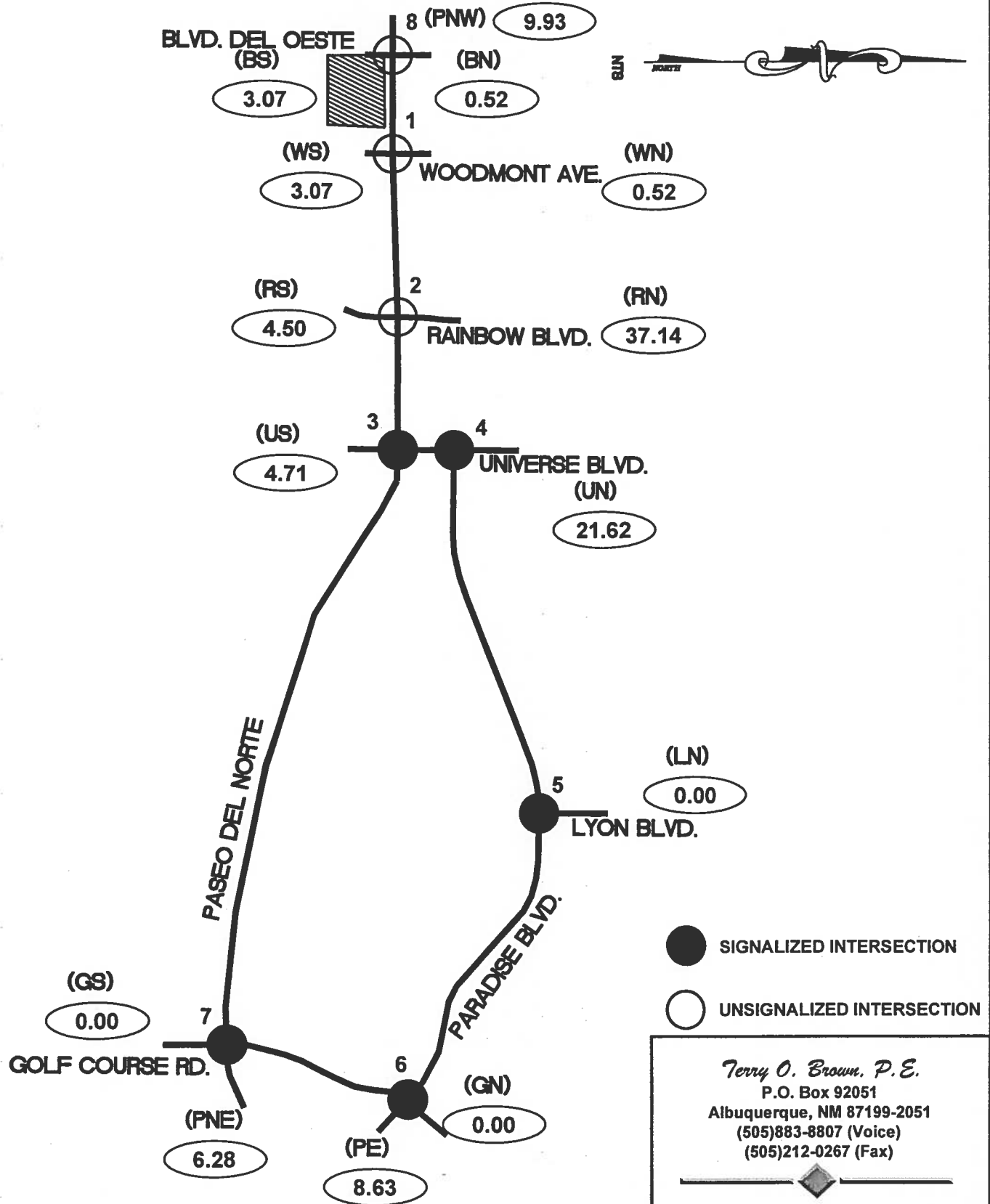
Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial**

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	Population In Study	Percent Population	(RS) Rainbow Blvd. South			(BS) Blvd. del Oeste South			(WS) Woodmont Ave. South		
							% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
Boundary Specified on DASZ Map															
6311	80%	2	6219	1,915	1,532	12.27%	0%	0.00%	0	25%	3.07%	383	25%	3.07%	383
6312	10%	1	4268	1,314	131	1.05%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6313	100%	0	2196	676	676	5.41%	50%	2.71%	338	0%	0.00%	0	0%	0.00%	0
6314	5%	2	0	0	0	0.00%	0%	0.00%	0	30%	0.00%	0	0%	0.00%	0
6331	65%	0	2967	913	593	4.76%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6332	100%	2506	3887	2,931	2,931	23.47%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6333	100%	2827	3725	3,103	3,103	24.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6334	100%	0	2207	679	679	5.44%	33%	1.79%	224	0%	0.00%	0	0%	0.00%	0
6335	100%	0	752	231	231	1.85%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6341	90%	0	218	67	60	0.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6342	5%	0	1194	367	18	0.14%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6345	15%	968	1745	1,207	181	1.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6346	50%	0	1272	391	196	1.57%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6391	40%	3639	5783	4,299	1,720	13.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6397	50%	201	2374	870	435	3.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6473	5%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
						100.00%	562			383			383		
							4.50%			3.07%			3.07%		

# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)  
Commercial Trip Distribution Map (%)

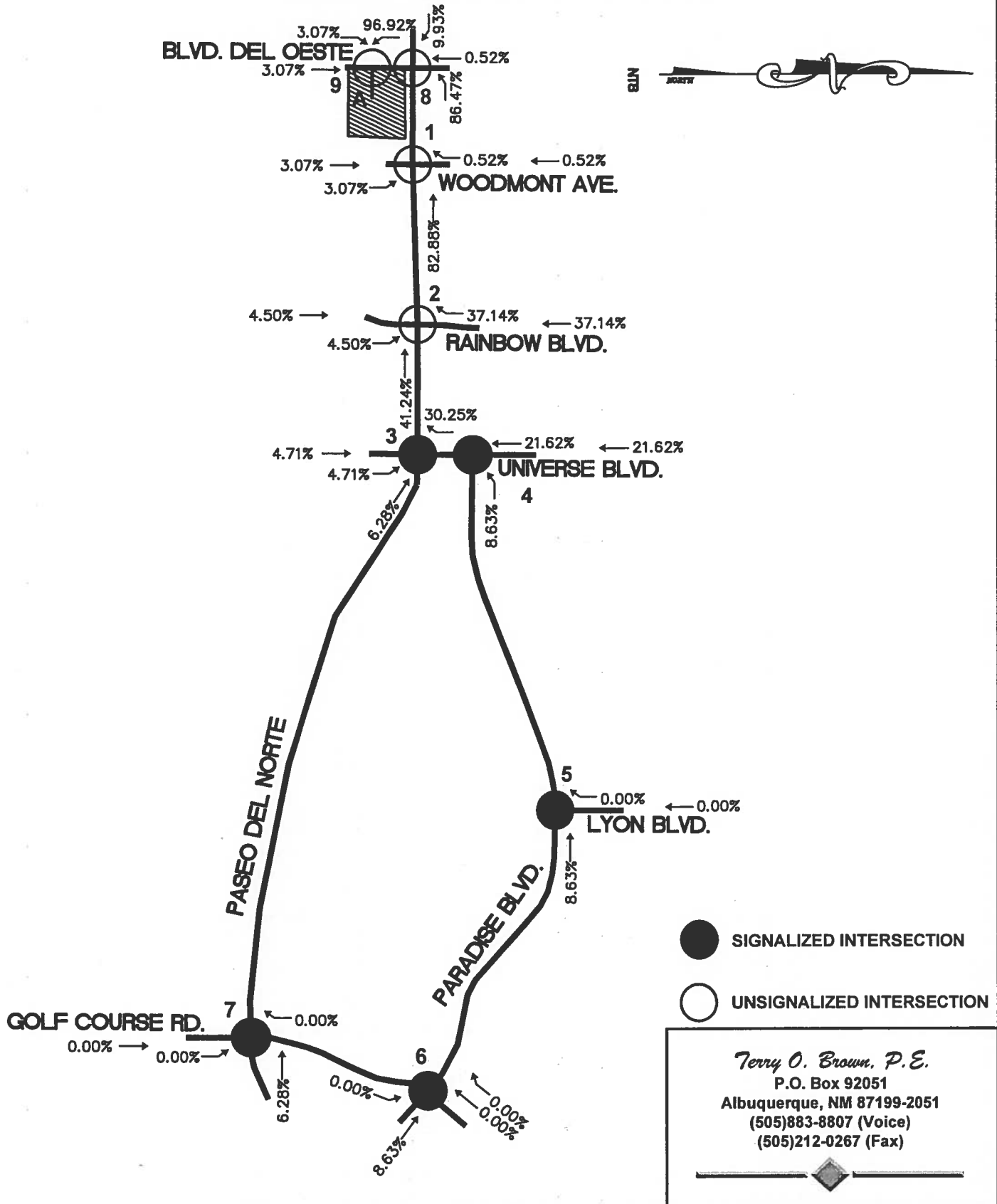


Terry O. Brown, P.E.  
P.O. Box 92051  
Albuquerque, NM 87199-2051  
(505)883-8807 (Voice)  
(505)212-0267 (Fax)

# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

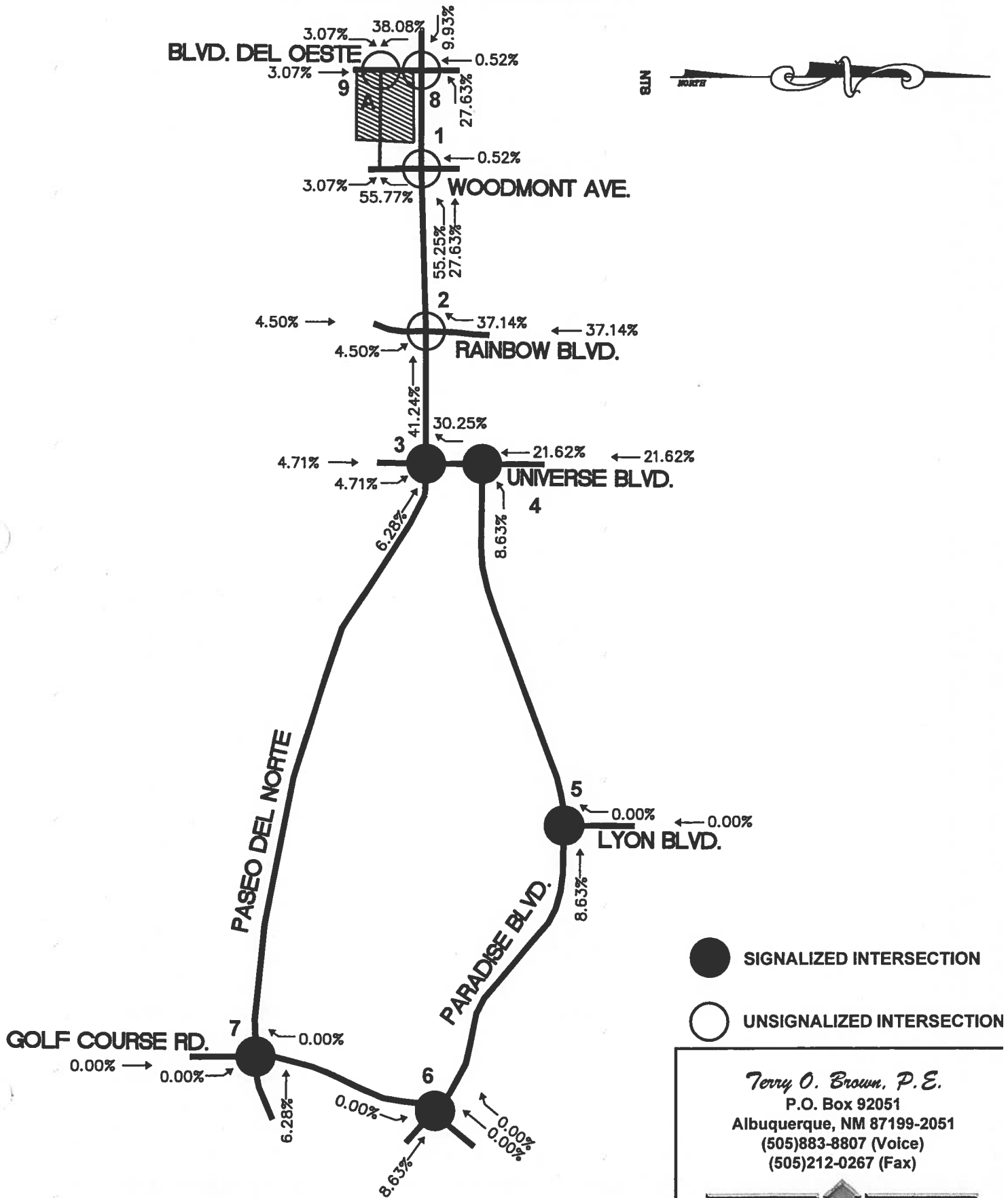
Commercial Trip Assignments (% Entering)



# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

## Commercial Trip Assignments (% Entering)



Terry O. Brown, P.E.

P.O. Box 92051

Albuquerque, NM 87199-2051

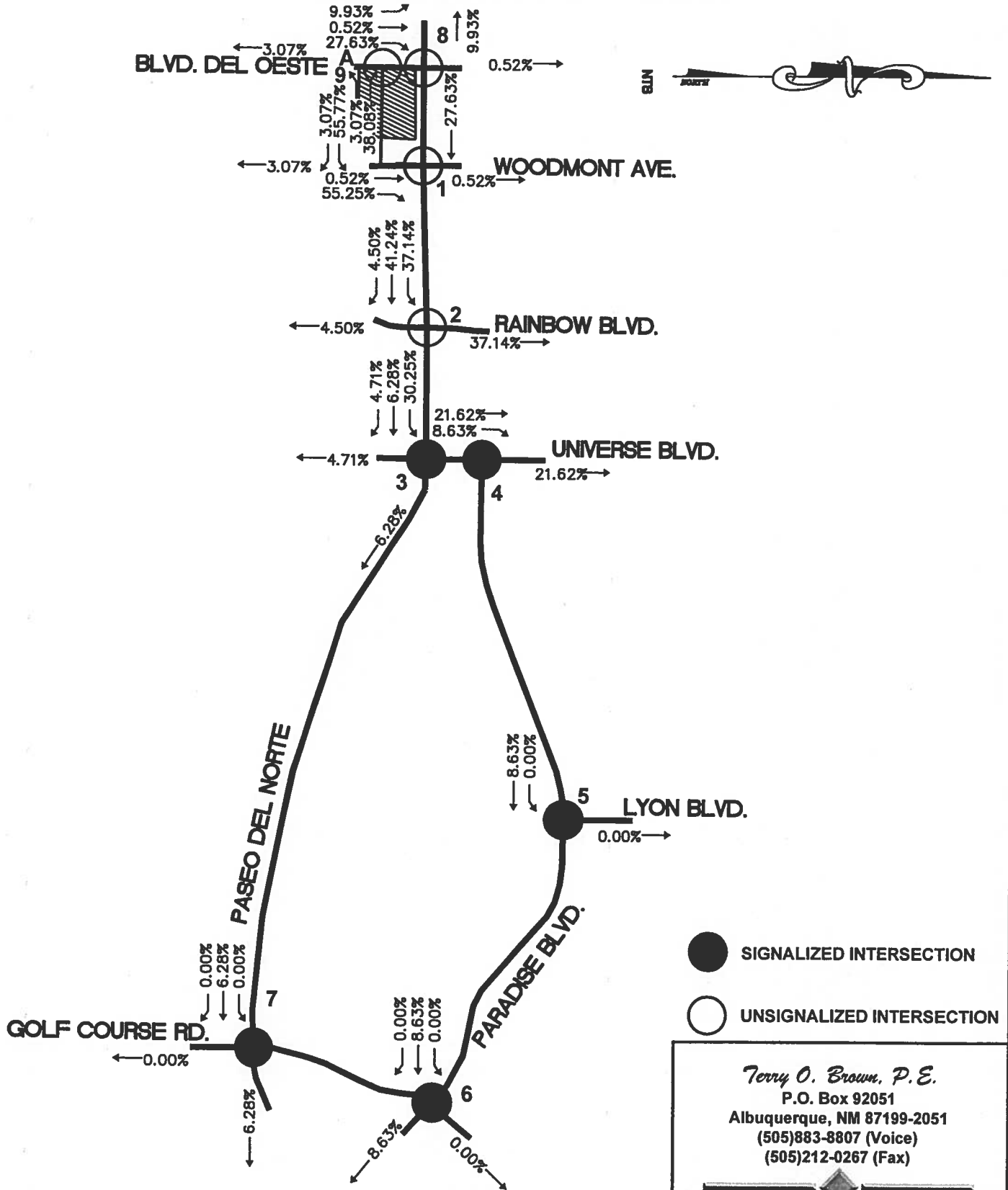
(505)883-8807 (Voice)

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# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

## Commercial Trip Assignments (% Exiting)



Terry O. Brown, P.E.

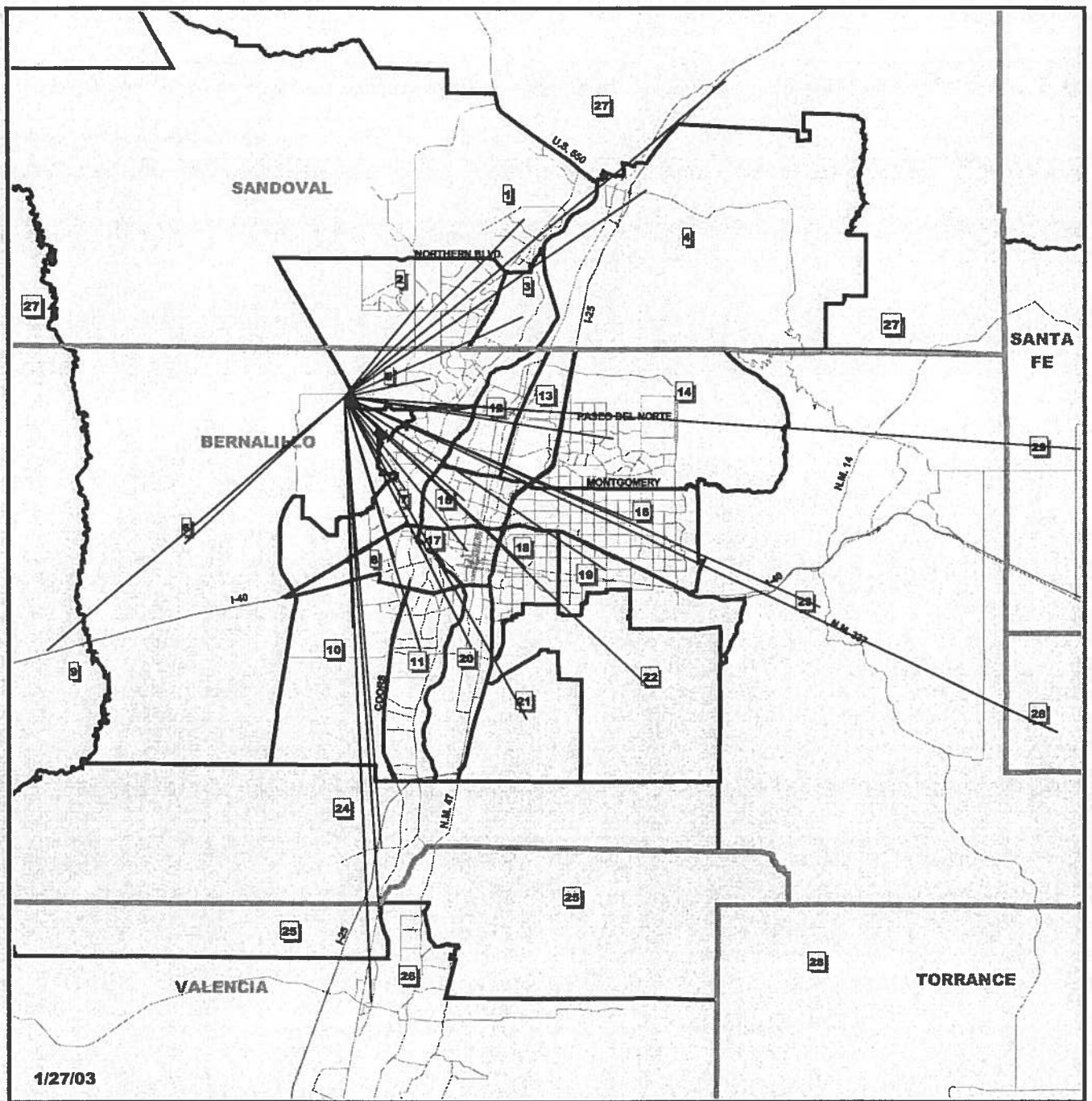
P.O. Box 92051

Albuquerque, NM 87199-2051

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**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.

**Volcano Vista Development  
(Paseo del Norte / Blvd. del Oeste)  
Trip Distribution Subarea Map**

- Subarea in which the site is located.

### Trip Distribution Table

#### Volcans Vista Development (Paseo del Norte / Blvd. del Oeste)

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 Subareas for the Mid-Region of New Mexico

Sub Area I.D.#	% Sub Area In Study	Population		Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	(UN)			(LN)			(GN)		
		2004	2030					% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
1	100%	28,972	39,739	30,900	30,900	10.8	2,861	0%	0.00%	0	100%	3.39%	2,861	0%	0.00%	0
2	100%	39,348	40,610	39,738	39,738	5.3	7,487	0%	0.00%	0	100%	8.94%	7,487	0%	0.00%	0
3	100%	7,865	8,728	8,131	8,131	8.4	968	0%	0.00%	0	0%	0.00%	0	70%	0.80%	678
4	100%	13,367	14,936	13,864	13,864	15.8	889	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	35,988	44,203	38,502	38,502	3.7	10,406	2%	0.25%	208	29%	3.56%	3,018	31%	3.81%	3,228
6*	100%	2,764	3,950	3,143	3,143	9.3	338	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,585	59,615	51,965	51,965	4.8	10,826	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	27,548	28,553	27,858	27,858	7.2	3,869	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	1,678	1,888	1,743	1,743	16.7	104	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,632	4,822	28,852	28,852	9.9	2,914	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	32,051	33,202	32,405	32,405	11.3	2,868	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	16,144	16,146	16,145	16,145	6.6	2,446	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	8,715	10,146	9,155	9,155	8.5	1,077	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	93,104	94,279	93,466	93,466	11.6	8,057	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	24,691	25,282	24,867	24,867	8.8	3,657	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	108,882	109,353	108,719	108,719	13.4	8,113	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	20,920	21,196	21,005	21,005	8.4	2,501	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	42,078	41,670	41,952	41,952	10.7	3,921	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	59,027	58,888	58,964	58,964	13.4	4,402	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	9,482	9,699	9,549	9,549	12.0	796	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	6	6	6	6	15.9	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,629	4,048	4,048	18.0	225	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	18,140	20,390	18,832	18,832	22.3	844	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	2,383	2,554	2,443	2,443	19.4	126	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	1,009	1,082	1,025	1,025	21.7	47	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	75,508	85,654	78,628	78,628	26.0	3,024	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	20,855	22,276	21,361	21,361	21.2	1,008	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	19,524	21,680	20,190	20,190	33.8	597	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	11,360	13,771	12,102	12,102	31.8	383	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		811,863	836,916	816,572	816,572		84,765	0.25%	0.25%	208	0.25%	15.78%	13,378	0%	4.80%	3,903
													15,78%			4,80%

\* - Subarea in which the site is located.

# Trip Distribution Table

Volcans Vista Development (Pasero del Norte / Blvd. del Oeste)

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	Population		Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	(PE)			(PNE)			(GS)		
		2004	2030					% 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	10.8	2,861	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	39,346	40,610	39,738	39,738	5.3	7,487	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	7,865	8,728	8,131	8,131	8.4	968	0%	0.00%	0	30%	0.34%	280	0%	0.00%	0
4	100%	13,387	14,938	13,864	13,864	15.6	889	0%	0.00%	0	100%	1.05%	889	0%	0.00%	0
5	100%	35,988	44,203	38,502	38,502	3.7	10,406	34%	4.17%	3,538	0%	0.00%	0	0%	0.00%	0
6*	100%	2,784	3,950	3,143	3,143	9.3	338	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	48,565	58,615	51,985	51,985	4.8	10,826	0%	0.00%	0	30%	3.83%	3,248	70%	8.94%	7,578
8	100%	27,546	28,553	27,858	27,858	7.2	3,869	0%	0.00%	0	30%	1.37%	1,161	70%	3.19%	2,708
9	100%	1,678	1,888	1,743	1,743	18.7	104	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	39,632	4,822	28,852	28,852	8.9	2,914	0%	0.00%	0	0%	0.00%	0	10%	0.34%	281
11	100%	32,051	33,202	32,405	32,405	11.3	2,868	0%	0.00%	0	0%	0.00%	0	100%	3.38%	2,868
12	100%	16,144	16,146	16,145	16,145	6.6	2,446	0%	0.00%	0	100%	2.89%	2,446	0%	0.00%	0
13	100%	8,715	10,146	9,155	9,155	8.5	1,077	0%	0.00%	0	100%	1.27%	1,077	0%	0.00%	0
14	100%	83,104	94,279	83,486	83,486	11.8	8,057	0%	0.00%	0	100%	9.51%	8,057	0%	0.00%	0
15	100%	24,891	25,292	24,867	24,867	6.8	3,657	0%	0.00%	0	30%	1.29%	1,067	70%	3.02%	2,580
16	100%	108,862	108,353	106,719	106,719	13.4	8,113	0%	0.00%	0	100%	9.57%	8,113	0%	0.00%	0
17	100%	20,920	21,188	21,005	21,005	8.4	2,501	0%	0.00%	0	80%	2.36%	2,000	20%	0.59%	500
18	100%	42,078	41,670	41,952	41,952	10.7	3,921	0%	0.00%	0	100%	4.63%	3,921	0%	0.00%	0
19	100%	59,027	58,888	58,984	58,984	13.4	4,402	0%	0.00%	0	100%	5.19%	4,402	0%	0.00%	0
20	100%	9,482	8,899	9,549	9,549	12.0	786	0%	0.00%	0	50%	0.47%	398	50%	0.47%	398
21	100%	6	6	6	6	15.9	0	0%	0.00%	0	100%	0.00%	0	0%	0.00%	0
22	100%	4,231	3,829	4,046	4,046	18.0	225	0%	0.00%	0	100%	0.27%	225	0%	0.00%	0
23	100%	18,140	20,390	18,832	18,832	22.3	844	0%	0.00%	0	100%	1.00%	844	0%	0.00%	0
24	100%	2,393	2,554	2,443	2,443	19.4	126	0%	0.00%	0	50%	0.07%	63	50%	0.07%	63
25	100%	1,009	1,062	1,025	1,025	21.7	47	0%	0.00%	0	100%	0.09%	47	0%	0.00%	0
26	100%	75,508	85,654	78,628	78,628	26.0	3,024	0%	0.00%	0	100%	3.57%	3,024	0%	0.00%	0
27	100%	20,955	22,278	21,361	21,361	21.2	1,008	0%	0.00%	0	100%	1.19%	1,008	0%	0.00%	0
28	100%	19,524	21,680	20,180	20,180	33.6	597	0%	0.00%	0	100%	0.70%	597	0%	0.00%	0
29	100%	11,360	13,771	12,102	12,102	31.6	383	0%	0.00%	0	100%	0.45%	383	0%	0.00%	0
		811,863	836,916	818,572	818,572	84,765				3,538			43,291			16,966
									4.17%			51.07%			20.02%	20.02%

\* - Subarea in which the site is located.

### Trip Distribution Table

Volcano Vista Development (Pasaje del Norte / Blvd. del Oeste)

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

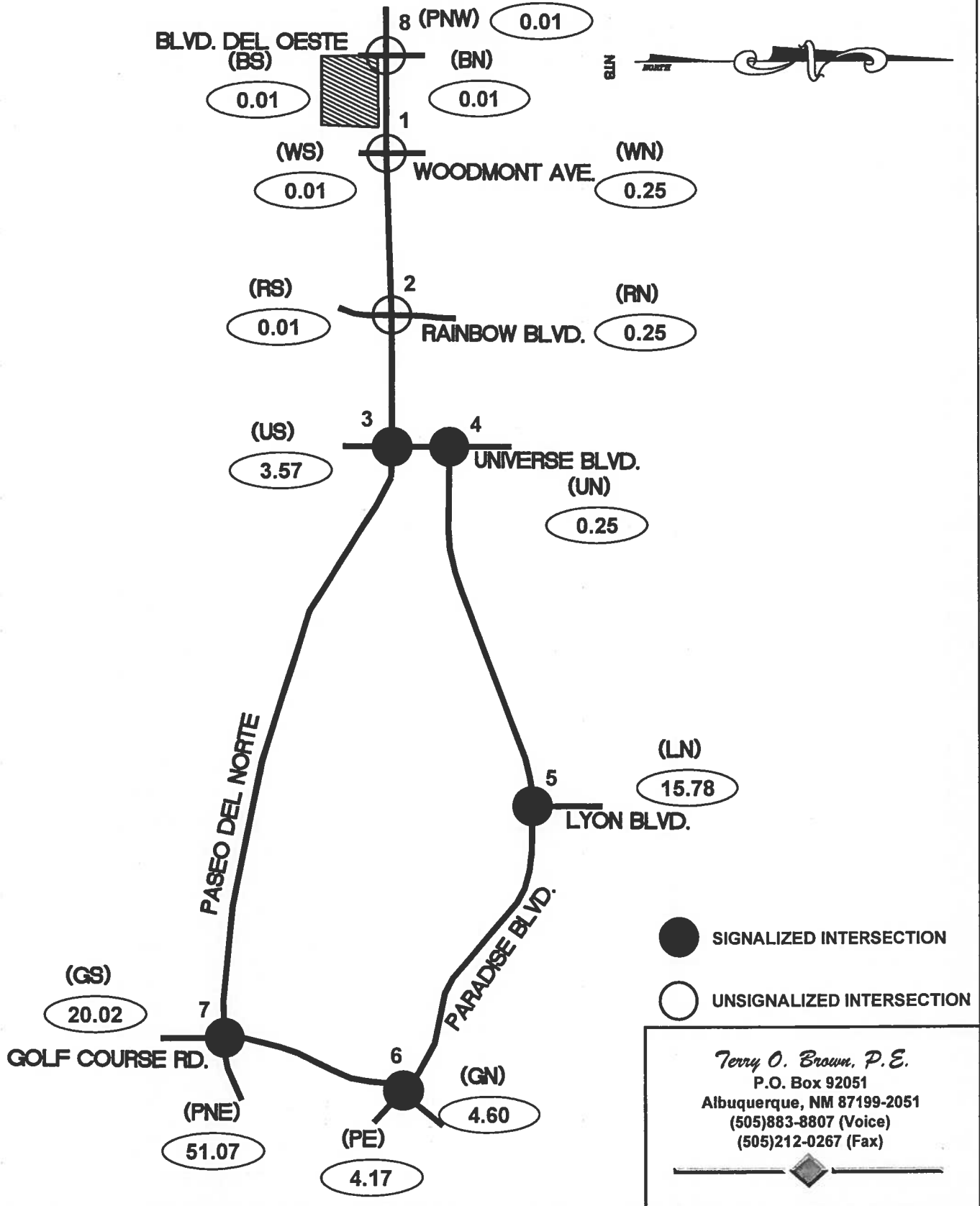
Sub Area I.D.#	% Sub Area In Study	2004 Population	2030 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	(US) Universe Blvd. South			(RS) Rainbow Blvd. South			(BS) Blvd. del Oeste South			(WS) Woodmont Ave. South		
								% Utilizing	% Population / Dist. Utilizing	Population	% 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	10.8	2,861	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
2	100%	39,348	40,610	39,736	39,736	5.3	7,497	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
3	100%	7,865	8,728	8,131	8,131	8.4	968	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
4	100%	13,387	14,936	13,864	13,864	15.6	889	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
5	100%	35,988	44,203	38,502	38,502	3.7	10,408	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
6*	100%	2,784	3,950	3,143	3,143	9.3	338	88%	0.35%	297	2%	0.01%	7	2%	0.01%	7	2%	0.01%	
7	100%	48,565	59,615	51,985	51,985	4.8	10,826	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
8	100%	27,548	28,553	27,856	27,856	7.2	3,869	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
9	100%	1,678	1,888	1,743	1,743	16.7	104	100%	0.12%	104	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
10	100%	39,532	4,822	28,852	28,852	9.9	2,914	90%	3.09%	2,623	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
11	100%	32,051	33,202	32,405	32,405	11.3	2,868	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
12	100%	18,144	16,146	16,145	16,145	6.6	2,448	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
13	100%	8,715	10,146	9,155	9,155	8.5	1,077	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
14	100%	93,104	94,278	93,466	93,466	11.6	8,057	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
15	100%	24,691	25,262	24,867	24,867	6.8	3,657	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
16	100%	108,882	106,353	108,719	108,719	13.4	8,113	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
17	100%	20,820	21,196	21,005	21,005	8.4	2,501	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
18	100%	42,078	41,670	41,952	41,952	10.7	3,921	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
19	100%	59,027	58,888	58,984	58,984	13.4	4,402	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
20	100%	9,462	9,598	9,549	9,549	12.0	796	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
21	100%	6	6	6	6	15.9	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
22	100%	4,231	3,629	4,046	4,046	18.0	225	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
23	100%	18,140	20,390	18,832	18,832	22.3	844	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
24	100%	2,393	2,554	2,443	2,443	19.4	126	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
25	100%	1,009	1,082	1,025	1,025	21.7	47	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
26	100%	75,506	85,654	78,628	78,628	26.0	3,024	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
27	100%	20,955	22,278	21,361	21,361	21.2	1,068	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
28	100%	19,524	21,690	20,190	20,190	33.8	597	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
29	100%	11,360	13,771	12,102	12,102	31.6	383	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	
		811,863	836,916	819,572	819,572		84,765	3.57%	3.57%	3,025	0.01%	0.01%	7	0.01%	0.01%	7	0.01%	0.01%	
										3,57%									

\* - Subarea in which the site is located.

# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

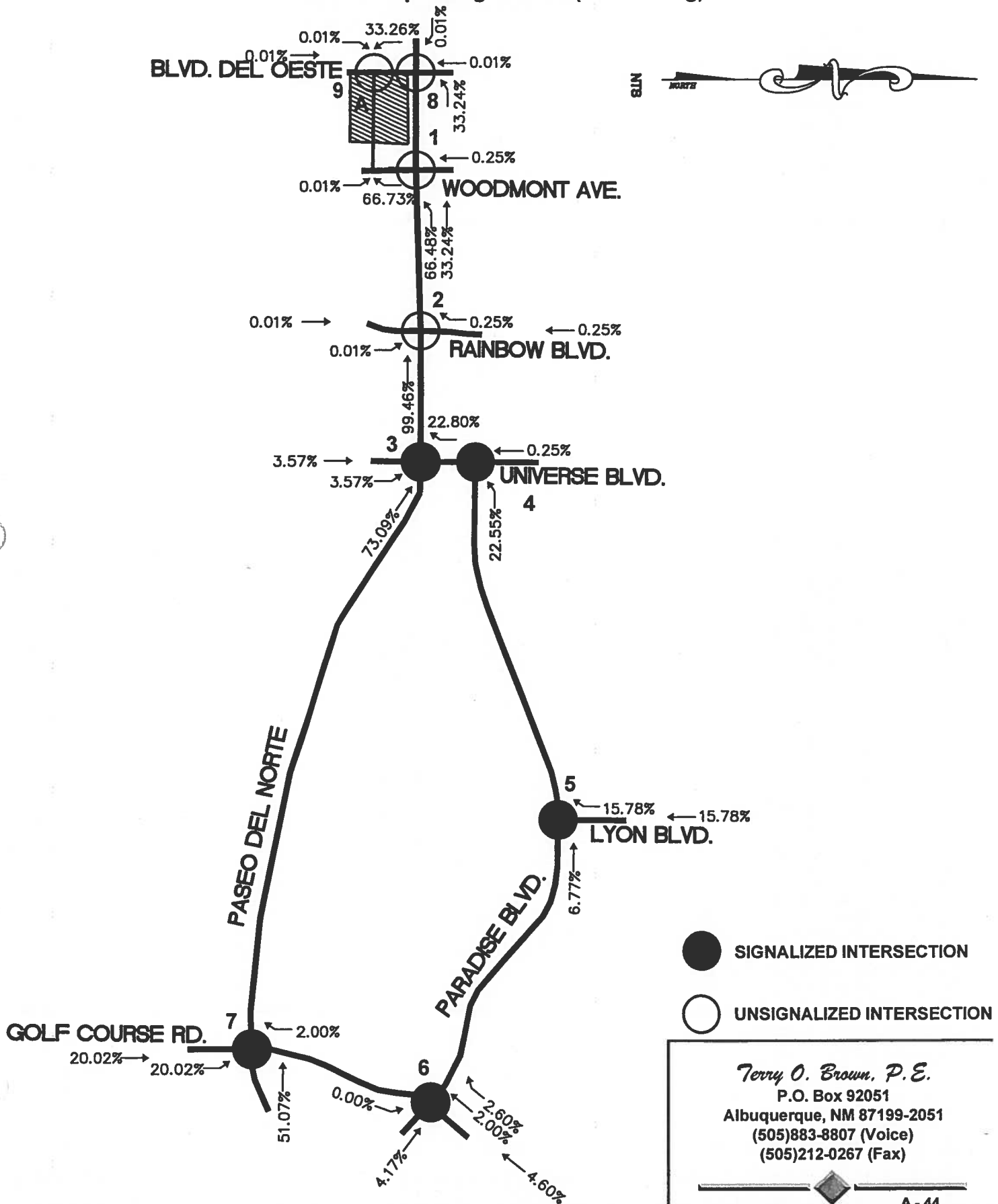
Office Trip Distribution Map (%)



# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

Office Trip Assignments (% Entering)



Terry O. Brown, P.E.

P.O. Box 92051

Albuquerque, NM 87199-2051

(505)883-8807 (Voice)

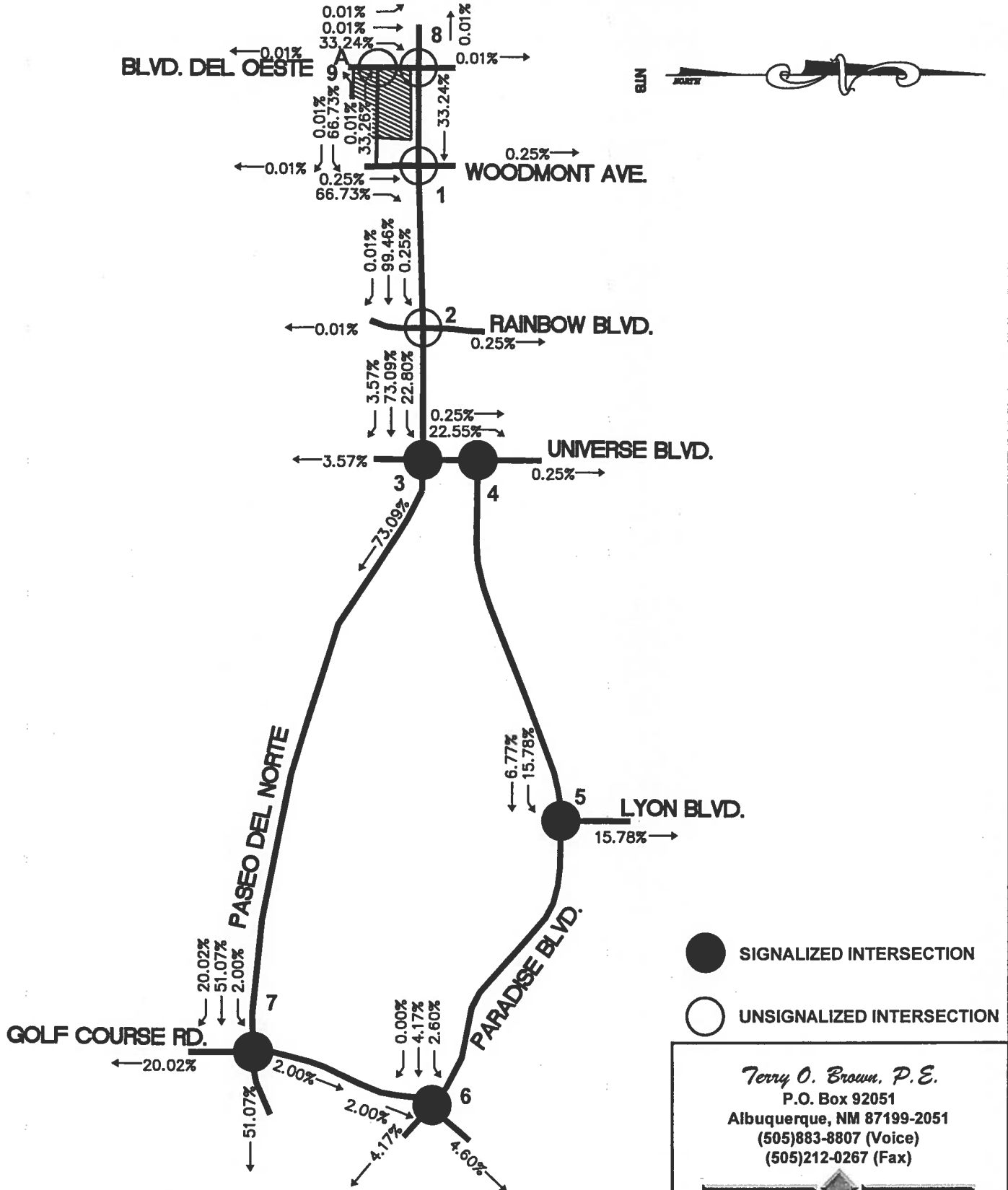
(505)212-0267 (Fax)



# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

Office Trip Assignments (% Exiting)



Terry O. Brown, P.E.

P.O. Box 92051

Albuquerque, NM 87199-2051

(505)883-8807 (Voice)

(505)212-0267 (Fax)

# Trip Distribution Table

## Volcano Vista Development (Pasco del Norte / Blvd. del Oeste)

### Sub Area Employment Data:

For determination of Trip Distribution for Proposed Residential Development Trips

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

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

Sub Area I.D.#	% Sub Area In Study	2004 Employment	2030 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	% Employment / Distance	(PNW)			(BN)			(WN)			(RN)				
									% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing
1	100%	4,903	21,902	10,133	10,133	10.8	938	2.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
2	100%	16,736	23,708	19,881	19,881	5.3	3,562	7.61%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
3	100%	1,287	1,384	1,384	1,384	8.4	165	0.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
4	100%	2,935	4,943	3,553	3,553	15.6	228	0.49%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
5	100%	13,877	28,078	18,247	18,247	3.7	4,932	10.54%	0%	0.00%	0	0%	0.00%	0	2%	0.21%	99	2%	0.21%	99	2%	0.21%
6*	100%	712	11,759	4,111	4,111	9.3	442	0.94%	2%	0.02%	9	2%	0.02%	9	2%	0.02%	9	2%	0.02%	9	2%	0.02%
7	100%	8,372	19,146	11,887	11,887	4.8	2,436	5.20%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
8	100%	8,058	15,002	10,195	10,195	7.2	1,416	3.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
9	100%	781	1,498	1,002	1,002	16.7	60	0.13%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
10	100%	3,342	8,602	5,053	5,053	9.9	510	1.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
11	100%	5,555	7,261	6,081	6,081	11.3	538	1.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
12	100%	6,928	7,741	7,179	7,179	6.6	1,068	2.32%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
13	100%	38,326	48,804	41,858	41,858	8.5	4,924	10.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
14	100%	35,837	44,920	38,632	38,632	11.6	3,330	7.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
15	100%	18,228	22,077	19,412	19,412	6.8	2,855	6.10%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
16	100%	60,444	63,459	61,372	61,372	13.4	4,580	8.79%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
17	100%	33,936	37,420	35,008	35,008	8.4	4,168	8.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
18	100%	44,662	51,256	46,691	46,691	10.7	4,364	9.32%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
19	100%	27,971	31,533	29,087	29,087	13.4	2,169	4.64%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
20	100%	7,090	11,147	8,338	8,338	12	695	1.46%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
21	100%	49	10,028	3,119	3,119	15.9	198	0.42%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
22	100%	29,284	30,168	29,556	29,556	18	1,642	3.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
23	100%	2,651	5,057	3,391	3,391	22.3	152	0.32%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
24	100%	1,727	2,244	1,886	1,886	19.4	97	0.21%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
25	100%	161	215	178	178	21.7	8	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
26	100%	17,290	32,328	21,916	21,916	26	843	1.80%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
27	100%	4,520	6,134	5,017	5,017	21.2	237	0.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
28	100%	4,545	6,685	5,203	5,203	33.8	154	0.33%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
29	100%	1,451	3,796	2,173	2,173	31.6	69	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%
		401,039	559,860	450,322	450,322		46,796	100.00%	0.02%	0.02%	9	0.02%	0.02%	9	0.02%	0.02%	107	0.23%	0.21%	99	0.21%	0.21%

\* - Subarea in which the site is located.

### Trip Distribution Table

Volcano Vista Development (Pasero del Norte / Blvd. del Oeste)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed Residential Development Trips

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

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

Sub Area I.D.#	% Sub Area in Study	2004 Employment	2030 Employment	Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	Employment / Distance	(UN)			(LN)			(GN)		
								% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
1	100%	4,903	21,802	10,133	10,133	10.8	938	0%	0.00%	0	100%	2.01%	938	0%	0.00%	0
2	100%	16,736	23,708	18,881	18,881	5.3	3,562	0%	0.00%	0	100%	7.61%	3,562	0%	0.00%	0
3	100%	1,267	1,648	1,384	1,384	8.4	165	0%	0.00%	0	0%	0.00%	0	70%	0.25%	115
4	100%	2,895	4,943	3,553	3,553	15.8	228	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	13,877	28,079	18,247	18,247	3.7	4,932	2%	0.21%	98	29%	3.00%	1,430	31%	3.27%	1,528
6*	100%	712	11,759	4,111	4,111	9.3	442	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,372	19,146	11,887	11,887	4.8	2,435	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	8,058	15,002	10,195	10,195	7.2	1,416	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	781	1,488	1,002	1,002	16.7	60	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,342	8,902	5,053	5,053	9.9	510	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	5,555	7,264	6,081	6,081	11.3	538	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	6,929	7,741	7,179	7,179	6.8	1,088	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	38,326	49,804	41,858	41,858	8.5	4,924	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	35,837	44,920	38,832	38,832	11.6	3,330	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	18,228	22,077	19,412	19,412	6.8	2,855	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	60,444	65,459	61,372	61,372	13.4	4,580	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	33,936	37,420	35,008	35,008	8.4	4,168	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	44,662	51,256	46,891	46,891	10.7	4,364	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	27,971	31,533	29,087	29,087	13.4	2,189	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	7,090	11,147	8,338	8,338	12	695	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	49	10,028	3,119	3,119	15.9	196	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	28,284	30,169	29,556	29,556	18	1,642	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,851	5,057	3,381	3,381	22.3	152	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,727	2,244	1,888	1,888	19.4	97	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	161	215	178	178	21.7	8	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	17,290	32,328	21,916	21,916	26	843	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	4,520	6,134	5,017	5,017	21.2	237	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	4,545	6,885	5,203	5,203	33.8	154	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	1,451	3,798	2,173	2,173	31.8	69	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		401,639	559,980	450,322	450,322		48,786		0.21%	99		12.87%	5,931		3.51%	1,844
										0.21%			12.87%			3.51%

\* - Subarea in which the site is located.

### Trip Distribution Table

Volcano Vista Development (Pasao del Norte / Blvd. del Oeste)

Sub Area Employment Data:

For determination of Trip Distribution for Proposed Residential 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 Employment		Interpolated Employment for the Year	Employment in Study	Dist. (Mi.)	(PE) Paradise Blvd. East			(PNE) Pasao del Norte East			(GS) Golf Course Rd. South		
		2004	2030				% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
1	100%	4,903	21,902	10,133	10,133	10.8	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	16,736	23,708	18,881	18,881	5.3	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,267	1,648	1,384	1,384	8.4	0%	0.00%	0	30%	0.11%	49	0%	0.00%	0
4	100%	2,935	4,943	3,553	3,553	15.6	0%	0.00%	0	100%	0.49%	228	0%	0.00%	0
5	100%	13,877	28,079	18,247	18,247	3.7	34%	3.59%	1,677	0%	0.00%	0	0%	0.00%	0
6*	100%	712	11,759	4,111	4,111	9.3	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7	100%	8,372	19,148	11,887	11,887	4.8	0%	0.00%	0	30%	1.56%	730	70%	3.84%	1,704
8	100%	8,058	15,002	10,195	10,195	7.2	0%	0.00%	0	30%	0.91%	425	70%	2.12%	981
9	100%	781	1,498	1,002	1,002	16.7	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,342	8,902	5,053	5,053	9.9	0%	0.00%	0	0%	0.00%	0	10%	0.11%	51
11	100%	5,555	7,284	6,081	6,081	11.3	0%	0.00%	0	0%	0.00%	0	100%	1.15%	538
12	100%	6,929	7,741	7,178	7,178	8.6	0%	0.00%	0	100%	2.32%	1,088	0%	0.00%	0
13	100%	38,326	49,804	41,858	41,858	8.5	0%	0.00%	0	100%	10.52%	4,924	0%	0.00%	0
14	100%	35,837	44,920	38,632	38,632	11.8	0%	0.00%	0	100%	7.12%	3,330	0%	0.00%	0
15	100%	19,228	22,077	19,412	19,412	6.8	0%	0.00%	0	30%	1.83%	856	70%	4.27%	1,988
16	100%	60,444	63,459	61,372	61,372	13.4	0%	0.00%	0	100%	9.79%	4,580	0%	0.00%	0
17	100%	33,836	37,420	35,008	35,008	8.4	0%	0.00%	0	80%	7.12%	3,354	20%	1.78%	834
18	100%	44,682	51,258	46,891	46,891	10.7	0%	0.00%	0	100%	9.32%	4,364	0%	0.00%	0
19	100%	27,971	31,533	29,067	29,067	13.4	0%	0.00%	0	100%	4.64%	2,108	0%	0.00%	0
20	100%	7,090	11,147	8,338	8,338	12	0%	0.00%	0	50%	0.74%	347	50%	0.74%	347
21	100%	48	10,028	3,119	3,119	15.9	0%	0.00%	0	100%	0.42%	198	0%	0.00%	0
22	100%	29,284	30,169	29,556	29,556	18	0%	0.00%	0	100%	3.51%	1,842	0%	0.00%	0
23	100%	2,651	5,057	3,391	3,391	22.3	0%	0.00%	0	100%	0.32%	152	0%	0.00%	0
24	100%	1,727	2,244	1,888	1,888	19.4	0%	0.00%	0	50%	0.10%	48	50%	0.10%	48
25	100%	161	215	178	178	21.7	0%	0.00%	0	100%	0.02%	8	0%	0.00%	0
26	100%	17,290	32,328	21,916	21,916	26	0%	0.00%	0	100%	1.80%	843	0%	0.00%	0
27	100%	4,520	6,134	5,017	5,017	21.2	0%	0.00%	0	100%	0.51%	237	0%	0.00%	0
28	100%	4,545	6,685	5,203	5,203	33.8	0%	0.00%	0	100%	0.33%	154	0%	0.00%	0
29	100%	1,451	3,786	2,173	2,173	31.6	0%	0.00%	0	100%	0.15%	68	0%	0.00%	0
		401,639	559,860	450,322	450,322	46,796	3.56%	3.56%	1,877	63.63%	29,775	63.63%	13.92%	6,513	13.92%

\* - Subarea in which the site is located.

# **Trip Distribution Table**

**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

Sub Area Employment Data:  
For Determination of Trip Distribution for Proposed Residential 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

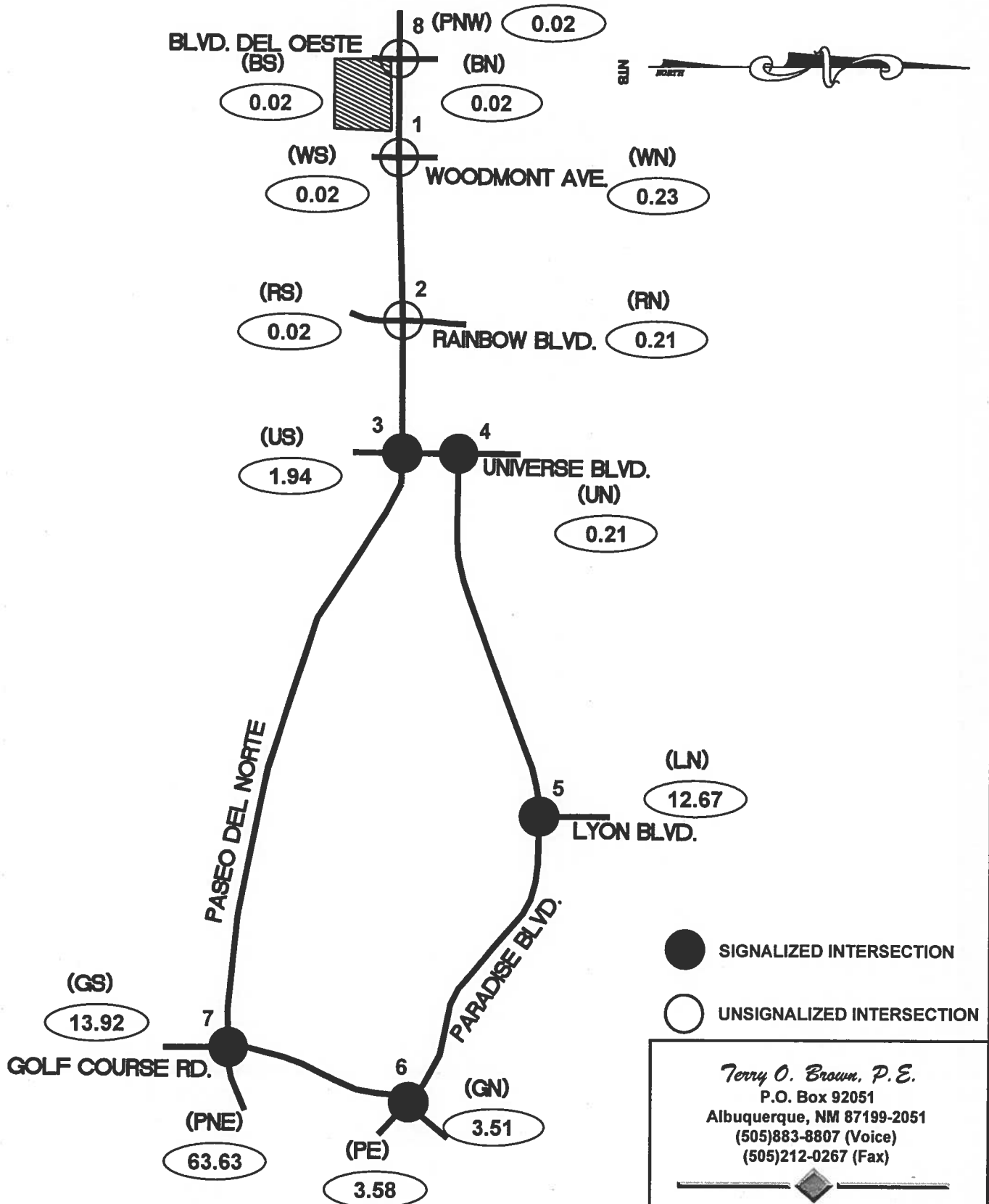
Sub Area I.D.#	% Sub Area in Study	2004 Employment	2030 Employment	Interpolated Employment for the Year 2012	Employment in Study	Dist. (Mi.)	Employment / Distance	(US)			(RS)			(BS)			(WS)		
								% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
1	100%	4,903	21,902	10,133	10,133	10.8	938	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	100%	16,736	23,708	19,881	19,881	5.3	3,592	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
3	100%	1,287	1,848	1,384	1,384	8.4	165	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	2,935	4,943	3,553	3,553	15.6	228	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	100%	13,877	28,079	19,247	19,247	3.7	4,932	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6*	100%	712	11,759	4,111	4,111	9.3	442	88%	0.83%	389	2%	0.02%	9	2%	0.02%	9	2%	0.02%	9
7	100%	8,372	19,148	11,887	11,887	4.8	2,435	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	100%	8,058	15,002	10,195	10,195	7.2	1,416	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	100%	781	1,498	1,002	1,002	16.7	60	100%	0.13%	60	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	100%	3,342	8,802	5,053	5,053	9.9	510	90%	0.98%	458	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	100%	5,555	7,264	6,081	6,081	11.3	538	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	100%	6,829	7,741	7,179	7,179	6.8	1,068	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	100%	38,328	49,804	41,858	41,858	8.5	4,924	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	100%	35,837	44,920	39,632	39,632	11.6	3,330	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	100%	18,228	22,077	19,412	19,412	6.8	2,855	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	100%	60,444	63,459	61,372	61,372	13.4	4,580	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	100%	33,936	37,420	35,008	35,008	8.4	4,168	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	100%	44,862	51,256	48,691	48,691	10.7	4,384	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	100%	27,971	31,533	29,087	29,087	13.4	2,169	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	100%	7,090	11,147	8,338	8,338	12	695	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	100%	49	10,028	3,119	3,119	15.9	196	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	100%	29,284	30,169	29,556	29,556	18	1,642	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	100%	2,651	5,057	3,381	3,381	22.3	152	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	100%	1,727	2,244	1,886	1,886	19.4	97	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	100%	17,290	32,328	21,916	21,916	28	843	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	100%	5,520	6,134	5,017	5,017	21.2	237	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	4,545	6,885	5,203	5,203	33.8	164	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	100%	1,451	3,798	2,173	2,173	31.6	69	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	100%	401,639	558,860	450,322	450,322		48,796	1.94%	1.94%	908	0.02%	0.02%	9	0.02%	0.02%	9	0.02%	0.02%	9

\* - Subarea in which the site it located.

# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

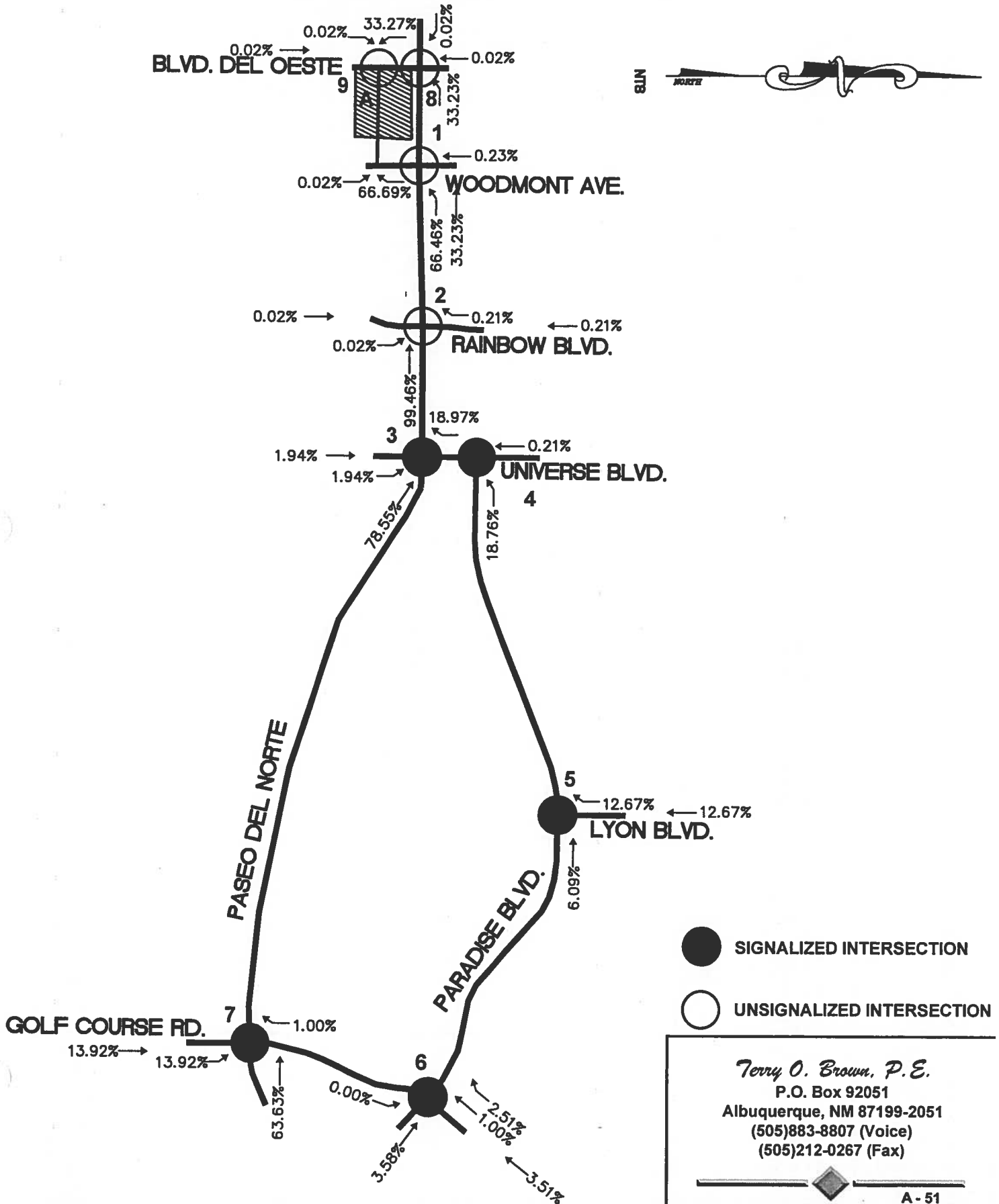
Residential Trip Distribution Map (%)



# Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

Residential Trip Assignments (% Entering)



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



***(Paseo del Norte / Blvd. del Oeste)***



**SIGNALIZED INTERSECTION**

 **UNSIGNALIZED INTERSECTION**

*Terry O. Brown, P.E.*

**P.O. Box 92051**

**Albuquerque, NM 87199-2051**

**(505)883-8807 (Voice)**

(505)212-0267 (Fax)

# *Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)*

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

### INTERSECTION: Summary

Paseo del Norte / Woodmont Ave.				0.75			0.93			0.88			PHF
(1)	Eastbound (Paseo del Norte)				Westbound (Paseo del Norte)			Northbound (Woodmont Ave.)			Southbound (Woodmont Ave.)		
2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)	5	22	0	0	143	36	0	0	0	378	0	25	
2012 (NO BUILD - A.M.)	6	26	0	0	168	42	0	0	0	412	0	27	
2012 (BUILD - A.M.)	6	171	0	296	317	42	0	1	292	412	2	27	

		0.92			0.93			0.75			PHF		
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Woodmont Ave.)			Southbound (Woodmont Ave.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)		22	125	0	0	53	332	0	0	0	163	0	10
2012 (NO BUILD - P.M.)		26	147	0	0	62	391	0	0	0	178	0	11
2012 (BUILD - P.M.)		26	412	0	512	317	391	0	3	529	178	4	11

Paseo del Norte / Rainbow Blvd.		0.89			0.78			0.75			0.77			PHF
(2)		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)			
	2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		7	334	67	127	112	31	25	77	139	357	202	26	
2012 (NO BUILD - A.M.)		8	393	79	149	132	36	27	84	152	383	217	28	
2012 (BUILD - A.M.)		98	729	90	149	447	36	41	84	152	383	217	143	

		0.88			0.89			0.84			0.75			PHF
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		20	163	13	82	271	241	49	71	81	97	37	6	
2012 (NO BUILD - P.M.)		24	192	15	97	319	284	53	77	88	104	40	6	
2012 (BUILD - P.M.)		267	713	44	97	824	284	81	77	88	104	40	240	

Paseo del Norte / Universe Blvd.		0.94			0.75			0.80			0.89			PHF
(3)		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)			
	2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		137	467	310	72	103	96	34	269	32	341	656	129	
2012 (NO BUILD - A.M.)		159	545	362	79	114	107	37	294	35	372	717	141	
2012 (BUILD - A.M.)		279	744	378	79	274	107	58	294	35	372	717	276	

		0.78			0.94			0.97			0.86			PHF
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		193	192	69	37	315	343	139	590	12	148	326	160	
2012 (NO BUILD - P.M.)		225	224	80	41	349	380	152	645	14	161	356	175	
2012 (BUILD - P.M.)		476	456	118	41	580	380	187	645	14	161	356	413	

Paradise Blvd. / Universe Blvd.		0.75				0.81				0.75				PHF
(4)		Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)			
	2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		0	0	0	205	0	110	0	282	170	173	498	0	
2012 (NO BUILD - A.M.)		0	0	0	223	0	120	0	309	186	188	541	0	
2012 (BUILD - A.M.)		0	0	0	290	0	120	0	362	252	188	608	0	

0.92														0.99						0.94						PHF									
Eastbound (Paradise Blvd.)						Westbound (Paradise Blvd.)						Northbound (Universe Blvd.)						Southbound (Universe Blvd.)																	
Left			Thru			Right			Left			Thru			Right			Left			Thru			Right											
Existing (2009)																																			
0			0			0			284			0			171			0			803			341			134			227			0		
2012 (NO BUILD - P.M.)																																			
0			0			0			309			0			186			0			880			374			146			247			0		
2012 (BUILD - P.M.)																																			
0			0			0			410			0			186			0			1,021			483			146			383			0		

# *Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)*

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

### INTERSECTION: Summary

#### Paradise Blvd. / Lyon Blvd.

(5)		Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)			
	2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	Existing (2009)	199	343	4	10	220	148	11	4	23	507	1	181	
	2012 (NO BUILD - A.M.)	216	373	4	11	237	159	12	4	25	542	1	172	
	2012 (BUILD - A.M.)	246	409	4	11	276	159	12	4	25	542	1	200	
		0.95			0.91			0.95			0.81			PHF
		Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	Existing (2009)	9	356	299	191	252	7	268	9	192	6	5	15	
	2012 (NO BUILD - P.M.)	10	387	325	205	271	8	286	10	205	6	5	16	
	2012 (BUILD - P.M.)	47	459	325	205	340	8	286	10	205	6	5	48	

#### Paradise Blvd. / Golf Course Rd.

(6)	2.0% Truck	0.87			0.86			0.76			0.90			PHF
Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.)		Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
		37	532	597	35	153	83	179	392	42	292	781	29	
		40	572	642	38	165	90	193	423	45	306	818	30	
		46	601	642	38	200	90	193	425	45	306	822	35	

Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)		0.87			0.82			0.93			0.94			PHF
		Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
		39	191	165	74	406	151	281	552	72	120	436	59	
		42	205	177	80	439	163	303	595	78	126	457	62	
		49	271	177	80	502	163	303	596	78	126	460	68	

#### Paseo del Norte / Golf Course Rd.

(7)

2.0% Truck	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)	41	648	87	108	152	134	73	480	322	650	700	14	
2012 (NO BUILD - A.M.)	46	720	97	118	166	146	79	519	348	701	755	15	
2012 (BUILD - A.M.)	49	882	132	118	288	146	113	519	348	701	755	19	

0.89

0.92

0.91

0.89

PHF

2.0% Truck	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)	64	168	30	531	531	558	138	906	232	251	840	19	
2012 (NO BUILD - P.M.)	71	187	33	579	579	608	149	979	251	271	906	20	
2012 (BUILD - P.M.)	75	371	77	579	772	608	185	979	251	271	906	23	

#### Paseo del Norte / Blvd. del Oeste

(8)

2.0% Truck	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)	0	27	0	0	168	0	0	0	0	0	0	0
2012 (NO BUILD - A.M.)	0	32	0	0	198	0	0	0	0	0	0	0
2012 (BUILD - A.M.)	0	32	31	149	198	0	24	1	145	0	2	0

0.88

0.83

0.75

0.75

PHF

2.0% Truck	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)	0	151	0	0	63	0	0	0	0	0	0	0
2012 (NO BUILD - P.M.)	0	178	0	0	74	0	0	0	0	0	0	0
2012 (BUILD - P.M.)	0	178	63	255	74	0	65	3	265	0	3	0

#### Driveway 'A' / Blvd. del Oeste

(9)		0.75			0.75			0.82			0.82			
	2.0% Truck	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	Existing (2009)	0	0	0	0	0	0	0	0	0	0	0	0	0
	2012 (NO BUILD - A.M.)	0	0	0	0	0	0	0	0	0	0	0	0	0
	2012 (BUILD - A.M.)	0	0	0	7	0	172	0	0	10	181	0	0	0
		0.75			0.75			0.82			0.82			PHF
		Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	Existing (2009)	0	0	0	0	0	0	0	0	0	0	0	0	0
	2012 (NO BUILD - P.M.)	0	0	0	0	0	0	0	0	0	0	0	0	0
	2012 (BUILD - P.M.)	0	0	0	20	0	333	0	0	19	322	0	0	0

**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)****Projected Turning Movements Worksheet****Paseo del Norte / Woodmont Ave.****INTERSECTION:** E-W Street: **Paseo del Norte** (1)N-S Street: **Woodmont Ave.**Year of Existing Counts **2009**Implementation Year **2012**

Growth Rates

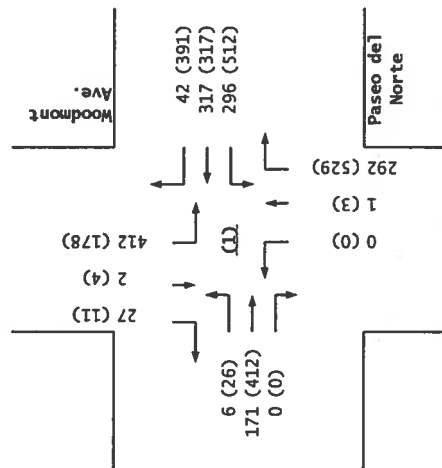
	5.90%			5.90%			3.00%			3.00%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Woodmont Ave.)			Southbound (Woodmont Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	5	22	0	0	143	36	0	0	0	378	0	25
Background Traffic Growth	1	4	0	0	25	6	0	0	0	34	0	2
<b>Subtotal (NO BUILD - A.M.)</b>	<b>6</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>412</b>	<b>0</b>	<b>27</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	66.46%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	66.46%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	55.25%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	55.25%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	66.48%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	66.73%	0.00%	0.00%	0.00%
Total Trips Generated	0	145	0	296	149	0	0	1	292	0	2	0
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>6</b>	<b>171</b>	<b>0</b>	<b>296</b>	<b>317</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>292</b>	<b>412</b>	<b>2</b>	<b>27</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>6</b>	<b>171</b>	<b>0</b>	<b>296</b>	<b>317</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>292</b>	<b>412</b>	<b>2</b>	<b>27</b>

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Woodmont Ave.)			Southbound (Woodmont Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	22	125	0	0	53	332	0	0	0	163	0	10
Background Traffic Growth	4	22	0	0	9	59	0	0	0	15	0	1
<b>Subtotal (NO BUILD - P.M.)</b>	<b>26</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>391</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>11</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	66.46%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	66.46%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	55.25%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	55.25%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	66.48%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	66.73%	0.00%	0.00%	0.00%
Total Trips Generated	0	265	0	512	255	0	0	3	529	0	4	0
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>26</b>	<b>412</b>	<b>0</b>	<b>512</b>	<b>317</b>	<b>391</b>	<b>0</b>	<b>3</b>	<b>529</b>	<b>178</b>	<b>4</b>	<b>11</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>26</b>	<b>412</b>	<b>0</b>	<b>512</b>	<b>317</b>	<b>391</b>	<b>0</b>	<b>3</b>	<b>529</b>	<b>178</b>	<b>4</b>	<b>11</b>

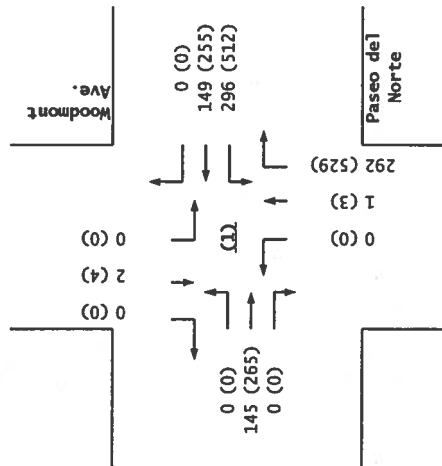
	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M. 100% Residential Development
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M. 100% Commercial Development
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M. 100% Office Development
	28	138	P.M.

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Woodmont Ave.)			Southbound (Woodmont Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	5	22	0	0	143	36	0	0	0	378	0	25
2009 PM Peak Hr. Volumes	22	125	0	0	53	332	0	0	0	163	0	10

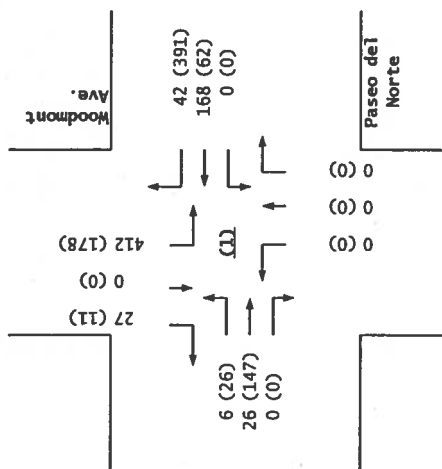
2012  
BUILD



Trips



2012  
NO BUILD



Paseo del Norte / Woodmont Ave.

# **Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

## **Projected Turning Movements Worksheet**

### **Paseo del Norte / Rainbow Blvd.**

#### **INTERSECTION :**

E-W Street: Paseo del Norte (2)

N-S Street: Rainbow Blvd.

Year of Existing Counts 2009

Implementation Year 2012

Growth Rates

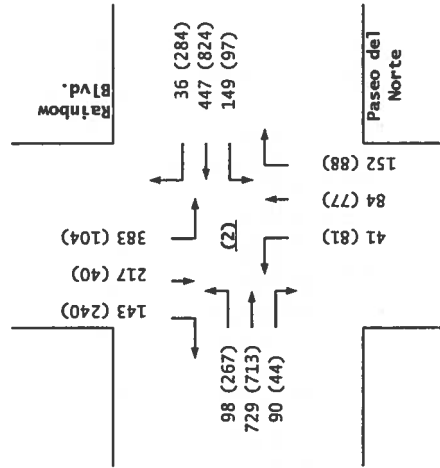
	5.90%			5.90%			3.00%			2.40%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	7	334	67	127	112	31	25	77	139	357	202	26
Background Traffic Growth	1	59	12	22	20	5	2	7	13	26	15	2
<b>Subtotal (NO BUILD - A.M.)</b>	<b>8</b>	<b>393</b>	<b>79</b>	<b>149</b>	<b>132</b>	<b>36</b>	<b>27</b>	<b>84</b>	<b>152</b>	<b>383</b>	<b>217</b>	<b>28</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	99.46%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.21%
Percent Residential Trips Generated(Exiting)	0.21%	99.46%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	41.24%	0.00%	4.50%	0.00%	0.00%	0.00%	0.00%	37.14%
Percent Commercial Trips Generated(Exiting)	37.14%	41.24%	4.50%	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%	99.46%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.25%
Percent Office Trips Generated(Exiting)	0.25%	99.46%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	90	336	11	0	315	0	14	0	0	0	0	115
Subtotal AM Pk Hr. BUILD Volumes	98	729	90	149	447	36	41	84	152	383	217	143
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>98</b>	<b>729</b>	<b>90</b>	<b>149</b>	<b>447</b>	<b>36</b>	<b>41</b>	<b>84</b>	<b>152</b>	<b>383</b>	<b>217</b>	<b>143</b>

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	163	13	82	271	241	49	71	81	97	37	6
Background Traffic Growth	4	29	2	15	48	43	4	6	7	7	3	0
<b>Subtotal (NO BUILD - P.M.)</b>	<b>24</b>	<b>192</b>	<b>15</b>	<b>97</b>	<b>319</b>	<b>284</b>	<b>53</b>	<b>77</b>	<b>88</b>	<b>104</b>	<b>40</b>	<b>6</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	99.46%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.21%
Percent Residential Trips Generated(Exiting)	0.21%	99.46%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	41.24%	0.00%	4.50%	0.00%	0.00%	0.00%	0.00%	37.14%
Percent Commercial Trips Generated(Exiting)	37.14%	41.24%	4.50%	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%	99.46%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.25%
Percent Office Trips Generated(Exiting)	0.25%	99.46%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	243	521	29	0	505	0	28	0	0	0	0	234
Subtotal PM Pk Hr. BUILD Volumes	267	713	44	97	824	284	81	77	88	104	40	240
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>267</b>	<b>713</b>	<b>44</b>	<b>97</b>	<b>824</b>	<b>284</b>	<b>81</b>	<b>77</b>	<b>88</b>	<b>104</b>	<b>40</b>	<b>240</b>

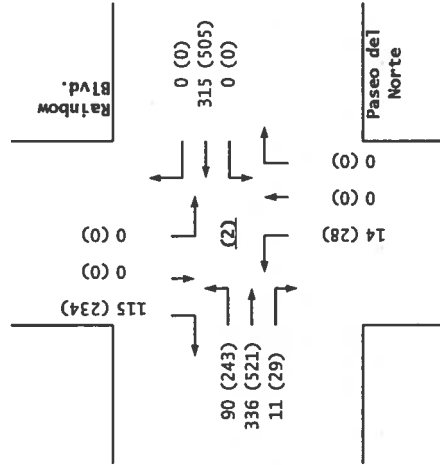
	Entering	Exiting		
Number of Residential Trips Generated	53	209	A.M.	100% Residential Development
	218	115	P.M.	
Number of Commercial Trips Generated	310	243	A.M.	100% Commercial Development
	630	654	P.M.	
Number of Office Trips Generated	135	28	A.M.	100% Office Development
	28	138	P.M.	

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	7	334	67	127	112	31	25	77	139	357	202	26
2009 PM Peak Hr. Volumes	20	163	13	82	271	241	49	71	81	97	37	6

2012  
BUILD

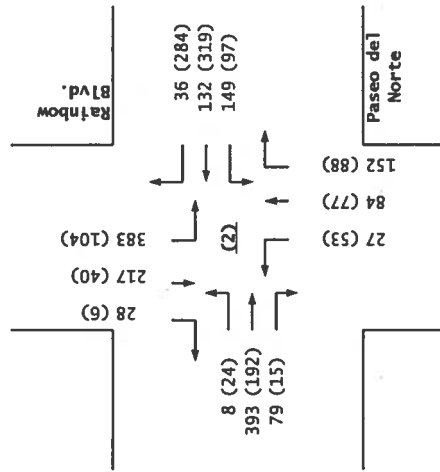


Trips



Paseo del Norte / Rainbow Blvd.

2012  
NO BUILD



# *Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)*

## Projected Turning Movements Worksheet

### ***Paseo del Norte / Universe Blvd.***

**INTERSECTION :** E-W Street: Paseo del Norte (3)

N-S Street: Universe Blvd.

Year of Existing Counts 2008

Implementation Year 2012

Growth Rates

	5.90%			3.72%			3.20%			3.20%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	129	441	293	69	99	93	33	261	31	330	636	125
Background Traffic Growth	30	104	69	10	15	14	4	33	4	42	81	16
<b>Subtotal (NO BUILD - A.M.)</b>	<b>159</b>	<b>545</b>	<b>362</b>	<b>79</b>	<b>114</b>	<b>107</b>	<b>37</b>	<b>294</b>	<b>35</b>	<b>372</b>	<b>717</b>	<b>141</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	78.55%	0.00%	1.94%	0.00%	0.00%	0.00%	0.00%	18.97%
Percent Residential Trips Generated(Exiting)	18.97%	78.55%	1.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	6.28%	0.00%	4.71%	0.00%	0.00%	0.00%	0.00%	30.25%
Percent Commercial Trips Generated(Exiting)	30.25%	6.28%	4.71%	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%	73.09%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	22.80%
Percent Office Trips Generated(Exiting)	22.80%	73.09%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	120	199	16	0	160	0	21	0	0	0	0	135
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>279</b>	<b>744</b>	<b>378</b>	<b>79</b>	<b>274</b>	<b>107</b>	<b>58</b>	<b>294</b>	<b>35</b>	<b>372</b>	<b>717</b>	<b>276</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>279</b>	<b>744</b>	<b>378</b>	<b>79</b>	<b>274</b>	<b>107</b>	<b>58</b>	<b>294</b>	<b>35</b>	<b>372</b>	<b>717</b>	<b>276</b>

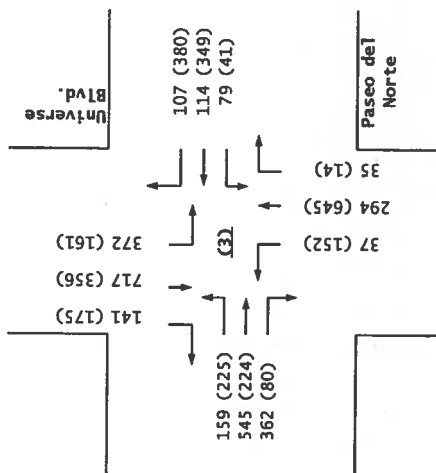
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	182	181	65	36	304	331	135	572	12	143	316	155
Background Traffic Growth	43	43	15	5	45	49	17	73	2	18	40	20
<b>Subtotal (NO BUILD - P.M.)</b>	<b>225</b>	<b>224</b>	<b>80</b>	<b>41</b>	<b>349</b>	<b>380</b>	<b>152</b>	<b>645</b>	<b>14</b>	<b>161</b>	<b>356</b>	<b>175</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	78.55%	0.00%	1.94%	0.00%	0.00%	0.00%	0.00%	18.97%
Percent Residential Trips Generated(Exiting)	18.97%	78.55%	1.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	6.28%	0.00%	4.71%	0.00%	0.00%	0.00%	0.00%	30.25%
Percent Commercial Trips Generated(Exiting)	30.25%	6.28%	4.71%	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%	73.09%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	22.80%
Percent Office Trips Generated(Exiting)	22.80%	73.09%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	251	232	38	0	231	0	35	0	0	0	0	238
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>476</b>	<b>456</b>	<b>118</b>	<b>41</b>	<b>580</b>	<b>380</b>	<b>187</b>	<b>645</b>	<b>14</b>	<b>161</b>	<b>356</b>	<b>413</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>476</b>	<b>456</b>	<b>118</b>	<b>41</b>	<b>580</b>	<b>380</b>	<b>187</b>	<b>645</b>	<b>14</b>	<b>161</b>	<b>356</b>	<b>413</b>

	Entering	Exiting		
Number of Residential Trips Generated	53	209	A.M.	100% Residential Development
	218	115	P.M.	
Number of Commercial Trips Generated	310	243	A.M.	100% Commercial Development
	630	654	P.M.	
Number of Office Trips Generated	135	28	A.M.	100% Office Development
	28	138	P.M.	

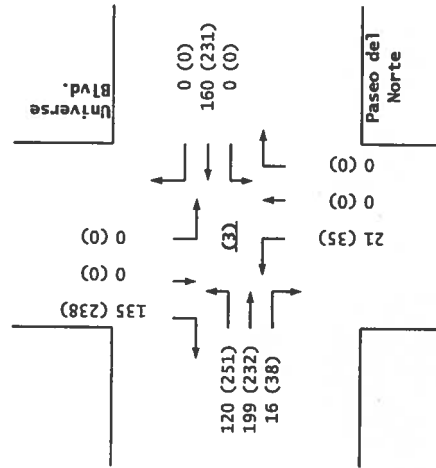
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	137	467	310	72	103	96	34	269	32	341	656	129
2009 PM Peak Hr. Volumes	193	192	69	37	315	343	139	590	12	148	326	160



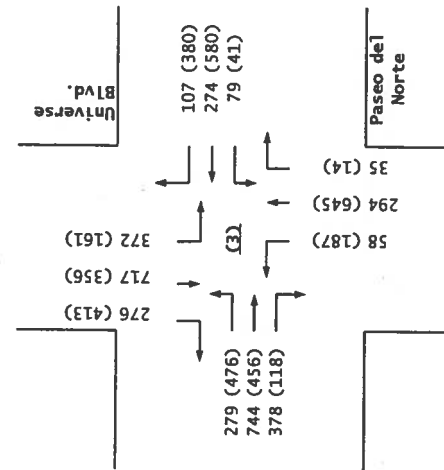
2012  
NO BUILD



Trips



2012  
BUILD



Paseo del Norte / Universe Blvd.

**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**  
**Projected Turning Movements Worksheet**  
**Paradise Blvd. / Universe Blvd.**

**INTERSECTION:** E-W Street: Paradise Blvd. (4)  
 N-S Street: Universe Blvd.

Year of Existing Counts 2009  
 Implementation Year 2012  
 Growth Rates

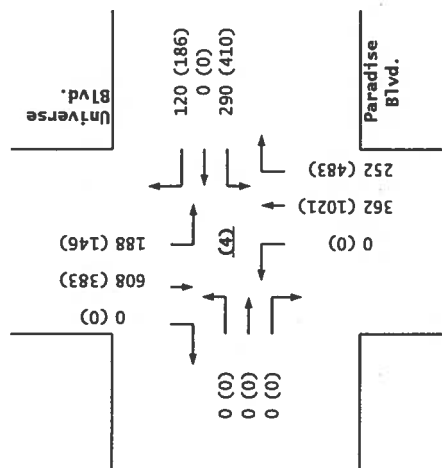
	2.90%			2.90%			3.20%			2.90%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	205	0	110	0	282	170	173	498	0
Background Traffic Growth	0	0	0	18	0	10	0	27	16	15	43	0
<b>Subtotal (NO BUILD - A.M.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>223</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>309</b>	<b>186</b>	<b>188</b>	<b>541</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	18.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	18.76%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	8.63%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	22.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	22.55%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	67	0	0	0	53	66	0	67	0
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>362</b>	<b>252</b>	<b>188</b>	<b>608</b>	<b>0</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>362</b>	<b>252</b>	<b>188</b>	<b>608</b>	<b>0</b>

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	284	0	171	0	803	341	134	227	0
Background Traffic Growth	0	0	0	25	0	15	0	77	33	12	20	0
<b>Subtotal (NO BUILD - P.M.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>309</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>880</b>	<b>374</b>	<b>146</b>	<b>247</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	18.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	18.76%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	8.63%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	22.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	22.55%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	101	0	0	0	141	109	0	136	0
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>410</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>1,021</b>	<b>483</b>	<b>146</b>	<b>383</b>	<b>0</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>410</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>1,021</b>	<b>483</b>	<b>146</b>	<b>383</b>	<b>0</b>

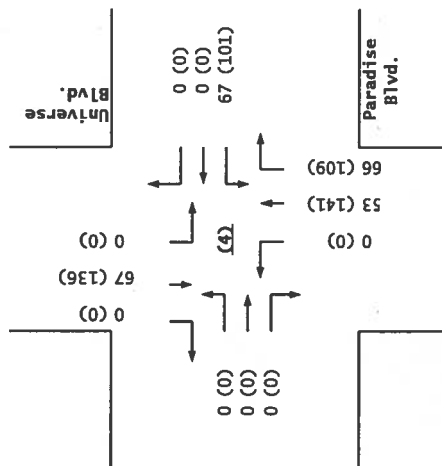
	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M. 100% Residential Development
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M. 100% Commercial Development
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M. 100% Office Development
	28	138	P.M.

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	0	0	0	205	0	110	0	282	170	173	498	0
2009 PM Peak Hr. Volumes	0	0	0	284	0	171	0	803	341	134	227	0

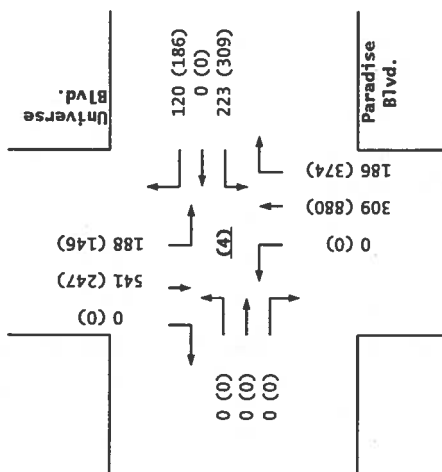
2012  
BUILD



Trips



2012  
NO BUILD



Paradise Blvd. / Universe Blvd.

**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**  
**Projected Turning Movements Worksheet**  
**Paradise Blvd. / Lyon Blvd.**

**INTERSECTION:** E-W Street: Paradise Blvd. (5)  
 N-S Street: Lyon Blvd.  
 Year of Existing Counts: 2009  
 Implementation Year: 2012  
 Growth Rates:

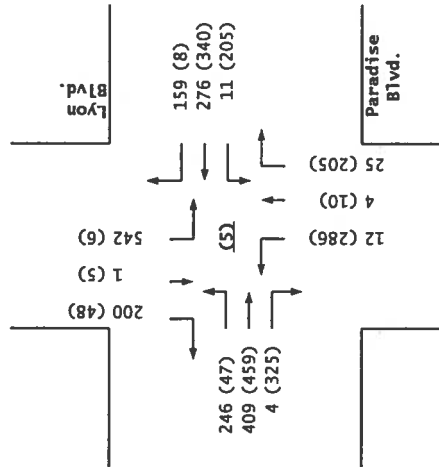
	2.90%			2.50%			2.30%			2.30%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	199	343	4	10	220	148	11	4	23	507	1	161
Background Traffic Growth	17	30	0	1	17	11	1	0	2	35	0	11
<b>Subtotal (NO BUILD - A.M.)</b>	<b>216</b>	<b>373</b>	<b>4</b>	<b>11</b>	<b>237</b>	<b>159</b>	<b>12</b>	<b>4</b>	<b>25</b>	<b>542</b>	<b>1</b>	<b>172</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.67%
Percent Residential Trips Generated(Exiting)	12.67%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.63%	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%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.78%
Percent Office Trips Generated(Exiting)	15.78%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	30	36	0	0	39	0	0	0	0	0	0	28
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>246</b>	<b>409</b>	<b>4</b>	<b>11</b>	<b>276</b>	<b>159</b>	<b>12</b>	<b>4</b>	<b>25</b>	<b>542</b>	<b>1</b>	<b>200</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>246</b>	<b>409</b>	<b>4</b>	<b>11</b>	<b>276</b>	<b>159</b>	<b>12</b>	<b>4</b>	<b>25</b>	<b>542</b>	<b>1</b>	<b>200</b>

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	356	299	191	252	7	268	9	192	6	5	15
Background Traffic Growth	1	31	26	14	19	1	18	1	13	0	0	1
<b>Subtotal (NO BUILD - P.M.)</b>	<b>10</b>	<b>387</b>	<b>325</b>	<b>205</b>	<b>271</b>	<b>8</b>	<b>286</b>	<b>10</b>	<b>205</b>	<b>6</b>	<b>5</b>	<b>16</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.67%
Percent Residential Trips Generated(Exiting)	12.67%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.63%	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%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.78%
Percent Office Trips Generated(Exiting)	15.78%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	37	72	0	0	69	0	0	0	0	0	0	32
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>47</b>	<b>459</b>	<b>325</b>	<b>205</b>	<b>340</b>	<b>8</b>	<b>286</b>	<b>10</b>	<b>205</b>	<b>6</b>	<b>5</b>	<b>48</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>47</b>	<b>459</b>	<b>325</b>	<b>205</b>	<b>340</b>	<b>8</b>	<b>286</b>	<b>10</b>	<b>205</b>	<b>6</b>	<b>5</b>	<b>48</b>

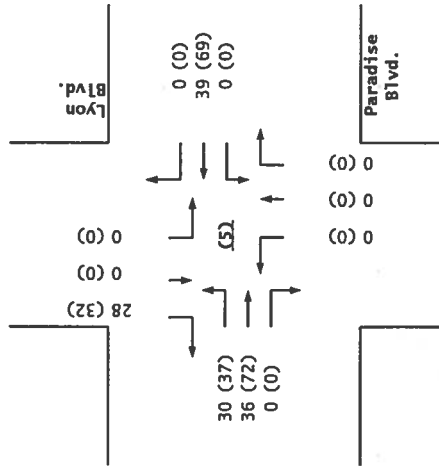
	Entering	Exiting		
Number of Residential Trips Generated	53	209	A.M.	100% Residential Development
	218	115	P.M.	
Number of Commercial Trips Generated	310	243	A.M.	100% Commercial Development
	630	654	P.M.	
Number of Office Trips Generated	135	28	A.M.	100% Office Development
	28	138	P.M.	

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	199	343	4	10	220	148	11	4	23	507	1	161
2009 PM Peak Hr. Volumes	9	356	299	191	252	7	268	9	192	6	5	15

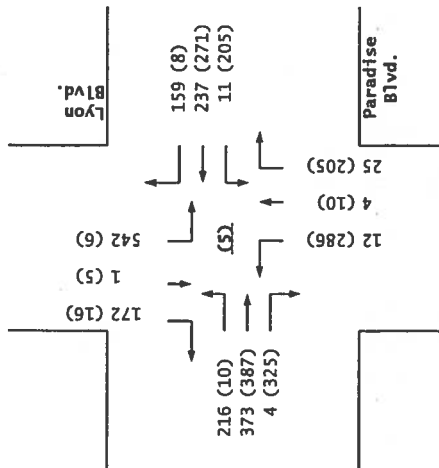
2012  
BUILD



Trips



2012  
NO BUILD



Paradise Blvd. / Lyon Blvd.

**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**  
**Projected Turning Movements Worksheet**  
**Paradise Blvd. / Golf Course Rd.**

**INTERSECTION:** E-W Street: Paradise Blvd. (6)

N-S Street: Golf Course Rd.

Year of Existing Counts 2009

Implementation Year 2012

Growth Rates

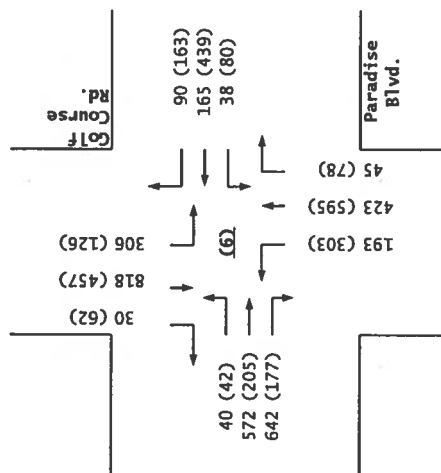
	2.50%			2.70%			2.60%			1.60%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	37	532	597	35	153	83	179	392	42	292	781	29
Background Traffic Growth	3	40	45	3	12	7	14	31	3	14	37	1
<b>Subtotal (NO BUILD - A.M.)</b>	<b>40</b>	<b>572</b>	<b>642</b>	<b>38</b>	<b>165</b>	<b>90</b>	<b>193</b>	<b>423</b>	<b>45</b>	<b>306</b>	<b>818</b>	<b>30</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.51%
Percent Residential Trips Generated(Exiting)	2.51%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.63%	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%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	2.60%
Percent Office Trips Generated(Exiting)	2.60%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	6	29	0	0	35	0	0	2	0	0	4	5
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>46</b>	<b>601</b>	<b>642</b>	<b>38</b>	<b>200</b>	<b>90</b>	<b>193</b>	<b>425</b>	<b>45</b>	<b>306</b>	<b>822</b>	<b>35</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>46</b>	<b>601</b>	<b>642</b>	<b>38</b>	<b>200</b>	<b>90</b>	<b>193</b>	<b>425</b>	<b>45</b>	<b>306</b>	<b>822</b>	<b>35</b>

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	39	191	165	74	406	151	281	552	72	120	436	59
Background Traffic Growth	3	14	12	6	33	12	22	43	6	6	21	3
<b>Subtotal (NO BUILD - P.M.)</b>	<b>42</b>	<b>205</b>	<b>177</b>	<b>80</b>	<b>439</b>	<b>163</b>	<b>303</b>	<b>595</b>	<b>78</b>	<b>126</b>	<b>457</b>	<b>62</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.51%
Percent Residential Trips Generated(Exiting)	2.51%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.63%	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%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	2.60%
Percent Office Trips Generated(Exiting)	2.60%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	7	66	0	0	63	0	0	1	0	0	3	6
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>49</b>	<b>271</b>	<b>177</b>	<b>80</b>	<b>502</b>	<b>163</b>	<b>303</b>	<b>596</b>	<b>78</b>	<b>126</b>	<b>460</b>	<b>68</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>49</b>	<b>271</b>	<b>177</b>	<b>80</b>	<b>502</b>	<b>163</b>	<b>303</b>	<b>596</b>	<b>78</b>	<b>126</b>	<b>460</b>	<b>68</b>

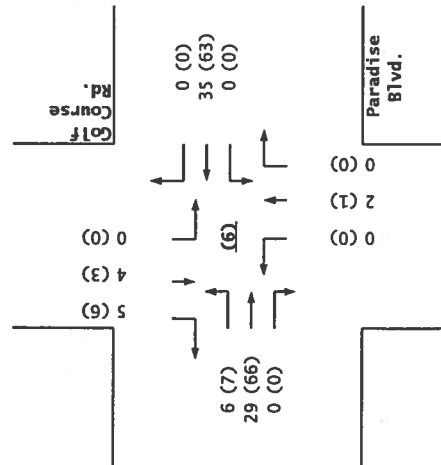
	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M. 100% Residential Development
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M. 100% Commercial Development
	830	654	P.M.
Number of Office Trips Generated	135	28	A.M. 100% Office Development
	28	138	P.M.

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	37	532	597	35	153	83	179	392	42	292	781	29
2009 PM Peak Hr. Volumes	39	191	165	74	406	151	281	552	72	120	436	59

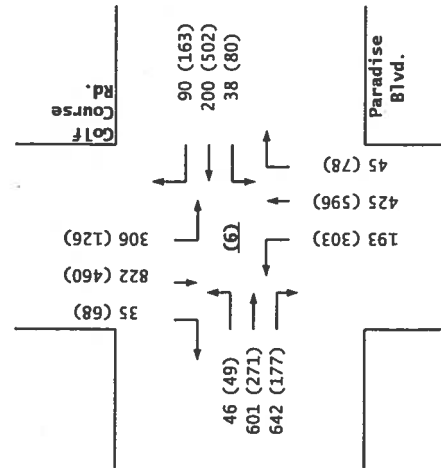
2012  
NO BUILD



Trips



2012  
BUILD



Paradise Blvd. / Golf Course Rd.

# *Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)*

## Projected Turning Movements Worksheet

### Paseo del Norte / Golf Course Rd.

INTERSECTION: E-W Street: Paseo del Norte (7)  
N-S Street: Golf Course Rd.

Year of Existing Counts 2009  
Implementation Year 2012

Growth Rates

3.72%

3.00%

2.70%

2.60%

Existing Volumes

Background Traffic Growth

**Subtotal (NO BUILD - A.M.)**

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

**Subtotal AM Pk Hr. BUILD Volumes**

Pass-by Trip Adjustments

**Total AM Peak Hour BUILD Volumes**

Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
41	648	87	108	152	134	73	480	322	650	700	14
5	72	10	10	14	12	6	39	26	51	55	1
46	720	97	118	166	146	79	519	348	701	755	15
0.00%	0.00%	0.00%	0.00%	63.63%	0.00%	13.92%	0.00%	0.00%	0.00%	0.00%	1.00%
1.00%	63.63%	13.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	6.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	6.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	51.07%	0.00%	20.02%	0.00%	0.00%	0.00%	0.00%	2.00%
2.00%	51.07%	20.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	162	35	0	122	0	34	0	0	0	0	4
49	882	132	118	288	146	113	519	348	701	755	19
0	0	0	0	0	0	0	0	0	0	0	0
49	882	132	118	288	146	113	519	348	701	755	19

Existing Volumes

Background Traffic Growth

**Subtotal (NO BUILD - P.M.)**

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

**Subtotal PM Pk Hr. BUILD Volumes**

Pass-by Trip Adjustments

**Total PM Peak Hour BUILD Volumes**

Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
64	168	30	531	531	558	138	906	232	251	840	19
7	19	3	48	48	50	11	73	19	20	66	1
71	187	33	579	579	608	149	979	251	271	906	20
0.00%	0.00%	0.00%	0.00%	63.63%	0.00%	13.92%	0.00%	0.00%	0.00%	0.00%	1.00%
1.00%	63.63%	13.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	6.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	6.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	51.07%	0.00%	20.02%	0.00%	0.00%	0.00%	0.00%	2.00%
2.00%	51.07%	20.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	184	44	0	193	0	36	0	0	0	0	3
75	371	77	579	772	608	185	979	251	271	906	23
0	0	0	0	0	0	0	0	0	0	0	0
75	371	77	579	772	608	185	979	251	271	906	23

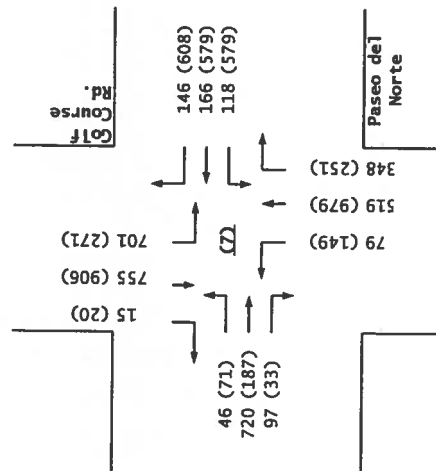
	Entering	Exiting	
Number of Residential Trips Generated	63	209	A.M. 100% Residential Development
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M. 100% Commercial Development
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M. 100% Office Development
	28	138	P.M.

2009 AM Peak Hr. Volumes  
2009 PM Peak Hr. Volumes

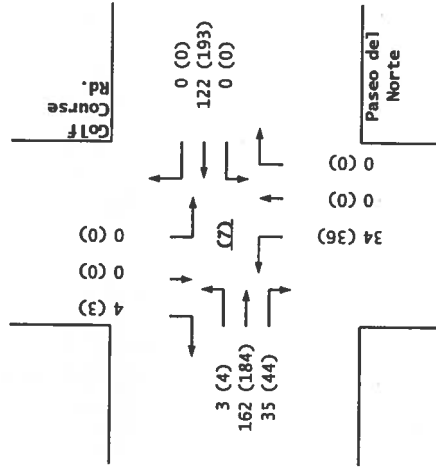
Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
41	648	87	108	152	134	73	480	322	650	700	14
64	168	30	531	531	558	138	906	232	251	840	19



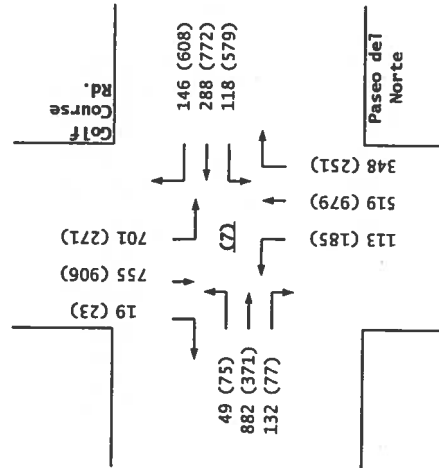
2012  
NO BUILD



Trips



2012  
BUILD



Paseo del Norte / Golf Course Rd.

# *Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)*

## Projected Turning Movements Worksheet

### Paseo del Norte / Blvd. del Oeste

INTERSECTION: E-W Street: Paseo del Norte (8)

N-S Street: Blvd. del Oeste

Year of Existing Counts 2009

Implementation Year 2012

Growth Rates

	5.90%			5.90%			3.00%			3.00%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	27	0	0	168	0	0	0	0	0	0	0
Background Traffic Growth	0	5	0	0	30	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - A.M.)</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>198</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.02%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.02%	33.23%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	9.93%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.93%	0.52%	27.63%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.01%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%	33.24%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	31	149	0	0	24	1	145	0	2	0
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>0</b>	<b>32</b>	<b>31</b>	<b>149</b>	<b>198</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>145</b>	<b>0</b>	<b>2</b>	<b>0</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>32</b>	<b>31</b>	<b>149</b>	<b>198</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>145</b>	<b>0</b>	<b>2</b>	<b>0</b>

Existing Volumes

Background Traffic Growth

**Subtotal (NO BUILD - P.M.)**

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

**Subtotal PM Pk Hr. BUILD Volumes**

Pass-by Trip Adjustments

**Total PM Peak Hour BUILD Volumes**

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	151	0	0	63	0	0	0	0	0	0	0
Background Traffic Growth	0	27	0	0	11	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - P.M.)</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.02%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.02%	33.23%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	9.93%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.93%	0.52%	27.63%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.01%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%	33.24%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	63	255	0	0	65	3	265	0	3	0
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>0</b>	<b>178</b>	<b>63</b>	<b>255</b>	<b>74</b>	<b>0</b>	<b>65</b>	<b>3</b>	<b>265</b>	<b>0</b>	<b>3</b>	<b>0</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>178</b>	<b>63</b>	<b>255</b>	<b>74</b>	<b>0</b>	<b>65</b>	<b>3</b>	<b>265</b>	<b>0</b>	<b>3</b>	<b>0</b>

Entering Exiting

Number of Residential Trips Generated 53 209 A.M. 100% Residential Development

218 115 P.M.

Number of Commercial Trips Generated 310 243 A.M. 100% Commercial Development

630 654 P.M.

Number of Office Trips Generated 135 28 A.M. 100% Office Development

28 138 P.M.

2009 AM Peak Hr. Volumes

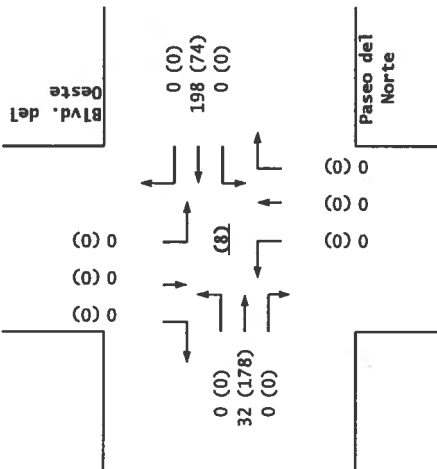
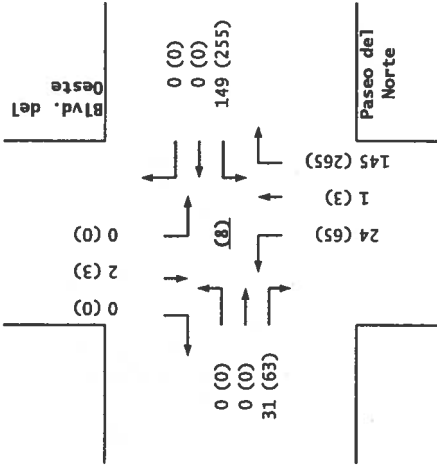
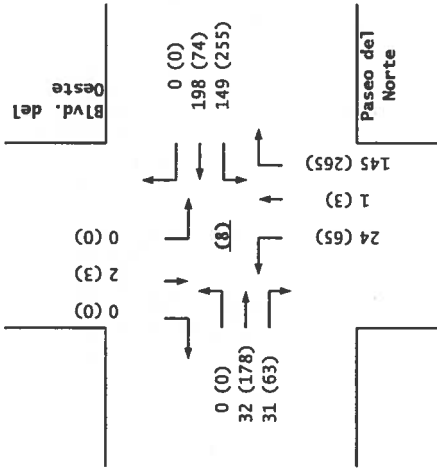
2009 PM Peak Hr. Volumes

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	0	27	0	0	168	0	0	0	0	0	0	0
2009 PM Peak Hr. Volumes	0	151	0	0	63	0	0	0	0	0	0	0

2012  
BUILD

Trips

2012  
NO BUILD



Paseo del Norte / Blvd. del Oeste

# *Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)*

Projected Turning Movements Worksheet

## **Driveway 'A' / Blvd. del Oeste**

INTERSECTION: E-W Street: Driveway 'A' (9)  
 N-S Street: Blvd. del Oeste  
 Year of Existing Counts: 2009  
 Implementation Year: 2012

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - A.M.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	33.27%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.02%	0.00%	33.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.07%	38.08%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	3.07%	0.00%	38.08%	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%	0.01%	33.26%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.01%	0.00%	33.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	7	0	172	0	0	10	181	0	0
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	7	0	172	0	0	10	181	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>181</b>	<b>0</b>	<b>0</b>

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - P.M.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	33.27%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.02%	0.00%	33.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.07%	38.08%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	3.07%	0.00%	38.08%	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%	0.01%	33.26%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.01%	0.00%	33.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	20	0	333	0	0	19	322	0	0
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	20	0	333	0	0	19	322	0	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>333</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>322</b>	<b>0</b>	<b>0</b>

	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M.
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M.
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M.
	28	138	P.M.

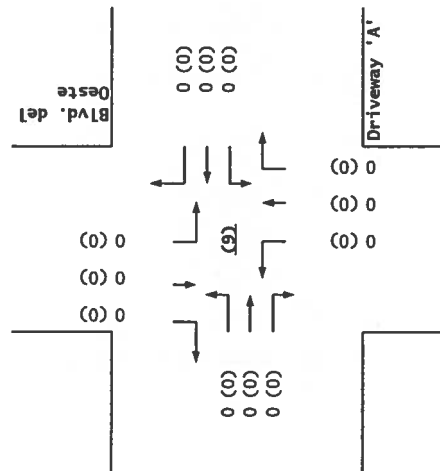
100% Commercial Development

100% Office Development

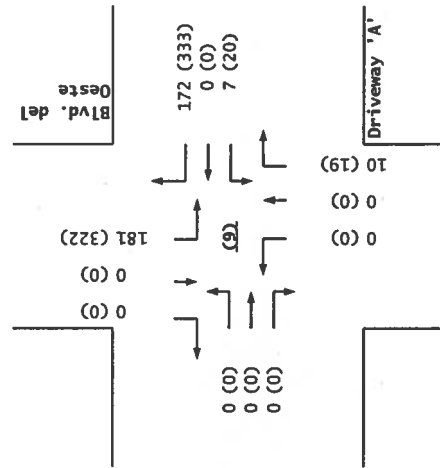
2009 AM Peak Hr. Volumes  
 2009 PM Peak Hr. Volumes

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2009 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

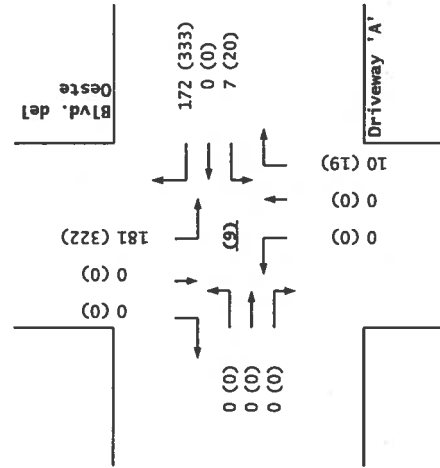
2012  
NO BUILD



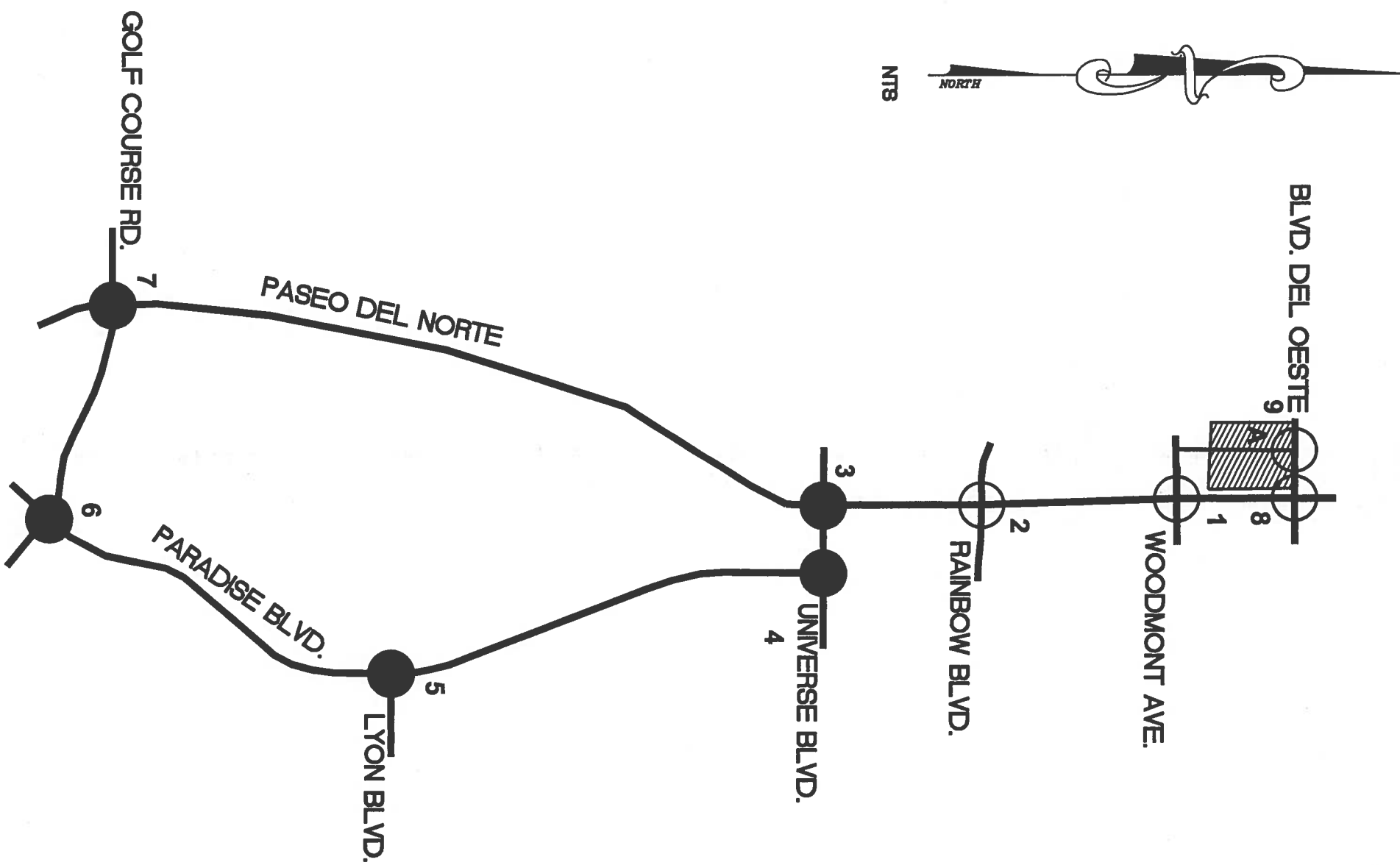
Trips



2012  
BUILD

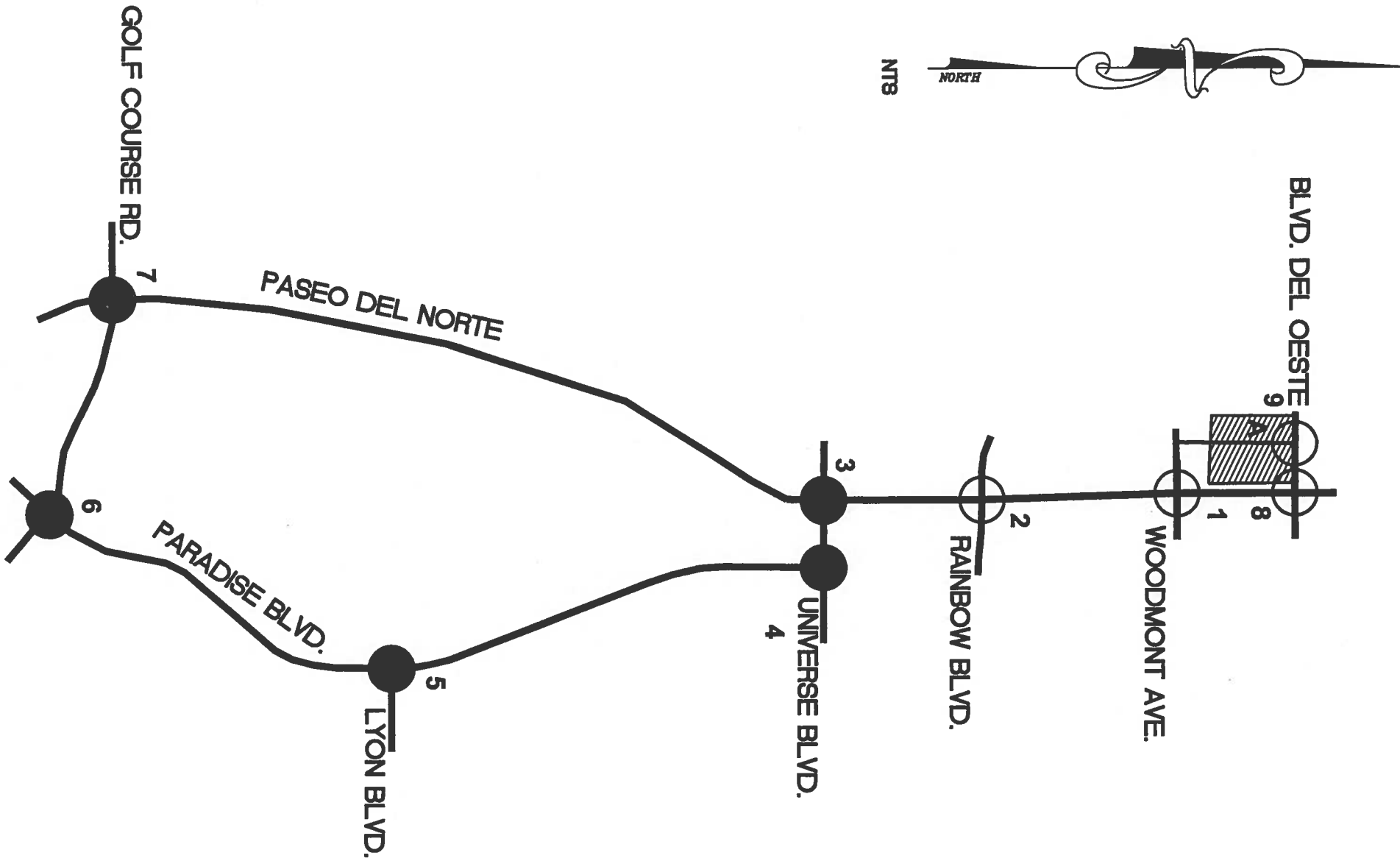


Driveway 'A' / Blvd. del Oeste



1: Paseo del Norte & Woodmont Ave.		1: Paseo del Norte & Woodmont Ave.		1: Paseo del Norte & Woodmont Ave.	
Woodmont Ave.	27(11) 0(0) 412(178)	Woodmont Ave.	0(0) 2(4) 0(0)	Woodmont Ave.	27(11) 2(4) 412(178)
1	6(26) 26(147) 0(0)	1	0(0) 143(255) 0(0)	1	6(26) 17(147) 0(0)
Paseo del Norte	42(391) 168(67) 0(0)	Paseo del Norte	0(0) 143(255) 296(512)	Paseo del Norte	42(391) 317(317) 296(512)
2: Paseo del Norte & Rainbow Blvd.		2: Paseo del Norte & Rainbow Blvd.		2: Paseo del Norte & Rainbow Blvd.	
Rainbow Blvd.	28(6) 217(40) 383(104)	Rainbow Blvd.	115(234) 0(0) 0(0)	Rainbow Blvd.	143(240) 217(40) 383(104)
2	8(24) 33(192) 79(15)	2	90(243) 336(521) 11(29)	2	98(267) 729(713) 90(44)
Paseo del Norte	36(284) 132(319) 149(97)	Paseo del Norte	0(0) 315(505) 0(0)	Paseo del Norte	36(284) 447(824) 149(97)
3: Paseo del Norte & Universe Blvd.		3: Paseo del Norte & Universe Blvd.		3: Paseo del Norte & Universe Blvd.	
Universe Blvd.	141(175) 717(356) 372(161)	Universe Blvd.	135(238) 0(0) 0(0)	Universe Blvd.	276(413) 717(356) 372(161)
3	159(229) 545(224) 352(80)	3	120(251) 199(232) 16(38)	3	279(476) 744(456) 378(118)
Paseo del Norte	107(380) 114(249) 79(41)	Paseo del Norte	0(0) 160(231) 0(0)	Paseo del Norte	107(380) 274(580) 79(41)
4: Paradise Blvd. & Universe Blvd.		4: Paradise Blvd. & Universe Blvd.		4: Paradise Blvd. & Universe Blvd.	
Universe Blvd.	0(0) 541(247) 188(146)	Universe Blvd.	0(0) 67(136) 0(0)	Universe Blvd.	0(0) 608(383) 188(146)
4	0(0) 0(0) 0(0)	4	0(0) 0(0) 0(0)	4	0(0) 0(0) 0(0)
Paradise Blvd.	120(186) 0(0) 223(309)	Paradise Blvd.	0(0) 0(0) 67(101)	Paradise Blvd.	120(186) 0(0) 290(410)
4: Paradise Blvd. & Universe Blvd.		4: Paradise Blvd. & Universe Blvd.		4: Paradise Blvd. & Universe Blvd.	
Universe Blvd.	0(0) 309(880) 186(374)	Universe Blvd.	0(0) 53(141) 66(109)	Universe Blvd.	0(0) 362(1021) 252(483)
4	0(0) 0(0) 0(0)	4	0(0) 0(0) 0(0)	4	0(0) 0(0) 0(0)
Paradise Blvd.	0(0) 0(0) 0(0)	Paradise Blvd.	0(0) 0(0) 0(0)	Paradise Blvd.	0(0) 0(0) 0(0)





NO BUILD Volumes AM(PM)	Trips Generated Volumes AM(PM)	BUILD Volumes AM(PM)
<div> <div>Blvd. del Oeste</div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div> <div>9</div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div> <div>Driveway 'A'</div> </div> <div>9: Driveway 'A' &amp; Blvd. del Oeste</div>	<div> <div>Blvd. del Oeste</div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div> <div>9</div> <div> <div>172(333)</div> <div>0(0)</div> <div>7(20)</div> </div> <div>Driveway 'A'</div> </div> <div>9: Driveway 'A' &amp; Blvd. del Oeste</div>	<div> <div>Blvd. del Oeste</div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div> <div>9</div> <div> <div>172(333)</div> <div>0(0)</div> <div>7(20)</div> </div> <div>Driveway 'A'</div> </div> <div>9: Driveway 'A' &amp; Blvd. del Oeste</div>



# **Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

## Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2022) - 100% Development

### INTERSECTION: Summary

Paseo del Norte / Woodmont Ave.		0.75			0.93			0.88			PHF		
(1)		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Woodmont Ave.)			Southbound (Woodmont Ave.)		
	2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)		5	22	0	0	143	36	0	0	0	378	0	25
2022 (NO BUILD - A.M.)		190	836	0	0	461	116	0	0	0	525	0	35
2022 (BUILD - A.M.)		190	981	0	296	610	116	0	1	292	525	2	35

		0.92			0.93			0.75			PHF		
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Woodmont Ave.)			Southbound (Woodmont Ave.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)		22	125	0	0	53	332	0	0	0	163	0	10
2022 (NO BUILD - P.M.)		140	794	0	0	167	1,047	0	0	0	227	0	14
2022 (BUILD - P.M.)		140	1,059	0	512	422	1,047	0	3	529	227	4	14

Paseo del Norte / Rainbow Blvd.		0.89			0.78			0.75			0.77			PHF
(2)		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)			
	2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		7	334	67	127	112	31	25	77	139	357	202	26	
2022 (NO BUILD - A.M.)		17	793	159	200	176	49	54	165	299	482	273	35	
2022 (BUILD - A.M.)		107	1,129	170	200	491	49	68	165	299	482	273	150	

		0.88			0.89			0.84			0.75			PHF
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		20	163	13	82	271	241	49	71	81	97	37		6
2022 (NO BUILD - P.M.)		97	792	63	136	451	401	186	269	307	358	137		22
2022 (BUILD - P.M.)		340	1,313	92	136	956	401	214	269	307	358	137		256

Paseo del Norte / Universe Blvd.		0.94			0.75			0.80			0.89			PHF
(3)		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)			
	2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		131	447	297	79	113	106	34	269	32	330	636	125	
2022 (NO BUILD - A.M.)		155	529	352	206	295	277	47	369	44	333	642	126	
2022 (BUILD - A.M.)		275	728	368	206	455	277	68	369	44	333	642	261	

		0.76			0.94			0.97			0.86			PHF
		Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		192	191	69	39	326	354	136	576	12	148	328	161	
2022 (NO BUILD - P.M.)		322	320	115	72	605	659	148	628	13	219	484	237	
2022 (BUILD - P.M.)		573	552	153	72	836	659	183	628	13	219	484	475	

Paradise Blvd. / Universe Blvd.				0.75				0.81				0.75				PHF	
(4)	Eastbound (Paradise Blvd.)				Westbound (Paradise Blvd.)				Northbound (Universe Blvd.)				Southbound (Universe Blvd.)				
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		
2.0% Truck																	
Existing (2009)	0	0	0		205	0	110		0	282	170		173	498	0		
2022 (NO BUILD - A.M.)	0	0	0		207	0	111		0	483	291		198	569	0		
2022 (BUILD - A.M.)	0	0	0		274	0	111		0	536	357		198	636	0		

		0.92						0.99						0.94						PHF
		Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)									
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
Existing (2009)		0	0	0	284	0	171	0	803	341	134	227	0							
2022 (NO BUILD - P.M.)		0	0	0	284	0	171	0	845	359	261	443	0							
2022 (BUILD - P.M.)		0	0	0	385	0	171	0	986	468	261	579	0							

# Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)

## Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2022) - 100% Development

### INTERSECTION: Summary

#### Paradise Blvd. / Lyon Blvd.

(5)

		Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)			
2.0% Truck		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		199	343	4	10	220	148	11	4	23	507	1	161	
2022 (NO BUILD - A.M.)		237	408	5	18	395	266	128	47	268	878	2	279	
2022 (BUILD - A.M.)		267	444	5	18	434	266	128	47	268	878	2	307	
		0.95			0.91			0.95			0.81			PHF
		Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)			
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)		9	356	299	191	252	7	268	9	192	6	5	15	
2022 (NO BUILD - P.M.)		9	364	306	325	429	12	455	15	326	200	167	500	
2022 (BUILD - P.M.)		46	436	306	325	498	12	455	15	326	200	167	532	

#### Paradise Blvd. / Golf Course Rd.

(6)

2.0% Truck	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2009)	37	532	597	35	153	83	179	392	42	292	781	29	
2022 (NO BUILD - A.M.)	37	532	597	54	238	129	222	485	52	325	871	32	
2022 (BUILD - A.M.)	43	561	597	54	273	129	222	487	52	325	875	37	

Existing (2009)	0.87			0.82			0.93			0.94			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2022 (NO BUILD - P.M.)	39	191	165	74	406	151	281	552	72	120	436	59	
2022 (BUILD - P.M.)	70	342	296	77	420	156	414	814	106	179	649	88	
	77	408	296	77	483	156	414	815	106	179	652	94	

#### Paseo del Norte / Golf Course Rd.

(7)

2.0% Truck	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)			PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	41	648	87	108	152	134	73	480	322	650	700	14	
Existing (2009)	85	1,340	180	228	321	283	93	613	411	714	769	15	
2022 (NO BUILD - A.M.)	88	1,502	215	228	443	283	127	613	411	714	769	19	
2022 (BUILD - A.M.)													

Existing (2009)	0.89			0.92			0.91			0.89			PHF
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2022 (NO BUILD - P.M.)	64	188	30	531	531	558	138	906	232	251	840	19	
2022 (BUILD - P.M.)	283	742	133	688	688	723	178	1,168	299	275	921	21	
	287	926	177	688	881	723	214	1,168	299	275	921	24	

#### Paseo del Norte / Blvd. del Oeste

(8)	<table><tr><th colspan="3">Eastbound (Paseo del Norte)</th><th colspan="3">Westbound (Paseo del Norte)</th><th colspan="3">Northbound (Blvd. del Oeste)</th><th colspan="3">Southbound (Blvd. del Oeste)</th></tr><tr><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th></tr><tr><td>0</td><td>27</td><td>0</td><td>0</td><td>168</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>1,026</td><td>0</td><td>0</td><td>573</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>1,026</td><td>31</td><td>149</td><td>573</td><td>0</td><td>24</td><td>1</td><td>145</td><td>0</td><td>2</td><td>0</td></tr></table>												Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	0	27	0	0	168	0	0	0	0	0	0	0	0	1,026	0	0	573	0	0	0	0	0	0	0	0	1,026	31	149	573	0	24	1	145	0	2	0																		
Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)																																																																																	
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right																																																																															
0	27	0	0	168	0	0	0	0	0	0	0																																																																															
0	1,026	0	0	573	0	0	0	0	0	0	0																																																																															
0	1,026	31	149	573	0	24	1	145	0	2	0																																																																															
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	<table><tr><th colspan="3">0.88</th><th colspan="3">0.83</th><th colspan="3">0.75</th><th colspan="3">0.75</th><th>PHF</th></tr><tr><th colspan="3">Eastbound (Paseo del Norte)</th><th colspan="3">Westbound (Paseo del Norte)</th><th colspan="3">Northbound (Blvd. del Oeste)</th><th colspan="3">Southbound (Blvd. del Oeste)</th><th></th></tr><tr><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th><th></th></tr><tr><td>0</td><td>151</td><td>0</td><td>0</td><td>63</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>935</td><td>0</td><td>0</td><td>1,092</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>935</td><td>63</td><td>255</td><td>1,092</td><td>0</td><td>65</td><td>3</td><td>265</td><td>0</td><td>3</td><td>0</td><td>0</td></tr></table>												0.88			0.83			0.75			0.75			PHF	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		0	151	0	0	63	0	0	0	0	0	0	0	0	0	935	0	0	1,092	0	0	0	0	0	0	0	0	0	935	63	255	1,092	0	65	3	265	0	3	0	0
0.88			0.83			0.75			0.75			PHF																																																																														
Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)																																																																																	
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right																																																																															
0	151	0	0	63	0	0	0	0	0	0	0	0																																																																														
0	935	0	0	1,092	0	0	0	0	0	0	0	0																																																																														
0	935	63	255	1,092	0	65	3	265	0	3	0	0																																																																														
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2022 (BUILD - P.M.)																																																																																										

#### Driveway 'A' / Blvd. del Oeste

(9)	<table><tr><th colspan="3">Eastbound (Driveway 'A')</th><th colspan="3">Westbound (Driveway 'A')</th><th colspan="3">Northbound (Blvd. del Oeste)</th><th colspan="3">Southbound (Blvd. del Oeste)</th></tr><tr><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th><th>Left</th><th>Thru</th><th>Right</th></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>7</td><td>0</td><td>172</td><td>0</td><td>0</td><td>10</td><td>181</td><td>0</td><td>0</td></tr></table>												Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	172	0	0	10	181	0	0																		
Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)																																																																																	
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0.75			0.75			0.82			0.82			PHF																																																																														
Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)																																																																																	
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**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**  
**Projected Turning Movements Worksheet**  
**Paseo del Norte / Woodmont Ave.**

**INTERSECTION:** E-W Street: **Paseo del Norte** (1)

N-S Street: **Woodmont Ave.**

Year of Existing Counts **2009**

Horizon Year **2022**

Growth Rates

	284.48%			17.11%			3.00%			3.00%		
	<b>Eastbound (Paseo del Norte)</b>			<b>Westbound (Paseo del Norte)</b>			<b>Northbound (Woodmont Ave.)</b>			<b>Southbound (Woodmont Ave.)</b>		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	5	22	0	0	143	36	0	0	0	378	0	25
Background Traffic Growth	185	814	0	0	318	80	0	0	0	147	0	10
<b>Subtotal (NO BUILD - A.M.)</b>	<b>190</b>	<b>836</b>	<b>0</b>	<b>0</b>	<b>461</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>525</b>	<b>0</b>	<b>35</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	66.46%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	66.46%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	55.25%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	55.25%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	66.48%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	66.73%	0.00%	0.00%	0.00%
Total Trips Generated	0	145	0	296	149	0	0	1	292	0	2	0
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>190</b>	<b>981</b>	<b>0</b>	<b>296</b>	<b>610</b>	<b>116</b>	<b>0</b>	<b>1</b>	<b>292</b>	<b>525</b>	<b>2</b>	<b>35</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>190</b>	<b>981</b>	<b>0</b>	<b>296</b>	<b>610</b>	<b>116</b>	<b>0</b>	<b>1</b>	<b>292</b>	<b>525</b>	<b>2</b>	<b>35</b>

	41.14%			16.57%			3.00%			3.00%		
	<b>Eastbound (Paseo del Norte)</b>			<b>Westbound (Paseo del Norte)</b>			<b>Northbound (Woodmont Ave.)</b>			<b>Southbound (Woodmont Ave.)</b>		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	22	125	0	0	53	332	0	0	0	163	0	10
Background Traffic Growth	118	669	0	0	114	715	0	0	0	64	0	4
<b>Subtotal (NO BUILD - P.M.)</b>	<b>140</b>	<b>794</b>	<b>0</b>	<b>0</b>	<b>167</b>	<b>1,047</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>14</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	66.46%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	66.46%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	55.25%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	55.25%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	66.48%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	66.73%	0.00%	0.00%	0.00%
Total Trips Generated	0	265	0	512	255	0	0	3	529	0	4	0
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>140</b>	<b>1,059</b>	<b>0</b>	<b>512</b>	<b>422</b>	<b>1,047</b>	<b>0</b>	<b>3</b>	<b>529</b>	<b>227</b>	<b>4</b>	<b>14</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>140</b>	<b>1,059</b>	<b>0</b>	<b>512</b>	<b>422</b>	<b>1,047</b>	<b>0</b>	<b>3</b>	<b>529</b>	<b>227</b>	<b>4</b>	<b>14</b>

	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M. 100% Residential Development
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M. 100% Commercial Development
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M. 100% Office Development
	28	138	P.M.

	<b>Eastbound (Paseo del Norte)</b>			<b>Westbound (Paseo del Norte)</b>			<b>Northbound (Woodmont Ave.)</b>			<b>Southbound (Woodmont Ave.)</b>		
2009 AM Peak Hr. Volumes	5	22	0	0	143	36	0	0	0	378	0	25
2009 PM Peak Hr. Volumes	22	125	0	0	53	332	0	0	0	163	0	10

**MRCOG Forecast Volumes Worksheet**

**Based on 2009 Traffic Count**

2009 AM Link Volume	27	179	0	403
2009 PM Link Volume	147	385	0	173

**Based on MRCOG Model (2030 Data Set)**

2004 AM Link Volume	10	64	NA	NA
2004 PM Link Volume	226	28	NA	NA
2030 AM Link Volume	1640	822	NA	NA
2030 PM Link Volume	1417	1725	NA	NA

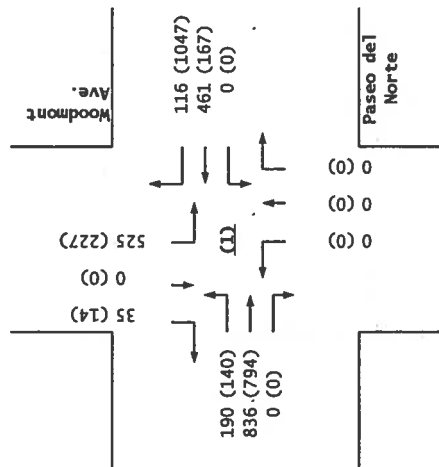
**Growth Rate to Apply to Existing Counts to Match 2030 Forecasts**

2009-2030 AM Growth Rates	284.48%	17.11%	#####	#####
2009-2030 PM Growth Rates	41.14%	16.57%	#####	#####

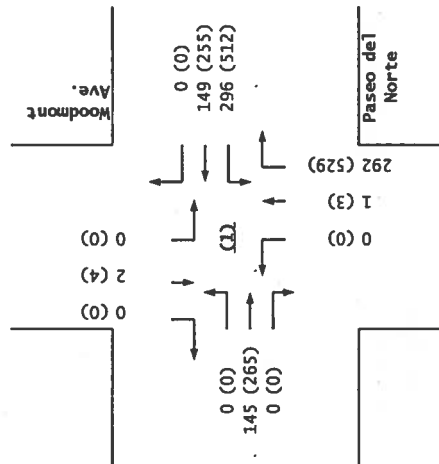
**Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts**

2004-2030 AM Growth Rates	626.92%	45.55%	#VALUE!	#VALUE!
2004-2030 PM Growth Rates	20.27%	233.10%	#VALUE!	#VALUE!

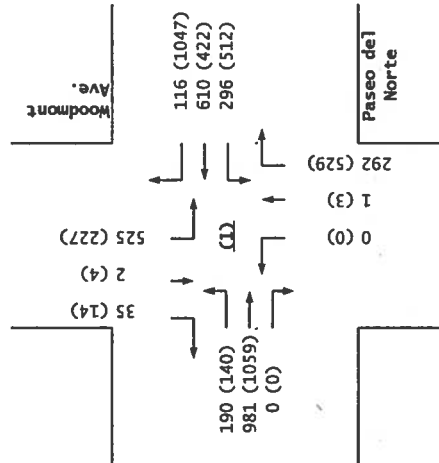
2022  
NO BUILD



Trips



2022  
BUILD



Paseo del Norte / Woodmont Ave.

# **Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

## Projected Turning Movements Worksheet

### **Paseo del Norte / Rainbow Blvd.**

**INTERSECTION:** E-W Street: **Paseo del Norte** (2)  
N-S Street: **Rainbow Blvd.**

Year of Existing Counts: **2009**  
Horizon Year: **2022**

Growth Rates

Existing Volumes

Background Traffic Growth

**Subtotal (NO BUILD - A.M.)**

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

**Subtotal AM Pk Hr. BUILD Volumes**

Pass-by Trip Adjustments

**Total AM Peak Hour BUILD Volumes**

10.56%			4.39%			8.83%			2.69%		
Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7	334	67	127	112	31	25	77	139	357	202	26
10	459	92	73	64	18	29	88	160	125	71	9
17	793	159	200	176	49	54	165	299	482	273	35
0.00%	0.00%	0.00%	0.00%	99.46%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.21%
0.21%	99.46%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	41.24%	0.00%	4.50%	0.00%	0.00%	0.00%	0.00%	37.14%
37.14%	41.24%	4.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	99.46%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.25%
0.25%	99.46%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
90	336	11	0	315	0	14	0	0	0	0	115
107	1,129	170	200	491	49	68	165	299	482	273	150
0	0	0	0	0	0	0	0	0	0	0	0
107	1,129	170	200	491	49	68	165	299	482	273	150

Existing Volumes

Background Traffic Growth

**Subtotal (NO BUILD - P.M.)**

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

**Subtotal PM Pk Hr. BUILD Volumes**

Pass-by Trip Adjustments

**Total PM Peak Hour BUILD Volumes**

29.66%			5.10%			21.44%			20.71%		
Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
20	163	13	82	271	241	49	71	81	97	37	6
77	629	50	54	180	160	137	198	226	261	100	16
97	792	63	136	451	401	186	269	307	358	137	22
0.00%	0.00%	0.00%	0.00%	99.46%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.21%
0.21%	99.46%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	41.24%	0.00%	4.50%	0.00%	0.00%	0.00%	0.00%	37.14%
37.14%	41.24%	4.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	99.46%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.25%
0.25%	99.46%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
243	521	29	0	505	0	28	0	0	0	0	234
340	1,313	92	136	956	401	214	269	307	358	137	256
0	0	0	0	0	0	0	0	0	0	0	0
340	1,313	92	136	956	401	214	269	307	358	137	256

Number of Residential Trips Generated

Entering	Exiting		
53	209	A.M.	100% Residential Development
218	115	P.M.	
310	243	A.M.	100% Commercial Development
630	654	P.M.	
135	28	A.M.	100% Office Development
28	138	P.M.	

2009 AM Peak Hr. Volumes  
2009 PM Peak Hr. Volumes

Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Rainbow Blvd.)			Southbound (Rainbow Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7	334	67	127	112	31	25	77	139	357	202	26
20	163	13	82	271	241	49	71	81	97	37	6

#### MRCOG Forecast Volumes Worksheet

##### Based on 2009 Traffic Count

2009 AM Link Volume	408	270	241	585
2009 PM Link Volume	196	594	201	140

##### Based on MRCOG Model (2030 Data Set)

2004 AM Link Volume	10	128	0	516
2004 PM Link Volume	226	365	0	227
2030 AM Link Volume	1313	519	688	915
2030 PM Link Volume	1417	1230	1106	749

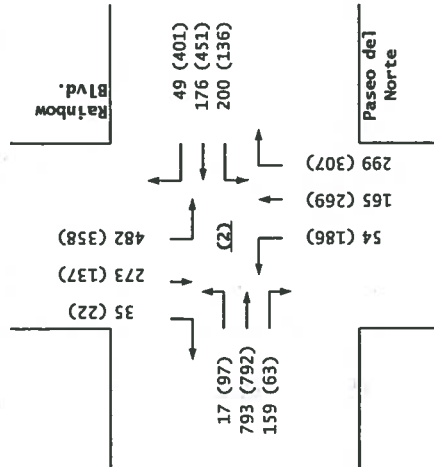
##### Growth Rate to Apply to Existing Counts to Match 2030 Forecasts

2009-2030 AM Growth Rates	10.56%	4.39%	8.83%	2.69%
2009-2030 PM Growth Rates	29.66%	5.10%	21.44%	20.71%

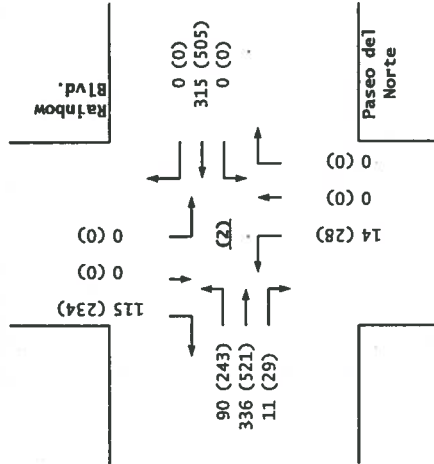
##### Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts

2004-2030 AM Growth Rates	501.15%	11.75%	#DIV/0!	2.97%
2004-2030 PM Growth Rates	20.27%	9.11%	#DIV/0!	8.84%

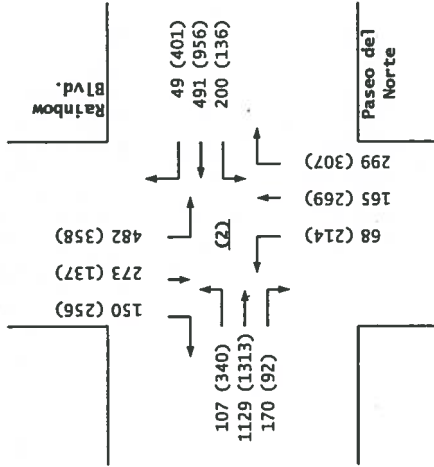
2022  
NO BUILD



Trips



2022  
BUILD



Paseo del Norte / Rainbow Blvd.

**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

## Projected Turning Movements Worksheet

**Paseo del Norte / Universe Blvd.****INTERSECTION:** E-W Street: **Paseo del Norte** (3)N-S Street: **Universe Blvd.**Year of Existing Counts **2008**Horizon Year **2022**

Growth Rates

Existing Volumes

Background Traffic Growth

**Subtotal (NO BUILD - A.M.)**

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal AM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

**Total AM Peak Hour BUILD Volumes**

1.43%			14.16%			2.97%			0.06%		
Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
129	441	293	69	99	93	33	261	31	330	636	125
26	88	59	137	196	184	14	108	13	3	6	1
155	529	352	206	295	277	47	369	44	333	642	126
0.00%	0.00%	0.00%	0.00%	78.55%	0.00%	1.94%	0.00%	0.00%	0.00%	0.00%	18.97%
18.97%	78.55%	1.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	6.28%	0.00%	4.71%	0.00%	0.00%	0.00%	0.00%	30.25%
30.25%	6.28%	4.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	73.09%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	22.80%
22.80%	73.09%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
120	199	16	0	160	0	21	0	0	0	0	135
275	728	368	206	455	277	68	369	44	333	642	261
0	0	0	0	0	0	0	0	0	0	0	0
275	728	368	206	455	277	68	369	44	333	642	261

Existing Volumes

Background Traffic Growth

**Subtotal (NO BUILD - P.M.)**

Percent Residential Trips Generated(Entering)

Percent Residential Trips Generated(Exiting)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Total Trips Generated

Subtotal PM Pk Hr. BUILD Volumes

Pass-by Trip Adjustments

**Total PM Peak Hour BUILD Volumes**

5.49%			7.08%			0.70%			3.80%		
Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
182	181	65	36	304	331	135	572	12	143	316	155
140	139	50	36	301	328	13	56	1	76	188	82
322	320	115	72	605	659	148	628	13	219	484	237
0.00%	0.00%	0.00%	0.00%	78.55%	0.00%	1.94%	0.00%	0.00%	0.00%	0.00%	18.97%
18.97%	78.55%	1.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	6.28%	0.00%	4.71%	0.00%	0.00%	0.00%	0.00%	30.25%
30.25%	6.28%	4.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	73.09%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	22.80%
22.80%	73.09%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
251	232	38	0	231	0	35	0	0	0	0	238
573	552	153	72	836	659	183	628	13	219	484	475
0	0	0	0	0	0	0	0	0	0	0	0
573	552	153	72	836	659	183	628	13	219	484	475

Number of Residential Trips Generated

Entering

Exiting

218 115 A.M.

100% Residential Development

Number of Commercial Trips Generated

310 243 A.M.

100% Commercial Development

Number of Office Trips Generated

135 28 A.M.

100% Office Development

28 138 P.M.

2009 AM Peak Hr. Volumes

2009 PM Peak Hr. Volumes

Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
131	447	297	79	113	106	34	269	32	330	636	125
192	191	69	39	326	354	136	576	12	148	328	161

**MRCOG Forecast Volumes Worksheet****Based on 2008 Traffic Count**

2008 AM Link Volume 863 261 325 1,091

2008 PM Link Volume 428 671 719 614

**Based on MRCOG Model (2030 Data Set)**

2004 AM Link Volume 477 0 517 523

2004 PM Link Volume 240 0 854 667

2030 AM Link Volume 1134 1074 537 1106

2030 PM Link Volume 945 1716 830 1127

**Growth Rate to Apply to Existing Counts to Match 2030 Forecasts**

2009-2030 AM Growth Rates 1.43% 14.16% 2.97% 0.06%

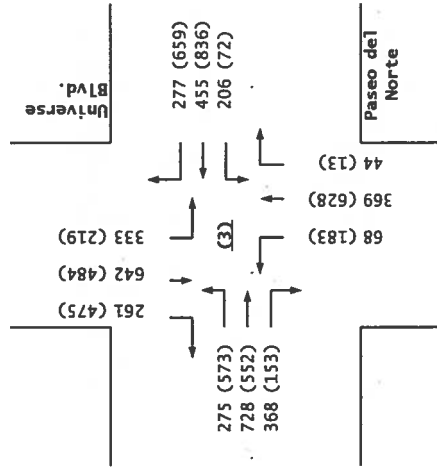
2009-2030 PM Growth Rates 5.49% 7.08% 0.70% 3.80%

**Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts**

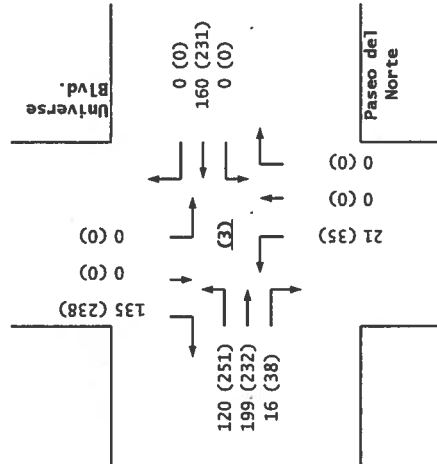
2004-2030 AM Growth Rates 5.30% #DIV/0! 0.15% 4.29%

2004-2030 PM Growth Rates 11.30% #DIV/0! -0.11% 2.65%

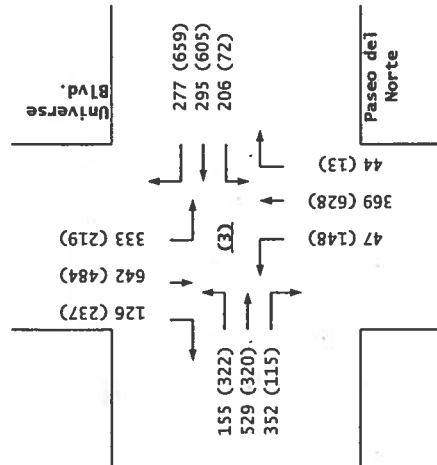
2022  
BUILD



Trips



2022  
NO BUILD



Paseo del Norte / Universe Blvd.



# **Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

## Projected Turning Movements Worksheet

### **Paradise Blvd. / Universe Blvd.**

**INTERSECTION:** E-W Street: Paradise Blvd. (4)  
N-S Street: Universe Blvd.

Year of Existing Counts: 2009  
Horizon Year: 2022

Growth Rates

	3.00%			0.06%			5.48%			1.10%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	205	0	110	0	282	170	173	498	0
Background Traffic Growth	0	0	0	2	0	1	0	201	121	25	71	0
<b>Subtotal (NO BUILD - A.M.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>207</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>483</b>	<b>291</b>	<b>198</b>	<b>569</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	18.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	18.76%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	8.63%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	22.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	22.55%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	67	0	0	0	53	66	0	67	0
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>274</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>536</b>	<b>357</b>	<b>198</b>	<b>636</b>	<b>0</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>274</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>536</b>	<b>357</b>	<b>198</b>	<b>636</b>	<b>0</b>

	3.00%			0.00%			0.40%			7.31%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	284	0	171	0	803	341	134	227	0
Background Traffic Growth	0	0	0	0	0	0	0	42	18	127	216	0
<b>Subtotal (NO BUILD - P.M.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>284</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>845</b>	<b>359</b>	<b>261</b>	<b>443</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	18.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	18.76%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	8.63%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.00%	22.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	22.55%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	101	0	0	0	141	109	0	136	0
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>385</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>986</b>	<b>488</b>	<b>261</b>	<b>579</b>	<b>0</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>385</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>986</b>	<b>488</b>	<b>261</b>	<b>579</b>	<b>0</b>

	Entering	Exiting		
Number of Residential Trips Generated	53	209	A.M.	100% Residential Development
	218	115	P.M.	
Number of Commercial Trips Generated	310	243	A.M.	100% Commercial Development
	630	654	P.M.	
Number of Office Trips Generated	135	28	A.M.	100% Office Development
	28	138	P.M.	

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
2009 AM Peak Hr. Volumes	0	0	0	205	0	110	0	282	170	173	498	0
2009 PM Peak Hr. Volumes	0	0	0	284	0	171	0	803	341	134	227	0

#### MRCOG Forecast Volumes Worksheet

##### Based on 2009 Traffic Count

2009 AM Link Volume	0	315	452	671
2009 PM Link Volume	0	455	1,144	361

##### Based on MRCOG Model (2030 Data Set)

2004 AM Link Volume	NA	460	609	66
2004 PM Link Volume	NA	499	749	175
2030 AM Link Volume	NA	319	972	828
2030 PM Link Volume	NA	264	1241	915

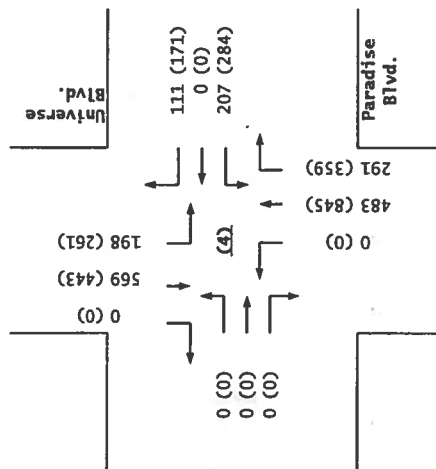
##### Growth Rate to Apply to Existing Counts to Match 2030 Forecasts

2009-2030 AM Growth Rates	#####	0.06%	5.48%	1.10%
2009-2030 PM Growth Rates	#####	-2.00%	0.40%	7.31%

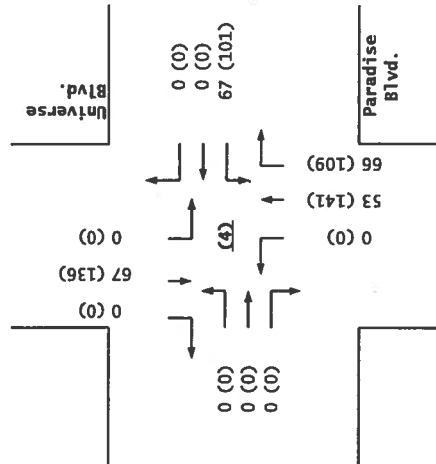
##### Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts

2004-2030 AM Growth Rates	#VALUE!	-1.18%	2.29%	44.29%
2004-2030 PM Growth Rates	#VALUE!	-1.81%	2.53%	16.26%

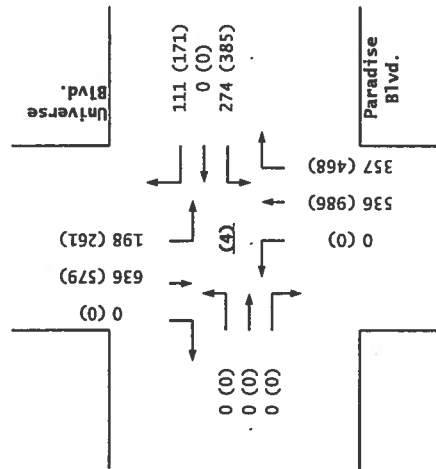
2022  
NO BUILD



Trips



2022  
BUILD



**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

## Projected Turning Movements Worksheet

**Paradise Blvd. / Lyon Blvd.**

INTERSECTION: E-W Street: Paradise Blvd. (5)

N-S Street: Lyon Blvd.

Year of Existing Counts 2009

Horizon Year 2022

Growth Rates

	1.46%			6.11%			82.08%			5.62%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	199	343	4	10	220	148	11	4	23	507	1	161
Background Traffic Growth	38	65	1	8	175	118	117	43	245	371	1	118
<b>Subtotal (NO BUILD - A.M.)</b>	<b>237</b>	<b>408</b>	<b>5</b>	<b>18</b>	<b>395</b>	<b>266</b>	<b>128</b>	<b>47</b>	<b>268</b>	<b>878</b>	<b>2</b>	<b>279</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.67%
Percent Residential Trips Generated(Exiting)	12.67%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.63%	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%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.78%
Percent Office Trips Generated(Exiting)	15.78%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	30	36	0	0	39	0	0	0	0	0	0	28
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>267</b>	<b>444</b>	<b>5</b>	<b>18</b>	<b>434</b>	<b>266</b>	<b>128</b>	<b>47</b>	<b>268</b>	<b>878</b>	<b>2</b>	<b>307</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>267</b>	<b>444</b>	<b>5</b>	<b>18</b>	<b>434</b>	<b>266</b>	<b>128</b>	<b>47</b>	<b>268</b>	<b>878</b>	<b>2</b>	<b>307</b>

	0.18%			5.41%			5.37%			248.90%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	9	356	299	191	252	7	268	9	192	6	5	15
Background Traffic Growth	0	8	7	134	177	5	187	6	134	194	162	485
<b>Subtotal (NO BUILD - P.M.)</b>	<b>9</b>	<b>364</b>	<b>306</b>	<b>325</b>	<b>429</b>	<b>12</b>	<b>455</b>	<b>15</b>	<b>326</b>	<b>200</b>	<b>167</b>	<b>500</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.67%
Percent Residential Trips Generated(Exiting)	12.67%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.63%	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%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.78%
Percent Office Trips Generated(Exiting)	15.78%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	37	72	0	0	69	0	0	0	0	0	0	32
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>46</b>	<b>436</b>	<b>306</b>	<b>325</b>	<b>498</b>	<b>12</b>	<b>455</b>	<b>15</b>	<b>326</b>	<b>200</b>	<b>167</b>	<b>532</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>46</b>	<b>436</b>	<b>306</b>	<b>325</b>	<b>498</b>	<b>12</b>	<b>455</b>	<b>15</b>	<b>326</b>	<b>200</b>	<b>167</b>	<b>532</b>

	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M. 100% Residential Development
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M. 100% Commercial Development
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M. 100% Office Development
	28	138	P.M.

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Lyon Blvd.)			Southbound (Lyon Blvd.)		
2009 AM Peak Hr. Volumes	199	343	4	10	220	148	11	4	23	507	1	161
2009 PM Peak Hr. Volumes	9	356	299	191	252	7	268	9	192	6	5	15

## MRCOG Forecast Volumes Worksheet

**Based on 2009 Traffic Count**

2009 AM Link Volume	546	378	38	669
2009 PM Link Volume	864	450	469	26

**Based on MRCOG Model (2030 Data Set)**

2004 AM Link Volume	464	578	0	674
2004 PM Link Volume	629	676	0	701
2030 AM Link Volume	713	863	693	1459
2030 PM Link Volume	689	961	998	1385

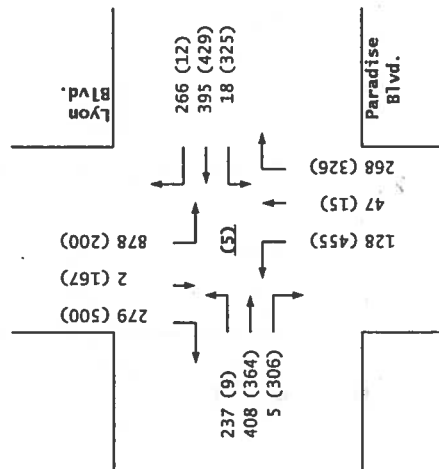
## Growth Rate to Apply to Existing Counts to Match 2030 Forecasts

2009-2030 AM Growth Rates	1.46%	6.11%	82.08%	5.62%
2009-2030 PM Growth Rates	0.18%	5.41%	5.37%	248.90%

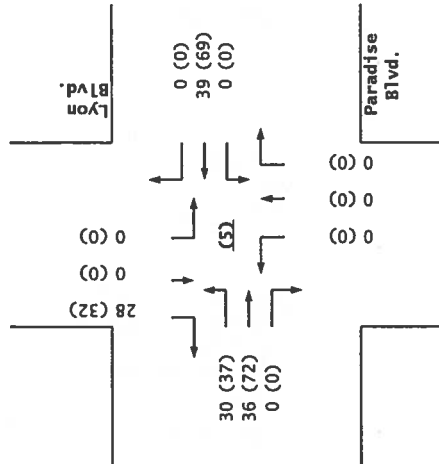
## Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts

2004-2030 AM Growth Rates	2.06%	1.90%	#DIV/0!	4.48%
2004-2030 PM Growth Rates	0.37%	1.62%	#DIV/0!	3.75%

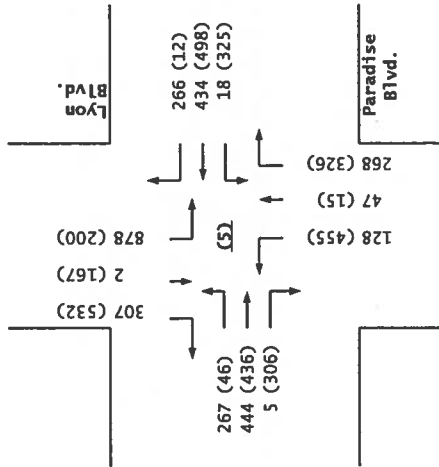
2022  
NO BUILD



Trips



2022  
BUILD



**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)****Projected Turning Movements Worksheet  
Paradise Blvd. / Golf Course Rd.**

**INTERSECTION :** E-W Street: Paradise Blvd. (6)  
N-S Street: Golf Course Rd.

Year of Existing Counts 2009  
Horizon Year 2022

	0.00%			4.27%			1.83%			0.88%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	37	532	597	35	153	83	179	392	42	292	781	29
Background Traffic Growth	0	0	0	19	85	46	43	93	10	33	90	3
<b>Subtotal (NO BUILD - A.M.)</b>	<b>37</b>	<b>532</b>	<b>597</b>	<b>54</b>	<b>238</b>	<b>129</b>	<b>222</b>	<b>485</b>	<b>52</b>	<b>325</b>	<b>871</b>	<b>32</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.51%
Percent Residential Trips Generated(Exiting)	2.51%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.63%	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%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	2.60%
Percent Office Trips Generated(Exiting)	2.60%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	6	29	0	0	35	0	0	2	0	0	4	5
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>43</b>	<b>561</b>	<b>597</b>	<b>54</b>	<b>273</b>	<b>129</b>	<b>222</b>	<b>487</b>	<b>52</b>	<b>325</b>	<b>875</b>	<b>37</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>43</b>	<b>561</b>	<b>597</b>	<b>54</b>	<b>273</b>	<b>129</b>	<b>222</b>	<b>487</b>	<b>52</b>	<b>325</b>	<b>875</b>	<b>37</b>

	6.10%			0.27%			3.65%			3.76%		
	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	39	191	165	74	406	151	281	552	72	120	436	59
Background Traffic Growth	31	151	131	3	14	5	133	262	34	59	213	29
<b>Subtotal (NO BUILD - P.M.)</b>	<b>70</b>	<b>342</b>	<b>296</b>	<b>77</b>	<b>420</b>	<b>156</b>	<b>414</b>	<b>814</b>	<b>106</b>	<b>179</b>	<b>649</b>	<b>88</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.51%
Percent Residential Trips Generated(Exiting)	2.51%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	8.63%	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%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	2.60%
Percent Office Trips Generated(Exiting)	2.60%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	7	66	0	0	63	0	0	1	0	0	3	6
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>77</b>	<b>408</b>	<b>296</b>	<b>77</b>	<b>483</b>	<b>156</b>	<b>414</b>	<b>815</b>	<b>106</b>	<b>179</b>	<b>652</b>	<b>94</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>77</b>	<b>408</b>	<b>296</b>	<b>77</b>	<b>483</b>	<b>156</b>	<b>414</b>	<b>815</b>	<b>106</b>	<b>179</b>	<b>652</b>	<b>94</b>

	Entering	Exiting		
Number of Residential Trips Generated	53	209	A.M.	100% Residential Development
	218	115	P.M.	
Number of Commercial Trips Generated	310	243	A.M.	100% Commercial Development
	630	654	P.M.	
Number of Office Trips Generated	135	28	A.M.	100% Office Development
	28	138	P.M.	

	Eastbound (Paradise Blvd.)			Westbound (Paradise Blvd.)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
2009 AM Peak Hr. Volumes	37	532	597	35	153	83	179	392	42	292	781	29
2009 PM Peak Hr. Volumes	39	191	165	74	406	151	281	552	72	120	436	59

**MRCOG Forecast Volumes Worksheet****Based on 2009 Traffic Count**

2009 AM Link Volume	1,166	271	613	1,102
2009 PM Link Volume	395	631	905	615

**Based on MRCOG Model (2030 Data Set)**

2004 AM Link Volume	942	467	414	805
2004 PM Link Volume	857	388	1297	519
2030 AM Link Volume	961	514	849	1306
2030 PM Link Volume	901	667	1598	1100

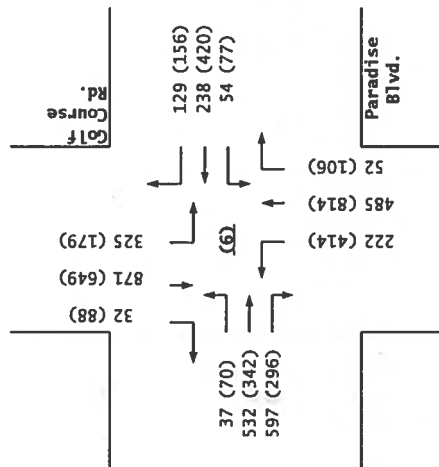
**Growth Rate to Apply to Existing Counts to Match 2030 Forecasts**

2009-2030 AM Growth Rates	-0.84%	4.27%	1.83%	0.88%
2009-2030 PM Growth Rates	6.10%	0.27%	3.65%	3.76%

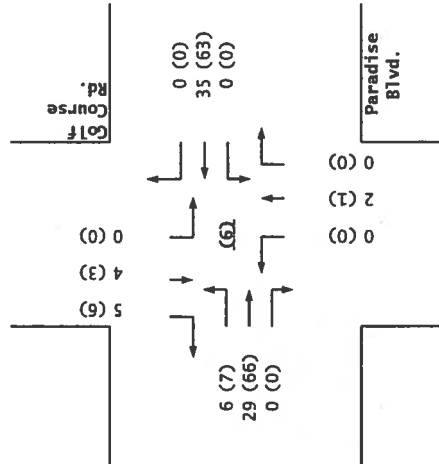
**Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts**

2004-2030 AM Growth Rates	0.08%	0.39%	4.04%	4.46%
2004-2030 PM Growth Rates	0.20%	2.77%	0.89%	4.31%

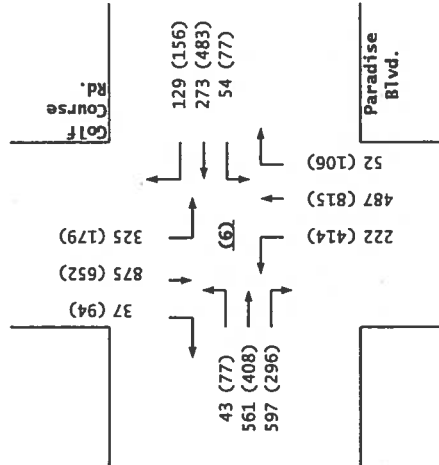
2022  
NO BUILD



Trips



2022  
BUILD



Paradise Blvd. / Golf Course Rd.



**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**  
**Projected Turning Movements Worksheet**  
**Paseo del Norte / Golf Course Rd.**

**INTERSECTION:** E-W Street: Paseo del Norte (7)  
 N-S Street: Golf Course Rd.

Year of Existing Counts 2009  
 Horizon Year 2022

	8.21%			8.57%			2.13%			0.76%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	41	648	87	108	152	134	73	480	322	650	700	14
Background Traffic Growth	44	692	93	120	169	149	20	133	89	64	69	1
<b>Subtotal (NO BUILD - A.M.)</b>	<b>85</b>	<b>1,340</b>	<b>180</b>	<b>228</b>	<b>321</b>	<b>283</b>	<b>93</b>	<b>613</b>	<b>411</b>	<b>714</b>	<b>769</b>	<b>15</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	63.63%	0.00%	13.92%	0.00%	0.00%	0.00%	0.00%	1.00%
Percent Residential Trips Generated(Exiting)	1.00%	63.63%	13.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	6.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	6.28%	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%	51.07%	0.00%	20.02%	0.00%	0.00%	0.00%	0.00%	2.00%
Percent Office Trips Generated(Exiting)	2.00%	51.07%	20.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	3	162	35	0	122	0	34	0	0	0	0	4
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>88</b>	<b>1,502</b>	<b>215</b>	<b>228</b>	<b>443</b>	<b>283</b>	<b>127</b>	<b>613</b>	<b>411</b>	<b>714</b>	<b>769</b>	<b>19</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>88</b>	<b>1,502</b>	<b>215</b>	<b>228</b>	<b>443</b>	<b>283</b>	<b>127</b>	<b>613</b>	<b>411</b>	<b>714</b>	<b>769</b>	<b>19</b>

	26.30%			2.28%			2.22%			0.74%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	64	168	30	531	531	558	138	906	232	251	840	19
Background Traffic Growth	219	574	103	157	157	165	40	262	67	24	81	2
<b>Subtotal (NO BUILD - P.M.)</b>	<b>283</b>	<b>742</b>	<b>133</b>	<b>688</b>	<b>688</b>	<b>723</b>	<b>178</b>	<b>1,168</b>	<b>299</b>	<b>275</b>	<b>921</b>	<b>21</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	63.63%	0.00%	13.92%	0.00%	0.00%	0.00%	0.00%	1.00%
Percent Residential Trips Generated(Exiting)	1.00%	63.63%	13.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	6.28%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	6.28%	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%	51.07%	0.00%	20.02%	0.00%	0.00%	0.00%	0.00%	2.00%
Percent Office Trips Generated(Exiting)	2.00%	51.07%	20.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	4	184	44	0	193	0	36	0	0	0	0	3
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>287</b>	<b>926</b>	<b>177</b>	<b>688</b>	<b>881</b>	<b>723</b>	<b>214</b>	<b>1,168</b>	<b>299</b>	<b>275</b>	<b>921</b>	<b>24</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>287</b>	<b>926</b>	<b>177</b>	<b>688</b>	<b>881</b>	<b>723</b>	<b>214</b>	<b>1,168</b>	<b>299</b>	<b>275</b>	<b>921</b>	<b>24</b>

	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M. 100% Residential Development
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M. 100% Commercial Development
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M. 100% Office Development
	28	138	P.M.

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Golf Course Rd.)			Southbound (Golf Course Rd.)		
2009 AM Peak Hr. Volumes	41	648	87	108	152	134	73	480	322	650	700	14
2009 PM Peak Hr. Volumes	64	168	30	531	531	558	138	906	232	251	840	19

**MRCOG Forecast Volumes Worksheet**

**Based on 2009 Traffic Count**

2009 AM Link Volume	776	394	875	1,364
2009 PM Link Volume	262	1,620	1,276	1,110

**Based on MRCOG Model (2030 Data Set)**

2004 AM Link Volume	0	279	1077	1172
2004 PM Link Volume	0	1217	1293	916

2030 AM Link Volume	2114	1103	1266	1581
2030 PM Link Volume	1709	2394	1871	1282

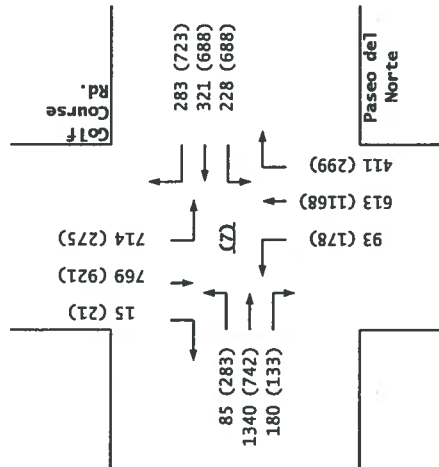
**Growth Rate to Apply to Existing Counts to Match 2030 Forecasts**

2009-2030 AM Growth Rates	8.21%	8.57%	2.13%	0.76%
2009-2030 PM Growth Rates	26.30%	2.28%	2.22%	0.74%

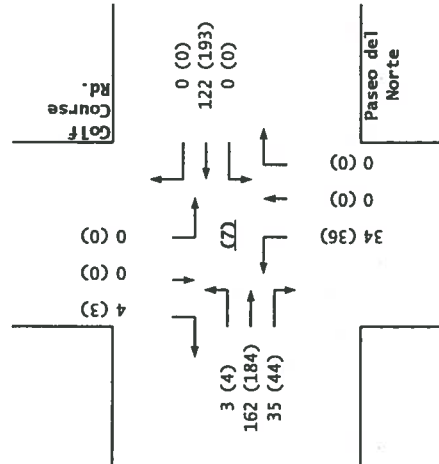
**Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts**

2004-2030 AM Growth Rates	#DIV/0!	11.36%	0.67%	1.34%
2004-2030 PM Growth Rates	#DIV/0!	3.72%	1.72%	1.54%

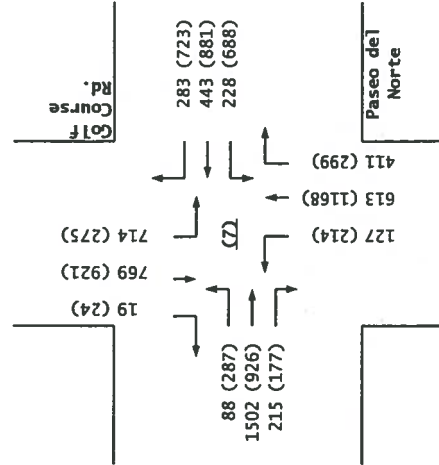
2022  
NO BUILD



Trips



2022  
BUILD



Paseo del Norte / Golf Course Rd.



# **Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**

## Projected Turning Movements Worksheet

### **Paseo del Norte / Blvd. del Oeste**

**INTERSECTION :** E-W Street: **Paseo del Norte** (8)  
N-S Street: **Blvd. del Oeste**

Year of Existing Counts: **2009**  
Horizon Year: **2022**

	284.48%			18.54%			3.00%			3.00%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	27	0	0	168	0	0	0	0	0	0	0
Background Traffic Growth	0	999	0	0	405	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - A.M.)</b>	<b>0</b>	<b>1,026</b>	<b>0</b>	<b>0</b>	<b>573</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.02%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.02%	33.23%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	9.93%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.93%	0.52%	27.63%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.01%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%	33.24%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	31	149	0	0	24	1	145	0	2	0
Subtotal AM Pk Hr. BUILD Volumes	0	1,026	31	149	573	0	24	1	145	0	2	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>1,026</b>	<b>31</b>	<b>149</b>	<b>573</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>145</b>	<b>0</b>	<b>2</b>	<b>0</b>

	39.92%			125.62%			3.00%			3.00%		
	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	151	0	0	63	0	0	0	0	0	0	0
Background Traffic Growth	0	784	0	0	1,029	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - P.M.)</b>	<b>0</b>	<b>935</b>	<b>0</b>	<b>0</b>	<b>1,092</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.02%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.02%	33.23%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	9.93%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.93%	0.52%	27.63%	0.00%	0.00%	0.00%
Percent Office Trips Generated(Entering)	0.00%	0.00%	0.01%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%	33.24%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	63	255	0	0	65	3	265	0	3	0
Subtotal PM Pk Hr. BUILD Volumes	0	935	63	255	1,092	0	65	3	265	0	3	0
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>935</b>	<b>63</b>	<b>255</b>	<b>1,092</b>	<b>0</b>	<b>65</b>	<b>3</b>	<b>265</b>	<b>0</b>	<b>3</b>	<b>0</b>

	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M. 100% Residential Development
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M. 100% Commercial Development
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M. 100% Office Development
	28	138	P.M.

	Eastbound (Paseo del Norte)			Westbound (Paseo del Norte)			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
2009 AM Peak Hr. Volumes	0	27	0	0	168	0	0	0	0	0	0	0
2009 PM Peak Hr. Volumes	0	151	0	0	63	0	0	0	0	0	0	0

#### MRCOG Forecast Volumes Worksheet

##### Based on 2009 Traffic Count

2009 AM Link Volume	27	168	0	0
2009 PM Link Volume	151	63	0	0

##### Based on MRCOG Model (2030 Data Set)

2004 AM Link Volume	370	327	1248	1049
2004 PM Link Volume	313	1024	1058	1246

2030 AM Link Volume	1640	822	NA	NA
2030 PM Link Volume	1417	1725	NA	NA

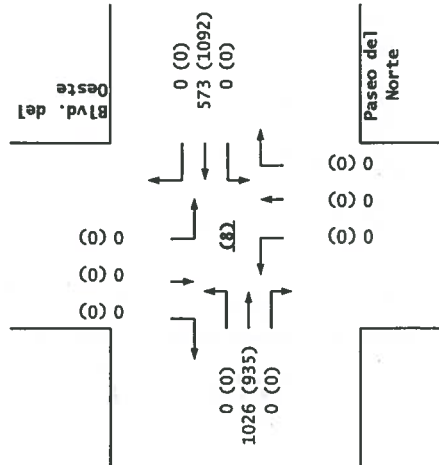
##### Growth Rate to Apply to Existing Counts to Match 2030 Forecasts

2009-2030 AM Growth Rates	284.48%	18.54%	#####	#####
2009-2030 PM Growth Rates	39.92%	125.62%	#####	#####

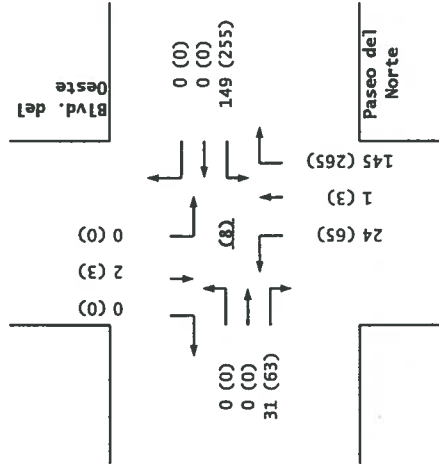
##### Growth Rate to Apply to 2004 Model Volumes to Match 2030 Forecasts

2004-2030 AM Growth Rates	13.20%	5.82%	#VALUE!	#VALUE!
2004-2030 PM Growth Rates	13.67%	2.63%	#VALUE!	#VALUE!

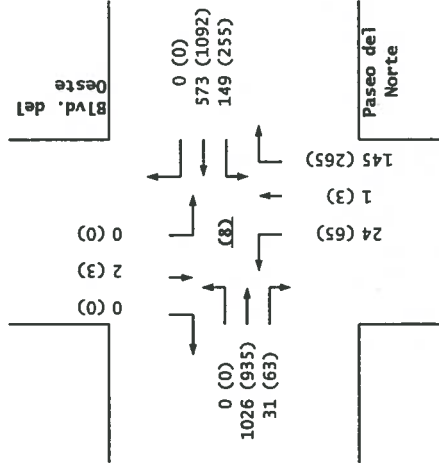
2022  
NO BUILD



Trips



2022  
BUILD



Paseo del Norte / Blvd. del Oeste

**Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)**  
**Projected Turning Movements Worksheet**  
**Driveway 'A' / Blvd. del Oeste**

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

N-S Street: Blvd. del Oeste

Year of Existing Counts 2009

Horizon Year 2022

Growth Rates

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - A.M.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	33.27%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.02%	0.00%	33.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.07%	38.08%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	3.07%	0.00%	38.08%	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%	0.01%	33.26%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.01%	0.00%	33.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	7	0	172	0	0	10	181	0	0
<b>Subtotal AM Pk Hr. BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>181</b>	<b>0</b>	<b>0</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total AM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>181</b>	<b>0</b>	<b>0</b>

	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal (NO BUILD - P.M.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	33.27%	0.00%	0.00%
Percent Residential Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.02%	0.00%	33.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.07%	38.08%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	0.00%	0.00%	3.07%	0.00%	38.08%	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%	0.01%	33.26%	0.00%	0.00%
Percent Office Trips Generated(Exiting)	0.00%	0.00%	0.00%	0.01%	0.00%	33.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	0	0	0	20	0	333	0	0	19	322	0	0
<b>Subtotal PM Pk Hr. BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>333</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>322</b>	<b>0</b>	<b>0</b>
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total PM Peak Hour BUILD Volumes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>333</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>322</b>	<b>0</b>	<b>0</b>

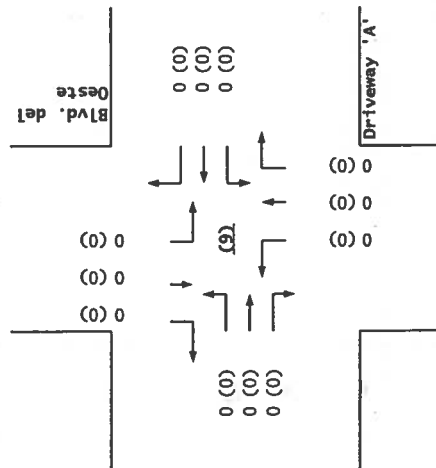
	Entering	Exiting	
Number of Residential Trips Generated	53	209	A.M.
	218	115	P.M.
Number of Commercial Trips Generated	310	243	A.M.
	630	654	P.M.
Number of Office Trips Generated	135	28	A.M.
	28	138	P.M.

100% Commercial Development

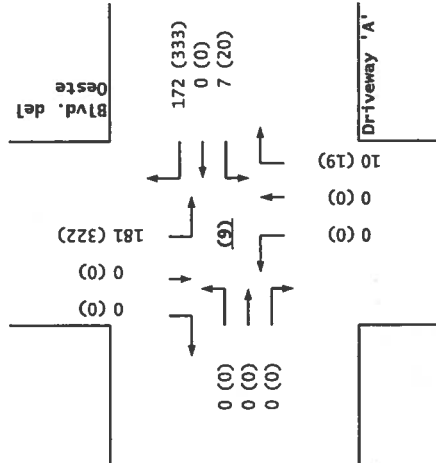
100% Office Development

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Blvd. del Oeste)			Southbound (Blvd. del Oeste)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2009 AM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2009 PM Peak Hr. Volumes	0	0	0	0	0	0	0	0	0	0	0	0

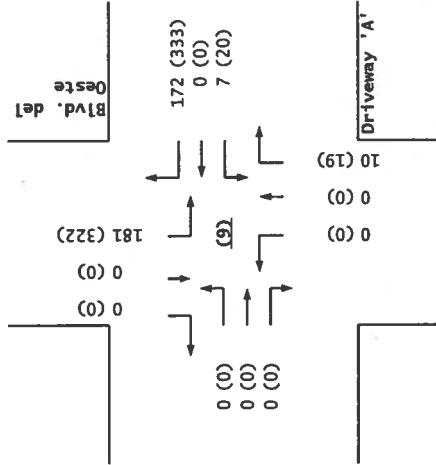
2022  
NO BUILD



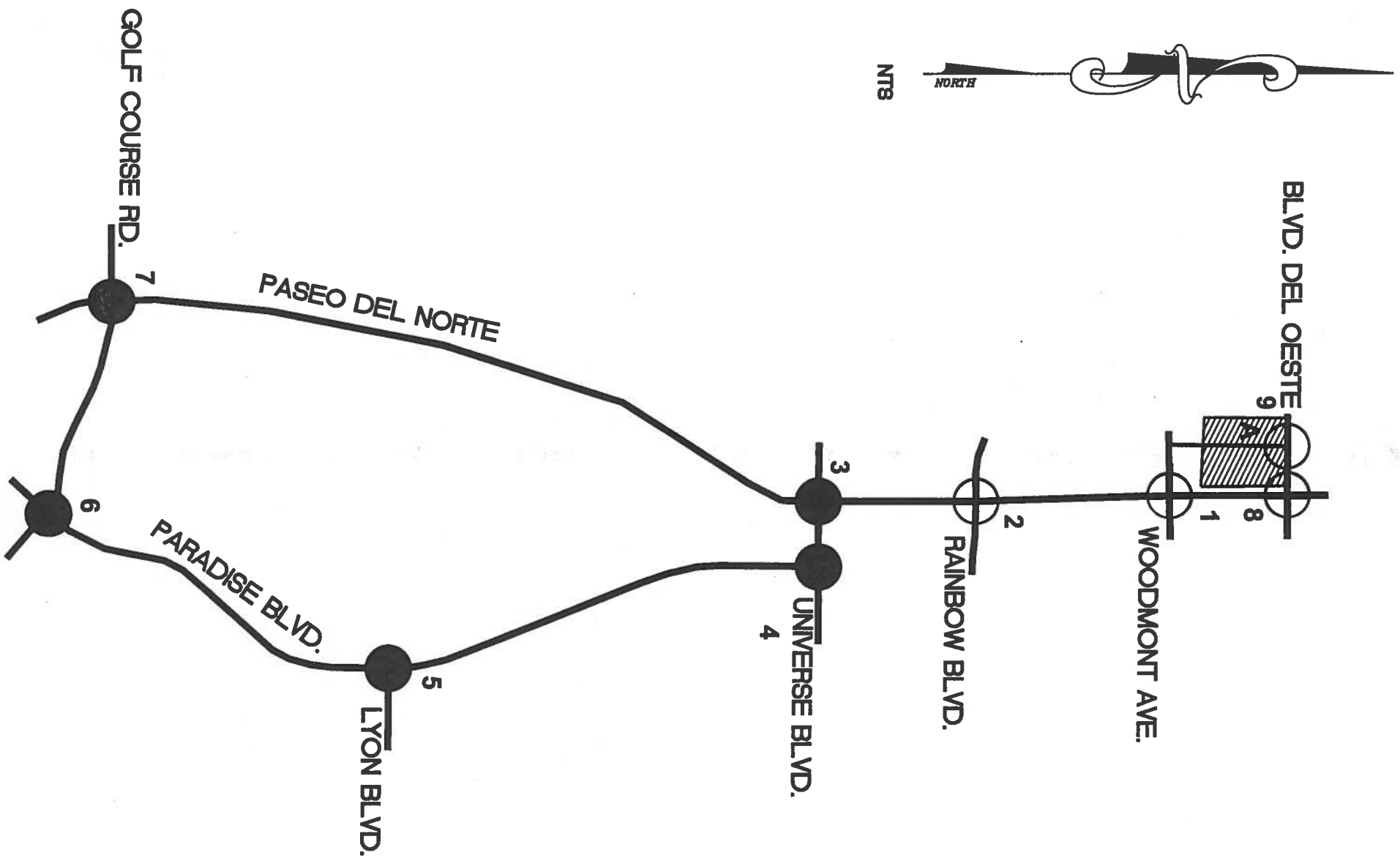
Trips



2022  
BUILD



Driveway 'A' / Blvd. del Oeste



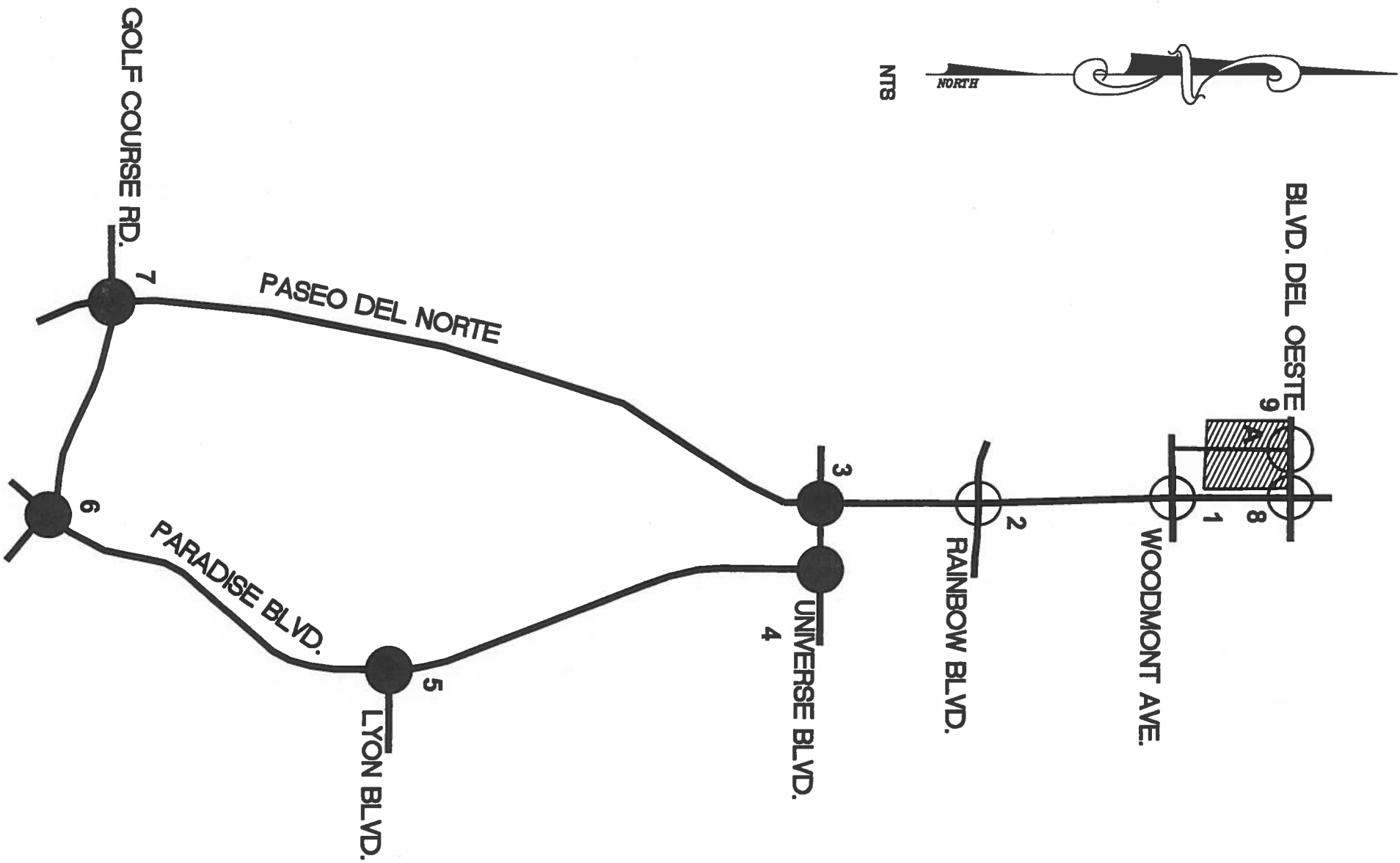
1: Paseo del Norte & Woodmont Ave.		
Woodmont Ave.	35(14) 0(0) 525(227)	118(1047) 461(167) 0(0)
Paseo del Norte	0(0) 0(0) 0(0)	

2: Paseo del Norte & Rainbow Blvd.		
Rainbow Blvd.	35(22) 273(137) 482(358)	49(401) 178(451) 200(136)
Paseo del Norte	17(97) 793(792) 159(63)	54(186) 165(269) 299(307)

3: Paseo del Norte & Universe Blvd.		
Universe Blvd.	126(237) 642(484) 333(219)	277(659) 295(605) 206(72)
Paseo del Norte	47(148) 369(628) 44(13)	

4: Paradise Blvd. & Universe Blvd.		
Universe Blvd.	0(0) 569(443) 198(261)	111(171) 207(244) 0(0)
Paradise Blvd.	0(0) 483(845) 291(359)	

1: Paseo del Norte & Woodmont Ave.		
Woodmont Ave.	0(0) 2(4) 0(0)	0(0) 148(259) 296(512)
Paseo del Norte	0(0) 1(3) 292(529)	
2: Paseo del Norte & Rainbow Blvd.		
Rainbow Blvd.	115(234) 0(0) 0(0)	0(0) 315(959) 0(0)
Paseo del Norte	90(243) 338(521) 11(29)	14(28) 0(0) 0(0)
3: Paseo del Norte & Universe Blvd.		
Universe Blvd.	135(238) 0(0) 0(0)	0(0) 160(231) 0(0)
Paseo del Norte	120(251) 199(232) 18(39)	21(35) 0(0) 0(0)
4: Paradise Blvd. & Universe Blvd.		
Universe Blvd.	0(0) 67(136) 0(0)	0(0) 67(101) 0(0)
Paradise Blvd.	0(0) 53(141) 66(109)	
1: Paseo del Norte & Woodmont Ave.		
Woodmont Ave.	35(14) 2(4) 525(227)	118(1047) 610(422) 296(512)
Paseo del Norte	0(0) 1(3) 292(529)	
2: Paseo del Norte & Rainbow Blvd.		
Rainbow Blvd.	150(256) 273(137) 482(358)	49(401) 49(956) 200(136)
Paseo del Norte	107(340) 1129(1313) 170(92)	68(214) 165(269) 299(307)
3: Paseo del Norte & Universe Blvd.		
Universe Blvd.	261(475) 642(484) 333(219)	277(659) 455(836) 206(72)
Paseo del Norte	275(573) 728(552) 368(153)	68(183) 369(628) 44(13)
4: Paradise Blvd. & Universe Blvd.		
Universe Blvd.	0(0) 636(579) 198(261)	111(171) 274(385) 0(0)
Paradise Blvd.	0(0) 536(986) 357(468)	

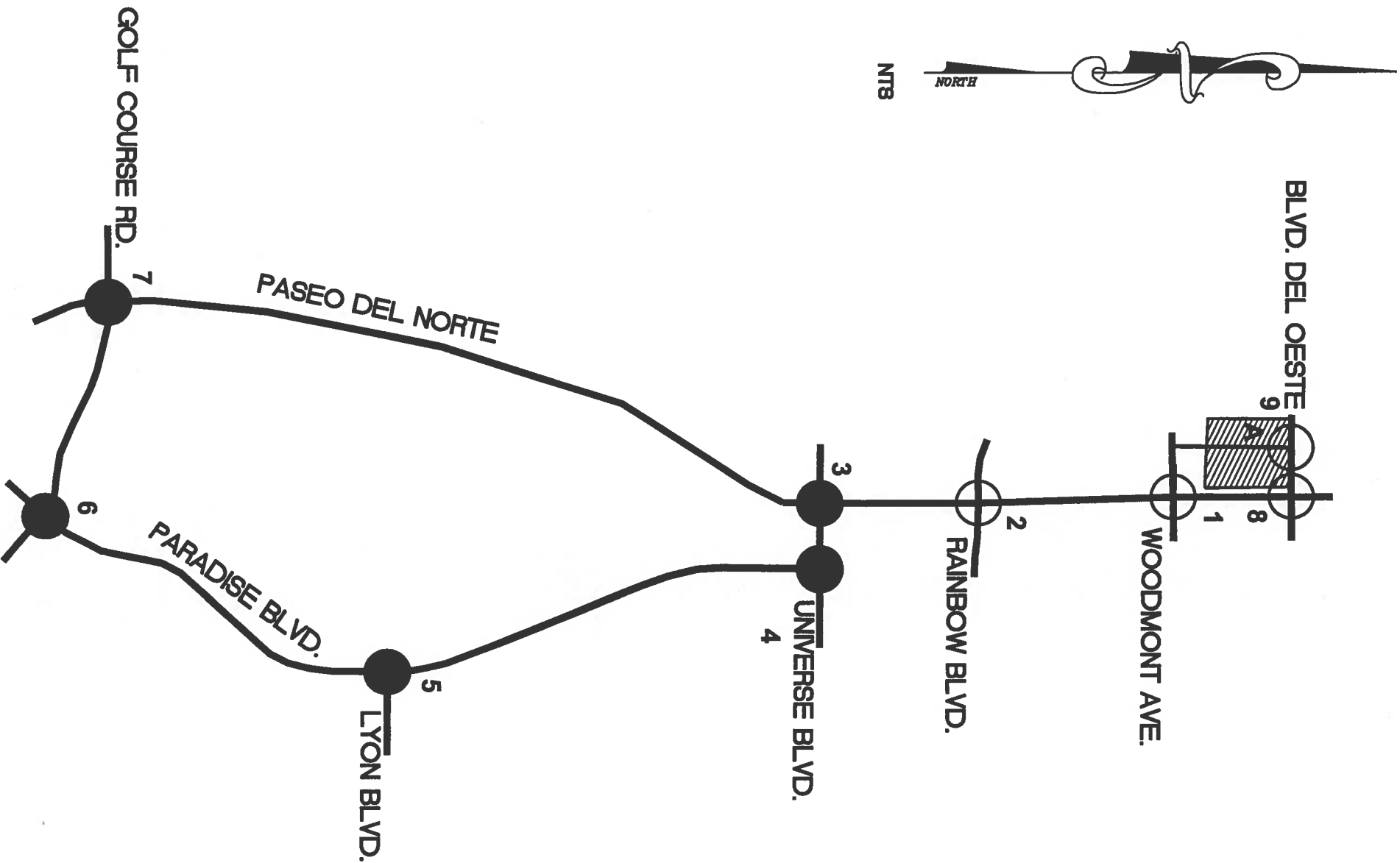


NO BUILD Volumes AM(PM)			Trips Generated Volumes AM(PM)			BUILD Volumes AM(PM)		
<div> <div>Lyon Blvd.</div> <div> <div>237(9)</div> <div>408(364)</div> <div>5(306)</div> </div> </div> <div> <div>279(500)</div> <div>2(167)</div> <div>878(200)</div> </div>			<div> <div>Lyon Blvd.</div> <div> <div>30(37)</div> <div>38(72)</div> <div>0(0)</div> </div> </div> <div> <div>28(32)</div> <div>0(0)</div> <div>0(0)</div> </div>			<div> <div>Lyon Blvd.</div> <div> <div>267(46)</div> <div>444(436)</div> <div>5(306)</div> </div> </div> <div> <div>307(532)</div> <div>2(167)</div> <div>878(200)</div> </div>		
<div> <div>Paradise Blvd.</div> <div> <div>266(12)</div> <div>395(429)</div> <div>18(325)</div> </div> </div> <div> <div>128(455)</div> <div>47(15)</div> <div>268(326)</div> </div>			<div> <div>Paradise Blvd.</div> <div> <div>0(0)</div> <div>39(69)</div> <div>0(0)</div> </div> </div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div>			<div> <div>Paradise Blvd.</div> <div> <div>266(12)</div> <div>434(498)</div> <div>18(325)</div> </div> </div> <div> <div>128(455)</div> <div>47(15)</div> <div>268(326)</div> </div>		
<div> <div>5: Paradise Blvd. &amp; Lyon Blvd.</div> </div>			<div> <div>5: Paradise Blvd. &amp; Lyon Blvd.</div> </div>			<div> <div>5: Paradise Blvd. &amp; Lyon Blvd.</div> </div>		
<div> <div>Golf Course Rd.</div> <div> <div>37(70)</div> <div>533(342)</div> <div>597(296)</div> </div> </div> <div> <div>32(88)</div> <div>871(649)</div> <div>325(179)</div> </div>			<div> <div>Golf Course Rd.</div> <div> <div>6(7)</div> <div>29(66)</div> <div>0(0)</div> </div> </div> <div> <div>5(6)</div> <div>4(3)</div> <div>0(0)</div> </div>			<div> <div>Golf Course Rd.</div> <div> <div>43(77)</div> <div>561(408)</div> <div>597(296)</div> </div> </div> <div> <div>37(94)</div> <div>875(652)</div> <div>325(179)</div> </div>		
<div> <div>Paradise Blvd.</div> <div> <div>129(156)</div> <div>238(420)</div> <div>54(77)</div> </div> </div> <div> <div>222(414)</div> <div>485(814)</div> <div>52(106)</div> </div>			<div> <div>Paradise Blvd.</div> <div> <div>0(0)</div> <div>35(63)</div> <div>0(0)</div> </div> </div> <div> <div>0(0)</div> <div>1(2)</div> <div>0(0)</div> </div>			<div> <div>Paradise Blvd.</div> <div> <div>129(156)</div> <div>273(483)</div> <div>54(77)</div> </div> </div> <div> <div>222(414)</div> <div>487(815)</div> <div>52(106)</div> </div>		
<div> <div>6: Paradise Blvd. &amp; Golf Course Rd.</div> </div>			<div> <div>6: Paradise Blvd. &amp; Golf Course Rd.</div> </div>			<div> <div>6: Paradise Blvd. &amp; Golf Course Rd.</div> </div>		
<div> <div>Golf Course Rd.</div> <div> <div>86(283)</div> <div>1340(742)</div> <div>180(133)</div> </div> </div> <div> <div>15(21)</div> <div>769(921)</div> <div>714(275)</div> </div>			<div> <div>Golf Course Rd.</div> <div> <div>3(4)</div> <div>162(194)</div> <div>35(44)</div> </div> </div> <div> <div>4(3)</div> <div>0(0)</div> <div>0(0)</div> </div>			<div> <div>Golf Course Rd.</div> <div> <div>86(287)</div> <div>1502(926)</div> <div>213(177)</div> </div> </div> <div> <div>19(24)</div> <div>769(921)</div> <div>714(275)</div> </div>		
<div> <div>Paseo del Norte</div> <div> <div>283(723)</div> <div>321(688)</div> <div>228(688)</div> </div> </div> <div> <div>93(178)</div> <div>613(1168)</div> <div>411(299)</div> </div>			<div> <div>Paseo del Norte</div> <div> <div>0(0)</div> <div>122(93)</div> <div>0(0)</div> </div> </div> <div> <div>34(36)</div> <div>0(0)</div> <div>0(0)</div> </div>			<div> <div>Paseo del Norte</div> <div> <div>283(723)</div> <div>443(881)</div> <div>228(688)</div> </div> </div> <div> <div>127(214)</div> <div>613(1168)</div> <div>411(299)</div> </div>		
<div> <div>7: Paseo del Norte &amp; Golf Course Rd.</div> </div>			<div> <div>7: Paseo del Norte &amp; Golf Course Rd.</div> </div>			<div> <div>7: Paseo del Norte &amp; Golf Course Rd.</div> </div>		
<div> <div>Blvd. del Oeste</div> <div> <div>0(0)</div> <div>1026(935)</div> <div>0(0)</div> </div> </div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div>			<div> <div>Blvd. del Oeste</div> <div> <div>0(0)</div> <div>0(0)</div> <div>31(63)</div> </div> </div> <div> <div>0(0)</div> <div>2(3)</div> <div>0(0)</div> </div>			<div> <div>Blvd. del Oeste</div> <div> <div>0(0)</div> <div>1026(935)</div> <div>31(63)</div> </div> </div> <div> <div>0(0)</div> <div>2(3)</div> <div>0(0)</div> </div>		
<div> <div>Paseo del Norte</div> <div> <div>0(0)</div> <div>573(1092)</div> <div>0(0)</div> </div> </div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div>			<div> <div>Paseo del Norte</div> <div> <div>0(0)</div> <div>149(255)</div> <div>0(0)</div> </div> </div> <div> <div>24(65)</div> <div>1(3)</div> <div>145(265)</div> </div>			<div> <div>Paseo del Norte</div> <div> <div>0(0)</div> <div>573(1092)</div> <div>149(255)</div> </div> </div> <div> <div>24(65)</div> <div>1(3)</div> <div>145(265)</div> </div>		
<div> <div>8: Paseo del Norte &amp; Blvd. del Oeste</div> </div>			<div> <div>8: Paseo del Norte &amp; Blvd. del Oeste</div> </div>			<div> <div>8: Paseo del Norte &amp; Blvd. del Oeste</div> </div>		

## Volcano Vista Development

Paseo del Norte / Blvd. del Oeste

2022 NO BUILD, Trips Generated, and BUILD Volumes - AM(PM)



NO BUILD Volumes AM(PM)	Trips Generated Volumes AM(PM)	BUILD Volumes AM(PM)																																				
<table><tr><td>Blvd. del Oeste</td><td>0(0) 0(0) 0(0)</td><td>0(0) 0(0) 0(0)</td></tr><tr><td>9</td><td>0(0) 0(0) 0(0)</td><td>0(0) 0(0) 0(0)</td></tr><tr><td>Driveway 'A'</td><td>0(0) 0(0) 0(0)</td><td>0(0) 0(0) 0(0)</td></tr><tr><td>9: Driveway 'A' &amp; Blvd. del Oeste</td><td></td><td></td></tr></table>	Blvd. del Oeste	0(0) 0(0) 0(0)	0(0) 0(0) 0(0)	9	0(0) 0(0) 0(0)	0(0) 0(0) 0(0)	Driveway 'A'	0(0) 0(0) 0(0)	0(0) 0(0) 0(0)	9: Driveway 'A' & Blvd. del Oeste			<table><tr><td>Blvd. del Oeste</td><td>0(0) 0(0) 0(0)</td><td>0(0) 0(0) 181(322)</td></tr><tr><td>9</td><td>0(0) 0(0) 0(0)</td><td>0(0) 0(0) 181(322)</td></tr><tr><td>Driveway 'A'</td><td>0(0) 0(0) 7(20)</td><td>0(0) 0(0) 7(20)</td></tr><tr><td>9: Driveway 'A' &amp; Blvd. del Oeste</td><td></td><td></td></tr></table>	Blvd. del Oeste	0(0) 0(0) 0(0)	0(0) 0(0) 181(322)	9	0(0) 0(0) 0(0)	0(0) 0(0) 181(322)	Driveway 'A'	0(0) 0(0) 7(20)	0(0) 0(0) 7(20)	9: Driveway 'A' & Blvd. del Oeste			<table><tr><td>Blvd. del Oeste</td><td>0(0) 0(0) 0(0)</td><td>0(0) 0(0) 181(322)</td></tr><tr><td>9</td><td>0(0) 0(0) 0(0)</td><td>0(0) 0(0) 181(322)</td></tr><tr><td>Driveway 'A'</td><td>0(0) 0(0) 7(20)</td><td>0(0) 0(0) 7(20)</td></tr><tr><td>9: Driveway 'A' &amp; Blvd. del Oeste</td><td></td><td></td></tr></table>	Blvd. del Oeste	0(0) 0(0) 0(0)	0(0) 0(0) 181(322)	9	0(0) 0(0) 0(0)	0(0) 0(0) 181(322)	Driveway 'A'	0(0) 0(0) 7(20)	0(0) 0(0) 7(20)	9: Driveway 'A' & Blvd. del Oeste		
Blvd. del Oeste	0(0) 0(0) 0(0)	0(0) 0(0) 0(0)																																				
9	0(0) 0(0) 0(0)	0(0) 0(0) 0(0)																																				
Driveway 'A'	0(0) 0(0) 0(0)	0(0) 0(0) 0(0)																																				
9: Driveway 'A' & Blvd. del Oeste																																						
Blvd. del Oeste	0(0) 0(0) 0(0)	0(0) 0(0) 181(322)																																				
9	0(0) 0(0) 0(0)	0(0) 0(0) 181(322)																																				
Driveway 'A'	0(0) 0(0) 7(20)	0(0) 0(0) 7(20)																																				
9: Driveway 'A' & Blvd. del Oeste																																						
Blvd. del Oeste	0(0) 0(0) 0(0)	0(0) 0(0) 181(322)																																				
9	0(0) 0(0) 0(0)	0(0) 0(0) 181(322)																																				
Driveway 'A'	0(0) 0(0) 7(20)	0(0) 0(0) 7(20)																																				
9: Driveway 'A' & Blvd. del Oeste																																						