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

Traffic Impact Study

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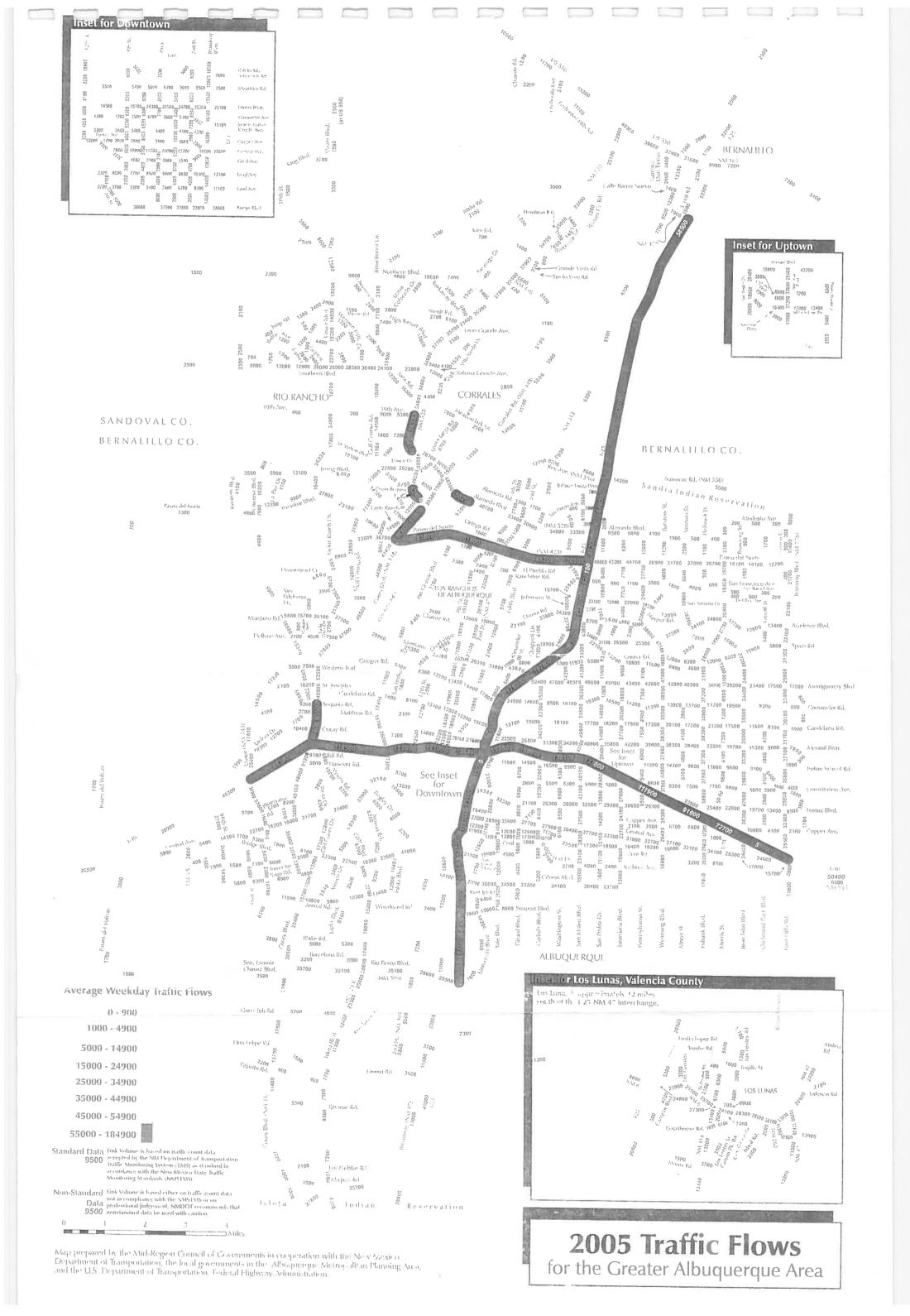
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<u>Traffic Impact Study</u> <u>Volcano Vista Development – (Paseo del Norte / Blvd. del Oeste)</u>

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

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. PE	AK HR.	P. M. PE	AK HR.
DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet	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
Subtotal		18,932	498	470	876	907

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 R² value of the trend line was low, other means of establishing a probable growth rate from the data accumulated was considered. Historical Growth Rate Graphs with linear regression 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

		В	ASE GEOM	ETRY	MI	Γ. GEOM.		BASE GEO	METRY	MI	r. GEOM.
		NC	BUILD	BUILD	E	BUILD	NC	BUILD	BUILD	E	BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay
E	L	1	C - 27.1	D - 38.1	2	B - 12.7	1	D - 52.7	F - 171.0	2	E - 75.1
B	Т	1	E - 70.2	F - 102.8	10	F - 84.9	1	C - 34.2	C - 30.3	1	C - 32.8
L	R	1	C - 22.5	C - 20.7	1	B - 11.9	1	A - 7.9	A - 7.3	1	A - 8.1
W	L	1	D - 48.4	E - 56.2	1	D - 53.1	1	A - 8.2	B - 14.2	1.	A - 7.0
1	Т	1	B - 17.9	C - 25.1	1	B - 16.4	1	D - 44.5	F - 145.5	15	E - 58.9
В	R	1	A - 0.1	A - 0.1	1	A - 0.1	1	A - 1.2	A - 0.2	1	A - 0.2
N	L	1	C - 22.6	C - 34.6	1	C - 34.6	1	B - 19.4	E - 59.4	1	C - 34.8
B	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	L	1	D - 35.2	E - 73.2	1	E - 67.6	1	E - 73.5	F - 185.0	1	F - 115.2
B	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
Inters	ect	ion:	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.

	20	22 /	M Peak	Hour			202	2 PM Pea	k Hour			
		В	ASE GEOM	ETRY	MI	Г. GEOM.		BASE GEO	METRY	MIT. GEOM.		
		NC	BUILD	BUILD	E	BUILD	NC	BUILD	BUILD	E	BUILD	
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	
F	L	1	C - 24.1	F - 81.2	2	B - 13.0	1	F - 142	F - 349	2	F - 171	
E B	T	13	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	
10/	L	1	E - 73.3	F - 130	1	F - 130	1	A - 8.4	B - 12.3	1	B - 18.6	
W B	ŝΤ:	1	C - 29.6	E - 60.9	1	C - 30.0	1	F - 108	F - 257	1	F - 163	
P	R	1	A - 0.3	A - 0.3	1	A - 0.3	1	A - 3.5	A - 2.3	1	A - 2.3	
T.,	L	1	C - 30.3	D - 44.6	1	D - 44.6	1	F - 85.6	F - 186	1	F - 110	
N	T	1	E - 76,3	F - 93.9	1	F - 93.9	1	F - 105	F - 187	1	F - 142	
В	R	1	B - 16.7	B - 19.5	1	B - 19.5	1	C - 20.3	C - 23.8	1	C - 22.0	
^	L	1	F - 81.2	F - 107	1.	F - 106	1	F - 170	F - 247	_1	F - 203	
S	200	313	E - 61.5	F - 88.6	1	F - 89.0	1	D - 40.7	F - 88.5	1	E - 70.2	
В	R	1	A - 0.1	A - 0.2	1	A - 0.2	1	A - 0.2	A - 0.6	1	A - 0.6	
Inters	ect	ion:	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:

Queueing Analysis Summary Sheet

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

Paseo del Norte / Universe Blvd.

<u>2012</u>									
Approach	Le	ft Tu	rns	Thru	Move	ments	Rig	iht Tu	rns
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	4	304	Cont	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 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	1451	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: 120 120

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.

	20	12 /	M Peak	Hour	201	2 PM Pea	k Hour
		В	ASE GEOM	ETRY		BASE GEO	METRY
		NC	BUILD	BUILD	NC	BUILD	BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
w	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
В	R	1	A - 2.6	A - 1.5	1	B - 17.2	B - 16.9
N	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
N B	T.	2	A - 2.8	A - 5.4	2	A - 8.1	B - 10.8
D	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
^	L	1	A - 6.9	B - 10.4	1	B - 14.7	C - 28.8
S B	T	2	A - 3.8	A - 5.0	2	A - 3.3	A - 4.4
D	R	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
nters	sect	ion:	A - 7.7	A - 9.0		B - 15.6	B - 16.9

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.

	20	22 A	M Peak	Hour	202	2 PM Pea	k Hour
		В	ASE GEOM	ETRY	1	BASE GEOI	WETRY
		NC	BUILD	BUILD	NC	BUILD	BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
١٨/	L	2	D - 42.7	D - 41.4	2	D - 48.1	D - 49.5
W B	T.	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
P	R	1	B - 11.6	B - 10.4	1	B - 12.8	B - 15.9
N.	L	0	A - 0.0	A - 0.0	0	A - 0.0	A - 0.0
N B	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
	L	1	B - 18.5	C - 28.2	1	D - 35.1	D - 45.8
S B	Т	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
Inters	ect	ion:	B - 13.1	B - 14.5		B - 16.8	C - 20.1

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	Le	eft Tu	rns	Thru	Move	ments	Rig	ıht T	ļ
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	
Existing Lane Length	0	0	0	0	0	Cont	0	0	
AM NO BUILD Queue	0	0	0	0	0	0	0	0	
AM BUILD Queue	0	0	0	0	0	0	0	0	
Existing Lane Length	0	0	0	0	0	Cont	0	0	
PM NO BUILD Queue	0	0	0	0	0	0	0	0	
PM BUILD Queue	0	0	0	0	0	0	0	0	
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	
Existing Lane Length	2	205	200	0	0	Cont	1	110	
AM NO BUILD Queue	2	223	200	0	0	0	1	120	
AM BUILD Queue	2	290	225	0	0	0	1	120	Ī
Existing Lane Length	2	284	200	0	0	Cont	1	171	
PM NO BUILD Queue	2	309	250	0	0	0 .	1	186	T
PM BUILD Queue	2	410	300	0	0	0	1	186	
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	
Existing Lane Length	0	0	0	2	282	Cont	0	170	
AM NO BUILD Queue	0.	0	0	2	309	250	0	186	
AM BUILD Queue	0	0	0	2	362	275	0	252	
Existing Lane Length	0	0	0	2	803	Cont	0	341	
PM NO BUILD Queue	0	0	0	2	880	575	0	374	
PM BUILD Queue	0	0	0	2	1,021	650	0	483	
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	
Existing Lane Length	1	173	130	2	498	Cont	0	0	ŧ
AM NO BUILD Queue	1	188	275	2	541	375	0	0	Ī
M BUILD Queue	1	188	275	2	608	425	0	0	Ť
Existing Lane Length	1	134	130	2	227	Cont	0	0	
PM NO BUILD Queue	1	146	225	2	247	200	0	0	Ī
PM BUILD Queue	1	146	225	2	383	300	0	0	+

Cycle Length: 120 120 *- Queue Length of 1,001 indicates that the calculated queue > 1

NOTE: Queue lengths are in feet.

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

<u>AM</u>

#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

	_				THE SECRET PAGE SECRETORY LIFE SEC								
		B	ASE GEOM	ETRY	MI.	T. GEOM.		BASE GEOI	METRY	MIT. GEOM.			
		NC	BUILD	BUILD	E	BUILD	NO BUILD		BUILD		BUILD		
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay		
	L	1	D - 35.4	C - 34.6	1	D - 35.4	1	C - 20.9	B - 11.7	1	B - 16.8		
B	T	1	C - 34.9	C - 32.1	.1	C - 34.0	14/19	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		
14/	L	1	D - 45.8	D - 42.5	1	C - 20.8	1	D - 38.1	C - 33.3	1	B - 15.6		
W	Τ	1	E - 64.7	E - 62.2	1	D - 51.1	1,	C - 28.1	C - 27.8	1	C - 23.6		
В	R	1	A - 0.1	A - 0.1	1	A - 0.1	1	A - 0.0	A - 0.0	1	A - 0.0		
	L	1	C - 23.1	C - 25.8	1	C - 25.2	1	B - 16.0	C - 28.5	1	C - 29.2		
N B	T	1	D - 49.5	D - 51.5	1	D - 51.8	913	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		
	L	1	C - 28.5	D - 37.0	1	C - 33.8	1	B - 17.2	C - 27.3	1	C - 27.0		
S	T.	1	A - 4.2	A - 4.7	11	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		
Inters	ntersection:		C - 30.0	C - 32.2		C - 29.4		C - 30.6	C - 26.6		C - 25.0		

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

	14	В	ASE GEOM	ETRY	Mil	Γ. GEOM.		BASE GEO	METRY	Mi	Γ. GEOM.	
		NC	BUILD	BUILD	E	BUILD	NC	BUILD	BUILD	BUILD		
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	
_	L	1	F - 118	F - 141	1	F - 90.7	1	C - 23.8	C - 20.4	1	C - 27.0	
E B	T	1	D - 41.5	D - 44.4	1	E - 69.6	1	C - 28.4	C - 25.3	1	F - 140	
Р	R	1	B - 14.6	B - 11.4	1	B - 10.6	1	A - 1.9	A - 2.9	1	B - 10.2	
101	L	1	D - 41.3	D - 37.9	1	B - 16.7	1	F - 89.4	F - 220	1	F - 155	
W B	T	1 3	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.	L	1	C - 26.6	C - 25.3	1	D - 35.5	1	F - 199	F - 246	1	F - 179	
N B	T	1	D - 48.2	D - 46.0	1	E - 58.1	1	C - 25.3	C - 27.5	1	C - 22.5	
D	R	1	F - 88.3	E - 75.7	1	E - 59.0	1	A - 4.6	A - 5.7	1	A - 4.9	
	L	1	F - 86.0	F - 106	1	F - 123	1	B - 17.3	B - 18.8	1	B - 15.1	
S	T	1	A - 3.7	A - 3.9	1	A - 7.2	1	F - 169	F - 203	118	F - 156	
В	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0	
nters	sect	ion:	E - 71.7	F - 82.2		F - 80.6		F - 116	F - 133		F - 118	

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

Paradise Blvd. / Lyon Blvd.

2012									
Approach	Le	ft Tu	rns	Thru	Move	ments	Rig	ht Tu	irns
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	1	199	60	1 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
Westbound	# 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
Northbound	# 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
Southbound	# 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 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

AM PM Cycle Length: 120 120

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.

	20)12 A	M Peak	Hour	201	2 PM Pea	k Hour
		В	ASE GEOM	ETRY		BASE GEO	METRY
		NC	BUILD	BUILD	NC	BUILD	BUILD
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay
<u>_</u>	L	1	B - 15.5	B - 14.3	1	B - 20.0	B - 17.1
B	T	1	D - 52.9	D - 52.3	1 8	C - 33.8	C - 25.3
В	R	1	C - 27.9	C - 26.0	1	B - 16.2	A - 0.9
147	L	1	C - 24.1	C - 23.4	1	C - 23.5	C - 21.0
W	T	1	C - 26.7	C - 26.6	1	E - 57.2	D - 54.9
В	R	1	A - 2.2	A - 2.0	1	A - 7.4	A - 7.3
	L	1	C - 29.2	D - 36.4	1	C - 22.6	C - 34.1
N	9T :	2	C - 31.0	C - 33.9	2	C - 26.4	C - 22.5
В	R	_1	B - 12.5	B - 14.4	1	A - 6.0	A - 2.0
_	T	1	D - 37.2	D - 40.1	1	B - 19.8	C - 22.4
S	T	2	D - 45.0	D - 46.2	2	D - 36.4	D - 39.0
В	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0
nters	sect	ion:	D - 36.5	D - 37.5		C - 34.7	C - 29.2

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.

	20)22 <i>A</i>	M Peak	Hour	202	2 PM Pea	k Hour	
	Г	В	ASE GEOM	ETRY	BASE GEOMETRY			
		NC	BUILD	BUILD	NC	BUILD	BUILD	
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
F	L	1	B - 17.1	B - 16.8	1	D - 37.0	D - 38.6	
B	T	1	D - 44.9	D - 40.7	11	D - 46.9	D - 41.9	
Р	R	1	C - 24.3	C - 20.4	1	B - 18.2	B - 15.8	
14/	L	1	C - 31.4	C - 30.6	1	C - 30.3	C - 31.2	
M	T	11	C - 32.3	C - 32.4	1	E - 60.7	E - 68.7	
В	R	1	A - 2.7	A - 3.0	1	B - 12.9	B - 13.0	
١	L	1	D - 39.6	D - 38.6	1	C - 25.4	C - 28.0	
N	Т	2	C - 27.8	C - 30.3	2	C - 27.6	C - 31.7	
В	R	1	A - 9.2	B - 10.2	1	A - 3.2	A - 3.9	
	L	1	D - 39.6	D - 43.3	1	C - 24.0	C - 29.8	
S	T	2	D - 42.9	D - 45.4	2	D - 44.1	D - 52.1	
В	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
nters	sect	ion:	C - 34.7	C - 34.7		D - 35.2	D - 39.0	

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

Paradise Blvd. / Golf Course Rd.

<u>2012</u>	3 4								
Approach	Le	ft Tu	rns	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 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 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_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 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

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.

	20	12 A	M Peak	Hour	201	2 PM Pea	k Hour	
		B	ASE GEOM	ETRY	BASE GEOMETRY			
		NC	BUILD	BUILD	NC	BUILD		
	Г	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
_	L	1	B - 13.2	B - 10.2	1	C - 20.8	C - 27.0	
E	T	2	C - 32.2	C - 26.6	2	D - 38.7	D - 50.5	
В	R	1	A - 5.0	A - 6.0	1	B - 14.5	C - 23.9	
	L	2	D - 54.9	E - 56.8	2	E - 62.4	E - 62.4	
M	Т	2	C - 28.9	C - 27.4	2	D - 42.9	D - 43.9	
В	R	1	A - 3.0	A - 2.7	1	D - 38.3	D - 35.8	
	L	2	E - 61.2	E - 64.5	2	E - 58.6	E - 60.5	
N	Τ	2	D - 50.1	E - 57.5	2	D - 38.9	D - 41.1	
В	R	1	D - 39.0	D - 45.6	1	A - 6.5	A - 9.6	
^	L	2	D - 36.6	D - 40.7	2	D - 49.1	D - 44.2	
S	Τ	2	C - 25.0	C - 29.0	2	C - 20.3	C - 33.7	
В	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
nters	sec	ion:	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.

	20)22 A	M Peak	Hour	2022 PM Peak Hour				
		В	ASE GEOM	ETRY	BASE GEOMETRY				
		NC	BUILD	BUILD	NO BUILD BUILD				
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay		
-	L	1	B - 11.9	B - 10.6	1	E - 73.0	E - 70.0		
E	‡ ∏:	2	F - 81.6	F - 102	2	F - 113	F - 126		
В	R	1	A - 9.2	A - 9.4	1	C - 24.4	C - 26.5		
107	L	2	F - 135	F - 181	2	F - 143	F - 143		
W	ĮŢ,	2	C - 23.6	C - 23.6	2	E - 56.3	E - 62.1		
В	R	1	A - 6.8	A - 6.7	1	F - 117	F - 109		
	L	2	E - 61.4	E - 77.6	2	E - 73.9	F - 93.2		
N		2	F - 83.5	F - 95.7	2	F - 91,9	F - 103		
В	R	1	E - 75.3	F - 91.0	1	B - 15.7	B - 17.2		
	L	2	F - 97.1	F - 114	2	D - 48.3	E - 61.4		
S	T	2	C - 34.8	D - 35.2	2	C - 26.2	C - 31.3		
В	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0		
nter	sec	tion:	E - 66.9	E - 79.1	1000	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: Intersection: Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)

Paseo del Norte / Golf Course Rd.

2012									
Approach	Le	ft Tu	rns	Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	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
Existing Lane Length	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
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	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
Existing Lane Length	2	531	125	2	531	Cont	1 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
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	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
Existing Lane Length	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
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	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
Existing Lane Length	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.

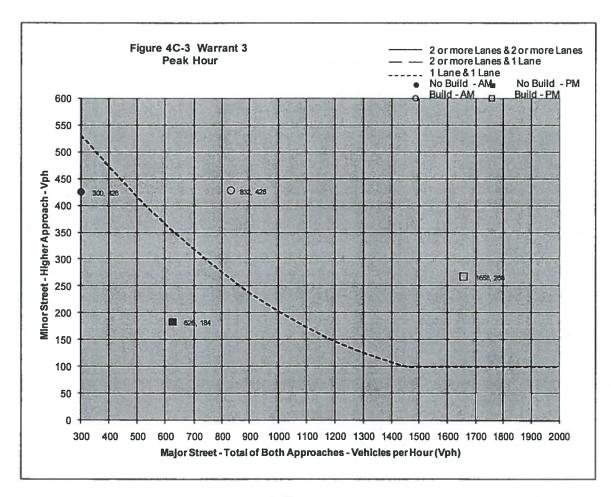
	20	12 /	AM Peak	Hour	2012 PM Peak Hour			
		В	ASE GEOM	ETRY	BASE GEOMETRY			
		NC	BUILD	BUILD	NC	BUILD	BUILD	
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
F	L	>	A - 1.5	A - 0.4	>	A - 1.5	A - 1.0	
E B	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0	
L	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
W	L	>	A - 0.0	A - 5.3	>	A - 0.0	B - 10.7	
B	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0	
L	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
N.	L	>	A - 0.0	B - 13.1	>	A - 0.0	F - 193	
N B	T	1	A - 0.0	B - 13.1	1	A - 0.0	F - 193	
L	R	>	A - 0.0	B - 13.1	>	A - 0.0	F - 193	
	L	1	C - 20.1	F - Err	1	C - 19.8	F - Err	
S	T	1	A - 9.5	B - 12.3	1	A - 9.8	F - 66.6	
L	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.

	20	22 A	M Peak	Hour	2022 PM Peak Hour			
		В	ASE GEOM	ETRY	BASE GEOMETRY			
		NC	BUILD	BUILD	NC	BUILD	BUILD	
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
<u></u>	L	>	A - 8.2	B - 14.1	>	A - 9.4	C - 20.7	
E	T	1	A - 0.0	A - 0.0	1	A - 0.0	A - 0.0	
В	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
	L	>	A - 0.0	C - 23.3	>	A - 0.0	F - 426	
W B	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.	L	>	A - 0.0	F - Err	>	A - 0.0	F - Err	
N B	T	1	A - 0.0	F - Em	1	A - 0.0	F - Err	
	R	>	A - 0.0	F - Err	>	A - 0.0	F - Em	
	L	1	F - Err	F - Err	1	F - Err	F - Err	
S	T	1	B - 12.4	F - 226	1	B - 14.1	F - Err	
Ľ	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

			Н	our		Peak Hour				
			MIT	MIT. GEOM.			MIT. GEOM.			
			E	BUILD			BUILD			
			Lanes	LOS-D	elay	Lanes	LOS-Delay			
	_	L	1	C - 2	25.3	1	B - 19.8			
	E B	T	2	E - 5	55.4	2	E - 55.9			
	В	R	>	A -	0.0	>	A - 0.0			
	147	L	1	C - 3	33.4	1	C - 30.2			
	W	T	2	C - 3	30.8	2	A - 9.9			
	В	R	>	Α -	0.0	>	A - 0.0			
	N1	L	1	B - 1	4.0	1	C - 26.0			
	N B	T	1	A -	4.8 ₈	1	A - 8.1			
	D	R	>	A -	0.0	>	A - 0.0			
	^	L	2	B - 1	5.7	2	C - 28.8			
	S	T	1	Α -	7.1	1	B - 17.5			
	D	R	>	A -	0.0	>	A - 0.0			
Inter	sect	on:		C - 2	7.7		C - 34.0			

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

2022	A 34	Peak	2022	
21122	ALLINE		2017	

			Н	our	Pea	ak Hour	
			MIT	r. GEOM.	MIT. GEOM.		
			E	BUILD	E	BUILD	
			Lanes	anes LOS-Delay		LOS-Delay	
	_	L	1	C - 20.3	1	D - 49.2	
	E B	T:	2	D - 46.7	2	E - 74.7	
	В	R	>	A - 0.0	>	A - 0.0	
	10/	L	1	D - 48.5	1	D - 51.0	
	W B	Τ	2	C - 28.0	2	B - 12.5	
	D	R	>	A - 0.0	>	A - 0.0	
	N.	L	1	C - 27.0	1	C - 28.0	
	N B	T	1	C - 29.2	1	D - 43.2	
	D	R	>	A - 0.0	>	A - 0.0	
		L	2	E - 57.6	2	F - 111	
	S	J.	1	B - 11.5	1	B - 17.3	
	D	R	>	A - 0.0	>	A - 0.0	
Inter	secti	on:		D - 45.2	1116	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.

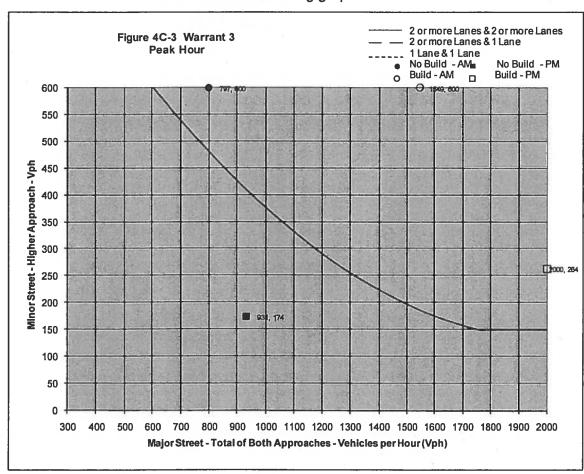
	20	12 /	M Peak	Hour	2012 PM Peak Hour			
100		В	ASE GEOM	ETRY	BASE GEOMETRY			
		NC	BUILD	BUILD	NC	BUILD	BUILD	
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	
	L	1	B - 11.1	C - 16.3	1	A - 9.9	D - 34.1	
Е В	T	1	F - 153	F - 672	1	B - 14.8	F - 488	
L	R	. >	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
W	L	1	C - 20.0	C - 22.2	1	B - 10.7	B - 14.5	
B	I	1	C - 19.6	F - 310	1	F - 115	F - 901	
10	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0	
[1	L	>	B - 13.8	C - 16.7	>	B - 12.0	C - 17.5	
N B	T	2	A - 0.0	A - 0.0	2	A - 00	A - 00	
L	R	>	C - 22.5	D - 29.3	>	B - 11.8	C - 15.9	
	L	1	F - 143	F - 190	1	B - 13.6	C - 16.4	
S B	T	1	D - 29.0	F - 120	1	B - 10.4	E - 43.8	
Ľ	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.

	20	22 /	M Peak	Hour	202	2 PM Pea	k Hour		
	Г	В	ASE GEOM	ETRY	BASE GEOMETRY				
		NC	BUILD	BUILD	NC	BUILD	BUILD		
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	LOS-Delay		
F	L	1	B - 13.0	C - 19.1	1	C - 17.6	F - 149		
Е В	T	1	F - 910	F - 1477	1	F - 811	F - 1706		
	R	>	A - 0.0	A - 0.0	>	A - 0.0	A - 0.0		
14/	L	1	E - 35.5	E - 38.9	1	C - 20.7	D - 25.6		
B	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		
T.,	L	>	C - 21.0	D - 26.0	>	F - 94.6	F - 174		
N B	T	2	A - 0.0	A - 0.0	2	A - 0.0	A - 0.0		
	R	>	F - 172	F - 2009	>	F - 197	F - 262		
	L	1	F - 350	F - 394	1	F - 219	F - 262		
S B	T	1	F - 82.7	F - 249	1	C - 24.6	F - 262		
Ľ	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.

		20)12 /	AM Peak	20	12 PM		
			Н	lour	Pea	ak Hour		
			MI	T. GEOM.	MI	Γ. GEOM.		
1			E	3UILD	BUILD			
			Lanes	LOS-Delay	Lanes	LOS-Delay		
	-	L	1	B - 10.6	. 1	C - 31.6		
	В	700	212	D - 41.6	1	C - 20.8		
	D	R	>	A - 0.0	>	A - 0.0		
	10/	L	1	D - 50.2	1	A - 5.7		
	W	T	21	B - 19.1	1	C - 32.1		
	В	R	1	A - 0.0	1	A - 0.2		
		I	1	D - 38.0	1	D - 51.6		
	N B	T	2	B - 19.9	2	C - 28.4		
	ь	R	>	A - 0.0	>	A - 0.0		
	_	L	2	E - 57.4	2	D - 46.4		
	S	T	1	E - 56.6	1.5	E - 55.4		
	В	R	1	A - 0.2	1	A - 0.3		
nter	secti	on:		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 F - 225 A - 6.9 Ε F - 233 F - 242 Α -0.0 A - 0.0> F - 195 F - 114 1 C - 25.9 F - 85.7 В R A - 0.0 Α 0.2 E - 59.7 F - 88.9 F - 84.6 F - 95.9 2 2 В R A - 0.0 A -> 0.0 F - 241 F - 213 S E - 75.6 E - 57.3 В R Α 0.2 0.3 Α F - 149 F - 145 Intersection:

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	Γ. GEOM.		BASE GEO	MIT. GEOM.		
		NO	BUILD	BUILD	BUILD		NO BUILD		BUILD	BUILD	
		Lanes	LOS-Delay	LOS-Delay	y 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
B	Т	1	A - 0.0	A - 0.1	1	A - 0.0	1	A - 00	A - 0.0	1	A - 0.0
P	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
B	T	1	A - 0.0	A - 3.8	1	A - 0.0	1	A - 0.0	A - 7.2	1	A - 0.0
L	R	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
	L	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
N B	T	1	A - 0.0	B - 11.2	1	B - 10.2	1	A - 0.0	F - 50.7	1	C - 15.4
L	R	>	A - 0.0	A - 0.0	1	A - 0.0	^	A - 0.0	A - 0.0	1	A - 0.0
	L	>	A - 0.0	A - 0.0	>	A - 0.0	>	A - 0.0	A - 0.0	>	A - 0.0
S	T	1	A - 0.0	C - 15.2	1	B - 13.2	1	A - 0.0	D - 29.8	1	C - 23.3
L	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	r. GEOM.	BASE GEOMETRY				MIT. GEOM.	
		NC	BUILD	BUILD	E	BUILD	NC	BUILD	BUILD	BUILD		
		Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	LOS-Delay	Lanes	LOS-Delay	
	L	>	A - 0.0	A - 0.0	1	A - 8.7	· >	A - 0.0	A - 0.0	1	B - 11.9	
Е В	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	
B	T	1	A - 0.0	D - 30.7	1	A - 0.0	1	A - 00	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	
N B	I	1	A - 0.0	F - Em	1	F - 140	1	A - 0.0	F - Em	1	F - Em	
L	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	
В	T	1	A - 0.0	F - Em	1	F - Em	1	A - 0.0	F - Em	1	F - Em	
L	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

	2	012	AM Peak	2012 PM				
		H	lour	Peak Hour				
					BASE			
	B	ASE G	EOMETRY	GE	OMETRY			
			BUILD		BUILD			
		Lanes	LOS-Delay	Lanes	LOS-Delay			
E	L	0	A - 0.0	0	A - 0.0			
В		0	A - 0.0	0	A - 010			
Ľ	R	0	A - 0.0	0	A - 0.0			
W	L	1	A - 9.6	1	B - 11.4			
B	T	0	A - 0.0	0	A - 0.0			
L	R	>	A - 0.0	>	A - 0.0			
N	L	0	A - 0.0	0	A - 0.0			
В	I	1	A - 0.0	1	A - 0.0			
	R	>	A - 0.0	>	A - 0.0			
٥	L	>	A - 0.0	/>	A - 0.0			
S	T	1	A - 7.6	1	A - 7.9			
L	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

	2	022	AM Peak	20	22 PM		
		H	lour	Peak Hour			
				BASE			
	B	ASE G	EOMETRY	GEOMETRY			
			BUILD		BUILD		
		Lanes	LOS-Delay	Lanes	LOS-Delay		
Е	L	0	A - 0.0	0	A - 0.0		
В	F	0	A - 0.0	0	A - 0.0		
٦	R	0	A - 0.0	0	A - 0.0		
w	L	1	B - 13.1	1	B - 11.4		
В	T	0	A - 0.0	0	A - 0.0		
٢	R	>	A - 0.0	>	A - 0.0		
N	L	0	A - 0.0	0	A - 0.0		
В	Т	1	A - 0.0	1	A - 0.0		
تا	R	>	A - 0.0	>	A - 0.0		
s	L	>	A - 0.0	>	A - 0.0		
В	F	1	A - 810	1	A - 7.9		
Ľ	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

Average Delay	Level-of-Service
(secs)	
≤ 10	Α
> 10 and ≤ 20	В
> 20 and ≤ 35	С
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level-of-Service
Α
В
С
D
E
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.

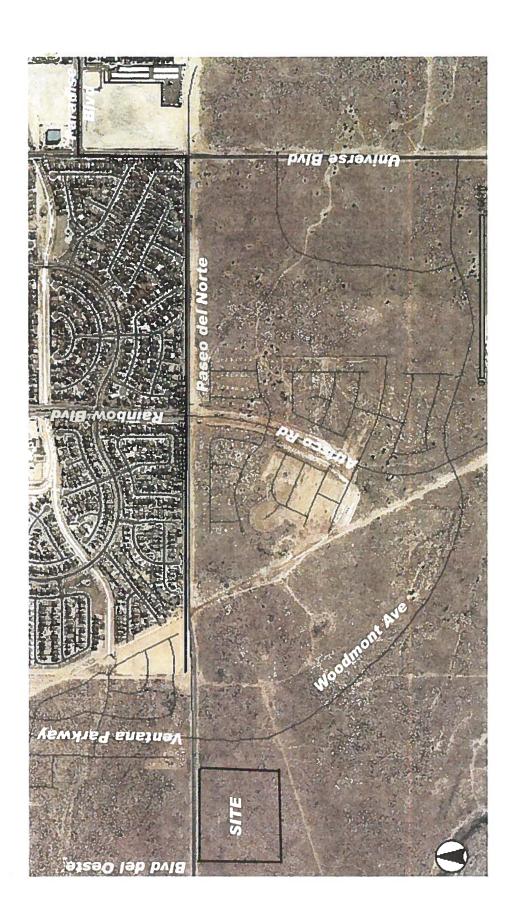
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APPENDIX

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ø	SEO	SEO	SEO	SEO	SEO	SEO
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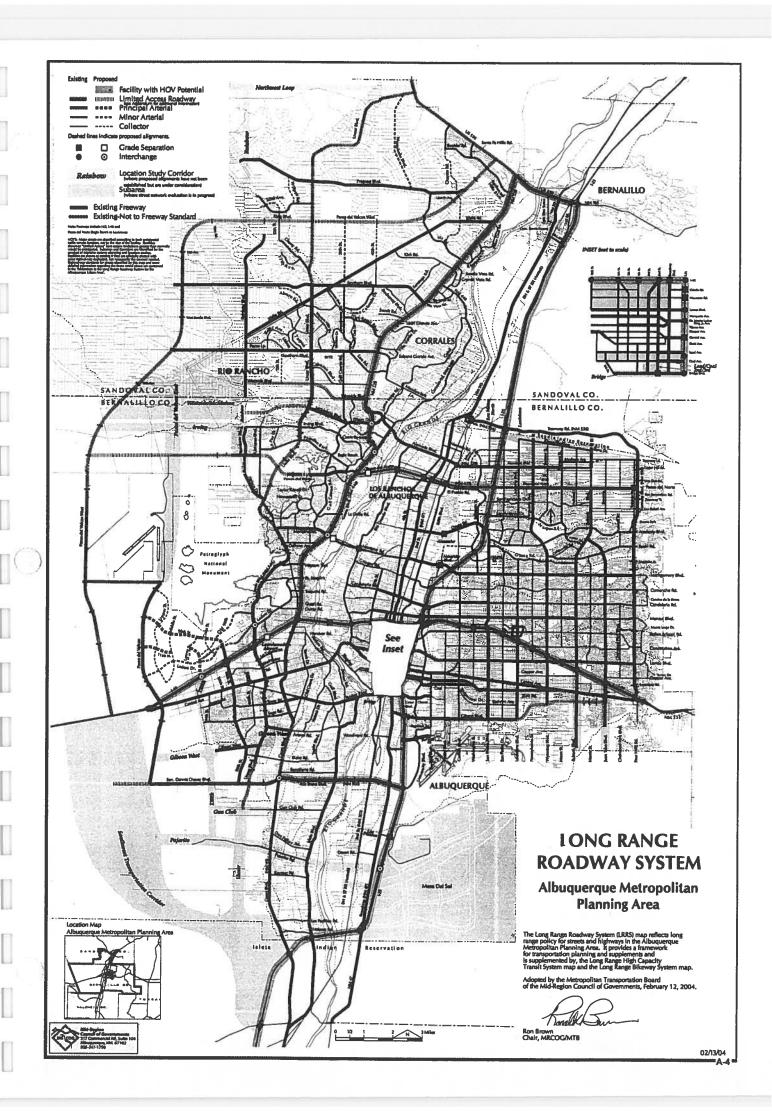
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Volcano Vista Development Paseo del Norte | Blvd del Oeste Aerial Map

(TO INCLUDED ASSISTED LIVING CONDITIONAL USE) THE LOW RESIDENTIAL DENSITY LOT SZES SHALL RANGE FORM 0.33 OF AN ACRE TO 1 ACRE WITHIN THE WOLKOW VISTA MASTRE PLAN AREA SHALL WE MENION RESIDENTIAL SZESS WITHIN THE VOLCANO VISTA MASTRE PLAN AREA SHALL WAY FROM SOON SY TO 10,000 SY WITH WITHIS FRAM 45' TO 0.00 SY WITH WITHIS FRAM 45' TO 0.000 SY WITHIS F THE VOLCANO VISTA MISTER PLAN AREA SHALL INCLIDE A RECKONAL PARK/DPEN SPACE AREA, AND ALL SUBSCIDENT RESIDENTIAL PERLEDARENT PLANE SHALL INCLIDE POCACE PARKET THAT WILL BE MANTANED BY THE RELEANT NECESORIANG ASSOCIATIONS. ALL SUBSCIDENT REVIAL/COMMERCIAL DEPARTMENT OF PAKES WITH SHALL AND DEPARTMENT REVIEW HE TRANES SHALL BE DESCRIPED TO LINK THE POCACET PAMES AND PARIO AREAS TO THE PEDSTRIMM TRANEST SYSTEM AND THAS GREATE AN WALVELE WITHOUTE REPORTED PRINES THE RESIDENT PARKET AND THAS CREATE AND THAS DEPARTMENT THE PROCEDURAL AND SALL BY THE POCACET PAMES AND PATRO AREAS TO THE PEDSTRIMM TRANEST SYSTEM AND THAS GREATE AND WALL BY THE PROCEDURAL AREAS. THE HEAVY COMMERCIAL, AND RETAIL DEVELOPMENT IS INTENDED TO PROMOE JOBS WITHIN THE SURROLANDING RECHRORHOOD AREAS, THUS LIMITING VEHICLULAR COMMUTING PRESSURE, ON THE DISSING ARTERIAL STREET SYSTEM. THE NECHBORHOOD RETALL DEVELOPMENT SEEKS TO ACCOMMODATE RETALL SHOPS THAT WILL SERVE NOT ONLY THE IMMEDIATE VOLCAND VISIO MASTER PLAN AREA, BUT ASSO THE STREADLONDON RESPONDING PRESIDENTIAL AREAS OF THE TRALLS AND VOTTAM RAWCH ESTS AND WEST. THE COLLECTION PEDESTRUM AND VEHICLAR TRANST SYSTEM ARE DESIGNED TO EXCE THE USE AND ACCESS OF THIS MEGHBORHOOD RETALL CENTER. THE DESIGN CLIDELINE SECTION OF THIS MASTER PLAN SHALL ADDRESS SPECIFIC DETAILS SUCH AS; MCRETECHNEL, LIGHTICA, LANDSCAPING, AND STREETSCAPES. THESE CLIDELINES SHALL BE IN ADDITION TO THE BERNALLIA COLUMY, ZOWING CODE: THE PROPOSED VOLCAND VISTA MASTER PLAN SEEKS TO INCORPORATE A VARRETY OF LAND USES INCLUDING DEFERRANCE RESIDENTIAL DESISTES, INCORPORATION RETAIL DEVELOWERS, LAND PARKS, IT IS CONSISTENT WITH THE MORTHWEST ESCARPHENT PLAN, VOLCAND VISTA MASTER PLAN, AND THE WESTINGS STRUTGGO PLAN. HIGH DENSITY RESIDENTIAL (13.8760 AC±) (10-20 D.U.'S PER ACRE-277 UNITS MAXIMUM) COMMERCIAL/OFFICE (9.8973 AC±) (C/O-1 ZONING-.30 FAR, 129338 SF MAXIMUM) HEAVY COMMERCIAL (9.2074 AC±) (C-2 ZONING-.30 FAR, 121110 SF MAXIMUM) MEDIUM DENSITY RESIDENTIAL (26.9903 AC±) (3-5 D.U.'S PER ACRE-134 UNITS MAXIMUM) LOW DENSITY RESIDENTIAL (8.8801 AC±) (1-3 D.U.'S PER ACRE-26 UNITS MAXIMUM) REGIONAL PARK/OPEN SPACE (2.5824C AC±) - PROPOSED MINOR ACCESS POINT PROPOSED MAJOR ACCESS POINT MASTER PLAN NOTES CN/0-1 PDA R-1 EXISTING CITY OF ALBUQUERQUE SUBDIVISION "THE TRAILS' PASEO DEL NORTE BOULEVARD (LIMITED ACCESS ROAD) NORTHWEST ESCARPMENT PLAN VIEW BOUNDARY UNDEVELOPED BERNALILLO COUNTY LAND PETROGLYPH NATIONAL MONUEMENT DEL OESTE BOULEVARD
UNDEVELOPED BERNALILLO COUNTY LAND

Rio Grande Engineering 1606 CENTRAL AVENUE SE SUITE 201 ABUQUERQUE, NW 87106 (505) 872—0899 OLCANO VISTA MASTER PLAN -PROPOSED LAND USE-



12/11/20

Volcano Vista Development Trip Generation Data

	USE (ITE CODE)	24 HR	24 HR VOL	A. M. PEAK HR.	AK HR.	P. M. PEAK HR.	AK HR.
COMMENT	DESCRIPTION	GROSS	SSC	ENTER	EXIT	ENTER	EXIT
822	Summary Sheet						
R-1 and PDA Tracts	Single-Family Detached Housing (210)		,597	30	91	105	59
PDA Tract	Apartment, Post-1973 (220) 277.00	ļ	,794	23	118	113	99
C-1 Tract	Shopping Center (820) 111.11	·	7,272	102	65	323	350
C-1 Tract	Fast Food Restaurant w/ Drive-Thru Window (934)	4.00 1,	1,984	108	104	72	29
C-1 Tract	High Turnover (Sit-Down) Restaurant (932)	00.9	763	36	33	40	26
CN / O-1 Tract	General Office Building (710)	77.60 1,	760,1	135	18	28	138
CN / O-1 Tract	Shopping Center (820) 51.	51.74 4,	4,425	64	41	195	211
	Subtotal	18	18,932	498	470	876	206

						3
USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	.M.A	PEAK HOUR	.M. ^A	PEAK
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Single-Family Detached Housing (210)	160.00	1,597	30	91	105	59
	Dwelling Units					

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)

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

Comments:

R-1 and PDA Tracts

12/11/20~

Volcano Vista Development Tríp Generation Data

USE (ITE CODE)		AHOUR TWO-WRY YOLUME	.M.A	PEAK	.M. ^q	PEAK
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Apartment, Post-1973 (220)	277.00	1,794	23	118	113	26
	Dwelling Units					

ITE Trip Generation Equations:

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

$$T = 5.994 (X) + 134.114$$

50% Enter, 50% Exit

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

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

Comments:

PDA Tract

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	.M .A	PEAK HOUR	.M. [.]	PEAK HOUR
		GROSS	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)

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

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

Comments:

C-1 Tract

USE (ITE CODE)		ZA HOUR TWO-WAY VOLUME	.M.A	PEAK	.M. [.]	PEAK
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Fast Food Restaurant w/ Drive-Thru Window (934)	4.00	1,984	108	104	72	29
	1,000 S.F.					

ITE Trip Generation Equations:

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

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

50% Enter, 50% Exit

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

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

Comments:

C-1 Tract

USE (ITE CODE)	ZA HOUR TWO-WAY VOLUME		A. M. PEAK HOUR	P. M.	PEAK HOUR
	GROSS	ENTER	EXIT	ENTER	EXIT
Units			11		
High Turnover (Sit-Down) Restaurant (932)	6.00 763	36	33	04	26
1,000 S.F.	L.				

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)

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_TRIPS.xls - LandUse (5)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	.M.A	PEAK HOUR	.M.ª	PEAK HOUR
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
General Office Building (710)	27.60	1,097	135	18	28	138
	1,000 S.F.					

ITE Trip Generation Equations:

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

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

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

Comments:

CN / O-1 Tract

USE (ITE CODE)	ANO-WAY TWO-WAY JMU-OV	.M.A	PEAK HOUR	.M. [.] q	HOUR HOUR
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					

211

195

8

51.74 1,000 S.F.

ITE Trip Generation Equations:

Shopping Center (820)

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

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

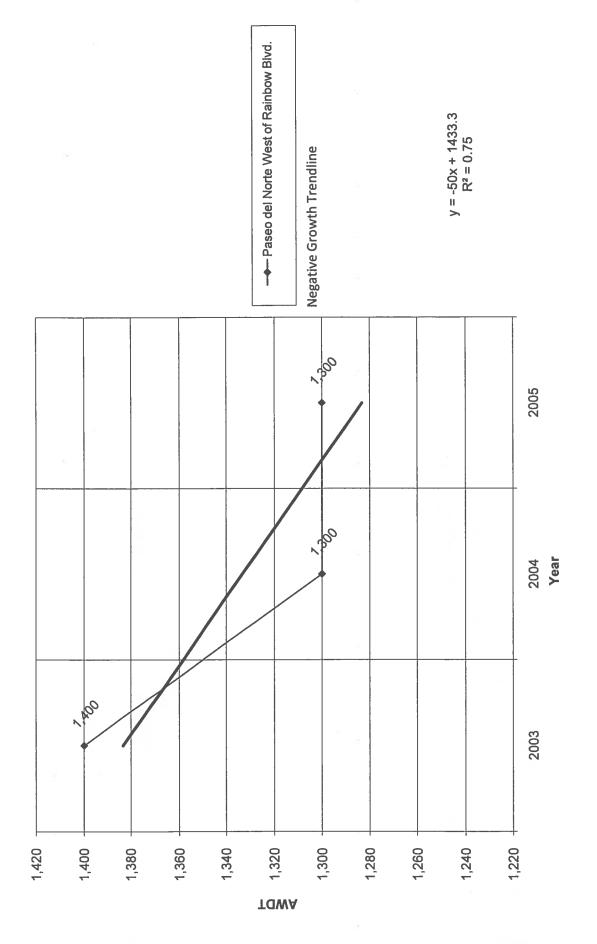
Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

Comments: CN / O-1 Tract

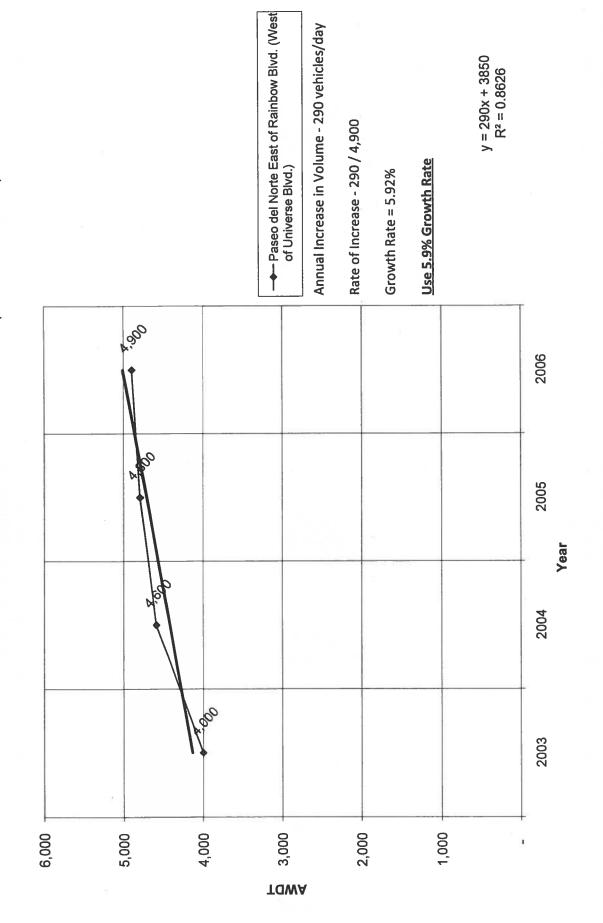
Traffic Flow Table for Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)

	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 Pase 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

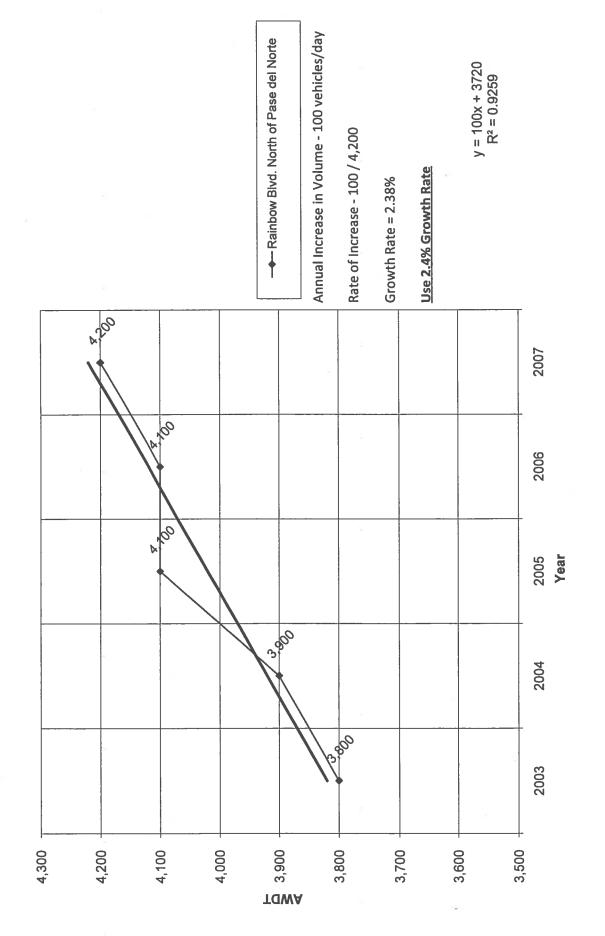
Growth Chart for Paseo del Norte West of Rainbow Blvd.



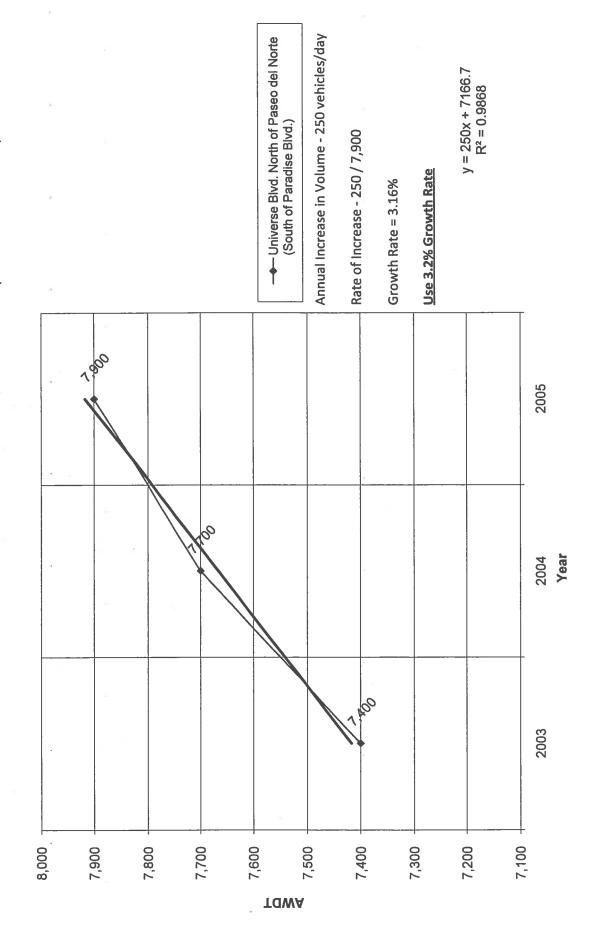
Growth Chart for Paseo del Norte East of Rainbow Blvd. (West of Universe Blvd.)



Growth Chart for Rainbow Blvd. North of Paseo del Norte



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

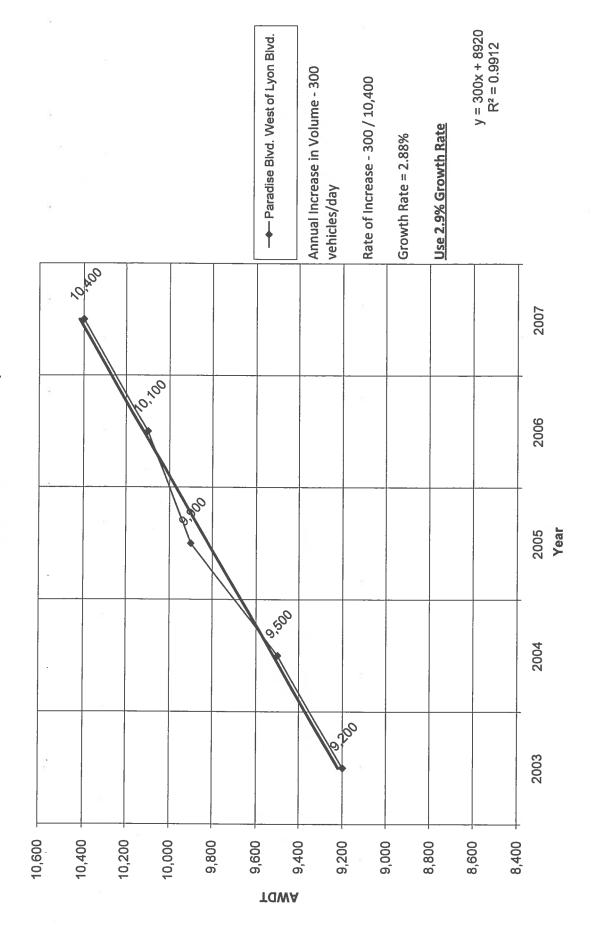


→ Universe Bivd. South of Paseo del Norte y = -430x + 7870 $R^2 = 0.8299$ Negative Growth Trendline 2007 Growth Chart for Universe Blvd. South of Paseo del Norte 2006 000 2005 **Year** 2004 2003 8,000 7,000 6,000 5,000 4,000 3,000 2,000 1,000 TOWA

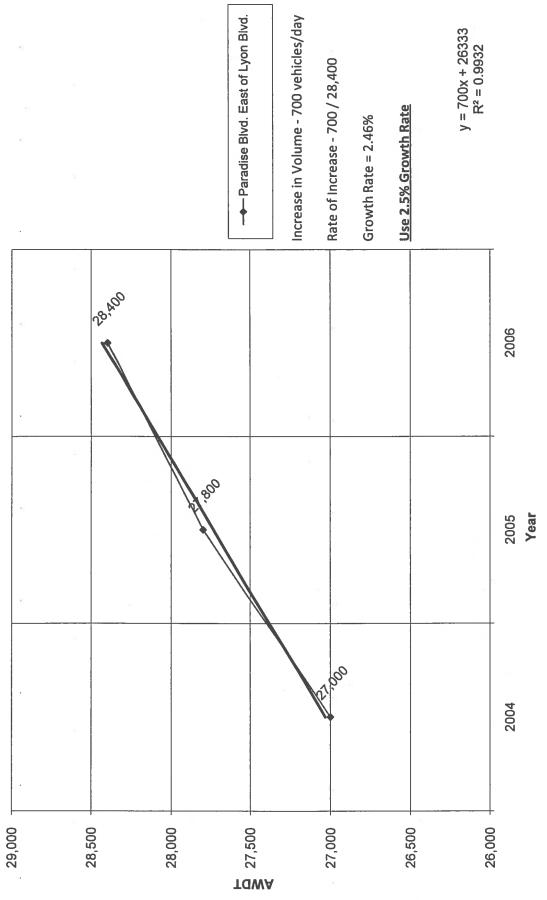
→ Universe Blvd. North of Paradise Blvd. Annual Increase in Volume - 300 Rate of Increase - 300 / 10,400 y = 300x + 9533.3 $R^2 = 0.9643$ **Use 2.9% Growth Rate** Growth Rate = 2.88% vehicles/day 2006 2005 **Year** 2004 10,500 10,400 10,300 10,200 10,100 10,000 9,900 9,800 9,700 009'6 9,500 9,400 **T**MP

Growth Chart for Universe Blvd. North of Paradise Blvd.

Growth Chart for Paradise Blvd. West of Lyon Blvd.



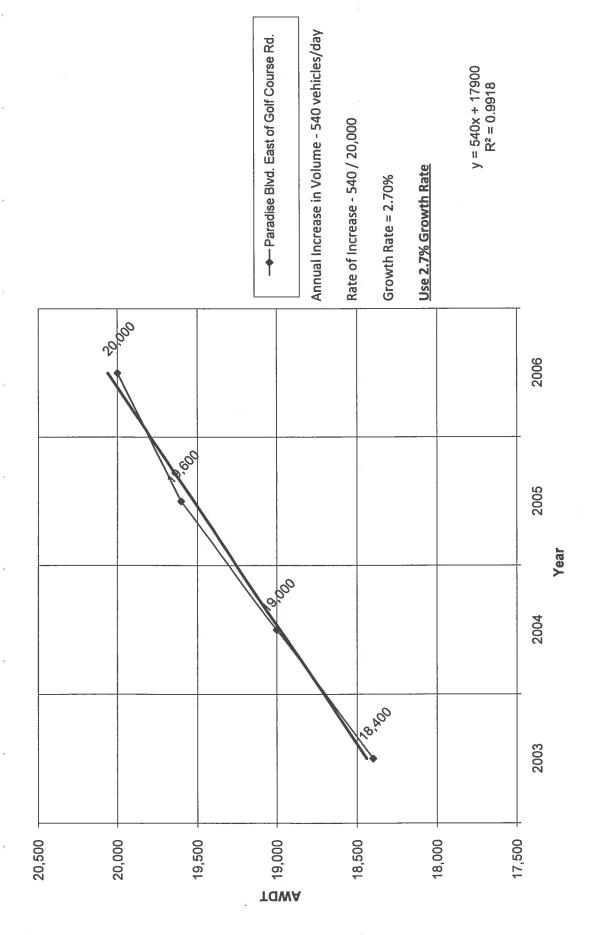
Growth Chart for Paradise Blvd. East of Lyon Blvd.



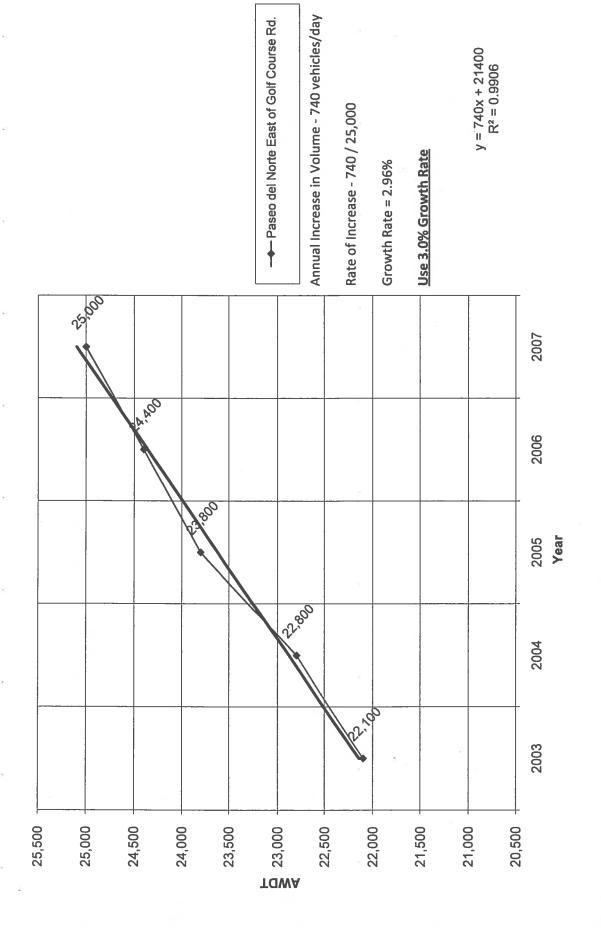
Annual Increase in Volume - 550 vehicles/day → Paradise Blvd. West of Golf Course Rd. y = 550x + 22533 $R^2 = 0.9973$ Rate of Increase - 550 / 24,200 Use 2.3% Growth Rate **Growth Rate = 2.27%** 2007 2006 **Year** 2005 **TOWA** 23,400 24,200 22,800 22,400 24,400 24,000 23,600 23,200 22,600 23,800 23,000

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

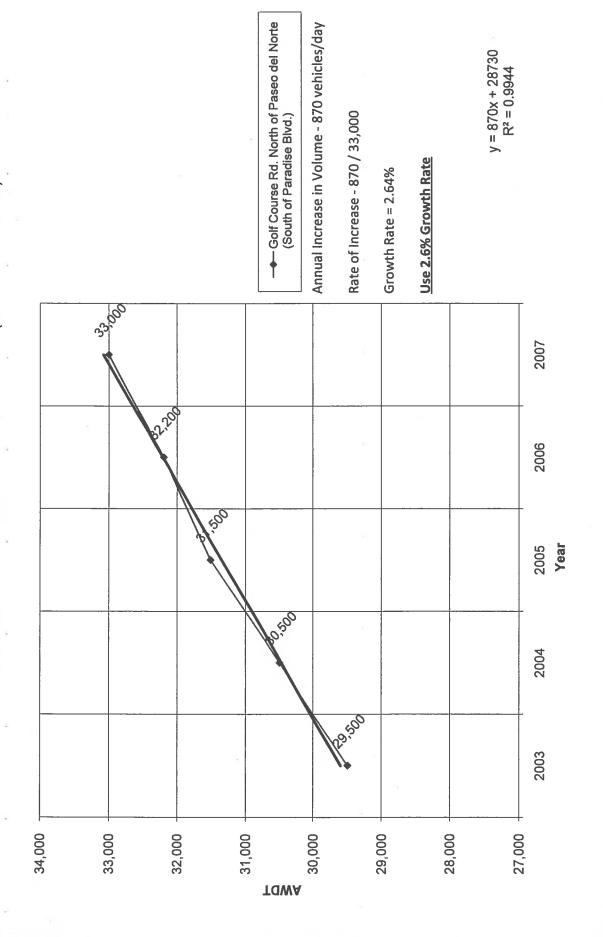
Growth Chart for Paradise Blvd. East of Golf Course Rd.



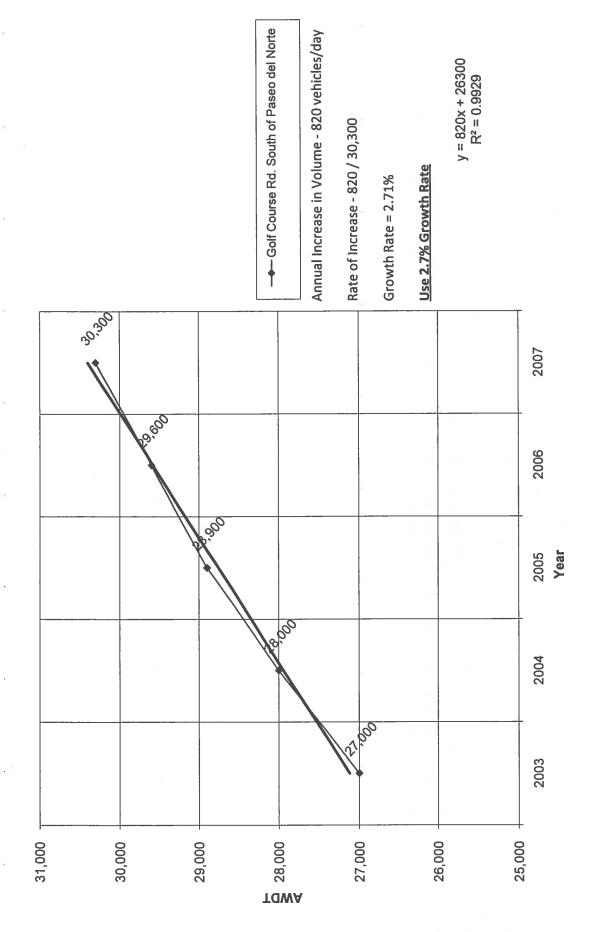
Growth Chart for Paseo del Norte East of Golf Course Rd.



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



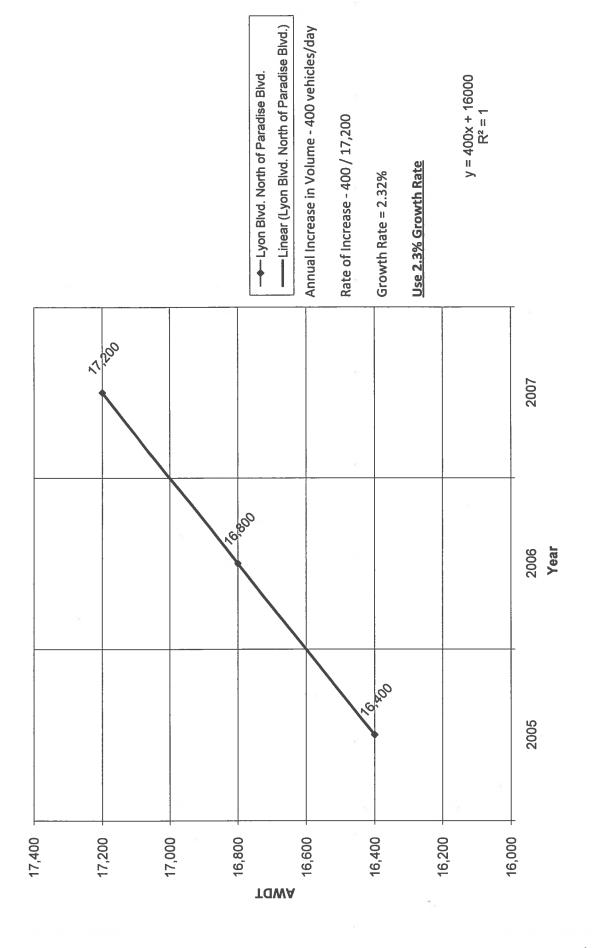
Growth Chart for Golf Course Rd. South of Paseo del Norte

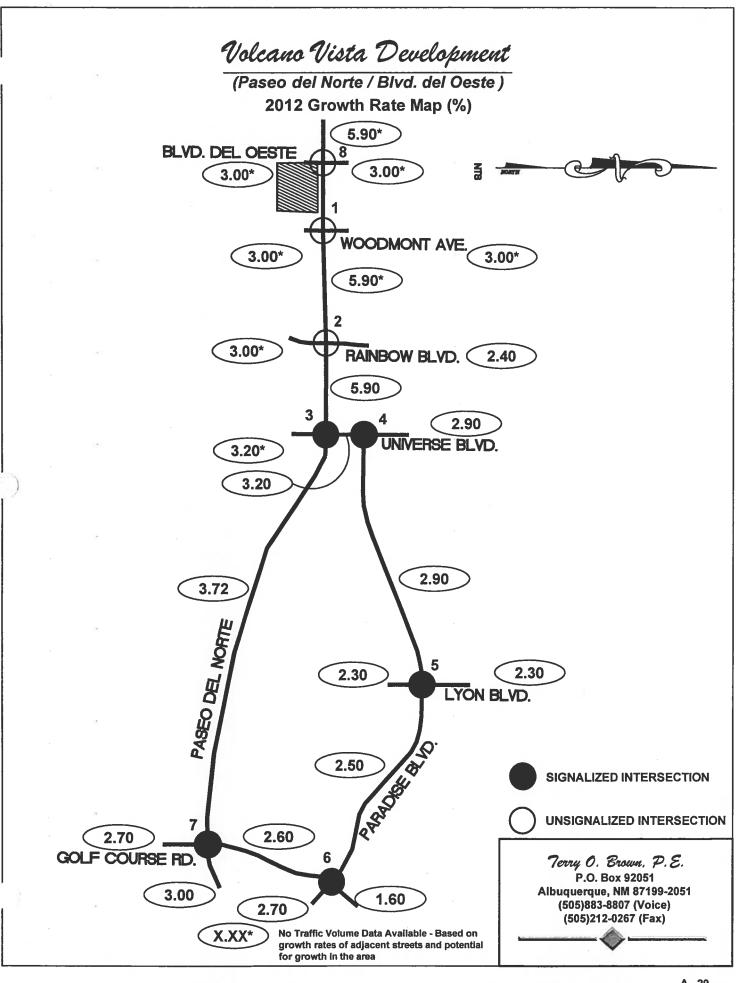


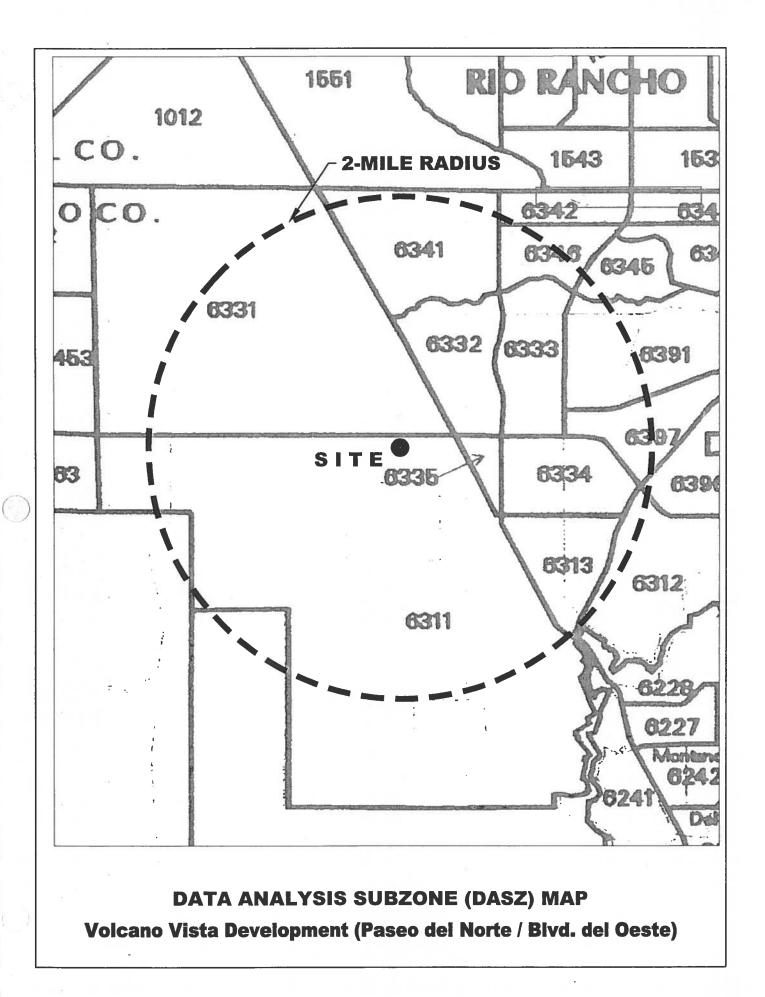
Annual Increase in Volume - 290 vehicles/day →—Golf Course Rd. North of Paradise Blvd. y = 290x + 16690 $R^2 = 0.9024$ Rate of Increase - 290 / 18,200 Use 1.6% Growth Rate Growth Rate = 1.59% 18,200 2007 1300 2006 Year 2005 1 2004 2003 16,000 18,500 17,500 17,000 16,500 18,000 **T**MA

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

Growth Chart for Lyon Blvd. North of Paradise Blvd.







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 <u>Socioeconomic</u> 2030 Socioeconomic Forecasts by Data Anabysis Subzones for the Mid-Region of New Maxico

						_	0		_	~			m	<u> </u>	_	m		_			
Æ	Population))	0		2,931	1,552)		46	0,)	98	0	0	,	4,638	37.14%
(RN) Rainbow Blvd, North	% Population Utilizing			0.00%	0.00%	0.00%	0.00%	%00.0	23.47%	12.43%	0.00%	0.00%	0.38%	0.07%	0.00%	0.78%	0.00%	0.00%	0.00%		
Rain	% Utilizing			%0	%0	%0	%0	%0	100%	20%	%0	%0	80%	20%	%0	%09	%0	%0	%0		
-t-	Population	5575		0	0	0	0	29	0	0	0	0	9	0	0	0	0	0	0	99	0.52%
(WN) Woodmont Ave. North	% Population Utilizing			%00.0	%00.0	0.00%	%00.0	0.47%	0.00%	0.00%	0.00%	0.00%	0.05%	0.00%	%00.0	0.00%	%00.0	0.00%	0.00%		
Wood	% Utilizing			%0	%0	%0	%0	10%	%0	%0	%0	%0	10%	%0	%0	%0	%0	%0	%0		
th	Population			0	0	0	0	69	0	0	0	0	9	0	o	0	0	0	0	99	0.52%
(BN) Bivd. del Oeste North	% Population Utilizing			%00.0	%00.0	%00.0	%00.0	0.47%	%00.0	%00.0	%00.0	%00.0	0.05%	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0		
Blvd.	% Utilizing			%0	%0	%0	%0	401	%0	%	%0	%0	10%	%0	%0	%0	%0	%0	%0		
lse	Population	_		766	o	0	0	474	0	0	0	0	0	0	0	0	0	0	0	1,240	9.83%
(PNW) Paseo del Norte West	% Population Utilizing			6.13%	%00.0	%00.0	%00.0	3.80%	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0		
Pased	% Utilizing			20%	%	%0	20%	80%	%0	%0	%0	%0	%0	%0	%0	%0	%0	86	100%		
	Percent Population			12.27%	1.05%	5.41%	%00.0	4.75%	23.47%	24.85%	5.44%	1.85%	0.48%	0.14%	1.45%	1.57%	13.78%	3.48%	0.00%	100.00%	
	Population in Study			1,532	131	9/9	0	593	2,931	3,103	629	231	9	18	181	196	1,720	435	0	12,486	l
	Interpolated Population for the Year	2012		1,915	1,314	929	-	913	2,931	3,103	629	231	67	367	1,207	391	4,299	870	0	18,964	
		2030		6219	4268	2196	0	2967	3887	3725	2207	752	218	1194	1745	1272	5783	2374	0		
	2004 Population 2030 Population	2004	Map	2	-	0	2	0	2506	2827	0	0	0	0	896	0	3639	201	0		
	% Sub Area in Study		fied on DASZ	80%	10%	100%	2%	65%	100%	100%	100%	100%	%06	5%	15%	20%	40%	20%	28%		
	DASZ#		Boundary Specified on DASZ Map	6311	6312	6313	6314	6331	6332	6333	6334	6336	6341	6342	6345	6346	6391	6397	6473		

12/30/2008

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 Takan from Mid-Region Council of Governments' 2030 <u>Socioeconomic</u> 2030 <u>Socioeconomic Forecasts by Data Anakrsis Subzones for the Mid-Region of New Mexico</u>

	£	Population			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0.00%
(GN)	Golf Course Rd. North	% Population P. Utilizing			%00.0	0.00%	0.00%	%00.0	%00.0	%00.0	%00.0	0.00%	%00.0	0.00%	0.00%	%00.0	%00.0	%00.0	%00.0	0.00%		
	Golf C	% Utilizing			%0	%0	%D	%0	%0	%0	1%0	%	%0	9%0	%0	%0	%0	%0	%0	%0		
	1	Population			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0.00%
(LN)	Lyon Blvd. North	% Population Utilizing			%00.0	0.00%	0.00%	%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		
	L	% Utilizing			%0	%0	%0	%0	%0	%0	%0	%0	1%0	%0	%0	%0	%0	%0	%0	%0		
	irth	Population			0	0	0	o	0	o	1,552	o	ō	0	6	181	86	980	0	0	2,700	21.62%
(NN)	Universe Blvd. North	% Population Utilizing			%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	12.43%	%00.0	%00.0	0.00%	0.07%	1.45%	0.78%	6.89%	0.00%	%00.0		
	E C	% Utilizing			%0	%0	%0	%0	%0	%0	9609	%0	%0	%0	9,09	100%	20%	20%	%0	%0		
		Percent Population			12.27%	1.05%	5.41%	%00.0	4.75%	23.47%	24.85%	5.44%	1.85%	0.48%	0.14%	1.45%	1.57%	13.78%	3.48%	%00.0	100.00%	
		Population in Study			1,532	131	929	0	593	2,931	3,103	629	231	8	18	181	196	1,720	435	o	12.486	
		Interpolated Population for the Year	2012		1,915	1,314	929	-	913	2,931	3,103	629	231	67	367	1.207	391	4,299	870	0	18.964	
			2030		6219	4268	2196	0	2967	3887	3725	2207	752	218	1194	1745	1272	5783	2374	0		
		2004 Population 2030 Population	2004	Map	2	-	0	2	0	2506	2827	0	0	0	0	896	0	3639	201	0		
		% Sub Area in Study		Boundary Specified on DASZ Map	80%	10%	100%	2%	65%	100%	100%	100%	100%	%06	2%	15%	50%	40%	50%	5%		
		DASZ#		Boundary Spe-	6311	6312	6313	6314	6331	6332	6333	6334	6335	6341	6342	6345	6346	6391	6397	6473		

Trip_Dist_Commercial_2030_Dataset1.xds

12/30/2008

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 Takan from Mid-Region Council of Governments' 2030 <u>Socioeconomic</u> 2030 Socioeconomic Forecasts by Data Analysis Subzonas for the Mid-Region of New Mexico

							G.	(PE) Paradise Blvd. East	ast.	Pase	(PNE) Paseo del Norte East	ast	හි	(GS) Golf Course South	<u> </u>	Uni	(US) Universe Blvd South	ŧ,
DASZ#	% Sub Area in Study	2004 Population 2030 Population	2030 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012														
dary Spec	Boundary Specified on DASZ Map	Z Map																
6311	80%	2	6219	1,915	1,532	12.27%	%0	0.00%	0	%0	0.00%	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	%00.0	0	20%	0.21%	26
6313	100%	0	2196	929	929	5.41%	%0	0.00%	0	%0	0.00%	0	%0	0.00%	0	20%	2.71%	338
6314	2%	2	0	1	0	0.00%	%0	0.00%	0	%0	0.00%	0	%0	%00.0	0	%	0.00%	0
6331	65%	0	2967	913	593	4.75%	%0	0.00%	õ	%0	%00.0	ō	%0	0.00%	0	%0	%00.0	0
6332	100%	2506	3887	2,931	2,931	23.47%	%0	0.00%	Ō	%0	0.00%	ō	%	0.00%	0	%0	%00.0	0
6333	100%	2827	3725	3,103	3,103	24.85%	%0	%00.0	0	%0	%00:0	0	%0 ·	0.00%	0	%0	%0000	0
6334	100%	0	2207	629	629	5.44%	%0	%00.0	0	34%	1.85%	231	%0	0.00%	o	33%	1.79%	224
6335	100%	0	752	231	231	1.85%	%0	%00.0	0	100%	1.85%	231	%0	%00.0	0	%0	0.00%	0
6341	%06	0	218	. 67	09	0.48%	%0	%00.0	0	%0	0.00%	0	%0	%00.0	0	%0	%00.0	0
6342	2%	0	1194	367	18	0.14%	%0	%00.0	0	%0	%00.0	0	%0	0.00%	0	%0	%00.0	0
6345	15%	896	1745	1,207	181	1.45%	%0	%00.0	0	%0	%00.0	0	%0	0.00%	0	%0	0.00%	0
6346	20%	0	1272	391	196	1.57%	%0	%00.0	0	%0	%00.0	0	%0	0.00%	0	%0	%00.0	0
6391	40%	3639	5783	4,299	1,720	13.78%	20%	6.89%	960	%0	%00.0	0	%0	%00'0	0	%0	%00.0	0
6397	20%	201	2374	870	435	3.48%	20%	1.74%	218	20%	1.74%	218	%0	%00.0	0	%0	%00.0	0
173	2%	0	0	0	0	%00.0	%0	0.00%	0	%0	%00.0	0	%0	0.00%	0	%0	%00.0	0
				18,964	12,486	100.00%			1,078			784						588
									8.63%			6 28%			0.00%			A 71%

12/30/2008

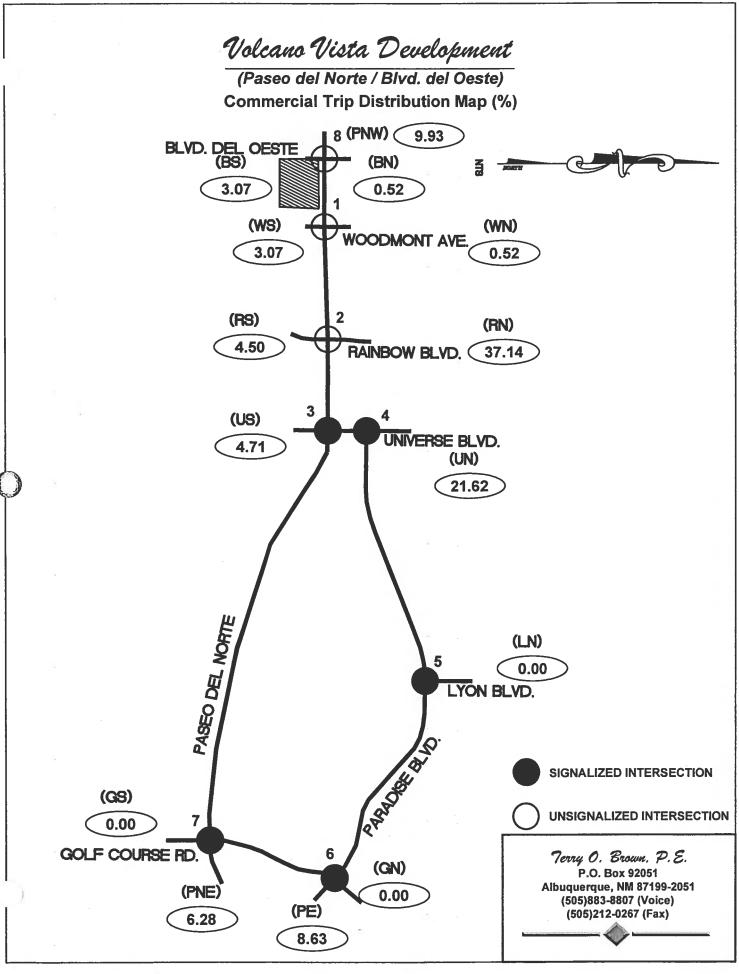
Trip Distribution Table Volcano Vista Development (Paseo del Norte / Blvd. del Oeste)

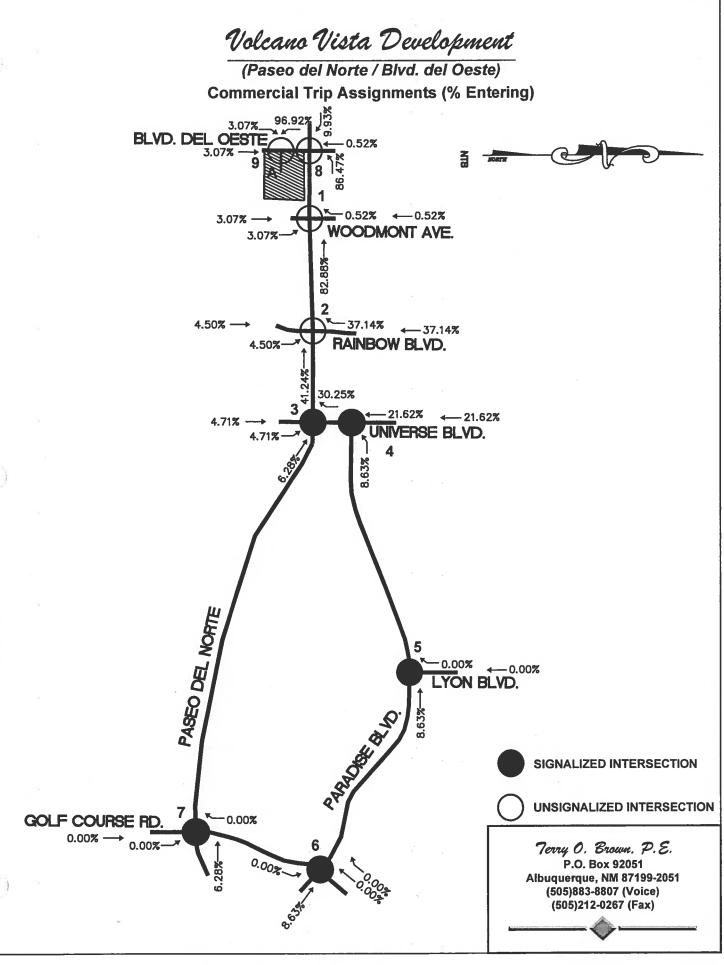
Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Retail Commercial

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 <u>Socioeconomic</u> 2030 Socioeconomic Forecasts by Data Anahsis Subzones for the Mid-Region of New Mexico

											i c			194401	
							Rai	(RS) Rainbow Blvd. South	outh	Blvd	(Blvd. del Oeste South	outh	Woo	(Woodmont Ave. South	-Es
DASZ#	% Sub Area in Study		2004 Population 2030 Population		Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2004	2030	2012											
Boundary Spe	Boundary Specified on DASZ Map	SZ Map													
6311	80%	2	6219	1,915	1,532	12.27%	%0	0.00%	0	25%	3.07%	383	25%	3.07%	383
6312	40,	-	4268	1,314	131	1.05%	%0	0.00%	0	%0	%00.0	0	%0	0.00%	0
6313	100%	0			929	5.41%	20%	2.71%	338	%0	%00.0	0	%0	%00.0	0
6314	2%	2			0			0.00%	O	30%	%00'0	0	%0	%00.0	0
6331	65%	0	2967	913	593	4.75%		0.00%	0	%0	%00.0	0	%0	%00.0	0
6332	100%	2506		2,931	2,931	23.47%	%0		0	%0	%00.0	0	%0	0.00%	0
6333	100%	2827	3725					0.00%	0	%0	%00'0	0	%0	0.00%	0
6334	100%	°		629		5.44%	33%	1.79%	224	%0	%00.0	0	%0	0.00%	0
6335	100%	0			231		%0	0.00%	0	%0	%00.0	0	%0	0.00%	0
6341	%06	0			99			0.00%	0	%0	%00.0	0	%0	%00.0	0
6342	2%	0		367	18	0.14%	%0	0.00%	0	%0	%00.0	0	%0	%00.0	0
6345	15%	896		1,207	181	1.45%	%0	0.00%	0	%0	%00.0	0	%0	%00.0	0
6346	20%	0			196	1.57%	%0	0.00%	0	%0	%00.0	0	%0	0.00%	0
6391	40%	3639		4,299	-	13.78%	%0	0.00%	0	%0	%00.0	0	%0	%00.0	0
6397	20%	201			435		%0	%00.0	0	%0	%00.0	0	%0	%00.0	0
6473	2%	0		0	O		%0	%00.0	0	%0	%00.0	0	%0	%00.0	0
				18,964	12,486	100.00%			562			383			383
									4.50%			3.07%			3.07%

Trip_Dist_Commercial_2030_Dataset1.xls

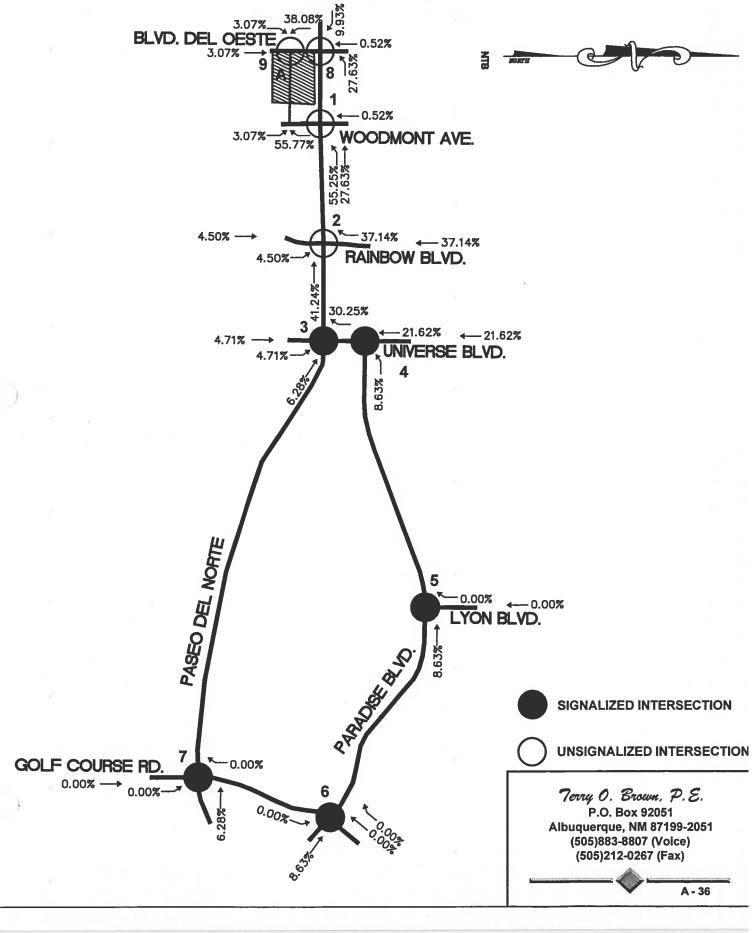


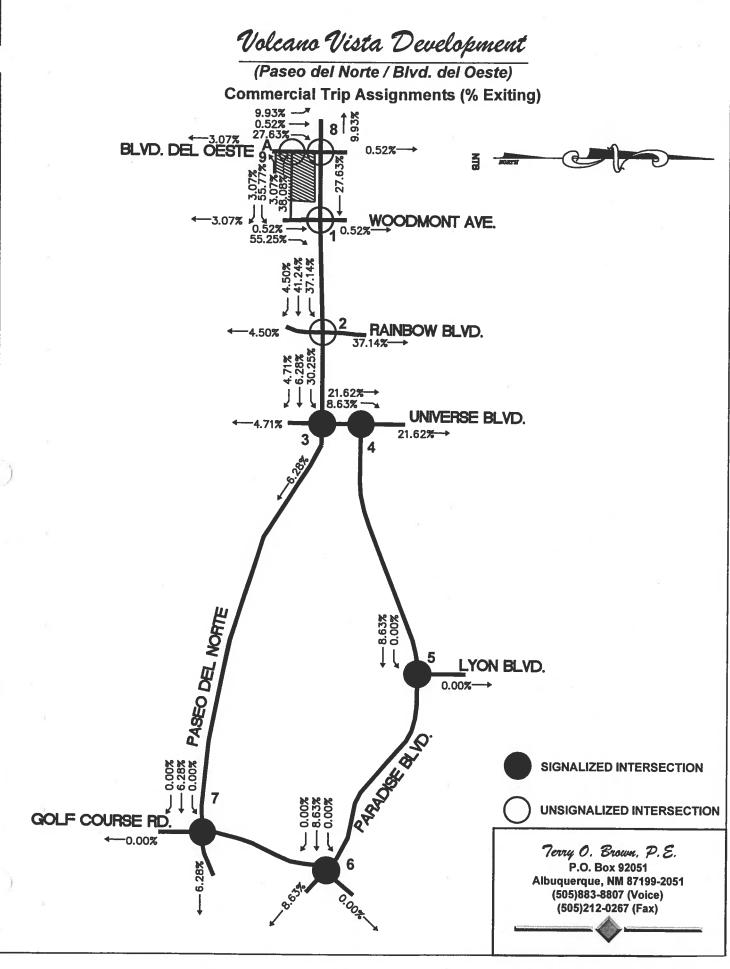


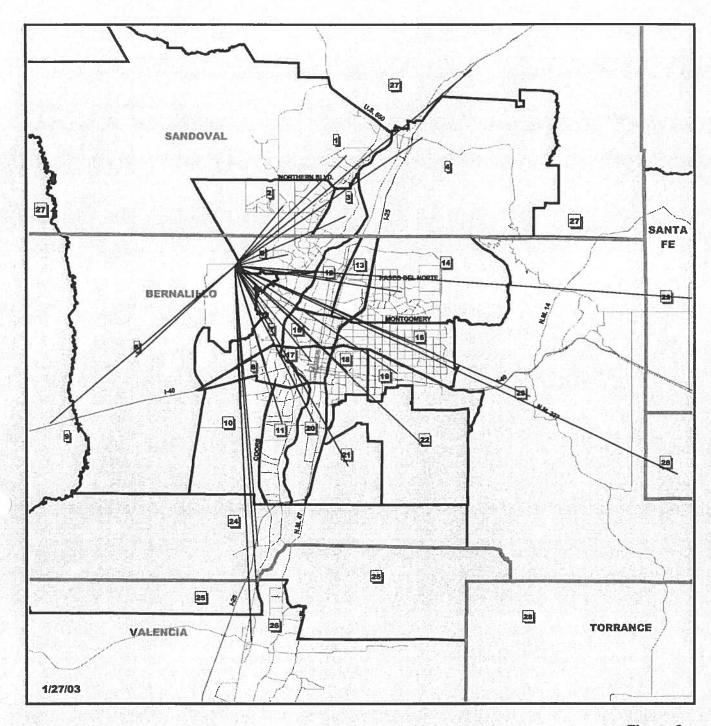
Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

Commercial Trip Assignments (% Entering)







22 Subarea Identification Number

Figure 6
Subareas of the MRCOG Region



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

Trip Distribution Table
Voicano Vista Development (Paseo del Norte / Blvd., del Qeste)

Sub Area Population Data: For determination of Trip Distribution for Proposed Office Development Trips

2004 and 2030 Data Takan from Met-Region Council of Governments' 2030 <u>Socioeconomic</u> Forecasis br Data Analysis Subzones for the Mét-Region of New Mexico

		Population		0	0	0	0	208	0	Φ	0	0	0	0	ō	0	0	0	0	o	0	0	0	0	o	0	0	0	0	0	0	0	208	0.25%
(RN)	Rainbow Blvd. North	% Population / Po		%00.0	%00.0	%00.0	%00.0	0.25%	%00.0	%00.0	0.00%	%00.0	0.00%	%00.0	%00.0	%00.0	%00'0	%00.0	%00.0	%00.0	%00.0	0.00%	0.00%	0.00%	%00.0	%00.0	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.25%	
	Rainbow	% Utilizing Post		%0	%0	%	%0	2%	%0	%0	%0	9%	9%	%0	85	%0	%0	%0	%0	86	%0	250	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0		
				0	0	0	0	208	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	0.25%
6	ve. North	tion / Population		%00.0	%00.0	0.00%	%00'0	0.25%	0.01%	%00.0	%00.0	%00.0	0.00%	%00.0	%00.0	%00'0	0.00%	0.00%	9600'0	%00.0	%00'0	%00.0	%00.0	%00.0	0.00%	0.00%	%00.0	%00.0	%00.0	0.00%	%00'0	%00.0	0.25%	Ŭ
(WW)	Woodmont Ave. North	% Population Dist. Utilizing																															o	
	3	% Utilizing		%0		6	õ	29	2%	%0	6	%0												%0										
	orth	Population		0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	7	0.01%
(BN)	Blvd. del Oeste North	% Population / Dist. Utilizing		9000	0.00%	0.00%	96000	96000	0.01%	9,00.0	0.00%	0.00%	%00'0	%00.0	%00'0	%00'0	9,00.0	%00.0	0.00%	0.00%	%00.0	%00.0	%00.0	%00.0	%00'0	%00.0	%00.0	%00'0	%00.0	%00.0	%00.0	%00.0	0.01%	
	Blvd.	% Utilizing		%0	%0	80	%0	%	2%	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%		
	St.	Population		0	0	0	0	0	2	0	o	0	0	0	0	0	0	0	0	o	o	0	0	0	0	0	0	0	0	0	0	0	7	0.01%
(PNW)	Passo del None West	% Population / P		%00.0	0.00%	0.00%	9,00.0	%00.0	0.01%	%00.0	0.00%	0.00%	0.00%	0.00%	%00:0	%00.0	9,00.0	0.00%	%00.0	0.00%	%00.0	%00.0	%00.0	9,000	%00.0	9600.0	%00.0	0.00%	0.00%	0.00%	%00.0	0.00%	0.01%	
	Passo	% Utilizing %		%0	80	%0	%0	%0	2%	%0	86	80	%0	%0	%0	%0	%0	%0	1%0	%0	%0	%0	%0	0%	%0	9%0	%0	%0	%0	%0	%0	%0		
_		% Population %		3.38%	8.84%	1.14%	1.05%	12.28%	0.40%	12.77%	4.56%	0.12%	3.44%	3.38%	2.89%	1.27%	9.51%	4.31%	9.57%	2.95%	4.63%	5,19%	0.94%	%00.0	0.27%	1.00%	0.15%	0.06%	3.57%	1.19%	0.70%	0.45%	100.00%	
		Population / %		2,861	7,497	896	888	10,406	338	10,826	3,869	104	2,914	2,868	2,446	1,077	8,057	3,657	8,113	2,501	3,921	4,402	796	0	225	844	126	47	3,024	1,008	597	383	84,765	
		Dist. (Mi.)		10.8	5.3	8.4	15.6	3.7	9.3	8,4	7.2	18.7	9.6	11.3	8.8	8.5	11.6	8.8	13.4	8.4	10.7	13.4	12.0	15.9	18.0	22.3	19.4	21.7	26.0	21.2	33.8	31.6		
		Population in Study		30,900	39,736	8,131	13,864	38,502	3,143	51,985	27,856	1,743	28,852	32,405	16,145	9,155	93,466	24,867	108,719	21,005	41,952	58,984	9,549	8	4,048	18,832	2,443	1,025	78,628	21,361	20,190	12,102	819,572	
		Interpolated Population For the Year	2012	30,800	39,738	8,131	13,864	38,502	3,143	51,965	27,858	1,743	28,852	32,405	18,145	9,155	93,466	24,867	108,719	21,005	41,952	58,984	9,549	9	4,048	18,832	2,443	1,025	78,628	21,361	20,190	12,102	819,572	
		2030 Int Population Po	2030	39,738	40,610	8,728	14,936	44,203	3,950	59,615	28,553	1,888	4,822	33,202	18,146	10,148	94,279	25,282	108,353	21,196	41,670	58,888	9,699	9	3,629	20,390	2,554	1,082	85,654	22,278	21,690	13,771	836,916	3
		2004 Population P	2004	26,972	39,348	7,865	13,387	35,968	2,784	48,565	27,548	1,678	39,532	32,051	16,144	8,715	93,104	24,691	108,882	20,920	42,078	59,027	9,482	9	4,231	18,140	2,393	1,009	75,508	20,955	19,524	11,360	811,863	died is federal
		% Sub Area in Study		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		Commence is a factor of a constant
		Sub Area .I.D.#		-	~	6	*	50	.9	7	80	6	10	11	12	13	14	15	16	17	18	19	8	21	22	23	24	25	. 58	27	28	29		Cuhana

. - Subarea in which the site it located.

Trip_Dist_Office_2030_Dataset1.xts - DAZ_Pop

Trip_Diet_Office_2030_Detaset1.xts - DAZ_Pop

Trip Distribution Table
Volcano Vista Development (Passo del Norte i Bivd. del Ossia)

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 <u>Socioeconomic</u>
Eresests for Data Analysis Subzones for the Mid-Region Of New Masker

		W Don drillon	Population /	Population in	Interpolated	2030	2004	% Sub	Sub Area
-	North	Illverse Divu.							
		Supplemental Division							

% Sub_ Sub_ Sub_ Sub_ Sub_ Sub_ Sub_ Sub_									5	Universe Blvd. North	orth	<u> </u>	Lyon Blvd. North	th.	Golf	Golf Course Rd. North	orth
100% 30.90 20.90 10.00 2.80 0.00 10.00 2.80 0.00	Sub Area I.D.#			2030 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	% Utilizing	% Poputation / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
100% 2.68 12.2 2.68 12.2 2.68 12.2 2.68 12.2 2.68 12.2 2.68 12.2 0.00%			2004	2030	2012												
100% 39,248 9,128 13,247 13,487 0% 0.00% 0 100% 7,487 0% 0.00% 0 100% 7,487 0% 0.00% 0 0% 0.00% 0 0% 0 0% 0 0% 0 0 0% 0 0% 0 <td>-</td> <td>100%</td> <td>26,972</td> <td>39,738</td> <td>30,900</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>100%</td> <td>3.38%</td> <td></td> <td>%0</td> <td>0.00%</td> <td></td>	-	100%	26,972	39,738	30,900							100%	3.38%		%0	0.00%	
100% 738 / 143	2	100%	39,348	40,610								100%	8.84%		%0	0.00%	
100% 31,387 14,986 13,864 15,864 16,764 <td>2</td> <td>100%</td> <td>7,865</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>80</td> <td>0.00%</td> <td>0</td> <td>70%</td> <td>0.80%</td> <td>878</td>	2	100%	7,865									80	0.00%	0	70%	0.80%	878
100% 53,898 4,203 38,502 38,502 31,40 2.96 2.96 2.56% 3,078 3,178 100% 2,789 3,950 3,413 3,445 4,82 10,386 0.00% 0	4	100%	13,387	-								%	0.00%		%0	0.00%	
100% 27,846 5,9501 5,1945 5,1946 5,1	ro.	100%	35,968	44,203			3.7		2%			29%	3.56%		6	3.81%	3.228
100% 48,856 58,615 51,966 51,966 71,2 3,869 0.0% 0.0	<u>ئ</u>	100%	2,784	3,950	3,143	i						%0	0.00%			0.00%	
100% 27 548 28 555 27 868 72 869 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0 0% 0 0% 0 0 0% 0 0 0% 0	_	100%	48,585	59,615	51,985		4.8				0	%0	0.00%		8		
100% 1678 1688 1743 1743 167 104 0% 0.00% 0% 0.0	80	100%	27,548	28,553	27,856		7.2					%0	0.00%		2%		
100% 39, 20, 51 4,822 2,8,822 2,8,822 8,9 2,914 0% 0,00% 0 0% 0,00% 0 0% 0,00% 0 0% 0 0% 1,00% 1,2,051 33,022 32,405 32,405 1,07 0,00% 0 0% 0,00% 0 <	6	100%	1,678	1,888	1,743		16.7					%0	%00.0		780		
100% 32,055 32,202 32,405 11,3 2,866 0% 0,00% 0 0% 0,00% 0 0% 0 0% 0 0% 0 0% 0 0	9	100%	39,532	4,822	28,852							%0	0.00%		280		
100% 18,144 16,146 16,145 16,146 16,145 16,146 16,	7	100%	32,051	33,202	32,405							%0	0.00%		%0		
100% 8,116 9,156	12	100%	16,144	16,146	16,145							%0	0.00%		%0		
100% 83.144 84.279 83.468 83.468 116 84.677 0% 0.00%	13	100%	8,715	10,146					%0			%0	0.00%		0%0		
100% 24,887 25,282 24,887 24,887 24,887 18,8 3,657 0% 0.00	4	100%	93,104	94,279			11.6		%0			80	0.00%		%0		
100% 108	15	100%	24,691	- 1	24,867				%0			%0	0.00%		%0		
100% 20,820 21,196 21,005 21,	16	100%	108,882	- 1	108,719			8,113				%0	0.00%	22.	%0		
100% 64.027 64.067 64.1952 10.7 3.921 0.96 0.00% 0.0	17	100%	20,920		21,005				%0			%0	0.00%		%		
100% 59,027 58,888 58,894 58,994 13.4 4,402 0.9% 0.00% 0.0	18	100%	42,078		41,952		10.7	3,921	%0			%0	0.00%		%0		
100% 9,482 9,689 9,549 12.0 796 0.00%	19	100%	59,027	58,888	58,984		13.4					%0	0.00%		%0		
100% 4 20 3 22 4 4 4 4 4 4 4 4	20	100%	9,482	669'6	9,549							%0	0.00%		%0		
100% 4,231 3,382 4,046 4,046 18.0 225 0.06%	21	100%	Ф	89	හ		15.9	0	%0		0	%0	0.00%		%0		
100% 18 140 20,380 18,632 18,632 22.3 844 0% 0.00% 0 0.00% 0 0% 0.00% 0 0.00%	22	100%	4,231	3,629	4,048		18.0					80	0.00%		0%0		
100% 2,389 2,554 2,443 19,4 12,6 0.0% 0.00%	23	100%	18,140	20,390	18,832	18,832	22.3		%0			%	0.00%		%0		
100% 75,500 6,604 78,628 78,6	24	100%	2,393	2,554	2,443	2,443	19.4	126	%0			2%0	0.00%		200	l	
100% 75,506 85,654 78,628 78,628 26,0 3,024 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0 0% 0.00% 0 0 0 0% 0.00% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25	100%	1,009	1,082	1,025	1,025		47	%0			%0	0.00%	0	90%		
100% 20,855 22,276 21,381 21,381 21,2 1,008 0% 0,00% 0 0% 0,00% 0 0% 0,00% 0 0% 0,00% 0 0% 0,00% 0 0% 0,00% 0 0% 0,00% 0 0 0% 0,00% 0 0 0% 0,00% 0 0 0% 0,00% 0 0 0% 0,00% 0 0 0% 0,00% 0 0 0% 0,00% 0 0 0 0 0 0 0 0 0	26	100%	75,508	85,654	78,628	78,628	26.0		9%0			960	0.00%	0	%0	%000	
100% 19,524 21,650 20,130 20,130 33.6 587 0% 0.00% 0 0% 0.00% 0 0%	27	100%	20,955	22,278	21,361	21,361	21.2		%0		0	%0	0.00%	0	%0	%000	
100% 11,380 13,771 12,102 12,102 31.6 383 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0% 0.00% 0 0 0% 0.00% 0 0 0% 0.00% 0 0 0 0	28	100%	19,524	21,690	20,190	20,190	33.8		%0		o	%0	%00.0	0	%0	%00.0	
839,816 819,572 819,572 84,765 0.25% 208 15,78% 13,376	28	100%	11,380	13,771	12,102	12,102	31.6		%D		0	%0	0.00%	0	%0	0.00%	
			811,863	836,918	819,572	819,572		84,765		0.25%	208		15.78%	13,376		4.60%	3.903

Trip_Dist_Office_2030_Dataset1.xts - DAZ_Pop

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Volcano 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 <u>Socioecunomic</u> Forecasts br Data Anahosa Subzones for the Mid-Region of New Mesico

						1	log ()		,			1		_
_						a a	Paradise Bivd. East	ast	Pas	Paseo dei Norte East	East	פֿסוּ	Golf Course Rd. South	tt.
Population Pop	2030 Population	Interpolated Population	Population in Study	Dist. (Mi.)	Population / Distance	% Utilizing	% Population / Dist. Utilizing	Population	% Utilizing	% Poputation / Dist. Utilizing	Population	% Utilizing	% Population / Dist. Utilizing	Population
2004 2	2030	2012												
72	39,738	30,900	30,900	10.8	2,861	%0	0.00%		0%	0.00%		%0		0
39,348	40,610	39,738	39,736			%0		0	9%	0.00%	0			0
	8.728	8,131	8,131	8.4	896	%0	0.00%		30%	0.34%	290			o
	14,938	13,864	13,864	15.8	889	%0		0	100%	1.05%	888			0
L	14.203	38,502	38,502	3.7	10,406	34%	4.17%	3,538	%	%00'0	0	%0	0.00%	0
L	3.950	3.143	3,143			%0	0.00%		%0	%00.0	0	9%0	0.00%	0
	39.815	51.965	51,965	=	10	%0	0.00%	0	30%	3.83%	3,248	20%		7,578
	28.553	27,856	27.856	7.2		%0	0.00%	o	30%	1.37%	1,161	20%	3.19%	2,708
1.678	1.888	1.743	1.743			%0		0	%0	%00.0				0
┖	4.822		1		5	9%0	%00.0	ō	%0	%00'0	0	10%		291
32,051	33.202		32.405			%0		0	%0	0.00%	0	100%	3.38%	2,968
L	18.148	16,145					%00.0	0	100%	2.89%	2,448			0
8.715	10.148						%00.0	0	100%	1.27%	1,077	0%	9,000	0
	34.279		93,488	11.6	8,057	%0	%00'0	0	100%					0
L.	25,282	24,867	24,867	8.8	3,657	%0	%00.0	0	30%					2,580
L	108.353	ľ	108,719				%00.0	0	100%			%0		0
L	21,198		21,005		2,501	%0	0.00%	0	80%	2.36%				200
	41.670	41.952				%0		0	100%		3,921			0
59.027	58.888	58,984						0	100%		4	%0		0
1	9.699	9.549	9.549					0	20%	0.47%	398		0.47%	398
	8	8	8		0			0	100%	0.00%	0		%00.0	0
4.231	3.629	4.046	4.048				0.00%	0	4001	0.27%	225		%00:0	0
18,140	20,390	18,832	18,832	22.3	844		%00.0	0	100%	1.00%				0
	2,554	2,443				%0	%00.0	0	50%	0.07%			0.07%	63
_	1.062	1.025		21.7			%00'0	0	100%	0.06%				0
	85.654	78,628	78,628	26.0	3,024		%00.0	0	100%	3.57%	3,024	0%	0.00%	0
	22.278	21,381	21,381				0.00%	0	100%	1.19%	1			o
19.524	21.690	20,190	20,190	33.8			0.00%	0	100%	0.70%	597	9%0		0
	13.771	12.102	12,102				%00'0		100%	0.45%				0
-	836,916	819,572	819,572		84		4.17%	3,538		51.07%	43,291		20.02%	16,968

. - Subarea in which the site it located.

Trip_Dist_Office_2030_Dataset1.xls - DAZ_Pop

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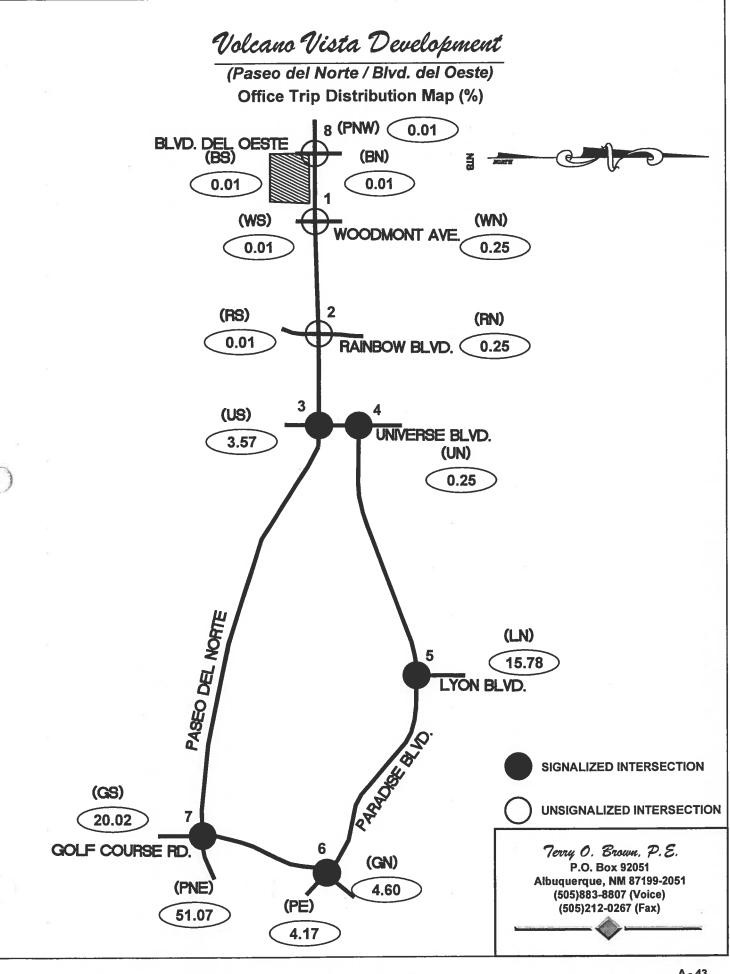
1/2/2009

Volcano Vista Development (Paseo del Norte / Bivd. del Oeste)

Sub Aras Population Data: For determination of Trip Distribution for Proposed Office Development Trips

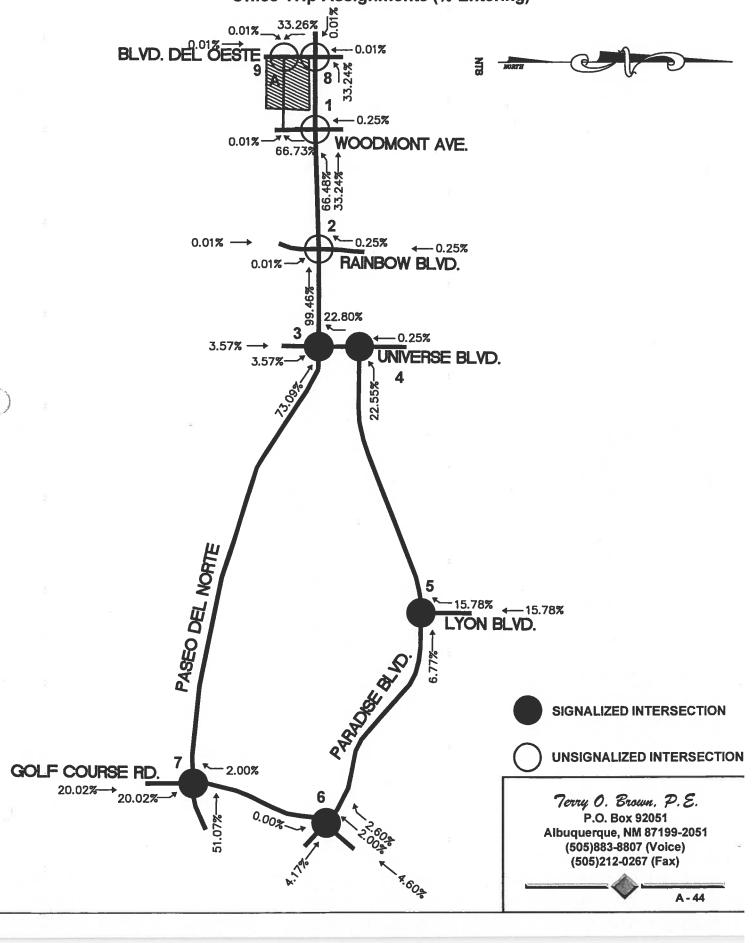
2004 and 2030 Dain Takan from Méd-Renjon Council of Governments' 2030 <u>Socioeconomic</u> Forecasts by Dala Analysis Subzones for the Méd-Rondon of New Mesico

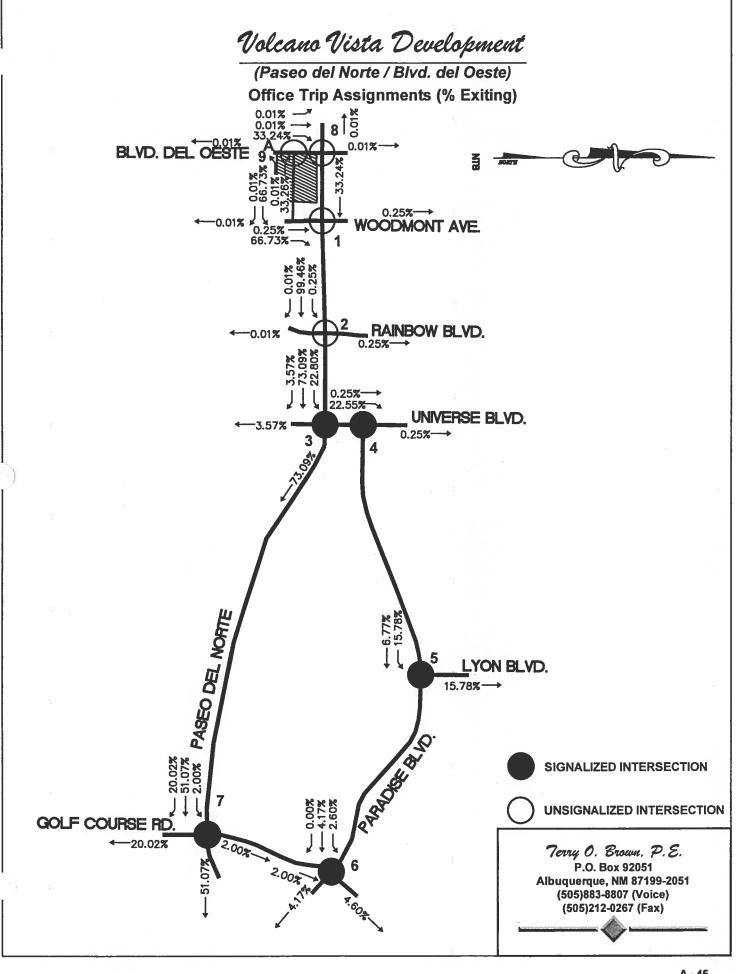
(BS) Bivd, del Ooste South	(RS) Rainbow Blvd. South	Rai		돢	(US) arse Blvd. South	(US) Universe Blvd. South			C C		Interpolated Parameter	Interpolated Contract of Contr	Interpolated Control of Control o
Population % Utilizing 7. Population 9. Utilizing Dist. Utilizing	Dist. Utilizing	% Utilizing	Population	Net Utilizing	% Utilizing	Population /	Dist. (Mi.)	-	Population in Study			Population for the Year	2004 2030 Population Population for the Year
	ļ							_			2012	2012	2004 2030 2012
%0 0 %000		80	0	0.00%	0%	2,861		10.8	30,900 10.8	30,900	30,900	30,900 30,900	30,738 30,900 30,900
%0 0 %000 0		%0	0	%00.0	9%0	7,497	1	5.3	39,736 5.3		38,736	39,736 39,736	40,610 39,736 39,736
%0 0 %00'0 %0 0		%0	0	%00.0	%0	968		8.4	8,131 8.4	8,131	8,131	8,728 8,131 8,131	8,728 8,131 8,131
%0 0 %000 %0 0		960	0	%00.0	%0	889		15.6	13,864 15.8		13,864 13,864	14,936 13,884 13,864	13,387 14,936 13,864 13,864
9,0 0 9,00% 0 0	%00.0	%0	0	%00.0	%0	10,406		3.7	3.7	38,502 3.7	38,502 38,502 3.7	44,203 38,502 38,502 3.7	35,968 44,203 38,502 38,502 3.7
7 2% 0.01% 7 2%	0.01%	2%	297	0.35%	88%	338			9.3	3,143 9.3	3,143 3,143 9.3	3,950 3,143 9,3	2,784 3,950 3,143 3,143 8.3
%0 · 0 %000 %0 0	%00'0		0	%00.0	%0	10,826	F	4.8		51,965 4.8	51,965 51,965 4.8	59.815 51.985 51.985 4.8	48.585 59.815 51.985 51.985 4.8
%0 0 %000 %0 0	%00.0		0	9,000	%0	3,869	r		7.2	27,856 7.2	27,856 27,856 7.2	28,553 27,856 27,858 7.2	27.546 28.553 27.856 27.858 7.2
0.00%			104	0.12%	100%	104	-	16.7	16.7	1,743 16.7	1,743 1,743 16.7	1,888 1,743 16.7	1.678 1.888 1.743 1.743 16.7
%0 0 %000 %0 0	%00.0		2,623	3.09%	%06	4	2,914	9.9	8.8	28,852 9.9	28,852 28,852 9.9	4,822 28,852 28,852 9.9	39.532 4.822 28.852 28.852
%0 0 %00·0 %0 0	%00'0		O	%00.0	%0	88	2,868	11.3 2.86	11.3	32,405 11.3	32,405 32,405 11.3	33.202 32.405 32.405 11.3	32.051 33.202 32.405 32.405 11.3
%0 0 %00.0 %0 0			0	%00.0	%0	89	2,4	6.6	16,145 6.6	16,145 6.6	18,145 18,145 6.6	16,146 18,145 16,145 6.8	18,144 16,146 18,145 16,145 6.8
%0 0 %00.0 %0	9.00%		0	%00'0	%0	7	1,077	8.5 1,07	9,155 8.5	9,155 8.5	9,155 9,155 8.5	10,146 9,155 9,155 8.5	8,715 10,146 9,155 9,155 8.5
%0 0 000% 0 %0			0	%00.0	%0	7	8,057	11.6 8,05	93,466 11.6	93,486 11.8	93,466 11.6	93,466 93,486 11.6	94,279 93,466 93,486 11.8
%0 0 %00.0 %0 0			0	%00.0	%0	57	3,657	8.8 3,6	24,887 6.8	24,887 6.8	24,867 24,867 6.8	25,262 24,867 24,867 6.8	24,891 25,262 24,867 24,887 6.8
0.00% 0 0%			0	%00.0	%	6	8,113	13.4 8,11	108,719 13.4	108,719 13.4	108,719 108,719 13.4	108,353 108,719 108,719 13.4	108,882 108,353 108,719 108,719 13.4
0.00%			0	%00'0	%0	0.1	2,501	8.4 2,5	21,005 8.4	21,005 8.4	21,005 8.4	21,005 21,005 8.4	21,196 21,005 21,005 8.4
0.00%			0	%00.0	%0	21	3,921	10.7 3,9	10.7	41,952 10.7	41,952 41,952 10.7	41,870 41,952 41,952 10.7	42.078 41.870 41.852 41.952 10.7
%00.0			0	0.00%	%0	2	4,402	13.4 4,40	13.4	13.4	58,984 13.4	58,984 58,984 13.4	58,888 58,984 58,984 13.4
%0 0 %00.0 %0 0			0	0.00%	%0	96	7	12.0	9,549 12.0	12.0	9,549 12.0	9,549 8,549 12.0	9,899 9,549 8,549 12.0
%0 0 %000 0 0%			0	%00.0	%0	0		15.9	8 15.9		8	8	8 8
%00.0			0	%00.0	%0	22	2		4,048 18.0	18.0	4,048 18.0	4,048 4,048 18.0	3,629 4,048 4,048 18.0
%0 0 %00.0 %0 0			0	%00.0	%0	3	ď	22.3	18,832 22.3	18,832 22.3	18,832 22.3	20,390 18,832 22.3	18,140 20,390 18,832 18,832 22.3
%0 0 %00·0 %0 0		%0	0	%00.0	%0	126	_		2,443 19.4	19.4	2,443 2,443 19.4	2,554 2,443 2,443 19.4	2,393 2,554 2,443 19.4
0.00%		%0	0	%00.0	%0	47			1,025 21.7	1,025 21.7	1,025 1,025 21.7	1,082 1,025 1,025 21.7	1,009 1,082 1,025 1,025 21.7
0 000%		%	0	0.00%	%0	4	3,024		28.0	28.0	78,628 78,628 28.0	85,854 78,628 78,628 28.0	75.506 85.654 78.628 78.628 28.0
%0 0 %00.0 %0 0		%0	0	0.00%	%0	800	1,0		21.2	21,361 21.2	21,361 21,361 21.2	22,276 21,361 21,361 21.2	20,955 22,276 21,361 21,361 21.2
%0 0.00% 0		%0	0	0.00%	%0	269			33.8	20,190 33.8	20,190 20,190 33.8	21,690 20,190 20,190 33.8	19,524 21,690 20,190 20,190 33.8
0.00%			0	%00.0	%0	383		31.8	31.6	12,102 31.6	12,102 12,102 31.8	13,771 12,102 12,102 31.6	11,360 13,771 12,102 12,102 31.6
0.01%	0.01		3,025	3.57%		84,765	2			819,572	819,572 819,572	838,916 819,572 819,572	811,863 836,916 819,572 819,572
0.01%			3.57%										



Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)
Office Trip Assignments (% Entering)





Trip Distribution Table

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

Sub Are Employment Data: For determination of Trip Distribution for Proposed Residential Development Trips

2004 and 2030 Data Taken from Mid-Region Council of Governments' 2030 <u>Socioeconemic</u> Forecasis ty, Data Analysis Subzones for the Mid-Region of New Mexico

99 Employmen (RN) Rainbow Blvd. North % Employment / Dist. Utilizing 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% % Utilizing 107 Employment North % Employment / Dist. Utilizing 0.00% 0.00% 0.00% 0.02% 0.00% 0.00% 0.00% 0.00% (WN) Woodmant Ave. h % Utilizing Employment (BN) Bivd, del Oeste North % Employment / Dist. Utilizing 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% % Utilizing Employment (PNW) Paseo del Norte West % Employment / Dist. Utilizing % Utilizing Employment / Distance 201% 0.49% 10.54% 10.54% 10.84% 10.84% 10.62 25 Employment / Distance Dist. (Mi.) 4,111 11,195 10, Employment in Study 2012 10,133 1,584 1,584 1,002 Interpolated Employment for the Year 21,902 1,843 1,602 1,100 1,002 1,002 1,002 1,002 1,002 1,003 Employment 2030 Employment 2004 % Sub Area in Study Sub Area

· - Subarea in which the site it located

0.02%

0.02%

Trip_Dist_Residential_2030_Detaset1.xts - DAZ_Pop

Trip_Dist_Residential_2030_Dataset1.xls - DAZ_Pop

Trip Distribution Table Vokano Vista Devekoment (Passo del Norte / Bhd. del Oesta)

Sub Aras Employment Data:
For defermination of Trip Distribution for Proposed Restidential Development Trips
2004 and 2030 Data Taken from Méd-Region Council of Governments' 2030 <u>Sociesconomic</u>
Forecasts by Data Anahols Subzones for the Méd-Region of New Mexico

Total	(LN) Lyon Bivd. North	Golf Course F	Golf Course Rd. North
100% 2004 2003 2013 10.133 10.133 10.133 10.133 10.133 0.134 0.134 <t< th=""><th>% Utilizing % Employment / Dist. Utilizing</th><th>Employment % Utilizing % Emp</th><th>% Employment / Dist. Utilizing</th></t<>	% Utilizing % Employment / Dist. Utilizing	Employment % Utilizing % Emp	% Employment / Dist. Utilizing
100% 4,8903 21,9802 10,133 10,133 10,133 10,134 </td <td></td> <td></td> <td></td>			
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100% 712 11759 4,111 4,111 9.3 442 0.0% 0.00		1,430 31%	3.27% 1,529
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100% 781 1488 1,002 1,002 16,7 60 0% 0.00%		%0	0.00%
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100% 6,929 7741 7,179 7,179 6.6 1,086 0% 0.0			%00.0
100% 38,326 49,804 41,856 41,856 8.5 4,924 0% 0.00%		%0	%00.0
100% 35,837 44,920 38,632 39,632 116 3,330 0% 0.00%		0%	0.00%
100% 18,226 22,077 19,412 19,412 6.8 2,865 0% 0.00%			0.00%
100% 60,444 63,459 61,372 61,372 134 4,580 0% 0.00%		9%0	0.00%
100% 33,336 37,420 35,008 35,008 84 4,168 0% 0.00%			%00.0
100% 44,682 51,256 446,681 46,681 10,7 4,384 0% 0.00% 0 0 100% 27,671 31,533 28,067 28,067 13,4 21,69 0.00% 0 0 100% 27,697 11,447 8,338 8,338 12 868 0.00% 0 0 100% 2,621 3,0169 29,556 29,556 10,00% 0 0 100% 1,727 2,244 1,896 1,896 19,4 97 0.00% 0 100% 1,728 2,335 21,916 21,916 21,916 21,916 0.00% 0 100% 1,728 2,336 21,916 21,916 21,916 0.00% 0 100% 1,728 2,338 21,916 21,916 21,213 0.00% 0 100% 4,520 6,134 5,017 5,017 2,12 237 0.00% 0	%0	%0	%00.0
100% 27,871 31,533 29,087 29,087 13.4 2,169 0.00% 0.00% 0 100% 7,080 11,147 8,338 12 685 0.00% 0 100% 29,284 30,189 29,556 28,556 18 1,642 0% 0.00% 0 100% 2,651 5,057 3,391 3,391 22,3 152 0% 0.00% 0 100% 1,727 2,244 1,886 19,4 87 0% 0.00% 0 100% 160 23,381 21,7 8 0% 0.00% 0 100% 1727 2,244 1,886 19,4 87 0% 0.00% 0 100% 1,728 23,26 21,916 21,7 8 0% 0.00% 0 100% 4,520 6,134 5,017 5,017 21,2 237 0% 0.00% 0		%0	0.00%
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100% 29,284 30,169 29,556 29,556 18 1,642 0% 0.00% 0 100% 2,681 5,087 3,391 3,391 22,3 152 0% 0.00% 0 100% 1,727 2,244 1,896 1,896 19,4 97 0% 0.00% 0 100% 161 215 178 177 8 0.00% 0 100% 17,290 32,326 21,916 21,916 26 843 0% 0.00% 0 100% 4520 6,134 5,017 5,017 21,2 237 0% 0.00% 0			%00.0
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C NOON NOT WAY WAY AND A STORY STORY		%0 0	0.00%
100% 4,545 6,685 5,203 5,203 33.8 154 0.00% 0	%00.0 %0 0	%0	0.00%
100% 1,451 3,786 2,173 2,173 31.8 69 0% 0.00% 0			%00.0
4	12.67%	5,931	3.51% 1,644

Trip_Dist_Residential_2030_Dataset1.xls - DAZ_Pop

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

1/2/2009

Sub Are Employment Data:

For determination of Trip Distribution for Proposed Residential Development Trips

2004 and 2030 Data Taken from Mid-Region Council of Governments 2030 <u>Socioconomic</u>

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

% Sub Study 2004 2030 Interpolated Inchangement Employment in Study Interpolated in	1,677 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Employment / Dist. Uslizing 0.00% 0.11% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	Employment 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Utilizing % O% O		Employment 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
2004 2010 2012 4,903 21,902 10,133 10,133 10,8 0% 1,287 21,902 10,133 10,8 0% 0% 1,287 1,046 1,884 1,864 16,6 0% 2,955 4,943 3,553 3,553 15,6 228 0% 1,287 2,807 1,844 18,247 13,7 4,822 0% 772 11,789 4,11 4,11 4,11 4,822 0% 8,056 15,022 10,195 10,195 10,195 10,195 0% 7,244 1,002 1,002 1,022 16,7 16 0% 8,056 2,653 5,053 9,9 6,10 0% 8,037 7,744 7,179 7,179 6,6 1,086 0% 8,036 7,244 6,081 6,081 6,081 0,081 0% 0% 8,037 7,44 2,03 3,330 <th>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th></th> <th>7 7 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>00% 00% 00% 00% 00% 770% 700%</th> <th>0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 2.12% 0.00%</th> <th>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th>	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		7 7 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00% 00% 00% 00% 00% 770% 700%	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 2.12% 0.00%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
100% 4,903 21,902 10,133 10,183 <td>1,677 1,677 1,677 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td></td> <td>49 49 49 730 730 730 0 0 0 0 0 0 0</td> <td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 2.12% 0.00%</td> <td>0 0 0 0 1,704 991 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td>	1,677 1,677 1,677 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		49 49 49 730 730 730 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	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 2.12% 0.00%	0 0 0 0 1,704 991 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
100% 16,739 23,709 18,881 18,681 53 3,582 0% 100% 1,287 1,648 1,384 1,384 168 0% 100% 2,835 4,682 3,553 3,553 16.6 0% 100% 13,877 28,079 18,247 3,7 4,822 3,4% 100% 8,372 19,148 1,1,887 1,887 4,8 2,4% 0% 100% 8,372 19,148 1,1,887 1,887 4,8 2,4% 0% 100% 8,372 19,148 1,002 10,195 7,2 1,48 0% 100% 3,342 8,022 1,002 10,195 7,7 1,002 16,7 1,48 0% 100% 5,555 7,244 6,081 6,081 1,032 1,088 1,08 0% 100% 6,259 7,741 7,179 7,179 6,6 1,088 0% 100% 1,00%	1,677 1,677 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,		730 730 730 730 730 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	0.00% 0.00% 0.00% 0.00% 0.00% 2.12% 0.00%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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100% 2.955 4,943 3,553 15,6 228 0% 100% 77.7 28,079 18,247 18,247 3,77 24,532 3,4% 100% 77.7 28,079 11,624 4,117 4,117 4,132 3,4% 100% 77.7 19,146 11,887 14,887 4,8 2 4,8 2 0% 100% 7.81 1,488 1,002 1,002 1,072 1,416 0.% 100% 2,342 8,902 5,053 5,053 9,9 5,10 0% 100% 3,8326 49,804 41,858 41,858 8.5 4,924 0% 100% 3,8326 49,804 41,858 41,858 8.5 4,924 0% 100% 6,044 6,345 8,1372 8,14 4,880 0% 100% 6,044 6,345 8,1372 8,14 4,880 0% 100% 44,682 5,1268 46,891 46,891 40,891 10,7 4,188 0% 100% 2,737 31,533 28,067 28,067 13,4 2,169 0% 100% 2,737 31,533 28,067 28,067 13,4 2,169 0% 100% 2,737 31,533 28,067 28,067 13,4 2,169 0%	1,077 1,077 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		730 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5% 7.70% 7.0% 7.0%	0.00% 0.00% 0.00% 3.64% 2.12%	1,704 1,704 991 538 538
100% 13877 28 079 18.247 3.7 4,832 3.4% 100% 13.87 2.84 2.485 10.0% 1.00% 1.1759 4.111	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		730 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0% 0% 70% 70% 10%	0.00% 0.00% 3.64% 2.12% 0.00%	1,704 1,704 991 0 538 0 0
100% 772 11,759 4,111 4,111 9.3 442 0.9% 100% 8,372 19,146 11,1887 11,1887 7.2 1,418 0.9% 100% 8,088 15,002 10,195 7.2 1,418 0.9% 100% 2,435 0.9% 100% 2,435 0.9% 100% 2,435 0.9% 100% 2,435 0.9% 100% 2,435 0.9% 100% 2,435 0.9% 100% 2,555 7,244 7,179 6,61 11,3 5,58 0.9% 100% 2,532 7,741 7,179 7,179 6,6 1,088 0.9% 100% 3,532 49,820 3,482 38,632 38,632 38,632 38,632 3,330 0.9% 100% 0.0% 0.0% 100% 0.0% 0	0 0 0 0 0 0 0		730 730 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	70%	0.00% 3.84% 2.12% 0.00%	1,704 981 0 0 538
100% 8 6372 19.146 11.887 11.887 4.8 2.445 0% 100% 8 6056 15.002 10.195 10.195 10.195 10.195 10.0% 10.0% 2.342 8.902 5.053 5.053 9.9 5.10 0% 100% 2.342 8.902 5.053 5.053 9.9 5.10 0% 100% 8 6.929 7.744 6.081 6.081 11.3 5.38 0% 100% 3 8.326 49.804 41.858 41.858 8.5 4.924 0% 100% 8 60.444 6.3452 6.1372 61.372 13.4 4.880 0% 100% 6 0.444 6.3452 6.1372 61.372 13.4 4.880 0% 100% 27.371 31.533 29.067 29.067 13.4 2.169 0%	0 0 0 0 0 0 0 0		730 425 0 0 0 0	70% 70% 10% 10%	2.12%	1,704 991 0 51 538
100% 8 058 15 002 10.195 7 2 1446 0.00 100% 3 3.42 8 002 10.002 10.01 16.7 60 0% 100% 3 3.42 8 002 5 053 5 053 9.6 60 0% 100% 5 555 7 744 7 179 7 179 6.6 1,088 0% 100% 6 329 7 741 7 179 7 179 6.6 1,088 0% 100% 8 387 7 44 8 0.8 4 1,688 8 5 4,924 0% 100% 16 220 7 44 19 44 10 4,188 8 5 1,088 0% 100% 10 24 6.6 1,188 8 5 1,18 0% 0% 100% 10 24 8 3 489 61,372 6.6 1,286 0% 100% 4 4,682 10 3,42 6.6 1,372 13.4 4,186 0% 100% 4 4,682 1,272 6.6 1,3	0 0 0 0 0 0 0		425	20 C	2.12%	538 0 538
100% 721 1,488 1,002 1,002 16,7 60 0% 1,00% 3,342 6,902 5,053 5,053 5,053 6,053	0 0 0 0 0 0		0 0 0	10%	0.00%	538
100% 3.342 8.902 5.053 5.063 9.9 610 0% 100% 5,556 7,744 6,081 6,081 6,081 71.39 6.6 1,088 0% 100% 38,326 4,980 4,1858 4,186 8.5 1,088 0% 100% 38,326 4,980 4,186 8.5 4,924 0% 100% 38,326 2,207 19,412 18,412 8.6 1,330 0% 100% 60,444 63,456 61,372 61,372 13,4 4,580 0% 100% 44,682 51,256 46,681 10,7 4,188 0% 100% 44,682 51,256 46,681 10,7 4,188 0% 100% 27,371 31,533 29,067 29,067 13,4 2,169 0%	00000		0 0 0	10%	2077	538
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100% 6.929 7,741 7,175 7,179 6.6 1,088 0% 100% 36,324 49,804 41,688 81,582 11,68 3,304 100% 16,228 22,077 19,412 16,412 6.8 2,866 0% 100% 10,00% 23,936 37,420 35,008 35,008 8.4 4,168 0% 100% 44,682 51,286 46,891 46,891 10,7 4,168 0% 100% 27,971 31,533 29,067 29,067 13,4 2,169 0%	0000		4 000	100%	1.15%	
100% 38,326 49,804 41,858 41,858 85 4,824 0% 0% 100% 35,337 44,920 38,632 38,632 11,6 3,330 0% 100% 00,444 63,458 61,372 61,372 13,4 4,860 0% 100% 44,682 51,268 46,891 100% 27,371 31,533 22,067 22,067 13,4 2,169 0% 100% 27,371 31,533 22,067 22,067 13,4 2,169 0%	000		1000,	%6	0.00%	
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100% 18,228 22,077 19,412 6,412 6,8 2,665 0% 100% 60,444 83,480 61,372 61,372 13,4 6,800 0% 100% 33,936 37,420 35,008 38,4 4,168 0% 100% 44,682 51,266 46,891 10,7 4,364 0% 100% 27,971 31,533 29,067 29,067 13,4 2,169 0%	0	% 7.12%	3,330	%6	0.00%	
100% 60,444 63,459 61,372 61,372 13,4 4,580 0% 100% 33,936 37,420 35,008 35,008 8,4 4,1862 0% 100% 4,1862 51,256 46,891 46,891 10,7 4,346 0% 100% 27,971 31,533 29,067 29,067 13,4 2,169 0%		1.83%	858	70%	4.27%	1.998
100% 33,836 37,420 35,008 35,006 8.4 4,168 0% 100% 44,662 51,256 46,891 46,891 10.7 4,364 0% 100% 27,971 31,533 28,067 28,067 13.4 2,169 0%	0	% 8.79%	4.580	%0	0.00%	0
100% 44,962 51,256 46,991 46,991 10.7 4,364 0% 100% 27,971 31,533 28,087 28,087 13.4 2,169 0%	0	7.12%	3,334	20%	1.78%	834
100% 27,971 31,533 28,087 29,067 13.4 2,169 0%	0		4,364	%0	0.00%	0
	0		2,169	%	0.00%	
100% 7,090 11,147; 8,338 8,338 12 695		% 0.74%	347	20%	0.74%	347
100% 49 10,028	0	% 0.42%	196	%0	0.00%	0
100% 29,284 30,169 29,556 29,556 18 1,842	0	3.51%	1,642	%0	0.00%	0
100% 2,651 5,057	0	% 0.32%	152	%0	0.00%	0
100%	0	% 0.10%	48	50%	0.10%	49
100% 161 215 178 21.7 8		% 0.02%	89	%0	%00.0	0
100% 17,290 32,326 21,916 21,916 26 843	0	1.80%	843	%0	%00.0	0
100% 4,520 8,134 5,017 5,017 21.2 237		% 0.51%	237	%0	%00.0	
100% 4,545 8,885 5,203 5,203 33.8		% 0.33%	154	80	%00.0	0
100% 1,451 3,796 2,173 2,173 31.6 69		% 0.15%	69	%0	%00.0	0
401,639 559,880 450,322 450,322 46,796 3.58%	1,677	63.63%	29,775		13.92%	6,513

172/2008

Trip Distribution Table

Volcano Vista Development (Passo del Norte / Bivd. del Oeste)

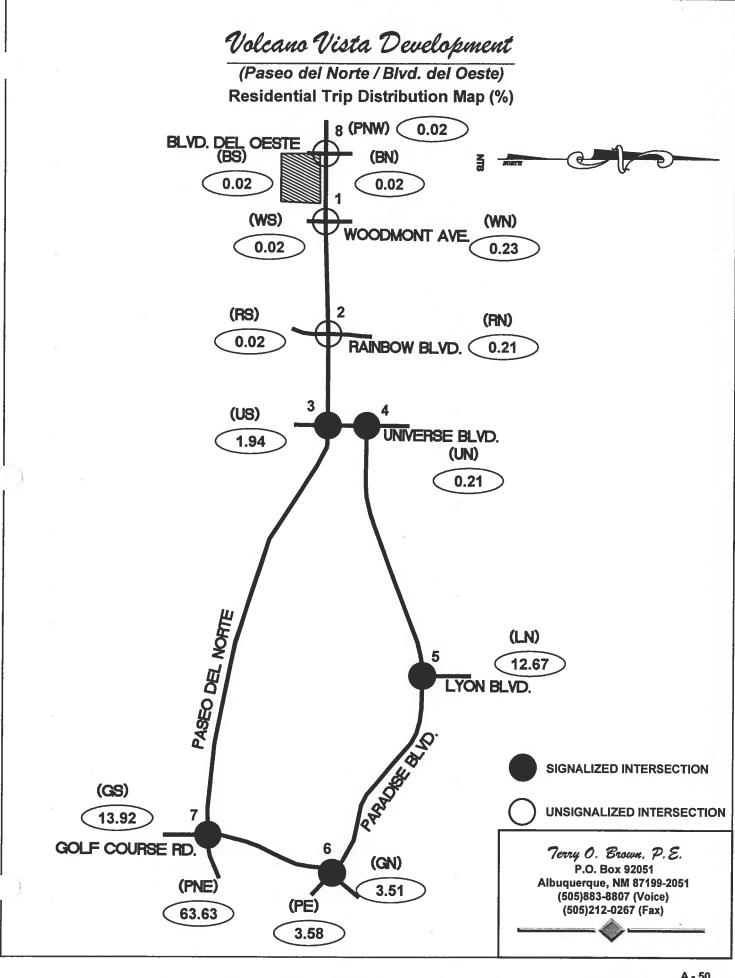
Sub Aras Employment Data: For determination of Trip Distribution for Proposed Residential Development Trips

2004 and 2030 Data Taken from MAC-Region Council of Governments' 2039 Socioeconomic Eurocasts by Data Atabris Subzones for the MAC-Region of New Mexico

	Employment		0	o	0	0	0	G	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0.02%
(WS)	syment Emp		0.00%	0.00%	0.00%	0.00%	%00.0	0.02%	%00.0	0.00%	0.00%	%00.0	%00.0	0.00%	%00.0	%00.0	%00.0	0.00%	0.00%	%00.0	0.00%	0.00%	%00.0	%00.0	0.00%	2,00%	0.00%	%00.0	%00.0	%00.0	%00.0	0.02%	
(WS)	% Employment / Dist. Utilizing																																
98	% Utilizing		80	%0	0	%0	80	2%	8	86	%0	20	*6	80	8	80	80	%	*6	%0	%0	8	80	80	8	%	80	%0	%0	80	%0		
ŧ	Employment		0	0	0	O	0	6	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	o	0	6	0.02%
(BS)	% Employment / Dist. Utilizing		0.00%	%00.0	%00.0	%00.0	0.00%	0.02%	%00.0	0.00%	%00.0	%00.0	%00.0	%00.0	%00.0	96000	0.00%	0.00%	%00.0	%00.0	9600'0	%00.0	0.00%	%00.0	9,00.0	%00.0	%00.0	9000	%00.0	0.00%	%00.0	0.02%	
Bigg	% Utilizing /		960	%0	%0	%0	%0	2%	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	80		
-	ployment		0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0.02%
(RS)	% Employment / Dist. Utilizing		%00.0	%00.0	%00.0	%00.0	%00.0	0.02%	%00'0	%00.0	%00.0	0.00%	%00.0	0.00%	%00.0	0.00%	0.00%	%00.0	0.00%	0.00%	%00.0	%00.0	%00.0	%00.0	0.00%	0.00%	%00.0	%00.0	9,00.0	0.00%	0.00%	0.02%	
Rainb	% Utilizing %		%0	%0	%0	%0	%0	2%	%0	%0	%0	%0	%0	%	80	8	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	80	%0	80		
	ployment		0	0	0	0	0	389	0	0	90	459	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	808	1.94%
(US) Universe Blvd South	% Employment / Dist. Utilizing		0.00%	%00.0	%00.0	%00.0	%00.0	0.83%	%00.0	0.00%	0.13%	0.98%	%00.0	%00.0	%00.0	0.00%	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	%00.0	0.00%	%00.0	%00'0	%00.0	1.94%	
Univer	% Utilizing %		%0	%0	%0	%0	960	88%	%0	%0	100%	%06	%0	%0	%0	0%	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%		
	Hoyment		938	3,562	185	228	4,932	442	2,435	1,416	09	910	538	1,088	4,924	3,330	2,855	4,580	4,168	4,364	2,169	695	196	1,642	152	97	80	843	237	154	69	46,796	
	Dist. (Mi.) Emp		10.8	5.3	8.4	15.6	3.7	9.3	4.8	7.2	18.7	9.6	11.3	8.8	8.5	11.6	6.8	13.4	8.4	10.7	13.4	12	15.9	18	22.3	19.4	21.7	28	21.2	33.8	31.6		
	Employment in Study		10,133	18,881	1,384	3,553	18,247	4,111	11,687	10,195	1,002	5,053	6,081	7,179	41,858	38,632	19,412	61,372	35,008	46,691	29,067	8,338	3,119	29,558	3,391	1,886	178	21,916	5,017	5,203	2,173	450,322	
	Interpolated Employment for the Year	2012	10,133	18,881	1,384	3,553	18,247	4,111	11,687	10,195	1,002	5,053	6,081	7,179	41,858	38,632	19,412	61,372	35,008	46,691	29,067	8,338	3,119	29,558	3,391	1,886	178	21,916	5,017	5,203	2,173	450,322	
	1	2030	21,902	23,706	1,848	4,943	28,079	11,759	19,146	15,002	1,498	8,902	7,284	7,741	49,804	44,920	22,077	63,459	37,420	51,256	31,533	11,147	10,028	30,169	5,057	2,244	215	32,326	6,134	6,685	3,796	559,860	
	2004 2030 Employment Employment	2004	4,903	16,736	1,287	2,935	13,877	712	8,372	8,058	781	3,342	5,555	6,829	38,326	35,837	18,228	60,444	33,936	44,862	27,971	7,090	49	29,284	2,851	1,727	161	17,290	4,520	4,545	1,451	401,639	
	% Sub Area in Study		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
	Sub Area I.D.#		1	2	e	4	ω	e,	7	8	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29		

. - Subarea in which the site it located.

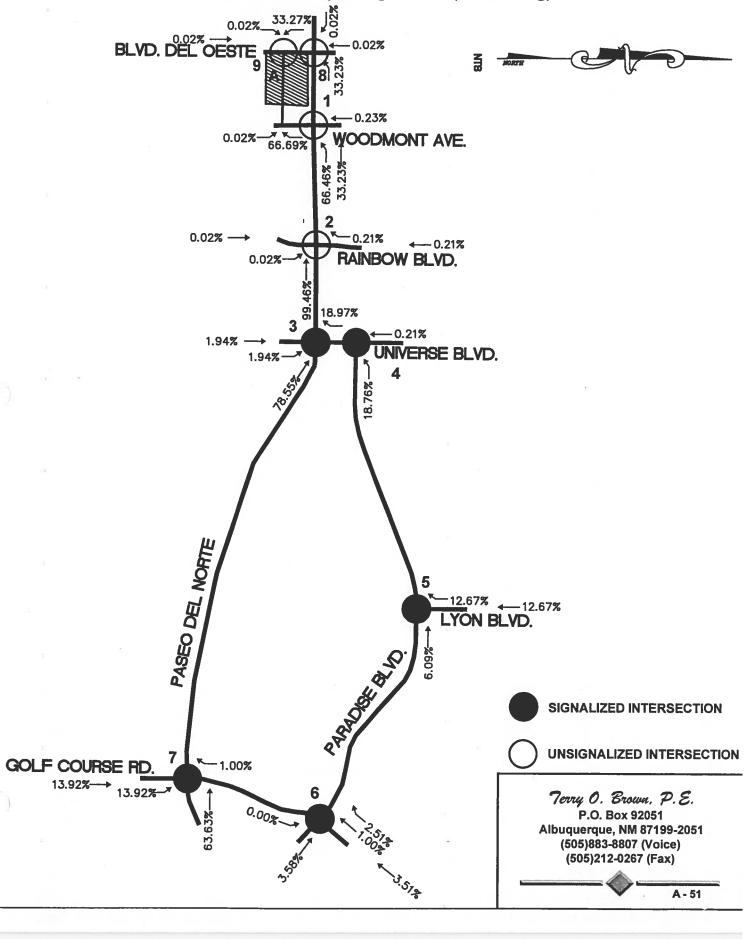
Trip_Dist_Residential_2030_Dataset1.xts - DAZ_Pop



Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

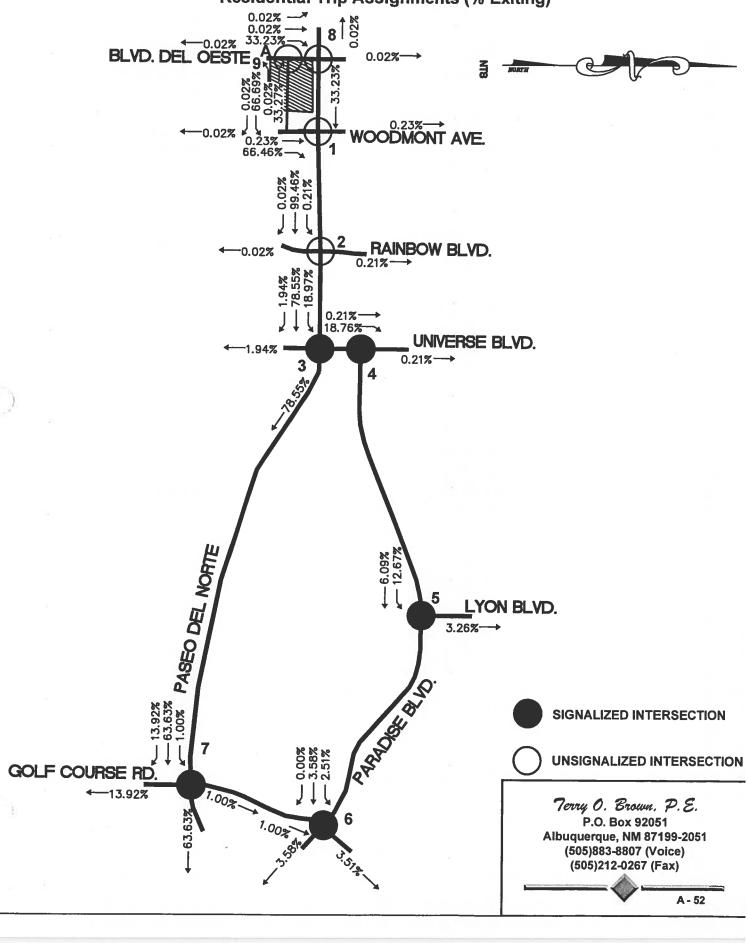
Residential Trip Assignments (% Entering)



Volcano Vista Development

(Paseo del Norte / Blvd. del Oeste)

Residential Trip Assignments (% Exiting)



Volcano Vista Development (Paseo del Norte / Blvd. del Oeste) Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION:	S u	mma	гу									
Paseo del Norte / Woodmor	at Ava	0.75			0.93						0.88	PH
(1)		nd (Paseo d	al Naria)	Weether	ind (Paseo	dal Maria)	Madbba.	ind (Woodn	and Aug 1	Coulbba	und (Woodn	
2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)	5	22	O	0	143	36	0	0	O	378	0	Right
2012 (NO BUILD - A.M.)	6	26	0	0	168	42	0	0				
					100				0	412	0	
2012 (BUILD - A.M.)	6	171	0	296	317	42	0	1	292	412	2	
	T	0.92			0.93						0.75	PI
		id (Paseo d			ind (Paseo d			nd (Woodn			ınd (Woodn	
	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	
2012 (NO BUILD - P.M.)	26	147	0	0	62	391	0	0	0	178	0	•
2012 (BUILD - P.M.)	26	412	0	512	317	391	0	3	529	178	4	
Paseo del Norte / Rainbow I	Blvd.	0.89			0.78			0.75			0.77	Pi
(2)		id (Paseo d	el Nortel	Weethou	ind (Paseo o	iel Norte)	Northbo	und (Rainbo	w Rivel 1	Southha	und (Rainbo	
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	ragin
2012 (NO BUILD - A.M.)	8	393	79	149	132	36	27	84	152	383	217	
,				-								
2012 (BUILD - A.M.)	98	729	90	149	447	36	41	84	152	383	217	14
		0.88			0.89			0.84			0.75	PH
	Left	rd (Paseo d Thru	el Norte)⊡ Right	Westbou Left	nd (Paseo o Thru	lel Norte) Right	Northbor Left	und (Rainbo Thru	w Bivd.) Right	Southbo Left	und (Reinbo Thru	w Blvd.) Right
Existing (2009)	20	163	13	82	271	241	49	71	81	97	37	
2012 (NO BUILD - P.M.)	24	192	15	97	319	284	53	77	88	104	40	
2012 (BUILD - P.M.)	267	713	44	97	824	284	81	77	88	104	40	24
Paseo del Norte / Universe E	Blvd.	0.94			0.75			0.80			0.89	PH
(3)		d (Paseo d	el Norte)	Weethou	nd (Paseo d	lei Norte)	Northbor	and (Univer	ta Rivel 1	Southho	und (Univer	
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	12
2012 (NO BUILD - A.M.)	159	545	362	79	114	107	37	294	35	372	717	14
2012 (BUILD - A.M.)	279	744	378	79	274							
2012 (BUILD - A.M.)	2/3		3/6	79		107	58	294	35	372	717	27
	Footh	0.76	.101 1001	300 - 41	0.94	1.141. 4 1 1	86 48 1	0.97	I		0.86	PF
	Left	d (Paseo d Thru	Right	Left	nd (Paseo d		Left	ind (Univen		Left	und (Univer	
Evieting (2000)						Right			Right		Thru	Right
Existing (2009)	193	192	69	37	315	343	139	590	12	148	326	16
2012 (NO BUILD - P.M.)	225	224	80	41	349	380	152	645	14	161	356	17
2012 (BUILD - P.M.)	476	456	118	41	580	380	187	645	14	161	356	41
Paradise Blvd. / Universe Blv	vd.				0.75			0.81			0.75	PH
(4)	Eastbou	nd (Paradis	e Blvd.)	Westbo	ınd (Paradis	e Blvd.)	Northbou	ınd (Univers	e Blvd.)	Southbo	und (Univer	se 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	
2012 (NO BUILD - A.M.)	0	0	0	223	0	120	0	309	186	188	541	
2012 (BUILD - A.M.)	0	0	0	290	0	120	0	362	252	188	608	
			• 1		0.92		•	0.99		.50	0.94	Pł
	Eastbour	nd (Paradis	Blvd.)	Westhor	Ind (Paradia	e Blvd.1	Northbox	ind (Univers	e Blvd.)	Southbo	and (Univers	
	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	THE RESERVE OF THE PARTY OF THE
2012 (NO BUILD - P.M.)	0	0	0	309	0	186	0	880	374	146	247	
2012 (BUILD - P.M.)	0	0	0	410	0	186	0	1,021	483	146	383	
								.,				

Volcano Vista Development (Paseo del Norte / Blvd. del Oeste) Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2012) - 100% Development

INTERSECTION:	S u	mma	ry									
Paradise Blvd. / Lyon Blvd.		0 76			0.91			0.79			0.92	PHF
(5)	Eastbou	nd (Paradis	e Blyd.)	Westbo	und (Paradi	se Blvd.)	North	oound (Lyon	Blvd.)	South	bound (Lyo	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
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
	Eastbou	nd (Paradis	e Blvd.)	Westbo	und (Paradi	se Blvd.)	North	ound (Lyon	Blvd.)	South	bound (Lyon	
	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
	47	459	325	205	340	8	286	10			5	
2012 (BUILD - P.M.)	4/	439	323	203	340		280	10	205	6	3	48
Paradise Blvd. / Golf Course	Rd.	0.87			0.86			0.76			0.90	PHF
(6)	Eastbou	nd (Paradis	e Blvd.)	Westbo	und (Paradi	se Blvd.)	Northboo	ind (Golf Co	urse Rd.)	Southbox	and (Golf Co	ourse Rd.)
2.0% Truck	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
2012 (NO BUILD - A.M.)	40	572	642	38	165	90	193	423	45	306	818	30
2012 (BUILD - A.M.)	46	601	642	38	200	90	193	425	45	306	822	35
	- M 41	0.87		****	0 82		** **	0.93		- 41	0 94	PHF
		nd (Paradis			und (Paradi			end (Golf Co			and (Golf Co	
Waterton recent	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)	39	191	165	74	406	151	281	552	72	120	436	59
2012 (NO BUILD - P.M.)	42	205	177	80	439	163	303	595	78	126	457	62
2012 (BUILD - P.M.)	49	271	177	80	502	163	303	596	78	126	460	68
Paseo del Norte / Golf Cours	a Rd	0.90			0,81			0.86			0.90	PHF
(7)		d (Paseo d	al Marial	Weether	nd (Paseo	(a) Nastal	Monthbay	ind (Golf Co	D.4 \	Cauthhai		-
2.0% Truck	Left	Thru		Left	Thru		Left	Thru			and (Golf Co	
			Right			Right			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											
	49	882	132	118	288	146	113	519	348	701	755	19
zerz (posto rum)	49	0.89	132	118	288 0.92	146	113	519 0.91	348	701	755 0 89	19 PHF
Total Course County			el Norte)							701		PHF
		0.89			0.92			0.91		701	0 89	PHF
Existing (2009)	Eastbour	0.89 id (Paseo de	el Norte)	Westbou	0.92 nd (Paseo 6	iel Norte)	Northbou	0.91 ind (Golf Co	urse Rd.)	Southbou	o 89 ind (Golf Co	PHF curse Rd.) Right
	Eastbour Left	0.89 Id (Paseo de Thru	el Norte) Right	Westbou Left	0.92 nd (Paseo o Thru	lel Norte) Right	Northbou Left	0.91 ind (Golf Co Thru	urse Rd.) Right	Southbou Left	o as and (Golf Co Thru	PHF burse Rd.) Right
Existing (2009)	Eastbour Left 64	0.89 Id (Paseo de Thru 168	el Norte) Right	Westbou Left 531	0.92 ind (Paseo o Thru 531	lel Norte) Right 558	Northbou Left 138	0.91 ind (Golf Co Thru 906	urse Rd.) Right 232	Southbou Left 251	0 89 Ind (Golf Co Thru 840	PHF turse Rd.)
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	Eastbour Left 64 71 75	0.89 nd (Paseo de Thru 168 187	el Norte) Right 30 33	Westbou Left 531 579	0.92 nd (Paseo 6 Thru 531 579	lel Norte) Right 558 608	Northbou Left 138 149	0.91 Ind (Golf Co Thru 906 979	urse Rd.) Right 232 251	Southboo Left 251 271	o so Ind (Golf Co Thru 840 906	PHF burse Rd.) Right 19
Existing (2009) 2012 (NO BUILD - P.M.)	Eastbour Left 64 71 75	0.89 nd (Paseo de Thru 168 187	el Norte) Right 30 33	Westbou Left 531 579	0.92 nd (Paseo 6 Thru 531 579	lel Norte) Right 558 608	Northbou Left 138 149	0.91 Ind (Golf Co Thru 906 979	urse Rd.) Right 232 251	Southboo Left 251 271	o so Ind (Golf Co Thru 840 906	PHF burse Rd.) Right 19 20
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	Eastbour Left 64 71 75	0.89 ad (Paseo de Thru 168 187 371	Right 30 33 77	Westbou Left 531 579 579	0.92 nd (Paseo s Thru 531 579 772	lel Norte) Right 558 608	Northboo Left 138 149 185	0.91 ind (Golf Co Thru 906 979 979	urse Rd.) Right 232 251 251	Southboo Left 251 271 271	0 89 Ind (Golf Co Thru 840 906	PHF Purse Rd.) Right 19 20 23
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C	Eastbour Left 64 71 75	0.89 ad (Paseo de Thru 168 187 371	Right 30 33 77	Westbou Left 531 579 579	0.92 nd (Paseo s Thru 531 579 772	lel Norte) Right 558 608	Northboo Left 138 149 185	0.91 and (Golf Co Thru 906 979 979	urse Rd.) Right 232 251 251	Southboo Left 251 271 271	0 89 Ind (Golf Co Thru 840) 906 906	PHF Purse Rd.) Right 19 20 23
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C	Eastbour Left 64 71 75	0.89 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Caseo de Case	Right 30 33 77	Westbou Left 531 579 579	0.92 nd (Paseo s Thru 531 579 772 0.93 nd (Paseo s	lel Norte) Right 558 608 608	Northbook Left 138 149 185	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de	urse Rd.) Right 232 251 251	Southbook Left 251 271 271 8outhbook	0 89 Ind (Golf Co Thru 840) 906 906 0.75 und (Blvd. d	PHF Purse Rd.) Right 19 20 23 PHF el Oeste)
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009)	Eastbour Left 64 71 75 Ceste Eastbour Left 0	0.89 od (Paseo de Thru 168 187 371 0.75 od (Paseo de Thru 27	Right 30 33 77 el Norte) Right O	Westbou Left 531 579 579 Westbou Left	0.92 nd (Paseo s Thru 531 579 772 0.93 nd (Paseo s Thru 168	lel Norte) Right 558 608 608 608 Right Right 0	Northboo Left 138 149 185 Northboo Left 0	0.91 ind (Golf Co Thru 906 979 979 0.75 and (Blvd. de Thru 0	urse Rd.) Right 232 251 251 el Oeste) Right 0	Southboo Left 251 271 271 271 8outhboo Left 0	0 89 Ind (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0	PHF Rurse Rd.) Right 19 20 23 PHF el Oeste) Right 0
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.)	Eastbour Left 64 71 75 este Eastbour Left 0 0	0.89 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32	Right 30 33 77 el Norte) Right 0 0	Westbou Left 531 579 579 Westbou Left 0	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198	## Norte Right 558 608 608 Fight 608 608 Fight 60 608 Fight 60 60 60 60 60 60 60 6	Northboo Left 138 149 185 Northboo Left 0	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de Thru 0	urse Rd.) Right 232 251 251 251 el Oeste) Right 0	Southbook Left 251 271 271 Southbook Left 0 0	0 89 tnd (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0	PHF purse Rd.) Right 19 20 23 PHF el Oeste) Right 0
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009)	Eastbour Left 64 71 75 Ceste Eastbour Left 0	0.59 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 32	Right 30 33 77 el Norte) Right O	Westbou Left 531 579 579 Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198	lel Norte) Right 558 608 608 608 Right Right 0	Northboo Left 138 149 185 Northboo Left 0	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. di Thru 0 0 1	urse Rd.) Right 232 251 251 el Oeste) Right 0	Southboo Left 251 271 271 271 8outhboo Left 0	0 89 Ind (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0	PHF surse Rd.) Right 19 20 23 PHF el Oeste) Right 0 0
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Blvd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.)	Eastbour Left 64 71 75 Peste Eastbour Left 0 0 0	0.89 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 0.88	el Norte) Right 30 33 77 el Norte) Right 0 0 31	Westbou Left 531 579 579 Westbou Left 0 0	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.63	del Norte) Right 558 608 608 del Norte) Right 0 0	Northbor Left 138 149 185 Northbor Left 0 0 0 0 24	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de Thru 0 0 1 0.75	urse Rd.) Right 232 251 251 251 el Oeste) Right 0 145	Southbook Left 251 271 271 271 Southbook Left 0 0 0 0	0 89 Ind (Golf Co Thru 840 906 906 0.75 Und (Blvd. d Thru 0 0 2	PHF surse Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Blvd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.)	Eastbour Left 64 71 75 Peste Eastbour Left 0 0 0 Eastbour	0.89 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 0.88 ad (Paseo de Caseo de C	el Norte) Right 30 33 77 el Norte) Right 0 0 31	Westbou Left 531 579 579 Westbou Left 0 0 149	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 198 0.83	del Norte) Right 558 608 608 del Norte) Right 0 0 lel Norte)	Northboot Left 138 149 185 Northboot Left 0 0 24	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de Thru 0 0 1 0.75 Ind (Blvd. de) 1 0.75 Ind (Blvd. de) 1	urse Rd.) Right 232 251 251 251 el Oeste) 0 145 el Oeste)	Southbook Left 251 271 271 Southbook Left 0 0 0 0 Southbook	0 89 Ind (Golf Co Thru 840 906 906 0.75 Ind (Blvd. d Thru 0 0 2 0.75 Ind (Blvd. d) 22 0.75 Ind (Blvd. d)	PHF surse Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF el Oeste)
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.)	Eastbour Left 64 71 75 Peste Eastbour Left 0 0 0 Eastbour Left	0.89 ad (Paseo de Thru 168 167 371 0.75 ad (Paseo de Thru 27 32 32 0.88 ad (Paseo de Thru 168	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right Right	Westbou Left 531 579 579 Westbou Left 0 0 149 Westbou Left Left Ceft C	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 198 0.83 nd (Paseo of Thru 167 198 198 198 198 198 198 198 198	del Norte) Right 558 608 608 del Norte) Right 0 0 el Norte) Right Right Right	Northbor Left 138 149 185 Northbor Left 0 0 24	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. d Thru 0 0 1 0.75 Ind (Blvd. d Thru	urse Rd.) Right 232 251 251 el Oeste) Right 0 0 145 el Oeste) Right	Southboot Left 251 271 271 8outhboot Left 0 0 0 Southboot Left	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru	PHF el Osste) Right 19 20 23 PHF el Osste) Right 0 PHF el Osste) Right
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.)	Eastbour Left 64 71 75 Peste Eastbour Left 0 0 0 Left Left 0 0	0.59 dd (Paseo dd Thru 168 187 371 0.75 dd (Paseo dd Thru 27 32 32 0.68 dd (Paseo dd Thru 151	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right Right 0 Right	Westbou Left 531 579 579 Westbou Left 0 0 149 Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 168 198 0.83	del Norte) Right 558 608 608 fel Norte) Right 0 0 0 lel Norte) Right 0 0	Northbook Left 138 149 185 185 Northbook Left 0 0 24 Northbook Left 0 0 1 16ft 0 0 0 1 16ft 0 0 0 0 0 0 0 0 0	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. do Thru 0 0 1 1 0.75 Ind (Blvd. do Thru 0 0 0 Thru 0 0 0 Thru 0 0 0 Thru 0 0 0 0 Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 el Oeste) Right 0 145 el Oeste) Right 0 Right 0 Oeste)	Southbook Left 251 271 271 Southbook Left 0 0 0 Southbook Left 0 0 0 0	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru 0 0 0 7 Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF MITSE Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 Right 0 0 PHF
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.)	Eastbour Left 64 71 75 Seste Eastbour Left 0 0 0 Eastbour Left 0 0 0	0.59 dd (Paseo dd Thru 168 187 371 168 187	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbou Left 531 579 579 Westbou Left 0 0 149 Westbou Left 0 0 0 0 0 0 0 0 0	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 198 0.83 nd (Paseo of Thru 63 74	del Norte) Right 558 608 608 fel Norte) Right 0 0 0 lel Norte) Right 0 0 0	Northbook Left	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. do Thru 0 0 1 1 0.75 Ind (Blvd. do Thru 0 0 0 Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 el Oeste) Right 0 0 145 el Oeste) Right	Southboot Left 251 271 271 8outhboot Left 0 0 0 Southboot Left	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru	PHF MISE Rd.) Right 19 20 23 PHF el Oeste) Right 0 PHF el Oeste) Right 0 O PHF el Oeste) Right 0 O O O O O O O O O O O O O O O O O O
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.)	Eastbour Left 64 71 75 Peste Eastbour Left 0 0 0 Left Left 0 0	0.59 dd (Paseo dd Thru 168 187 371 0.75 dd (Paseo dd Thru 27 32 32 0.68 dd (Paseo dd Thru 151	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right Right 0 Right	Westbou Left 531 579 579 Westbou Left 0 0 149 Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 168 198 0.83	del Norte) Right 558 608 608 fel Norte) Right 0 0 0 lel Norte) Right 0 0	Northbook Left 138 149 185 185 Northbook Left 0 0 24 Northbook Left 0 0 1 16ft 0 0 0 1 16ft 0 0 0 0 0 0 0 0 0	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. do Thru 0 0 1 1 0.75 Ind (Blvd. do Thru 0 0 0 Thru 0 0 0 Thru 0 0 0 Thru 0 0 0 0 Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 el Oeste) Right 0 145 el Oeste) Right 0 Right 0 Oeste)	Southbook Left 251 271 271 Southbook Left 0 0 0 Southbook Left 0 0 0 0	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru 0 0 0 7 Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF MITSE Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 Oeste) Right
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.)	Eastbour Left 64 71 75 Seste Eastbour Left 0 0 0 0 Left 0 0 0	0.59 dd (Paseo de Thru 168 187 371 0.75 dd (Paseo de Thru 27 32 32 0.56 dd (Paseo de Thru 151 178	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbou Left 531 579 579 Westbou Left 0 0 149 Westbou Left 0 0 0 0 0 0 0 0 0	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 198 0.83 nd (Paseo of Thru 63 74	del Norte) Right 558 608 608 fel Norte) Right 0 0 0 lel Norte) Right 0 0 0	Northbook Left	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. dd Thru 0 0 3	urse Rd.) Right 232 251 251 el Oeste) Right 0 145 el Oeste) Right 0 Right 0 0 145	Southbook Left 251 271 271 Southbook Left 0 0 0 Southbook Left 0 0 0 0	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru 0 3 3	PHF MITSE Rd.) Right 19 20 23 PHF el Oeste) Right 0 PHF el Oeste) Right 0 0 0 0
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) 2012 (BUILD - P.M.)	Eastbour Left 64 71 75 Deste Eastbour Left 0 0 0 Eastbour Left 0 0 0	0.89 d (Paseo de Thru 168 187 371 0.75 d (Paseo de Thru 27 32 32 0.88 d (Paseo de Thru 151 178 478	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 0 63	Westbou Left	0.92 md (Paseo of Thru 531 579 772 0.93 md (Paseo of Thru 168 198 0.83 md (Paseo of Thru 168 198 0.83 md (Paseo of Thru 167 0.75	del Norte) Right 558 608 608 sel Norte) Right 0 0 Right 0 0 0 lel Norte) Right 0 0 0	Northbook 149	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de Thru 0 0 0 3	urse Rd.) Right 232 251 251 251 el Oeste) Right 0 145 el Oeste) Right 0 265	Southbook Left 251 271 271 271 Southbook Left 0 0 0 Southbook Left 0 0 0 0 0 0 0 0 0	0 89 sind (Golf Co Thru 840 906 906 0.75 sind (Blvd. d Thru 0 0 2 0.75 sind (Blvd. d Thru 0 3 0 3	PHF Murse Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 PHF PHF PHF PHF PHF PHF
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Driveway 'A' / Bivd. del Oeste (9)	Eastbour Left B4 71 75 Beste Eastbour Left 0 0 0 0 Eastbour Left 0 0 0 Eastbour Left 0 0 0 Eastbour Left 0 0 0	0.59 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 0.88 ad (Paseo de Thru 151 178 178 0.75	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 0 63	Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 63 74 74 0.75	sel Norte) Right 558 608 608 fel Norte) Right 0 0 lel Norte) Right 0 0 way/A*)	Northbot Left 185 Northbot Left 0 O 24 Northbot Left 0 O 65	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. di Thru 0 0 1 0.75 Ind (Blvd. di Thru 0 0 3 0.82 Ind (Blvd. di Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 251 el Oeste) Right 0 145 el Oeste) Right 0 265	Southbook Left 251 271 271 271 Southbook Left 0 0 0 Southbook Left 0 Southbook Southbo	0 89 Ind (Golf Co Thru 840 906 906 0.75 Ind (Blvd. d Thru 0 0.75 Ind (Blvd. d Thru 0 0.35 Ind (Blvd. d Thru 0 0.35 Ind (Blvd. d Thru 0 0 0.33	PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 PHF el Oeste) Right 0 PHF el Oeste) Right
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) 2012 (BUILD - P.M.) 2012 (BUILD - P.M.) Priveway 'A' / Bivd. del Oeste (9) 2.0% Truck	Eastbour Left B4 71 75 Eastbour Left 0 0 0 Eastbour Left 0 0 Eastbour Left Column Left	0.59 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 0.88 ad (Paseo de Thru 151 178 178 0.75	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 0 31 el Norte) Right 0 0 63	Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 63 74 74 0 75 ound (Driver	del Norte) Right 558 608 608 del Norte) Right 0 0 lel Norte) Right 0 0 let Norte) Right 0 0 Right Right Right	Northbot Left 138 149 185 Northbot Left 0 0 24 Northbot Left 0 0 0 65	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. d Thru 0 0 1 0.75 Ind (Blvd. d Thru 0 0 3 0.82 Ind (Blvd. de Thru	urse Rd.) Right 232 251 251 251 el Oeste) Right 0 145 el Oeste) Right 0 265	Southbook Left 251 271 271 271 Southbook Left 0 0 0 Southbook Left 0 0 0 0 0 0 0 0 0	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru 0 0 3 0.82 und (Blvd. d Thru	PHF Murse Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 PHF PHF PHF PHF PHF PHF
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) 2012 (BUILD - P.M.) Driveway 'A' / Bivd. del Oeste (9) 2.0% Truck Existing (2009)	Eastbour Left B4 71 75 Beste Eastbour Left 0 0 0 0 Eastbour Left 0 Left 0 Left 0 0 0 0	0.59 dd (Paseo dd Thru 168 187 371 0.75 dd (Paseo dd Thru 27 32 32 32 0.58 dd (Paseo dd Thru 151 178 0.75 and (Orivew Thru 0	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 63 ay'A) Right 0	Westbou Left 531 579 579 Westbou Left 0 0 149 Westbou Left 0 0 255 Westbou Left 0 0 0 0 0 0 0 0 0	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 198 0.83 nd (Paseo of Thru 63 74 74 075 sund (Driver Thru 0	sel Norte) Right 558 608 608 fel Norte) Right 0 0 lel Norte) Right 0 0 way/A*)	Northbot Left 138 149 185 149 185 149 185 149 185 149 185 149 185 149 185 149	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de Thru 0 0 1 0.75 Ind (Blvd. de Thru 0 0 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 251 el Oeste) Right 0 145 el Oeste) Right 0 265	Southbook Left 251 271 271 271 Southbook Left 0 0 0 Southbook Left 0 Southbook Southbo	0 89 Ind (Golf Co Thru 840 906 906 0.75 Ind (Blvd. d Thru 0 0.75 Ind (Blvd. d Thru 0 0.35 Ind (Blvd. d Thru 0 0.35 Ind (Blvd. d Thru 0 0 0.33	PHF MITSE Rd.) Right 19 20 23 PHF el Oeste) Right 0 PHF el Oeste) Right 0 PHF el Oeste) Right 0 Right 0 Right 0 Right 0 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) 2012 (BUILD - P.M.) 2012 (BUILD - P.M.) Priveway 'A' / Bivd. del Oeste (9) 2.0% Truck	Eastbour Left B4 71 75 Eastbour Left 0 0 0 Eastbour Left 0 0 Eastbour Left Column Left	0.59 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 0.88 ad (Paseo de Thru 151 178 178 0.75	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 0 31 el Norte) Right 0 0 63	Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 63 74 74 0 75 ound (Driver	del Norte) Right 558 608 608 del Norte) Right 0 0 lel Norte) Right 0 0 let Norte) Right 0 0 Right Right Right	Northbot Left 138 149 185 Northbot Left 0 0 24 Northbot Left 0 0 0 65	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. d Thru 0 0 1 0.75 Ind (Blvd. d Thru 0 0 3 0.82 Ind (Blvd. de Thru	el Oeste) Right 232 251 251 el Oeste) Right 0 145 el Oeste) Right 0 265 Right	Southboot Left 251 271 271 Southboot Left 0 0 0 Southboot Left 0 0 Southboot Left 0 Cleft 0 Cl	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru 0 0 3 0.82 und (Blvd. d Thru	PHF MITSE Rd.) Right 19 20 23 PHF el Oeste) Right 0 PHF el Oeste) Right 0 PHF el Oeste) Right 0 Right 0 Right 0 Right 0 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Oriveway 'A' / Bivd. del Oeste (9) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.)	Eastbour Left B4 71 75 Beste Eastbour Left 0 0 0 0 Eastbour Left 0 Left 0 Left 0 0 0 0	0.59 dd (Paseo dd Thru 168 187 371 0.75 dd (Paseo dd Thru 27 32 32 32 32 0.58 dd (Paseo dd Thru 151 178 178 0.75 and (Drivew Thru 0 0	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 63 ay'A) Right 0	Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 198 0.83 nd (Paseo of Thru 63 74 74 075 sund (Driver Thru 0	del Norte) Right 558 608 608 del Norte) Right 0 0 Right 0 Right 0 Right 0 Right 0 0 Right 0 0 0 way/A') Right 0 0	Northbou Left 138 149 185 Northbou Left 0 0 24 Northbou Left 0 0 0 65	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de Thru 0 0 1 0.75 Ind (Blvd. de Thru 0 0 0 3 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 251 el Oeste) Right 0 145 el Oeste) Right 0 265 el Oeste) Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbook Left 251 271	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru 0 0 7 3 0.82 und (Blvd. d Thru 0 0 0 3	PHF Hurse Rd.) Right 19 20 23 PHF el Oeste) Right 0 PHF el Oeste) Right 0 PHF el Oeste) Right 0 Right 0 Right 0 Right 0 Right 0 PHF el Oeste) Right 0 O
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) 2012 (BUILD - P.M.) Driveway 'A' / Bivd. del Oeste (9) 2.0% Truck Existing (2009)	Eastbour Left B4 71 75 Beste Eastbour Left 0 0 0 Eastbour Left 0 0 0 Eastbour Left 0 0 0 0	0.59 dd (Paseo dd Thru 168 187 371 0.75 dd (Paseo dd Thru 27 32 32 32 32 0.58 dd (Paseo dd Thru 151 178 0.75 and (Drivew Thru 0 0 0 0	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 63 ay'A) Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbou Left 531 579 579 Westbou Left 0 0 149 Westbou Left 0 0 255 Westbou Left 0 0 0 0 0 0 0 0 0	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.93 nd (Paseo of Thru 168 198 0.93 nd (Paseo of Thru 168 0.93 nd (Paseo of Thru 169 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.9	del Norte) Right 558 608 608 del Norte) Right 0 0 lel Norte) Right 0 0 way/A*) Right 0 0	Northbot Left 138 149 185 149 185 149 185 149 185 149 185 149 185 149 185 149	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de Thru 0 0 1 1 0.75 Ind (Blvd. de Thru 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 el Oeste) Right 0 0 145 el Oeste) Right 0 Right 0 Right 0 Right 0 Right 0 Right 0 0 Right 0 0 Right	Southbook Left 251 271 271 271 Southbook Left 0 0 0 Southbook Left 0 0 0 Southbook Left 1 0 0 Ceft	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 3 0.82 und (Blvd. d Thru 0 0 0 3 0.82 und (Blvd. d Thru 0 0 0 0 0 0 0 0	PHF MISS Rd.) Right 19 20 23 PHF el Oeste) Right 0 PHF el Oeste) Right 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 0 PHF el Oeste) Right 0 0 0 0
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Oriveway 'A' / Bivd. del Oeste (9) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.)	Eastbour Left 84 71 75 Seste Eastbour Left 0 0 0 Eastbour Left 0 0 0 0 Eastbour Left 0 0 0 0	0.59 dd (Paseo dd Thru 168 187 371 0.75 dd (Paseo dd Thru 27 32 32 0.86 dd (Paseo dd Thru 151 178 178 0.75 ind (Drivew Thru 0 0 0.75	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 0 63 ay'A') Right 0 0 0 0 63	Westbou	0.92 md (Paseo of Thru 531 579 772 0.93 md (Paseo of Thru 168 198 198 0.83 md (Paseo of Thru 168 74 74 0 75 sund (Driver Thru 0 0 0 0 0.75	Right S58 60	Northbook	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. dd Thru 0 0.75 Ind (Blvd. dd Thru 0 0 3 0.82 Ind (Blvd. dd Thru 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 251 el Oeste) Right 0 145 el Oeste) Right 0 265 el Oeste) Right 0 10 10	Southboot Left 0 0 0 0 Southboot Left 0 0 0 0 181	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 2 0.75 und (Blvd. d Thru 0 0 3 0.82 und (Blvd. d Thru 0 0 0 3	PHF MIRE Rd.) Right 19 20 23 PHF el Oeste) Right 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 PHF
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Oriveway 'A' / Bivd. del Oeste (9) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.)	Eastbour Left B4 71 75 Eastbour Left 0 0 0 Eastbour Left 0 0 Eastbour Left 0 0 Eastbour Left 0 0 Eastbour Left 0 Eastbour	0.59 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 0.88 ad (Paseo de Thru 151 178 178 0.75 and (Drivew Thru 0 0 0.75	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 63 el Norte) Right 0 0 0 0 el Norte) 0 0 0 0 0 el Norte) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbou	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 63 74 74 0 75 ound (Driver Thru 0 0 0.75 ound (Driver	del Norte) Right 558 608 608 fel Norte) Right 0 0 lel Norte) Right 0 0 way/A') Right 0 172	Northboot Left Northboot Left O O 24 Northboot Left O O O 65 Northboot Left O Northboot Left O Northboot Left O Northboot Left O Northboot Left	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. di Thru 0 0 1 0.75 Ind (Blvd. di Thru 0 0 0 3 0.82 Ind (Blvd. di Thru 0 0 0 0.82 Ind (Blvd. di Thru 0 0 0 0.82 Ind (Blvd. di Thru	el Oeste) Right 232 251 251 251 Right 0 145 el Oeste) Right 0 265 el Oeste) Right 0 0 140 el Oeste) Right 0 0 140 el Oeste) Right	Southbook Left 251 271 271 271 Southbook Left 0 0 0 Southbook Left 0 0 0 Southbook Left 0 181 Southbook So	0 89 Ind (Golf Co Thru 840 906 906 0.75 Ind (Blvd. d Thru 0 0 75 Ind (Blvd. d Thru 0 0 3 0.82 Ind (Blvd. d Thru 0 0 0 0.82 Ind (Blvd. d Thru 0 0 0 0.82	PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 PHF el Oeste) Right 0 PHF el Oeste) Right
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Driveway 'A' / Bivd. del Oeste (9) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) 2012 (BUILD - A.M.)	Eastbour Left B4 71 75 Eastbour Left 0 0 0 Eastbour Left 0 0 0 Eastbour Left 0 0 C C C C C C C C C C C C C C C C C	0.89 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 0.88 ad (Paseo de Thru 151 178 178 0.75 and (Drivew Thru 0 0 0.75	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 63 el Norte) Right 0 0 0 el Norte) Right 0 0 0 sy'A') Right	Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 63 74 74 0 75 ound (Driver Thru 0 0 0 0.75 ound (Driver Thru	del Norte) Right 558 608 608 del Norte) Right 0 0 lel Norte) Right 0 0 ray/A') Right 0 172 vay'A') Right	Northbot Left 1388 149 185 Northbot Left 0 0 24 Northbot Left 0 0 0 Northbot Left 0 0 Northbot Left 0 0 Northbot Left	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. dc Thru 0 0 1 0.75 Ind (Blvd. dc Thru 0 0 0 3 0.82 Ind (Blvd. dc Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	el Oeste) Right 232 251 251 el Oeste) Right 0 0 145 el Oeste) Right 0 0 265 el Oeste) Right 0 0 145 el Oeste) Right 0 Right 0 Right 0 Right 0 Right 0 Right 0 Right	Southbook Left 251 271 271 271 Southbook Left 0 0 0 Southbook Left 0 0 181 Southbook Left 0 181	0 89 und (Golf Cc Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 7 17 0 0 3 0.82 und (Blvd. d Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF MITSE Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) 2012 (BUILD - P.M.) Priveway 'A' / Bivd. del Oeste (9) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009)	Eastbour Left B4 71 75 Beste Eastbour Left 0 0 0 Eastbour Left 0 0 0 Eastbour Left 0 0 0 Eastbour Left 0 0 0 0 Column to the property of the propert	0.89 dd (Paseo dd Thru 168 187 371 0.75 dd (Paseo dd Thru 27 32 32 32 0.88 dd (Paseo dd Thru 151 178 178 0.75 and (Drivew Thru 0 0.75 und (Orivew Thru 0 0.75	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 63 ay'A) Right 0 0 ay'A) Right 0 0	Westbou Left 531 579 579	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 198 0.83 nd (Paseo of Thru 63 74 74 075 sund (Driver Thru 0 0 0.75 sund (Driver Thru 0 0	del Norte) Right 558 608 608 del Norte) Right 0 0 let Norte) Right 0 0 way/A') Right 0 0 172 way 'A') Right 0 0 172	Northbot Left 138	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. de Thru 0 0 0 1 0.75 Ind (Blvd. de Thru 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	urse Rd.) Right 232 251 251 251 el Oeste) Right 0 0 145 el Oeste) Right 0 0 265 Right 0 0 10 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbook Left	0 89 und (Golf Co Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 3 0.82 und (Blvd. d Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF MISSE Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF el Oeste) Right
Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Paseo del Norte / Bivd. del C (8) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) Existing (2009) 2012 (NO BUILD - P.M.) 2012 (BUILD - P.M.) Driveway 'A' / Bivd. del Oeste (9) 2.0% Truck Existing (2009) 2012 (NO BUILD - A.M.) 2012 (BUILD - A.M.) 2012 (BUILD - A.M.)	Eastbour Left B4 71 75 Eastbour Left 0 0 0 Eastbour Left 0 0 0 Eastbour Left 0 0 C C C C C C C C C C C C C C C C C	0.89 ad (Paseo de Thru 168 187 371 0.75 ad (Paseo de Thru 27 32 32 0.88 ad (Paseo de Thru 151 178 178 0.75 and (Drivew Thru 0 0 0.75	el Norte) Right 30 33 77 el Norte) Right 0 0 31 el Norte) Right 0 63 el Norte) Right 0 0 0 el Norte) Right 0 0 0 sy'A') Right	Westbou Left	0.92 nd (Paseo of Thru 531 579 772 0.93 nd (Paseo of Thru 168 198 0.83 nd (Paseo of Thru 63 74 74 0 75 ound (Driver Thru 0 0 0 0.75 ound (Driver Thru	del Norte) Right 558 608 608 del Norte) Right 0 0 lel Norte) Right 0 0 ray/A') Right 0 172 vay'A') Right	Northbot Left 1388 149 185 Northbot Left 0 0 24 Northbot Left 0 0 0 Northbot Left 0 0 Northbot Left 0 0 Northbot Left	0.91 Ind (Golf Co Thru 906 979 979 0.75 Ind (Blvd. dc Thru 0 0 1 0.75 Ind (Blvd. dc Thru 0 0 0 3 0.82 Ind (Blvd. dc Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	el Oeste) Right 232 251 251 el Oeste) Right 0 0 145 el Oeste) Right 0 0 265 el Oeste) Right 0 0 145 el Oeste) Right 0 Right 0 Right 0 Right 0 Right 0 Right 0 Right	Southbook Left 251 271 271 271 Southbook Left 0 0 0 Southbook Left 0 0 181 Southbook Left 0 181	0 89 und (Golf Cc Thru 840 906 906 0.75 und (Blvd. d Thru 0 0 7 17 0 0 3 0.82 und (Blvd. d Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PHF MISSE Rd.) Right 19 20 23 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right 0 0 PHF el Oeste) Right

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

Projected Turning Movements Worksheet Paseo del Norte / Woodmont Ave.

INTERSECTION:

E-W Street: N-S Street:

Paseo del Norte

Woodmont Ave.

Year of Existing Counts

2009

Implementation Year

2012

Growth Rates

5.90%

5.90% 3.00% 3.00% Eastbound (Paseo del Norte)
Left Thru Right Westbound (Paseo del Norte) Northbound (Woodmont Ave.) Southbound (Woodmont Ave.) Left Thru Right Left Thru Right Thru | Right **Existing Volumes** 22 143 **Background Traffic Growth** 0 0 0 25 <u>34</u> 0 Subtotal (NO BUILD - A.M.) 6 26 0 0 168 42 0 0 412 27 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% 0.00% 33.24% 0.00% 0.00% 0.00% 0.00% 0.25% 66.73% 0.00% 0.00% 0.00% **Total Trips Generated** 145 296 149 0 292 Subtotal AM Pk Hr. BUILD Volumes 171 0 296 317 42 0 412 292 27 Pass-by Trip Adjustments 0 0 0 0 0 0 0 **Total AM Peak Hour BUILD Volumes** 6 171 0 296 317 42 1 0 292 412 2 27

(1)

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

Eastbour	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	nd (Woodm	ont Ave.)	Southbou	nd (Woodm	ont Ave.)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
22	125	0	0	53	332	0	0	0	163	0	10
4	22	0	Ō	9	<u>59</u>	0	0	Q	<u>15</u>	Q	
26	147	0	0	62	391	0	0	0	178	0	11
0.00%	0.00%	0.00%	66.46%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	0.00%
0.00%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.23%	66.46%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	55.25%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
0.00%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	55.25%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	66.48%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
0.00%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	66.73%	0.00%	0.00%	0.00%
0	265	0	512	255	0	0	3	529	0	4	C
26	412	0	512	317	391	0	3	529	178	4	11
0	0	0	0	0	0	0	0	0	0	0	0
26	412	0	512	317	391	0	3	529	178	4	

Number of Residential Trips Generated

Number of Commercial Trips Generated

Number of Office Trips Generated

Exiting Enterina 53 209 A.M. 218 P.M.

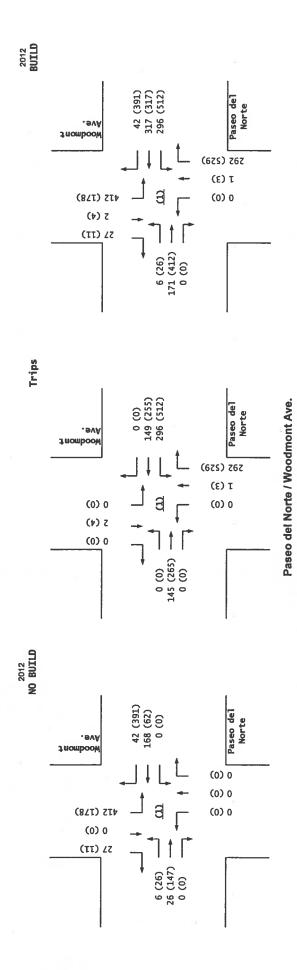
100% Residential Development

115 310 A.M. 630 654 P.M. 135 28

100% Commercial Development

A.M. 28 138 P.M. 100% Office Development

Eastbou	nd (Paseo d	lel Norte)	Westboo	ind (Paseo d	iel Norte)	Northbou	nd (Woodmo	ont Ave.)	Southboo	Southbound (Woodmont Ave.)			
5	22	0	0	143	36	0	0	0	378	0	25		
22	125	0	0	53	332	0	0	Ö	163	0	10		



2/6/2009

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

Projected Turning Movements Worksheet Paseo del Norte / Rainbow Blvd.

INTERSECTION:

N-S Street:

E-W Street: Paseo del Norte Rainbow Blvd.

(2)

Year of Existing Counts

2009

Implementation Year

2012

Growth Rates

5.90% 5.90% 3.00% Eastbound (Paseo del Norte) Westbound (Paseo del Norte) Northbound (Rainbow Blvd.) Southbound (Rainbow Blvd.) Right Left Thru Left Thru Right Left Thru Right Left Thru Right **Existing Volumes** 334 67 127 112 139 357 202 **Background Traffic Growth** <u>59</u> 12 22 20 26 <u>13</u> 15 Subtotal (NO BUILD - A.M.) 8 393 79 149 132 36 27 84 152 383 217 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) 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) 0.00% 0.25% 99.46% 0.01% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% **Total Trips Generated** 90 336 315 14 Subtotal AM Pk Hr. BUILD Volumes 729 152 383 217 Pass-by Trip Adjustments 0 0 0 0 0 0 **Total AM Peak Hour BUILD Volumes** 98 90 149 447 41 84 729 36 152 383 217

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 Volume

Eastbou	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbo	und (Rainbo	w Blvd.)	Southbox	ınd (Rainbo	w Blvd.)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
20	163	13	82	271	241	49	71	81	97	37	- (
4	29	2	<u>15</u>	48	43	4	6	7	Z	3	!
24	192	15	97	319	284	53	77	88	104	40	(
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	Ō	0	234
267	713	44	97	824	284	81	77	88	104	40	24
0	0	0	0	0	0	0	0	0	0	0	(
267	713	44	97	824	284	81	77	88	104	40	24

Number of Residential Trips Generated

Number of Commercial Trips Generated

Number of Office Trips Generated

Entenng	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

28 A.M. 100% Office Development P.M. 138

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

Eastbound (Paseo del Norte) Westbound (Paseo del Norte)							und (Rainbo	w Blvd.)	Southbo	ound (Rainbe	w Blvd.)
7	334	67	127	112	31	25	77	139	357	202	26
20	163	13	82	271	241	49	71	81	97	37	6

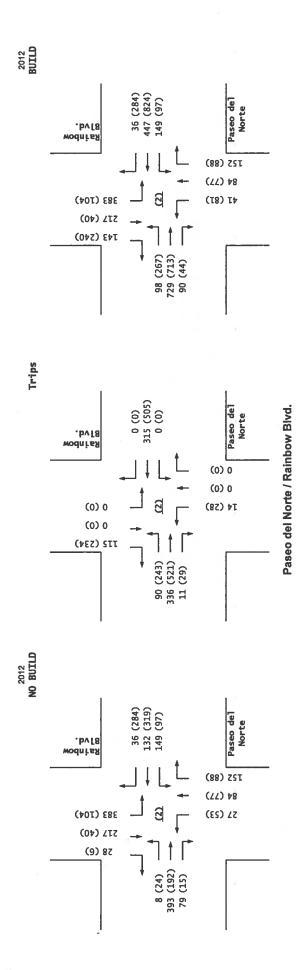
28

115

143

0

143



2/4/2009

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

3 72%

3 20%

3 20%

INTERSECTION:

E-W Street: Paseo del Norte

5.90%

(3)

Year of Existing Counts

N-S Street: Universe Blvd. 2008

Implementation Year

2012

Growth Rates

Glowalitates		J.JU /4			3.1270			J.ZU /8			3.4070	
	Eastbour	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	und (Univer	se Blvd.)	Southbou	und (Univers	e Blvd.)
ĺ	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	<u>30</u>	104	<u>69</u>	<u>10</u>	<u>15</u>	14	4	<u>33</u>	4	42	<u>81</u>	<u>16</u>
Subtotal (NO BUILD - A.M.)	159	545	362	79	114	107	37	294	35	372	717	141
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
Subtotal AM Pk Hr. BUILD Volumes	279	744	378	79	274	107	58	294	35	372	717	276
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	279	744	378	79	274	107	58	294	35	372	717	276

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

Eastbour	id (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbox	and (Univers	se Blvd.)	Southboo	ınd (Univer	se 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
43	43	<u>15</u>	<u>5</u>	<u>45</u>	49	17	73	2	18	<u>40</u>	20
225	224	80	41	349	380	152	645	14	161	356	175
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
476	456	118	41	580	380	187	645	14	161	356	413
0	0	0	0	0	0	0	0	0	0	0	0
476	456	118	41	580	380	187	645	14	161	356	413

Number of Residential Trips Generated Number of Commercial Trips Generated Number of Office Trips Generated

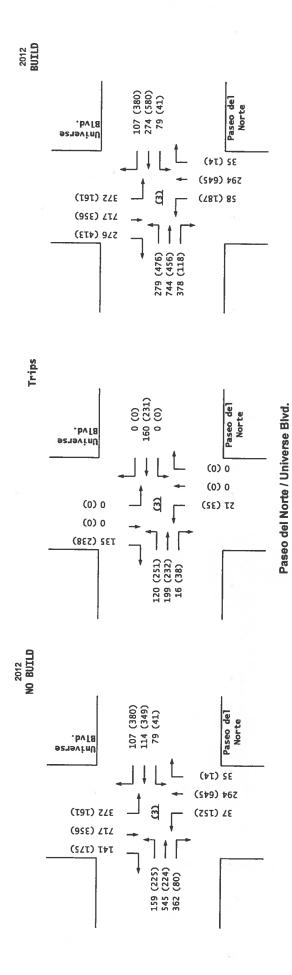
Entering Exiting A.M. P.M. 209 218 115 A.M. P.M. A.M. 310 243 654 28 630 135

100% Residential Development

100% Commercial Development

100% Office Development

Eastbound (Paseo del Norte)			Westbou	nd (Paseo d	lei Norte)	Northbo	und (Univer	se Blvd.)	Southbound (Universe Blvd.)		
137	467	310	72	103	96	34	269	32	341	656	129
193	192	69	37	315	343	139	590	12	148	326	160



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

Paradise Blvd. / Universe Blvd.

INTERSECTION:

E-W Street: N-S Street:

Paradise Blvd.

Universe Blvd.

(4)

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 Thru Right **Existing Volumes** 205 282 170 498 **Background Traffic Growth** 18 0 10 0 27 15 16 43 Subtotal (NO BUILD - A.M.) 0 0 0 223 0 120 0 309 186 188 541 0 Percent Residential Trips Generated(Entering) 0.00% 0.00% 0.00% 18.76% 0.00% 0.00% 0.00% 0.00% 0.21% 0.00% 0.00% 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% 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 53 66 67 Subtotal AM Pk Hr. BUILD Volumes 0 290 0 120 252 188 0 362 608 0 Pass-by Trip Adjustments 0 0 **Total AM Peak Hour BUILD Volumes** 0 0 0 290 0 120 0 362 252 188 608 0

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 Volume

Eastbou	nd (Paradis	e Blvd.)	Westbou	ınd (Paradis	e Blvd.)	Northbo	und (Univers	e Blvd.)	Southbo	und (Univers	e Blvd.)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	284	0	171	0	803	341	134	227	
<u>0</u>	<u>0</u>	0	<u>25</u>	0	15	0	77	33	12	20	
0	0	0	309	0	186	0	880	374	146	247	(
0.00%	0.00%	0.00%	18.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	18.76%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	8.63%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	22.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.25%	22.55%	0.00%	0.00%	0.00%
0	0	Ō	101	0	0	0	141	109	0	136	
0	0	0	410	0	186	0	1,021	483	146	383	1
0	0	0	0	0	0	0	0	0	0	0	(
0	0	0	410	0	186	0	1,021	483	146	383	15505

Number of Residential Trips Generated

Number of Commercial Trips Generated

Number of Office Trips Generated

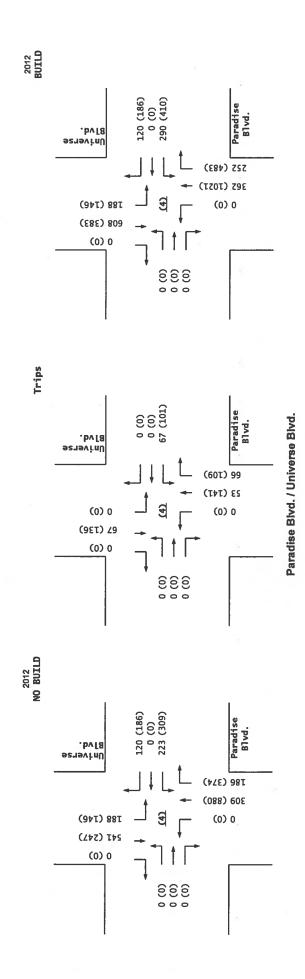
Entering	Exiting		
53	209	A.M.	
218	115	P.M.	
310	243	A.M.	
630	654	P.M.	
135	28	A.M.	
28	138	P.M.	

100% Residential Development

100% Commercial Development

100% Office Development

Eastbou	ind (Paradis	e Blvd.)	Westbo	und (Paradis	se Blvd.)	Northbo	und (Univer	se Bivd.)	Southbound (Universe Blvd.)		
0	0	0	205	0	110	0	282	170	173	498	0
0	0	0	284	0	171	0	803	341	134	227	. 0



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

Paradise Blvd. / Lyon Blvd.

INTERSECTION:

E-W Street: N-S Street:

Paradise Blvd. Lyon Blvd.

(5)

0

409

246

Entering

28

Exiting

138

0

4

11

276

Year of Existing Counts

2009

Implementation Year

Existing Volumes

Background Traffic Growth

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 Right Left Thru Right 199 343 10 220 148 23 507 161 17 30 17 11 <u>35</u> 11 216 373 11 237 159 12 25 542 172 0.00% 0.00% 0.00% 0.00% 6.09% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 12.67% 12.67% 6.09% 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% 8.63% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 8.63% 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% 6.77% 0.00% 0.00% 0.00% 0.00% 0.00% 15.78% 15.78% 6.77% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 36 246 409 11 276 159 12 25 542 10 200

159

12

0

4

0

25

0

542

1

200

Existing Volumes Background Traffic Growth

Total Trips Generated

Pass-by Trip Adjustments

Subtotal (NO BUILD - P.M.)

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 Generaled(Exiting)

Total AM Peak Hour BUILD Volumes

Subtotal AM Pk Hr. BUILD Volumes

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

	nd (Paradis	e Blvd.)	Westboo	ind (Paradis	e Blvd.)	Northb	ound (Lyon	Blvd.)	Southb	ound (Lyon	Blvd.)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
9	356	299	191	252	7	268	9	192	6	5	15
1	31	26	14	19	1	<u>18</u>	1	13	0	0	1
10	387	325	205	271	8	286	10	205	6	5	16
0.00%	0.00%	0.00%	0.00%	6.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.67%
12.67%	6.09%	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%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	8.63%	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%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.78%
15.78%	6.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	72	0	0	69	0	0	0	0	0	0	32
47	459	325	205	340	8	286	10	205	6	5	48
0	0	0	0	0	0	О	0	o	o	o	0
47	459	325	205	340	8	286	10	205	6	5	48

Number of Residential Trips Generated

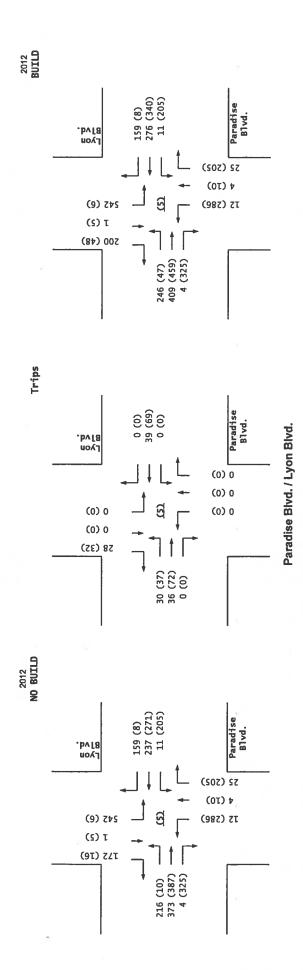
53 209 A.M. 218 115 P.M. Number of Commercial Trips Generated 310 243 A.M. 630 654 P.M. Number of Office Trips Generated 135 28 A.M. P.M. 100% Residential Development

100% Commercial Development 100% Office Development

2009 AM Peak Hr. Volumes

2009 PM Peak Hr. Volumes

l		ınd (Paradis	e Blvd.)	Westbo	und (Paradi:	se Blvd.)	North	ound (Lyon	Blvd.)	South	ound (Lyor	Blvd.)
1	199	343	- 4	10	220	148	11	4	23	507	1	161
L	9	356	299	191	252	7	268	9	192	6	- 5	15



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

INTERSECTION:

E-W Street: Paradise Blvd. N-S Street: Golf Course Rd.

Year of Existing Counts

2009

2012

Implementation Year

th Rates

Grown Rates		2.00%			2.10%			2.60%			1.60%	
	Eastbou	nd (Paradis	e Blvd.)	Westbo	und (Paradis	e Blvd.)	Northbou	ind (Golf Co	urse Rd.)	Southbou	ind (Golf Co	urse Rd.)
E	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	<u>40</u>	<u>45</u>	3	<u>12</u>	7	14	31	3	14	<u>37</u>	1
Subtotal (NO BUILD - A.M.)	40	572	642	38	165	90	193	423	45	306	818	30
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
Subtotal AM Pk Hr. BUILD Volumes	46	601	642	38	200	90	193	425	45	306	822	35
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	46	601	642	38	200	90	193	425	45	306	822	35

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

Eastbou	nd (Paradis	e Blvd.)	Westbou	ınd (Paradis	e Blvd.)	Northbou	nd (Golf Cou	rrse Rd.)	Southbou	nd (Golf Co	urse 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
<u>3</u>	14	12	<u>6</u>	33	12	22	43	6	6	21	Ś
42	205	177	80	439	163	303	595	78	126	457	62
0.00%	0.00%	0.00%	0.00%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	2.51%
2.51%	3.58%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	8.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	8.63%	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%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	2.60%
2.60%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	66	0	0	63	0	0	1	0	0	3	6
49	271	177	80	502	163	303	596	78	126	460	68
0	0	0	0	0	0	0	0	0	0	О	0
49	271	177	80	502	163	303	596	78	126	460	68

Number of Residential Trips Generated Number of Commercial Trips Generated

Number of Office Trips Generated

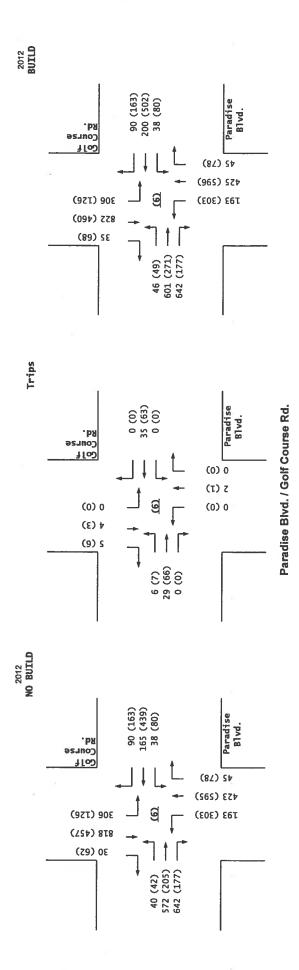
Entering Exiting A.M. P.M. A.M. 53 209 218 115 310 243 654 P.M. 630

100% Residential Development 100% Commercial Development

A.M. P.M. 135 28 138

100% Office Development

	Eastbou	nd (Paradis	e Blvd.)	Westbou	ind (Paradis	e Blvd.)	Northbou	and (Golf Co	urse Rd.)	Southbou	ind (Golf Co	urse 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



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

Golf Course Rd.

49

882

132

118

288

INTERSECTION:

E-W Street: N-S Street:

Paseo del Norte

(7)

Year of Existing Counts

2009

Existing Volumes

2012

Implementation Year

Background Traffic Growth

Growth Rates

3.72% 3.00% 2.70% 2.60% Eastbound (Paseo del Norte) Westbound (Paseo del Norte) Northbou nd (Golf Course Rd.) Southbound (Golf Course Rd.) Thru Right Left Left Thru Right Left Thru Right Left Thru Right 41 648 87 108 152 134 73 480 322 650 700 72 10 10 14 12 39 51 55 26 46 166 97 118 720 146 79 519 348 701 755 15 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% 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% 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% 162 35 0 122 49 882 132 113 19 0 0 0 0 0 0

146

113

519

348

701

755

19

Total Trips Generated. Subtotal AM Pk Hr. BUILD Volumes Pass-by Trip Adjustments **Total AM Peak Hour BUILD Volumes**

Percent Office Trips Generated(Entering)

Percent Office Trips Generated(Exiting)

Subtotal (NO BUILD - A.M.)

Existing Volumes
Background Traffic Growth
Subtotal (NO BUILD - P.M.)
Percent Residential Trips Generated(Entering)
Percent Residential Trips Generated(Exiting)
Percent Commercial Trips Generaled(Entering)
Percent Commercial Trips Generated(Exiting)
Percent Office Trips Generated(Entering)
Percent Office Trips Generated(Exiting)
Total Tring Concepted

Total Trips Generated Subtotal PM Pk Hr. BUILD Volumes Pass-by Trip Adjustments

Total PM Peak Hour BUILD Volumes

Eastbou	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	nd (Golf Co	urse 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	<u>19</u>	3	<u>48</u>	<u>48</u>	<u>50</u>	11	<u>73</u>	<u>19</u>	20	<u>66</u>	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

Number of Residential Trips Generated Number of Commercial Trips Generated

Number of Office Trips Generated

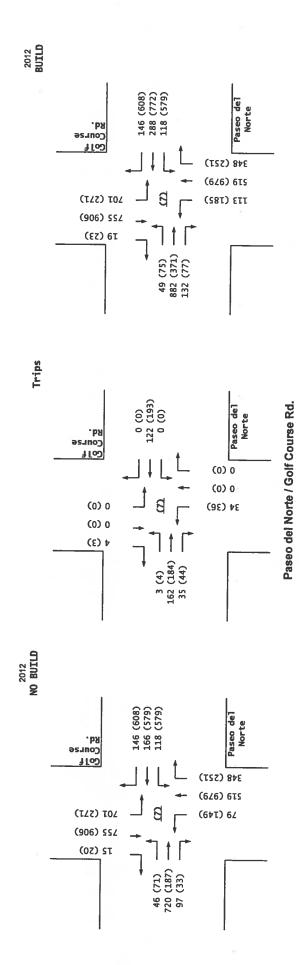
Entering Exiting 53 209 A.M. 218 115 P.M. 310 243 A.M. 630 654 P.M.

100% Residential Development 100% Commercial Development

135 28 A.M. P.M. 138

100% Office Development

	Eastbou	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	ind (Golf Co	urse Rd.)	Southbou	ind (Golf Co	urse Rd.)
es	41	648	87	108	152	134	73	480	322	650	700	14
s	64	168	30	531	531	558	138	906	232	251	840	19



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

INTERSECTION:

E-W Street: N-S Street:

Paseo del Norte 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 (Bivd. del Oeste) Southbound (Bivd. del Oeste) Right Right Left Thru Left Left Right Thru Thru Left Thru Right **Existing Volumes** 0 168 0 0 0 Background Traffic Growth 0 5 0 30 0 Subtotal (NO BUILD - A.M.) 0 32 0 0 198 0 0 0 0 0 0 0 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% 0.00% 0.00% 0.00% 27.63% 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% 0.01% 0.00% 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% 33.24% 0.01% 0.00% 0.00% 0.00% Total Trips Generated 31 149 Subtotal AM Pk Hr. BUILD Volumes 0 32 31 149 198 145 0 2 Pass-by Trip Adjustments 0 0 0 0 0 0 0 0 0 0 **Total AM Peak Hour BUILD Volumes** 0 32 31 149 198 24 0 145 2

Existing Volumes Background Traffic Growth

Subtotal (NO BUILD - P.M.)

Percent Residential Trips Generated(Entering) Percent Residential Trips Generated(Exiting) Percent Commercial Trips Generaled(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

Eastbour	d (Paseo de	H Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	nd (Blvd. de	l Oeste)	Southbou	nd (Blvd. de	l 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	27	0	0	11	0	Q	0	0	0	0	
0	178	0	0	74	0	0	0	0	0	0	(
0.00%	0.00%	0.02%	33.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	0.02%	33.23%	0.00%	0.00%	0.00%
0.00%	0.00%	9.93%	27.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.52%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.93%	0.52%	27.63%	0.00%	0.00%	0.00%
0.00%	0.00%	0.01%	33.24%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%	33.24%	0.00%	0.00%	0.00%
. 0	0	63	255	0	0	65	3	265	0	3	- (
0	178	63	255	74	0	65	3	265	0	3	
0	0	0	0	0	0	0	0	0	0	0	(
0	178	63	255	74	0	65	3	265	0	3	

Number of Residential Trips Generated

Number of Commercial Trips Generated

Number of Office Trips Generated

Entering Exiting 53 209 A.M. 218 P.M. 115

310

A.M.

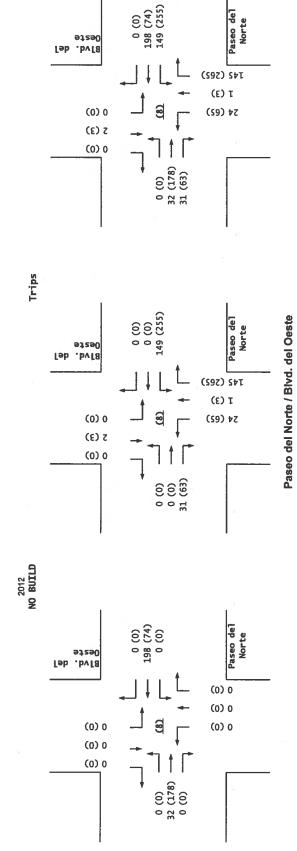
100% Residential Development

243 P.M. 630 654 A.M. 135 28

100% Commercial Development

100% Office Development

	Eastbou	nd (Paseo d	el Norte)	Westbou	ind (Paseo d	lel Norte)	Northbo	und (Blvd. d	el Oeste)	Southbo	und (Blvd. c	lel Oeste)
3	0	27	0	0	168	0	0	0	0	0	0	0
3	0	151	0	0	63	0	0	0	0	0	0	0



2012 Butld

2/8/2009

Volcano_Vista_TURNS.xls - Int_8

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

Driveway 'A' / Blvd. del Oeste

INTERSECTION:

E-W Street:

Driveway 'A' N-S Street: Blvd. del Oeste (9)

Year of Existing Counts

2009

Implementation Year

2012

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 Generaled(Entering) Percent Commercial Trips Generated(Exiting) Percent Office Trips Generaled(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

\$		3.00%			3.00%			3.00%			3.00%	
	Eastbo	und (Drivew	ray 'A')	Westbo	ound (Drive	vay 'A')	Northbou	md (Blvd. de	el Oeste)	Southbou	und (Blvd. de	el Oeste)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
ľ	0	0	0	0	0	0	0	0	0	0	0	0
ſ	Q	0	0	0	0	0	0	Q	0	0	0	0
ſ	0	0	0	0	0	0	0	0	0	0	0	0
Ī	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	33.27%	0.00%	0.00%
ſ	0.00%	0.00%	0.00%	0.02%	0.00%	33.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Γ	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.07%	38.08%	0.00%	0.00%
ſ	0.00%	0.00%	0.00%	3.07%	0.00%	38.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Γ	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	33.26%	0.00%	0.00%
	0.00%	0.00%	0.00%	0.01%	0.00%	33.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
ı	0	0	0	7	0	172	0	0	10	181	0	0
ı	0	0	0	7	0	172	0	0	10	181	0	0
L	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	7	0	172	0	0	10	181	0	0

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

Eastbo	und (Drivew	ay 'A')	Westbo	und (Drivey	ray 'A')	Northbou	nd (Blvd. de	Oeste)	Southbou	ind (Blvd. de	el Oeste)
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	0	0	0	0	0	0	0	0	C
0	0	Q	Q	0	0	0	0	0	0	0	Ç
0	0	0	0	0	0	0	0	0	0	0	0
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	33,27%	0.00%	0.00%
0.00%	0.00%	0.00%	0.02%	0.00%	33.27%	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%	3.07%	38.08%	0.00%	0.00%
0.00%	0.00%	0.00%	3.07%	0.00%	38.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	33.26%	0.00%	0.00%
0.00%	0.00%	0.00%	0.01%	0.00%	33.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
0	0	0	20	0	333	0	0	19	322	0	0
0	0	0	20	0	333	0	0	19	322	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	20	0	333	0	0	19	322	0	

Number of Residential Trips Generated

Number of Commercial Trips Generated

Number of Office Trips Generated

Exiting Entering 53 209 A.M. 115 P.M. 218 A.M.

100% Commercial Development

654 135 28 A.M. 28

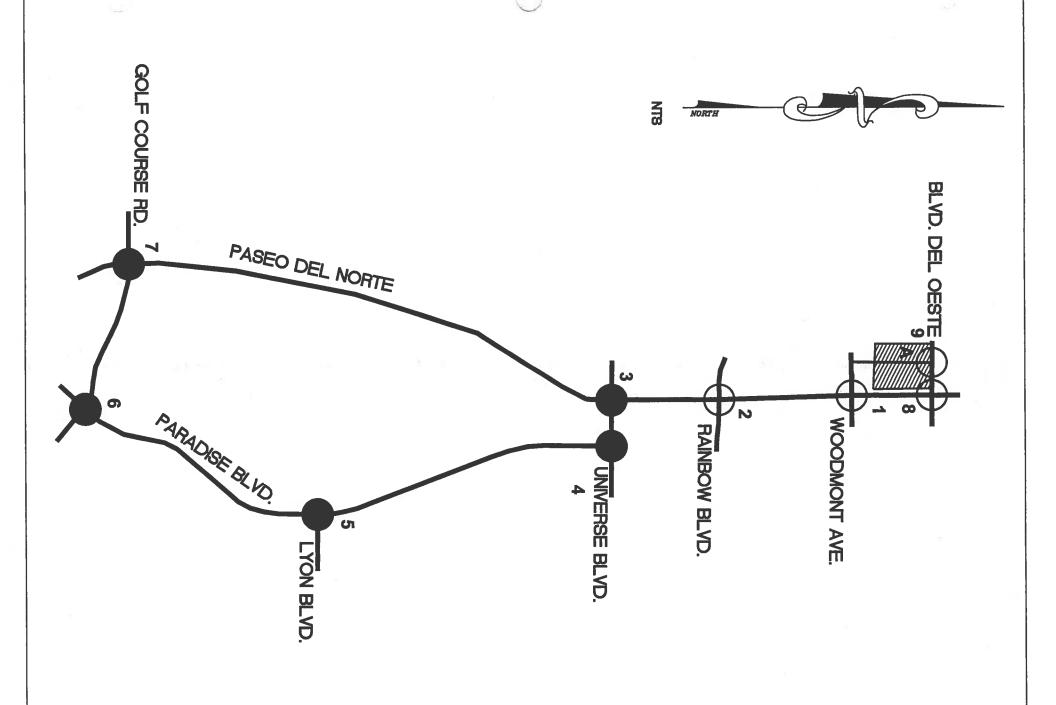
630

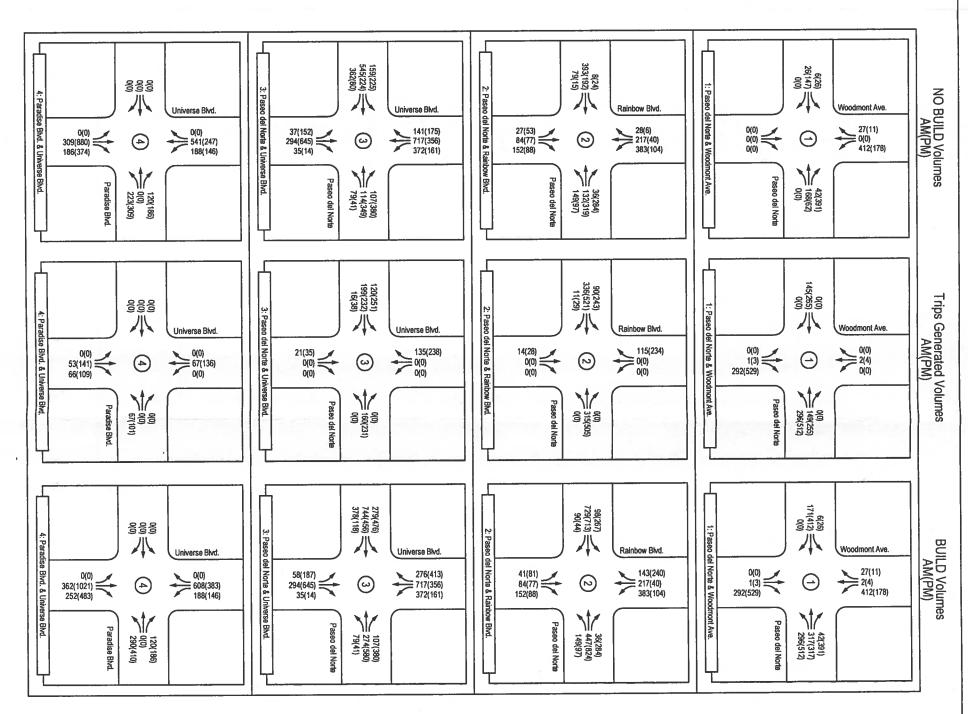
P.M. 138

P.M.

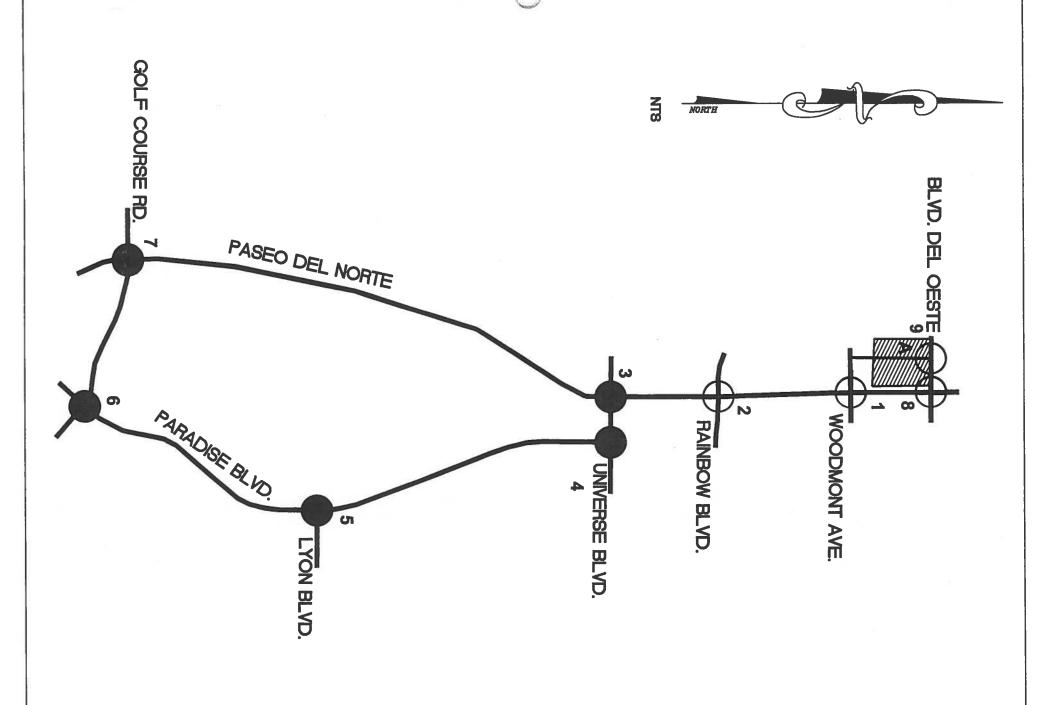
100% Office Development

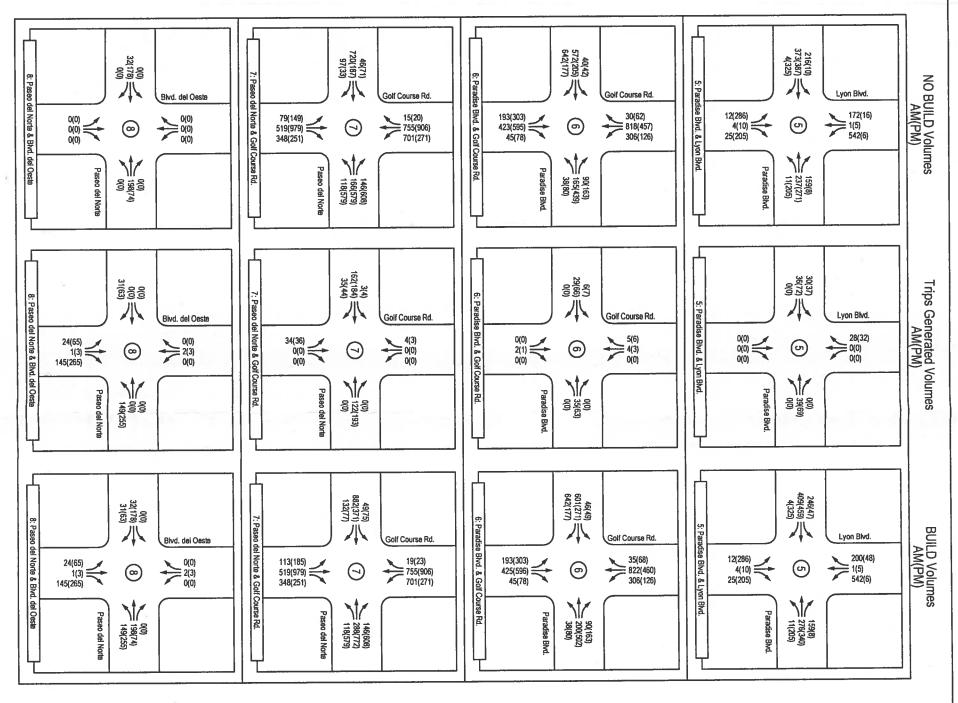
Eastbo	Eastbound (Driveway 'A') Westbound (Driv					Northbot	and (Blvd. d	el Oeste)	Southbo	und (Blvd. d	el Oeste)
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0





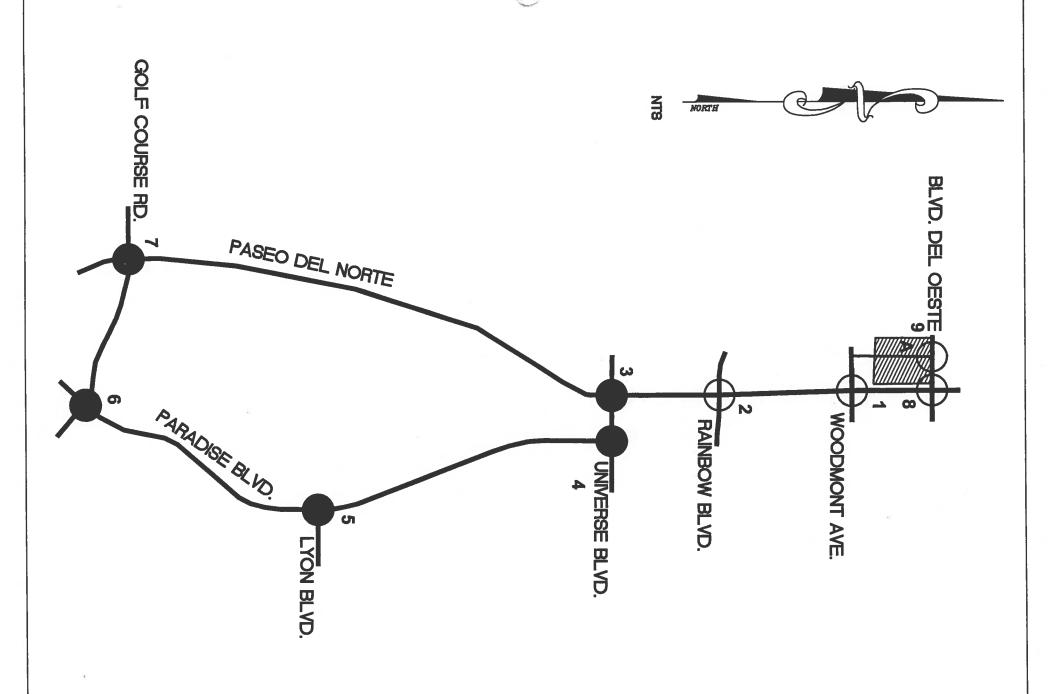
Volcano Vista Development

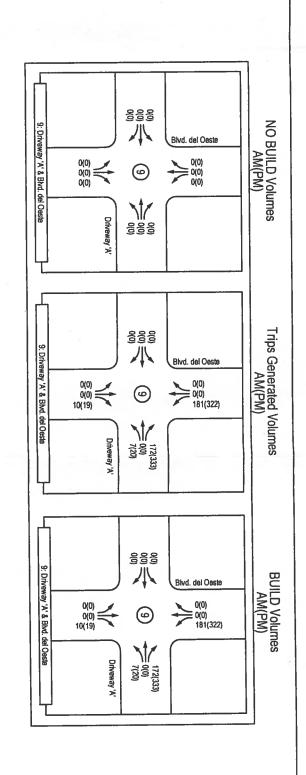




Volcano Vista Development

Paseo del Norte / Blvd. del Oeste
2012 NO BUILD, Trips Generated, and BUILD Volumes - AM(PM)





Volcano Vista Development (Paseo del Norte / Blvd. del Oeste) Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2022) - 100% Development

							1					
INTERSECTION:	S u	mma	r y									
Paseo del Norte / Woodmon	t Ave	0.75			0.93						0.88	PHF
(1)		nd (Paseo d	el Norte)	Westbou	nd (Paseo	sel Norte	Northbou	nd (Woodm	ont Ave 1	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
2022 (BUILD - A.M.)	130	0.92	v	230	0.93	110		-	232	323	0.75	PHF
	Faethour	nd (Paseo d	el Norte)	Wasthou	nd (Paseo	(al Norte)	Northbou	nd (Woodm	ont Ave 1	Southhou	ind (Woodm	
	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
ZOZZ (DOILD - 7 .m.)	140	1,003		012	422	1,041			013	227		
Paseo del Norte / Rainbow Blvd. a.89 a.78 a.75 a.77												PHF
(2)		nd (Paseo d			nd (Paseo d			und (Rainbo			und (Rainbo	
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 nd (Paseo d			0.84			0.75	PHF
	Eastbound (Paseo del Norte)							und (Rainbo			und (Rainbo	
	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 E	llvd.	0.94			0.75			0.80			0.89	PHF
(3)	Eastbour	nd (Paseo d		Westbou	nd (Paseo d			und (Univer	se Blvd.)	Southbo	und (Univer	se Bivd.)
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
		nd (Paseo d			nd (Paseo d			und (Univer			und (Univer	
	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 Blv	rd.				0.75			0.81			0.75	PHF
(4)		nd (Paradis	e Blvd 1	Westhou	and (Paradi	te Blvd.)	Northbo	und (Univer	se Blvd.)	Southbo	und (Univen	
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
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		- 1	0.99	137	ETSYXIE	0.94	PHF
		nd (Paradis			ınd (Paradi			and (Univer			und (Univer	se Blvd.)
W 1 41 400	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

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

		<u> </u>	PROPOSEL	DEVELOR	PMENT (20	22) - 100% :	Developme	<u>nt</u>				
INTERSECTION:	S u	mma	r y									
Paradise Blvd. / Lyon Blvd.		0.76			0.91			0.79			0.92	PHF
(5)	Eastbou	nd (Paradis	e Blvd.)	Westbou	nd (Paradis	e Blvd.)	Northb	ound (Lyon	Bivd.)	Southt	ound (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
2022 (BUILD - A.m.)	207	0.95		10	0.91	100	120	0.95	200	4,70	0.81	PHF
1	Earthou	nd (Paradis	a Blud 1	Washou	nd (Paradis	a Rivel)	Morthh	ound (Lyon	Rivel 1	South	ound (Lyon	
	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
, ,												532
2022 (BUILD - P.M.)	46	436	306	325	498	12	455	15	326	200	167	532
Paradise Blvd. / Golf Course	Rd	0.87			0.86			0.76			0.90	PHF
(6)		nd (Paradis	a Rhyl \	Weethou	nd (Paradis	e Blvd \	Northbou	nd (Golf Co	urse Rd 1	Southhor	nd (Golf Co	
2.0% Truck	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
											875	37
2022 (BUILD - A.M.)	43	561	597	54	273	129	222	487	52	325		
		0.87		5.00 A 10 Trans	0.82	5) 1) I	MALE AND COM	0.93	The state of the s	O dbb	0.94	PHF
		nd (Paradis			nd (Paradi		Left	nd (Golf Co Thru	Right	Left	ind (Golf Co Thru	Right
m-1-41 (0000)	Left	Thru	Right	Left	Thru 406	Right	281	552	72	120	436	59
Existing (2009)	39	191	165	74		151					_	
2022 (NO BUILD - P.M.)	70	342	296		420	156	414	814	106	179	649	88
2022 (BUILD - P.M.)	77	408	296	77	483	156	414	815	106	179	652	94
Paseo del Norte / Golf Cours	e Rd.	0.90			0.81			0.86			0.90	PHF
(7)		nd (Paseo d	el Norte)	Westbou	nd (Paseo d	lel Norte)	Northbou	nd (Golf Co	urse Rd.)	Southbou	ind (Golf Co	urse Rd.)
2.0% Truck	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
2022 (NO BUILD - A.M.)	85	1,340	180	228	321	283	93	613	411	714	769	15
	88	1,502	215	228	443	283	127	613	411	714	769	19
2022 (BUILD - A.M.)	00		213	220		203	121	0.91	411	/14	0.89	PHF
	Earthou	0.89 nd (Paseo d	al Norial	Weethou	0.92 nd (Paseo d	lal Norte)	Northbou	nd (Golf Co	uraa Rd V	Southbou	md (Golf Co	
	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
2022 (NO 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
2022 (BUILD - P.M.)	287	920	111	000	001	123	214	1,100	233	213	321	- 27
Paseo del Norte / Bivd. del O	asta	0.75			0.93			0.75			0.75	PHF
(8)		nd (Paseo d	al Mortal	Weethou	nd (Paseo d	(al Norta)	Morthhor	and (Blvd. d	al Castal	Southbo	und (Blvd. d	
2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)	0	27	O	0	168	0	0	0	0	0	0	0
2022 (NO BUILD - A.M.)	0	1.026	0	0	573	0	0	0	0	0	0	0
•				-				1	145	0	2	0
2022 (BUILD - A.M.)	0	1,026	31	149	573	0	24		143	U		PHF
	Easthan	0.88 nd (Paseo d	al Martal	Weethou	0.83 nd (Paseo d	Int Martal	Northbo	0.75 und (Blvd. d	al Cartal	Couthho	0.75 und (Blvd. d	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)	Cent	151	O O	Len 0	63	O	0	0	O O	0	0	0
	0	935	0	0		0	0	0	0	0	0	0
2022 (NO BUILD - P.M.)	\vdash				1,092	_						0
2022 (BUILD - P.M.)	0	935	63	255	1,092	0	65	3	265	0	3	U
Driveway 'A' / Blvd. del Oest		0.75			0.75			0.82			0.82	PHF
(9)		and (Drive	ray 'A')	Westbo	und (Drive	way 'A')	Northbo	und (Blvd. d	el Oeste)	Southbo	und (Blvd. d	el Oeste)
2.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)	0	0	0	0	. 0		0	0	0	0		0
2022 (NO BUILD - A.M.)	0	0	0	0	0	0	. 0	0	0	0	0	0
	I	0			0			0	10	181	0	0
2022 (BUILD - A.M.)	0		0	7		172	0		10	161		
	Cont.	0.75 und (Drives	rene PAN	UI-AL.	0.75 und (Drive	near (At)	Nodle	0.82 und (Blvd. d	al Cartal	Southha	0.82 und (Blvd. c	PHF
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2009)	O O	0		Cent	0	- Kigiik	DE LE	0	O Control		0	0
2022 (NO BUILD - P.M.)	0	0	0	.0	0	0	0	0	0	0	0	0
2022 (NO BUILD - P.M.) 2022 (BUILD - P.M.)	0	0	0	20	0	333	0	0	19	322	0	0

2022 (BUILD - P.M.)

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 N-S Street: Woodmont Ave. (1)

Year of Existing Counts

Horizon Year

2009

2022

2000	
Growth Rates	284.48%
	Eastbound (Paseo d

101201160												
Growth Rates		284.48%		- 11	17.11%			3.00%		3.00%		
¥	Eastbou	nd (Paseo d	el Norte)	Westbou	Westbound (Paseo del Norte)			nd (Woodm	ont 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	<u>185</u>	<u>814</u>	0	Q	318	<u>80</u>	<u>Q</u>	0	0	<u>147</u>	Q	10
Subtotal (NO BUILD - A.M.)	190	836	0	0	461	116	0	0	0	525	0	35
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
Subtotal AM Pk Hr. BUILD Volumes	190	981	0	296	610	116	0	1	292	525	2	35
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	190	981	0	296	610	116	0	1	292	525	2	35

16.57%

3.00%

	Eastbour	id (Paseo de	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	nd (Woodm	ont Ave.)	e.) 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	118	669	0	0	114	715	0	0	0	<u>64</u>	0	4
Subtotal (NO BUILD - P.M.)	140	794	0	0	167	1,047	0	0	0	227	0	14
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 Generaled(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
Subtotal PM Pk Hr. BUILD Volumes	140	1,059	0	512	422	1,047	0	3	529	227	4	14
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	140	1,059	0	512	422	1,047	0	3	529	227	4	14

	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
•	20	420	DM	· .

41.14%

	Eastbound	Decen de	I Model	Westbound (Paseo del Norte)			Marthhat	ind (Woodin	I aug boo	Southbound (Woodmont Ave.)		
	Easmonu	I (Caser de	(COLON E	11.03/monii	m full sen n	שו וינטונטן	norumor	ilia (woodii	MIT WAR'S		mar (mooun	OH MARY
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	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
Browth 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%	488888	dunum
Growth Rate to Apply to 2004 Model Volumes to M	latch 2030 Forecasts			
2004-2030 AM Growth Rates	626.92%	45.55%	#VALUE!	#VALUE!
2004-2030 PM Growth Rates	20.27%	233.10%	#VALUE!	#VALUEI

3.00%

190 (140) 836 (794) 0 (0)

2/6/2009

2022 BUILD

Projected Turning Movements Worksheet Paseo del Norte / Rainbow Blvd.

INTERSECTION:

N-S Street:

E-W Street: Paseo del Norte

Rainbow Blvd.

10.56%

Exiting 209 115

243 654 28

(2)

Year of Existing Counts

Pass-by Trip Adjustments

2009

Но

2022

orizon 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

	nd (Paseo d	er Morres	11.02mnn	nd (Paseo d	el norte)	MOLTIDO	und (Raimbo	M DIAG'	20000000	und (Rainbo	W DIVO.
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	<u>459</u>	92	73	64	<u>18</u>	29	<u>88</u>	<u>160</u>	125	<u>71</u>	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%	99.45%	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

8.83%

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 Adjusti

•	nujusi						ь
	Total	PM	Peak	Hour	BUILD	Volumes	1

Total AM Peak Hour BUILD Volumes

		29.66%			5.10%		A Control of Control	21.44%		20.71%			
F	Eastbour	nd (Paseo de	Norte)	Westbou	nd (Paseo d	el Norte)	Northboo	md (Rainbo	w Blvd.)	Southbound (Rainbow Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
f	20	163	13	82	271	241	49	71	81	97	37	6	
Γ	77	<u>629</u>	<u>50</u>	<u>54</u>	<u>180</u>	<u>160</u>	137	<u>198</u>	226	<u>261</u>	100	16	
ľ	97	792	63	136	451	401	186	269	307	358	137	22	
t	0.00%	0.00%	0.00%	0.00%	99.46%	0.00%	0.02%	0.00%	0.00%	0.00%	0.00%	0.21%	
Γ	0.21%	99.46%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Γ	0.00%	0.00%	0.00%	0.00%	41.24%	0.00%	4.50%	0.00%	0.00%	0.00%	0.00%	37.14%	
Γ	37.14%	41.24%	4.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Γ	0.00%	0.00%	0.00%	0.00%	99.46%	0.00%	0.01%	0.00%	0.00%	0.00%	0.00%	0.25%	
Γ	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	
Γ	340	1,313	92	136	956	401	214	269	307	358	137	256	
L	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	

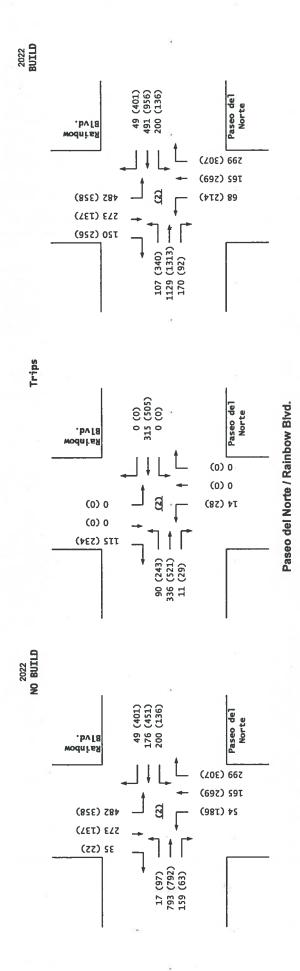
	Entering
Number of Residential Trips Generated	53
	218
Number of Commercial Trips Generated	310
	630
Number of Office Trips Generated	135
	28

A.M.	100% Residential Development
P.M.	
A.M.	100% Commercial Development
P.M.	
A.M.	100% Office Development
P.M.	

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

Eastbou	nd (Paseo d	el Norte)	Westbou	Westbound (Paseo del Norte)			und (Rainbe	w Blvd.)	Southbo	Southbound (Rainbow Blvd.)			
7	334	67	127	112	31	25	77	139	357	202	26		
20	163	13	82	271	241	49	71	81	97	37	6		

IRCOG 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 2	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%
Srowth Rate to Apply to 2004 Model Volumes to M	atch 2030 Forecasts			
2004-2030 AM Growth Rates	501.15%	11.75%	#DIV/01	2.97%
2004-2030 PM Growth Rates	20.27%	9,11%	#DIV/01	8.84%



2/4/2009

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

Paseo del Norte / Universe Bivd.

(3)

INTERSECTION:

E-W Street: Paseo del Norte

N-S Street: Universe Blvd.

Year of Existing Counts

2008

Horizon Year

2022

Existing Volumes

Growth Rates

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%				
8	Eastbou	nd (Paseo d	el Norte)	Westbou	nd (Paseo c	lei Norte)	Northbo	und (Univer	se Blvd.)	Southbo	und (Univer	se Bivd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
	129	441	293	69	99	93	33	261	31	330	636	125		
Г	<u>26</u>	<u>88</u>	59	<u>137</u>	<u>196</u>	184	14	<u>108</u>	<u>13</u>	3	6	1		
Г	155	529	352	206	295	277	47	369	44	333	642	126		
Γ	0.00%	0.00%	0.00%	0.00%	78.55%	0.00%	1.94%	0.00%	0.00%	0.00%	0.00%	18.97%		
Г	18.97%	78.55%	1.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
Г	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%		
Г	0.00%	0.00%	0.00%	0.00%	73.09%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	22,80%		
Г	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		
Г	275	728	368	206	455	277	68	369	44	333	642	261		
L	0	0	0	0	0	0	0	0	0	0	0	0		

68

369

0.70%

44

333

642

3.80%

74	Eastbour	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbo	und (Univen	se 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	140	<u>139</u>	<u>50</u>	<u>36</u>	<u>301</u>	328	<u>13</u>	<u>56</u>	<u>1</u>	<u>76</u>	<u>168</u>	<u>82</u>
Subtotal (NO BUILD - P.M.)	322	320	115	72	605	659	148	628	13	219	484	237
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 Generaled(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
Subtotal PM Pk Hr. BUILD Volumes	573	552	153	72	836	659	183	628	13	219	484	475
Pass-by Trip Adjustments	0	0	. 0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	573	552	153	72	836	659	183	628	13	219	484	475

206

455

7.08%

	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.	

275

728

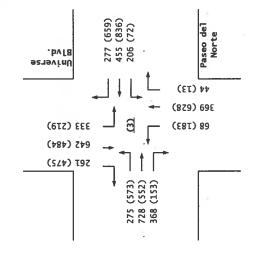
5.49%

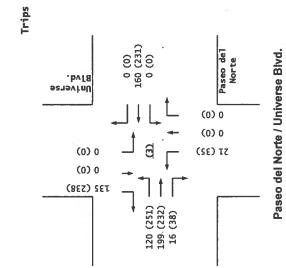
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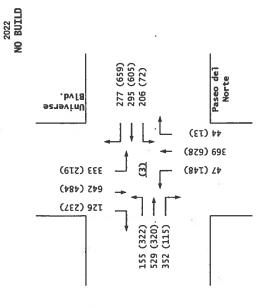
	Eastbour	nd (Paseo de	el Norte)	Westbou	nd (Paseo d	lel Norte)	Northbo	und (Univer	se Blvd.)	Southbound (Universe Blvd.)		
2009 AM Peak Hr. Volumes	131	447	297	79	113	106	34	269	32	330	636	125
2009 PM Peak Hr. Volumes	192	191	69	39	326	354	136	576	12	148	328	161

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 2	030 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 Ma	atch 2030 Forecasts			
2004-2030 AM Growth Rates	5.30%	#DIV/0i	0.15%	4.29%
2004-2030 PM Growth Rates	11,30%	#DIV/0!	-0.11%	2.65%

261







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

Paradise Blvd. / Universe Blvd.

INTERSECTION:

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

Year of Existing Counts

2009

Horizon Year

	2022
Consider	D-4

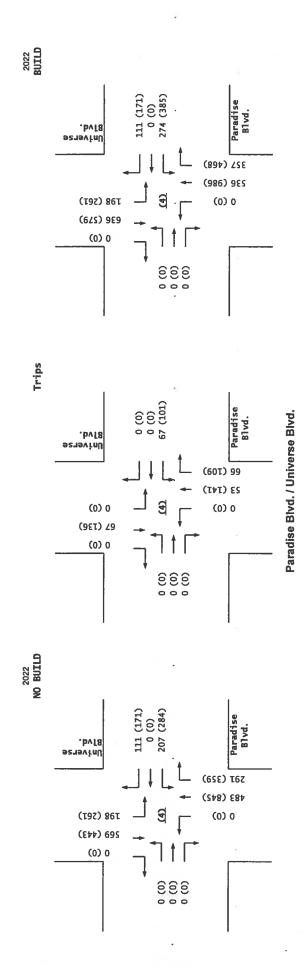
Growth Rates		3.00%			0.0676			5.46%		1.10%			
	Eastbou	nd (Paradis	e Blvd.)	Westbo	Westbound (Paradise Blvd.)			Northbound (Universe Blvd.)			Southbound (Universe Blvd.)		
	Left_	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volumes	0	0	0	205	0	110	0	282	170	173	498	0	
Background Traffic Growth	<u>0</u>	0	0	2	<u>0</u>	1	0	201	<u>121</u>	<u>25</u>	71	0	
Subtotal (NO BUILD - A.M.)	0	0	0	207	0	111	0	483	291	198	569	0	
Percent Residential Trips Generated(Entering)	0.00%	0.00%	0.00%	18.76%	D.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.21%	0.00%	
Percent Residential Trips Generaled(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	
Subtotal AM Pk Hr. BUILD Volumes	0	0	0	274	0	111	0	536	357	198	636	0	
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0	
Total AM Peak Hour BUILD Volumes	0	0	0	274	0	111	0	536	357	198	636	0	

		3.00%			0.00%			0.40%			7.31%	
	Eastbou	nd (Paradise	e Blvd.)	Westbo	and (Paradis	e Bivd.)	Northbo	und (Univer	se 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	Q	0	Q	0	0	0	0	42	<u>18</u>	127	216	0
Subtotal (NO BUILD - P.M.)	0	0	0	284	. 0	171	0	845	359	261	443	0
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
Subtotal PM Pk Hr. BUILD Volumes	0	0	0	385	0	171	0	986	468	261	579	0
Pass-by Trip Adjustments	0	0	0	0	. 0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	0	0	0	385	0	171	0	986	468	261	579	0

	Emening	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	PM	•

	Eastbound	(Paradise I	Blvd.)	Westbou	Westbound (Paradise Bivd.)			und (Univers	e 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	826
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 M	latch 2030 Forecasts			
2004-2030 AM Growth Rates	#VALUE!	-1.18%	2129%	44.29%
2004-2030 PM Growth Rates	#VALUE!	-1.81%	2.53%	16.26%



Projected Turning Movements Worksheet

Paradise Blvd. / Lyon Blvd.

INTERSECTION:

E-W Street: Paradise Blvd.

N-S Street: Lyon Blvd.

Year of Existing Counts

2009

Horizon Year

2022

				Grow	th	Rai	t

Growth Rates		1.46%			6,11%			82.08%		5,62%			
	Eastbou	ınd (Paradis	e Blvd.)	Westbo	und (Paradis	e Blvd.)	Northb	ound (Lyon	Blvd.)	Southb	ound (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	<u>38</u>	<u>65</u>	1	8	<u>175</u>	<u>118</u>	<u>117</u>	43	<u>245</u>	<u>371</u>	1	<u>118</u>	
Subtotal (NO BUILD - A.M.)	237	408	5	18	395	266	128	47	268	878	2	279	
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	
Subtotal AM Pk Hr. BUILD Volumes	267	444	5	18	434	266	128	47	268	878	2	307	
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0	
Total AM Peak Hour BUILD Volumes	267	444	5	18	434	266	128	47	268	878	2	307	

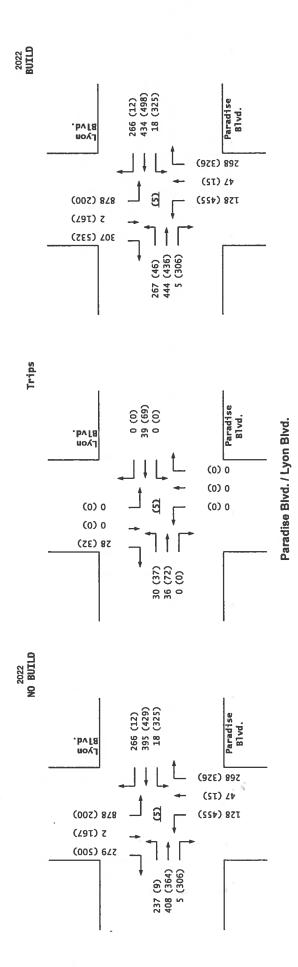
(5)

		0.18%			5.41%			5.37%		248.90%			
	Eastbou	nd (Paradis	e Blvd.)	Westbo	ınd (Paradis	e Blvd.)	Northb	ound (Lyon	Blvd.)	Southb	ound (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	<u>187</u>	<u>6</u>	<u>134</u>	<u>194</u>	<u>162</u>	485	
Subtotal (NO BUILD - P.M.)	9	364	306	325	429	12	455	15	326	200	167	500	
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 Generaled(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	
Subtotal PM Pk Hr. BUILD Volumes	46	436	306	325	498	12	455	15	326	200	167	532	
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0	
Total PM Peak Hour BUILD Volumes	46	436	306	325	498	12	455	15	326	200	167	532	

	Emening	Exming		
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 Developmen
	630	654	P.M.	
Number of Office Trips Generated	135	28	A.M.	100% Office Development
•	28	138	P.M.	•

	Eastbou	Eastbound (Paradise Blvd.)			und (Paradis	e Blvd.)	Northb	ound (Lyon	Blvd.)	Southbound (Lyon Bivd.)		
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	664	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 26	030 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 Ma	tch 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%



Projected Turning Movements Worksheet Paradise Blvd. / Golf Course Rd.

INTERSECTION:

E-W Street: Paradise Blvd.

N-S Street: Golf Course Rd.

Year of Existing Counts

2009

Horizon Year

2022

		202
Growt	th	Rate

Growth Rates		0.00%			4.27%			1.83%	- 72		0.88%	
	Eastbou	nd (Paradis	e Blvd.)	Westbou	ınd (Paradis	e Blvd.)	Northbou	nd (Golf Co	urse Rd.)	Southbou	nd (Golf Co	urse 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	Q	<u>19</u>	<u>85</u>	<u>46</u>	43	93	10	33	90	3
Subtotal (NO BUILD - A.M.)	37	532	597	54	238	129	222	485	52	325	871	32
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 Generaled(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
Subtotal AM Pk Hr. BUILD Volumes	43	561	597	54	273	129	222	487	52	325	875	37
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	43	561	597	54	273	129	222	487	52	325	875	37

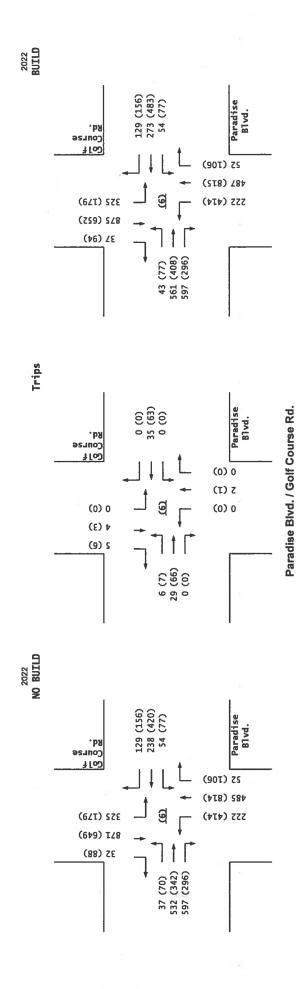
(6)

		6.10%			0.27%			3.65%			3.76%	
	Eastbou	nd (Paradis	e Blvd.)	Westbo	und (Paradis	e Blvd.)	Northbou	nd (Golf Co	urse Rd.)	Southbound (Golf Course Rd.)		
24	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	<u>151</u>	<u>131</u>	3	14	<u>5</u>	<u>133</u>	<u>262</u>	<u>34</u>	<u>59</u>	213	29
Subtotal (NO BUILD - P.M.)	70	342	296	77	420	156	414	814	106	179	649	88
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 Generaled(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
Subtotal PM Pk Hr. BUILD Volumes	77	408	296	77	483	156	414	815	106	179	652	94
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	77	408	296	77	483	156	414	815	106	179	652	94

	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.	

	Eastbou	ınd (Paradis	e Blvd.)	Westbo	Westbound (Paradise Blvd.)			nd (Golf Cou	irse 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	605
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 20	030 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 Ma	itch 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%



2/4/2009

Projected Turning Movements Worksheet Paseo del Norte / Golf Course Rd.

INTERSECTION:

E-W Street: Paseo del Norte

N-S Street: Golf Course Rd.

Year of Existing Counts

2009

Horizon Year

2022

Growth Rates		8.21%			8.57%			2.13%		0.76%			
	Eastbou	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	nd (Golf Co	urse 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	<u>120</u>	<u>169</u>	<u>149</u>	<u>20</u>	<u>133</u>	89	<u>64</u>	<u>69</u>	1	
Subtotal (NO BUILD - A.M.)	85	1,340	180	228	321	283	93	613	411	714	769	15	
Percent Residential Trips Generaled(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	
Subtotal AM Pk Hr. BUILD Volumes	88	1,502	215	228	443	283	127	613	411	714	769	19	
Pass-by Trip Adjustments	0	0	О	0	0	o	0	0	0	0	0	0	
Total AM Pask Hour RIIII D Volumes	88	4 502	245	228	443	283	427	613	444	744	760	40	

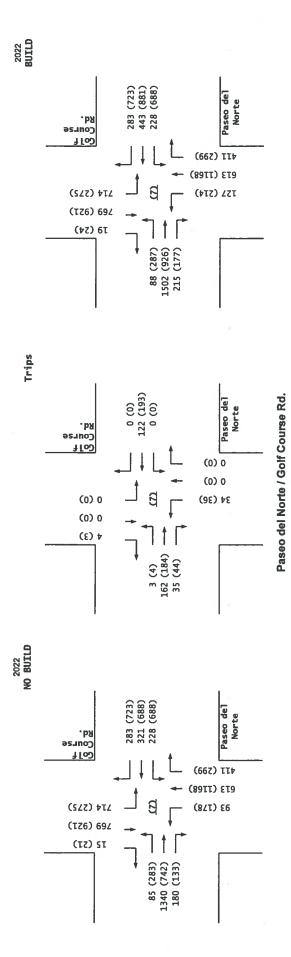
(7)

		26.30%			2.28%			2.22%		0.74%			
	Eastbou	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	nd (Golf Co	urse Rd.)	Southbou	nd (Golf Co	urse 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	<u>103</u>	<u>157</u>	<u>157</u>	<u>165</u>	<u>40</u>	<u>262</u>	<u>67</u>	<u>24</u>	81	2	
Subtotal (NO BUILD - P.M.)	283	742	133	688	688	723	178	1,168	299	275	921	21	
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 Generaled(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	
Subtotal PM Pk Hr. BUILD Volumes	287	926	177	688	881	723	214	1,168	299	275	921	24	
Pass-by Trip Adjustments	0	0	0	0	0	0	0	0	0	0	0	0	
Total PM Peak Hour BUILD Volumes	287	926	177	688	881	723	214	1,168	299	275	921	24	

	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)			Northbou	ind (Golf Co	urse 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 2	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 M	atch 2030 Forecasts			
2004-2030 AM Growth Rates	#DIV/0t	11.36%	0.67%	1.34%
2004-2030 PM Growth Rates	#DIV/01	3.72%	1.72%	1.54%



2/4/2009

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

INTERSECTION:

E-W Street: Paseo del Norte N-S Street: Blvd. del Oeste

(8)

Year of Existing Counts

2009

2022

Horizon Year

Growth Rates		284.48%			18.54%			3.00%		3.00%			
	Eastbour	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	el Norte)	Northbou	and (Blvd. d	ei 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	C	
Background Traffic Growth	0	<u>999</u>	0	<u>0</u>	<u>405</u>	0	<u>0</u>	0	<u>0</u>	0	0	Ç	
Subtotal (NO BUILD - A.M.)	0	1,026	0	0	573	0	0	0	0	0	0	0	
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	
Total AM Peak Hour BUILD Volumes	0	1,026	31	149	573	0	24	1	145	0	2	C	

125.62%

3.00%

3.00%

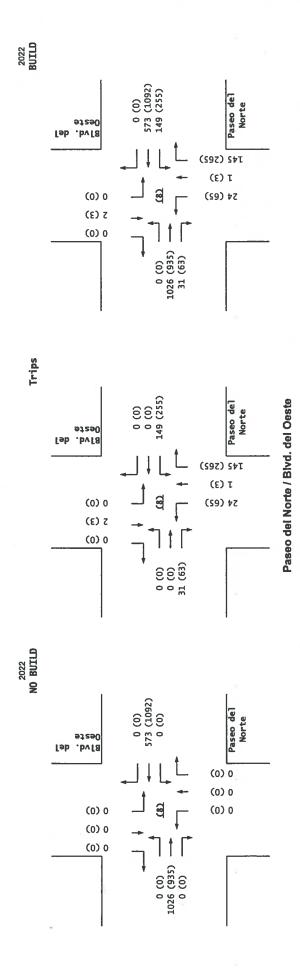
Eastbound (Paseo del Norte) Southbound (Blvd, del Oeste) Westbound (Paseo del Norte) Northbound (Blvd. del Oeste) Left Thru Right Left Thru Right Left Thru Right Left Thru Right **Existing Volumes** 151 0 63 0 0 0 **Background Traffic Growth** <u>784</u> 1.029 Q 0 0 Subtotal (NO BUILD - P.M.) 0 935 0 0 1,092 0 0 0 0 0 0 Percent Residential Trips Generated(Entering) 0.00% 0.00% 33.23% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.02% 0.00% 0.02% Percent Residential Trips Generated(Exiting) 0.00% 0.00% 0.00% 0.00% 0.02% 0.02% 33.23% 0.00% 0.00% 0.00% 0.00% 0.00% Percent Commercial Trips Generated(Entering) 0.00% 0.00% 27.63% 0.00% 0.00% 0.00% 0.00% 0.00% 9.93% 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% 0.01% 0.00% 0.00% 0.00% 0.00% 0.01% 33.24% 0.00% 0.00% 0.00% **Total Trips Generated** 63 255 265 65 Subtotal PM Pk Hr. BUILD Volumes 935 1,092 265 0 63 255 0 65 3 0 3 0 Pass-by Trip Adjustments 0 0 0 0 0 0 0 0 0 **Total PM Peak Hour BUILD Volumes** 0 935 63 255 1,092 0 65 3 265 0 3 0

	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.	

39.92%

	Eastbou	nd (Paseo d	el Norte)	Westbou	nd (Paseo d	lei Norte)	Northbou	ınd (Blvd. d	el 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	NA
Growth Rate to Apply to Existing Counts to Match 2	2030 Forecasts			
2009-2030 AM Growth Rates	284.48%	18.54%	***************************************	#######
2009-2030 PM Growth Rates	39.92%	125.62%	*******	nunnun
Growth Rate to Apply to 2004 Model Volumes to M	atch 2030 Forecasts			
2004-2030 AM Growth Rates	13.20%	5.82%	#VALUE!	#VALUE!
2004-2030 PM Growth Rates	13.57%	2.63%	#VALUE!	#VALUE!



2/6/2009

Projected Turning Movements Worksheet Driveway 'A' / Blvd. del Oeste

INTERSECTION:

E-W Street: Driveway 'A'

(9)

Blvd. del Oeste N-S Street:

Year of Existing Counts

Horizon Year

2009 2022

Growth Rates	3.00% Eastbound (Driveway 'A')			3.00% Westbound (Driveway 'A')			3.00% Northbound (Bivd. del Oeste)			3.00% Southbound (Bivd. 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	Q	0	0	<u>0</u>	Q	Ō
Subtotal (NO BUILD - A.M.)	0	0	0	0	0	0	0	0	0	0	0	0
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 Generaled(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
Total AM Dook Hour Billi D Volumes	O POSTORE N	0	The state of the	7	26 11 200	172	0	0	10	181	0	n and a

3.00%

P.M.

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 (Driveway 'A')			Westbound (Driveway 'A')			Northbou	md (Bivd. de	i 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	Q	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%	33,27%	0.00%	0.00%	
0.00%	0.00%	0.00%	0.02%	0.00%	33.27%	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%	3.07%	38.08%	0.00%	0.00%	
0.00%	0.00%	0.00%	3.07%	0.00%	38.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	33.26%	0.00%	0.00%	
0.00%	0.00%	0.00%	0.01%	0.00%	33.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
0	0	0	20	0	333	0	0	19	322	0	0	
0	0	0	20	0	333	0	0	19	322	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	20	0	333	0	0	19	322	0	0	

3.00%

3.00%

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.

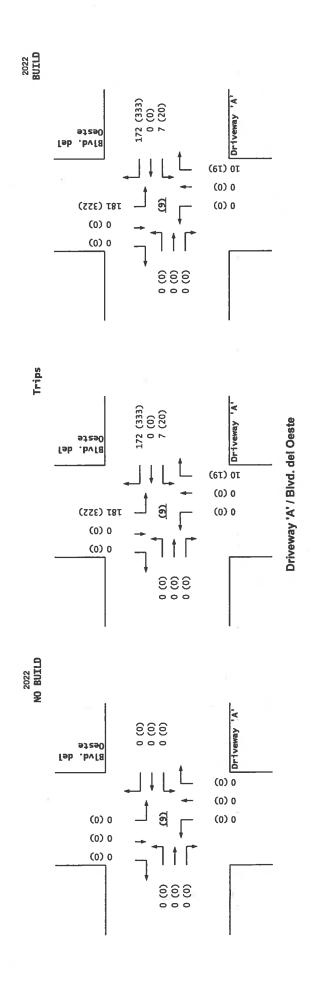
2009 PM Peak Hr. Volumes

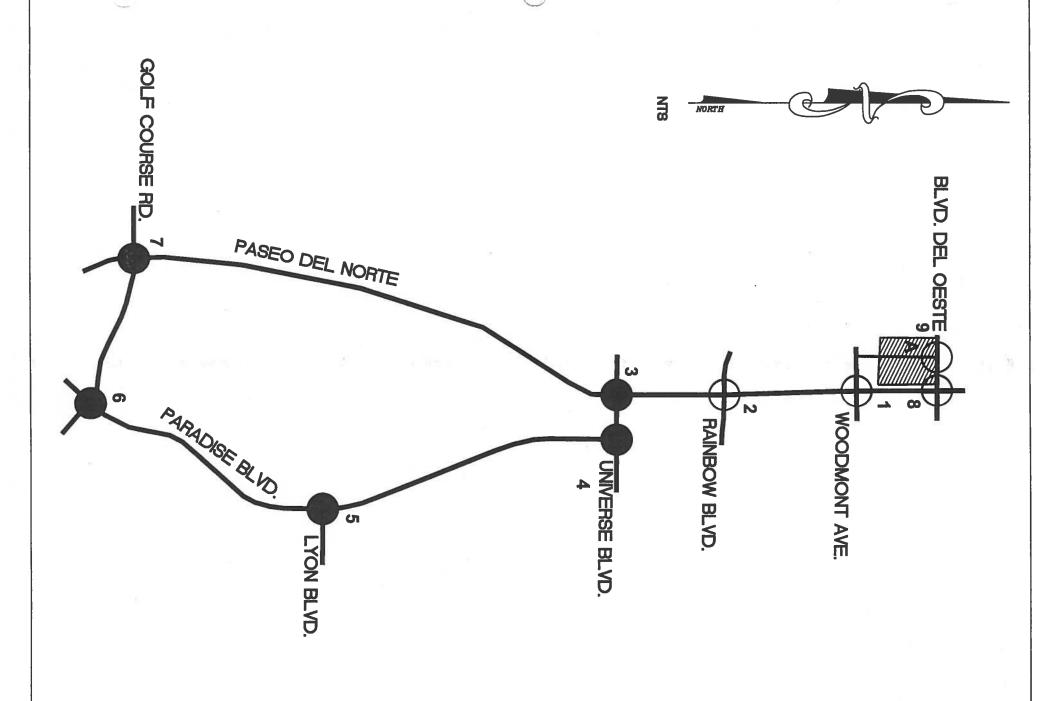
100% Commercial Development 100% Office Development

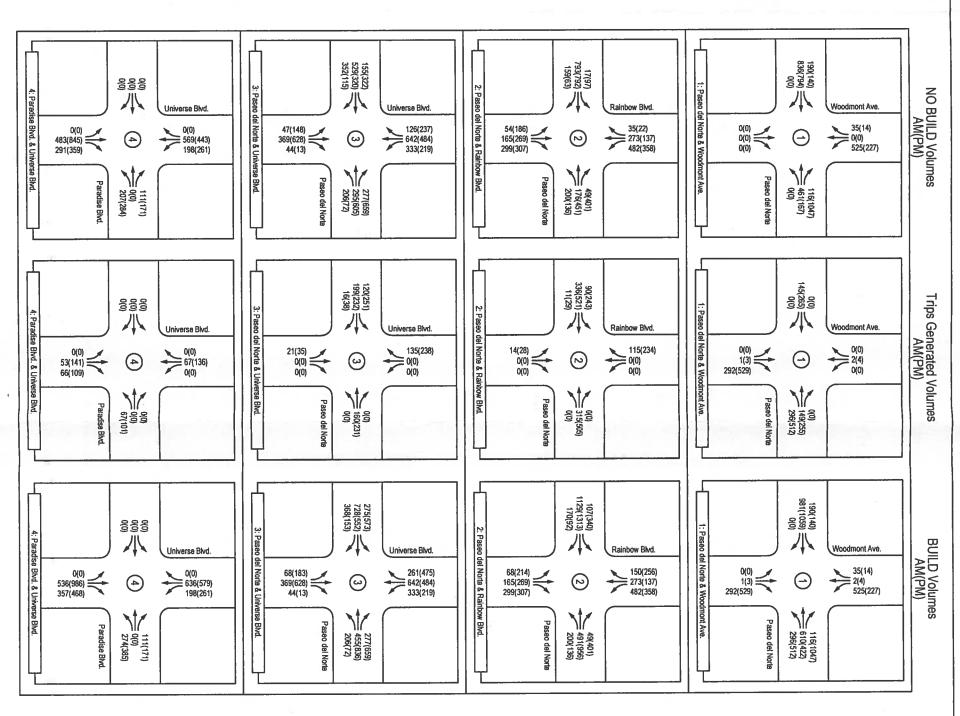
3.00%

2009 AM Peak Hr. Volumes

Eastbound (Driveway 'A') Northbound (Blvd. del Oeste) Southbound (Blvd. del Oeste) Westbound (Driveway 'A') 0

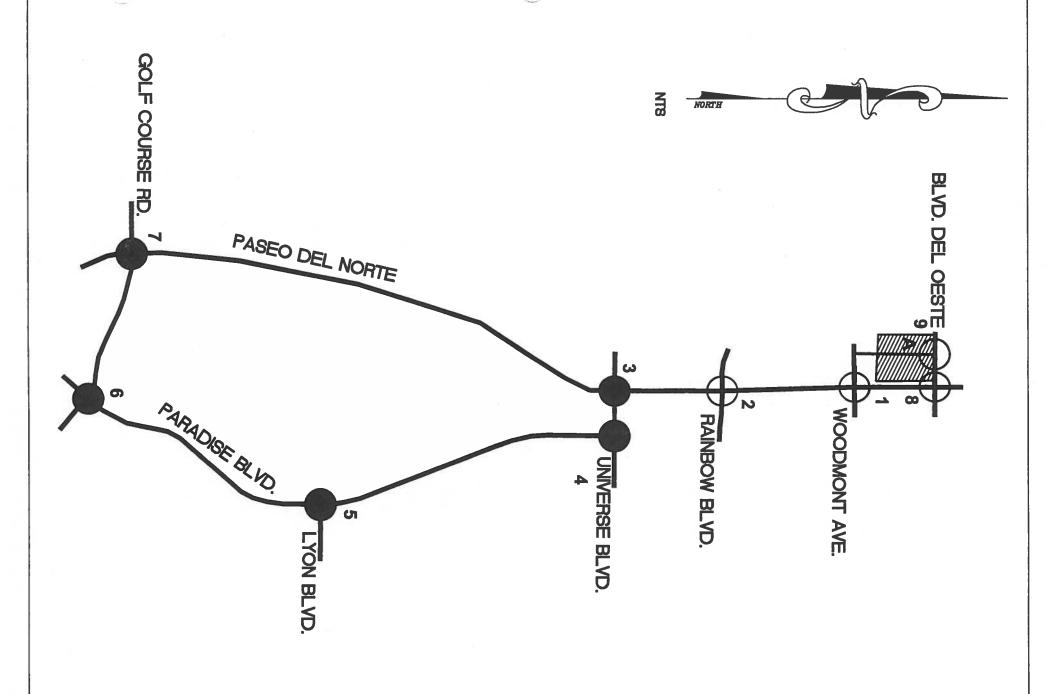


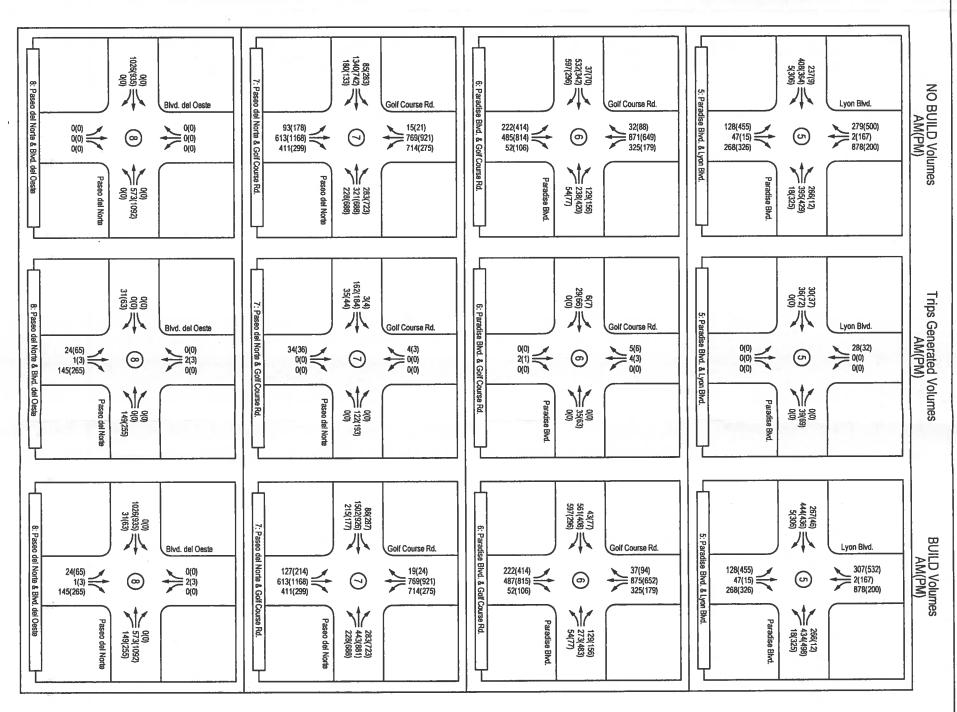




Volcano Vista Development

Paseo del Norte / Blvd. del Oeste
2022 NO BUILD, Trips Generated, and BUILD Volumes - AM(PM)





Volcano Vista Development

Paseo del Norte / Blvd. del Oeste
2022 NO BUILD, Trips Generated, and BUILD Volumes - AM(PM)

