Terry O. Brown P.E.

Holly Plaza II

(Holly Ave. West of San Pedro Dr.)

#### **Traffic Impact Study**

Draft – October 25, 2007 Final – February 2, 2009

#### Presented to:

City of Albuquerque
Transportation Development Section
&
New Mexico Department of Transportation
District No. 3

#### Prepared for:

SCM Properties 10400 West 18<sup>th</sup> Ave. Lakewood, CO 80215



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

# Holly Plaza II (Holly Ave. / San Pedro Dr.) TRAFFIC IMPACT STUDY

#### **STUDY PURPOSE**

The study is being conducted in conjunction with a request for approval of a commercial development plan for the property located on the south side of Holly Ave west of San Pedro Dr. The purpose of this study is to identify the impact of the Development on the adjacent transportation system, and to make recommendations to mitigate any significant adverse impact on the adjacent transportation system resulting from the implementation of the facility. This report is being prepared to meet the requirements of the City of Albuquerque Transportation Development Section and the New Mexico Department of Transportation (District 3) in association with the development of the proposed project associated with this site plan.

#### **STUDY PROCEDURES**

A scoping meeting was held on August 28, 2007 with City of Albuquerque staff (Tony Loyd and Steele Nowak) prior to beginning the Holly Plaza II study to discuss scope and methodology to be utilized within that report.

The resulting basic procedure followed in this study is described as follows:

- Calculate the generated trips for the proposed commercial development consisting of a proposed retail commercial development comprised of an approximately 7,000 Discount Tire Store, a 2,400 S.F. Fast Food Restaurant w/Drive-Thru Window, and an additional 14,100 S.F. of retail commercial floor space.
- Calculate trip distribution for the newly generated trips by this development. The commercial trips shall be distributed based on 2008 DASZ population data within a two-mile radius of the proposed site.
- 3) Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the site.
- 4) Obtain AM Peak Hour and PM Peak Hour turning movement traffic counts at the intersection of Paseo del Norte / San Pedro Dr., Alameda Blvd. / San Pedro Dr., and Holly Ave. / San Pedro Dr.
- 5) Calculate Historic Growth Rates for each of the approaches to the intersections targeted for analysis where the historic data was available. Historic Growth Rates were calculated using Mid-Region Council of Governments regional model forecasts for the years 2005 and 2010.
- 6) Determine 2008 NO BUILD intersection volumes by growing the data from the existing traffic counts at the calculated historic growth rate to the analysis year, then add traffic volumes generated by nearby recently approved undeveloped projects.
- 7) Include in the background traffic (NO BUILD Volumes) the generated trips from the following proposed developments going through the approval process in the City of Albuquerque:

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Skarsgard Office Development (NE Corner of Holly / San Pedro)
Daskalos Commercial Development (Holly Ave. West of Kohl's)

Del Norte Plaza (SE Corner of Holly / San Pedro)

- 8) Add in data from Trip Assignments Maps and Tables to the 2008 NO BUILD Volumes to obtain 2008 BUILD Volumes for this project.
- 9) Provide signalized and unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD	BUILD
Paseo del Norte / San Pedro Dr. (1)	Traffic Signal	2008	2008
Alameda Blvd. / San Pedro Dr. (2)	Stop Sign	2008	2008
Holly Ave. / San Pedro Dr. (3)	Stop Sign	2008	2008
Driveway "A" / San Pedro Dr. (4)	Stop Sign	N/A	2008
Holly Ave. / Driveway "C" (5)	Stop Sign	N/A	2008

### PREVIOUS RELATED TRAFFIC IMPACT STUDIES

Trip generation data for proposed new developments were added into the background traffic volumes for this project for the following projects:

- 1) Holly / San Pedro Commercial / Office Dev. Traffic Impact Study (NE Corner)
- 2) Daskalos Commercial Development (Holly Ave. between San Pedro and Louisiana)
- 3) Del Norte Plaza Commercial Development (SE corner of Holly Ave. / San Pedro Dr.)

The 2008 NO BUILD Volumes used in this report incorporated projected trips generated from the above listed approved development where applicable.

The new Target Store located at the southwest corner of Paseo del Norte / San Pedro Dr. was opened for business on October 4, 2005. Since all of the traffic count data for this project was conducted subsequent to that date, then the additional traffic generated by the new Target facility was included in the actual traffic count data and, therefore, did not need to be added into the background traffic manually for this study.

## **GENERAL AREA CHARACTERISTICS**

Surrounding land uses include the existing miscellaneous industrial / commercial developments to the north of this site and a new commercial development immediately to the east of this site. The adjacent land to the west is mostly vacant land.

#### **AREA STREET NETWORK**

Paseo del Norte is classified as a Limited Access Principal Arterial roadway on the Long Range Roadway Plan for the Albuquerque Metropolitan Area. It is currently a paved urban six-lane facility with raised medians and curbs and gutters on both sides of the street. The posted speed limit on Paseo del Norte from I-25 to Wyoming is 55 M.P.H.

San Pedro Drive is classified as a Collector roadway on the Long Range Roadway Plan for the Albuquerque Metropolitan Area. It is a rural-type two lane paved roadway north of Paseo del Norte with no raised medians. The Paseo del Norte reconstruction project (1999) included the reconstruction of San Pedro Dr. as a four lane divided urban roadway from Paseo del Norte to Holly Ave. San Pedro Dr. transitions to a two-lane roadway north of Holly Ave.

Alameda Blvd. is classified as a Principal Arterial roadway on the Long Range Roadway Plan for the Albuquerque Metropolitan Area. East of I-25, Alameda is a four lane paved roadway to San Pedro which transitions to two lanes at San Pedro and to the east.

#### **EXISTING TRAFFIC VOLUMES**

2006 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-7 in the Appendix.

Existing AM and PM peak hour turning movement counts for the year 2005 to 2006 were provided by the City of Albuquerque or the consultant for the following intersections:

Paseo del Norte / San Pedro Dr. (2005) Alameda Blvd. / San Pedro Dr. (2006)

The existing traffic counts are included at the end of the Appendix.

#### **EXISTING LEVELS OF SERVICE**

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

LOSA	10.0" or less	Most Vehicles do not stop
LOS B	10.1 to 20.0"	Some Vehicles stop
LOS C	20.1 to 35.0"	Significant number of vehicles stop
LOS D	35.1 to 55.0"	Many vehicles stop.
LOSE	55.1 to 80.0"	Limit of acceptable delay.
LOSF	> 80.0"	Unacceptable delay.

The Highway Capacity Manual defines Level of Service (LOS) for unsignalized intersections in terms of average controlled delay per vehicle also. However, the thresholds for the various levels of service for unsignalized intersections varies from that of signalized intersections. The following table summarizes the thresholds for various levels of service at unsignalized intersections:

LOSA	0 to10.0"
LOS B	10 to 15"
LOS C	15 to 25"
LOS D	25 to 35"
LOSE	35 to 50"
LOSF	> 50"

Level of Service D is generally considered acceptable in urban areas and is the desirable base condition for analysis in a traffic study. In addition to consideration of the overall level-of-service of the signalized intersection, the levels-of-service of each individual movement should be considered also.

Existing Levels-of-Service were not calculated for this study. Instead, the 2008 NO BUILD and the 2008 BUILD Conditions were evaluated.

#### PROPOSED DEVELOPMENT

The development plan is comprised of proposed retail commercial uses consisting of approximately 23,500 S.F. of gross leasable floor space. The land uses utilized for this analysis should be representative of the type of uses that will result from the proposed development. Should the development occur in such a manner that the actual number of trips generated significantly exceed that projected in this study, the City of Albuquerque or the New Mexico Department of Transportation may require an updated Traffic Impact Study.

Access is provided into the proposed facility via two full-access driveways accessing Holly Ave. The overall access to the project is as depicted on the Conceptual Site Development Plan on Page A-2 of this study.

#### TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers <u>Trip Generation</u> report (7th Edition, 2003). Trips for the development were determined based on land uses projected to be associated with the zone change request for this property.

The resulting number of trips generated for the proposed development is summarized in the following table:

# Holly Place II (Holly Ave. West of San Pedro) Trip Generation Data

USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PE	AK HR
DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
Summary Sheet	Units					
Tire Superstore (849)	7.00	143	6	3	7	8
Shopping Center (820)	14.10	1,901	29	19	83	90
Fast Food Restaurant w/ Drive-Thru Window (934)	2.40	1,191	65	62	43	40
Subtotal	L	3,235	100	84	133	138

(Also, see Pages A-8 thru A-11 in the Appendix of this report for Trip Generation Worksheets and Summary Table.)

#### TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Trips were distributed as follows:

#### Commercial Land Uses

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2008 projected population of Data Analysis Subzones within a two mile radius of the proposed development. Population data for the years 2000 and 2025 were taken from the 2025 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico, S-03-01 (2000), Appendix B and Appendix C, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2000 and 2025 was interpolated linearly to obtain 2008 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of data analysis subzones is shown in the Appendix. The commercial Trip Distribution map can be found in the Appendix on Page A-20.

#### TRIP ASSIGNMENT

Trip assignments are first made on a percentage basis derived from data established in the trip distribution determination process and logical routing. Those percentages are then applied to the projected trips to determine individual traffic movements. Percentage trip assignments for commercial trips are shown in the Appendix on Pages A-21 thru A-22. No adjustments for Pass-by Trips on this project were applied since this project does not have direct access to Paseo del Norte.

#### **BACKGROUND TRAFFIC GROWTH**

Background traffic growth rates were considered for each individual approach to an intersection that was targeted for analysis based on the Mid-Region Council of Governments' (MRCOG) Regional Model Link Volume data for the years 2005 and 2010. The data from those years for each approach was evaluated to determine an annual growth rate projected

for each approach to each intersection analyzed in this study. The growth rate was determined by calculating the projected volume increase per year during the time period considered. The rate of growth resulting from that method of calculation was utilized as the growth rate for each approach if that calculated rate appeared feasible. However, there were some instances where the rate indicated a negative growth trend. In those cases, an appropriate growth rate from an adjacent segment of the same roadway was used or a generic 3% growth rate was utilized. Due to the potential for growth in the area, it was believed that a zero percent growth rate was inappropriate for this study. The MRCOG link volumes maps for the projected 2005 AM and PM Peak Hours and the projected 2010 AM and PM Peak Hours are shown contained in the Traffic Impact Study for the Del Norte Plaza Development on Holly Ave. east of San Pedro Dr. Growth rates utilized for this project are consistent with the growth rates utilized for the Del Norte Plaza - Holly / San Pedro Commercial Development (Northeast Corner) and for the Daskalos Commercial Development immediately to the east of this project. Additionally, 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-25 thru A-34).

# PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2008 BUILDOUT

The calculated annual growth rates were applied to the existing (2005, 2006 or 2007) peak hour traffic counts furnished by the City of Albuquerque (or counted by the consultant) to establish the 2008 background traffic volumes. Generated trips from one other recently approved project were added to obtain the 2008 NO BUILD Volumes as required. To these volumes, the generated trips based on implementation of the proposed land uses for this project were added to obtain the 2008 BUILD volumes for the intersection analyses. See Appendix Pages A-23 thru A-37 for further information regarding turning movement counts. 2008 NO BUILD and 2008 BUILD Volumes Maps and LOS are at the beginning of the Appendix of this report.

#### **INTERSECTION CAPACITY ANALYSIS**

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the <u>Highway Capacity Manual</u>, Special Report 209, Transportation Research Board, 2000, using Synchro Version 6 Software (Build 614) for signalized and unsignalized intersections. For signalized intersections, the operational method of analysis was used for 2008 conditions (NO BUILD and BUILD). In addition to utilizing the operational analysis for the intersections, the 1985 planning method may also be used to provide additional information at the intersection to help define critical lane volumes and to help analyze a solution.

Capacity analyses were performed for the following traffic conditions.

- ⇒ 2008 without development of the subject property (NO BUILD)
- $\Rightarrow$  2008 with development as per the assumed land uses considering total implementation of the plan.

The results of the 2008 NO BUILD and the 2008 BUILD capacity analyses are summarized in the following sections – Results and Discussion of Intersection Capacity Analyses.

# RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

#### IMPLEMENTATION YEAR (2008)

# Intersection #1 - Paseo del Norte / San Pedro Dr. - Page A-38 thru A-46

The results of the 2008 implementation year analysis of the signalized intersection of Paseo del Norte / San Pedro Dr. are summarized in the following table:

Paseo del Norte / San Pedro Dr.	AM Pea	k Hour	PM Peak Hour		
2008	NO BUILD	BUILD	NO BUILD	BUILD	
Existing Geometry	E - 57.0	E - 59.9	F - 87.5	F - 94.4	

Existing Geometry (Paseo del Norte / San Pedro Dr.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Paseo del Norte	2	0	3	0	1
WB Paseo del Norte	2	0	3	0	1
NB San Pedro Dr.	2	0	1	0	1
SB San Pedro Dr.	2	0	1	0	1

Traffic counts for the intersection of Paseo del Norte / San Pedro Dr. were conducted in May, 2006. The new Target store opened in October, 2005. Therefore, the traffic count data utilized in this analysis included traffic generated by the Target Store.

Recent improvements to the intersection of Paseo del Norte / San Pedro based on the results of the Traffic Impact Study for the new Target facility have provided some needed capacity for the intersection, and it appears from this analysis that the operation of Paseo del Norte / San Pedro Dr. will be acceptable up to the implementation year of this project (2008). The projected levels-of-service at the implementation year is "E" for the 2008 AM Peak Hour BUILD Condition and "F" for the 2008 PM Peak Hour BUILD Condition. There are no improvements that can be made to the intersection at this time. The City recently implemented the dual eastbound and westbound left turn lanes.

The Queuing Analysis for this intersection results in the lanes length changes summarized in the following table:

## **Queueing Analysis Summary Sheet**

Project:

Holly Place II (Holly Ave. West of San Pedro Dr.)

Intersection:

Paseo del Norte / San Pedro Dr.

2008	The second secon		P. amazamini distribusi digunin spo 15 gara yangkangga mengabahan salah salah salah salah salah salah salah sa milyan ari yangkan samaya musuka di ari salah salah salah salah salah yangkan salah salah salah salah salah sa			agenig en referen gemer det in det folgere bestelle in de stelle de de stelle de de stelle de de stelle de ste In de des relations au missione, in per septie de virtus en pare de particular de particular de stelle de stelle	alafandi kunda andara andara andara andara andara kunda andara andara andara andara andara andara andara andar Andara andara		n visip <u>iii</u> oli ajat <u>i-arregiatrindarindar nipalaau</u> gang <sub>a</sub> as, arre ayaan ajati ng umipalatri arregiatri terepetansay sasi dari
	L	eft Tu	ırns	Thru	Thru Movements			ight T	urns
Eastbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	s Vol.	Length (Ft.)	# Lanes	. Vol.	Lengtl (Ft.)
Existing Lane Length		123	375	3	1,590	Cont	1	345	360
AM NO BUILD Queue	1	225	275	3	1,667	625	1	369	400
AM BUILD Queue	1	231	275	3	1,667	625	1	369	
Existing Lane Length	1	198	375	3	2,162	Cont	1	133	400
PM NO BUILD Queue	1	257	375	3	2,254	>1,000	1	161	360
PM BUILD Queue	1	265	375	3	2,254	>1,000	1	161	250 <b>250</b>
Westbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	1	116	375	3	2,042	Cont	1	142	375
AM NO BUILD Queue	1	160	200	3	2,085	750	1	293	325
AM BUILD Queue	1	160	200	3	2,085	750	1	358	375
Existing Lane Length	1	148	375	3	1,646	Cont	1	96	375
PM NO BUILD Queue	1	291	400	3	1,730	800	1	207	300
PM BUILD Queue	1	291	400	3	1,730	800	1	294	400
Northbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	2	283	250	1	149	Cont	1	72	200
AM NO BUILD Queue	2	395	250	1	341	375	1	136	175
AM BUILD Queue	2	395	250	1	358	375	1	136	175
Existing Lane Length	2	231	250	1	186	Cont	1	204	200
PM NO BUILD Queue	2	385	300	1	422	550	1	442	575
PM BUILD Queue	2	385	300	_ 1	444	575	1	442	575
Southbound Approach	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)	# Lanes	Vol.	Length (Ft.)
Existing Lane Length	2	214	200	1	220	Cont	1	172	200
AM NO BUILD Queue	2	305	200	1	380	400	1	252	300
AM BUILD Queue	2	343	225	1	394	425	1	257	300
Existing Lane Length	2	379	200	1	221	Cont	1	195	200
	No.	910							
PM NO BUILD Queue PM BUILD Queue	2	476	375	1	355	475	1	302	425

AM PM Cycle Length: 100 130

NOTE: Right Turn Queue Length can be reduced by 50% to account for right-turns-on-red and overlap phases.

The lengths of the existing northbound and southbound left turn lanes on San Pedro Dr. are restricted because of the existing intersections at Palomas Ave. on the south site and Holly Ave. on the north side. The left turn lanes cannot be lengthened. Also, it appears from the City of Albuquerque aerial photographs that there is not sufficient right-of-way to lengthen either the northbound or the southbound right turn lanes on San Pedro Dr.

# RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

### IMPLEMENTATION YEAR (2008)

# Intersection #2 - Alameda Blvd. / San Pedro Dr. - Page A-47 thru A-52

The results of the analysis of the unsignalized intersection of Alameda Blvd. / San Pedro Dr. are summarized in the following table:

	AM Pea	k Hour	PM Peak Hour		
2008	NO BUILD	BUILD	NO BUILD	BUILD	
Alameda Blvd. / San Pedro Dr.					
Eastbound Approach (Alameda Blvd.)	F - 110	F - 110	F – 388	F – 391	
Westbound Approach (Alameda Blvd.)	F - 161	F - 161	F – 120	F - 121	
Northbound Approach (San Pedro Dr.)	F - 138	F - 140	F – 119	F - 122	
Southbound Approach (San Pedro Dr.)	F - 361	F - 363	F - 65	F - 66	

The intersection of Alameda Blvd. / San Pedro Dr. will experience unacceptable delays during the projected 2008 AM and PM Peak Hours as an all-way stop controlled intersection.

Previous Traffic Impact Studies which analyzed the intersection of Alameda Blvd. / San Pedro Dr. have recommended a traffic signal at the intersection. However, the City of Albuquerque has opted to defer construction of a signal. For the purposed of this study, it is concluded that the impact of the Holly Plaza II development on the intersection of Alameda Blvd. / San Pedro Dr. is insignificant. Therefore, no recommendation is made with regard to this project.

A Peak Hour Signal Warrant Graph showing 2008 NO BUILD and BUILD volumes associated with this study is shown on Page A-52 in the Appendix of this report.

#### Intersection #3 - Holly Ave. / San Pedro Dr. - Page A-53 thru A-57

The results of the analysis of the unsignalized intersection of Holly Ave. / San Pedro Dr. are summarized in the following table:

	AM Pea	k Hour	PM Peak Hour		
2008	NO BUILD	BUILD	NO BUILD	BUILD	
Holly Ave. / San Pedro Dr.					
Minor Street (Holly Ave.)				7700-11-0-1	
EB Left	D - 26	F - 53	D - 34	F - 573	
EB Thru	D - 26	F - 53	D - 34	F - 573	
EB Right	D - 26	F - 53	D - 34	F - 573	
Minor Street (Holly Ave.)					
WB Left	F - 522	F – err	F – err	F - err	
WB Thru	F - 522	F – err	F – err	F - err	
WB Right	F - 522	F - err	F – err	F – err	
Major Street (San Pedro Dr.)					
NB Left	A – 9	A – 10	B - 11	B - 14	
SB Left	A - 10	A - 10	B - 11	B - 11	

The analysis of the unsignalized intersection of Holly Ave. / San Pedro Dr. indicates that the eastbound and westbound approaches will operate at LOS "F" for the 2008 AM and PM Peak Hour BUILD Conditions associated with this development. The intersection of Holly Ave. / San Pedro Dr. is located approximately 550 feet north of Paseo del Norte (centerline to centerline). Therefore, the intersection is too close to Paseo del Norte to be considered for signalization.

Of critical concern is the northbound left turn queuing on San Pedro Dr. at Holly Ave. The Synchro HCM analysis for the unsignalized intersection of Holly / San Pedro Dr. reports that the calculated northbound left turn queue length (95<sup>th</sup> percentile confidence level) on San Pedro Dr. at Holly will be 26 feet long during the 2008 AM Peak Hour period and 59 feet long during the 2008 PM Peak Hour period.

The calculated southbound left turn queue lengths on San Pedro Dr. at Paseo del Norte is 225 feet during the 2008 AM Peak Hour period and 400 feet during the 2008 PM Peak Hour period.

The critical queuing is between Paseo del Norte and Holly Ave., and will be during the projected 2008 PM Peak Hour period. The calculated northbound left turn queue on San Pedro at Holly and the calculated southbound left turn queue on San Pedro at Paseo del Norte both combined is 459 feet plus approximately 100 feet for the transition. The distance on San Pedro Dr. available for queuing is approximately 470 feet (from southbound stop bar at Paseo del Norte to approximate centerline of Holly Ave.). The existing dual southbound left turn lanes on San Pedro Dr. at Paseo del Norte are approximately 210 feet long plus transition. However, one of the southbound left turn lanes extends north to Holly Ave., thus providing the needed queuing length for the southbound left turn volumes. The existing northbound left turn lane on San Pedro Dr. at Holly is 200 feet long plus transition, more than enough to contain the left turn queuing forecast in this report.

The delay on the eastbound and westbound legs of Holly Ave. at San Pedro are projected to be long. An exclusive left turn lane is recommended on the west leg of Holly Ave. at San Pedro Dr. if sufficient right-of-way exists.

# Intersection #4 -Holly Ave. / Driveway "A" - Page A-58 thru A-60

The results of the analysis of the unsignalized intersection of Holly Ave. / Driveway "A" are summarized in the following table:

	2008 BU	
	AM	PM
Holly Ave. / Driveway "A"		
Minor Street (Driveway "A")		
NB Left	A-9	A-9
NB Right	A-9	A - 9
Major Street (Holly Ave.)		
WB Left	A - 3	A-3

The operation of Driveway "A" based on projected 2008 AM and PM Peak Hour BUILD Volumes in this report is acceptable. Driveway "A" is a full access unsignalized driveway.

### Intersection #5 - Holly Ave. / Driveway "B" - Page A-61 thru A-63

The results of the analysis of the unsignalized intersection of Holly Ave. / Driveway "B" are summarized in the following table:

	2008 BUILD		
	AM	PM	
Holly Ave. / Driveway "B"			
Minor Street (Driveway "B")			
NB Left	A-9	A - 9	
NB Right	A-9	A - 9	
Major Street (Holly Ave.)			
WB Left	A-1	A-1	

The operation of Driveway "B" based on projected 2008 AM and PM Peak Hour BUILD Volumes in this report is acceptable. Driveway "B" is proposed as a full access unsignalized driveway.

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

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

<u> Average Delay</u>	Level-of-Service
(secs)	
≤ 10	Α
> 10 and ≤ 15	В
> 15 and ≤ 25	С
> 25 and ≤ 35	D
> 35 and ≤ 50	Е
> 50	F

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

#### **CONCLUSIONS**

This analysis was conducted using the following methodology: Trip Generation was established using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual (7<sup>th</sup> Edition). Generated Trips were distributed proportionately based on the Population Data Analysis Subzones within a 2-mile radius of the site; Growth rate of background traffic volumes was established from 2005 and 2010 COG Model Data from the 2025 data set; and the intersection analyses were performed in accordance with the 2000 Highway Capacity Manual, Special Report 209. The Traffic Impact Study showed a moderate increase in traffic congestion for the adjacent transportation network based on 100% buildout of the proposed project.

Of primary concern related to this project was the queuing on San Pedro Dr. between Holly Ave. and Paseo del Norte. The current design of San Pedro Dr. between Holly Ave. and Paseo del Norte is sufficient to accommodate the projected 2008 AM and PM Peak Hour queues associated with this project.

In summary, the proposed development of the Holly Plaza II Commercial Development facility on Holly Ave. west of San Pedro Dr. will present no significant adverse impact to the adjacent transportation system provided that the following recommendations are followed:

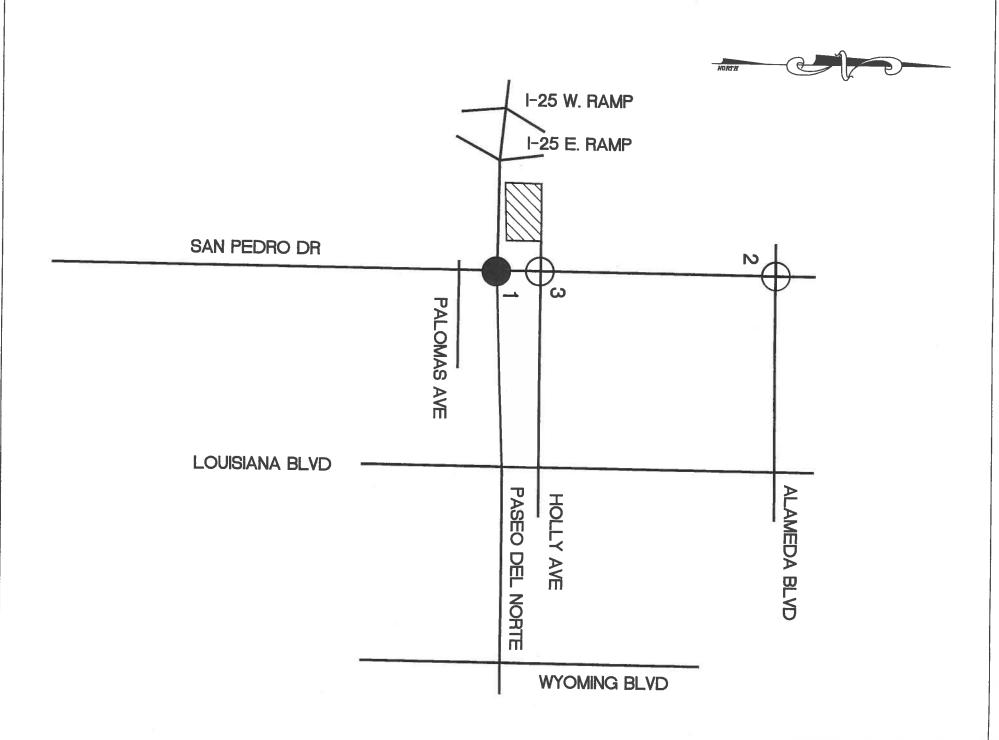
#### **RECOMMENDATIONS**

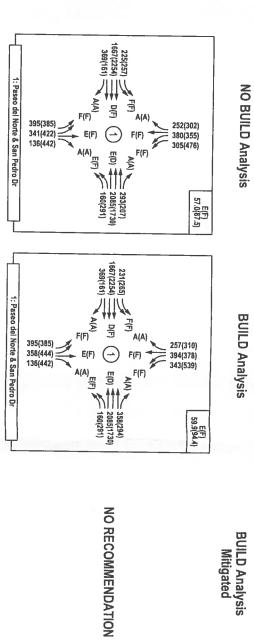
# FROM IMPLEMENTATION YEAR (2008) ANALYSIS

- Design and construction of the proposed development should be such that adequate site distances are maintained at all proposed driveways and intersections, and at existing intersections contingent to this site.
- ◆ Holly Ave. / San Pedro Dr. the intersection of Holly Ave. / San Pedro Dr. should be constructed as a four legged unsignalized intersection with Holly Ave. traffic being the stop controlled movement. The west leg of Holly Ave. should be constructed with two eastbound lanes (one for left turns and one for thru / right turns) if sufficient right-of-way exists or can be acquired. The left turn lane length should be a minimum of 150 feet long plus transition.
- ◆ Access to the project should be via two full access unsignalized driveways on Holly Ave. as depicted on the preliminary site development plan on Page A-2 in the Appendix of this report. Driveway "B" (West Driveway) and Driveway "A" (East Driveway) on Holly Ave. should be constructed as a full access unsignalized intersections. All driveways accessing this development should be constructed in compliance with City of Albuquerque D.P.M. requirements. Due to the fact that these two driveways are on minor streets and the projected delays are very low, left turn lanes on Holly Ave. and in the driveways themselves are not recommended.

# **Appendix**

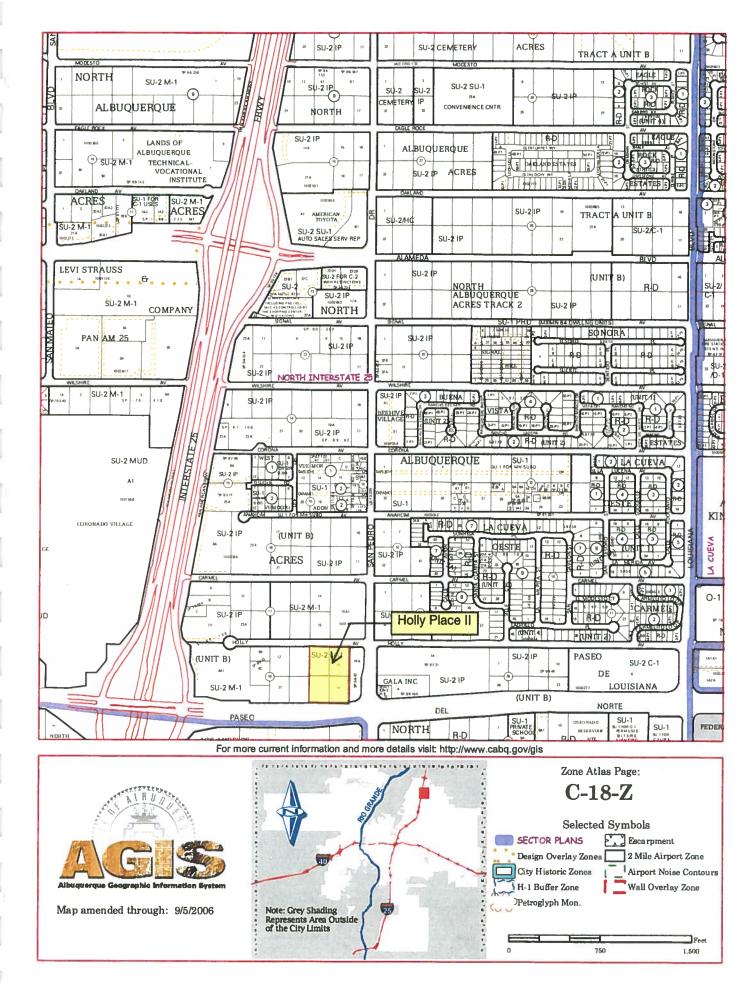
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MAP – 2008 BUILD Volumes	A-37
INTERSECTION ANALYSES	
Intersection #1 - Paseo del Norte / San Pedro Dr.	A-38 thru A-46
Intersection #2 - Alameda Blvd. / San Pedro Dr.	A-47 thru A-52
Intersection #3 - Holly Ave. / San Pedro Dr.	A-53 thru A-57
Intersection #4 - Holly Ave. / Driveway "A"	A-58 thru A-60
Intersection #5 – Holly Ave. / Driveway "B"	A-61 thru A-63
QUEUING ANALYSIS REPORTS / PLANNING METHOD REPORTS	
Supporting Data	
Traffic Count Data / Intersection Data	A-64 thru A-66





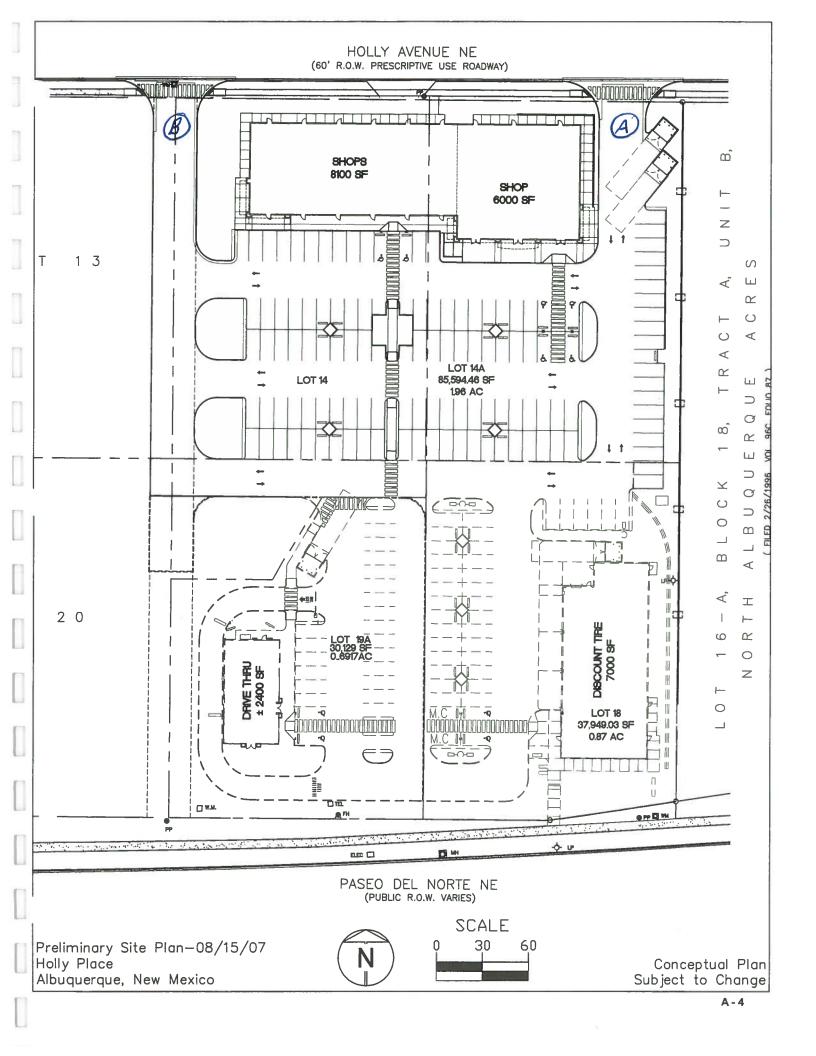
Holly Plaza 19
South Side of Holly Ave. West of San Pedro Dr.
LOS / Volume Analysis Map

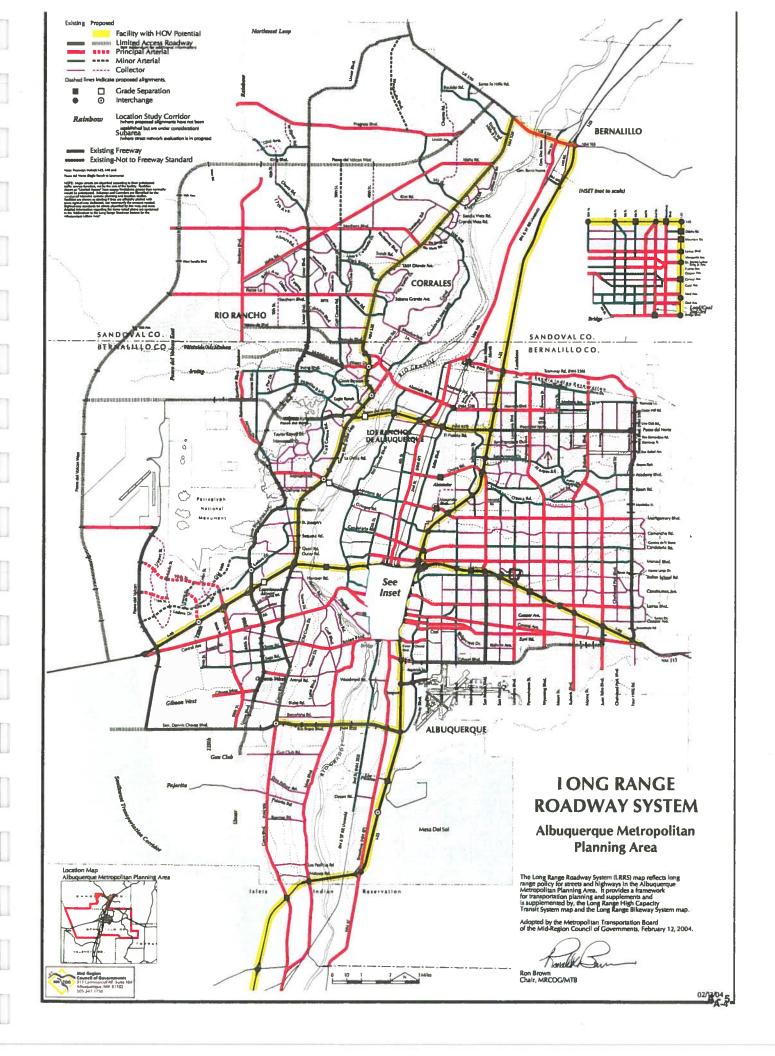
# **APPENDIX**

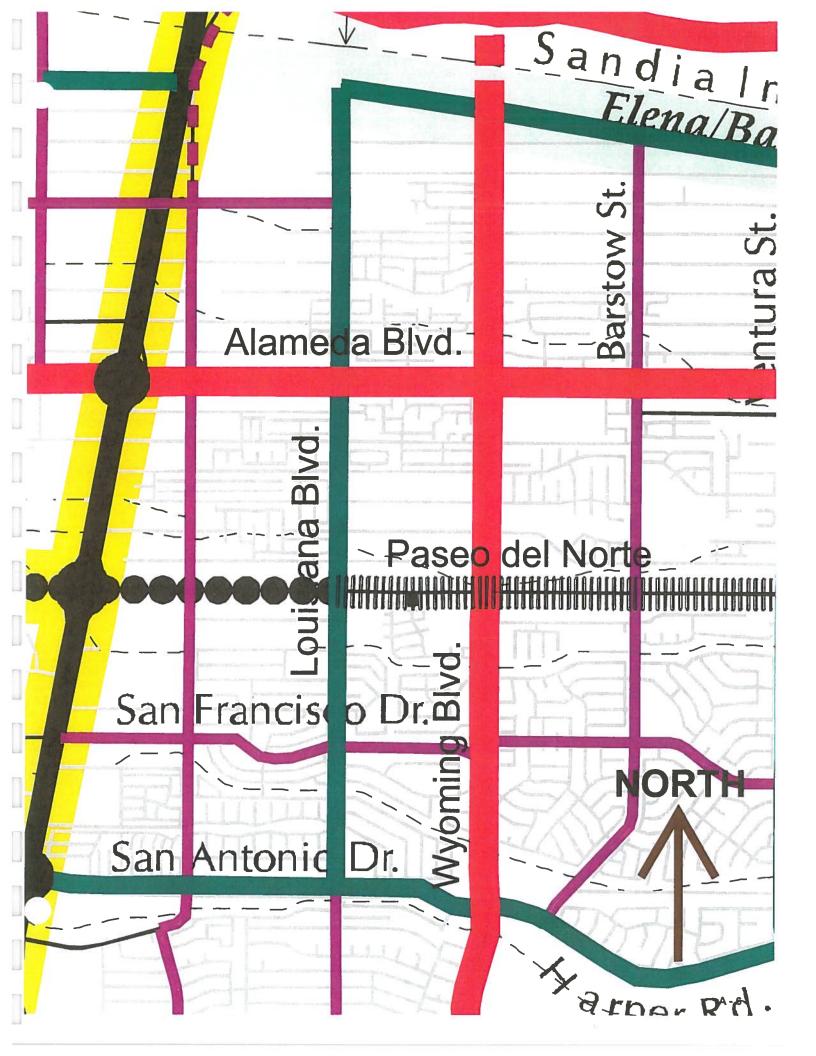


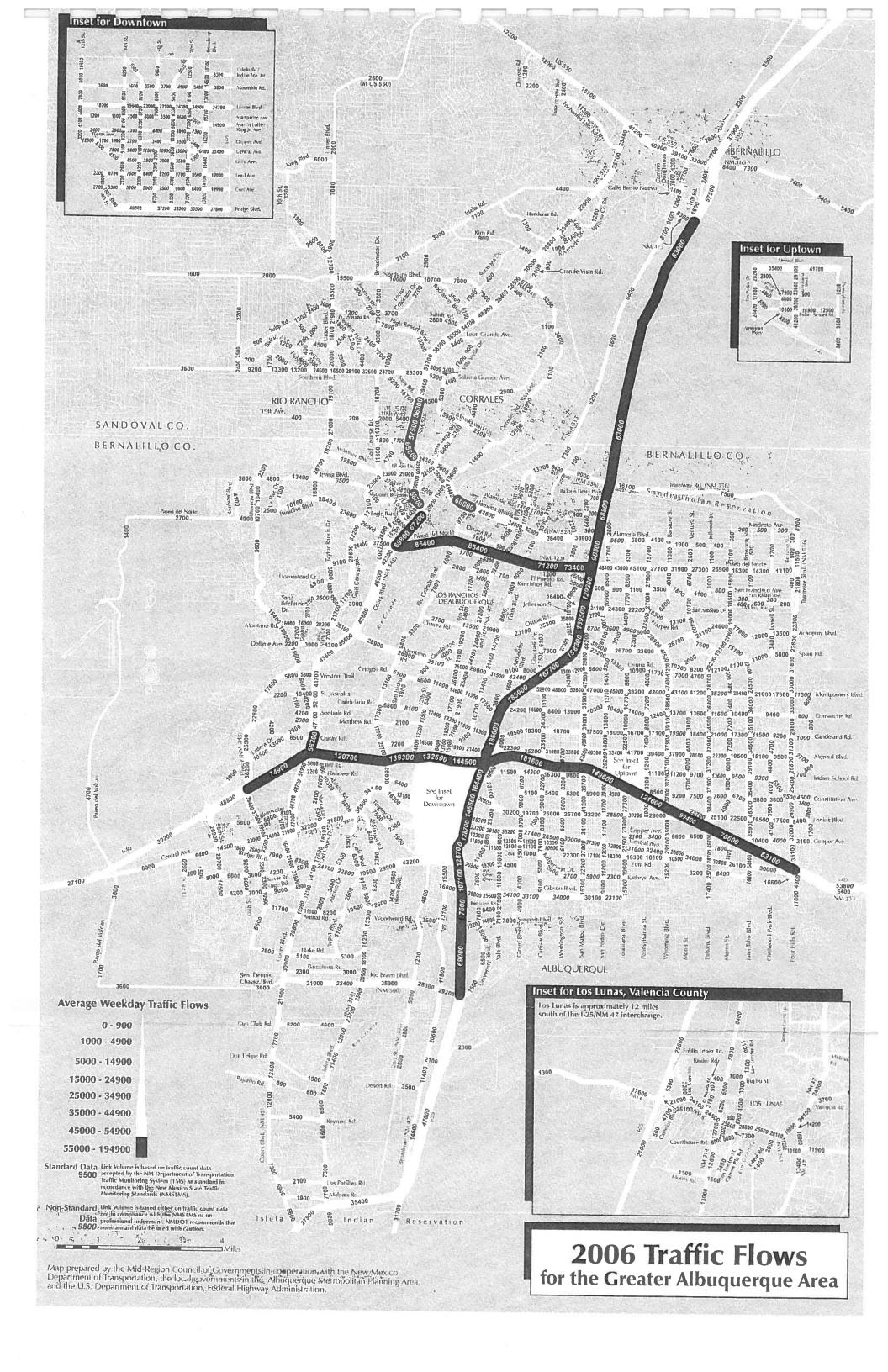












Holly Place II (Holly Ave. West of San Pedro) Trip Generation Data

			7	_	7		∞		40	8
		P. M. PFAK HR		EXIT				õ	4	13
		P W		ENTER			7	83	43	133
		AK HR.		EXIT			က	19	62	84
		A. M. PEAK HR.		ENTER			9	29	65	100
		24 HR VOL	0000	GROSS			143	1,901	1,191	3,235
	USE (ITE CODE)		DESCRIPTION		Units Units	Life Superstore (849)		:	2.40	Odbiolal
I										

10/7/200,

Holly Place II (Holly Ave. West of San Pedro) **Trip Generation Data** 

ITE Trip Generation Equations:

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

35% Exit

65% Enter,

1.34 (X) +

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

$$T = 2.11 (X) + 0$$
47% Enter, 53% Exit

Based on ITE Trip Generation Manual - 7th Edition

Comments: Tract No.

A - 9

10/7/200,

Holly Place II (Holly Ave. West of San Pedro) **Trip Generation Data** 

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)

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

Based on ITE Trip Generation Manual - 7th Edition

Comments: Tract No.

10/7/200,

Holly Place II (Holly Ave. West of San Pedro) **Trip Generation Data** 

A. M. PEAK HOUR PEAK PEAK HOUR PEAK HOUR PEAK HOUR PEAK PEAK HOUR PEAK PEAK HOUR PEAK PEAK HOUR PEAK PEAK PEAK PEAK PEAK PEAK PEAK PEAK	GROSS ENTER EXIT ENTER EXIT	Units	2.40 1,191 65 62 43
USE (ITE CODE)		Fast Food Restaurant w/ Drive The William	

1,000 S.F.

ITE Trip Generation Equations:

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

$$T = 496.12 (X) + 0$$
  
50% Enter, 50% Exit

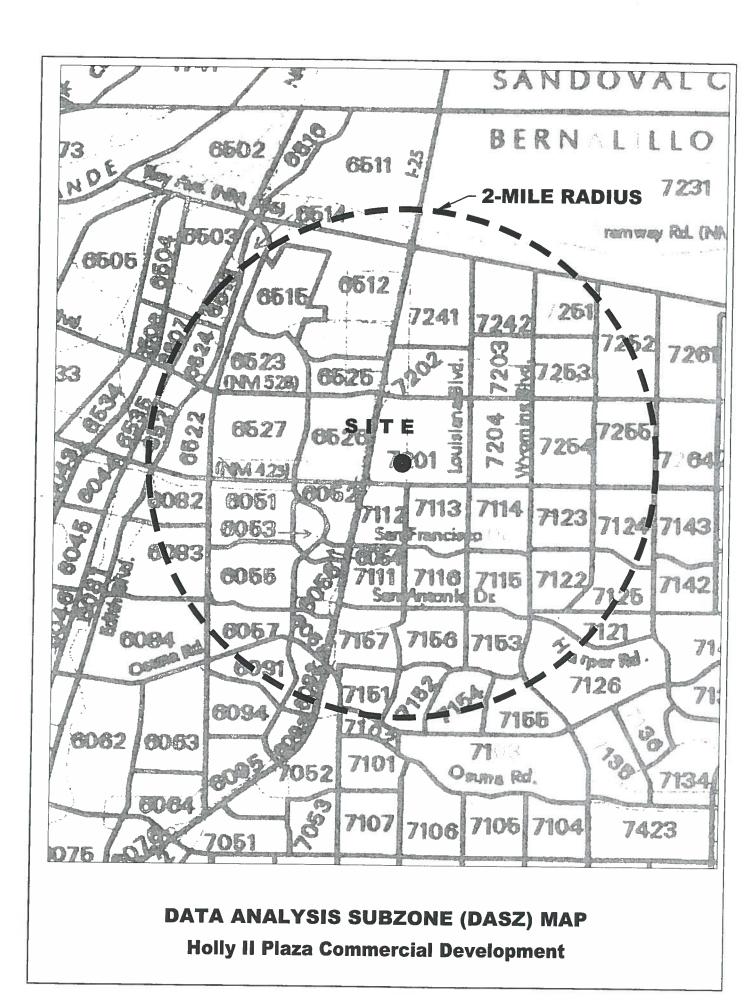
Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

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

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

Comments: 
$$7.64 (x) + 0$$
  
Tract No.

Based on ITE Trip Generation Manual - 7th Edition



Trip Distribution Table Holly II Plaza Commercial Development

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

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

In Study   2000   200	SOURCE OF THE PROPERTY OF THE	name boraton	Population in	Donitation !			Sall reduction Rem		Lou	ouislana Blvd Morth	orth	Ala	Alameda Blvd East	15
5	Total constitution	Population for	Study	Distance	Population	% Utilizing	% Population   F	Population	% Utilizing	% Population	Population	% Utilizing	% Population	Population
22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2025									20			Customing	
25 52 6 0 0 2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0	0	0	0	2600	000	2000							1
20000	Ø1		0	3	0.01%	0.0	0.00%	plo	540	0.00%	0		%00.0	
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14		4	4	0.01%	0,00	0.00%	Dic	0/2	0.00%	0	(1)	0.00%	0
52 57	7	2	2	2	0.01%	%0	%00.0	000	000	0.00%	0		0.00%	0
52 66	000		2	2	0.01%	50	%000	0	200	2000	0		0.00%	
525	43		7	7	0.02%	%0	%000	0	6.79	0.00%	0		%00.0	0
200	0 1	1	4	4		%0	0.00%	000	JaU D	2000	0	0.50	0.00%	0
2000	70		54	54		0,0	0.00%		No.	0.00%			0.00%	0
	0000	100	17	17		%0	0.00%		100	2000	00	j	0.00%	0
322	2404		66	66	0.30%	%0	0.00%	0 0	0.00	2000	0		0.00%	0
	0 0		0	0		%0	%000	0	200	0.00%	0		0.00%	0
0 6	0		0	0		300	76000		0.0	0.00%	0	9,0	0.00%	0
3 5	46	37	2	2		%0	2000	0	200	2000	0	0,0	%00.0	0
7	3/6		105	105	0.31%	50	0.00%	010	000	0.00%	0	0,4	%00.0	0
2	207		41	41		300	2000		0.73	6.00%	0	0%	%00.0	0
0	0		0	0		200	2000	0	5,40	0.00%	0	30	0.00%	0
0	0		0		Ì	0,70	0.00%	0	0,00	0.00%	0	0,40	%00.0	
602	633	612	612	643	5 7	5	0.00%	0	0.73	0.00%	0	1,20	%000	
387	453		400	710	1	0%	0.00%	0	0%	0.00%		120	0000	
1330	1263	-	200	408		0,0	%00.0	0	20	0.00%		-	2000	0
0	2	2000	1,000	1,309	3.91%	20	0.00%	0	0,0	0.00%	0	000	0.00	0 0
9	1 66		-		0.00%	0.00	0.00%	0	38	20000		200	0.00%	0
POP	AGS	1			0.00%	%0	0.00%	C	000	70000	0 0	97.00	0.00%	0
1176	400	464	73	73	0.22%	0%	0.00%	0	200	2000	0	0,0	0.00%	0
2 4	5 5	İ	1,179	1,179	3.53%	%0	%00.0		200	8 000	0.0	0 /6	0.00%	0
nisse	2	7	7	7	0.02%	0.00	7000	010	0 00	0.00%	0	0 %	%00.0	0
7 4 6 6 6 6	041	974	974	974	2.91%	%0	76000	0 0	000	0.00%	0	0,0	%00.0	0
1400	IAU8	1461	1,461	1,461	4.37%	3,40	76000	0	0.00	0.00%	0	000	0.00%	0
1924	1450	1,512	1,512	1,512	4.52%	200	0.00%	0 0	037	0.00%	0	0%	%00.0	0
1213	13/2	1,306	1,306	1,306	3.91%	%0	7,000	0 0	6/0	20.00%	0	0%	0.00%	0
706	026	942	895	895	2.68%	Ue	78000	0	200	0.00%	0	0%	0.00%	0
2000	1269	1,297	1,297	1,297	3.88%	000	76000	0 0	0.00	200.0	0	9,40	0.00%	0
1200	1729	1,416	1,416	1,416	4.23%	%0	78000	0 0	0.70	2000	0	0%	0.00%	0
14/3	1491	1,479	1,479	1,479	4.42%	7,00	0.000	0	0.75	0.00%	0	0%0	0.00%	O
1384	1297	1,356	1,356	1.356	4.05%	740	2000	0	0.0	0.00%	0	0,40	%00.0	0
0	1209	387	213	213	0 B.4%	790	0.00%	0	0.0	0.00%	0	0,40	0.00%	0
1441	1359	1,415	354	354	1 06%	790	2000	0	0.75	%00.0	0	0%	%00.0	0
2109	1934	2,053	924	924	7092 6	200	0.00%	0	0.00	0.00%	0	9/4)	%00.0	C
1029	964	1,008	1.008	1.008	3 01%	5,00	2000	0	0.0	%00.0	0	0.00	%00.0	0
1418	1324	1,388	1,388	1,388	4 15%	0.00	2000	0 0	P. 0	%00.0	0	,e ()	%00.0	0
1420	1336	1,393	1.393	1 393	A 4794	0/0	0.00%	0	0,2	0.00%	0	0%	%00.0	C
1262	1156	1,228	1,228	1 228	3 678/	200	0.00%	0	0.5	0.00%	0	9%()	%00.0	0
902	836	881	881	881	2 63%	2/0	200.0	0	0%	0.00%	0	%0	%00.0	0
1525	1415	1,490	894	894	2 67%	130	2000	0	0.75	0.00%	0	0,40	%00.0	0
736	1232	895	895	895	2 689/	6/20	0.00%	0	0.50	%00.0	0	0,00	0.00%	0
1826	2475	2,034	2.034	2.034	6.08%	0.00	0.00%	0	0 %	%00.0	0	200	0.00%	0
106	214	141	141	141	0.42%	A 15.07	0.00%	0	0	0.00%	0	0%	0.00%	0
294	1362	636	636	636	1 90%	200	0.1976	63	45%	0.19%	63	.00	0.00%	0
360	1666	778	778	778	2.33%	0,00	2000	0 0	20%	0.05%	318	20%	0.95%	318
0 0	0 !	0	0	0	0.00%	7,0	76000	0	10.00	0.00%	0	0,0	0.00%	0
0 7	047	207	207	207	0.62%	20%	0.31%	101	0.77	0.00%	0	9,60	0.00%	0
117	37.1	142	142	142	0.42%	0%	0.00%	50	50%	0.31%	104	0,0	0.00%	0
252	620	220	199	199	0.60%	950	0.00%	0	200	2000		0000	27.7%	71
1109	1249	1 150	4 454	74	0.22%	%0	0.00%	0	200	2000	0	000/8/	0.01%	60
1631	1645	1636	109	401,1	3.45%	%0	%00.0	0	07.0	0.00%		00.00	0.000	5000
894	2022	1 255	1,000	000	4.89%	0.0	%00.0	0	0%0	0.00%	0	200	0.00%	200
333	475	378	0071	1,255	3.75%	%0	%00.0	0	650	0.00%		2007	0.00%	0 00
548	566	602	246	300	0.11%	%0	0.00%	0	200	2000		200%	0.70%	727
		38.926	33 443	340	1.03%	050	%00.0	0	0%0	0.00%	0	000	0.02.0	0 0
			1	00,440	100.00%			167		-	556	2	8,00.0	4 954

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

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025, <u>Socioeconomic</u> 2025 Socioeconomic Forocasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

đị.	o de la constante de la consta	robulation	-	0	0	0	Í		0					0					0	0	0	0	0	0	0		487	731	1,134	588	448	0	Die	0.0	107	0	0	0 200	697	614	441	447	0	1		0	0	0	010		0	0	0	0	0
(LS)	% Population	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%	2000	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	2000	2000	1.45%	2.18%	3.39%	1.76%	1.34%	0.00%	2000	0.00%	0.32%	%00.0	2000	2.00%	2.08%	1.84%	1.32%	1.34%	0.00%	%000	0.00%	0.00%	0.00%	0.00%	20000	2000	2000	0.00%	0.00%	%00.0	0.00%
To I	" Utilizina	B		0,0	0%0	0%	9	0%	0%0	03.0	200	201	0,40	0,10	000	0.50	940	0%0	%()	0 P	(1%)	90	0,0	0,3	0.50	833	50%	20%	75%	45%	20%	9,00	9 20	i de	20,%	(1,2,1	200	20%	50%	50%	50%	20%	2 2 2		0,40	0,61)	0,,,0	200	200	000	5.0	0,60	36	200	0%0
ast in	Population			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	708	740	678	0	0	407	0	0	0	0	0 0	000		ō	0	010				0	327	439	13	346
(PNE) Paseo del Norte East	% Population	Uskizing		0.00%	0.00%	2000	0.00%	0.00%	0.00%	2000	0.00	0000	0.00%	0.00%	0.00%	%00.0	%00.0	0.00%	0.00%	0.00%	0.00%	200.00%	0.00	0.00%	%00.0	0.00%	0.00%	0.00%	0.00%	%0000	1000	2.12%	2.21%	2.03%	0.00%	0.00%	%00.0	0.00%	0.00%	0.00%	2000	000%	0.00%	0.00%	0.00%	0.00%	0.00	0.00%	20000	0.00%	%00.0	0.98%	1.31%	4 03%	1.03%
Pas	% Utilizing			9.0	22.0	700	000	-	e ad	8 2	200	200	200	0	0.20	0%0	5m()	0.75	9%,0	0.0	0.00	200	0.00	220	130	0.2	0%0	5,50		e la					200				0,50	201		2 2 2		250	50	2010	200	200	500		500		m l c	10007	Tu/ na
	Population			0	010						lo	0	0	0	0	0	0	0	0	0	5		510	pic	0	0	0	0	0		0	0	0	0	000		0	0	0	0	000	000	0	0	0	156	0.0		30	+	173	981	126	10	1 480
(HE) Holly Ave East	% Population	Bury		%00.0	2000	%0000	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.000	200.00	0.00%	2000	%000	2000	0.00%	%00.0	0.00%	0.00%	0.00%	2000	0.00%	0.00%	%00.0	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2000	0.00%	%00.0	0.00%	0.00%	0.47%	0.00%	0.00%	0.09%	0.03%	0.52%	2.93%	0.007%	0.00%	Tarana
	% Utilizing			200	720	1850	0	350	120	%0	%0	*60	%0	%0	950	00	V.6	0.50	0.00	06.	350	180	0.00	50	%0	50	0.6	0.00	700	50	100	%0	%10	800	500	180	%0	%0	800	5 8	150	%0	200	80	50	207		%0	15%	15%	15%	100%	10%	0.0	
	Percent		100	0.00%	0.01%	0.01%	0.01%	0.02%	0.01%	0.16%	0.05%	0.30%	0.00%	%00.0	0.01%	0.31%	0.1270	0.00%	1 83%	1.22%	3.91%	0.00%	0.00%	0.22%	3.53%	0.02%	2.91%	4.37 %	3.91%	2.68%	3.88%	4.23%	4.42%	4.03%	1.06%	2.76%	3.01%	4.15%	4.17%	2.63%	2.67%	2.68%	6.08%	0.42%	7.90%	0.00%	0.62%	0.42%	0.60%	0.22%	3.45%	3.75%	0.11%	1.03%	100.00%
	Population /	+		9	4	2	2	7	4	54	17	66	0	0	7	105			612	408	1,309	-		73	1,179	7.00	1 464	1.512	1,306	895	1,297	1,416	1,479	213	354	924	1,008	1,388	1,383	881	894	89.5	2,034	141	030	0	207	142	199	14	1,104	1,255	38	346	33,443
-	Population in Study			0 00	4	2	2	7	4	54	17	66		0	700	41	1	0	612	408	1,309	-		73	1,179	07.4	1461	1,512	1,306	895	1,297	1,416	196	213	354	924	1,008	1,388	1228	881	894	895	2,034	14-	778	0	207	142	199	1 154	1,134	1,255	38	346	33,443
Interpolated	_	2008		3	4	2	2	7	9	20	22	888	0	0 1	103	332	0		612	408	1,309	-	9	484	1,1/9	97.9	1.461	1,512	1,306	942	1,297	1,416	1 355	387	1,415	2,053	800	303	1,228	881	1,490	895	2,034	929	778	0	207	142	199	1 150	1,635	1,255	378	692	38,926
	noge	2025	10	O.	14	2	-	23	9 2	70	200	2404	0	47	379	207	0	0	633	453	1263	2	9	463	104	1145	1408	1450	1372	920	1209	1401	1297	1209	1359	1934	1324	1336	1156	836	1415	1232	214	1362	1666	0	647	371	3/4	1249	1645	2022	475	666	
	Fig.	2000 Z Map		0	0	7	0.0		010	35	322	346		33	67	101	0	0	602	387	1330	0	9 20	4175	2	893	1486	1541	1275	952	1260	1473	13841	0	1441	2109	1418	1420	1262	902	1525	1876	106	294	360	0		447	252	1109	1631	894	333	248	
% Suh Aras	n Study	Specified on DASZ	io	100%	100%	7000	100%	808	100%	30%	10%	40%	700%	5%	85%	30%	65%	55%	100%	200	200%	108/4	158/	100%	100%	100%	100%	100%	100%	3076	100%	100%	100%	55%	25%	4076	100%	100%	100%	100%	400%	100%	100%	100%	100%	20%	100%	200	20%	100%	100%	100%	10%	2.25	
	DASZ#	Boundary Spe	6051	6052	0000	1805	5056	5057	6058	5082	5003	1602	5005	6511	6512	5514	6515	0522	2023	0700	2002	7050	7102	7111	7112	7113	7114	7115	745	7122	7123	7124	7125	7126	7142	7151	7152	7153	7154	7155	7157	7201	7202	7203	720:1	7231	7242	7251	7252	7253	7254	7255	1977	1407	

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

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025. <u>Socioeconomic</u> 2025. Socioeconomic Forceasis to Data Analysis Subsones for the Mid-Region of New Mexico (S-03-01) San Antonio Dr West

Utilizing

Propulsion   Propulsion   Process	The color of the	9 O. t. o.						ď,	(SE) San Antonio De East	1		(58)	and when the same of the same	- 14 to 14 t
The control of the	1975   1970	Population	2025 Population	Population for	Population in	Population /	Percent	200	ANIONIO DE	92	ėi į	an Pedro Dr So	翻	
Column   C	Column   C	2000	2025	the Year	Study	Distance	Population	% Utilizing	v Popuration Utilizing	Population	% Utilizing		Population	% Utilizir
1	Column   C	İ												
Column   C	Column   C		0	0	0	0	7,000	000	ĺ					
Column   C	Column   C		2	3	3	C	0.01%	30	j			%00.0	0	
Column   C	Column   C	2		4	4	4	0.01%	0				0.00%	0	
Column	Column   C	0		4	7	2	0.01%	30			-	0.00%	0	
Column	6         6         6         6         6         7         0.00%	0	!	7	7	2	0.01%	20			200	20.00	0	
Column   C	Color	9		-14	,	7	0.02%	%0 %0	i !	-	200	00.00	0	7.0
Column   C	The color of the	52		25		4	0.01%	%0	0.00%		200	0.00	0	70
The color of the	The color of the	57		1		54	0.16%	350	%000			0.00%	0	7
Column   C	The color of the	322		1000		17	0.05%	0%	7,000		-	0.00%	0	70
Column   C	Column   C	0		200		66	0.30%	0	76000			0.00%	0	
1, 10, 10, 10, 10, 10, 10, 10, 10, 10,	1.00	1	-	010	0	0	0.00%	000	2000		0.2	0.00%	0	
1979   123   196   1970   19	1979   1979	250		0	0	0	0.00%	130	0.00%	0	200	0.00%	0	105
277         175         105         105         105         0.00%         0	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	300		37	2	2	0.01%	100	8120	0	200	0.00%	10	
Column   C	Column   C	1575		123	105	105	0.31%	1	2000	0	6.0	%00.0	0	
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	2		135	41	4	7967	5	0.00%	0	0.2	0.00%	0	
Column   C	Column   C	510	0	0	0	0	0,000		0.00%	0	5,0	0.00%	200	
1,2,2,3   1,0,0,0   1,0,	462   469	0	0	0	0		0.00%	50	0.00%	0	0%	0.00%		
1,000   1,00	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	602	633	612	612	215	0.0078	50	0.00%	0	50	79000	210	210
1267   1269	1287   1309   1309   1309   1314   10000   10000   10000   10000   10000   10000   10000   10000   10000   10000   10000   100	387	453	408	40B	710	1.83%	%0	0.00%	0	100	2000		9
100   100	14   14   14   14   14   14   14   14	1330	1263	1309	2000	40g	1.22%	0.75	0.00%	0	700	0.00%	0	
196   197	140	0	2	-	2001	1,309	3.91%	250	0.00%		200	0.00%	0	01
146   179   179   177   0.00%   0.00	140	9	9	-14		-	0.00%	%0	0.00%	1	27.70	0.00%	0	0
194   194	194   194   194   197   197   257%   0.00%	494	463	100			0.00%	155	76000		100	0.00%	0	0
116	146   974   974   974   974   975   975   970	1176	300	484	73	73	0.22%	120	2000		0.0	0.00%	0	-
146   974   974   974   974   975   9700%	146   974   974   974   974   974   975   970	214	100	17/9	1,179	1,179	3.53%	1	2000	0	100%	0.22%	73	1
400   1,61   1	1408   1461   1414   1414   1414   1414   1414   1415	ROZ	4446	1	7	7	0.02%	200	2000	100	0,00	0.00%	0	10
1,500   1,512   1,514   1,451   1,45	1372   1306   1314   1461   1461   437%   075   0.00%   0   0.00	1486	1400	9/6	974	974	2.91%	120	9000	010	0%1	0.00%	0	
1372   1314   1315   1416	1372   1305   1314   1512	1543	1460	1,401	1,461	1,461	4.37%	130	2000	0	0.76	0.00%	0	10
1260   1306	1260   1306	4224	1430	1,512	1,512	1,512	4.52%	200	2000	0	0.20	0.00%	-	i
1269   127   1289   1286   1289   1	1269	2000	13/2	1,306	1,306	1.306	20102	4007	0.00%	0	0,0	0.00%	10	į
1269   1297   1297   1297   1297   1297   1297   1297   1297   1297   1297   1297   1297   1297   1297   1297   1297   1297   1298	1269   1297   1298	7000	076	942	895	895	2 689	200	0.39%	131	0.20	0.00%		100
1729	1729	310	1269	1,297	1,297	1.297	2 886/	4:10	0.00%	0	950	0.00%	-	
1491   1479   1479   1479   442%   1700%   10.	1491   1479   1479   1479   442%   178   100%   1	1268	1729	1,416	1.416	1 446	0,000	0,.(1	0.00%	0	0%	0.00%		7
1297   1356	1297   1356	1473	1491	1,479	1 470	4 470	4.23%	0.75	0.00%	0	550	7000	510	5 1
1209   367   213	1209   367   234   234   1.556   0.05%   0.00%   0.0	1384	1297.	1356	1 250	6/6/	4.42%	80	0.00%	10	1200	2000	5	
1359   14   15   15   15   15   15   15   15	1359   1415   354   334   341   1064%   0%   0.00%   0   0.00%   0.0	0	1209	2007	000	1,356	4.05%	%0	%000		el	0.00%	0	G
1934   2 (105)   354   354   106   0 (100)	1934   1,005   1,006	1441	1360	785	213	213	0.64%	%0	7000		0	0.00%	0	0
134   1389   1	944         2,053         924         2,053         924         2,053         924         0,00%         0         0%         0,00%         0         0%         0,00%         1         0	2100	200	1,4151	354	354	1.06%		2000	7	9:9	0.00%	0	10
1336   1308   1308   1308   1308   1308   1308   1309   1308   1309	1324   1308   1309   13000   13000   13000   13000   13000   13000   13000   13000	2000	1934	2,053	924	924	2 76%	1	0.00%	0	0%	0.00%	10	18
1364   1388   1388   1389	1364   1389	1028	964	1,008	1,008	1.008	3 0 1 97	0.00	0.00%	0	000	0.00%	0	15
1356   1339   1333   1333   1333   1333   1333   1333   1333   1333   1333   1333   1333   1333   1333   1333   1333   1333   1334   1345	1356   1339   1339   1332   1333   4,17%   0%   0.00%   0   0.00%   0   0.00%   0.00		1324	1,388	1,388	1 388	4 4507	1.5	0.00%	0	100%	3.01%	1 DOR	
156   128	1156   1278   1278   1278   263%   0.00%   0	1420	1336	1,393	1.393	1 202	4.1378	50	0.00%	0	20.%	2 0R%	1000	
195   1861   1	14   1   1490   884   881   2   2   2   3   4   1   3   4   1   3   4   4   1   3   4   4   4   4   4   4   4   4   4	1262	1156	1,228	1.228	1 228	2 57.16	0.76	0.00%	0	200	0000		
14   5   14   60   68   68   68   68   68   68   68	44   5   14   40   684   884   884   2.67%   17%   17%   134%	902	836	881	881	884	2.07 70	50	0.00%	0	50%	1.84%	2 8	EIS
1222   265	2475         269         269         269%         0.00%	1525	1415	1,490	894	700	2.03%	0.0	0.00%	0	0%0	2000		
2475         2,034         2,034         2,034         2,034         2,034         0,00%         0         100%         0         100%         0	2475         2,034         2,034         2,034         2,034         2,034         0,00%         0,00%         0         100%         0,00%           136         234         2,034         2,034         0,03%         0	736	1232	895	895	100	2.01 70	0.25	0.00%	0	20%	79PE	7447	Sis
192   194   194   194   194   195	1   2   4   4   4   4   4   4   4   4   4	1826	2475	2.034	2.034	7000	2.08%	0%	0.00%	0	100%	2 68%	1000	5
1312   556	1312   536   636   636   638   778   778   778   778   739   730	106	214	141	141		0.067	000	0.00%	0	260	7000	000	
1	1,566   778   77	294	1362	6361	228	141	0.42%	0.20	0.00%	0	100	2000	5 0	6
0         0	0         0	360	1666	778	720	020	1.90%	0.22	%00.0			2000	0.0	Si
647         207         207         0.00%	647         207         207         0.00%	0	0			9//	2.33%	%0	0.00%	0	120	2000	0	
371   142	371         42	0	647	207	202	1000	0.00%	%0	0.00%	0		10000	5	
374         199 <td>374         199<td>34</td><td>371</td><td>142</td><td>707</td><td></td><td>0.62%</td><td>%0</td><td>0.00%</td><td>-</td><td>100</td><td>0.00</td><td>0</td><td></td></td>	374         199 <td>34</td> <td>371</td> <td>142</td> <td>707</td> <td></td> <td>0.62%</td> <td>%0</td> <td>0.00%</td> <td>-</td> <td>100</td> <td>0.00</td> <td>0</td> <td></td>	34	371	142	707		0.62%	%0	0.00%	-	100	0.00	0	
COD         370         194         0.66%	Q20         370         194         0.60%         9%         0.00%         0         0%         0.00%           1249         1.154         1.44         1.454         1.454         1.454         0.00%         0         0.00%         0         0.00%         0         0.00%         0         0.00%         0         0.00%         0         0.00%         0         0.00%         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         0.00%         0         0         0.00%         0         0         0.00%         0         0         0         0.00%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	117	374	100	1000	142	0.42%	0	0.00%	-	1000	200.0	10	6
1449   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.155   1.1555   1	1249   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.154   1.155	252	620	270	188	199	0.60%	%0	0.00%	200	188	200.0	0	3
1956   1,124   1,154   1,154   1,154   1,154   1,154   1,154   1,154   1,154   1,154   1,154   1,155   1,555	1645   1,154   1,154   1,154   1,154   1,154   1,154   1,154   1,154   1,155   1,635   1,635   1,635   1,535   1,255	1109	12401	1 164	/4	74	0.22%	1500	0.00%	710	- 200	0.00%	0	0
2022         1,635         1,635         4,635         4,635         4,635         4,635         0,00%         0         <	2022         1,635         1,635         4,695         0.00%         0.00%         0.00%           4 75         1,255         1,255         3,75%         0.00%         0         0.00%           4 75         38         1,255         3,75%         0.00%         0         0.00%           999         692         346         346         1,03%         0.00%         0         0.00%           38,926         33,443         33,443         100,00%         0.00%         0.00%         0.00%	1631	20.00	1,154	1,154	1,154	3.45%	120	2000		0.2	0.00%	0	160
2022 1255 1255 1255 375% 0.00% 0 0.00%	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	100	1040	1,635	1,635	1.635	4 RO%	100		0	0.5	0.00%	0	120
475 378 38 38 011% 050% 0 00%	475 378 38 38 0.11% 0.50% 0 0.00% 0 0.50% 0 0.	60.00	2022	1,255	1,255	1.255	2 75%	518		0	6.73	0.00%	0	10
999 692 3443 33443 000% 0 000% 0 000% 0 000% 0 000%	999] 692 346 103% 0.00% 0 0.5 0.00% 0 0.3 43 33,443 100.00%	333	475	378	38	200	0.4487	30		0	25.0	0000		
33.443 32.443 00.00% 0.00% 0.00%	33,443 33,443 100.00% 0.00% 0.00% 0.00%	548	666	692	346	276	0.11%	0.76		0		70000		9/1
CO. 400 0000	53,443 100.00%			38 926	22 442		1.03%	1)%(1	0.00%		120	2000	0.00	

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

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025. <u>Scaloeconomic</u> 2025 Sockooconomic Forecests by Data Markois Subzones for the Mid-Region of New Menico (S-03-01)

	Population			1	010	7 0	7	1		7			7	66	010		1	7	2 2		10	010	52A	5	-10	1	0	0	0	0	0	0	0	010	0	010	olo		0	10	0	0	0	0	0	0	010		-	0	0	0	0	010	0.0		0	C	683
(PNW)	% Population		-	2000	0.00%	2010	7,000	7000	2000	2,000	2000	2000	0.00%	30.70	2000	200	700	0.5%	7,00	200	%00	%	57%	%00	%00	%00	%00	%00	0.00%	%00.	%00.	%00.	200	200%	200%	200	7,00	%00	%00	%00	%00	%00	0.00%	%00	200	200%	2000	%00	1%00	0.00%	%00	%	%00.	.00.7a	200	0.00%	%00	%00	
(PN	% Pop	Utilizing	-	-	-	!	-	İ	1	!	i	-				200	100				-	9	i	0		0		0		0	9	0	010			i		0	0	0	0	0	0	01	010	0		0	0	0	0	0	010	5 6	510	0	0		į
D.	% Utilizing			400	70%	707	30	30	2000	300	3000	1000	100 /3	2001	3	15		40.	40.	100	15	3	40%	100%	0,0	5	9,0	8)	0%0	%0	30	013		100		0	100	30	6	ic.	6	80	30	516	200		100	0,,0	0,,0	40%	80	0.2	0.75	9 30	250	186	%()	%0	
Tal 1	Population			0		-	-	0	0					0			0	0	0	0	0	0	0	0	0	0	531	7	487	0	0	288			l	0	0	0	0	0	0	0	0			510	0	0	0	0	0					0	0	0	1,616
(SC1) San Pedro Dr Central	% Population	District of the second		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2,000	0000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.59%	0.02%	1.46%	0.00%	0.00%	7079	%000	7,000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2000	8000	2000	2000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0000	0.00%	0.00%	%00.0	0.00%	0.00%	
San P	% Utilizing			200	30%	30%	20%	0%	0.0	20	200	%0	500	0.55	0.00	100	20	%0	0.2	0.20	07%	0.0	25.0	0.2	P. C.	0%	45%	2007	20%	Pla	AE97	700	120	000	0%0	%0	0.40	2,0	2,0	200	6 2	0,0	17.0	220	200	- 560	52.0	0%	0.0	2010	0.00	000	200	0%0	0%0	0.2	0.50	16.0	
5	Population 9			0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0		0	531	910			010		0	0	0	0	0	0	0	0				0	0	0	0	0	0.0	0		Pic	0	0	0	0	0	0	532
(1S) Inferstate 25 South	% Population Utilizing			0.00%	0.00%	0.00%	0.00%	%00.0	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%00.0	0.00%	0.00%	2000	0.00	0.00%	0.00	0.00%	0.00%	200%	0.00	0.00%	2000	2000	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2000	2000	2000	2,000	%00.0	0.00%	0.00%	0.00%	0.00%	0.00%	2000	8,000	0.00%	0.00%	0.00%	%00.0	0.00%	2000	0.00%	
Infe	% Utilizing			%0	%0	200	0	- S	50	200	%0	200	%0	0%	100%	8	50	50	0.50	50	1000	%.O	* 60	4000	100%	A 10.3	4370	0,00	5 2	%0	0%0	230	50	%0	%0	0%	0,40	000	500	 	1300	180	950	0.50	%,0	%0	%0	50	800	1 200	350	1%0	9%0	0%	%0	200	8 20	0.46	
	Percent Population			0.00%	0.01%	0.01%	20.0	0.01%	0.02%	0.01%	0.16%	0.05%	0.30%	0.00%	0.00%	0.01%	0.31%	0.12%	0.00%	0.00%	1 228/	2 01%	2000	0.00%	9,000	2 526/	0.02%	2.91%	4.37%	4.52%	3.91%	2.68%	3.88%	4.23%	4.42%	4.05%	0.64%	1.06%	3 010/	4.15%	4.17%	3.67%	2.63%	2.67%	2.68%	6.08%	0.42%	.9U%	0.000	0.62%	0.42%	0.60%	0.22%	3.45%	4.89%	3.75%	103%	100 000	100.00 %
	Population / Distance			0	2	2 6	410	7		-	50	7,	66	0	0	7	100	9		613	408	300	1.1.1		73	1 179		974	1,461	1,512	1,306	895	1,297	1,416	1,479	1,356	213	004	1 008	1,300	1,393	1,228	881	894	895	2,034	141	778	0	207	142	199	74	1,154	1,635	CC71	346	33 443	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
-	Population in Study				2					1 2	100	- 18	S)	0 0		7 201	2		000	612	408	1.309			73	1.179	7	974	1,461	1,512	1,306	895	1,297	1,416	14/9	2000	354	924	1.008	1,388	1,393	1,228	881	894	895	2,034	141	778		207	142	199	74	1,154	1,030	88	346	33.443	
Interpolated	ulation for	2008		0,5	4	2	2		- 100	200	577	0000	0000	000	37	102	135			612	408	1,309		9	484	1,179	7	974	1,461	1,512	1,306	942	1,43/	1 470	1 356	387	1.415	2,053	1,008	1,388	1,393	1,228	881	1,490	895	2,034	836	778	0	207	142	199	370	100	1 255	378	692	38,926	
-	Hon	2025		0	14	2	7	23	150	57	588	2404			47	370	207	0		633	453	1263	22	9	463	1164	10	1145	1408	1450	1372	920	1200	1401	1297	1209	1359	1934	96.1	1324	1336	1156	836	1415	1232	2473	1367	1666	0	647	371	374	020	1643	2022	475	666		
	ation	2000 Man	0	10	0	2	0	0	9	52	57	322			33	100	101	0	0	602	387	1330	0	9	494	1176	2	893	1486	1541	12/2	305	1268	1473	1384	0	1441	2109	1029	1418	1420	1262	206	220	1826	1050	294	360	0	0	34	717	1100	1631	894	333	548		
	n Study	Specified on DAS7	0	100%	100%	100%	100%	100%	%09	100%	30%	10%	40%	70%	2%	85%	30%	65%	25%	100%	100%	100%	100%	10%	15%	100%	100%	200	100%	2000	000	100%	100%	100%	100%	55%	25%	45%	100%	100%	200%	200%	2007	100%	100%	100%	100%	100%	2%	100%	200%	200%	100%	100%	100%	10%	20%		
1	DASZ#	Boundary Spe	5051	5052	6053	5054	5055	6156	6057	5058	5082	6083	5001	6062	5511	6512	6514	6515	6522	6523	6525	9265	5527	7052	7102		- 7112	7444	7446	7416	7401	7122	7123	7124	7125	7126	7142	7143	7151	7162	7454	7455	7158	7157	7201	7202	7203	7201	7231	7241	7,35	7252	7253	7254	7255	7261	7264		

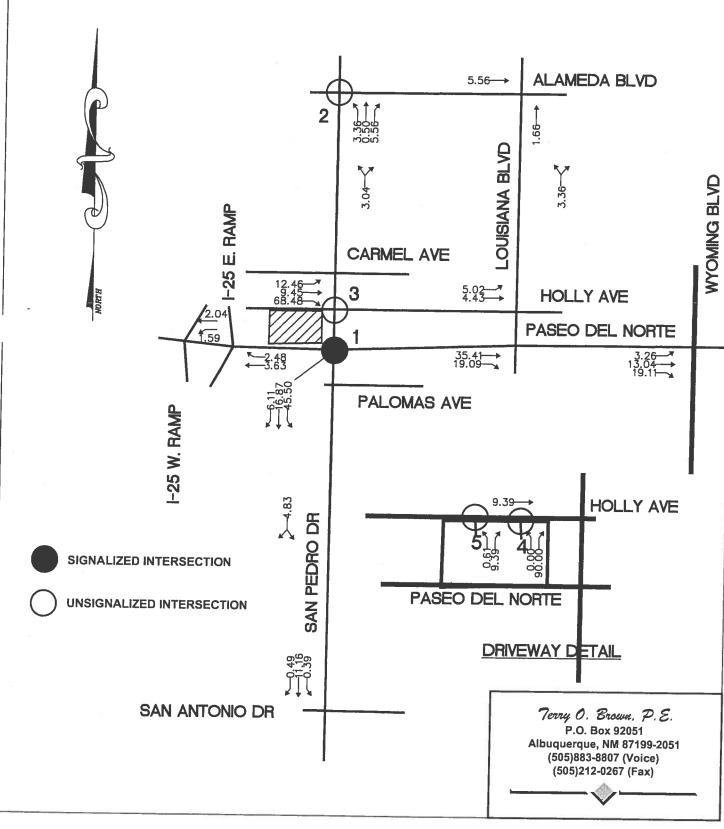
Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed Retail Commercial Trips

2000 and 2025 Data Taken from Mid-Region Council of Governments' 2025 <u>Socioesconomis</u> 2025 Socioesconomis, Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico (S-03-01)

# Countries # Population # Popu	Percent Population 0.00%	Distance 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Str		Population 2002 2001 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2025 Population Inflatpool 2025	Minimpo   2005 Population   P	Area (2000 2025 Population Popula
<u>*                                     </u>	Population 0.01% 0			Study  Study  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The state   Study   The state   The stat	2025 (2008) Shady Shady (2008)	Name	70 DAZZ MAD  10 DAZZ MAD  10 DAZZ MAD  10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	0.00% 0.01%	0 2 2 2 2 4 4 4 6 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Map 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 No No No No No No No No No No No No No
	0.007% 0.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 3 4 4 4 4 4 4 4 4 4 4 4	14   4   4   4   4   4   4   4   4   4	14   14   14   14   14   14   14   14	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
	0.017% 0.0017%	1, 179 1,		100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 5 4 4 4 4 4 6 5 4 4 4 6 5 4 6 6 6 6 6 6	2	2.2.7.7.2.2.8.6.9.6.9.9.6.9.9.6.9.9.9.9.9.9.9.9.9.9	6         0         14         4         3           6         0         2         2         2         2           6         0         0         2         2         2         6
	0.017% 0.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	6         6
	0.017% 0.0017%	6 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2	23	23	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
	0.012% 0.012%	612 612 612 612 612 612 613 614 615 616 617 617 617 617 617 617 617		L LL	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	2 5 5 7 5 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	23	Column   C
	0.000% %%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%	54 1179 1179 1179 1179 1179 1179 1179 117		L L L L L L L L L L L L L L L L L L L	64 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	57         6	57         6           6         6           2444         988           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           453         408           163         484           164         1461           174         1461           1372         1,306           1372         1,306           1372         1,461           1461         1,306           1372         1,306           1372         1,306           1289         1,306           1289         1,306           1729         1,416           1,229         1,416           1,416         1,416	57         57         54           57         57         54           60         0         0         0           101         204         98           101         207         135           102         0         0         0           103         0         0         0           103         0         0         0           0         0         0         0           0         0         0         0           1330         1453         408           1464         1464         1464           1466         1468         1468           152         1468         1468           1564         1466         1466           1564         1466         1466           1564         1466         1466           1569         1468         1466           1569         1466         1466           1569         1466         1466           1569         1466         1466           1569         1466         1466           1569         1466         1466           1569
	0.05% 0.00%	54 10 10 10 10 10 10 10 10 10 10			988 988 0 0 123 135 135 1484 1484 1484 1486 1306	244 988 57 7 23 7 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	244 968 67 7 97 97 97 97 97 97 97 97 97 97 97 97	10   10   10   10   10   10   10   10
	0.00% 0.00%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	988 0 0 0 0 0 0 0 0 0 0 0 0 135 135 130 130 140 140 140 140 140 140 140 14	2404 0	2404 0 988	322   2404   988
	0.000% 0.0000% 0.000% 0.0000% 0.000% 0.0000% 0.000% 0.000% 0.000% 0.000%	100 100 100 100 100 100 100 100		L   L   L   L   L   L   L   L   L   L	1,23 1,23 1,23 1,30 1,30 1,179 1,179 1,461	7 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	100   100	101   102   103
	0.012% 0.	100 100 100 100 100 100 100 100			123 125 123 135 135 130 130 130 130 146 130 130 130 130 130 130 130 130 130 130	2 37 9 1 2 3	100   100	10   10   10   10   10   10   10   10
	0.017% 0.017% 0.0107% 0.0107% 0.017%	105 408 1,309 1,617		0.04.00.00.014.4	123 135 135 136 130 130 130 130 130 130 130 130 130 130	100   100	123   207   207   0 0 0   0	101   379   123
	0.12% 0.00%	105 0 0 0 0 0 0 1,309 1,306 1,3		1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	135 135 130 130 130 140 117 179 179 179 179 179 179 179	207   135	207 135 0 0 0 0 0 0 0 0 1063 1063 1309 11, 463 464 464 1,179 11, 110 7 11, 1145 1,179 1,179 1,179 1,161 1,461 1,461 1,461 1,461 1,16	10   10   10   10   10   10   10   10
	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	41 41 41 41 41 41 41 41 41 41			1309 1,309 1,179 1,179 1,179 1,179 1,179 1,179 1,297 1,297 1,297 1,297 1,297 1,297 1,129 1,297 1,129 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100   100
	0.00% 1.039% 1.039% 0.00% 0.00% 0.00% 4.37% 4.37% 4.32% 4.42%	6 12 6 12 1 309 1 179 1 179 1 1995 1 1 295 1 1 356 1 1 356 1 1 356			612 408 1,309 1,179 1,179 1,186 1,306 1,297 1,297 1,297 1,297 1,297 1,297 1,297 1,297 1,297 1,297 1,316	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.033 6.12 4.53 4.09 1.265 1.309 1.66 6 6 4.63 1.309 1.164 1.451 1.168 1.461 1.168 1.461 1.168 1.461 1.168 1.306 1.207 1.312 1.207 1.312 1.207 1.312 1.207 1.413 1.207 1.414 1.207 1.414	1390   0.00
	0.00% 1.83% 1.00% 0.00% 0.02% 0.02% 0.02% 4.23% 4.	612 408 1,309 1,177 7,7 1,416 1,306 1,306 1,306 1,316 1,217 1,416 1,416 1,416 1,416 1,416			1,309 1,10 1,10	633 633 663 663 663 663 663 663	453   612	002   053   612   612   612   613
	1.83% 1.22% 0.00% 0.00% 0.022% 2.23% 4.22% 4.22% 4.42% 4	612 1,408 1,173 1,512 1,512 1,516 1,			1,309 1,309 1,309 1,179 1,179 1,179 1,179 1,1297 1,297 1,297 1,297 1,297 1,297 1,297 1,306 1	453 1563 1563 1309 1 66 6 6 6 6 6 7 1 10 1 145 1 145 1 145 1 150 1	453 1683 1683 1683 1684 1184 1184 1186 1	130   1253   408   1
	1.22% 0.00%	1,309 1,309 1,512 1,512 1,297 1,416 1,479 1,479			1 408 1 179 1 179 1 179 1 186 1 186	100 1 100 1	1.000 1.000	1390   1283   1398   1   1   1   1   1   1   1   1   1
	0.000% 0.	1,309 1,179 1,179 1,306 8,957 1,416 1,416 1,416 1,416		1,309 1,73 1,73 1,661 1,297 1,416 1,416	1,309 484 1,179 1,267 1,306 1,297 1,297 1,297 1,416 1,41	1   1   1   1   1   1   1   1   1   1	1,000   1,00	116   169   1309   1   1   1   1   1   1   1   1   1
	0.000% 0.	73 73 1,77 1,461 1,306 1,306 1,295 1,207 1,306		1,73 1,79 1,61 1,61 1,61 1,297 1,416 1,416	484 484 1,79 1,79 1,61 1,512 1,302 1,297 1,297 1,416 1,416	465 465 484 484 484 104 104 146 146 146 151 151 151 151 151 151 151 15	463 463 464 1164 1164 1164 1166 116	494   463   484
	0.000% 3.023% 3.023% 4.23% 4.23% 4.23% 4.05% 0.66% 2.06% 2.06% 2.06% 2.06% 2.06% 2.06% 2.06%	1,179 7 7 7 7 7 7 7 7 7 7 1,5712 1,5915 1,295 1,295 1,416 1,		7.7 1.17.9 97.4 1.561 1.502 1.461 1.597 1.416 1.47.9	484 1,179 1,179 1,611 1,611 1,205 1,205 1,205 1,207 1,	465 184 1184 1145 1460 1450 1450 1512 1269 1269 1297	453 164 1145 1145 1466 1460 1572 1372 1289 1297 1729 1729 1729 1729 1729 1729 172	176   163   484
	0.22% 0.02% 0.03% 4.33% 4.33% 4.23% 4.23% 4.23% 4.42% 4.42% 4.42% 4.42% 4.42% 2.76% 2.76% 2.76% 2.76% 2.76% 2.76%	7 7 7 1 1799 1 1 461 1 1 461 1 1 4 1 1 1 4 1 1 1 4 1 1 1 1		1,73 1,661 1,661 1,297 1,479 1,471 1,471	1,179 974 1,461 1,306 1,297 1,297 1,416	1164 107 1165 1166 1460 1450 1450 1450 1512 1306 1209 1209 1209 1209	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1176   1184   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,179   1,170
	3.53% 0.02% 2.01% 4.52% 3.69% 4.23% 4.05% 0.66% 2.06% 2.06% 2.06% 2.06% 2.06% 2.06%	1,179 7 7 874 1,306 1,306 1,297 1,297 1,416 1,416		97.4 97.4 1,46.1 1,29.7 1,47.6 1,47.9	974 974 1,651 1,306 942 1,297 1,416	105 107 107 108 108 108 108 108 108 108 108 108 108	105 107 1465 1460 1506 1506 1506 1506 1207 1729 1461 1729 1460 1729 1460 1729	1,179   1,179   1,179   1,179   1,179   1,179   1,175   1,17
	2.21% 4.37% 4.52% 2.68% 5.28% 4.42% 4.42% 0.64% 1.06% 2.76%	1,479 1,479 1,356 1,479 1,356		974 1,461 1,306 1,306 1,297 1,416 1,479	974 1,461 1,306 1,206 1,297 1,416	145 1408 1460 1512 1372 1,306 220 942 1,269 1,297	145 146 1450 1512 1372 120 120 120 120 1469 1305 1305 1305 1305 1416 1729 1416	1 146 146 1461 1461 1461 1461 1461 1461
	2 9 1% 4 5 3 % 4 5 3 % 4 5 3 % 4 4 4 2 % 6 6 4 % 1 0 6 4 % 1 0 6 4 %	974 1,461 1,306 1,306 1,297 1,479		1,461 1,461 1,306 895 1,297 1,416 1,416	1,461 1,512 1,306 1,297 1,416	1408 1,461 1450 1,512 1372 1,306 920 942 1269 1,297	1408 1461 1450 1,512 1372 1306 920 942 1289 1,297 1	466   1406   1,014
	4.52% 5.368% 3.88% 4.23% 4.42% 1.05% 0.64%	1,461 1,306 1,206 1,297 1,416 1,479		1,461 1,306 1,306 1,297 1,416	1,512 1,306 1,297 1,416	1450 1372 1372 1306 920 942 1269 1297	1450 1,512 1372 1,306 1209 942 1269 1,297 1729 1,416	154   1450   1,401   1,401   1,401   1,401   1,512   1,512   1,512   1,512   1,512   1,512   1,415
	4.52% 2.68% 3.91% 4.23% 4.42% 4.05% 0.64% 1.06%	1,306 1,306 1,297 1,479 1,356		1,306 895 1,297 1,416	1,306 1,306 1,297 1,416	1372 1,306 920 942 1269 1,297	1372 1,306 920 942 1269 1,297 1729 1,416	1275   1372   1306   1306   1310   1207   1300   1207   1410   1410   1410   1410   1410   1306
	3.91% 2.68% 4.23% 4.42% 4.05% 0.054% 1.06%	1,306 895 1,297 1,479		1,416 1,479	942 1297 1,416	920 942 1269 1297	920 942 1269 1297 1729 1,416	1310   1289   1297   1310   1289   1416   1473   1481   1384   1389
	2 68% 3 88% 4 23% 4 05% 0 64% 1 1 06%	1,297 1,416 1,479		1,416	1,297	1269 1,297	1269 1297 1729 1416	1310 1269 1297 1 1208 1729 1416 1 1473 1491 1476 1 1384 1297 1356 1
	3.38% 4.23% 4.42% 4.05% 0.64% 1.06% 2.76%	1,416		1,416	1,416	187	1729 1,416	1268 1729 1416 1473 1491 1,479 1384 1297 1,356
	4.23% 4.42% 4.05% 0.64% 1.06%	1,479	11	1,479	0141	1/70	01.6	1384 1297 1,356
	4.42% 4.05% 0.64% 1.06%	1,479	- 1	8/4	4 /U	1491	1491	1384 1297 1,356
	4.05% 0.64% 1.06% 2.76%	400		1 250	1356	1297 1 356	1297 1 356	000
	1.06%			243	387	1209 387	1209 387	1209
	2.76%	213		354	1.415	1359 1.415	1359 1.415	1441 1359 1.415
	7.70%	200		924	2,053	1934 2,053	1934 2,053	2109 1934 2,053
	2 000	1 000		1.008	1,008	964 1,008	964 1,008	1029 964 1,008
	3.01%	2000		1.388	1,388	1324 1,388	1324 1,388	1418 1324 1,388
	4.10%	4 303		1 303	1.393	1336 1.393	1336 1.393	1420 1336 1.393
	4.17%	2000		2000	1 228	1156 1 228	1156 1 228	1262 1156 1228
	3.67%	1,228	-	1,440	884	836	836	902 836 881
	2.63%	881	-	100	1 400	1415 1 400	1415 1 400	1525 1415 1 400
	2.67%	894	i	900	0000	1939	1939	736 1232
	2.68%	895	- 1	882	2000	2475	2475	1826 2275
	6.08%	2,034		2,034	4,034	21,034	21,034	106
	0.42%	141		141	141	4367	4367	200
	1.90%	636		636	636	1302	1302	360 536
-300	2 33%	778		778	778	1000	1000	1000 778
	0 00%	0	į	0	0	0	0	0 0 0
	0.00%	202	i	207	207	647 207	647 207	0 647 207
	0.62%	707		147	142	371 142	371 142	34 371 147
	0.42%	142	1	75	100	374	374	374
	0.60%	199	j	188	188	600	600	252
İ	0.22%	7.4		74	370	370	370	1100 370
-	3.45%	1.154		1,154	1,154	1,154	1,154	1,154
	2000	1 825		1.635	1,635	1645 1,635	1645 1,635	1631 1645 1,635
		1 25.6		1.255	1,255	2022 1,255	2022 1,255	894 2022 1,255
		1,650		1 200	378	475 378	475 378	333 475 378
		200		346	692	999 692	999 692	548 999 692
0 %0	1.03%	346		33 443.	38.926	38.926	38.926	38.926
	100.007%	50,943		211122	2	2	2	2
% 000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		00% 652% 642% 645% 645% 652% 653% 653% 653%	0.00% 0.65% 0.65% 3.65% 3.65% 1.05% 1.03%	0.00% 0.42% 0.42% 0.60% 0.60% 3.45% 1.00% 1.00%	207 207 20 0.00% 142 142 142 142 142 0.62% 199 159 159 159 0.00% 1 1154 1.156 1.155 1.156	647         207         207         207         207         207         207         207         207         207         207         207         0.63%         207         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         0.71%         0.63%         0.71%         0.63%         0.71%         0.63%         0.71%         0.63%	647         207         207         207         207         207         207         207         207         207         207         207         0.63%         207         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         207         0.63%         0.71%         0.63%         0.71%         0.63%         0.71%         0.63%         0.71%         0.63%	047         207         207         0.00%           371         142         142         0.00%           374         149         149         0.42%           120         370         0.60%           120         1.154         1.154         0.22%           165         1.635         1.635         1.256           475         378         3.5%           999         38,926         33,443         10.10%

# Holly Place II Development

Holly Ave West of San Pedro Rd
Trip Assignments - Comm. (% Exiting)



# Holly Place II (Holly Ave. West of San Pedro Dr.) Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2008) - 100% Development

			PRUPUSE	D DEVELO	PMENI (2	(008) - 1005	<u>% Developi</u>	<u>nent</u>				
INTERSECTION:	Sı	ımma	rv									
												±2
Paseo del Norte / San Pedro	o Dr.	0.96			0.89			0.85			0.94	PHF
(1)	Eastbou	nd (Paseo d	lel Norte)	Westbou	nd (Paseo	del Norte)	Northh	ound (San P	edro Dr \	Southbo	und (San P	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	126	1,635	355	117	2,067		353			236	243	190
2008 (NO BUILD - A.M.)	225	1,667	369	160	2,085	293			136	305	380	252
2008 (BUILD - A.M.)	231	1,667	369	160	2,085	358	395	358	136	343	394	257
		0.96			0.92			0.85			0.80	PHF
	Eastbou				nd (Paseo			ound (San Pe	edro Dr.)	Southbot	and (San Pe	edro Dr.)
Ewintin (2007)	Left	Thru	Right	Left !	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	202	2,201	135	152	1,686				280	384	224	197
2008 (NO BUILD - P.M.)	257	2,254	161	291	1,730		385		442	476	355	302
2008 (BUILD - P.M.)	265	2,254	161	291	1,730	294	385	444	442	539	378	310
Alameda Blvd. / San Pedro I		0.90			0.92			0.91			0.85	PHF
(2)		nd (Alamed	a Blvd.)	Westbou	nd (Alame	da Blvd.)	Northbo	ound (San Pe	dro Dr.)	Southbou	ind (San Pe	
3.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	86	288	310	19	432	3	351		12	2	391	447
2008 (NO BUILD - A.M.)	89	301	336	19	435	3	368	30	13	2	50	555
2008 (BUILD - A.M.)	89	301	339	19	435	3	371	30	18	2	51	555
		0.93			0.91			0.90			0.85	PHF
		nd (Alameda			nd (Alamed			und (San Pe	dro Dr.)	Southbou	nd (San Pe	dro Dr.)
Existing (2007)	Left	Thru i	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2008 (NO BUILD - P.M.)	70 71	497	660	12	382	7	386	65	39	14	67	211
		503	679	12	386	7	410	70	40	16	79	243
2008 (BUILD - P.M.)	71	503	683	12	386	7	415	71	48	16	80	243
Holly Ave / San Pedro Dr.		0.90			0.92							
(3)	Fastbo	und (Holly A	Avel	Weethe	ound (Holly	Augh :	· Madbba	0.78	to D. A. of		0.87	PHF
3.1% Truck	Left	Thru	Right	Left	Thru	Right	Left	und (San Ped Thru	Right	Left	nd (San Ped Thru	
Existing (2007)	23	0	11	0)	0	0	117	438	0	0	456	Right 7
2008 (NO BUILD - A.M.)	24	4	11	231	4	30	129	581	146	41	477	7
2008 (BUILD - A.M.)	34	12	69	231	8	30	217	581	146	41	477	14
_		0.94			0.91			0.87			0.91	PHF
		und (Holly A			und (Holly	Ave)	Northbo	and (San Ped	ro Dr.)	Southbour	d (San Ped	
Full-May (0007)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	20	0	35	0	0	0	147	529	0	0	755	17
2008 (NO BUILD - P.M.)	21	4	35	300	4	28	167	659	109	38	759	17
2008 (BUILD - P.M.)	38	17	130	300	10	28	284	659	109	38	759	26

# Holly Place II (Holly Ave. West of San Pedro Dr.) Projected Turning Movements SUMMARY PROPOSED DEVELOPMENT (2008) - 100% Development

INTERSECTION:

Summary

		0.92		0.93			0.86			0.79 PI		PHF
Eastbound (Holly Ave.)				Westbound (Holly Ave.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
ļ	Left	Thru	Right	Left	Thru !	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	01	01	0
	0	39	0	0	140	0	0	0	0	0	0	0
	0	47	0	90	149	0	0	0	76	0	0	0
-		0.93			0.02			0.85			0.04	

Existing (2007) 2008 (NO BUILD - P.M.) 2008 (BUILD - P.M.)

0.93			0.92			0.85			0.81	PHF	
Eastbound (Holly Ave.)			Westbound (Holly Ave.)			Northbound (Driveway "A")			Southbound (Driveway "A")		
Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	
60	0	0	188	0	0	0	0	0	0	0	
73	0	120	200	0	0	0	124	0	0	0	
֡	Ound (Holly Thru 0	ound (Holly Ave.)           Thru         Right           0         0           60         0	Ound (Holly Ave.)         West           Thru         Right         Left           0         0         0           60         0         0	ound (Holly Ave.)         Westbound (Holl)           Thru         Right         Left         Thru           0         0         0         0           60         0         0         188	Ound (Holly Ave.)         Westbound (Holly Ave.)           Thru         Right         Left         Thru         Right           0         0         0         0         0           60         0         0         188         0	Ound (Holly Ave.)         Westbound (Holly Ave.)         Northbound (Holly Ave.)           Thru         Right         Left         Thru         Right         Left           0         0         0         0         0         0           60         0         0         188         0         0	Ound (Holly Ave.)         Westbound (Holly Ave.)         Northbound (Driver           Thru         Right         Left         Thru         Right         Left         Thru           0         0         0         0         0         0         0           60         0         0         188         0         0         0	Ound (Holly Ave.)         Westbound (Holly Ave.)         Northbound (Driveway "A")           Thru         Right         Left         Thru         Right         Left         Thru         Right           0         0         0         0         0         0         0         0           60         0         0         188         0         0         0         0	Ound (Holly Ave.)         Westbound (Holly Ave.)         Northbound (Driveway "A")         Southbound (D	Ound (Holly Ave.)         Westbound (Holly Ave.)         Northbound (Driveway "A")         Southbound (Driveway "A")           Thru         Right         Left         Thru         Right         Left         Thru           0         0         0         0         0         0         0         0           60         0         0         188         0         0         0         0         0	

Holly Ave. / Driveway "B"
(5)
2.8% Truck
Existing (2007)
2008 (NO BUILD - A.M.)
2008 (BUILD - A.M.)

	0.89			0.79				0.83		0.84 PHF		
Eastbound (Holly Ave.)				Westbound (Holly Ave.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0	0	. 0	0	0	01	0
	0	39	0	0	140	0	0	0	0	0	0	0
	0	39	1	9	140	0	1	0	8	0	0	0
0.91					0.86			0.70				

Existing (2007) 2008 (NO BUILD - P.M.) 2008 (BUILD - P.M.)

- F	1.01	A 1	0.00				0.78			0.94	PHF	
East	Eastbound (Holly Ave.)			Westbound (Holly Ave.)			Northbound (Driveway "B")			Southbound (Driveway "B")		
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	60	0	0	188	0	0	. 0	0	0	0	0	
0	60	1	12	188	0	1	0	13	0	0	0	

### Holly Place II (Holly Ave. West of San Pedro Dr.) Projected Turning Movements Worksheet Paseo del Norte / San Pedro Dr.

INTERSECTION:

E-W Street: Paseo del Norte N-S Street: San Pedro Dr.

Year of Existing Counts

2005

Implementation Year

2008

**Growth Rates** 

Existing Volumes Background Traffic Growth Subtotal

Kohl's

Previous Development from below

Palomas Plaza

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) Total Trips Generated

Total AM Peak Hour BUILD Volumes

,		1.40%			0.60%			12.40%			5.20%	
		nd (Paseo d			ind (Paseo c	lel Norte)	Northbo	ound (San Po	edro Dr.)	Southbo	ound (San Pi	edro Dr.)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
L	123	1,590	345	116	2,042	142	283	149	72	214	220	172
Į.	5	<u>67</u>	<u>14</u>	2	<u>37</u>	3	<u>105</u>	<u>55</u>	<u>27</u>	33	34	27
L	128	1,657	359	118	2,079	145	388	204	99	247	254	199
	0	10	0	19	6	0	0	0	24	0	0	2
L	97	0	0	0	0	148	0	133	0	58	121	51
-	0	0	<u>10</u>	<u>23</u>	<u>0</u>	0	7	4	<u>13</u>	0	<u>5</u>	0
L	225	1,667	369	160	2,085	293	395	341	136	305	380	252
L	6.11%	0.00%	0.00%	0.00%	0.00%	65.08%	0.00%	16.87%	0.00%	0.00%	0.00%	0.00%
L	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	45.50%	16.87%	6.11%
L	6	0	0	0	01	65	0	17	0	38	14	5
L	231	1,667	369	160	2,085	358	395	358	136	343	394	257

Existing Volumes Background Traffic Growth Subtotal Kohl's Previous Development from below

Palomas Plaza

Subtotal (NO BUILD - P.M.) Percent Commercial Trips Generated(Entering) Percent Commercial Trips Generated(Exiting) Total Trips Generated

Total PM Peak Hour BUILD Volumes

		0.000/										
		0.90%			1.20%			18.70%			0.60%	
	Eastbou	nd (Paseo d	el Norte)	Westbou	ınd (Paseo i	del Norte)	Northbo	ound (San P	edro Dr.)	Southbo	ound (San Po	edro Dr.)
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	198	2,162	133	148	1,646	96	231	186	204	379	221	195
	5	<u>58</u>	<u>4</u>	<u>5</u>	<u>59</u>	3	<u>130</u>	<u>104</u>	114	7	4	4
	203	2,220	137	153	1,705	99	361	290	318	386	225	199
	0	34	0	84	25	0	0	0	80	0	0	11
İ	54	0	0	0	0	108	0	120	0	90	118	92
	<u>0</u>	0	24	<u>54</u>	Q	0	<u>24</u>	12	44	0	12	0
i	257	2,254	161	291	1,730	207	385	422	442	476	355	302
	6.11%	0.00%	0.00%	0.00%	0.00%	65.08%	0.00%	16.87%	0.00%	0.00%	0.00%	0.00%
ı	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	45.50%	16.87%	6.11%
	8	0	0,	0	. 0	87	0	22	0	63	23	8
<b>es</b>	265	2,254	161	291	1,730	294	385	444	442	539	378	310

Number of Commercial Trips Generated

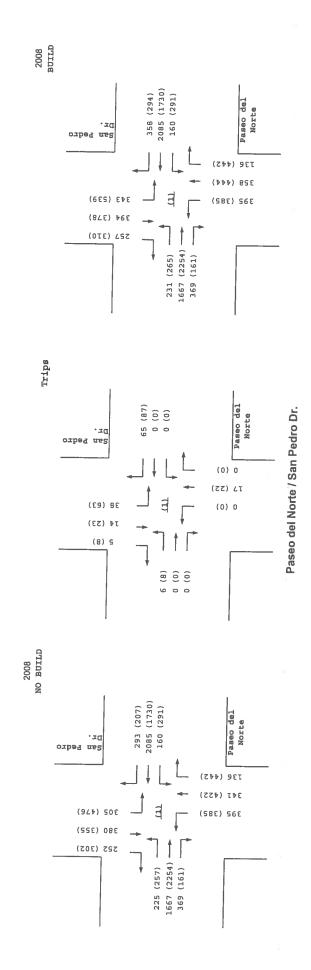
Entering Exiting

100 133

84 A.M. 138 P.M. 100% Commercial Development

2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes

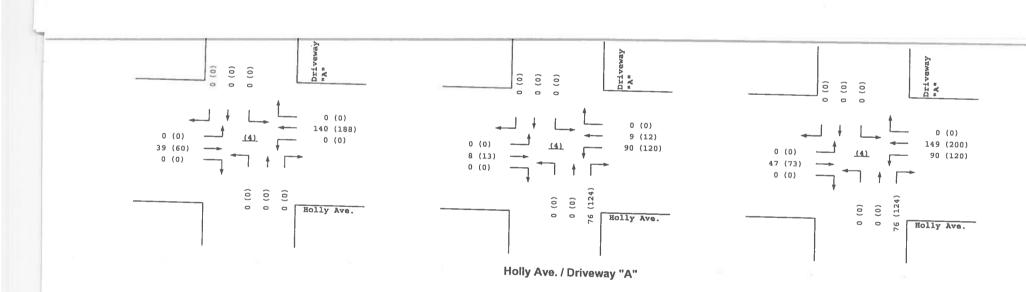
	Eastbour		H Norte)	Westbour	id (Paseo di	el Norte)	Northbo	und (San Pe	edro Dr.)	Southbo	und (San Pe	dro Dr.)
	126	1635	355	117	2,067	144	353	186	90	236	2431	190
Į	202	2,201	135	152	1,686	98	317	256	280	384	224	197



10/8/2007

Alameda Bivd. / San Pedro Dr.	Projected Turning Movements Worksheet	Holly Place II (Holly Ave. West of San Pedro Dr.)	
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2007 PM Peak Hr. Volumes	2007 AM Peak Hr. Volumes		Number of Commercial Trips Generated	I OIAI FWI FAAN HOUL DUILD VOIUMES	Total BM Book Hour BIHI D Volume	Total Trins Commercial Inps Generaled(Exiling)	Percent Commercial Trips Generated(Entering)	Subtotal (NO BUILD - P.M.)	Skarsgard Comm. Dev.	Daskalos - Holly / San Pedro	Del None Plaza Inps	SUDJOIN	Sackground Fanic Growth	Packaging Togas	Existing Volumes			Local Vill Leav Hone Doilto Adiffilles	Total AM Dock House Billi D Volume	Total Trine Conserved	Percent Commercial Trips Generated(Entering)	Subtotal (NO BUILD - A.M.)	Skarsgard Comm. Dev.	Daskalos - Holly / San Pedro	Del Norte Plaza Trips	Subtotal	packground Harric Growth	Background Traffic County	Existing Volumes		Growth Rates	Implementation Year 2008	ounts	N-S Street:	INTERSECTION: E-W Street:
70	86	Eastbo	Entering 100 133		10	0.00%	0.00%	71	0	0		1	l ku	. 8	Leit	. במשנט		80		\$Z00.0	0.00%	68							Lois	Ho I		00		San Pedro Dr.	Alameda Blvd
	288	and (Al	Exiting 84 138	503		0.00%	0.00%	5(				503		4		Lasmonin (Klainens DIVI.)	1.30%			0.0076	0.00%	_	0	0	0		E			Lastroound (Alameda Bivd.)	4.90%			ro Dr.	a Blvd.
	310	da Blvd.)	P.A.	5 683		0.00%	3.36%	3 679							72	PAIC PUB	36	3071		0.00%	+	1-2	Ю	0	0		155			neda Bivd.	20%				
		West	100% (	23	4	0.00%	++		0	0		8	123	643	Ten	1	-	339	2	0.00%	+	336	0	0	13	323	141	787	II LEIL	* 1					(2)
12	19	bound (	Comme	12	0	-	$\vdash$	12	10	0	0	12	10	12	1	SUDOUNG		19	0	1	+-	19	ю	0	0	19	IC	9		Stboun					
382	432	Westbound (Alameda Blvd.)	rcial De	386	0	0.00%	0.00%	386	0	0	0	386	12	374	וחתו	Westbound (Alameda Blvd.	1.10%	435	0	0.00%	0.00%	435	0	0	0	435	lö	425	- na	Westbound (Alameda Blvd.)	0.80%				
7	- 1	Blvd.)	100% Commercial Development	7	0	0.00%	0.00%	7	10	0	0	7	0	7	Right	BIVG.)		Lu Lu	0	0.00%	0.00%	3	10	0	0	Ę.J.	0		rignt	a Blvd.)					
386	351	Northbo	<b>≓</b>	415	5	3.36%	0.00%	410	0	0	11	399	39	360	Left	Northbu		371	u	3.36%	0.00%	368	0	0	13	355	14	341	Len	North					
65	28	Northbound (San Pedro Dr.)		71	-	0.50%	0,00%	70	0	0	2			61	Thru	Northbound (San Pedro Dr.	3.60%	30		0.50%	0,00%	Es.					145		Dig.	Northbound (San Pedro Dr.)	1.40%				
39	12	edro Dr.)		48	8	5.56%	0.00%	40				3 40	17	36	Right	edro Dr.)	6			5.56%	0.00%	1	Q	0	2	28	<u></u>	27 1	Right	Pedro Dr.)	36				
		South				0.00%	0.00			0	0		142		Left	Sout		80	5	0.00%		13	10	0	0	ಪ	<u> </u>	12	Left	H					
14	2	bound (		16	0	$\dashv$	+	16	0	0	0	16	IO	10	-	hbound		2	0	_		2	10	0	0	2	<u> -</u>	_	-	thbound					
67	a P	Southbound (San Pedro Dr.)		80	-	-		79	0	0	2	77	છ	47	ho	Southbound (San Pedro Dr.)	21.30%	51	1	0.00%	0.50%	50	0	0	2	48	28	20	Lhru	Southbound (San Pedro Dr.)	46.70%				
211	447	o Dr.)		243	0	0.00%	0.00%	243	0	0	0	243	85	148	Right	lo Dr.)		555	0	0.00%	0.00%	555	0	0	0	555	324	231	Right	dro Dr.)					



A - 27

### Holly Place II (Holly Ave. West of San Pedro Dr.) Projected Turning Movements Worksheet

Holly Ave. / Driveway "B"

INTERSECTION:

E-W Street: Holly Ave.

(5)

Year of Existing Counts

N-S Street:

Implementation Year

**Existing Volumes** 

Background Traffic Growth

Daskalos - Holly / San Pedro

Subtotal (NO BUILD - A.M.)

Percent Commercial Trips Generated(Entering)

Percent Commercial Trips Generated(Exiting)

Subtotal

Skarsgard Comm. Dev.

Total Trips Generated

2006 2008

Driveway "B"

**Growth Rates** 

3.00%
Eastbound (Holly Ave.)
Thru Right 3.00% 3.00% 3.00% Westbound (Holly Ave.) Southbound (Driveway "B")
Left | Thru | Right Northbound (Driveway "B") Left | Thru | Right Left Left Thru 0 39 0 0 140 0 0 0 0 0 0 0 0.00% 0.00% 0.61% 9.39% 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% 0.61% 0.00% 9.39% 0.00% 0.00% 0.00% 8 0 0 0 Total AM Peak Hour BUILD Volumes 0 39 9 140 8 0 0

**Existing Volumes** Background Traffic Growth Subtotal Skarsgard Comm. Dev. Daskalos - Holiy / San Pedro Subtotal (NO BUILD - P.M.) Percent Commercial Trips Generaled(Entering) Percent Commercial Trips Generated(Exiting) **Total Trips Generated** Total PM Peak Hour BUILD Volumes

		3.00%			3.00%			3.00%			3.00%	
-		ound (Holly		West	oound (Holly	/ Ave.)	Northbo	ound (Drivey	vav "B")	Southb	ound (Drives	vav "R")
Į	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	n n
1	0	0	0	0	0	0	<u>0</u>	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0
	<u>Q</u>	0	0	0	<u>0</u>	0	0	0	0	0	0	0
	0	60	0	0	188	0	0	0	0	0	0	0
L	0.00%	0.00%	0.61%	9.39%	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%	0.61%	0.00%	9.39%	0.00%	0.00%	0.00%
-	0	0	1	12	0	0	1	0	13	0	0	0.0076
3	0	60	1	12	188	0	1	0	13	0	0	0

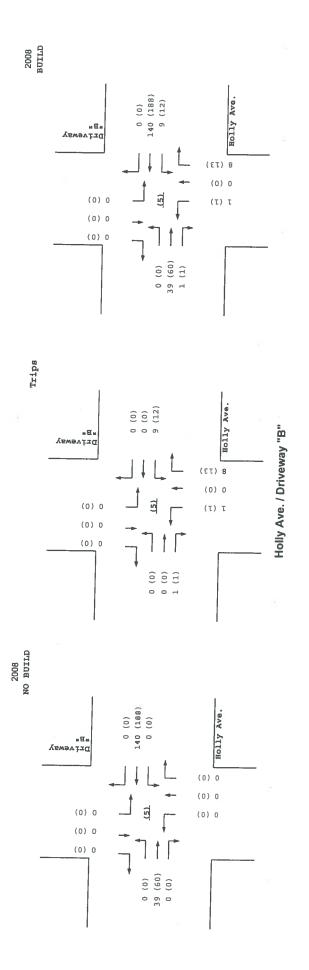
Number of Commercial Trips Generated

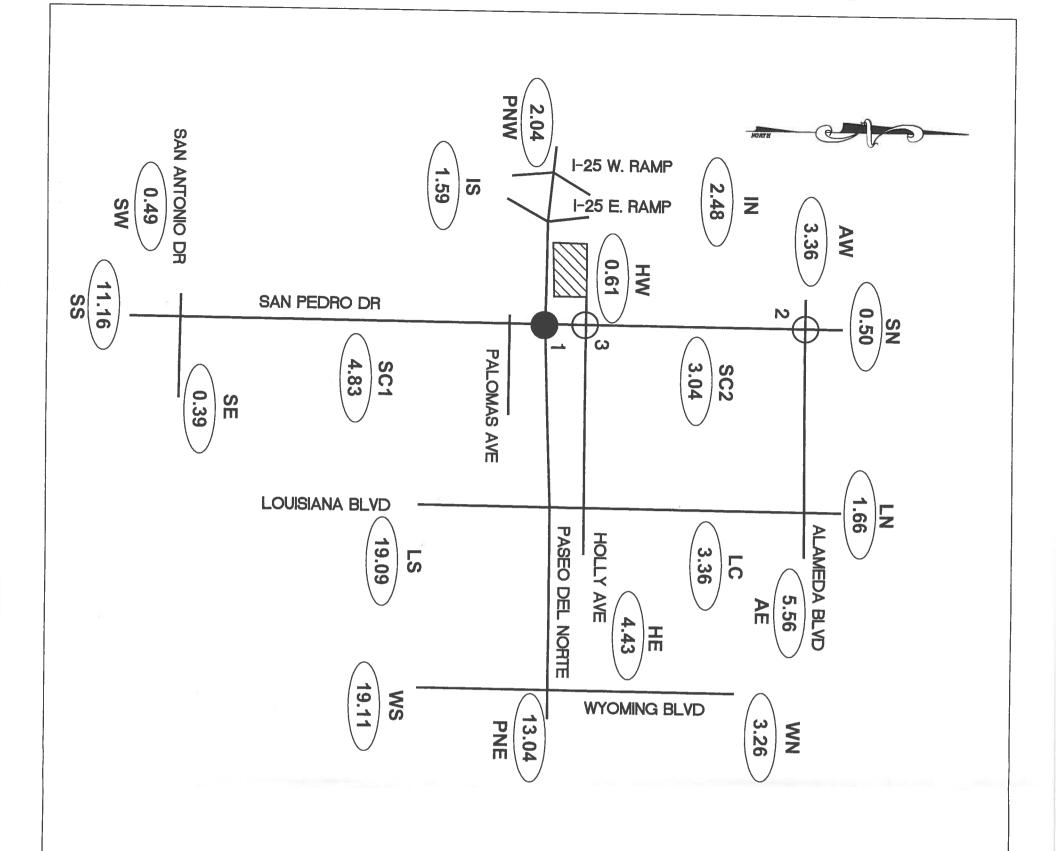
Entering Exiting 100 84 138 A.M. 133 P.M.

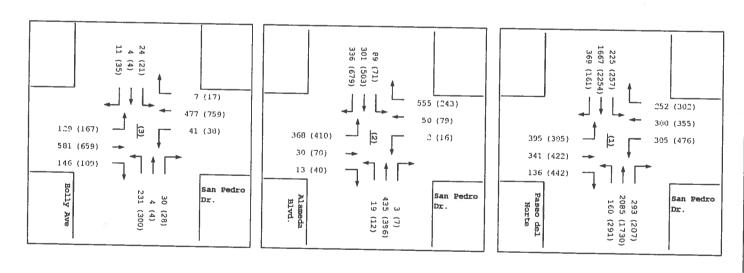
100% Commercial Development

2007 AM Peak Hr. Volumes 2007 PM Peak Hr. Volumes

. "	Eastboun	d (Holly Ave.)	11.	Westbour	nd (Holly Av	n.)	Northbo	und (Drivey	vav "R")	Southb	ound (Drive	uma WDW)
	0	0	0	0	0	0	0	0.	0	October	Onita (DIIA9)	vay B )
	0	0	0	0	0	0	0	0	0	0	0	0



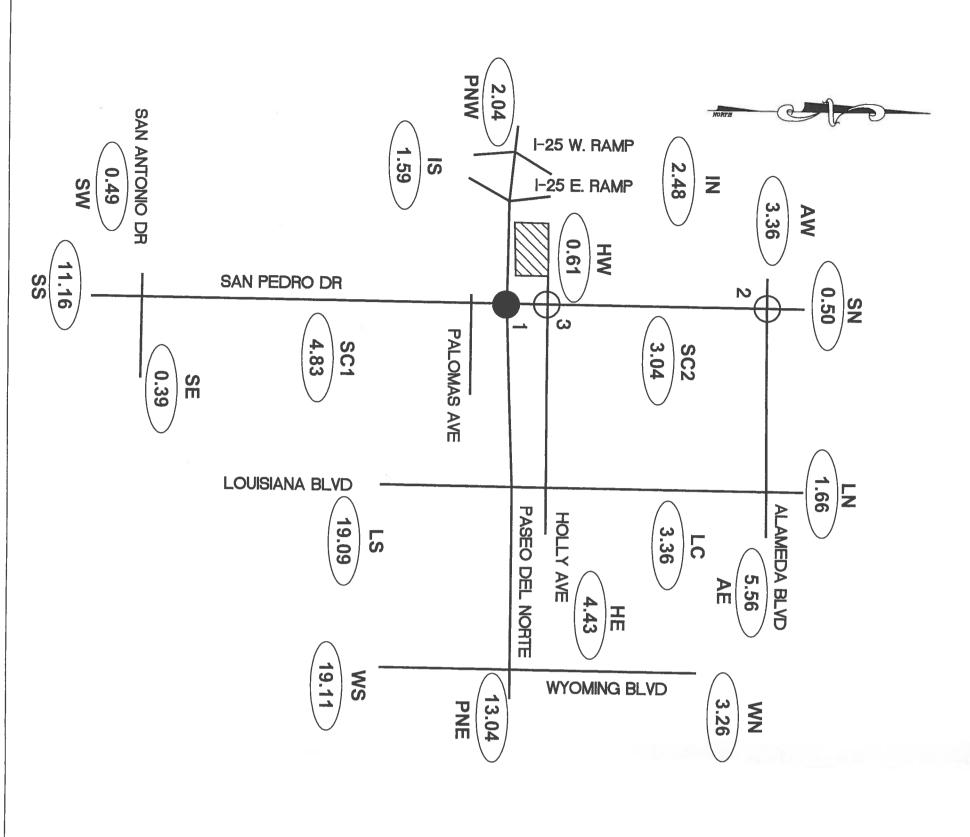


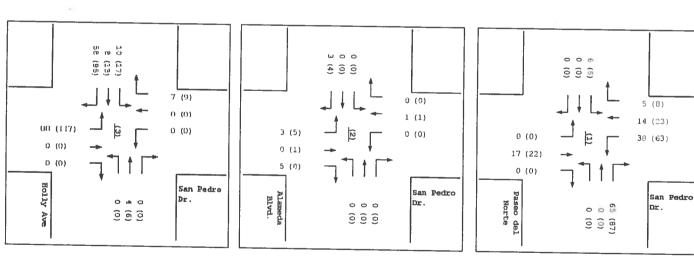


Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Holly 19 Plaza Commercial Development

Holly Ave / San Pedro Rd 2008 NO BUILD Volumes - AM(PM)

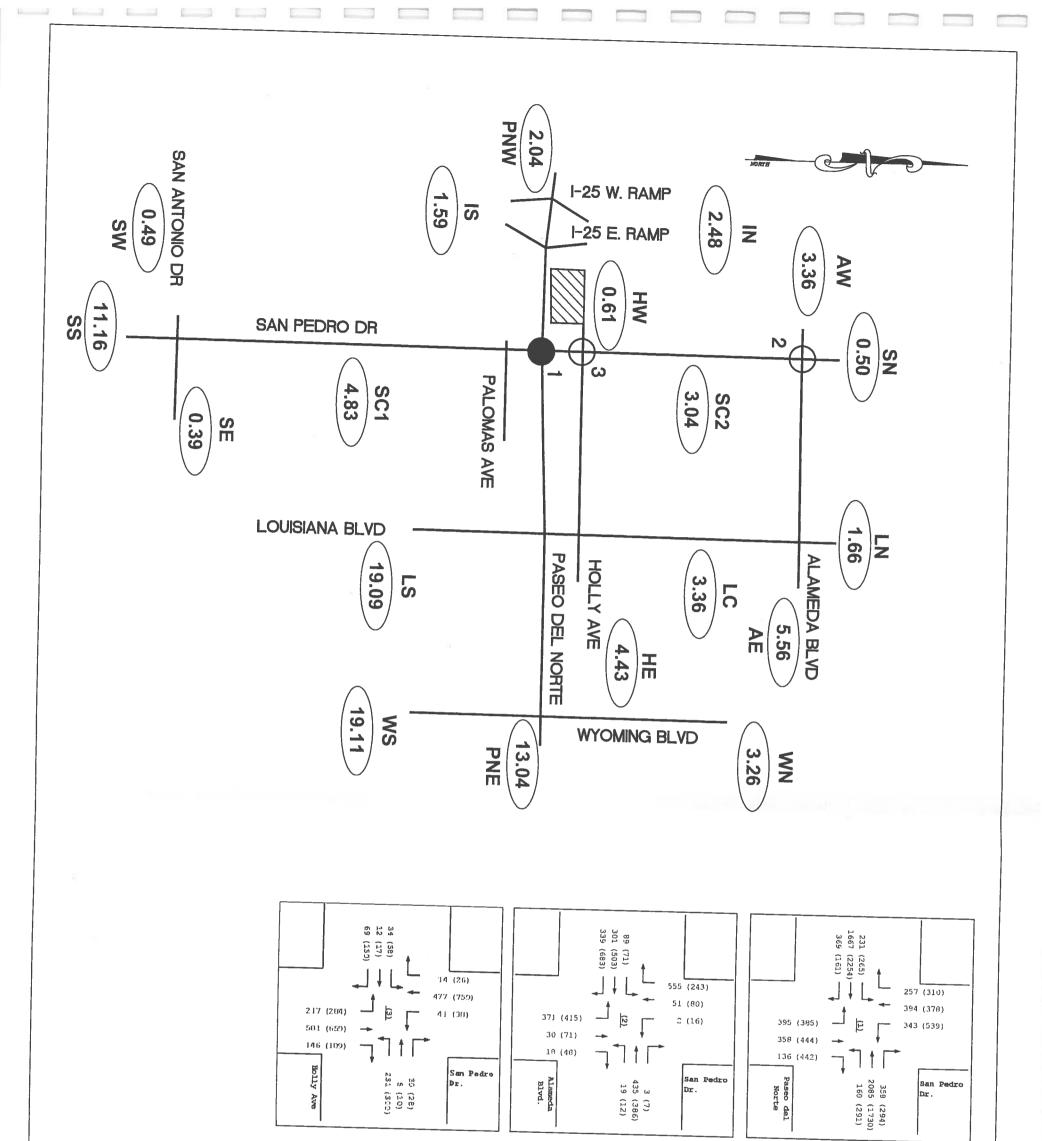




7ery 0. Eroum. P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Holly II Plaza Commercial Development

Holly Ave / San Pedro Rd
Trips Generated Volumes - AM(PM)



7eny 0. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199-2051
(505)883-8807 (Voice)
(505)212-0267 (Fax)

Holly II Plaza Commercial Development

Holly Ave / San Pedro Rd 2008 BUILD Volumes - AM(PM) Intersection #1

Paseo del Norte / San Pedro Dr.

	Þ	-	7	1	<b>—</b>	*	4	1	1	1	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.54	ተተተ	74	ሻሻ	ተተተ	77	ሻሻ		74	ሻሻ	200	7
Volume (vph)	225	1667	369	160		293		341	136	305		252
Turn Type	Prot		Free	Prot		Free	Prot		Free	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	1100
Permitted Phases			Free			Free		-	Free	•	·	Free
Detector Phases	7	4		3	8		5	2		1	6	1100
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.5		8.5	20.5		8.5	20.5		8.5	20.5	
Total Split (s)	13.0	55.2	0.0	12.7	54.9	0.0	21.1	34.7	0.0	17.4	31.0	0.0
Total Split (%)	10.8%	46.0%	0.0%	10.6%	45.8%	0.0%	17.6%	28.9%	0.0%	14.5%		0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	0.070	3.5	3.5	0.078
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?								ug		Load	Lag	
Recall Mode	Min	C-Min		Min	C-Min		Min	Min		Min	Min	
Act Effct Green (s)	9.0	51.2	120.0	8.7	50.9	120.0	17.1	30.7	120.0	13.4	27.0	120.0
Actuated g/C Ratio	0.08	0.43	1.00	0.07	0.42	1.00	0.14	0.26	1.00	0.11	0.22	1.00
v/c Ratio	0.98	0.86	0.26	0.70	1.06	0.20	1.04	0.93	0.11	0.92	1.05	0.18
Control Delay	107.2	36.4	0.4	70.3	72.0	0.3	102.4	70.7	0.1	83.5	103.9	0.18
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.2	36.4	0.4	70.3	72.0	0.3	102.4	70.7	0.1	83.5	103.9	0.3
LOS	F	D	Α	E	E	Α	F	E	A	50.5 F	F	Ο.5
Approach Delay		37.6			63.6		•	74.1	, ,	•	69.4	
Approach LOS		D			E			E			03. <del>4</del>	
Intersection Cumment		CO STANCE OF THE	The Control of the Co	and the season	STEEL STREET	on Lumperovers	district or was a september				l	

Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 60 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 130

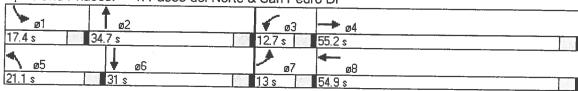
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06 Intersection Signal Delay: 57.2 Intersection Capacity Utilization 91.3%

Intersection LOS: E ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Paseo del Norte & San Pedro Dr



	*	$\rightarrow$	7	1	<b>←</b>	*	1	<b>†</b>	-	-	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ايراير	ተተተ	74	ሻሻ	ተተተ	74	ሻሻ	<b>^</b>	7	ሻሻ	The state of the s	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	1845	1568	3400	1845	1568
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	1845	1568	3400	1845	1568
Volume (vph)	225	1667	369	160	2085	293	395	341	136	305	380	252
Peak-hour factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92	0.78	0.78	0.78	0.87	0.87	0.87
Adj. Flow (vph)	250	1852	410	174	2266	318	506	437	174	351	437	290
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	250	1852	410	174	2266	318	506	437	174	351	437	290
Turn Type	Prot		Free	Prot		Free	Prot		Free	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Actuated Green, G (s)	8.5	50.7	120.0	8.2	50.4	120.0	16.6	30.2	120.0	12.9	26.5	120.0
Effective Green, g (s)	9.0	51.2	120.0	8.7	50.9	120.0	17.1	30.7	120.0	13.4	27.0	120.0
Actuated g/C Ratio	0.08	0.43	1.00	0.07	0.42	1.00	0.14	0.26	1.00	0.11	0.22	1.00
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	255	2149	1568	247	2136	1568	485	472	1568	380	415	1568
v/s Ratio Prot	c0.07	0.37		0.05	c0.45		c0.15	c0.24		0.10	c0.24	1000
v/s Ratio Perm			c0.26			0.20			0.11			0.18
v/c Ratio	0.98	0.86	0.26	0.70	1.06	0.20	1.04	0.93	0.11	0.92	1.05	0.18
Uniform Delay, d1	55.4	31.2	0.0	54.4	34.5	0.0	51.5	43.5	0.0	52.8	46.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	50.7	4.8	0.4	8.8	38.0	0.3	52.6	24.1	0.1	27.7	58.8	0.3
Delay (s)	106.1	36.0	0.4	63.2	72.5	0.3	104.1	67.6	0.1	80.5	105.3	0.3
Level of Service	F	D	Α	Ε	Ε	Α	F	Е	Α	F	F	A
Approach Delay (s)		37.2			63.6			73.6		•	69.0	- 1
Approach LOS		D			Ε			E			E	
Intersection Summary	59)55 FE	eneria.		are to take		singuis.	ORDERNO		teade en e			IS-SIT Nobels
HCM Average Control D	elav		57.0	LI	CMLov	al of Co		2 1		684 83		
HCM Volume to Capacity	ratio		1.08		SIVI Lev	el of Se	rvice		Е			
Actuated Cycle Length (s			120.0	e.	ını afla	-4 4i	/-·\		00.0			
Intersection Capacity Uti			91.3%			st time			20.0			
Analysis Period (min)		٤	15	iC	o reve	oi sev	/ice		F			
C Critical Lane Group			10									
z.mod. zano oroup												

	*	-	-	1	<b>+</b>	*	4	1	-	1	<del> </del>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	<u>ተተተ</u>	74	ሻሻ	ተተተ	74	ሻሻ		7	and the second	A STATE OF THE PARTY OF THE PAR	7
Volume (vph)	231	1667	369	160		358			136	343		257
Turn Type	Prot		Free	Prot		Free	Prot		Free			Free
Protected Phases	7	4		3	8		5			1	6	1100
Permitted Phases			Free			Free		_	Free	•	· ·	Free
Detector Phases	7	4		3	8		5	2		1	6	1100
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.5		8.5	20.5		8.5	20.5		8.5	20.5	
Total Split (s)	13.0	55.2	0.0	12.7	54.9	0.0	21.1	34.7	0.0	17.4	31.0	0.0
Total Split (%)	10.8%	46.0%	0.0%	10.6%	45.8%	0.0%	17.6%	28.9%	0.0%	14.5%	25.8%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	0.070
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?								9		2000	Lug	
Recall Mode	Min	C-Min		Min	C-Min		Min	Min		Min	Min	
Act Effct Green (s)	9.0	51.2	120.0	8.7	50.9	120.0	17.1	30.7	120.0	13.4	27.0	120.0
Actuated g/C Ratio	0.08	0.43	1.00	0.07	0.42	1.00	0.14	0.26	1.00	0.11	0.22	1.00
v/c Ratio	1.01	0.86	0.26	0.70	1.06	0.25	1.04	0.97	0.11	1.04	1.09	0.19
Control Delay	113.7	36.4	0.4	70.3	72.0	0.4	102.4	79.9	0.1	107.8	115.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.7	36.4	0.4	70.3	72.0	0.4	102.4	79.9	0.1	107.8	115.0	0.3
LOS	F	D	Α	Е	E	Α	F	E	A	F	F	Α
Approach Delay		38.4			62.0			77.7		•	82.9	
Approach LOS		D			E			E			02.5 F	
Interpolition Comment	TPTO WILLIAM DELL	200 200	COSA NACEDIA	E-STORY SHIP	This is a supplemental to the supplemental to	TO STORE OF THE OWNER, OR	PART HALLMAN					

Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 60 (50%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 130

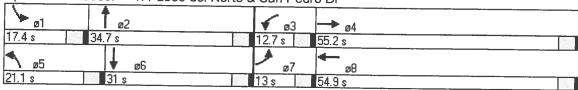
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09 Intersection Signal Delay: 59.7 Intersection Capacity Utilization 92.2%

Intersection LOS: E ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Paseo del Norte & San Pedro Dr



											101	112001
	*	-	•	•	<b>←</b>	*	4	†	-	-	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	44	ተተተ	74	14.64	ተተተ	74	14.54	<b>↑</b>			Charles Committee of	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	0.97		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00		0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	1845	1568	3400		1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	1845	1568	3400	1845	1568
Volume (vph)	231	1667	369	160	2085	358	395	358	136	343	394	257
Peak-hour factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92	0.78	0.78	0.78	0.87	0.87	0.87
Adj. Flow (vph)	257	1852	410	174	2266	389	506	459	174	394	453	295
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	257	1852	410	174	2266	389	506	459	174	394	453	295
Turn Type	Prot		Free	Prot		Free	Prot		Free	Prot	100	Free
Protected Phases	7	4		3	8		5	2		1	6	1100
Permitted Phases			Free			Free		_	Free	•	O	Free
Actuated Green, G (s)	8.5	50.7	120.0	8.2	50.4	120.0	16.6	30.2	120.0	12.9	26.5	120.0
Effective Green, g (s)	9.0	51.2	120.0	8.7	50.9	120.0	17.1	30.7	120.0	13.4	27.0	120.0
Actuated g/C Ratio	0.08	0.43	1.00	0.07	0.42	1.00	0.14	0.26	1.00	0.11	0.22	1.00
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	1.00
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	255	2149	1568	247	2136	1568	485	472	1568	380	415	1568
v/s Ratio Prot	c0.08	0.37		0.05	c0.45		c0.15	c0.25	.000	0.12	c0.25	1300
v/s Ratio Perm			c0.26			0.25		00.20	0.11	0.12	00.20	0.19
v/c Ratio	1.01	0.86	0.26	0.70	1.06	0.25	1.04	0.97	0.11	1.04	1.09	0.19
Uniform Delay, d1	55.5	31.2	0.0	54.4	34.5	0.0	51.5	44.2	0.0	53.3	46.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	58.4	4.8	0.4	8.8	38.0	0.4	52.6	34.1	0.1	56.0	71.1	0.3
Delay (s)	113.9	36.0	0.4	63.2	72.5	0.4	104.1	78.4	0.1	109.3	117.6	0.3
Level of Service	F	D	Α	E	E	Α	F	E	A	F	F	Α
Approach Delay (s)		38.2			62.0			77.8	1		84.5	^
Approach LOS		D			E			E			04.5 F	
Intersection Summary		METHODE I	NEADS/NEXT	AUTHORIS S	many investme	v ee manaa	9700a 39812710		erasone se		TELEPISE STREET	nert disease
HCM Average Control D	elav		59.9		CM Lev	ol of Co			in in the same of			150
HCM Volume to Capacity			1.09		SIVI LEVI	ei oi Se	rvice		Е			
Actuated Cycle Length (s			120.0	0.	ım efle	-44:	′-\		00.0			
Intersection Capacity Util			2.2%		ım of lo: U Level				20.0			
Analysis Period (min)		2	15	iC	o revei	or serv	rice		F			
c Critical Lane Group			13									
Modi Lario Group												

	*	<b>→</b>	7	1	4-	*	4	†	-	1	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተተ	7	*	ተተተ	74	75	<b>†</b>	74	77		7
Volume (vph)	257	2254	161	291	1730	207	385	422	442	476		302
Turn Type	pm+pt		Free	pm+pt		Free	Prot	,	Free	Prot		Free
Protected Phases	7	4		3			5	2		1	6	1100
Permitted Phases	4		Free	8		Free	_	_	Free		•	Free
Detector Phases	7	4		3	8		5	2		1	6	1100
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	20.3	57.0	0.0	19.0	55.7	0.0	21.1	33.0	0.0	21.0	32.9	0.0
Total Split (%)	15.6%	43.8%	0.0%	14.6%	42.8%	0.0%	16.2%	25.4%	0.0%	16.2%	25.3%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	0.070	4.0	4.0	0.070
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?					Ŭ			3			Lug	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)	69.3	53.0	130.0	66.7	51.7	130.0	17.1	29.0	130.0	17.0	28.9	130.0
Actuated g/C Ratio	0.53	0.41	1.00	0.51	0.40	1.00	0.13	0.22	1.00	0.13	0.22	1.00
v/c Ratio	0.99	1.17	0.11	1.24	0.95	0.14	0.99	1.18	0.32	1.18	0.95	0.21
Control Delay	89.1	116.9	0.1	168.5	49.3	0.2	96.6	146.4	0.5	148.7	83.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.1	116.9	0.1	168.5	49.3	0.2	96.6	146.4	0.5	148.7	83.8	0.3
LOS	F	F	Α	F	D	Α	F	F	Α	F	F	Α
Approach Delay		107.2			60.3			79.4			88.8	
Approach LOS		F			E			E			F	
Intersection Summary						SOUTH VIEW	NO MESS				NIS/Javana	SALABRAS

Cycle Length: 130 Actuated Cycle Length: 130

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

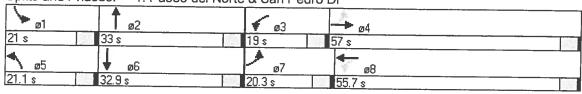
Maximum v/c Ratio: 1.24 Intersection Signal Delay: 84.9

Intersection Capacity Utilization 108.8%

Analysis Period (min) 15

Intersection LOS: F ICU Level of Service G

Splits and Phases: 1: Paseo del Norte & San Pedro Dr



	۶	<b>→</b>	*	1	-	4	4	†	-	-	<del> </del>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N.	ተተተ	74	ሻ	ተተተ	7	ሻሻ		7	ሻሻ	<b>†</b>	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	0.91	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752		1568	1752	5036	1568	3400	1845	1568	3400	1845	1568
Flt Permitted	0.08	1.00	1.00	0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	139	5036	1568	143	5036	1568	3400	1845	1568	3400	1845	1568
Volume (vph)	257	2254	161	291	1730	207	385	422	442	476	355	302
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	273	2398	171	320	1901	227	443	485	508	523	390	332
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	273	2398	171	320	1901	227	443	485	508	523	390	332
Turn Type	pm+pt		Free	pm+pt		Free	Prot		Free	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			Free			Free
Actuated Green, G (s)	67.3	52.0	130.0	64.7	50.7	130.0	16.1	28.0	130.0	16.0	27.9	130.0
Effective Green, g (s)	69.3	53.0	130.0	66.7	51.7	130.0	17.1	29.0	130.0	17.0	28.9	130.0
Actuated g/C Ratio	0.53	0.41	1.00	0.51	0.40	1.00	0.13	0.22	1.00	0.13	0.22	1.00
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	276	2053	1568	259	2003	1568	447	412	1568	445	410	1568
v/s Ratio Prot	0.12	0.48		c0.14	0.38		0.13	c0.26		c0.15	0.21	
v/s Ratio Perm	0.40		0.11	c0.49		0.14			c0.32			0.21
v/c Ratio	0.99	1.17	0.11	1.24	0.95	0.14	0.99	1.18	0.32	1.18	0.95	0.21
Uniform Delay, d1	41.8	38.5	0.0	59.7	37.9	0.0	56.4	50.5	0.0	56.5	49.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	50.6	81.3	0.1	134.7	10.4	0.2	40.1	102.3	0.5	100.2	32.0	0.3
Delay (s)	92.4	119.8	0.1	194.4	48.3	0.2	96.4	152.8	0.5	156.7	81.9	0.3
Level of Service	F	F	Α	F	Ð	Α	F	F	Α	F	F	Α
Approach Delay (s)		110.0			62.9			81.6			91.6	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control D			87.5	H	CM Lev	el of Sei	rvice		F			
HCM Volume to Capacity			1.16									
Actuated Cycle Length (s			130.0			st time (			12.0			
Intersection Capacity Uti	lization	10	08.8%	IC	U Leve	of Serv	rice		G			
Analysis Period (min)			15									
c Critical Lane Group												

### 1: Paseo del Norte & San Pedro Dr

	<i>&gt;</i>	-	*	1	←	*	4	†	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	ተተተ	75	14	ተተተ	74	ሻሻ	Print and the second	7	ሻሻ		7
Volume (vph)	265		161	291	1730	294		444	442			310
Turn Type	pm+pt		Free	pm+pt		Free	Prot		Free			Free
Protected Phases	7	4		3			5	2	. 100	1	6	1100
Permitted Phases	4		Free	8		Free	_	_	Free	•	U	Free
Detector Phases	7	4		3	8		5	2	. 100	1	6	1166
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.5		8.5	20.5		8.5	20.5		8.5	20.5	
Total Split (s)	20.3	57.0	0.0	19.0	55.7	0.0	21.1	33.0	0.0	21.0	32.9	0.0
Total Split (%)	15.6%	43.8%	0.0%	14.6%	42.8%	0.0%	16.2%	25.4%	0.0%	16.2%	25.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	0.070	3.5	3.5	0.070
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?					J			9		Loud	Lug	
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)	69.3	53.0	130.0	66.7	51.7	130.0	17.1	29.0	130.0	17.0	28.9	130.0
Actuated g/C Ratio	0.53	0.41	1.00	0.51	0.40	1.00	0.13	0.22	1.00	0.13	0.22	1.00
v/c Ratio	1.02	1.17	0.11	1.24	0.95	0.21	0.99	1.24	0.32	1.33	1.01	0.22
Control Delay	97.3	116.9	0.1	168.5	49.3	0.3	96.6	168.5	0.5	206.6	97.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	116.9	0.1	168.5	49.3	0.3	96.6	168.5	0.5	206.6	97.5	0.3
LOS	F	F	Α	F	D	Α	F	F	A	F	F	Α
Approach Delay		107.9			58.1	-	-	88.3		•	120.8	
Approach LOS		F			Ε			F			F	
Intersection Summon	SHIP OF CHIME				althorist concerns				The second section is a second section of the second section is a second section of the section of the section of			

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

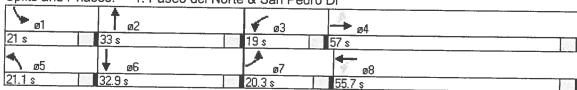
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 91.1

Intersection Capacity Utilization 111.8%

Analysis Period (min) 15

Intersection LOS: F ICU Level of Service H

Splits and Phases: 1: Paseo del Norte & San Pedro Dr



	•	<b>→</b>	*	1	4-	•	1	<b>†</b>	1	-	<b>+</b>	1
Movement	EBL		EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	**	ተተተ	7	Ť	ተተተ	78	757	<b>↑</b>	7			7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		1900		1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	0.91	1.00	0.97		1.00		1.00	1.00
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752		1568	1752	5036	1568	3400	1845	1568	3400	1845	1568
Fit Permitted	0.08	1.00	1.00	0.08	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	139	5036	1568	143	5036	1568	3400	1845	1568	3400	1845	1568
Volume (vph)	265	2254	161	291	1730	294	385	444	442	539	378	310
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	282	2398	171	320	1901	323	443	510	508	592	415	341
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	282	2398	171	320	1901	323	443	510	508	592	415	341
Turn Type	pm+pt		Free	pm+pt		Free	Prot		Free	Prot		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			Free		_	Free
Actuated Green, G (s)	68.3	52.5	130.0	65.7	51.2	130.0	16.6	28.5	130.0	16.5	28.4	130.0
Effective Green, g (s)	69.3	53.0	130.0	66.7	51.7	130.0	17.1	29.0	130.0	17.0	28.9	130.0
Actuated g/C Ratio	0.53	0.41	1.00	0.51	0.40	1.00	0.13	0.22	1.00	0.13	0.22	1.00
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	276	2053	1568	259	2003	1568	447	412	1568	445	410	1568
v/s Ratio Prot	0.13	0.48		c0.14	0.38		0.13	c0.28		c0.17	0.22	
v/s Ratio Perm	0.42		0.11	c0.49		0.21			c0.32			0.22
v/c Ratio	1.02	1.17	0.11	1.24	0.95	0.21	0.99	1.24	0.32	1.33	1.01	0.22
Uniform Delay, d1	42.0	38.5	0.0	59.7	37.9	0.0	56.4	50.5	0.0	56.5	50.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	59.9	81.3	0.1	134.7	10.4	0.3	40.1	126.3	0.5	163.5	47.5	0.3
Delay (s)	101.9	119.8	0.1	194.4	48.3	0.3	96.4	176.8	0.5	220.0	98.1	0.3
Level of Service	F	F	Α	F	D	Α	F	F	Α	F	F	Α
Approach Delay (s)		110.8			60.6			91.2			126.9	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM Average Control Do			94.4	Н	CM Lev	el of Ser	vice		F			
HCM Volume to Capacity			1.20									
Actuated Cycle Length (s			130.0	Su	m of lo	st time (	s)		12.0			
Intersection Capacity Util	lization	11	1.8%	IC	U Level	of Serv	ice		Н			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection #2
Alameda Blvd. / San Pedro Dr.

	۶	-	7	1	<b>←</b>	*	•	†	1	1	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations Sign Control		<b>ी</b> Stop	7	٦	Stop		٦	Stop	11011	ሻ	\$ Stop	ODIN
Volume (vph)	89	301	336	19	435	3	368	30	13	2	50	555
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.83	0.83	0.83	0.86	0.86	0.86
Hourly flow rate (vph)	105	354	395	21	478	3	443	36	16	2	58	645
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2			TISK N	
Volume Total (vph)	459	395	21	481	443	52	2	703				12 Aug 2017
Volume Left (vph)	105	0	21	0	443	0	2	0				
Volume Right (vph)	0	395	0	3	0	16	0	645				
Hadj (s)	0.17	-0.65	0.55	0.05	0.55	-0.16	0.55	-0.59				
Departure Headway (s)	9.6	8.8	10.0	9.5	10.0	9.3	10.0	8.9				
Degree Utilization, x	1.22	0.96	0.06	1.27	1.23	0.13	0.01	1.74				
Capacity (veh/h)	382	406	355	386	367	383	354	409				
Control Delay (s)	148.3	64.6	12.4	167.0	152.6	12.5	11.9	362.5				
Approach Delay (s)	109.6		160.6		137.9		361.3					
Approach LOS	F		F		F		F					
Intersection Summary	THE		All Sales			Mark.			NE STANSON		NAMES AND ASSOCIATED BY	SERVICE SERVICE
Delay	· · · · · · · · · · · · · · · · · · ·		194.6							register de extrac	CONTRACTOR OF THE PERSON OF TH	THE STATE OF
HCM Level of Service			F									
Intersection Capacity Uti Analysis Period (min)	lization	1	14.5% 15	IC	CU Leve	l of Ser	vice		Н			

	۶	<b>→</b>	7	•	4	*	4	1	<i>p</i>	1	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations Sign Control		र्बी Stop	7	Y	Stop		ሻ	₽ Stop	TO STREET AND THE	۲	Stop	00.1
Volume (vph)	71	503	679	12		7	410	70	40	16	79	243
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.94	0.94	0.94	0.85	0.85	0.85
Hourly flow rate (vph)	82	578	780	13	424	8	436	74	43	19	93	286
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	660	780	13	432	436	117	19	379		Contract Contract		-47
Volume Left (vph)	82	0	13	0	436	0	19	0				
Volume Right (vph)	0	780	0	8	0	43	0	286				
Hadj (s)	0.11	-0.65	0.55	0.04	0.55	-0.20	0.55	-0.48				
Departure Headway (s)	9.3	8.6	10.1	9.6	10.0	9.3	10.2	9.2				
Degree Utilization, x	1.71	1.87	0.04	1.15	1.21	0.30	0.05	0.97				
Capacity (veh/h)	390	424	347	386	365	383	347	379				
Control Delay (s)	352.0	417.5	12.3	123.7	147.0	15.0	12.6	67.3				
Approach Delay (s)	387.5		120.4		119.1		64.7					
Approach LOS	F		F		F		F					
Intersection Summary												
Delay HCM Level of Service			248.0									
Intersection Capacity Uti Analysis Period (min)	lization	10	F 06.3% 15	Ю	CU Leve	l of Serv	vice		G			

Intersection #3
Holly Ave. / San Pedro Dr.

											10/1	4/2007
	فر	<b>—</b>	• >	*	· +	- 4		<b>†</b>	-	-	Ţ	4
Movement	EE			R WB	L WB	T WBF	R NBI	L NBT	NBR	SBL	SBT	SBR
Lane Configurations Sign Control Grade		€¶ Stop 0%	)		Stop 0%	)		Free 0%		ሻ	<b>↑</b> ↑	SBR
Volume (veh/h)		4 4		23			129		146	41	0%	-
Peak Hour Factor	0.7			0.85					0.82	0.90	477 0.90	7
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s)	3	1 5	i 14	272	2 5	35			178	46	530	0.90
Percent Blockage Right turn flare (veh) Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft) pX, platoon unblocked								556				
vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol	1332 625 707	625	269	1485 1112 373	1741 1112 629	443	538			887		
vCu, unblocked vol	1332		269	1485	1741	443	538			007		
tC, single (s)	7.6		7.0	7.6	6.6	7.0	4.2			887		
tC, 2 stage (s)	6.6	5.6		6.6	5.6		7.6			4.2		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	96	98	0	97	94	85			94		
cM capacity (veh/h)	181	132	726	142	149	559	1020			753		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	Bio Attrac	l Till Straigt for		CONTRACT
Volume Total	51	312	157	472	414	46	353	184	KE SERVE			EAS!
/olume Left	31	272	157	0	0	46	0	0				
/olume Right	14	35	0	0	178	0	Ő	8				
SH	219	156	1020	1700	1700	753	1700	1700				
/olume to Capacity	0.23	2.00	0.15	0.28	0.24	0.06	0.21	0.11				
Queue Length 95th (ft) Control Delay (s)	22	608	14	0	0	5	0	0				
ane LOS	26.3	522.1	9.2	0.0	0.0	10.1	0.0	0.0				
pproach Delay (s)	D	F	Α			В						
pproach LOS	26.3 D	522.1 F	1.4			8.0						
tersection Summary							Section 2	H MARKAGAN			(T) // (1) (1)	tillite.
verage Delay tersection Capacity Utili nalysis Period (min)	zation	5	83.4 4.5% 15	IC	U Level	of Serv	ice		A	er e		

	۶	<b>→</b>	7	1	4	*	4	†	-	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations Sign Control Grade		Stop 0%			Stop 0%		۲	<b>↑</b> ; Free 0%		75	<b>↑</b> ↑ Free 0%	
Volume (veh/h)	21	4	35	300	4	28	167	659	109	38	759	17
Peak Hour Factor	0.75	0.75	0.75	0.85	0.85	0.85	0.82	0.82	0.82	0.91	0.91	0.91
Hourly flow rate (vph) Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage	28	5	47	353	5	33	204	804	133	42	834	19
Right turn flare (veh)		D - 1 1										
Median type Median storage veh)	•	Raised			Raised							
Upstream signal (ft) pX, platoon unblocked		1			1			556				
vC, conflicting volume vC1, stage 1 conf vol	1771 927	2271 927	426	1827 1277	2214 1277	468	853			937		
vC2, stage 2 conf vol vCu, unblocked vol	844 1771	1344 2271	426	550 1827	936	400	050			007		
tC, single (s)	7.6	6.6	7.0	7.6	2214 6.6	468 7.0	853 4.2			937 4.2		
tC, 2 stage (s)	6.6	5.6	7.0	6.6	5.6	7.0	4.2			4.2		
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	75	94	92	0	94	94	74			94		
cM capacity (veh/h)	112	88	574	86	76	539	776			721		
Direction, Lane#	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	80	391	204	536	401	42	556	297				
Volume Left	28	353	204	0	0	42	0	0				
Volume Right cSH	47	33	0	0	133	0	0	19				
Volume to Capacity	205 0.39	93 4.22	776 0.26	1700	1700	721	1700	1700				
Queue Length 95th (ft)	43	Err	26	0.32	0.24	0.06	0.33	0.17				
Control Delay (s)	33.5	Err	11.3	0.0	0.0	5 10.3	0 0.0	0 0.0				
Lane LOS	D	F	В	0.0	0.0	10.5 B	0.0	0.0				
Approach Delay (s)	33.5	Err	2.0			0.5						
Approach LOS	D	F										
Intersection Summary					SCHOOL STA	Hallalari	78/63/8				NATEDA	
Average Delay Intersection Capacity Uti Analysis Period (min)	lization		561.0 66.0% 15	IC	U Level	of Serv	rice		С			

Intersection #4
Holly Ave. / Driveway "A"

	-	•	1	<b>—</b>	4	-	
Movement	EBI	EBR	WBL	WBT	NBL	NBR	
Lane Configurations Sign Control Grade Volume (veh/h)	Free 0%	<b>;</b>	······································	र्दी Free 0%	Stop 0%		
Peak Hour Factor Hourly flow rate (vph) Pedestrians Lane Width (ft)	47 0.85 55	0.85	0.85	149 0.85 175	1 0.85 1	76 0.85 89	
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type					None		
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume			56				
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol			56 56		443 443	56 56	
tC, single (s) tC, 2 stage (s) tF (s)			4.1		6.4	6.2	
p0 queue free % cM capacity (veh/h)	Market Carry		93 1542		100 531	91 1008	
Direction, Lane # Volume Total	EB 1	WB 1	NB 1				
Volume Fotal Volume Left Volume Right cSH	56 0 1 1700	281 106 0 1542	91 1 89				
Volume to Capacity Queue Length 95th (ft) Control Delay (s)	0.03 0 0.0	0.07 6 3.2	996 0.09 7 9.0				
Lane LOS Approach Delay (s) Approach LOS	0.0	A 3.2	9.0 A				
Intersection Summary					76.30301	DECEMBER S	The Control of the Co
Average Delay Intersection Capacity Utili Analysis Period (min)	ization	3	4.0 80.9% 15	ICL	l Level	of Service	e A

# **Traffic Count Data Sheet**

₩bH	MPH		Pedro)	œ	33	39	38	2	44	33	44	44	479	2 10	S. – .0				Pedro)	œ	49	28	28	32	40	35		200	10	195	3.4%		
45	35 5/23/06		Southbound (San	⊢	35	48	56	67	49	47	69	60	220	<b>7 7</b> 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	2 2	%!.!.	0.87		Southbound (San Pedro)	<b> -</b> -	4	55	52	46	70	52	22	3 5	- 2	727	3.8%	13.7%	0.91
del Norte)=	t (San Pedro)= Date of Count:		South		35	51	64	57	42	53	43	39	214	36%	2				Southb		66	96	95	62	109	112	86	22	270	3/3 2/3	6.5%		
Speed Limit (Paseo del Norte)=	Speed Limit (San Pedro)= Date of Count:		- G	~	4	11	12	25	24	40	50	57	72	1.3%					rearo)	œ	39	34	44	57	48	46	55	55	20%	<b>204</b>	3.5%		
Speed Li	Speed	() pario	NOTHINDUMIN (San	-	#	21	46	49	33	35	<del>23</del>	46	149	2.7%	% 6	0.40	0.78	o/ Paris	Nottilbound (San Pedro	-	32	34	34	24	53	47	47	39	186	001	3.2%	10.7%	0.87
		Morth	NOILE.	_	33	45	7.1	88	79	55	40	35	283	5.2%				Morth	MORTIN	_	54	64	99	45	77	99	40	58	234	700	5.5		
	UNSIGNALIZED	del Norte)	ממונים	۲ (	388	33	31	37	41	42	34	37	142	2.6%				lel Norte)	TO LEG	Y	25	17	24	48	16	21	38	21	96	1 7%	2		
el Norte	_	Westbound (Paseo del Norte)	 	-   1	410	546	495	540	461	384	385	430	2042	37.3%	42.1%	0.92		Westbound (Paseo del Norte)	) 	- 6	-581	351	351	343	472	386	420	368	1646	28.4%	20.000	32.0%	0.91
E-W Street Paseo del Norte	N-S Street: <b>San Pedro</b>	Westbou	-	7 6	A	C7	23	45	23	59	17.	434	116	2.1%				Westbour	-	7 5	99	RJ S	672	₽,	33	40	41	34	148	2.6%	:		
E-W Stree	N-S Street	del Norte)	α	77	100	97,	01.1	104	65	96	40	43	345	6.3%				del Norte)	0	200	40	9, 5	400	2 8	97	33	33	35	133	2.3%			
		Eastbound (Paseo		250	275	200	200	439	594	999	A04	474	1590	29.1%	37.6%	0.90				361	470	470	414 505	200	700	497	26/	541	2162	37.3%	43.0%	2000	0.34
2006		Eastbou		17					70	40	2	4	123	2.2%				Eastbound (Paseo		5.4	45	15	4	74		4 5	ဂ္ဂ	09	198	3.4%			
aken:		End	Time	7:15 AM	7:30 AM	7.45 AM	D-OC ARA	0.00 AIVI	8-30 AM	8-15 AM	0.00 ANA	Volumos	Acidilles			actor		End	Time	4:15 PM	4.30 PM	4.45 PM	5:00 PM	5-15 DM	5.20 DM	5.45 DAM	W - C - C	6:00 PIM	volumes			ctor	
Year Counts Taken:		Begin	Time	7:00 AM	7:15 AM	7:30 AM	7.45 AM	A-OO AM	8-15 AM	8:30 AM	8.45 AM	AM Deat Hour Volumes	% of Total Targe	% Directional	A Disclibial	AM Peak Hour Factor		Regin	Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5.15 PM	5:30 DM	N. 10.00	MH C4:0	FIM PEAK HOUR VOIUMES	% of Total Traffic	% Directional	PM Peak Hour Factor	

# **Traffic Count Data Sheet**

		<u> </u>	~			T			_	T						%		
MPH MPH		n Pedr	- A	d	, ,	P	7	,	6	1		θ	4	9	•	0.7%		
N/A 35		Southbound (San Pedro)	_	63	QZ Z		110	96	114	6	33	96	113	413		46.0%	46.7%	06.0
imit (Holly)= t (San Pedro)= Date of Count:		South		θ	Ø		0	0	0	c	5	θ	θ	0	900	0.0%		
Speed Limit (Holly)= Speed Limit (San Pedro)= Date of Count:		rearo)	œ	θ	Ø		0	0	0	c		θ	θ	0	/00	0.0%		
Speed	and /con	Mortingonna (San Pearo)	<b>⊢</b>	45	<i>£</i> 9	10	10	86	108	63		ee	83	351	30 1%	90.	49.6%	0.82
	North	MOIGH		14	23	22	31 5	777	28	22	000	8	£23	94	10.5%			
UNSIGNALIZED	(Alla)		Y	θ	0	c		0	0	0	c	P	A	0	%0.0	2		
	Westbound (Holly)	-	-	θ	θ.	0		> (	0	0	0	D	A	0	%0:0	800	0.0	#DIV/0I
E-W Street Holly N-S Street: San Pedro	Wes	_	٥	A	θ	0	c		5	0	U		Α (	0	%0:0			
E-W Street Holly N-S Street: San P	olly)	Ω		+	4	4	-	-	1	2	4	0	2	Ξ	1.2%			
	Eastbound (Ho	  -		D	A	0	0		0	0	θ	Q		<b>&gt;</b>	%0.0	3.8%	77.0	7.77
2005	East		Q	0 0	D	9	က	1	- 1		c.b	7+	22	3 6	7.0%			
ken:	End	Time	7.15 AM	7.30 AAA	7.47 A 24.7	/:45 AM	8:00 AM	8:15 AM	D-20 ANA	0.30 AW	8:45 AM	9:00 AM	/olimbe				tor:	
Year Counts Taken:	Begin	Time	7:00 AM	7.15 AM	7.20 AAA	7.30 AIM	7:45 AM	8:00 AM	8-15 AM	0.00 A M	8:30 AM	8:45 AM	AM Peak Hour Volumes	% of Total Traffic	Wall otal Hallic	% Directional	AM Peak Hour Factor	

	L	9001	7	- II-1	***								
į	] ]	Las	Lastbouild (noi	Olly)	We	Westbound (Holly)	tolly)	North	Northbound (San Pedro)	Padra	Couth	of Parity	0
ıme	ime	_	<b> </b>	α		-		-	2	Omo	SOUTH	Southbould (San Pedro)	rearo)
4.00 PM	1.15 DM	7			اٍد	-	۷	٦	_	œ		<u> -</u>	œ
	N 0.1	P	A	<b>*</b>	θ	θ	θ	30	20	Q	C	100	
4:15 PM	4:30 PM	Ð	θ	42	D D	c	<	000				99	+
4:30 PM	4:45 PM	4	U	١٥		D	D G	P	131	θ	θ	442	CP)
4.45 PM	5.00 DM	u			D (	Ð	А	28	94	0	0	153	2
	A .	P	A	Ф	θ	0	θ	55	70	Ū	Q	160	c
5:00 PIM	5:15 PM	7	0	က	c	c	c	25			P	404	'n
5:15 PM	5:30 PM	4	c	7				22	82	0	0	166	7
5.30 DM	K-AE DAA	-				0	0	28	122	0	0	206	4
- CO:O	0.40 F WI	,	>	13	0	<u> </u>	_	77	00	<			
5:45 PM	6:00 PM	7	c	11				17	00	0	0	188	2
PM Peak Hour Volumes	Volumes	20		24			0	70	90	0	0	186	9
0/ of T-1-1 T		2	>	4	>	0	0	107	385	0	o	746	17
% of lotal Iraffic		1.5%	%0:0	2.6%	0.0%	%0 0	%U U	700	70 46	, ,		2	/
% Directional			A 10%		!	2 6	200	0.2.0	74.67	0.0%	0.0%	22.0%	1.3%
DM Dook Hour Engles	100		2			0.0%			37.6%			58.3%	
I M I CON LIGHT I A	כוסו		0.68			#DIV/UI			6				

## **Traffic Count Data Sheet**

MPH MPH		edro)	~	27	67	70	54	69	51		27	<del>3</del> 6	48	231	42.00	13.0%		
35 M 40 M	5010131	Southbound (San Pedro)	 	ct	-	*   1	2	4	7	L	<b>P</b>	9	<i>∂</i> +	20	1 20/	0/ 7:1	14.8%	0.86
	in in in in in in in in in in in in in i	Southbo	<u> </u>	θ	c		0	0	<b>.</b>	9	D C	7+	72	7	0.1%	9/		
Speed Limit (Alameda)= Speed Limit (San Pedro)= Date of Count*		edro)	œ	7	6	,	7	9	_	-	4	7	ch	12	%2.0	2		
Speed L	( ) P	Northbound (San Pedro)	<u> </u>	4	9	u	ا	2	10	2	D L	e !	+3	27	1.6%	2000	22.3%	0.83
	Northbo	Northbo		7.4	77	Se	3	104	74	55	200	40	₽	341	20.0%			
LIZED	(cha)	cad)	Y	42	7	-	-		0	7		+	y c	n	0.2%			
o UNSIGNALIZED	Westbound (Alamada)	- H	- ;	\$	111	115	740	01.0	8.1	899	04	5 6	200	472	25.0%	%E 9C	20:02	0.91
Alameda San Pedr	Westho	-	<b>-</b>  -	Ф	7	က	4	,	4	ďρ	4	-	D &	<u>n</u>	1.1%			
E-W Street Alameda N-S Street: San Pedro	meda)		2 2	\$	(2)	09	86	8	12	96	69	52	282	707	16.6%			
ш∠	Eastbound (Alam	-  -	- 19	3 3	/0	59	69	67	5 6	the state of	44	6.5	262	1 2 2	15.4%	36.6%	0.85	
2005	Eastbo	_	13	2 8	70	6	17	24		4.7	75	40	78	,60	4.0%			
en:	End	Time	7-15 AM	7.30 AM		7:45 AM	8:00 AM	8:15 AM	8.30 AM	0.50 AIVI	8:45 AM	9:00 AM	olumes				tor	
Year Counts Taken:	Begin	Time	7:00 AM	7.15 AM	7.00 444	7:30 AM	7:45 AM	8:00 AM	8-15 AM	O. IO. IN	8:30 AM	8:45 AM	AM Peak Hour Volumes	% of Total Traffic		% Ulrectional	AM Peak Hour Factor	

negin	End	East	Eastbound (Alameda)	meda)	West	Westhound (Alamada)	model	MARK	0, 1				
Time	Limo	-	F	,		מונה לטומ	illeday	MOLEND	Normbound (San Pedro)	redro)	South	Southbound (San Pedro)	Pedro)
		ا	-	צ		<u> </u>	œ		F	0	-	F	
4:00 PM	4:15 PM	46	117	87	С	00	,				4		צ
1.15 DA	A 4.20 C. A	1		5	D	99	ط ہ	<del>6.1</del>	ĽΦ	θ	ch	đ	38
N 101.4	4.30 P.IVI	CL	124	131	7	6	•	00	47	1		, ,	3
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A-A5 DM	F.00 DA	200		2	+	င်	-	101	6	-	_	12	38
N - Ot. t	0.00 P.IM	77	129	192	7	103	c	מצ	42	0	,		3
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30	2011100	2	404	043	7.7	374	_	360	61	36	4	47	440
% of Total Traffic		3.0%	21.5%	28.6%	0.5%	16.20/	èc	0000	, ;	8	2	ì	140
% Directional				200	2.0	0.070	0.3%	16.0%	2.7%	1.6%	0.4%	2.1%	%9'9
N DI CCIOITAI			53.1%			17.5%			20 39/				9
PM Peak Hour Factor	actor		0.87						20.370			9.1%	
			10.0			0.91			V 0 V				
												0.83	

Alameda San Pedro 2005 Cnt.xls