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Renaissance Center Commercial Development

(Renaissance Blvd. / Alexander Blvd.)

Traffic Impact Study

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FINAL

Presented to:

City of Albuquerque
Transportation Development Section

Prepared for:

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Renaissance Center Comm. Dev. (Renaissance Blvd. / Alexander Blvd)
TRAFFIC IMPACT STUDY

STUDY PURPOSE

The study is being conducted in conjunction with a request for approval of a site development plan permitting the implementation of land uses consisting of retail & restaurant uses such as the one shown in the Appendix (Page A-2) of this report. 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 site development plan. This study is based on the assumption that the land uses implemented in the development of the project will be similar to those defined in the table on Page A-6 in the Appendix of this report. Should the developer propose land uses that would significantly increase the overall traffic generation for the 36,800 SF of shopping center & 8,000 SF of high turnover (sit down) restaurant, an update to this study would be required reflecting the proposed new conditions.

STUDY PROCEDURES

A scoping meeting was held in June 2007 with City of Albuquerque Transportation Development staff (Tony Loyd) prior to beginning the study to discuss scope and methodology to be utilized within the report. Specific items included format, intersections to be studied, intersection analysis procedures, existing traffic counts, trip distribution methodology, and implementation year definition.

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

- Calculate the generated trips for the proposed development of the 36,800 SF shopping center & 8,000 SF high turnover (sit down) restaurant as defined on Page A-2 of Appendix "A" of this report and more specifically defined in the Trip Generation Table on Page A-6 of the Appendix of this report. The trips generated for the implementation year analysis (2010) will assume that 100% of the development has occurred.
- Calculate trip distribution for the newly generated trips by this development. The new commercial trips will be distributed based on year 2010 population within a two mile radius (see pages A-9 thru A-14)
- Determine Trip Assignments for the newly generated trips based on the results of the Trip Distribution Analysis and logical routing to and from the new site, Page A-15 thru A-16.
- Perform AM Peak Hour and PM Peak Hour Turning Movement Volumes Traffic Counts for the intersections of Montano Rd. / Renaissance Blvd., Montano Rd. / Culture Dr., Renaissance Blvd. / Culture Dr., Renaissance Blvd. / Alexander Blvd., Renaissance Blvd. / Union Way, Union Way / Alexander Blvd and the existing driveway north of the site, Pages A-79 thru A-86.
- Use a generic growth rate of 3% for the project based on the potential for growth in the area.
- Determine the 2010 NO BUILD Volumes for each intersection to be analyzed by adding the background traffic growth from the year of the counts to 2010, Pages A-17 thru A-39.
- Add data from Trip Assignments Maps and Tables to the 2010 NO BUILD Volumes to obtain 2010 BUILD Volumes for this project, Pages A-17 thru A-39.

- Provide signalized and / or unsignalized intersection analyses for the following intersections:

INTERSECTION	TYPE CONTROL	NO BUILD ANALYSIS	BUILD ANALYSIS
Montano Rd. / Renaissance Blvd.	Traffic Signal	2010	2010
Renaissance Blvd. / Culture Dr.	Traffic Signal	2010	2010
Renaissance Blvd. / Alexander Blvd.	Traffic Signal	2010	2010
Renaissance Blvd / Union Way	Stop Sign	2010	2010
Union Way / Alexander Blvd	Stop Sign	2010	2010
Northern driveway / Union Way	Stop Sign	2010	2010
Driveway "A" / Alexander Blvd	Stop Sign	N/A	2010
Driveway "B" / Union Way	Stop Sign	N/A	2010
Driveway "C" / Union Way	Stop Sign	N/A	2010
Renaissance Blvd / Driveway 'D'	Stop Sign	N/A	2010

GENERAL AREA CHARACTERISTICS

This project is located along the north side of Renaissance Blvd. between Union Way and Alexander Blvd. The surrounding area is primarily zoned for commercial / industrial park. This site is currently bound on the east side by Alexander Blvd, on the west by Union Way, and on the south by Renaissance Blvd. The surrounding area is developed as industrial park / commercial type properties. There are still some undeveloped parcels in the area, but approximately 80% of the area is fully developed.

AREA STREET NETWORK

Montano Blvd. is classified as a Principal Arterial roadway on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area. It is primarily a four lane paved urban roadway from Edith Blvd. to I-25 with curb and gutter and raised medians. The posted speed limit on Montano Blvd. from Edith Blvd. to I-25 is 45 MPH.

Alexander Blvd. is classified as a Collector Street on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area. It is a four lane paved urban street with raised medians in the vicinity of this project.

Renaissance Blvd. and Culture Dr. are not classified on the Long Range Roadway System Map for the Albuquerque Metropolitan Planning Area. Renaissance Blvd. and Culture Dr. would be considered major local industrial streets. Both are paved four lane urban street facilities.

EXISTING TRAFFIC VOLUMES

2006 Average Weekday Traffic Volumes (AWDT) for major streets in the site plan area are shown on Page A-4 in the Appendix.

Existing AM and PM Peak Hour turning movement counts for the year 2007 were provided by the Consulting Engineer for the following intersections:

Montano Rd. / Renaissance Blvd.
Renaissance Blvd. / Alexander Blvd.
Renaissance Blvd. / Culture Dr
Renaissance Blvd. / Union Way
Union Way / Alexander Blvd
Northern Drive / Union Way
Driveway 'A' / Alexander Blvd
Driveway 'B' / Union Way

The counts and existing intersection geometry information are included on Appendix Pages A-79 thru A-86.

PROPOSED DEVELOPMENT

The subject area of land discussed in this report is comprised of approximately 4.4 acres. The proposed conceptual site development plan associated with this property defines the ITE Land Uses as summarized in the following table:

Land Use Summary Table

Land Use Description	Size Proposed
Shopping Center (820)	36,800 S.F.
High Turnover (Sit-Down) Restaurant (932)	8,000 S.F.

See the conceptual site development plan on Page A-2 in the Appendix of this report to acquire more detailed information about the proposed development. This study will analyze only the full development of the project.

There are four (4) proposed access points for the new site. One driveway will directly access Renaissance Blvd as a right-in, right-out only driveway (Driveway 'D'). Two of the driveways will access Union Way (Driveways 'B' and "C'). The fourth driveway will access Alexander Blvd. (Driveway 'A').

TRIP GENERATION

Projected trips were calculated from data in the Institute of Transportation Engineers Trip Generation report (7th Edition, 2003). Trips for the development were determined based on land uses defined in the Land Use Summary Table above.

The resulting number of trips generated for the proposed development (100%) are summarized in the following table:

Renaissance Commercial Development
(Renaissance Blvd. / Alexander Blvd.)
Trip Generation Data

USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
Summary Sheet	Units					
Shopping Center (820)	36.80	3,546	52	34	156	169
High Turnover (Sit-Down) Restaurant (932)	8.00	1,017	48	44	53	34
Subtotal		**4,563**	**100**	**78**	**209**	**203**

No adjustments have been made in the preceding table to the trip generation rates for Pass-by Trips for these land uses. See Appendix Page A-6 thru A-8 for the Trip Generation Summary Table and Worksheets for this project.

TRIP DISTRIBUTION

Primary and Diverted Linked Trips:

Commercial Land Uses

Primary and diverted linked trips for the commercial land use development were distributed proportionally to the 2010 projected population of Data Analysis Subzones within a three-mile radius of the proposed development. Population data for the years 2004 and 2030 were taken from the 2030 Socioeconomic Forecasts by Data Analysis Subzones for the MRCOG Region, S-07-01, 2007, Appendix B and Appendix C, supplied by the Mid-Region Council of Governments (MRCOG). Population data from the years 2004 and 2030 was interpolated linearly to obtain 2010 population data to utilize for this analysis. Population Subzones were grouped based on the most likely major street(s) or route(s) to the subject development. The trip distribution worksheets and associated map of subareas and data analysis subzones is shown on Appendix Pages A-10 thru A-13.

TRIP ASSIGNMENTS

Trip assignments for primary and diverted links 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 are shown on Appendix Pages A-15 thru A-16 of this report.

BACKGROUND TRAFFIC GROWTH

A generic growth rate of 3% was used for this project base on the potential for growth in the area.

PROJECTED PEAK HOUR TURNING MOVEMENTS FOR 2010 BUILDOUT

The generic growth rate was applied to the most recent peak hour traffic counts (conducted by the consulting engineer for this study) to establish the 2010 background traffic volumes. To these volumes, the generated trips based on implementation of the proposed Renaissance Center Development Plan were added to obtain 2010 BUILD volumes for the intersection analyses. See Appendix Pages A-20 thru A-39 for further information regarding 2010 turning movement counts.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were performed in accordance with the procedures for signalized and unsignalized intersections in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000, using TEAPAC Signal 2000 version 2 for signalized intersections (Operational Method) and HiCAP 2000 version for unsignalized intersections. For signalized intersections, the operational method of analysis was used for both the 2010 NO BUILD and BUILD conditions. In addition to utilizing the operational analysis for the intersections, the 1985 planning method was also used to provide additional information at the intersection to help define critical lane volumes and to help analyze a solution. (The Highway Capacity Software does not include the planning analysis).

Capacity analyses were performed for the following traffic conditions.

2010 without development of the subject property (NO BUILD)
2010 with development as per the Conceptual Site Development Plan (BUILD)

The results of the 2010 NO BUILD and 2010 BUILD capacity analyses are summarized in the following sections - *Results and Discussion of Intersection Capacity Analyses.*

RESULTS OF SIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2010)

Intersection #1 - Renaissance Blvd. / Alexander Blvd. - Pages A-43 thru A-46

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

Renaissance Blvd. / Alexander Blvd.	2010 NO BUILD		2010 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	B – 19.0	C – 22.5	C – 23.0	C – 24.1

The implementation year analysis of the intersection of Renaissance Blvd. / Alexander Blvd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The implementation year analysis shows that the proposed development increases the delay at the intersection by 1.6 to 4 seconds. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Renaissance Blvd. / Alexander Blvd.

Geometry used for the analysis of Renaissance Blvd. / Alexander Blvd. is demonstrated in the following table:

Existing Geometry (Renaissance Blvd. / Alexander Blvd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Renaissance Blvd.	1	0	1	1	0
WB Renaissance Blvd.	1	0	1	1	0
NB Alexander Blvd.	1	1	1	1	0
SB Alexander Blvd.	1	0	1	1	0

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

Queueing Analysis Summary Sheet

Project: Renaissance Center
Intersection: **Renaissance Blvd / Alexander Blvd**

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*19*	*140*	*2*	*164*	*Cont*	*0*	*22*	*0*
AM NO BUILD Queue	1	21	50	2	179	150	0	24	50
AM BUILD Queue	**1**	**21**	**50**	**2**	**187**	**175**	**0**	**24**	**50**
Existing Lane Length	*1*	*23*	*140*	*2*	*216*	*Cont*	*0*	*32*	*0*
PM NO BUILD Queue	1	25	75	2	235	200	0	35	75
PM BUILD Queue	**1**	**25**	**75**	**2**	**256**	**200**	**0**	**35**	**75**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*110*	*165*	*2*	*109*	*Cont*	*0*	*26*	*0*
AM NO BUILD Queue	1	120	200	2	119	125	0	28	75
AM BUILD Queue	**1**	**120**	**200**	**2**	**139**	**125**	**0**	**48**	**100**
Existing Lane Length	*1*	*148*	*165*	*2*	*247*	*Cont*	*0*	*26*	*0*
PM NO BUILD Queue	1	161	225	2	269	**225**	0	28	**75**
PM BUILD Queue	**1**	**161**	**225**	**2**	**311**	**250**	**0**	**70**	**125**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*25*	*165*	*2*	*20*	*Cont*	*0*	*124*	*0*
AM NO BUILD Queue	1	27	75	2	22	50	0	135	200
AM BUILD Queue	**1**	**28**	**75**	**2**	**23**	**50**	**0**	**135**	**200**
Existing Lane Length	*1*	*117*	*165*	*2*	*30*	*Cont*	*0*	*201*	*0*
PM NO BUILD Queue	1	128	200	2	33	50	0	219	300
PM BUILD Queue	**1**	**129**	**200**	**2**	**34**	**50**	**0**	**219**	**300**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*18*	*120*	*2*	*21*	*Cont*	*0*	*22*	*0*
AM NO BUILD Queue	1	20	50	2	23	50	0	24	50
AM BUILD Queue	**1**	**44**	**100**	**2**	**24**	**50**	**0**	**24**	**50**
Existing Lane Length	*1*	*36*	*120*	*2*	*39*	*Cont*	*0*	*49*	*0*
PM NO BUILD Queue	1	39	**75**	2	43	**50**	0	53	100
PM BUILD Queue	**1**	**100**	**175**	**2**	**46**	**75**	**0**	**53**	**100**

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

NOTE: Queue lengths are in feet.

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

Intersection #2 - Renaissance Blvd. / Culture Dr. – Pages A-47 thru A-50

The results of the implementation year analysis of the signalized intersection of Renaissance Blvd. / Culture Dr. are summarized in the following tables:

Renaissance Blvd. / Culture Dr.	2010 NO BUILD		2010 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	C – 22.8	C – 28.7	C – 22.8	C – 30.0

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

Geometry used for the analysis of Renaissance Blvd. / Culture Dr. is demonstrated in the following table:

Existing Geometry (Renaissance Blvd. / Culture Dr.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Renaissance Blvd.	1	0	1	1	0
WB Renaissance Blvd.	1	0	1	1	0
NB Culture Dr.	1	0	1	1	0
SB Culture Dr.	1	0	1	1	0

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

Queueing Analysis Summary Sheet

Project: Renaissance Center
Intersection: **Renaissance Blvd / Culture Dr**

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*10*	*110*	*2*	*228*	*Cont*	*0*	*71*	*0*
AM NO BUILD Queue	1	11	50	2	249	200	0	77	125
AM BUILD Queue	**1**	**11**	**50**	**2**	**253**	**200**	**0**	**104**	**175**
Existing Lane Length	*1*	*10*	*110*	*2*	*276*	*Cont*	*0*	*233*	*0*
PM NO BUILD Queue	1	11	50	2	301	250	0	254	**350**
PM BUILD Queue	**1**	**11**	**50**	**2**	**312**	**250**	**0**	**325**	**425**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*17*	*115*	*2*	*154*	*Cont*	*0*	*4*	*0*
AM NO BUILD Queue	1	19	50	2	168	150	0	4	25
AM BUILD Queue	**1**	**19**	**50**	**2**	**174**	**150**	**0**	**4**	**25**
Existing Lane Length	*1*	*65*	*115*	*2*	*349*	*Cont*	*0*	*4*	*0*
PM NO BUILD Queue	1	71	125	2	380	300	0	4	25
PM BUILD Queue	**1**	**71**	**125**	**2**	**392**	**300**	**0**	**4**	**25**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*98*	*100*	*2*	*61*	*Cont*	*0*	*121*	*0*
AM NO BUILD Queue	1	107	175	2	66	75	0	132	200
AM BUILD Queue	**1**	**142**	**225**	**2**	**66**	**75**	**0**	**132**	**200**
Existing Lane Length	*1*	*319*	*100*	*2*	*58*	*Cont*	*0*	*97*	*0*
PM NO BUILD Queue	1	348	**425**	2	63	75	0	106	175
PM BUILD Queue	**1**	**421**	**500**	**2**	**63**	**75**	**0**	**106**	**175**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*20*	*120*	*2*	*102*	*Cont*	*0*	*11*	*0*
AM NO BUILD Queue	1	22	50	2	111	125	0	12	50
AM BUILD Queue	**1**	**22**	**50**	**2**	**111**	**125**	**0**	**12**	**50**
Existing Lane Length	*1*	*37*	*120*	*2*	*124*	*Cont*	*0*	*37*	*0*
PM NO BUILD Queue	1	40	75	2	135	125	0	40	75
PM BUILD Queue	**1**	**40**	**75**	**2**	**135**	**125**	**0**	**40**	**75**

	AM	PM
Cycle Length:	120	120

NOTE: Queue lengths are in feet.

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

Intersection #4 - Montano Rd. / Renaissance Blvd. – Pages A-51 thru A-54

The results of the implementation year analysis of the signalized intersection of Montano Rd. / Renaissance Blvd. are summarized in the following tables:

Montano Rd. / Renaissance Blvd.	2010 NO BUILD		2010 BUILD	
	A.M.	P.M.	A.M.	P.M.
Existing Geometry	A – 7.3	B – 18.8	A – 7.6	C – 25.7

The implementation year analysis of the intersection of Montano Rd. / Renaissance Blvd. demonstrates that the level-of-service will be acceptable for both the AM Peak Hour and PM Peak Hour NO BUILD and BUILD conditions. The implementation year analysis shows that the proposed development increases the delay at the intersection by 0.3 to 6.9 seconds. Therefore, this study concludes that the development presents no significant impact to the calculated delays at the intersection of Montano Rd. / Renaissance Blvd.

Geometry used for the analysis of Montano Rd. / Renaissance Blvd. is demonstrated in the following table:

Existing Geometry (Montano Rd. / Renaissance Blvd.)

Approach	Left Turn Lanes	Thru/Lefts	Thru Lanes	Thru/Rights	Right Turn Lanes
EB Montano Rd.	1	0	2	0	1*
WB Montano Rd.	1	0	2	0	1*
NB Renaissance Blvd.	2	0	0	0	1*
SB Renaissance Blvd.	2	0	0	0	1*

* - Free right turns with a yield sign.

All four of the right turns at the intersection are free rights so that the right turns are not directly impacted by the operation of the traffic signal. Hence, if the eastbound leg of the intersection had a red signal indication, the eastbound right turn proceeds as if it were green to the point of merge with the southbound movement of the south leg of Renaissance Blvd. The same is true for all four directions of travel at the intersection. There are yield signs at the end of eastbound to southbound right turn ramp and the westbound to northbound right turn ramp. There are acceleration lanes provided for the northbound to eastbound right turn ramp and the southbound to westbound right turn ramp. All conditions for the right turn approximate a merge condition and not a signalized movement. A previous study demonstrated that the merge levels-of-service for these movements were LOS "A" or "B". There is plenty of reserve capacity for additional volumes before this merge condition presents a capacity problem. Therefore, the additional traffic from this project is not expected to present a capacity problem for the merge condition and has been demonstrated to not present a capacity problem for the signalized intersection.

The operation of the intersection of Montano Rd. / Renaissance Blvd. is satisfactory for all conditions analyzed. Currently, northbound and southbound thru movements are not permitted through the intersection. This study recommends that the northbound and / or southbound thru movements continue to be prohibited at the intersection for the following reasons:

1) Alexander Blvd. provides a sufficient means to accommodate traffic desiring to travel between Renaissance North and Renaissance South.

2) Permitting the northbound and / or southbound thru movements at the intersection of Montano Rd. / Renaissance Blvd. will require additional phasing for the side street (Renaissance Blvd.), thus reducing the green time allotted for Montano Rd. resulting in a deterioration in the level-of-service of the signalized intersection.

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

Queueing Analysis Summary Sheet

Project: Renaissance Center
Intersection: **Montano Rd / Renaissance Blvd**

2010

Approach	Left Turns			Thru Movements			Right Turns		
Eastbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*200*	*190*	*2*	*941*	*Cont*	*1*	*172*	*350*
AM NO BUILD Queue	1	218	275	2	1,026	600	1	187	250
AM BUILD Queue	**1**	**265**	**325**	**2**	**1,026**	**600**	**1**	**187**	**250**
Existing Lane Length	*1*	*228*	*190*	*2*	*741*	*Cont*	*1*	*79*	*350*
PM NO BUILD Queue	1	249	275	2	808	450	1	86	125
PM BUILD Queue	**1**	**348**	**375**	**2**	**808**	**450**	**1**	**86**	**125**
Westbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*1*	*75*	*200*	*2*	*512*	*Cont*	*1*	*75*	*450*
AM NO BUILD Queue	1	82	125	2	558	375	1	82	125
AM BUILD Queue	**1**	**82**	**125**	**2**	**558**	**375**	**1**	**91**	**150**
Existing Lane Length	*1*	*93*	*200*	*2*	*932*	*Cont*	*1*	*56*	*450*
PM NO BUILD Queue	1	101	150	2	1,016	550	1	61	**100**
PM BUILD Queue	**1**	**101**	**150**	**2**	**1,016**	**550**	**1**	**79**	**125**
Northbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*42*	*100*	*0*	*0*	*Cont*	*1*	*64*	*430*
AM NO BUILD Queue	2	46	50	0	0	0	1	70	125
AM BUILD Queue	**2**	**46**	**50**	**0**	**0**	**0**	**1**	**70**	**125**
Existing Lane Length	*2*	*102*	*100*	*0*	*0*	*Cont*	*1*	*134*	*430*
PM NO BUILD Queue	2	111	100	0	0	0	1	146	200
PM BUILD Queue	**2**	**111**	**100**	**0**	**0**	**0**	**1**	**146**	**200**
Southbound	# Lanes	Vol.	Length	# Lanes	Vol.	Length	# Lanes	Vol.	Length
Existing Lane Length	*2*	*53*	*125*	*0*	*0*	*Cont*	*1*	*107*	*300*
AM NO BUILD Queue	2	58	75	0	0	0	1	117	175
AM BUILD Queue	**2**	**65**	**75**	**0**	**0**	**0**	**1**	**154**	**225**
Existing Lane Length	*2*	*135*	*125*	*0*	*0*	*Cont*	*1*	*337*	*300*
PM NO BUILD Queue	2	147	125	0	0	0	1	367	**400**
PM BUILD Queue	**2**	**165**	**125**	**0**	**0**	**0**	**1**	**463**	**475**

	AM	PM
Cycle Length:	**110**	**100**

NOTE: Queue lengths are in feet.

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

RESULTS OF UNSIGNALIZED INTERSECTION CAPACITY ANALYSES

IMPLEMENTATION YEAR (2010)

#3 - North Driveway / Union Way – Pages A-55 thru A-58

The results of the implementation year analysis of the unsignalized intersection of North Driveway / Union Way are summarized in the following table:

North Driveway / Union Way	AM Peak Hour		PM Peak Hour	
2010 – Implemenation Year	NO BUILD	BUILD	NO BUILD	BUILD
Minor St. – North Driveway				
WB Left	A-8.7	A-8.7	A-8.7	A-8.7
WB Right	A-8.7	A-8.7	A-8.7	A-8.7
Major St. –Union Way				
SB Left	A-7.3	A-7.3	A-7.3	A-7.3

The unsignalized intersection of North Driveway / Union Way operates at acceptable levels-of-service for all conditions analyzed in this study.

#5 - Renaissance Blvd. / Union Way – Pages A-59 thru A-62

The results of the implementation year analysis of the unsignalized intersection of Renaissance Blvd. / Union Way are summarized in the following tables:

Renaissance Blvd. / Union Way	NO BUILD		BUILD	
2010 – Implementation Year	AM Peak	PM Peak	AM Peak	PM Peak
Minor St. – Union Way				
SB Left	B-11.3	C-15.1	B-13.6	D-33.1
SB Thru	B-11.3	C-15.1	B-13.6	D-33.1
SB Right	A-8.8	A-10.0	A-8.9	B-10.1
Minor St. – Union Way				
NB Left	B-11.3	B-14.3	B-13.4	D-29.3
NB Thru	B-11.3	B-14.3	B-13.4	D-29.3
NB Right	A-9.0	A-9.3	A-9.0	A-9.3
Major St. – Renaissance Blvd.				
EB Left	A-7.6	A-8.4	A-7.8	A-9.0
WB Left	A-7.7	A-7.8	A-7.7	A-7.8

The unsignalized intersection of Renaissance Blvd. / Union Way operates at acceptable levels-of-service for all conditions analyzed in this study.

#6 - Alexander Blvd. / Union Way – Pages A-63 thru A-66

The results of the implementation year analysis of the unsignalized intersection of Alexander Blvd. / Union Way are summarized in the following table:

Alexander Blvd. / Union Way	NO BUILD		BUILD	
2010 – Implementation Year	AM Peak	PM Peak	AM Peak	PM Peak
Minor St. – Union Way				
EB Left	A-9.5	A-9.0	A-9.5	A-9.1
EB Thru	A-9.5	A-9.0	A-9.5	A-9.1
EB Right	A-9.5	A-9.0	A-9.5	A-9.1
Minor St. – Union Way				
WB Left	A-9.5	A-9.7	A-9.5	A-9.8
WB Thru	A-9.5	A-9.7	A-9.5	A-9.8
WB Right	A-9.5	A-9.7	A-9.5	A-9.8
Major St. – Alexander Blvd.				
NB Left	A-7.5	A-7.5	A-7.5	A-7.5
SB Left	A-7.4	A-7.3	A-7.4	A-7.3

The unsignalized intersection of Alexander Blvd. / Union Way operates at acceptable levels-of-service for all conditions analyzed in this study.

#7 - Driveway "A" / Alexander Blvd – Pages A-67 thru A-70

The results of the implementation year analysis of the unsignalized intersection of Driveway "A" / Alexander Blvd are summarized in the following table:

Driveway "A" / Alexander Blvd	NO BUILD		BUILD	
2010 – Implementation Year	AM Peak	PM Peak	AM Peak	PM Peak
Minor St. – Driveway "A"				
WB Left	B-10.2	B-10.3	B-10.8	B-11.6
WB Thru	B-10.2	B-10.3	B-10.8	B-11.6
WB Right	B-10.2	B-10.3	B-10.8	B-11.6
Minor St. – Driveway "A"				
EB Left	A-9.9	A-8.9	A-9.0	A-9.1
EB Thru	A-9.9	A-8.9	A-9.0	A-9.1
EB Right	A-9.9	A-8.9	A-9.0	A-9.1
Major St. – Alexander Blvd				
NB Left	A-7.5	A-7.5	A-7.6	A-7.5
SB Left	A-7.5	A-7.5	A-7.5	A-7.5

Driveway "A" is an existing full access unsignalized driveway. The unsignalized intersection of Driveway "A" / Alexander Blvd operates at acceptable levels-of-service for all conditions analyzed in this study.

#8 - Driveway "B" / Union Way – Pages A-71 thru A-74

The results of the implementation year analysis of the unsignalized intersection of Driveway "B" / Union Way are summarized in the following table:

Driveway "B" / Alexander Blvd	NO BUILD		BUILD	
2010 – Implementation Year	AM Peak	PM Peak	AM Peak	PM Peak
Minor St. – Driveway "B"				
WB Left	A-8.6	A-8.8	A-9.1	A-9.6
WB Right	A-8.6	A-8.8	A-9.1	A-9.6
Major St. – Alexander Blvd				
SB Left	A-7.3	A-7.3	A-7.3	A-7.5

Driveway "B" is an existing full access unsignalized driveway. The unsignalized intersection of Driveway "B" / Union Way operates at acceptable levels-of-service for all conditions analyzed in this study.

#9 - Driveway "C" / Union Way – Pages A-75 thru A-76

The results of the implementation year analysis of the unsignalized intersection of Driveway "C" / Union Way are summarized in the following tables:

Driveway "C" / Union Way	BUILD	
2010 – Implementation Year	AM Peak	PM Peak
Minor St. – Driveway "C"		
WB Left	A-9.2	B-10.4
WB Right	A-9.2	B-10.4
Major St. – Union Way		
SB Left	A-7.4	A-7.6

Driveway "C" is proposed as a full access unsignalized driveway. The unsignalized intersection of Driveway "C" / Union Way operates at acceptable levels-of-service for all conditions analyzed in this study.

#10 - Renaissance Blvd. / Driveway "D" – Pages A-77 thru A-78

Driveway "D" is proposed as a right-turn-in, right-turn-out only driveway. The unsignalized intersection of Renaissance Blvd / Driveway "D" operates at acceptable levels-of-service for all conditions analyzed in this study.

Renaissance Blvd / Driveway "D"	BUILD	
2010 – Implementation Year	AM Peak	PM Peak
Minor St. – Driveway "D"		
SB Right	A-9.0	B-10.3
Major St. – Union Way		
WB Right	N/A	N/A

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

LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

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

LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

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

CONCLUSIONS

This analysis was conducted using the following methodology: Trip Generation was established using the Institute of Transportation Engineers' (ITE's) Trip Generation Manual (7th Edition). Generated Trips were distributed proportionately based on the Population Data Analysis Subzones citywide; a generic growth rate of 3% was used to project 2010 peak hour volumes at key intersections; and the intersection analyses were performed in accordance with the 2000 Highway Capacity Manual. The Traffic Impact Study showed a moderate increase in traffic congestion for the adjacent transportation network based on 100% buildout of the proposed project. All of the signalized intersections analyzed in this study will be operating at a satisfactory levels-of-service for the 2010 NO BUILD Condition and the 2010 BUILD Condition. All of the unsignalized intersections analyzed in this study will be operating at satisfactory levels-of-service for the 2010 NO BUILD Condition and the 2010 BUILD Condition.

In summary, the proposed site plan consisting of commercial development will present no significant adverse impact to the adjacent transportation system provided that the following recommendations are followed:

RECOMMENDATIONS

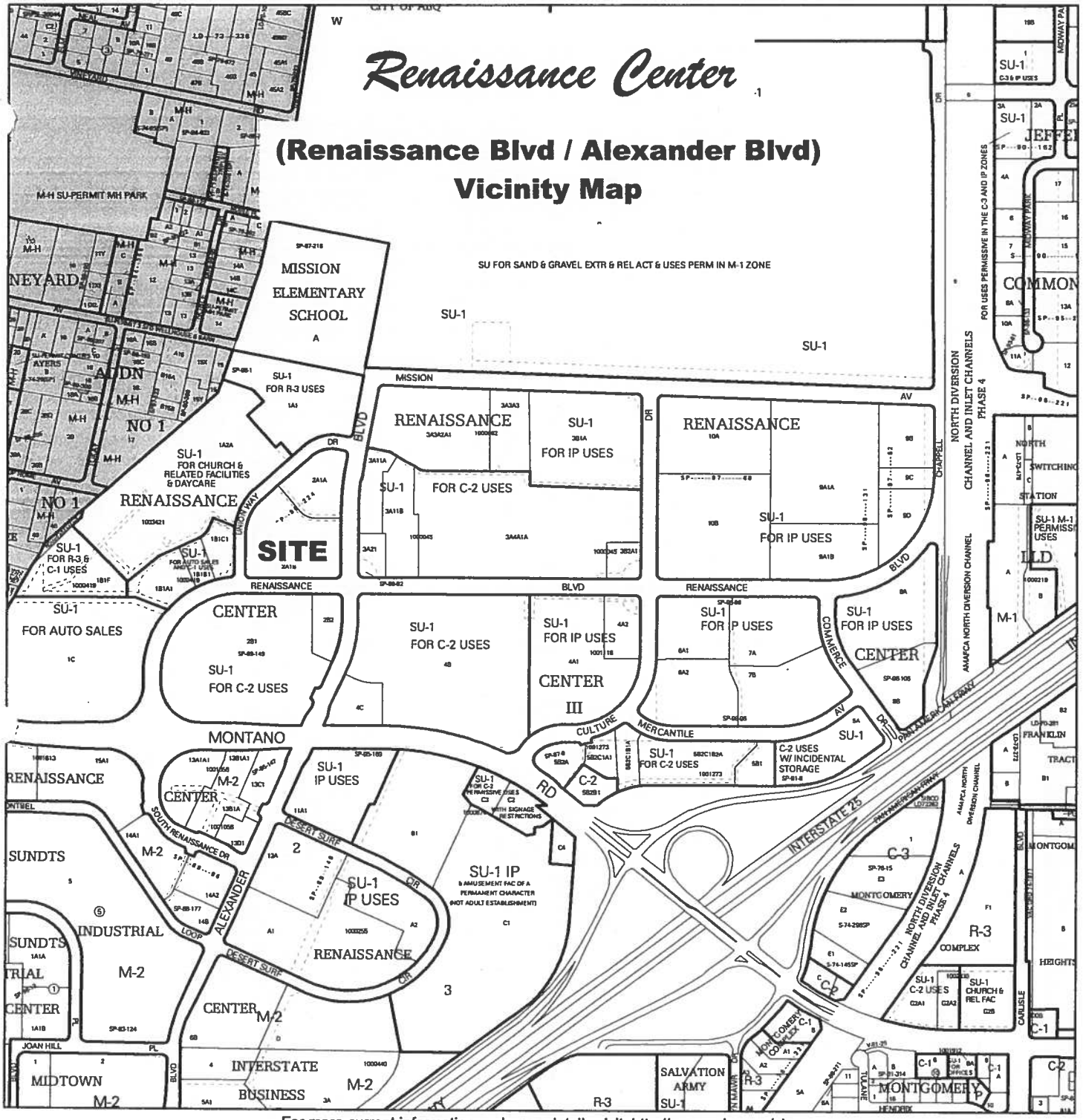
FROM IMPLEMENTATION YEAR (2010) ANALYSIS

- **General Access** – the site plan shows access via four unsignalized driveways; two of them are existing and full access, and two of them are proposed – one a full access driveway and one a right-in, right-out only driveway. The four driveways will service the facility adequately. All proposed driveways should be designed and constructed to accommodate service and delivery vehicles as necessary. Design and construction of the new commercial development shall maintain adequate site distances at all existing and proposed intersections impacted by the site.
- **Driveway "A"** - The primary driveway on Alexander Blvd. (Driveway "A") exists with one entering lane and one exiting lane.
- **Driveway "B"** – The primary driveway on Union Way (Driveway "B") exists with one entering lane and one exiting lane. It should be a full access unsignalized driveway.
- **Driveway "C"** – This driveway on Union Way (Driveway "C") is proposed as a full access unsignalized driveway with one entering lane and one exiting lane.
- **Driveway "D"** – The driveway on Renaissance Blvd. (Driveway "D") is proposed as a right-turn-in, right-turn-out only unsignalized driveway. It should be designed and constructed with one entering lane and one exiting lane.

Appendix

Renaissance Center

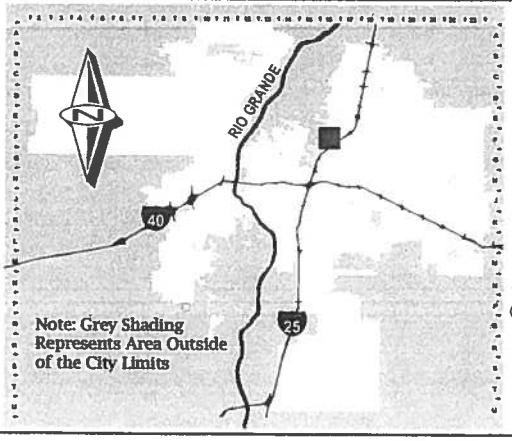
(Renaissance Blvd / Alexander Blvd)
Vicinity Map



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

Albuquerque Geographic Information System

Map amended through: 5/17/2007



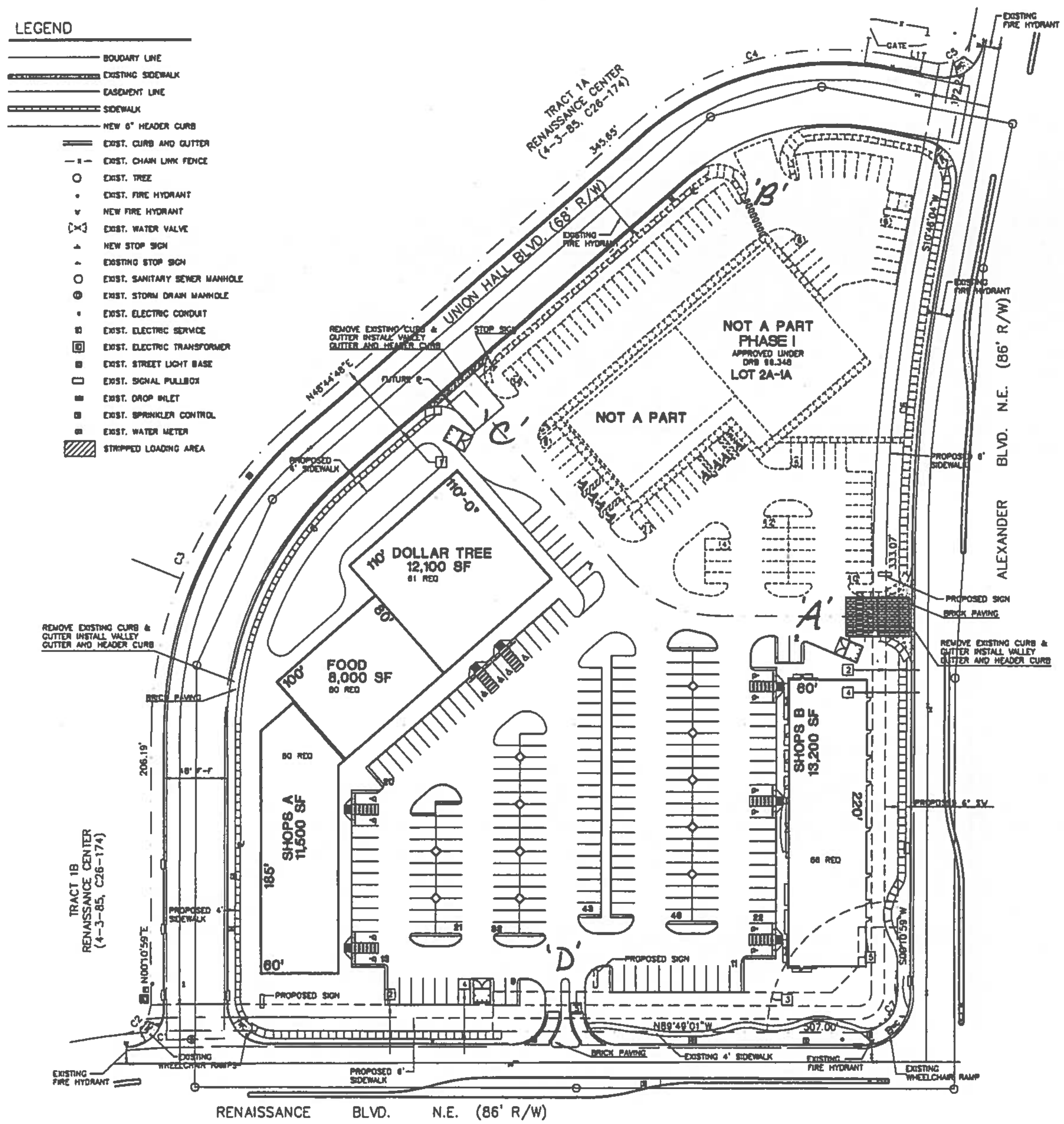
Zone Atlas Page:

F-16-Z

Selected Symbols

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

0 750 1,500 Feet



TRACT 2A-1
RENAISSANCE CENTER
PROJECTED SECTION 34
TOWNSHIP 11 NORTH, RANGE 3 EAST, NMPM
WITHIN THE
ELENA GALLEGOS GRANT
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
JANUARY, 1995

GENERAL NOTES:

1. SITE LIGHTING WILL CONSIST OF A COMBINATION OF BUILDING MOUNTED FIXTURES, WALKWAY AREA LIGHTS, AND POST-MOUNTED LIGHT FIXTURES IN ENTRY AND PARKING AREAS, TO THE GREATEST EXTENT POSSIBLE, LIGHTING SHALL BE BUILDING-MOUNTED. LIGHTING SHALL BE CONTROLLED BY PHOTO-CELLS AND/OR TIME CLOCKS AS MAY BE APPROPRIATE, POST LIGHTING SHALL BE 18' MAXIMUM HEIGHT. ALL LIGHTING SHALL BE SHIELDED FROM SURROUNDING PROPERTIES.

2. ALL SIGNAGE SHALL CONFORM TO THE CITY OF ALBUQUERQUE SIGN CODE. THE PROJECT SHALL HAVE ILLUMINATED PROJECT IDENTIFICATION SIGNAGE AT THE MAIN ENTRANCES ON RENAISSANCE BLVD AS SHOWN. MAXIMUM MONUMENT SIGNAGE AREA SHALL BE PER RENAISSANCE MASTER DEVELOPMENT PLAN ALLOWABLE STANDARDS

3. THE FOLLOWING LIST DESCRIBES THE EXISTING EASEMENTS:
   1. 68' PUBLIC UTILITY EASEMENT, PRIVATE DRAINAGE AND ACCESS EASEMENT
   2. 10' P.N.M. AND MOUNTAIN BELL EASEMENT
   3. RADIAL SIGNAGE SETBACK
   4. 20' LANDSCAPING SETBACK
   5. 30' LANDSCAPING EASEMENT

4. ALL SIDEWALKS ON SITE SHALL BE MONOLITHIC TURNDOWN UNLESS OTHERWISE SHOWN. ALL THE SIDEWALKS ARE TO BE CONSTRUCTED WITH EACH BUILDING. (SEE DETAIL THIS SHEET)

5. CROSS PARKING, INGRESS/EGRESS DRAINAGE WILL BE PROVIDED.

CURVE	LENGTH	DELTA	RADIUS	TANGENT	DIRECTION	CHORD
C1	56.31'	06°27'50"	499.13'	28.18'	S66°37'04"W	56.28'
C2	36.48'	83°37'10"	25.00'	22.33'	N41°37'04"E	33.31'
C3	266.14'	48°33'48"	314.00'	141.66'	N74°27'54"E	258.25'
C4	212.44'	37°01'16"	334.00'	114.18'	N74°49'28"E	209.24'
C5	39.27'	90°00'00"	25.00'	25.00'	N55°48'04"E	35.36'
C6	229.63'	10°35'05"	1243.00'	115.14'	S65°28'32"W	229.30'
C7	47.12'	90°00'00"	30.00'	30.00'	S13°10'58"W	42.43'

LINE	DIRECTION	DISTANCE
L1	S79°13'58"E	32.00'

PROJECT DATA:

PHASE I

LAND AREA / 187,130 S.F. / 4.29 ACRES
ZONING / SU-1 / C-2
TOTAL UNITS / 4
PROPOSED USE / RETAIL SHOPS/SITDOWN RESTAURANT
FLOOR AREA RATIO .2394
LOT COVERAGE BY:
STRUCTURES / 44,800 S.F. / 23.94%

PARKING SPACE: REQUIREMENTS
8,000 FOOD REQUIRED 80 SPACES
11,500 SHOPS A REQUIRED -SPACES
13,200 SHOPS B REQUIRED -SPACES
12,100 DOLLAR TREE REQUIRED -SPACES
182 SPACES RETAIL
80 SPACES FOOD
PARKING SPACE REDUCTION: BUS CREDIT 24 CARS
PARKING SPACE: REQUIREMENTS TOTAL
218 SPACES
PARKING SPACE: PROVIDED
227 SPACES

SITE PLAN
SCALE: 1"=60'-0"

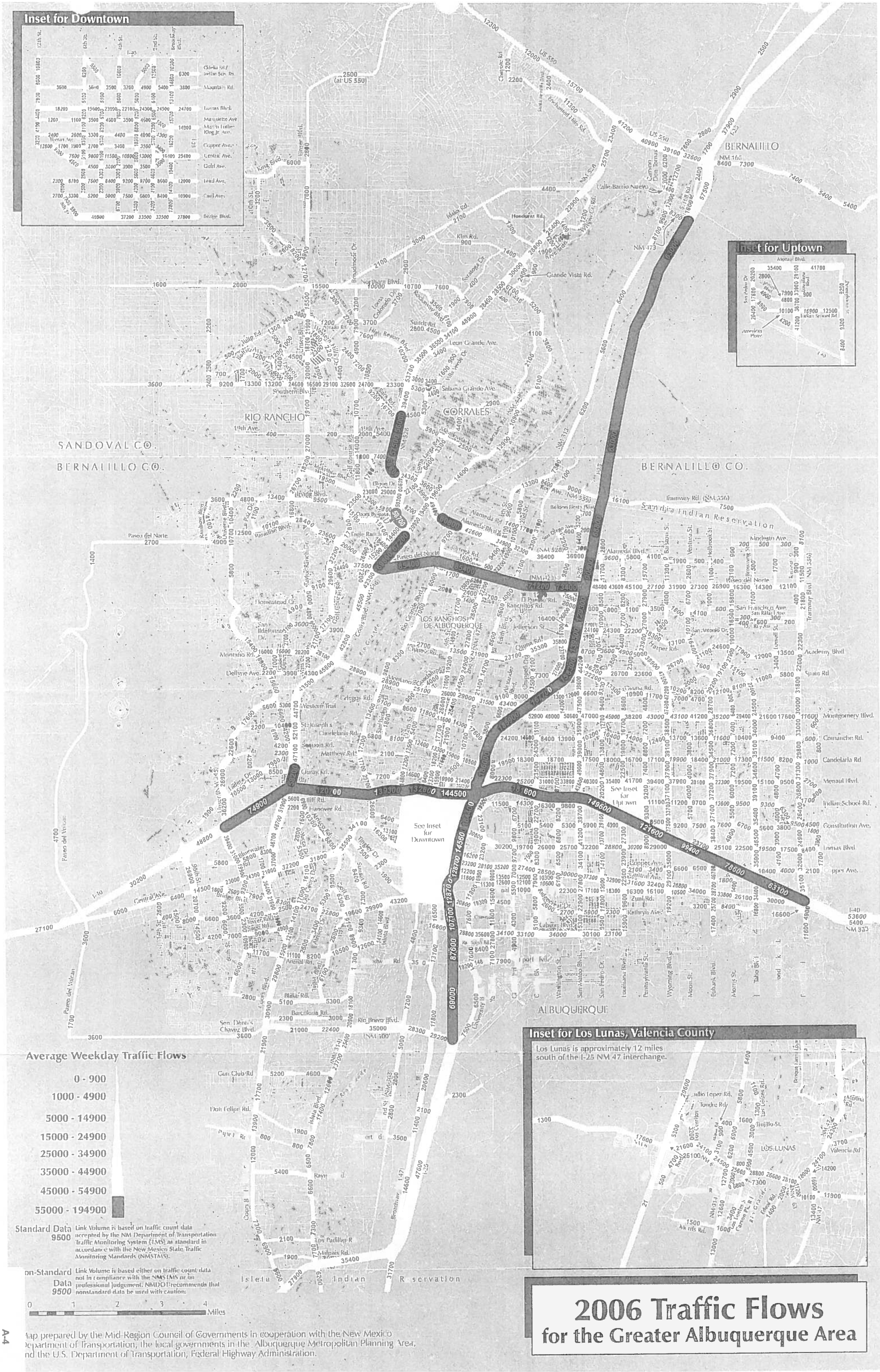
REV	DATE	BY	REVISION
△			
△			
△			
△			
△			

GEORGE RAINHART ARCHITECT AND ASSOCIATES PC
2325 SAN PEDRO N.E. SUITE 2-B
ALBUQUERQUE, NEW MEXICO 87110
PHONE (505) 884-9110 FAX (505) 837-8877

PROJECT TITLE
REN SHOPS
N.W.C. OF RENAISSANCE AND UNION RD
ALBUQUERQUE NEW MEXICO
PROJECT MANAGER: STEPHEN DUNBAR ALA
JOB NO.:
DRAWN BY: S
SHEET TITLE
SITE PLAN
DATE: 7/30/07
SCALE: 1"=60'
sheet- A1.0 of-

Renaissance Center

(Renaissance Blvd / Alexander Blvd)
Aerial Photo



2006 Traffic Flows
for the Greater Albuquerque Area

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

Analysis of Intersection #9

Driveway 'C' / Union Way

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information | ***Site Information***

Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Driveway 'C'
Comment	2010 AM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		42	28	1	31		19		1			
PHF		0.75	0.75	0.75	0.75		0.85		0.85			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		56	37	1	41		22		1			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	23	878	0.026	0	9.2	A	9.2
	2								
	3								A
EB	1								
	2								
	3								
NB		①							
SB		④	1	1495	0.001	0	7.4	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Driveway 'C'
Comment	2010 PM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		71	59	1	95		50		1			
PHF		0.75	0.75	0.75	0.75		0.85		0.85			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		95	79	1	127		59		1			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	60	725	0.083	0	10.4	B	10.4
	2								
	3								B
EB	1								
	2								
	3								
NB		①							
SB		④	1	1397	0.001	0	7.6	A	

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Analysis of Intersection #10

Renaissance Blvd / Driveway 'D'

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Renaissance Blvd
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Driveway 'D'
Comment	2010 AM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	T	TR		R
Lane 2	T	T		
Lane 3				
Lane 4				
Lane 5				

	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		221			185	21						11
PHF		0.87			0.87	0.87						0.85
Percent of heavy vehicles, HV		3			3	3						3
Flow rate		254			213	24						13
Flare storage (# of vehs)												
Median storage (# of vehs)										1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1								
	2								
	3								
SB	1	R	13	908	0.014	0	9.0	A	9.0
	2								
	3								A
EB		①							
WB		④							

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Renaissance Blvd
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Driveway 'D'
Comment	2010 PM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	T	TR		R
Lane 2	T	T		
Lane 3				
Lane 4				
Lane 5				

	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		310			464	44						28
PHF		0.89			0.89	0.89						0.85
Percent of heavy vehicles, HV		3			3	3						3
Flow rate		348			521	49						33
Flare storage (# of vehs)												
Median storage (# of vehs)										1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1								
	2								
	3								
SB	1	R	33	708	0.047	0	10.3	B	10.3
	2								
	3								B
EB		①							
WB		④							

Traffic Count Data Sheet

Year Counts Taken: **2007**

E-W Street **Renaissance Blvd**
N-S Street: **Alexander Blvd**

Speed Limit (Renaissance Blvd)= **35** MPH
Speed Limit (Alexander Blvd)= **35** MPH
Date of Count: **6/27/07**

Begin Time	End Time	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~10~~	~~25~~	~~0~~	~~22~~	~~11~~	~~9~~	~~3~~	~~5~~	~~23~~	~~6~~	~~2~~	~~4~~
7:15 AM	7:30 AM	~~4~~	~~42~~	~~4~~	~~21~~	~~8~~	~~5~~	~~6~~	~~4~~	~~27~~	~~3~~	~~1~~	~~4~~
7:30 AM	7:45 AM	~~4~~	~~52~~	~~4~~	~~16~~	~~17~~	~~6~~	~~3~~	~~5~~	~~31~~	~~5~~	~~12~~	~~5~~
7:45 AM	8:00 AM	~~3~~	~~33~~	~~7~~	~~23~~	~~20~~	~~5~~	~~5~~	~~9~~	~~31~~	~~6~~	~~7~~	~~3~~
8:00 AM	8:15 AM	**3**	**39**	**7**	**21**	**23**	**5**	**5**	**3**	**32**	**3**	**2**	**6**
8:15 AM	8:30 AM	**5**	**46**	**2**	**36**	**20**	**11**	**8**	**6**	**34**	**5**	**7**	**11**
8:30 AM	8:45 AM	**5**	**36**	**3**	**23**	**32**	**7**	**9**	**5**	**28**	**7**	**5**	**2**
8:45 AM	9:00 AM	**6**	**43**	**10**	**30**	**34**	**3**	**3**	**6**	**30**	**3**	**7**	**3**
AM Peak Hour Volumes		**19**	**164**	**22**	**110**	**109**	**26**	**25**	**20**	**124**	**18**	**21**	**22**
% of Total Traffic		2.8%	24.1%	3.2%	16.2%	16.0%	3.8%	3.7%	2.9%	18.2%	2.6%	3.1%	3.2%
% Directional			30.1%			36.0%			24.9%			9.0%	
AM Peak Hour Factor			*0.87*			*0.91*			*0.88*			*0.66*	

Begin Time	End Time	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~6~~	~~64~~	~~9~~	~~41~~	~~62~~	~~6~~	~~33~~	~~8~~	~~61~~	~~6~~	~~9~~	~~7~~
4:15 PM	4:30 PM	~~3~~	~~52~~	~~5~~	~~33~~	~~56~~	~~12~~	~~14~~	~~4~~	~~54~~	~~13~~	~~7~~	~~6~~
4:30 PM	4:45 PM	**5**	**48**	**11**	**41**	**67**	**8**	**31**	**5**	**58**	**13**	**18**	**22**
4:45 PM	5:00 PM	**5**	**55**	**7**	**28**	**65**	**3**	**26**	**5**	**37**	**9**	**2**	**8**
5:00 PM	5:15 PM	**7**	**52**	**5**	**33**	**67**	**10**	**27**	**13**	**47**	**6**	**10**	**9**
5:15 PM	5:30 PM	**6**	**61**	**9**	**46**	**48**	**5**	**33**	**7**	**59**	**8**	**9**	**10**
5:30 PM	5:45 PM	~~4~~	~~57~~	~~13~~	~~38~~	~~54~~	~~14~~	~~25~~	~~4~~	~~44~~	~~9~~	~~5~~	~~13~~
5:45 PM	6:00 PM	~~1~~	~~37~~	~~3~~	~~25~~	~~51~~	~~6~~	~~20~~	~~6~~	~~52~~	~~9~~	~~8~~	~~8~~
PM Peak Hour Volumes		**23**	**216**	**32**	**148**	**247**	**26**	**117**	**30**	**201**	**36**	**39**	**49**
% of Total Traffic		2.0%	18.6%	2.7%	12.7%	21.2%	2.2%	10.1%	2.6%	17.3%	3.1%	3.4%	4.2%
% Directional			23.3%			36.2%			29.9%			10.7%	
PM Peak Hour Factor			*0.89*			*0.91*			*0.88*			*0.58*	

Traffic Count Data Sheet

Year Counts Taken: **2007**

E-W Street **Renaissance Blvd**
N-S Street: **Culture Dr**

Speed Limit (Renaissance Blvd)= **35** MPH
Speed Limit (Culture Dr)= **25** MPH
Date of Count: **6/27/07**

Begin Time	End Time	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Culture Dr)			Southbound (Culture Dr)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~3~~	~~37~~	~~5~~	~~8~~	~~24~~	~~3~~	~~19~~	~~20~~	~~27~~	~~1~~	~~5~~	~~2~~
7:15 AM	7:30 AM	~~2~~	~~37~~	~~19~~	~~6~~	~~30~~	~~0~~	~~19~~	~~14~~	~~22~~	~~4~~	~~6~~	~~3~~
7:30 AM	7:45 AM	**1**	**64**	**23**	**2**	**33**	**0**	**17**	**16**	**28**	**6**	**13**	**3**
7:45 AM	8:00 AM	**6**	**72**	**16**	**9**	**48**	**0**	**24**	**17**	**35**	**3**	**7**	**2**
8:00 AM	8:15 AM	**1**	**42**	**13**	**1**	**30**	**3**	**20**	**11**	**26**	**5**	**55**	**5**
8:15 AM	8:30 AM	**2**	**50**	**19**	**5**	**43**	**1**	**37**	**17**	**32**	**6**	**27**	**1**
8:30 AM	8:45 AM	~~1~~	~~40~~	~~13~~	~~6~~	~~32~~	~~1~~	~~32~~	~~6~~	~~25~~	~~3~~	~~9~~	~~3~~
8:45 AM	9:00 AM	~~1~~	~~45~~	~~20~~	~~12~~	~~48~~	~~2~~	~~35~~	~~8~~	~~15~~	~~1~~	~~23~~	~~0~~
AM Peak Hour Volumes		**10**	**228**	**71**	**17**	**154**	**4**	**98**	**61**	**121**	**20**	**102**	**11**
% of Total Traffic		1.1%	25.4%	7.9%	1.9%	17.2%	0.4%	10.9%	6.8%	13.5%	2.2%	11.4%	1.2%
% Directional			34.4%			19.5%			31.2%			14.8%	
AM Peak Hour Factor			*0.82*			*0.77*			*0.81*			*0.51*	

Begin Time	End Time	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Culture Dr)			Southbound (Culture Dr)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~2~~	~~74~~	~~50~~	~~14~~	~~94~~	~~0~~	~~78~~	~~15~~	~~28~~	~~7~~	~~14~~	~~9~~
4:15 PM	4:30 PM	**5**	**76**	**66**	**15**	**79**	**0**	**82**	**11**	**19**	**10**	**28**	**8**
4:30 PM	4:45 PM	**1**	**65**	**61**	**22**	**85**	**3**	**79**	**15**	**24**	**8**	**46**	**8**
4:45 PM	5:00 PM	**2**	**50**	**54**	**7**	**80**	**0**	**84**	**9**	**33**	**13**	**27**	**15**
5:00 PM	5:15 PM	**2**	**85**	**52**	**21**	**105**	**1**	**74**	**23**	**21**	**6**	**23**	**6**
5:15 PM	5:30 PM	~~2~~	~~74~~	~~58~~	~~15~~	~~78~~	~~3~~	~~72~~	~~14~~	~~20~~	~~6~~	~~20~~	~~11~~
5:30 PM	5:45 PM	~~4~~	~~76~~	~~48~~	~~12~~	~~62~~	~~0~~	~~68~~	~~14~~	~~19~~	~~14~~	~~25~~	~~5~~
5:45 PM	6:00 PM	~~4~~	~~55~~	~~61~~	~~21~~	~~59~~	~~5~~	~~83~~	~~17~~	~~26~~	~~7~~	~~26~~	~~8~~
PM Peak Hour Volumes		**10**	**276**	**233**	**65**	**349**	**4**	**319**	**58**	**97**	**37**	**124**	**37**
% of Total Traffic		0.6%	17.2%	14.5%	4.0%	21.7%	0.2%	19.8%	3.6%	6.0%	2.3%	7.7%	2.3%
% Directional			32.3%			26.0%			29.5%			12.3%	
PM Peak Hour Factor			*0.88*			*0.82*			*0.94*			*0.80*	

Traffic Count Data Sheet

Year Counts Taken: **2007** (not part of this project)

E-W Street **Northern Drive**
N-S Street: **Union Way**
UNSIGNALIZED

Speed Limit (Northern Drive)= **25** MPH
Speed Limit (Union Way)= **N/A** MPH
Date of Count: **10/16/07**

Begin Time	End Time	Eastbound (Northern Drive)			Westbound (Northern Drive)			Northbound (Union Way)			Southbound (Union Way)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	0	0	4	0	0	2	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	3	0	0	5	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	4	1	1	7	0
7:45 AM	8:00 AM	0	0	0	0	0	1	0	6	1	2	12	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	4	1	0	9	0
8:15 AM	8:30 AM	0	0	0	0	0	0	0	4	0	1	5	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	3	1	0	5	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	3	1	0	2	0
AM Peak Hour Volumes		**0**	**0**	**0**	**0**	**0**	**1**	**0**	**18**	**3**	**4**	**33**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	30.5%	5.1%	6.8%	55.9%	0.0%
% Directional			0.0%			1.7%			35.6%			62.7%	
AM Peak Hour Factor						*0.25*			*0.75*			*0.66*	

Begin Time	End Time	Eastbound (Northern Drive)			Westbound (Northern Drive)			Northbound (Union Way)			Southbound (Union Way)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	0	0	0	1	0	6	0	0	5	0
4:15 PM	4:30 PM	0	0	0	1	0	3	0	4	0	0	7	0
4:30 PM	4:45 PM	0	0	0	1	0	2	0	11	0	0	9	0
4:45 PM	5:00 PM	0	0	0	0	0	1	0	9	0	0	6	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	8	0	0	8	0
5:15 PM	5:30 PM	0	0	0	0	0	1	0	5	0	0	1	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	3	0	0	4	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	4	0	0	3	0
PM Peak Hour Volumes		**0**	**0**	**0**	**2**	**0**	**6**	**0**	**32**	**0**	**0**	**30**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	2.9%	0.0%	8.6%	0.0%	45.7%	0.0%	0.0%	42.9%	0.0%
% Directional			0.0%			11.4%			45.7%			42.9%	
PM Peak Hour Factor						*0.50*			*0.73*			*0.83*	

Traffic Count Data Sheet

Year Counts Taken: **2007**

E-W Street **Montano Blvd**
N-S Street: **Renaissance Blvd**

Speed Limit (Montano Blvd)= **40** MPH
Speed Limit (Renaissance Blvd)= **35** MPH
Date of Count: **6/19/07**

Begin Time	End Time	Eastbound (Montano Blvd)			Westbound (Montano Blvd)			Northbound (Renaissance Blvd)			Southbound (Renaissance Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~46~~	~~211~~	~~37~~	~~16~~	~~106~~	~~17~~	~~1~~	~~0~~	~~6~~	~~7~~	~~0~~	~~8~~
7:15 AM	7:30 AM	~~39~~	~~228~~	~~61~~	~~25~~	~~116~~	~~9~~	~~4~~	~~0~~	~~6~~	~~4~~	~~0~~	~~15~~
7:30 AM	7:45 AM	**50**	**249**	**54**	**17**	**124**	**17**	**10**	**0**	**17**	**16**	**0**	**31**
7:45 AM	8:00 AM	**56**	**265**	**45**	**21**	**138**	**21**	**14**	**0**	**14**	**9**	**0**	**21**
8:00 AM	8:15 AM	**42**	**230**	**39**	**15**	**117**	**20**	**12**	**0**	**14**	**18**	**0**	**23**
8:15 AM	8:30 AM	**52**	**197**	**34**	**22**	**133**	**17**	**6**	**0**	**19**	**10**	**0**	**32**
8:30 AM	8:45 AM	~~32~~	~~22~~	~~43~~	~~14~~	~~108~~	~~23~~	~~15~~	~~0~~	~~25~~	~~14~~	~~0~~	~~47~~
8:45 AM	9:00 AM	~~49~~	~~226~~	~~21~~	~~22~~	~~19~~	~~21~~	~~11~~	~~0~~	~~13~~	~~16~~	~~2~~	~~41~~
AM Peak Hour Volumes		**200**	**941**	**172**	**75**	**512**	**75**	**42**	**0**	**64**	**53**	**0**	**107**
% of Total Traffic		8.9%	42.0%	7.7%	3.3%	22.8%	3.3%	1.9%	0.0%	2.9%	2.4%	0.0%	4.8%
% Directional			58.6%			29.5%			4.7%			7.1%	
AM Peak Hour Factor			*0.90*			*0.92*			*0.95*			*0.85*	

Begin Time	End Time	Eastbound (Montano Blvd)			Westbound (Montano Blvd)			Northbound (Renaissance Blvd)			Southbound (Renaissance Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**65**	**160**	**24**	**31**	**268**	**18**	**27**	**0**	**35**	**32**	**2**	**81**
4:15 PM	4:30 PM	**70**	**235**	**22**	**37**	**273**	**16**	**36**	**0**	**44**	**50**	**0**	**129**
4:30 PM	4:45 PM	**41**	**141**	**12**	**10**	**169**	**7**	**17**	**0**	**26**	**23**	**0**	**52**
4:45 PM	5:00 PM	**52**	**205**	**21**	**15**	**222**	**15**	**22**	**0**	**29**	**30**	**0**	**75**
5:00 PM	5:15 PM	~~26~~	~~167~~	~~39~~	~~17~~	~~220~~	~~9~~	~~51~~	~~1~~	~~52~~	~~36~~	~~0~~	~~82~~
5:15 PM	5:30 PM	~~45~~	~~173~~	~~12~~	~~18~~	~~218~~	~~4~~	~~29~~	~~1~~	~~31~~	~~38~~	~~1~~	~~65~~
5:30 PM	5:45 PM	~~15~~	~~203~~	~~44~~	~~13~~	~~191~~	~~10~~	~~40~~	~~0~~	~~27~~	~~32~~	~~0~~	~~71~~
5:45 PM	6:00 PM	~~7~~	~~163~~	~~52~~	~~18~~	~~180~~	~~9~~	~~24~~	~~0~~	~~31~~	~~31~~	~~0~~	~~61~~
PM Peak Hour Volumes		**228**	**741**	**79**	**93**	**932**	**56**	**102**	**0**	**134**	**135**	**2**	**337**
% of Total Traffic		8.0%	26.1%	2.8%	3.3%	32.8%	2.0%	3.6%	0.0%	4.7%	4.8%	0.1%	11.9%
% Directional			36.9%			38.1%			8.3%			16.7%	
PM Peak Hour Factor			*0.80*			*0.83*			*0.74*			*0.66*	

Traffic Count Data Sheet

Year Counts Taken: **2007**

E-W Street **Renaissance Blvd**
N-S Street: **Union Way**

Speed Limit (Renaissance Blvd)= **35** MPH
Speed Limit (Union Way)= **25** MPH
Date of Count: **6/20/07**

Begin Time	End Time	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Union Way)			Southbound (Union Way)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	~~2~~	~~28~~	~~1~~	~~1~~	~~12~~	~~0~~	~~2~~	~~0~~	~~3~~	~~1~~	~~0~~	~~3~~
7:15 AM	7:30 AM	~~1~~	~~42~~	~~4~~	~~1~~	~~19~~	~~0~~	~~12~~	~~0~~	~~5~~	~~0~~	~~0~~	~~2~~
7:30 AM	7:45 AM	~~4~~	~~37~~	~~0~~	~~1~~	~~16~~	~~0~~	~~7~~	~~0~~	~~6~~	~~0~~	~~0~~	~~2~~
7:45 AM	8:00 AM	~~1~~	~~50~~	~~0~~	~~3~~	~~21~~	~~0~~	~~9~~	~~0~~	~~10~~	~~1~~	~~0~~	~~1~~
8:00 AM	8:15 AM	**4**	**38**	**1**	**7**	**33**	**0**	**11**	**0**	**6**	**0**	**0**	**1**
8:15 AM	8:30 AM	**0**	**42**	**0**	**8**	**36**	**1**	**8**	**0**	**14**	**0**	**0**	**3**
8:30 AM	8:45 AM	**3**	**34**	**1**	**3**	**39**	**0**	**12**	**1**	**7**	**0**	**0**	**3**
8:45 AM	9:00 AM	**4**	**39**	**2**	**4**	**39**	**0**	**7**	**0**	**15**	**0**	**0**	**1**
AM Peak Hour Volumes		**11**	**153**	**4**	**22**	**147**	**1**	**38**	**1**	**42**	**0**	**0**	**8**
% of Total Traffic		2.6%	35.8%	0.9%	5.2%	34.4%	0.2%	8.9%	0.2%	9.8%	0.0%	0.0%	1.9%
% Directional			39.3%			39.8%			19.0%			1.9%	
AM Peak Hour Factor			*0.93*			*0.94*			*0.92*			*0.67*	

Begin Time	End Time	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Union Way)			Southbound (Union Way)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~4~~	~~39~~	~~1~~	~~3~~	~~106~~	~~0~~	~~15~~	~~1~~	~~15~~	~~1~~	~~0~~	~~5~~
4:15 PM	4:30 PM	**1**	**48**	**2**	**11**	**104**	**1**	**9**	**0**	**20**	**3**	**0**	**1**
4:30 PM	4:45 PM	**3**	**54**	**1**	**6**	**115**	**0**	**13**	**0**	**12**	**3**	**0**	**5**
4:45 PM	5:00 PM	**1**	**54**	**0**	**13**	**70**	**1**	**9**	**0**	**5**	**2**	**0**	**11**
5:00 PM	5:15 PM	**3**	**53**	**0**	**6**	**99**	**0**	**19**	**1**	**8**	**3**	**0**	**7**
5:15 PM	5:30 PM	~~4~~	~~57~~	~~1~~	~~3~~	~~81~~	~~0~~	~~11~~	~~0~~	~~11~~	~~0~~	~~0~~	~~1~~
5:30 PM	5:45 PM	~~5~~	~~46~~	~~1~~	~~6~~	~~81~~	~~0~~	~~8~~	~~0~~	~~16~~	~~0~~	~~0~~	~~1~~
5:45 PM	6:00 PM	~~1~~	~~54~~	~~0~~	~~6~~	~~65~~	~~0~~	~~6~~	~~0~~	~~11~~	~~1~~	~~0~~	~~0~~
PM Peak Hour Volumes		**8**	**209**	**3**	**36**	**388**	**2**	**50**	**1**	**45**	**11**	**0**	**24**
% of Total Traffic		1.0%	26.9%	0.4%	4.6%	49.9%	0.3%	6.4%	0.1%	5.8%	1.4%	0.0%	3.1%
% Directional			28.3%			54.8%			12.4%			4.5%	
PM Peak Hour Factor			*0.95*			*0.88*			*0.83*			*0.67*	

Traffic Count Data Sheet

Year Counts Taken: **2007**

E-W Street **Union Way**
N-S Street: **Alexander Blvd**

Speed Limit (Union Way)= **25** MPH
Speed Limit (Alexander Blvd)= **35** MPH
Date of Count: **6/19/07**

Begin Time	End Time	Eastbound (Union Way)			Westbound (Union Way)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	1	0	0	0	0	6	0	0	3	0
7:15 AM	7:30 AM	1	0	0	0	0	0	1	5	1	0	6	0
7:30 AM	7:45 AM	0	0	0	0	0	0	3	6	0	0	6	1
7:45 AM	8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**12**	**0**
8:00 AM	8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**	**0**	**1**	**13**	**0**
8:15 AM	8:30 AM	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**21**	**0**	**0**	**30**	**0**
8:30 AM	8:45 AM	**4**	**0**	**1**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**15**	**1**
8:45 AM	9:00 AM	0	0	2	1	0	0	0	4	1	1	9	1
AM Peak Hour Volumes		**5**	**0**	**2**	**0**	**0**	**1**	**8**	**42**	**0**	**1**	**70**	**1**
% of Total Traffic		3.8%	0.0%	1.5%	0.0%	0.0%	0.8%	6.2%	32.3%	0.0%	0.8%	53.8%	0.8%
% Directional			5.4%			0.8%			38.5%			55.4%	
AM Peak Hour Factor			*0.35*			*0.25*			*0.57*			*0.60*	

Begin Time	End Time	Eastbound (Union Way)			Westbound (Union Way)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**12**	**1**	**1**	**25**	**1**
4:15 PM	4:30 PM	**0**	**0**	**4**	**2**	**0**	**0**	**2**	**8**	**1**	**0**	**19**	**1**
4:30 PM	4:45 PM	**1**	**0**	**1**	**10**	**1**	**0**	**5**	**6**	**0**	**1**	**26**	**0**
4:45 PM	5:00 PM	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**9**	**0**	**1**	**8**	**0**
5:00 PM	5:15 PM	0	0	2	0	1	0	1	13	0	0	13	1
5:15 PM	5:30 PM	2	0	1	0	0	0	0	11	0	0	12	0
5:30 PM	5:45 PM	1	0	1	0	0	0	3	7	0	0	9	0
5:45 PM	6:00 PM	0	0	0	0	0	0	2	20	0	1	6	0
PM Peak Hour Volumes		**2**	**0**	**8**	**14**	**1**	**0**	**9**	**35**	**2**	**3**	**78**	**2**
% of Total Traffic		1.3%	0.0%	5.2%	9.1%	0.6%	0.0%	5.8%	22.7%	1.3%	1.9%	50.6%	1.3%
% Directional			6.5%			9.7%			29.9%			53.9%	
PM Peak Hour Factor			*0.63*			*0.34*			*0.77*			*0.77*	

Traffic Count Data Sheet

Year Counts Taken: **2007**

E-W Street **Driveway 'A'**
N-S Street: **ALEXANDER**
UNSIGNALIZED

Speed Limit (Driveway 'A')= **N/A** MPH
Speed Limit (ALEXANDER)= **25** MPH
Date of Count: **10/17/07**

Begin Time	End Time	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (ALEXANDER)			Southbound (ALEXANDER)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	5	0	1	4	17	5	0	19	0
7:15 AM	7:30 AM	0	0	0	10	0	1	0	20	6	0	23	0
7:30 AM	7:45 AM	0	0	0	5	0	0	0	30	5	1	20	0
7:45 AM	8:00 AM	0	0	0	3	0	0	2	21	5	1	33	0
8:00 AM	8:15 AM	~~0~~	~~1~~	~~0~~	~~3~~	~~0~~	~~1~~	~~1~~	~~18~~	~~5~~	~~0~~	~~11~~	~~0~~
8:15 AM	8:30 AM	~~1~~	~~1~~	~~1~~	~~1~~	~~0~~	~~0~~	~~1~~	~~15~~	~~7~~	~~1~~	~~13~~	~~2~~
8:30 AM	8:45 AM	~~1~~	~~0~~	~~2~~	~~6~~	~~0~~	~~1~~	~~1~~	~~9~~	~~6~~	~~2~~	~~7~~	~~0~~
8:45 AM	9:00 AM	~~1~~	~~0~~	~~0~~	~~9~~	~~0~~	~~1~~	~~1~~	~~5~~	~~3~~	~~1~~	~~6~~	~~0~~
AM Peak Hour Volumes		**0**	**0**	**0**	**23**	**0**	**2**	**6**	**88**	**21**	**2**	**95**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	9.7%	0.0%	0.8%	2.5%	37.1%	8.9%	0.8%	40.1%	0.0%
% Directional			0.0%			10.5%			48.5%			40.9%	
AM Peak Hour Factor						*0.57*			*0.82*			*0.71*	

Begin Time	End Time	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (ALEXANDER)			Southbound (ALEXANDER)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	~~0~~	~~0~~	~~2~~	~~6~~	~~0~~	~~2~~	~~0~~	~~12~~	~~8~~	~~0~~	~~20~~	~~0~~
4:15 PM	4:30 PM	~~0~~	~~0~~	~~1~~	~~8~~	~~0~~	~~1~~	~~0~~	~~14~~	~~15~~	~~0~~	~~15~~	~~0~~
4:30 PM	4:45 PM	~~0~~	~~0~~	~~0~~	~~9~~	~~0~~	~~0~~	~~1~~	~~11~~	~~10~~	~~0~~	~~23~~	~~1~~
4:45 PM	5:00 PM	0	0	0	12	0	0	2	20	10	0	23	1
5:00 PM	5:15 PM	0	0	3	10	0	3	3	8	16	0	20	0
5:15 PM	5:30 PM	0	0	2	17	0	3	2	16	12	1	25	0
5:30 PM	5:45 PM	0	0	2	14	0	2	0	17	9	1	12	0
5:45 PM	6:00 PM	~~0~~	~~0~~	~~1~~	~~13~~	~~0~~	~~1~~	~~0~~	~~18~~	~~11~~	~~0~~	~~14~~	~~0~~
PM Peak Hour Volumes		**0**	**0**	**7**	**53**	**0**	**8**	**7**	**61**	**47**	**2**	**80**	**1**
% of Total Traffic		0.0%	0.0%	2.6%	19.9%	0.0%	3.0%	2.6%	22.9%	17.7%	0.8%	30.1%	0.4%
% Directional			2.6%			22.9%			43.2%			31.2%	
PM Peak Hour Factor			*0.58*			*0.76*			*0.90*			*0.80*	

Traffic Count Data Sheet

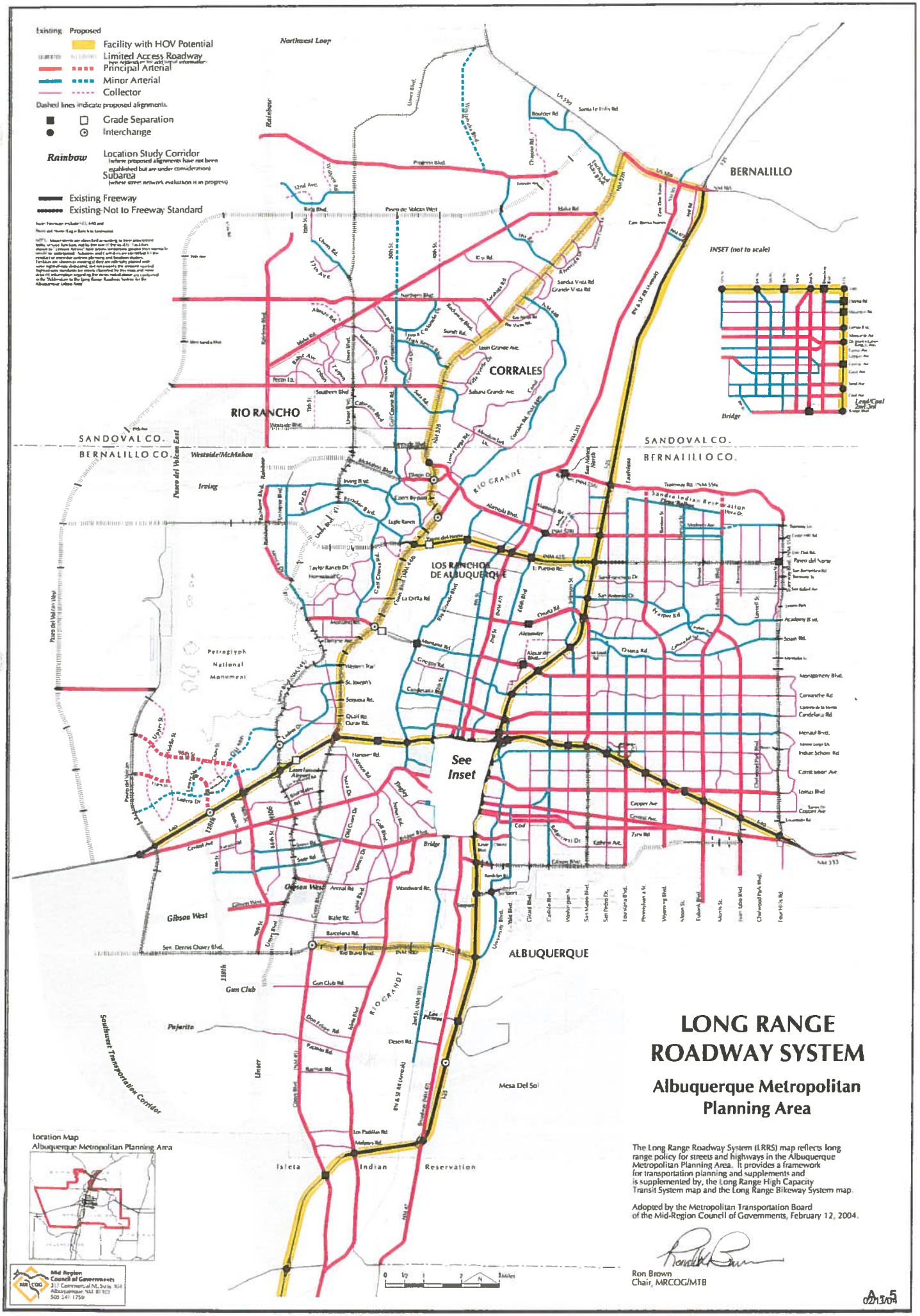
Year Counts Taken: **2007**

E-W Street **Driveway 'B'**
N-S Street: **Union Way**
UNSIGNALIZED

Speed Limit (Driveway 'B')= **25** MPH
Speed Limit (Union Way)= **N/A** MPH
Date of Count: **10/16/07**

Begin Time	End Time	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Union Way)			Southbound (Union Way)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	0	0	0	0	0	4	3	2	2	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	3	0	1	5	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	4	1	0	7	0
7:45 AM	8:00 AM	0	0	0	0	0	1	0	6	0	0	12	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	4	1	1	9	0
8:15 AM	8:30 AM	0	0	0	0	0	1	0	4	0	0	5	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	3	0	2	5	0
8:45 AM	9:00 AM	0	0	0	0	0	1	0	3	0	0	2	0
AM Peak Hour Volumes		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**18**	**2**	**1**	**33**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	32.1%	3.6%	1.8%	58.9%	0.0%
% Directional			0.0%			3.6%			35.7%			60.7%	
AM Peak Hour Factor						*0.50*			*0.83*			*0.71*	

Begin Time	End Time	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Union Way)			Southbound (Union Way)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	0	2	0	0	0	6	0	0	5	0
4:15 PM	4:30 PM	0	0	0	3	0	2	0	4	0	0	7	0
4:30 PM	4:45 PM	0	0	0	1	0	3	0	11	1	0	9	0
4:45 PM	5:00 PM	0	0	0	1	0	0	0	9	0	1	6	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	8	1	0	8	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	5	0	0	1	0
5:30 PM	5:45 PM	0	0	0	0	0	1	0	3	0	0	4	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	4	0	0	3	0
PM Peak Hour Volumes		**0**	**0**	**0**	**5**	**0**	**5**	**0**	**32**	**2**	**1**	**30**	**0**
% of Total Traffic		0.0%	0.0%	0.0%	6.7%	0.0%	6.7%	0.0%	42.7%	2.7%	1.3%	40.0%	0.0%
% Directional			0.0%			13.3%			45.3%			41.3%	
PM Peak Hour Factor						*0.50*			*0.71*			*0.86*	



LONG RANGE ROADWAY SYSTEM

Albuquerque Metropolitan Planning Area

The Long Range Roadway System (LRRS) map reflects long range policy for streets and highways in the Albuquerque Metropolitan Planning Area. It provides a framework for transportation planning and supplements and is supplemented by, the Long Range High Capacity Transit System map and the Long Range Bikeway System map.

Adopted by the Metropolitan Transportation Board of the Mid-Region Council of Governments, February 12, 2004.

Ron Brown
Chair, MRCOG/MTB

A-5
02/13/04

Renaissance - Rainhart Commercial Development

Trip Generation Data

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
Summary Sheet		Units					
Shopping Center (820)		36.80	3,546	52	34	156	169
High Turnover (Sit-Down) Restaurant (932)		8.00	1,017	48	44	53	34
Subtotal			**4,563**	**100**	**78**	**209**	**203**

Renaissance - Rainhart Commercial Development

Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Shopping Center (820)	*36.80*	3,546	52	34	156	169
	1,000 S.F.					

ITE Trip Generation Equations:

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

Ln(T) = *0.65* Ln(X) + *5.83*
50% Enter, *50%* Exit

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

Ln(T) = *0.6* Ln(X) + *2.29*
61% Enter, *39%* Exit

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

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

Comments:
Tract No.

Based on ITE Trip Generation Manual - 7th Edition

Renaissance - Rainhart Commercial Development

Trip Generation Data

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
High Turnover (Sit-Down) Restaurant (932)	*8.00*	1,017	48	44	53	34
	1,000 S.F.					

ITE Trip Generation Equations:

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

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

50% Enter, *50%* Exit

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

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

52% Enter, *48%* Exit

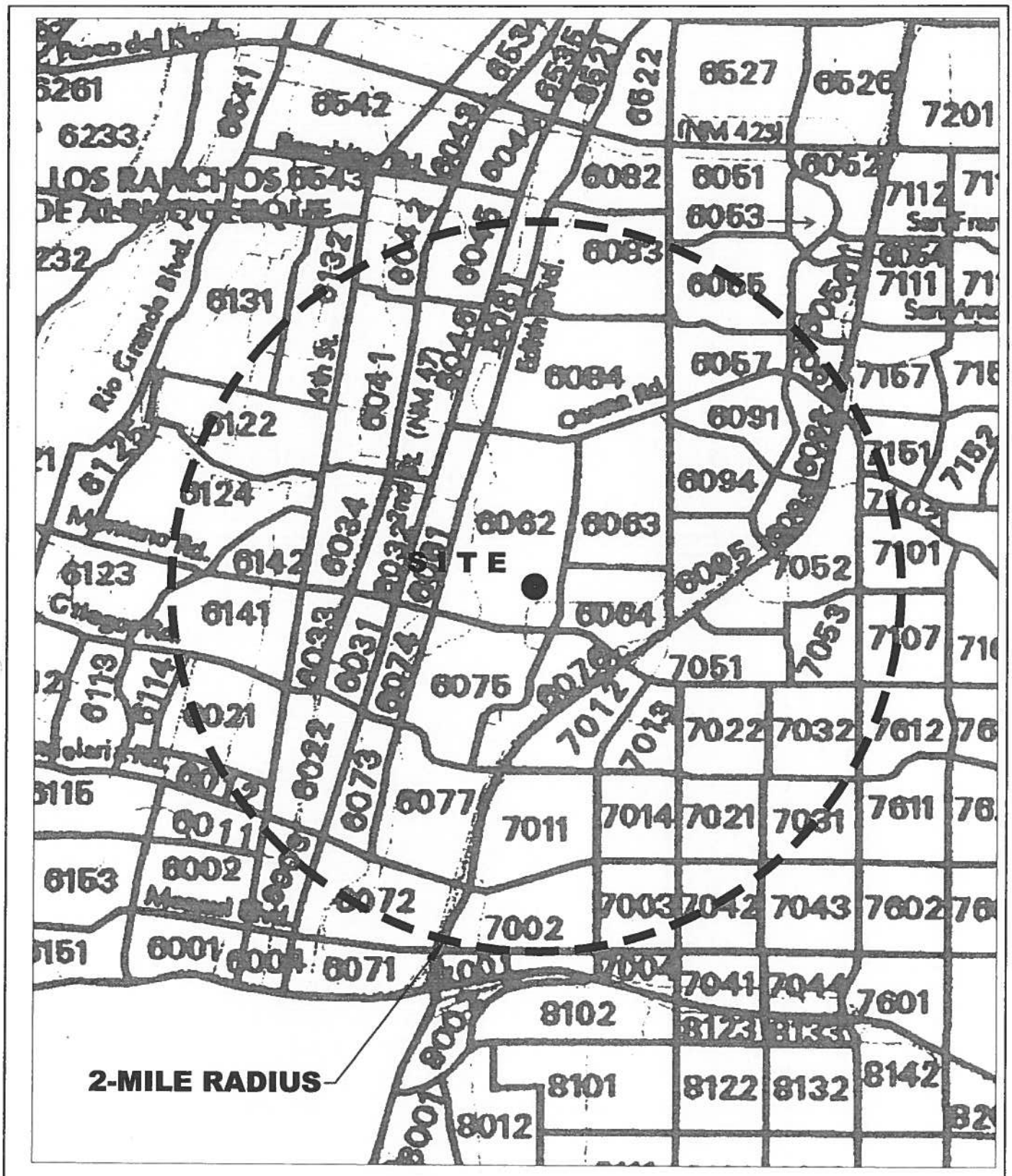
Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

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

61% Enter, *39%* Exit

Comments:
Tract No.

Based on ITE Trip Generation Manual - 7th Edition



DATA ANALYSIS SUBZONE (DASZ) MAP

Renaissance Center Comm. Dev. (Renaissance / Alexander)

Trip Distribution Table

Renaissance Center (Renaissance Blvd / Alexander Blvd)

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

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

									(AN) Alexander Blvd North			(CN) Culture Dr North			(RE) Renaissance Blvd East		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2010													
Boundary Specified on DASZ Map																	
6003	20%	722	701	714	143	1.00	143	0.45%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6012	20%	914	1030	960	192	1.00	192	0.60%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6021	75%	2228	2220	2,225	1,669	1.00	1,669	5.25%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6022	100%	1093	1114	1,101	1,101	1.00	1,101	3.46%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6031	100%	374	636	479	479	1.00	479	1.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6032	100%	670	683	675	675	1.00	675	2.12%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6033	100%	561	546	555	555	1.00	555	1.74%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6034	100%	465	509	483	483	1.00	483	1.52%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6041	100%	1144	1318	1,214	1,214	1.00	1,214	3.82%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6042	30%	387	482	425	128	1.00	128	0.40%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6045	60%	699	684	693	416	1.00	416	1.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6046	100%	661	619	644	644	1.00	644	2.02%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6056	45%	0	7	3	1	1.00	1	0.00%	50%	0.00%	1	0%	0.00%	0	50%	0.00%	1
6057	100%	6	6	6	6	1.00	6	0.02%	50%	0.01%	3	0%	0.00%	0	50%	0.01%	3
6058	50%	52	57	54	27	1.00	27	0.08%	50%	0.04%	14	0%	0.00%	0	50%	0.04%	14
6061	100%	411	610	491	491	1.00	491	1.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6062	100%	1359	1526	1,426	1,426	1.00	1,426	4.48%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6063	100%	0	2	1	1	1.00	1	0.00%	50%	0.00%	1	0%	0.00%	0	50%	0.00%	1
6064	100%	0	0	0	0	1.00	0	0.00%	30%	0.00%	0	35%	0.00%	0	35%	0.00%	0
6072	55%	232	290	255	140	1.00	140	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6073	100%	48	49	48	48	1.00	48	0.15%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6074	100%	53	48	51	51	1.00	51	0.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6075	100%	99	97	98	98	1.00	98	0.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6076	100%	3	3	3	3	1.00	3	0.01%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6077	100%	354	388	368	368	1.00	368	1.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6081	70%	280	467	355	249	1.00	249	0.78%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6083	90%	322	2404	1,155	1,040	1.00	1,040	3.27%	0%	0.00%	0	0%	0.00%	0	50%	1.63%	520
6084	100%	565	2145	1,197	1,197	1.00	1,197	3.76%	0%	0.00%	0	0%	0.00%	0	50%	1.88%	599
6091	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
6092	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0

Trip Distribution Table

Renaissance Center (Renaissance Blvd / Alexander Blvd)

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

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

									(AN) Alexander Blvd North			(CN) Culture Dr North			(RE) Renaissance Blvd East		
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2000	2025	2010													
Boundary Specified on DASZ Map																	
6093	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
6094	100%	0	2	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	1
6095	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	100%	0.00%	0
6122	70%	868	851	861	603	1.00	603	1.90%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6123	5%	657	786	701	35	1.00	35	0.11%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6124	50%	727	796	755	378	1.00	378	1.19%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6131	10%	483	591	526	53	1.00	53	0.17%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6132	60%	716	711	714	428	1.00	428	1.35%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6141	90%	1983	2029	2,001	1,801	1.00	1,801	5.66%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
6142	100%	565	545	557	557	1.00	557	1.75%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7002	100%	5	55	25	25	1.00	25	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7003	90%	88	319	180	162	1.00	162	0.51%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7011	100%	13	15	14	14	1.00	14	0.04%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7012	100%	464	530	490	490	1.00	490	1.54%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7013	100%	1097	1137	1,113	1,113	1.00	1,113	3.50%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7014	100%	1970	1872	1,931	1,931	1.00	1,931	6.07%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7021	100%	1308	1466	1,371	1,371	1.00	1,371	4.31%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7022	100%	1724	1681	1,707	1,707	1.00	1,707	5.37%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7031	50%	1996	1919	1,965	983	1.00	983	3.09%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7032	95%	1574	1667	1,611	1,530	1.00	1,530	4.81%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7042	45%	1133	1053	1,101	495	1.00	495	1.56%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7051	100%	2944	2761	2,871	2,871	1.00	2,871	9.03%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7052	100%	6	6	6	6	1.00	6	0.02%	50%	0.01%	3	0%	0.00%	0	50%	0.01%	3
7053	100%	7	56	27	27	1.00	27	0.08%	50%	0.04%	14	0%	0.00%	0	50%	0.04%	14
7101	45%	2152	2020	2,099	945	1.00	945	2.97%	50%	1.49%	473	0%	0.00%	0	50%	1.49%	473
7102	30%	494	463	482	145	1.00	145	0.46%	50%	0.23%	73	0%	0.00%	0	50%	0.23%	73
7107	45%	2270	2166	2,228	1,003	1.00	1,003	3.16%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
7151	15%	1029	964	1,003	150	1.00	150	0.47%	50%	0.24%	75	0%	0.00%	0	50%	0.24%	75
7612	15%	940	919	932	140	1.00	140	0.44%	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
				42,951	31,809		31,809	100.00%			654			-			1,774
											2.06%			0.00%			5.58%

Trip Distribution Table

Renaissance Center (Renaissance Blvd / Alexander Blvd)

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

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

									(ME) Montano Blvd East			(AS) Alexander Blvd South			(MW) Montano Blvd West	
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	Population
		2000	2025	2010												
Boundary Specified on DASZ Map																
6003	20%	722	701	714	143	1.00	143	0.45%	0%	0.00%	0	0%	0.00%	0	100%	143
6012	20%	914	1030	960	192	1.00	192	0.60%	0%	0.00%	0	0%	0.00%	0	100%	192
6021	75%	2228	2220	2,225	1,669	1.00	1,669	5.25%	0%	0.00%	0	0%	0.00%	0	100%	1,669
6022	100%	1093	1114	1,101	1,101	1.00	1,101	3.46%	0%	0.00%	0	0%	0.00%	0	100%	1,101
6031	100%	374	636	479	479	1.00	479	1.51%	0%	0.00%	0	0%	0.00%	0	100%	479
6032	100%	670	683	675	675	1.00	675	2.12%	0%	0.00%	0	0%	0.00%	0	100%	675
6033	100%	561	546	555	555	1.00	555	1.74%	0%	0.00%	0	0%	0.00%	0	100%	555
6034	100%	465	509	483	483	1.00	483	1.52%	0%	0.00%	0	0%	0.00%	0	100%	483
6041	100%	1144	1318	1,214	1,214	1.00	1,214	3.82%	0%	0.00%	0	0%	0.00%	0	100%	1,214
6042	30%	387	482	425	128	1.00	128	0.40%	0%	0.00%	0	0%	0.00%	0	100%	128
6045	60%	699	684	693	416	1.00	416	1.31%	0%	0.00%	0	0%	0.00%	0	100%	416
6046	100%	661	619	644	644	1.00	644	2.02%	0%	0.00%	0	0%	0.00%	0	100%	644
6055	45%	0	7	3	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0
6057	100%	6	6	6	6	1.00	6	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0
6058	50%	52	57	54	27	1.00	27	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0
6061	100%	411	610	491	491	1.00	491	1.54%	0%	0.00%	0	0%	0.00%	0	100%	491
6062	100%	1359	1526	1,426	1,426	1.00	1,426	4.48%	0%	0.00%	0	0%	0.00%	0	100%	1,426
6063	100%	0	2	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0
6064	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0
6072	55%	232	290	255	140	1.00	140	0.44%	50%	0.22%	70	0%	0.00%	0	50%	70
6073	100%	48	49	48	48	1.00	48	0.15%	50%	0.08%	24	0%	0.00%	0	50%	24
6074	100%	53	48	51	51	1.00	51	0.16%	0%	0.00%	0	0%	0.00%	0	100%	51
6075	100%	99	97	98	98	1.00	98	0.31%	0%	0.00%	0	50%	0.15%	49	50%	49
6076	100%	3	3	3	3	1.00	3	0.01%	0%	0.00%	0	100%	0.01%	3	0%	0
6077	100%	354	388	368	368	1.00	368	1.16%	0%	0.00%	0	100%	1.16%	368	0%	0
6081	70%	280	467	355	249	1.00	249	0.78%	0%	0.00%	0	0%	0.00%	0	100%	249
6083	90%	322	2404	1,155	1,040	1.00	1,040	3.27%	0%	0.00%	0	0%	0.00%	0	50%	520
6084	100%	565	2145	1,197	1,197	1.00	1,197	3.76%	0%	0.00%	0	0%	0.00%	0	50%	599
6091	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0
6092	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0

Trip Distribution Table

Renaissance Center (Renaissance Blvd / Alexander Blvd)

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

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

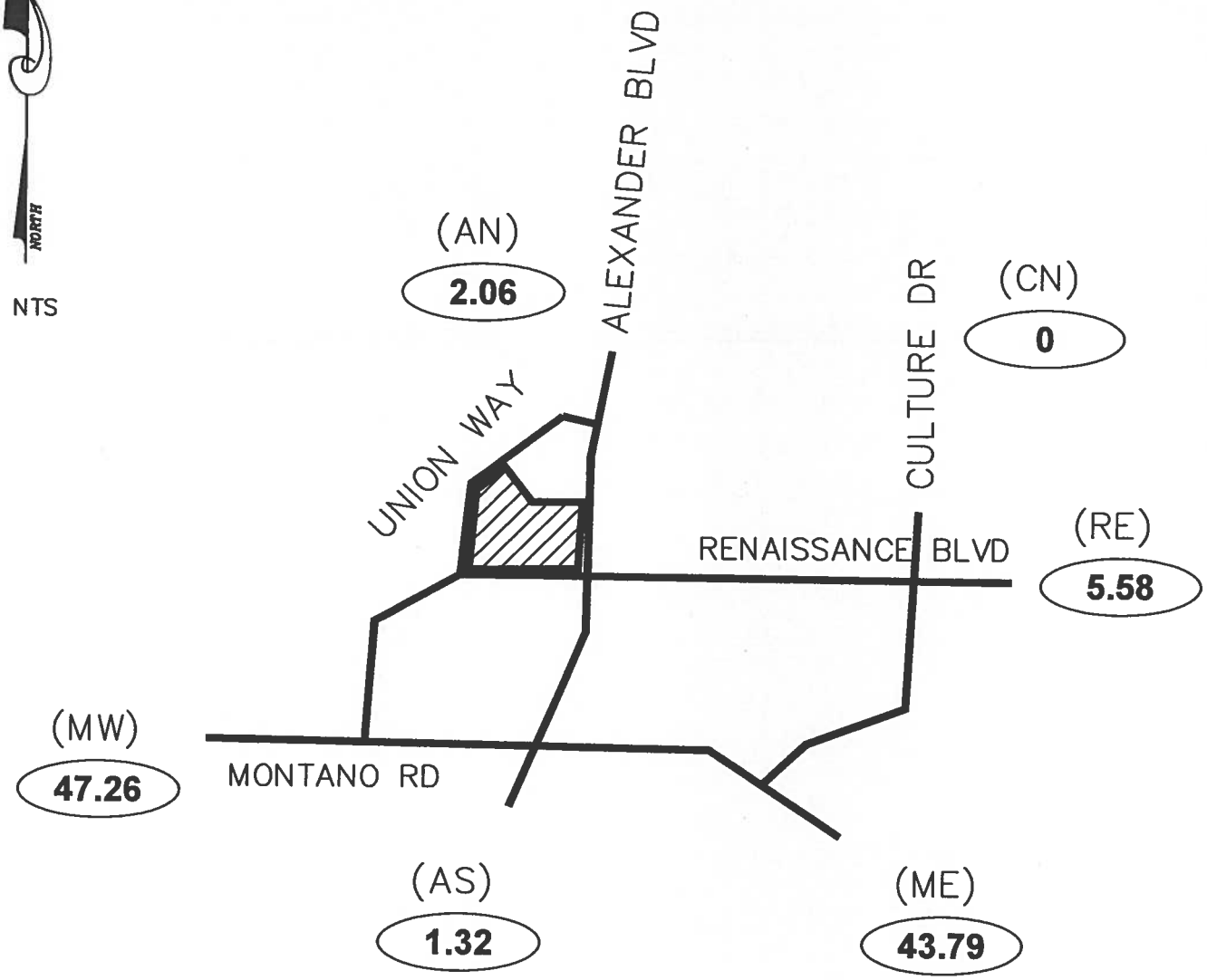
									(ME) Montano Blvd East			(AS) Alexander Blvd South			(MW) Montano Blvd West	
DASZ #	% Sub Area in Study	2000 Population	2025 Population	Interpolated Population for the Year	Population in Study	Dist. (Mi.)	Population / Distance	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population	% Utilizing	Population
		2000	2025	2010												
Boundary Specified on DASZ Map																
6093	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0
6094	100%	0	2	1	1	1.00	1	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0
6095	100%	0	0	0	0	1.00	0	0.00%	0%	0.00%	0	0%	0.00%	0	0%	0
6122	70%	868	851	861	603	1.00	603	1.90%	0%	0.00%	0	0%	0.00%	0	100%	603
6123	5%	657	766	701	35	1.00	35	0.11%	0%	0.00%	0	0%	0.00%	0	100%	35
6124	50%	727	796	755	378	1.00	378	1.19%	0%	0.00%	0	0%	0.00%	0	100%	378
6131	10%	483	591	526	53	1.00	53	0.17%	0%	0.00%	0	0%	0.00%	0	100%	53
6132	60%	716	711	714	428	1.00	428	1.35%	0%	0.00%	0	0%	0.00%	0	100%	428
6141	90%	1983	2029	2,001	1,801	1.00	1,801	5.66%	0%	0.00%	0	0%	0.00%	0	100%	1,801
6142	100%	565	545	557	557	1.00	557	1.75%	0%	0.00%	0	0%	0.00%	0	100%	557
7002	100%	5	55	25	25	1.00	25	0.08%	100%	0.08%	25	0%	0.00%	0	0%	0
7003	90%	88	319	180	162	1.00	162	0.51%	100%	0.51%	162	0%	0.00%	0	0%	0
7011	100%	13	15	14	14	1.00	14	0.04%	100%	0.04%	14	0%	0.00%	0	0%	0
7012	100%	464	530	490	490	1.00	490	1.54%	100%	1.54%	490	0%	0.00%	0	0%	0
7013	100%	1097	1137	1,113	1,113	1.00	1,113	3.50%	100%	3.50%	1,113	0%	0.00%	0	0%	0
7014	100%	1970	1872	1,931	1,931	1.00	1,931	6.07%	100%	6.07%	1,931	0%	0.00%	0	0%	0
7021	100%	1308	1466	1,371	1,371	1.00	1,371	4.31%	100%	4.31%	1,371	0%	0.00%	0	0%	0
7022	100%	1724	1681	1,707	1,707	1.00	1,707	5.37%	100%	5.37%	1,707	0%	0.00%	0	0%	0
7031	50%	1996	1919	1,965	983	1.00	983	3.09%	100%	3.09%	983	0%	0.00%	0	0%	0
7032	95%	1574	1667	1,611	1,530	1.00	1,530	4.81%	100%	4.81%	1,530	0%	0.00%	0	0%	0
7042	45%	1133	1053	1,101	495	1.00	495	1.56%	100%	1.56%	495	0%	0.00%	0	0%	0
7051	100%	2944	2761	2,871	2,871	1.00	2,871	9.03%	100%	9.03%	2,871	0%	0.00%	0	0%	0
7052	100%	6	6	6	6	1.00	6	0.02%	0%	0.00%	0	0%	0.00%	0	0%	0
7053	100%	7	56	27	27	1.00	27	0.08%	0%	0.00%	0	0%	0.00%	0	0%	0
7101	45%	2152	2020	2,099	945	1.00	945	2.97%	0%	0.00%	0	0%	0.00%	0	0%	0
7102	30%	494	463	482	145	1.00	145	0.46%	0%	0.00%	0	0%	0.00%	0	0%	0
7107	45%	2270	2166	2,228	1,003	1.00	1,003	3.15%	100%	3.15%	1,003	0%	0.00%	0	0%	0
7151	15%	1029	964	1,003	150	1.00	150	0.47%	0%	0.00%	0	0%	0.00%	0	0%	0
7612	15%	940	919	932	140	1.00	140	0.44%	100%	0.44%	140	0%	0.00%	0	0%	0
				42,951	31,809		31,809	100.00%			13,929			420		15,033
											43.79%			1.32%		47.26%

Renaissance Center

(Renaissance Blvd / Alexander Blvd)

Trip Distribution Map (%)

NTS



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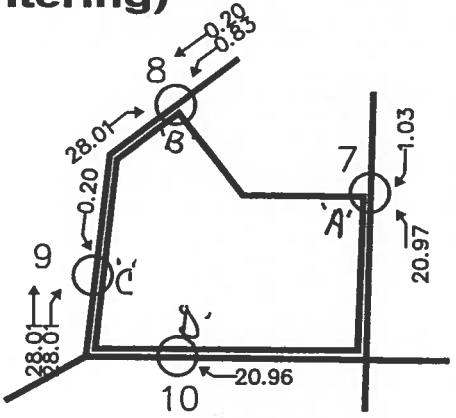
Renaissance Center

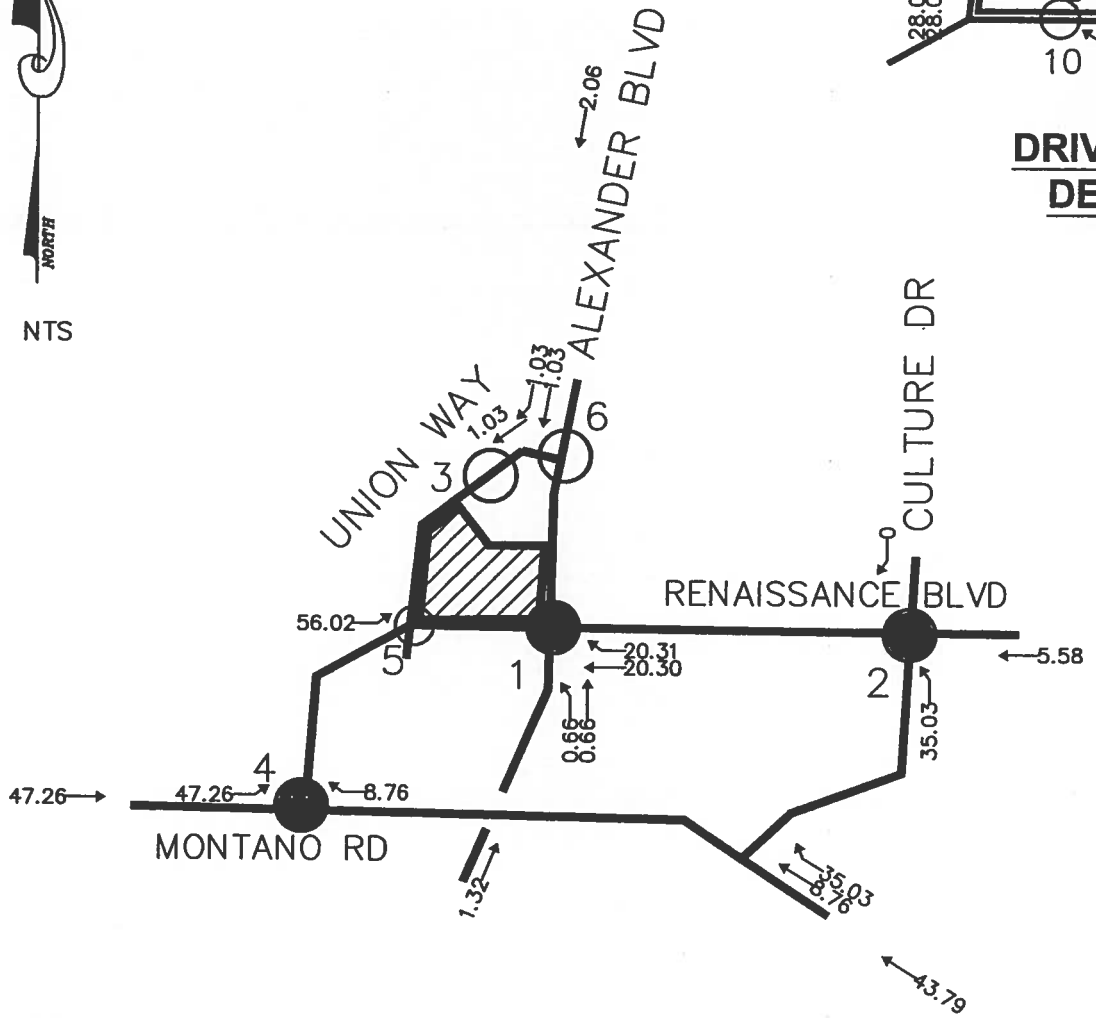
(Renaissance Blvd / Alexander Blvd)

Trip Assignments (% Entering)

NTS



DRIVEWAY DETAIL



● SIGNALIZED INTERSECTION

○ UNSIGNALIZED INTERSECTION

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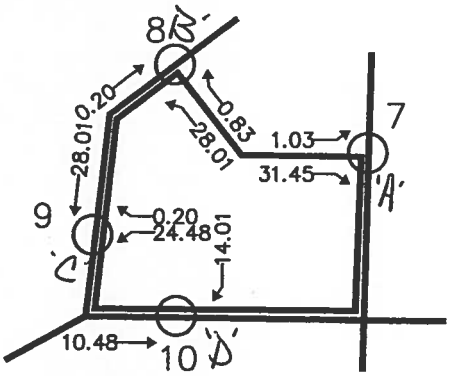
Renaissance Center

(Renaissance Blvd / Alexander Blvd)

Trip Assignments (% Exiting)

NTS



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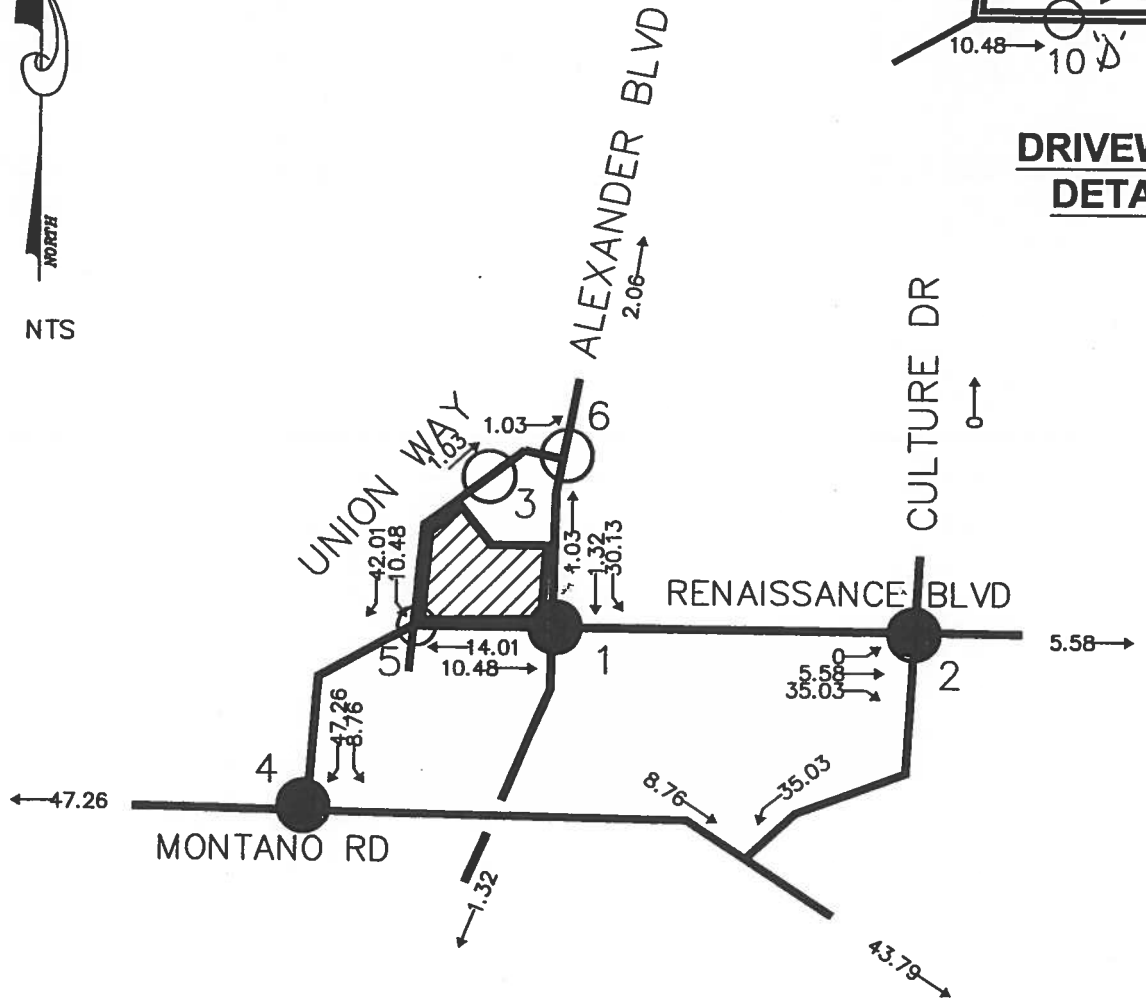

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Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: Summary

Renaissance Blvd / Alexander Blvd (1) 3.0% Truck — *0.87 / 0.91 / 0.88 / 0.75 PHF*

	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	19	164	22	110	109	26	25	20	124	18	21	22
2010 (NO BUILD - A.M.)	*21*	*179*	*24*	*120*	*119*	*28*	*27*	*22*	*135*	*20*	*23*	*24*
2010 (BUILD - A.M.)	***21***	***187***	***24***	***120***	***139***	***48***	***28***	***23***	***135***	***44***	***24***	***24***

0.89 / 0.91 / 0.88 / 0.75 PHF

	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	23	216	32	148	247	26	117	30	201	36	39	49
2010 (NO BUILD - P.M.)	*25*	*235*	*35*	*161*	*269*	*28*	*128*	*33*	*219*	*39*	*43*	*53*
2010 (BUILD - P.M.)	***25***	***256***	***35***	***161***	***311***	***70***	***129***	***34***	***219***	***100***	***46***	***53***

Renaissance Blvd / Culture Dr (2) 3.0% Truck — *0.82 / 0.77 / 0.81 / 0.75 PHF*

	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Culture Dr)			Southbound (Culture Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	10	228	71	17	154	4	98	61	121	20	102	11
2010 (NO BUILD - A.M.)	*11*	*249*	*77*	*19*	*168*	*4*	*107*	*66*	*132*	*22*	*111*	*12*
2010 (BUILD - A.M.)	***11***	***253***	***104***	***19***	***174***	***4***	***142***	***66***	***132***	***22***	***111***	***12***

0.88 / 0.82 / 0.94 / 0.80 PHF

	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Culture Dr)			Southbound (Culture Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	10	276	233	65	349	4	319	58	97	37	124	37
2010 (NO BUILD - P.M.)	*11*	*301*	*254*	*71*	*380*	*4*	*348*	*63*	*106*	*40*	*135*	*40*
2010 (BUILD - P.M.)	***11***	***312***	***325***	***71***	***392***	***4***	***421***	***63***	***106***	***40***	***135***	***40***

Northern Drive / Union Way (3) 3.0% Truck — *0.85 / 0.75 / 0.75 / 0.75 PHF*

	Eastbound (Northern Drive)			Westbound (Northern Drive)			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	1	0	18	3	4	33	0
2010 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*20*	*3*	*4*	*36*	*0*
2010 (BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***21***	***3***	***4***	***37***	***0***

0.85 / 0.75 / 0.75 / 0.83 PHF

	Eastbound (Northern Drive)			Westbound (Northern Drive)			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	2	0	6	0	32	0	0	30	0
2010 (NO BUILD - P.M.)	*0*	*0*	*0*	*2*	*0*	*7*	*0*	*35*	*0*	*0*	*33*	*0*
2010 (BUILD - P.M.)	***0***	***0***	***0***	***2***	***0***	***7***	***0***	***37***	***0***	***0***	***35***	***0***

Montano Rd / Renaissance Blvd (4) 3.0% Truck — *0.90 / 0.92 / 0.95 / 0.85 PHF*

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Renaissance Blvd)			Southbound (Renaissance Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	200	941	172	75	512	75	42	0	64	53	0	107
2010 (NO BUILD - A.M.)	*218*	*1,026*	*187*	*82*	*558*	*82*	*46*	*0*	*70*	*58*	*0*	*117*
2010 (BUILD - A.M.)	***265***	***1,026***	***187***	***82***	***558***	***91***	***46***	***0***	***70***	***65***	***0***	***154***

0.80 / 0.83 / 0.75 / 0.75 PHF

	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Renaissance Blvd)			Southbound (Renaissance Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	228	741	79	93	932	56	102	0	134	135	0	337
2010 (NO BUILD - P.M.)	*249*	*808*	*86*	*101*	*1,016*	*61*	*111*	*0*	*146*	*147*	*0*	*367*
2010 (BUILD - P.M.)	***348***	***808***	***86***	***101***	***1,016***	***79***	***111***	***0***	***146***	***165***	***0***	***463***

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: **Summary**

Renaissance Blvd / Union Way

(5)

3.0% Truck

	0.93			0.94			0.92			0.75		PHF
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	11	153	4	22	147	1	38	1	42	0	0	8
2010 (NO BUILD - A.M.)	*12*	*167*	*4*	*24*	*160*	*1*	*41*	*1*	*46*	*0*	*0*	*9*
2010 (BUILD - A.M.)	***68***	***167***	***4***	***24***	***171***	***1***	***41***	***1***	***46***	***8***	***33***	***9***

	0.95			0.88			0.83			0.75		PHF
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	8	209	3	36	388	2	50	1	45	11	0	24
2010 (NO BUILD - P.M.)	*9*	*228*	*3*	*39*	*423*	*2*	*55*	*1*	*49*	*12*	*0*	*26*
2010 (BUILD - P.M.)	***126***	***228***	***3***	***39***	***451***	***2***	***55***	***1***	***49***	***33***	***85***	***26***

Union Way / Alexander Blvd

(6)

3.0% Truck

	0.75			0.75			0.75			0.75		PHF
	Eastbound (Union Way)			Westbound (Union Way)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	5	0	2	0	0	1	8	42	0	1	70	1
2010 (NO BUILD - A.M.)	*5*	*0*	*2*	*0*	*0*	*1*	*9*	*46*	*0*	*1*	*76*	*1*
2010 (BUILD - A.M.)	***6***	***0***	***2***	***0***	***0***	***1***	***9***	***47***	***0***	***1***	***77***	***2***

	0.75			0.75			0.77			0.77		PHF
	Eastbound (Union Way)			Westbound (Union Way)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	2	0	8	14	1	0	9	35	2	3	78	2
2010 (NO BUILD - P.M.)	*2*	*0*	*9*	*15*	*1*	*0*	*10*	*38*	*2*	*3*	*85*	*2*
2010 (BUILD - P.M.)	***4***	***0***	***9***	***15***	***1***	***0***	***10***	***40***	***2***	***3***	***87***	***4***

Driveway 'A' / Alexander Blvd

(7)

3.0% Truck

	0.85			0.75			0.82			0.75		PHF
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	23	0	2	6	88	21	2	95	0
2010 (NO BUILD - A.M.)	*0*	*0*	*0*	*25*	*0*	*2*	*7*	*96*	*23*	*2*	*104*	*0*
2010 (BUILD - A.M.)	***1***	***0***	***25***	***25***	***0***	***2***	***28***	***96***	***24***	***2***	***104***	***0***

	0.75			0.76			0.90			0.80		PHF
	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	7	53	0	8	7	61	47	2	80	1
2010 (NO BUILD - P.M.)	*0*	*0*	*8*	*58*	*0*	*9*	*8*	*66*	*51*	*2*	*87*	*1*
2010 (BUILD - P.M.)	***2***	***0***	***72***	***58***	***0***	***9***	***52***	***66***	***53***	***2***	***87***	***1***

Driveway 'B' / Union Way

(8)

3.0% Truck

	0.85			0.75			0.83			0.75		PHF
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	0	0	2	0	18	2	1	33	0
2010 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*20*	*2*	*1*	*36*	*0*
2010 (BUILD - A.M.)	***0***	***0***	***0***	***22***	***0***	***3***	***0***	***20***	***30***	***2***	***36***	***0***

	0.85			0.75			0.75			0.86		PHF
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2007)	0	0	0	5	0	5	0	32	2	1	30	0
2010 (NO BUILD - P.M.)	*0*	*0*	*0*	*5*	*0*	*5*	*0*	*35*	*2*	*1*	*33*	*0*
2010 (BUILD - P.M.)	***0***	***0***	***0***	***62***	***0***	***7***	***0***	***35***	***61***	***3***	***33***	***0***

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2010) - 100% Development

INTERSECTION: **Summary**

Driveway 'C' / Union Way

(9)

3.0% Truck

	0.85			0.85			0.75			0.75			PHF
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Union Way)			Southbound (Union Way)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2007)	0	0	0	0	0	0	0	13	0	0	8	0	
2010 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*0*	*0*	*9*	*0*	
2010 (BUILD - A.M.)	***0***	***0***	***0***	***19***	***0***	***0***	***0***	***42***	***28***	***0***	***31***	***0***	

	0.85			0.85			0.75			0.75			PHF
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Union Way)			Southbound (Union Way)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2007)	0	0	0	0	0	0	0	11	0	0	35	0	
2010 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*0*	*0*	*38*	*0*	
2010 (BUILD - P.M.)	***0***	***0***	***0***	***50***	***0***	***0***	***0***	***71***	***59***	***0***	***95***	***0***	

Renaissance Blvd / Driveway 'D'

(10)

3.0% Truck

	0.87			0.87			0.85			0.85			PHF
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Driveway 'D')			Southbound (Driveway 'D')			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2007)	0	195	0	0	170	0	0	0	0	0	0	0	
2010 (NO BUILD - A.M.)	*0*	*213*	*0*	*0*	*185*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2010 (BUILD - A.M.)	***0***	***221***	***0***	***0***	***185***	***21***	***0***	***0***	***0***	***0***	***0***	***11***	

	0.89			0.89			0.85			0.85			PHF
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Driveway 'D')			Southbound (Driveway 'D')			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2007)	0	265	0	0	426	0	0	0	0	0	0	0	
2010 (NO BUILD - P.M.)	*0*	*289*	*0*	*0*	*464*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2010 (BUILD - P.M.)	***0***	***310***	***0***	***0***	***464***	***44***	***0***	***0***	***0***	***0***	***0***	***28***	

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Renaissance Blvd / Alexander Blvd

INTERSECTION: E-W Street: **Renaissance Blvd** (1)

N-S Street: **Alexander Blvd**

Year of Existing Counts 2007

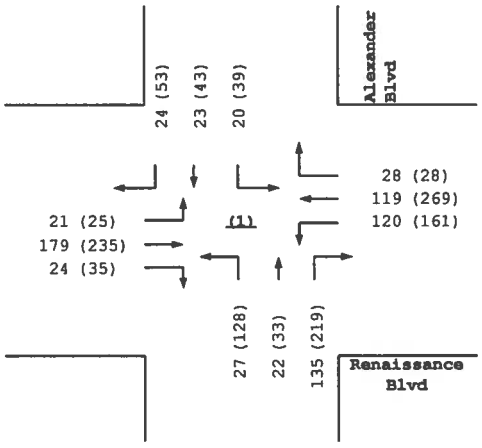
Implementation Year **2010**

Growth Rates	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	19	164	22	110	109	26	25	20	124	18	21	22
Background Traffic Growth	2	15	2	10	10	2	2	2	11	2	2	2
Subtotal (NO BUILD - A.M.)	***21***	***179***	***24***	***120***	***119***	***28***	***27***	***22***	***135***	***20***	***23***	***24***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.30%*	*20.31%*	*0.66%*	*0.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*10.48%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*30.13%*	*1.32%*	*0.00%*
Total Trips Generated	0	8	0	0	20	20	1	1	0	24	1	0
Total AM Peak Hour BUILD Volumes	**21**	**187**	**24**	**120**	**139**	**48**	**28**	**23**	**135**	**44**	**24**	**24**

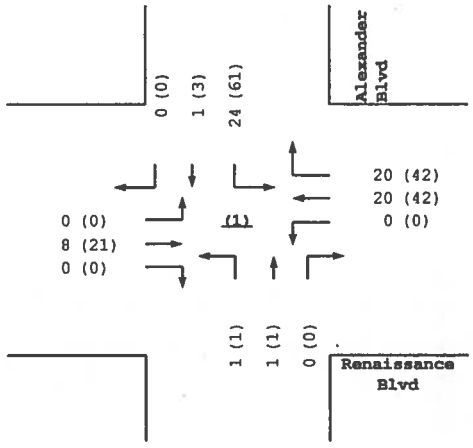
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	23	216	32	148	247	26	117	30	201	36	39	49
Background Traffic Growth	2	19	3	13	22	2	11	3	18	3	4	4
Subtotal (NO BUILD - P.M.)	***25***	***235***	***35***	***161***	***269***	***28***	***128***	***33***	***219***	***39***	***43***	***53***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.30%*	*20.31%*	*0.66%*	*0.66%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*10.48%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*30.13%*	*1.32%*	*0.00%*
Total Trips Generated	0	21	0	0	42	42	1	1	0	61	3	0
Total PM Peak Hour BUILD Volumes	**25**	**256**	**35**	**161**	**311**	**70**	**129**	**34**	**219**	**100**	**46**	**53**

	Entering	Exiting		
Number of Commercial Trips Generated	**100**	**78**	A.M.	100% Commercial Development
	209	**203**	P.M.	

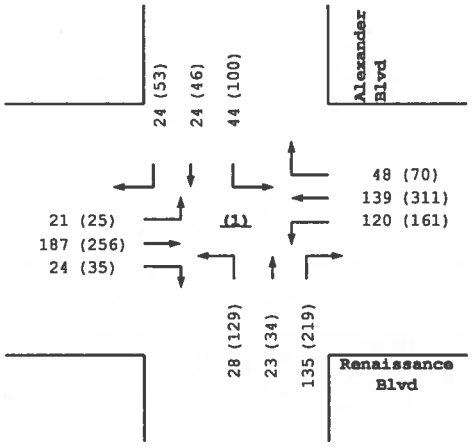
2010
NO BUILD



Trips



2010
BUILD



Renaissance Blvd / Alexander Blvd

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Renaissance Blvd / Culture Dr

INTERSECTION: E-W Street: **Renaissance Blvd** (2)
N-S Street: **Culture Dr**

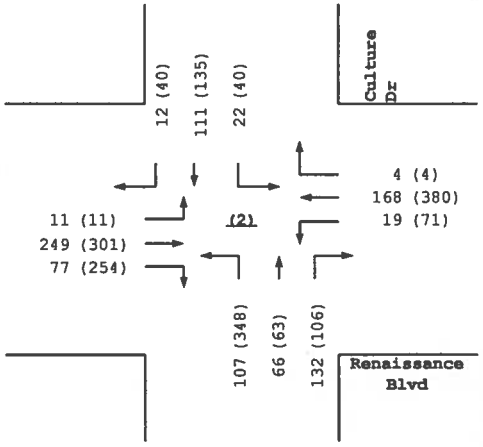
Year of Existing Counts **2007**
Implementation Year **2010**
Growth Rates **3.00%** **3.00%** **3.00%** **3.00%**

	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Culture Dr)			Southbound (Culture Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	10	228	71	17	154	4	98	61	121	20	102	11
Background Traffic Growth	1	21	6	2	14	0	9	5	11	2	9	1
Subtotal (NO BUILD - A.M.)	***11***	***249***	***77***	***19***	***168***	***4***	***107***	***66***	***132***	***22***	***111***	***12***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*5.58%*	*0.00%*	*35.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*5.58%*	*35.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	4	27	0	6	0	35	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**11**	**253**	**104**	**19**	**174**	**4**	**142**	**66**	**132**	**22**	**111**	**12**

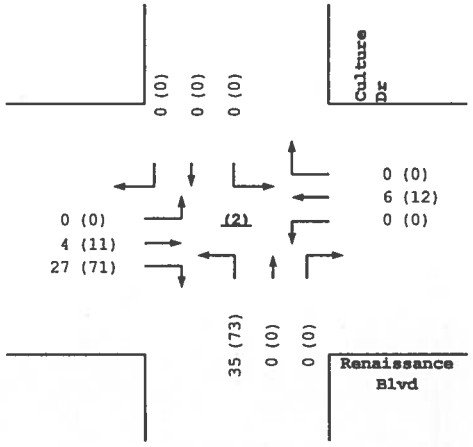
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Culture Dr)			Southbound (Culture Dr)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	10	276	233	65	349	4	319	58	97	37	124	37
Background Traffic Growth	1	25	21	6	31	0	29	5	9	3	11	3
Subtotal (NO BUILD - P.M.)	***11***	***301***	***254***	***71***	***380***	***4***	***348***	***63***	***106***	***40***	***135***	***40***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*5.58%*	*0.00%*	*35.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*5.58%*	*35.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	11	71	0	12	0	73	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**11**	**312**	**325**	**71**	**392**	**4**	**421**	**63**	**106**	**40**	**135**	**40**

	Entering	Exiting		
Number of Commercial Trips Generated	**100**	**78**	A.M.	100% Commercial Development
	209	**203**	P.M.	

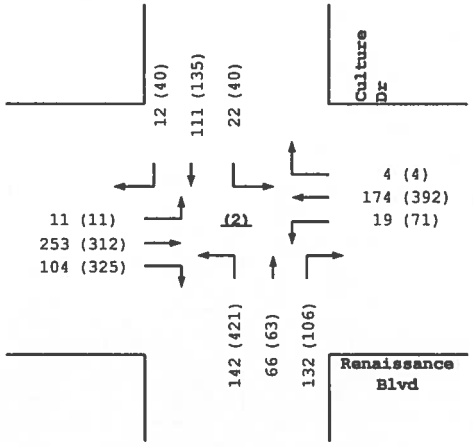
2010
NO BUILD



Trips



2010
BUILD



Renaissance Blvd / Culture Dr

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Northern Drive / Union Way

INTERSECTION: E-W Street: **Northern Drive** (3)

N-S Street: **Union Way**

Year of Existing Counts **2007**

Implementation Year **2010**

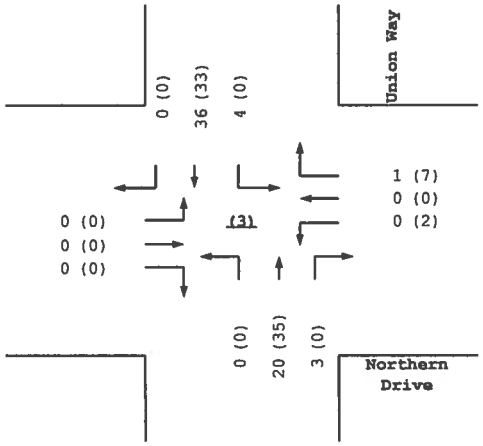
Growth Rates **3.00%** **3.00%** **3.00%** **3.00%**

	Eastbound (Northern Drive)			Westbound (Northern Drive)			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	1	0	18	3	4	33	0
Background Traffic Growth	0	0	0	0	0	0	0	2	0	0	3	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***20***	***3***	***4***	***36***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	1	0	0	1	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**21**	**3**	**4**	**37**	**0**

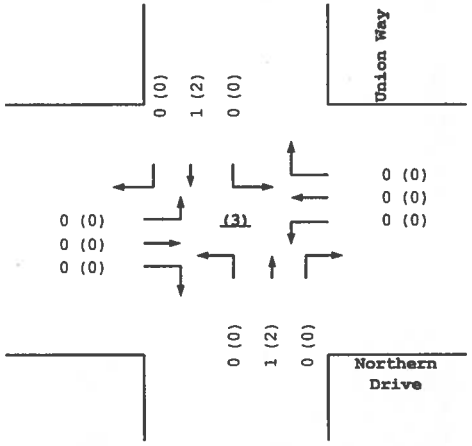
	Eastbound (Northern Drive)			Westbound (Northern Drive)			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	2	0	6	0	32	0	0	30	0
Background Traffic Growth	0	0	0	0	0	1	0	3	0	0	3	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***2***	***0***	***7***	***0***	***35***	***0***	***0***	***33***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	2	0	0	2	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**2**	**0**	**7**	**0**	**37**	**0**	**0**	**35**	**0**

	Entering	Exiting		
Number of Commercial Trips Generated	100	78	A.M.	100% Commercial Development
	209	203	P.M.	

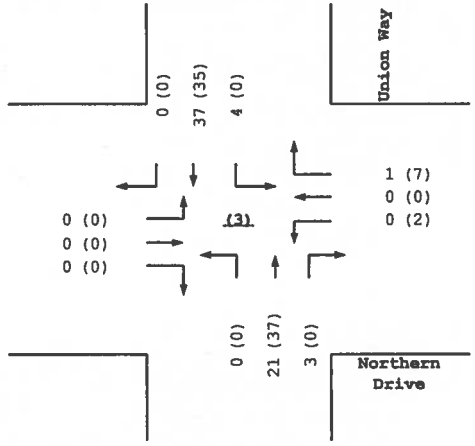
2010
NO BUILD



Trips



2010
BUILD



Northern Drive / Union Way

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Montano Rd / Renaissance Blvd

INTERSECTION: E-W Street: **Montano Rd** (4)

N-S Street: **Renaissance Blvd**

Year of Existing Counts 2007

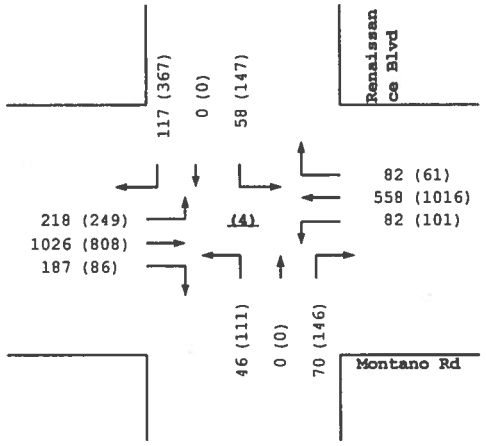
Implementation Year **2010**

Growth Rates	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Renaissance Blvd)			Southbound (Renaissance Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	200	941	172	75	512	75	42	0	64	53	0	107
Background Traffic Growth	18	85	15	7	46	7	4	0	6	5	0	10
Subtotal (NO BUILD - A.M.)	***218***	***1,026***	***187***	***82***	***558***	***82***	***46***	***0***	***70***	***58***	***0***	***117***
Percent Commercial Trips Generated(Entering)	*47.26%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*8.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*8.76%*	*0.00%*	*47.26%*
Total Trips Generated	47	0	0	0	0	9	0	0	0	7	0	37
Total AM Peak Hour BUILD Volumes	**265**	**1,026**	**187**	**82**	**558**	**91**	**46**	**0**	**70**	**65**	**0**	**154**

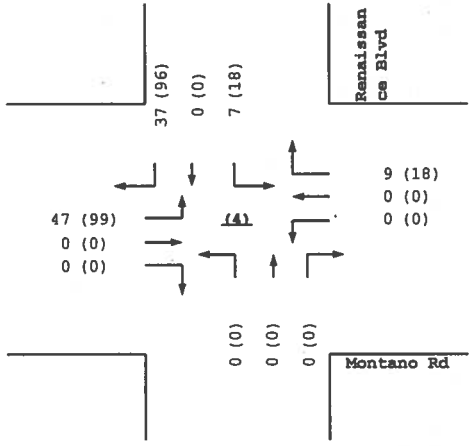
	Eastbound (Montano Rd)			Westbound (Montano Rd)			Northbound (Renaissance Blvd)			Southbound (Renaissance Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	228	741	79	93	932	56	102	0	134	135	0	337
Background Traffic Growth	21	67	7	8	84	5	9	0	12	12	0	30
Subtotal (NO BUILD - P.M.)	***249***	***808***	***86***	***101***	***1,016***	***61***	***111***	***0***	***146***	***147***	***0***	***367***
Percent Commercial Trips Generated(Entering)	*47.26%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*8.76%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*8.76%*	*0.00%*	*47.26%*
Total Trips Generated	99	0	0	0	0	18	0	0	0	18	0	96
Total PM Peak Hour BUILD Volumes	**348**	**808**	**86**	**101**	**1,016**	**79**	**111**	**0**	**146**	**165**	**0**	**463**

	Entering	Exiting		
Number of Commercial Trips Generated	100	78	A.M.	100% Commercial Development
	209	203	P.M.	

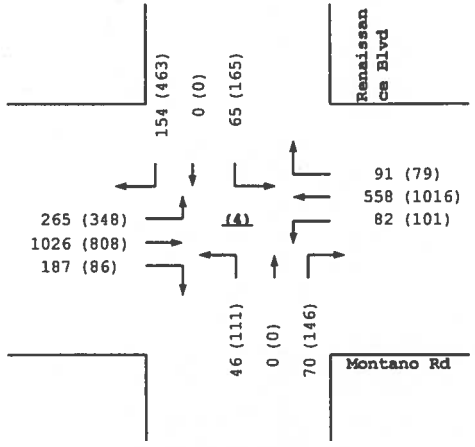
2010
NO BUILD



Trips



2010
BUILD



Montano Rd / Renaissance Blvd

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Renaissance Blvd / Union Way

INTERSECTION: E-W Street: **Renaissance Blvd** (5)
N-S Street: **Union Way**

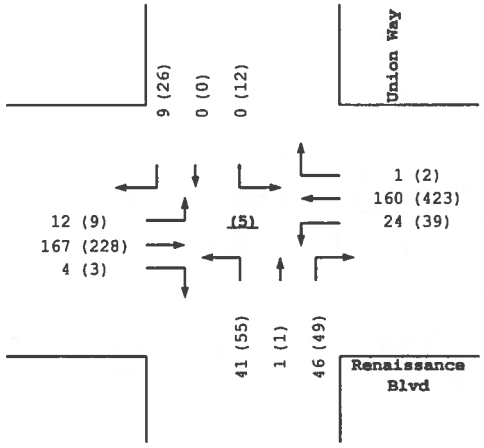
Year of Existing Counts **2007**
Implementation Year **2010**

Growth Rates	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	11	153	4	22	147	1	38	1	42	0	0	8
Background Traffic Growth	1	14	0	2	13	0	3	0	4	0	0	1
Subtotal (NO BUILD - A.M.)	***12***	***167***	***4***	***24***	***160***	***1***	***41***	***1***	***46***	***0***	***0***	***9***
Percent Commercial Trips Generated(Entering)	*56.02%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.01%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.48%*	*42.01%*	*0.00%*
Total Trips Generated	56	0	0	0	11	0	0	0	0	8	33	0
Total AM Peak Hour BUILD Volumes	**68**	**167**	**4**	**24**	**171**	**1**	**41**	**1**	**46**	**8**	**33**	**9**

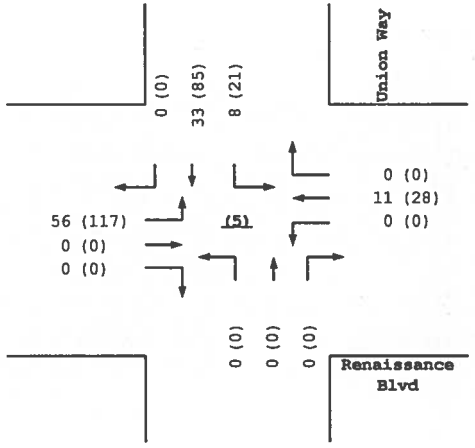
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	209	3	36	388	2	50	1	45	11	0	24
Background Traffic Growth	1	19	0	3	35	0	5	0	4	1	0	2
Subtotal (NO BUILD - P.M.)	***9***	***228***	***3***	***39***	***423***	***2***	***55***	***1***	***49***	***12***	***0***	***26***
Percent Commercial Trips Generated(Entering)	*56.02%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.01%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*10.48%*	*42.01%*	*0.00%*
Total Trips Generated	117	0	0	0	28	0	0	0	0	21	85	0
Total PM Peak Hour BUILD Volumes	**126**	**228**	**3**	**39**	**451**	**2**	**55**	**1**	**49**	**33**	**85**	**26**

	Entering	Exiting		
Number of Commercial Trips Generated	**100**	**78**	A.M.	100% Commercial Development
	209	**203**	P.M.	

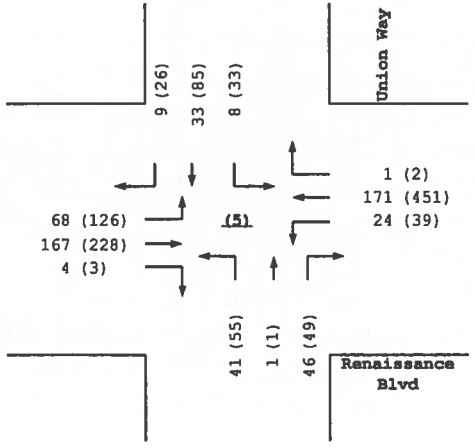
2010
NO BUILD



Trips



2010
BUILD



Renaissance Blvd / Union Way

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Union Way / Alexander Blvd

INTERSECTION: E-W Street: **Union Way** (6)

N-S Street: **Alexander Blvd**

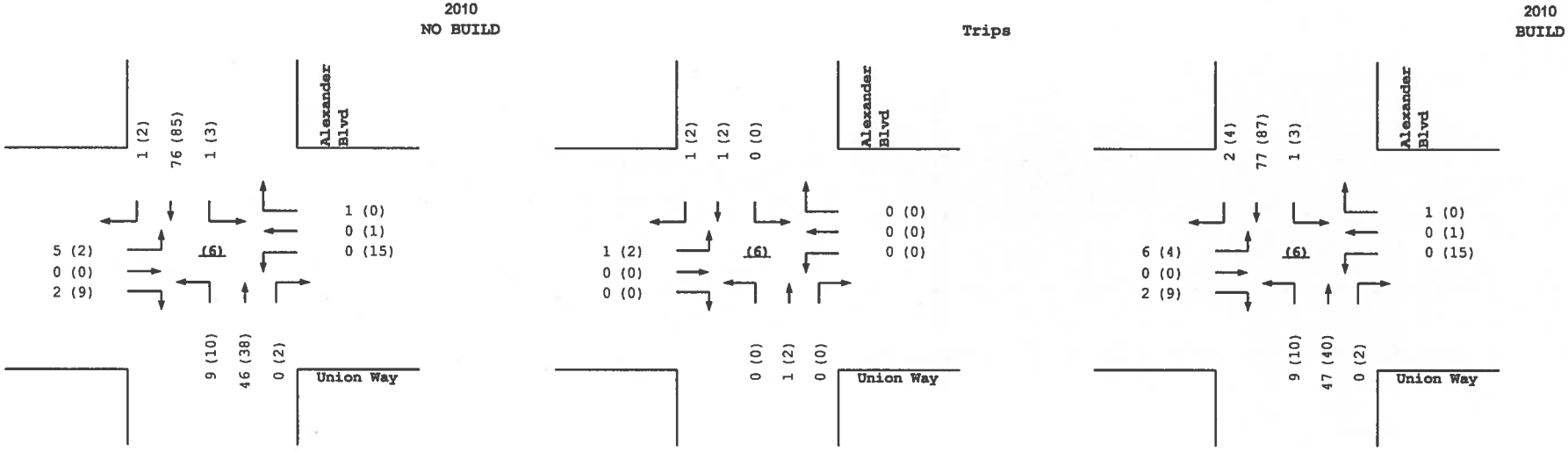
Year of Existing Counts **2007**

Implementation Year **2010**

Growth Rates	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Union Way)			Westbound (Union Way)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	5	0	2	0	0	1	8	42	0	1	70	1
Background Traffic Growth	0	0	0	0	0	0	1	4	0	0	6	0
Subtotal (NO BUILD - A.M.)	***5***	***0***	***2***	***0***	***0***	***1***	***9***	***46***	***0***	***1***	***76***	***1***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*1.03%*
Percent Commercial Trips Generated(Exiting)	*1.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	0	0	0	0	0	0	1	0	0	1	1
Total AM Peak Hour BUILD Volumes	**6**	**0**	**2**	**0**	**0**	**1**	**9**	**47**	**0**	**1**	**77**	**2**

	Eastbound (Union Way)			Westbound (Union Way)			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	2	0	8	14	1	0	9	35	2	3	78	2
Background Traffic Growth	0	0	1	1	0	0	1	3	0	0	7	0
Subtotal (NO BUILD - P.M.)	***2***	***0***	***9***	***15***	***1***	***0***	***10***	***38***	***2***	***3***	***85***	***2***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*1.03%*
Percent Commercial Trips Generated(Exiting)	*1.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*1.03%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	2	0	0	0	0	0	0	2	0	0	2	2
Total PM Peak Hour BUILD Volumes	**4**	**0**	**9**	**15**	**1**	**0**	**10**	**40**	**2**	**3**	**87**	**4**

	Entering	Exiting		
Number of Commercial Trips Generated	100	78	A.M.	100% Commercial Development
	209	203	P.M.	



Union Way / Alexander Blvd

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Driveway 'A' / Alexander Blvd

INTERSECTION: E-W Street: **Driveway 'A'** (7)

N-S Street: **Alexander Blvd**

Year of Existing Counts 2007

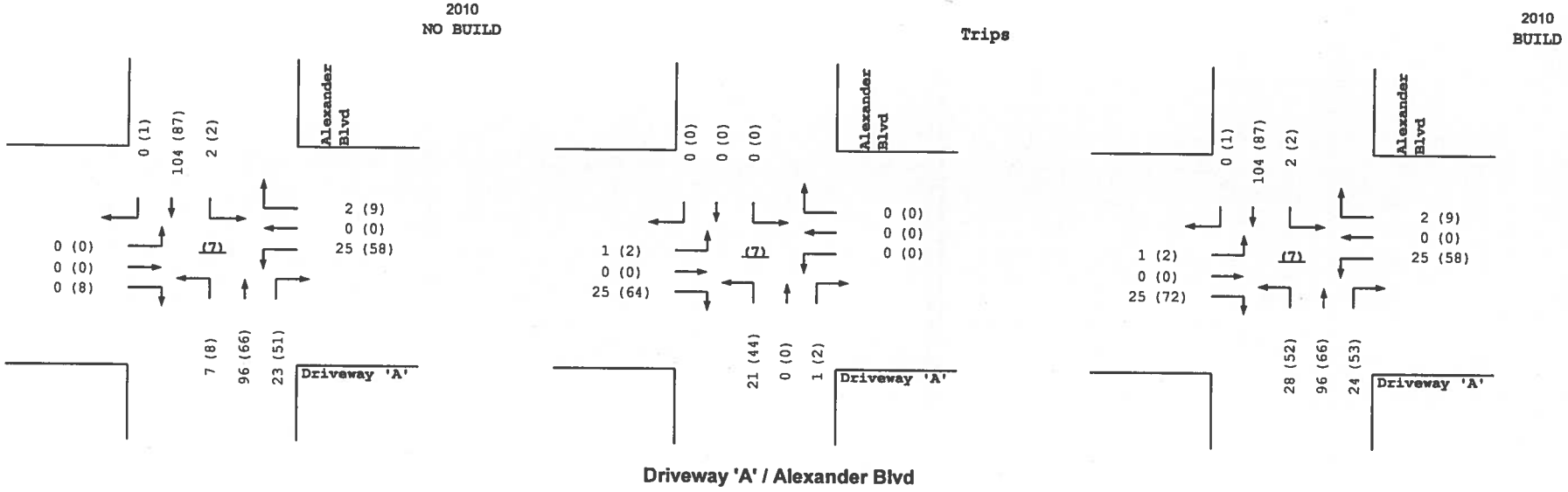
Implementation Year **2010**

Growth Rates **3.00%** **3.00%** **3.00%** **3.00%**

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	23	0	2	6	88	21	2	95	0
Background Traffic Growth	0	0	0	2	0	0	1	8	2	0	9	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***25***	***0***	***2***	***7***	***96***	***23***	***2***	***104***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.97%*	*0.00%*	*1.03%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*1.03%*	*0.00%*	*31.45%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	1	0	25	0	0	0	21	0	1	0	0	0
Total AM Peak Hour BUILD Volumes	**1**	**0**	**25**	**25**	**0**	**2**	**28**	**96**	**24**	**2**	**104**	**0**

	Eastbound (Driveway 'A')			Westbound (Driveway 'A')			Northbound (Alexander Blvd)			Southbound (Alexander Blvd)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	7	53	0	8	7	61	47	2	80	1
Background Traffic Growth	0	0	1	5	0	1	1	5	4	0	7	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***8***	***58***	***0***	***9***	***8***	***66***	***51***	***2***	***87***	***1***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.97%*	*0.00%*	*1.03%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*1.03%*	*0.00%*	*31.45%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	2	0	64	0	0	0	44	0	2	0	0	0
Total PM Peak Hour BUILD Volumes	**2**	**0**	**72**	**58**	**0**	**9**	**52**	**66**	**53**	**2**	**87**	**1**

	Entering	Exiting		
Number of Commercial Trips Generated	100	78	A.M.	100% Commercial Development
	209	203	P.M.	



Driveway 'A' / Alexander Blvd

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Driveway 'B' / Union Way

INTERSECTION: E-W Street: **Driveway 'B'** (8)

N-S Street: **Union Way**

Year of Existing Counts 2007

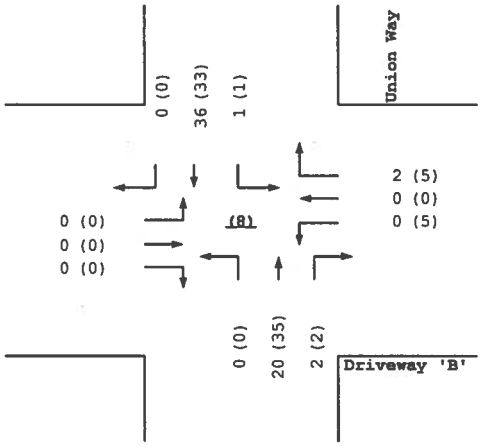
Implementation Year **2010**

Growth Rates	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	2	0	18	2	1	33	0
Background Traffic Growth	0	0	0	0	0	0	0	2	0	0	3	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***2***	***0***	***20***	***2***	***1***	***36***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*28.01%*	*0.83%*	*0.20%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*28.01%*	*0.00%*	*0.83%*	*0.00%*	*0.20%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	22	0	1	0	0	28	1	0	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**22**	**0**	**3**	**0**	**20**	**30**	**2**	**36**	**0**

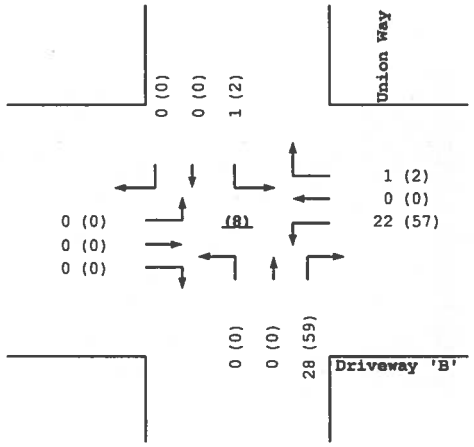
	Eastbound (Driveway 'B')			Westbound (Driveway 'B')			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	5	0	5	0	32	2	1	30	0
Background Traffic Growth	0	0	0	0	0	0	0	3	0	0	3	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***5***	***0***	***5***	***0***	***35***	***2***	***1***	***33***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*28.01%*	*0.83%*	*0.20%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*28.01%*	*0.00%*	*0.83%*	*0.00%*	*0.20%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	57	0	2	0	0	59	2	0	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**62**	**0**	**7**	**0**	**35**	**61**	**3**	**33**	**0**

	Entering	Exiting		
Number of Commercial Trips Generated	100	78	A.M.	100% Commercial Development
	209	203	P.M.	

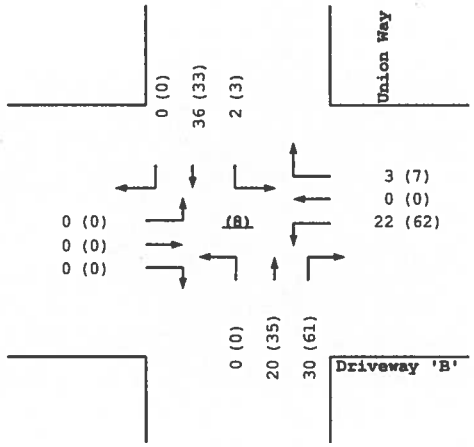
2010
NO BUILD



Trips



2010
BUILD



Driveway 'B' / Union Way

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Driveway 'C' / Union Way

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

N-S Street: **Union Way**

Year of Existing Counts 2007

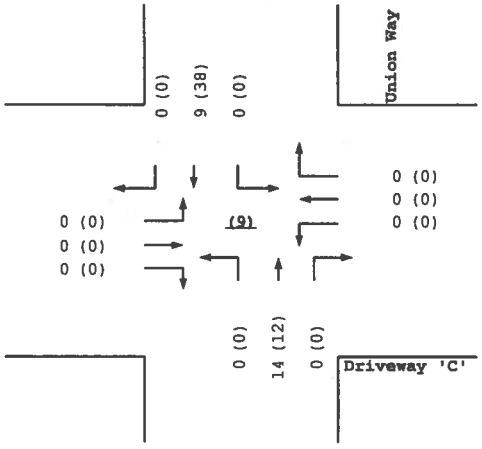
Implementation Year **2010**

Growth Rates	3.00%			3.00%			3.00%			3.00%		
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	13	0	0	8	0
Background Traffic Growth	0	0	0	0	0	0	0	1	0	0	1	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***14***	***0***	***0***	***9***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*28.01%*	*28.01%*	*0.20%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*24.48%*	*0.00%*	*0.20%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*28.01%*	*0.00%*
Total Trips Generated	0	0	0	19	0	0	0	28	28	0	22	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**42**	**28**	**0**	**31**	**0**

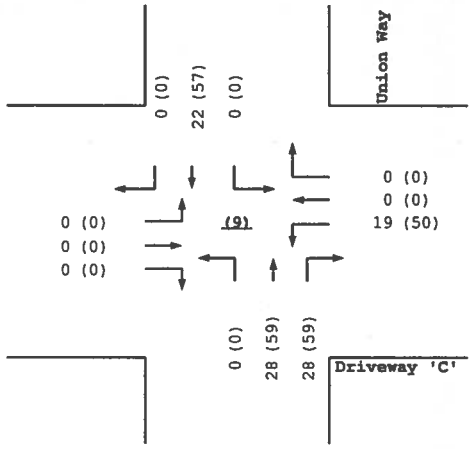
	Eastbound (Driveway 'C')			Westbound (Driveway 'C')			Northbound (Union Way)			Southbound (Union Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	11	0	0	35	0
Background Traffic Growth	0	0	0	0	0	0	0	1	0	0	3	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***12***	***0***	***0***	***38***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*28.01%*	*28.01%*	*0.20%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*24.48%*	*0.00%*	*0.20%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*28.01%*	*0.00%*
Total Trips Generated	0	0	0	50	0	0	0	59	59	0	57	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**71**	**59**	**0**	**95**	**0**

	Entering	Exiting		
Number of Commercial Trips Generated	100	78	A.M.	100% Commercial Development
	209	203	P.M.	

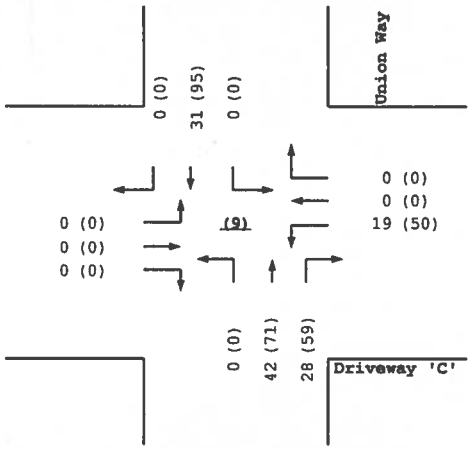
2010
NO BUILD



Trips



2010
BUILD



Driveway 'C' / Union Way

Renaissance Center (Renaissance Blvd / Alexander Blvd)

Projected Turning Movements Worksheet

Renaissance Blvd / Driveway 'D'

INTERSECTION: E-W Street: **Renaissance Blvd** (10)
N-S Street: **Driveway 'D'**

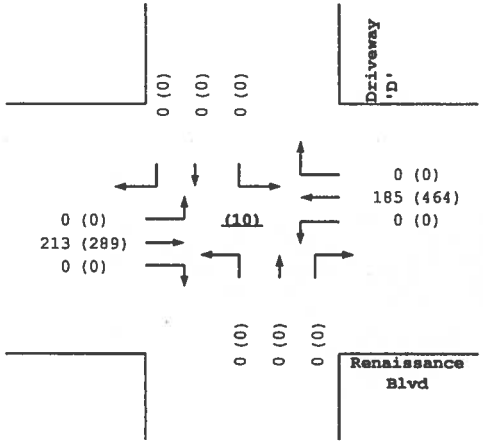
Year of Existing Counts **2007**
Implementation Year **2010**
Growth Rates **3.00%** **3.00%** **3.00%** **3.00%**

	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Driveway 'D')			Southbound (Driveway 'D')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	195	0	0	170	0	0	0	0	0	0	0
Background Traffic Growth	0	18	0	0	15	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***213***	***0***	***0***	***185***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.96%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*10.48%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.01%*
Total Trips Generated	0	8	0	0	0	21	0	0	0	0	0	11
Total AM Peak Hour BUILD Volumes	**0**	**221**	**0**	**0**	**185**	**21**	**0**	**0**	**0**	**0**	**0**	**11**

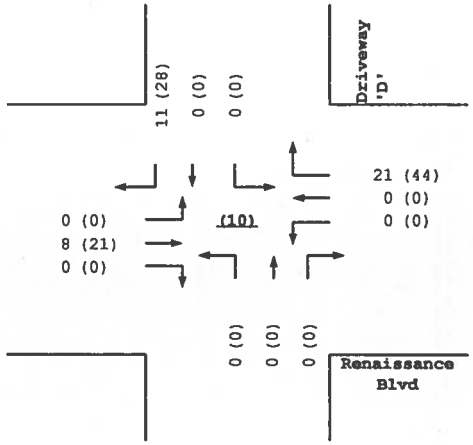
	Eastbound (Renaissance Blvd)			Westbound (Renaissance Blvd)			Northbound (Driveway 'D')			Southbound (Driveway 'D')		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	265	0	0	426	0	0	0	0	0	0	0
Background Traffic Growth	0	24	0	0	38	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***289***	***0***	***0***	***464***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Commercial Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.96%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Commercial Trips Generated(Exiting)	*0.00%*	*10.48%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*14.01%*
Total Trips Generated	0	21	0	0	0	44	0	0	0	0	0	28
Total PM Peak Hour BUILD Volumes	**0**	**310**	**0**	**0**	**464**	**44**	**0**	**0**	**0**	**0**	**0**	**28**

	Entering	Exiting		
Number of Commercial Trips Generated	100	78	A.M.	100% Commercial Development
	209	203	P.M.	

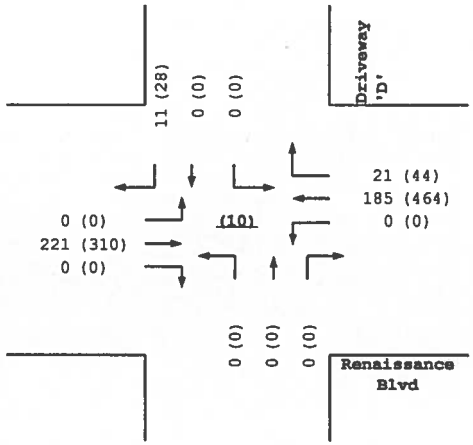
2010
NO BUILD



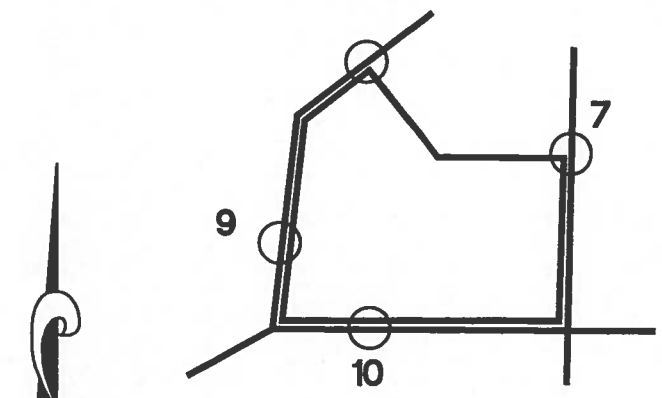
Trips



2010
BUILD

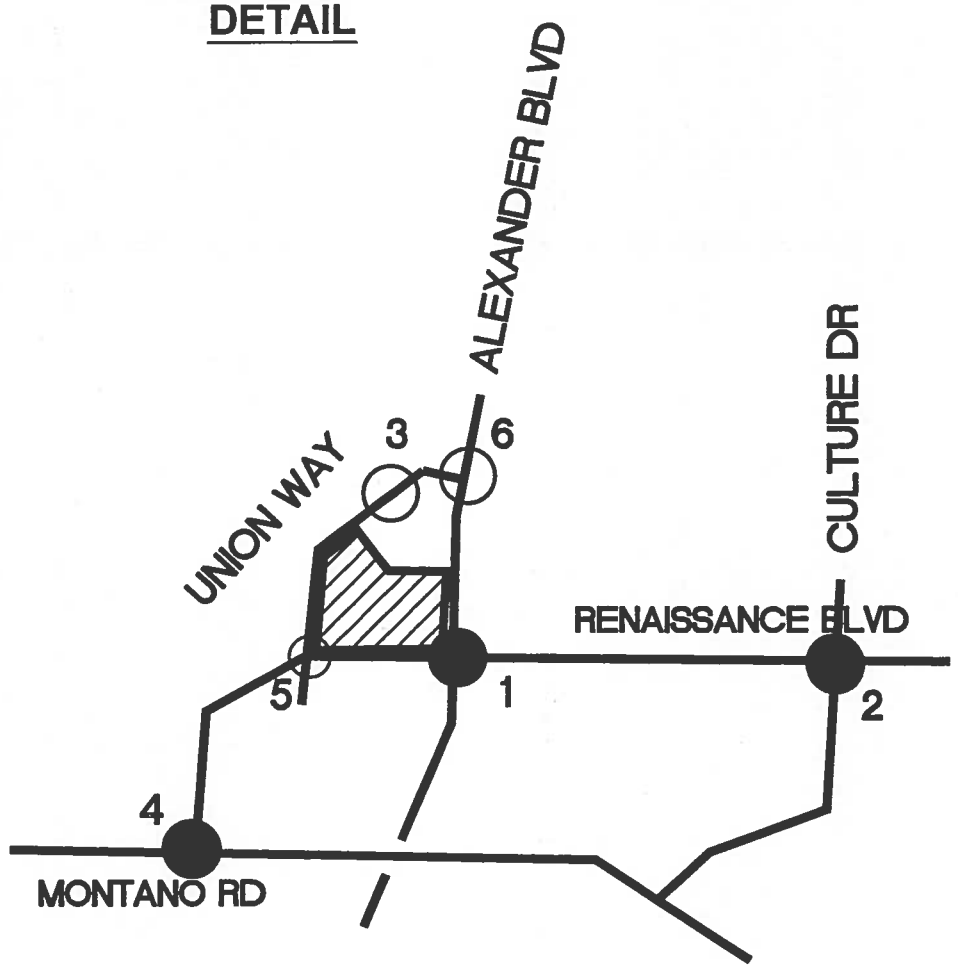


Renaissance Blvd / Driveway 'D'



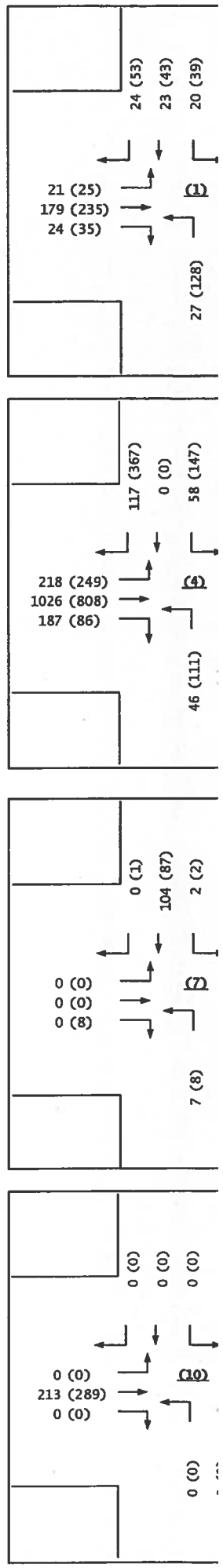
DRIVEWAY DETAIL

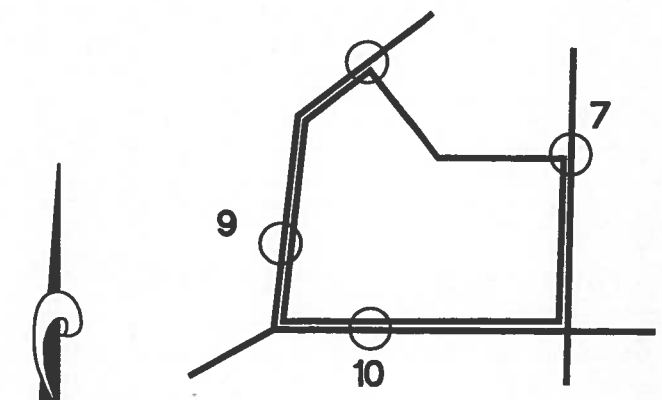
NTS



SIGNALIZED INTERSECTION

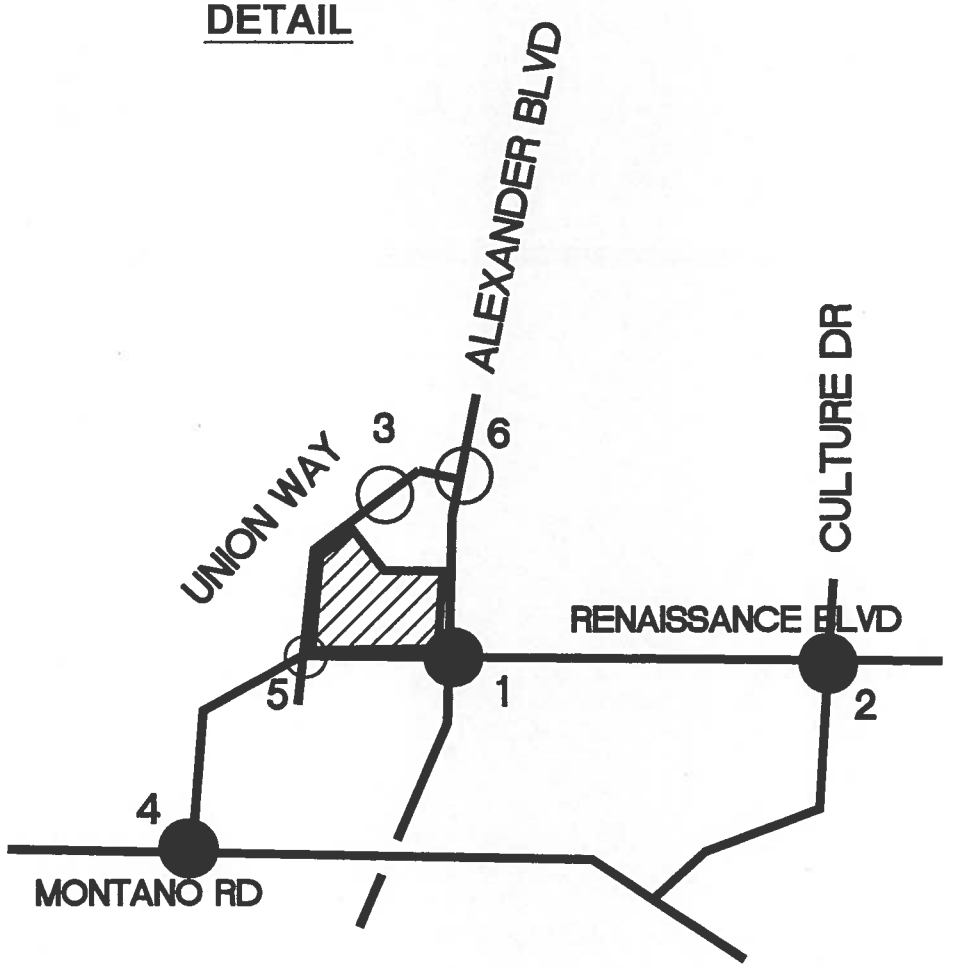
UNSIGNALIZED INTERSECTION





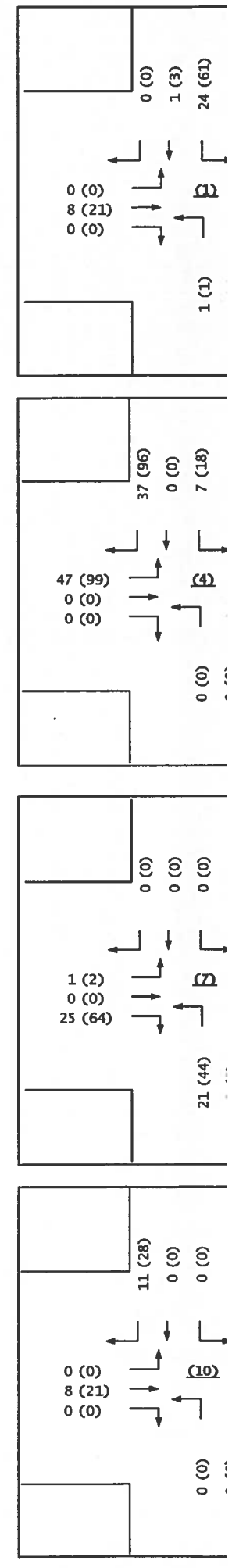
DRIVEWAY DETAIL

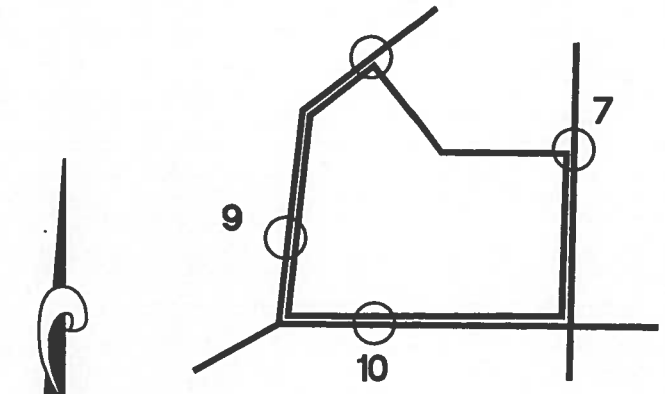
NTS



SIGNALIZED INTERSECTION

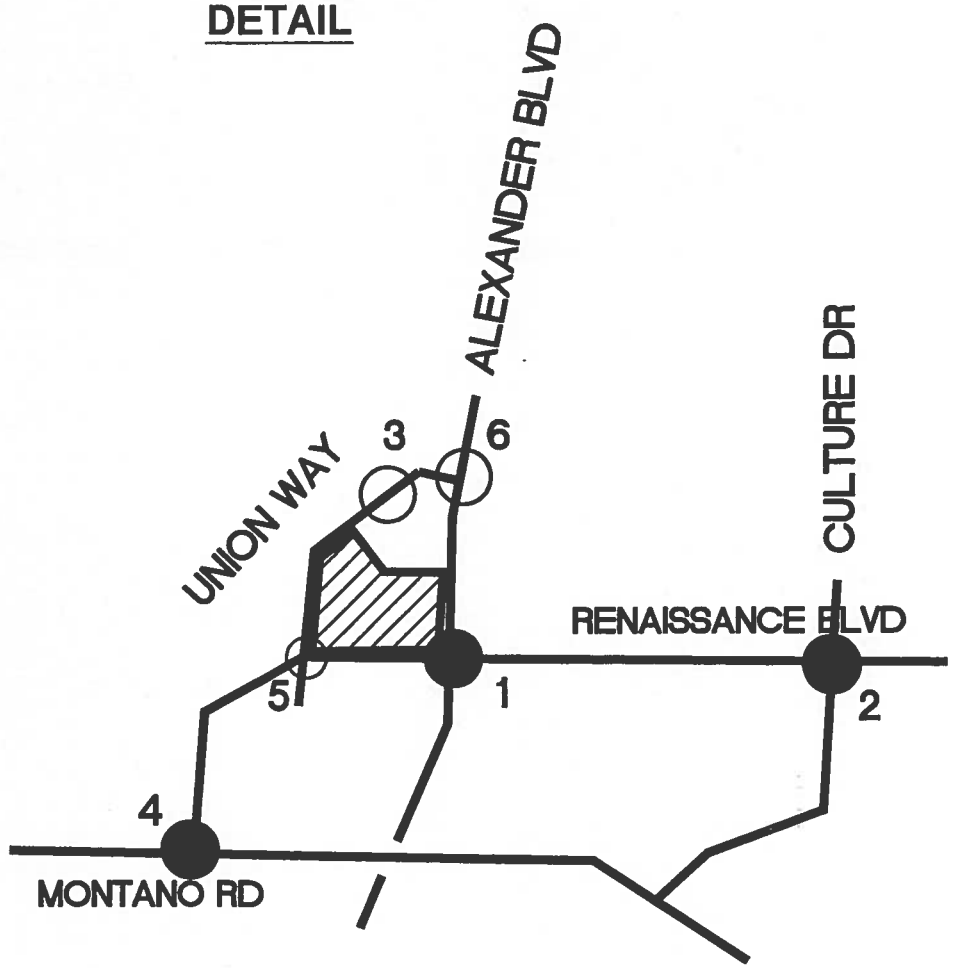
UNSIGNALIZED INTERSECTION





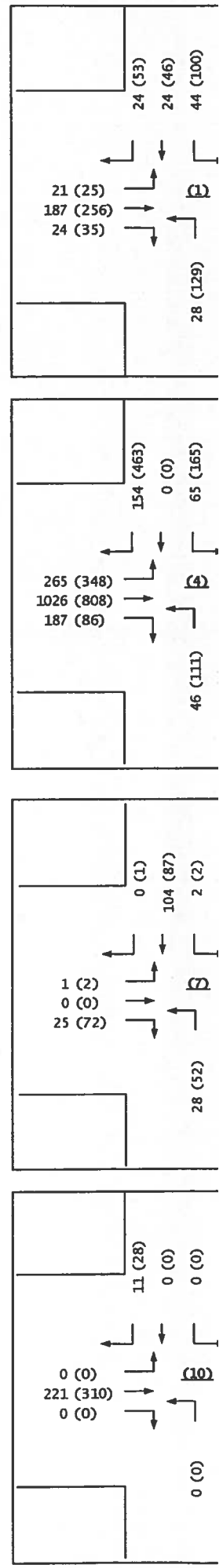
DRIVEWAY DETAIL

NTS



SIGNALIZED INTERSECTION

UNSIGNALIZED INTERSECTION



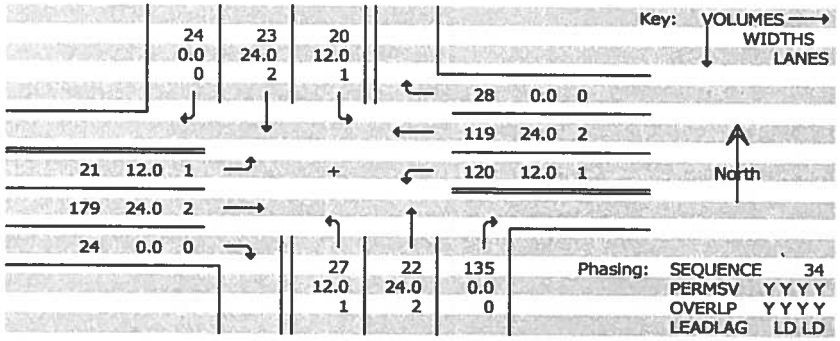
Analysis of Intersection #1

Renaissance Blvd / Alexander Blvd

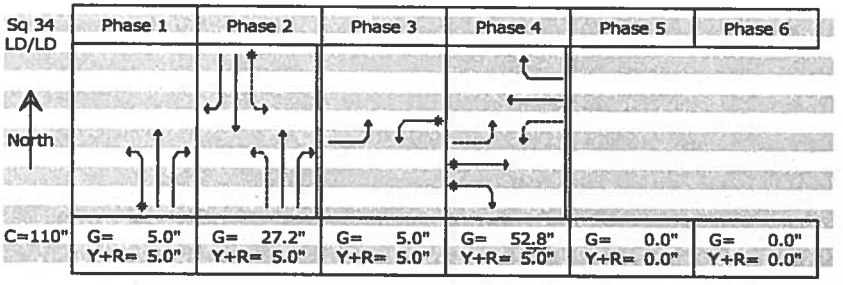
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Alexander Blvd - [1_10ANX.tpc] 19:03:22
2010 AM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONCBD



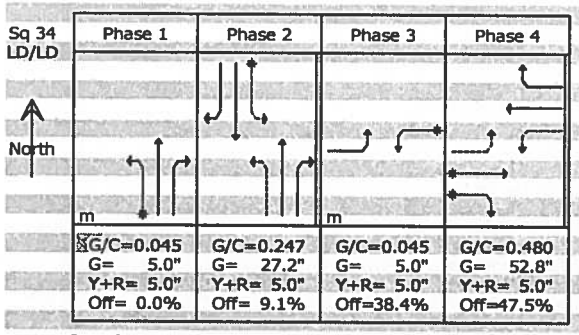
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.75	.75	.75	.91	.91	.91	.88	.88	.88	.87	.87	.87
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Alexander Blvd - [1_10ANX.tpc] 19:03:22
2010 AM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 1 -
V/C 0.139 (Critical V/C 0.199) Control Delay 19.0 Level of Service B

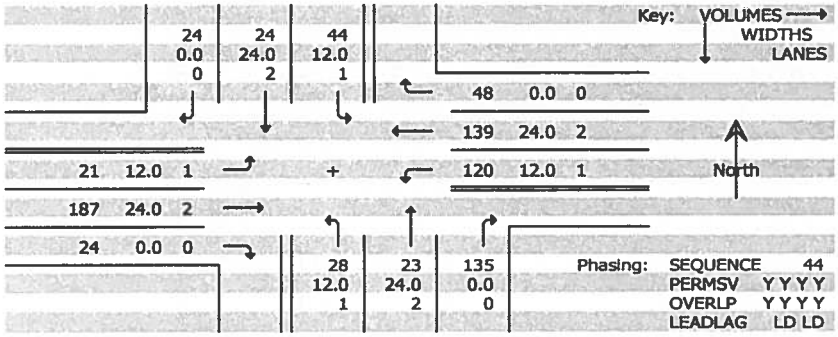


C=110 sec G= 90.0 sec = 81.8% Y=20.0 sec = 18.2% Ped= 0.0 sec = 0.0%

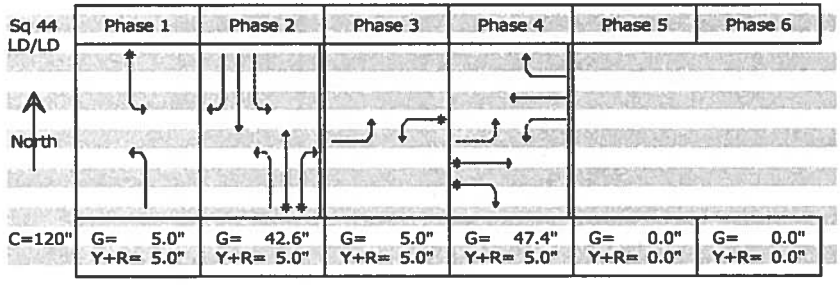
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								31.9	C	
RT+TH	24/2	0.039	0.247	733	802	63	0.079	31.8	C	37 ft
LT	12/1	0.049	0.247	238	278	27	0.092	32.0	*C	31 ft
NB Approach								25.5	C+	
RT+TH	24/2	0.087	0.338	996	1035	178	0.172	25.7	C+	95 ft
LT	12/1	0.000	0.045	402	447	31	0.069	24.6	*C+	31 ft
WB Approach								13.7	B+	
RT+TH	24/2	0.074	0.480	1637	1637	162	0.099	15.6	B	67 ft
LT	12/1	0.000	0.045	615	625	132	0.211	11.2	*B+	95 ft
EB Approach								15.5	B	
RT+TH	24/2	0.096	0.480	1655	1655	234	0.141	16.0	*B	99 ft
LT	12/1	0.000	0.045	672	679	24	0.035	10.3	B+	16 ft

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONCBD



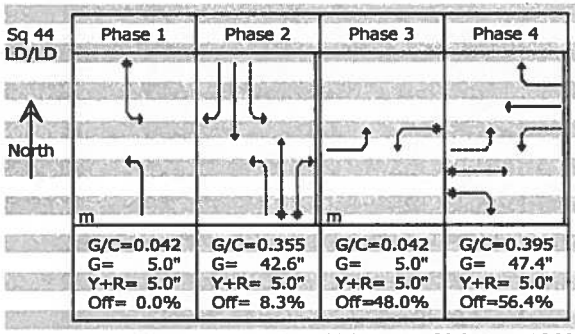
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.75	.75	.75	.91	.91	.91	.88	.88	.88	.87	.87	.87
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Alexander Blvd - [1_10ABX.tpc] 19:05:52
2010 AM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 1 -
V/C 0.162 (Critical V/C 0.245) Control Delay 23.0 Level of Service C+



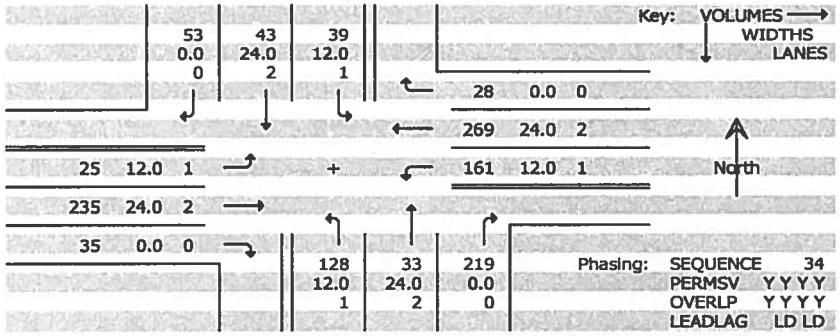
C=120 sec G=100.0 sec = 83.3% Y=20.0 sec = 16.7% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	@E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								22.7	C+	
RT+TH	24/2	0.060	0.355	1105	1154	64	0.055	25.5	C+	35 ft
LT	12/1	0.000	0.042	461	499	59	0.118	19.8	*B	56 ft
NB Approach								25.5	C+	
RT+TH	24/2	0.098	0.355	1038	1088	179	0.165	26.6	*C+	101 ft
LT	12/1	0.000	0.042	543	579	32	0.055	19.3	B	29 ft
WB Approach								21.4	C+	
RT+TH	24/2	0.100	0.395	1302	1333	206	0.155	23.5	C+	109 ft
LT	12/1	0.000	0.042	473	506	132	0.261	18.2	*B	125 ft
EB Approach								23.1	C+	
RT+TH	24/2	0.109	0.395	1333	1363	243	0.178	23.7	*C+	130 ft
LT	12/1	0.000	0.042	498	530	24	0.045	16.7	B	21 ft

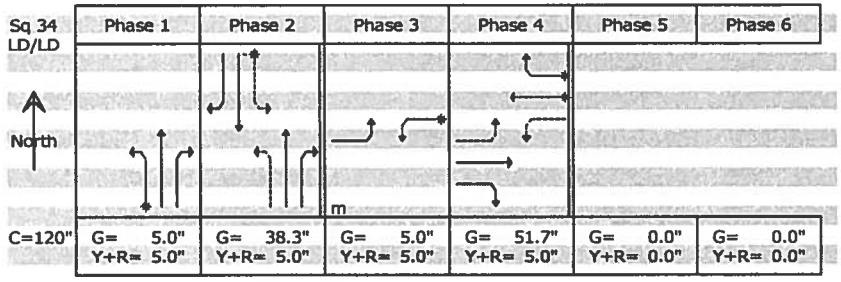
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Alexander Blvd - [1_10PNX.tpc] 19:07:07
2010 PM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONCBD



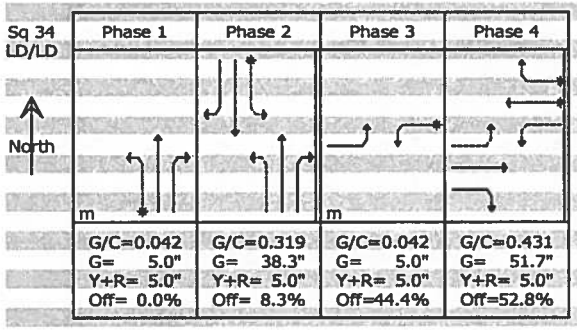
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.75	.75	.75	.91	.91	.91	.88	.88	.88	.89	.89	.89
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Alexander Blvd - [1_10PNX.tpc] 19:07:07
2010 PM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 1 -
V/C 0.229 (Critical V/C 0.282) Control Delay 22.5 Level of Service C+



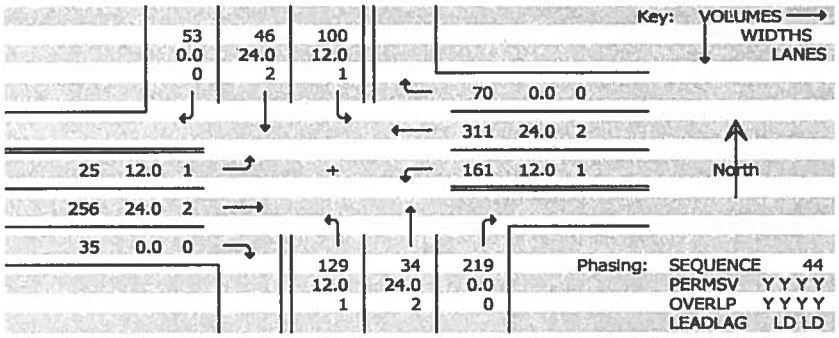
C=120 sec G=100.0 sec = 83.3% Y=20.0 sec = 16.7% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								29.1	C	
RT+TH	24/2	0.077	0.319	964	1028	128	0.125	29.0	C	75 ft
LT	12/1	0.098	0.319	285	328	52	0.153	29.4	*C	60 ft
NB Approach								23.9	C+	
RT+TH	24/2	0.134	0.403	1199	1230	287	0.233	23.7	C+	155 ft
LT	12/1	0.000	0.042	443	487	145	0.298	24.3	*C+	155 ft
WB Approach								20.1	C+	
RT+TH	24/2	0.133	0.431	1478	1491	327	0.219	21.5	*C+	167 ft
LT	12/1	0.000	0.042	482	510	177	0.347	17.4	*B	166 ft
EB Approach								20.8	C+	
RT+TH	24/2	0.126	0.431	1471	1484	303	0.204	21.4	C+	154 ft
LT	12/1	0.000	0.042	466	495	28	0.057	14.7	B+	23 ft

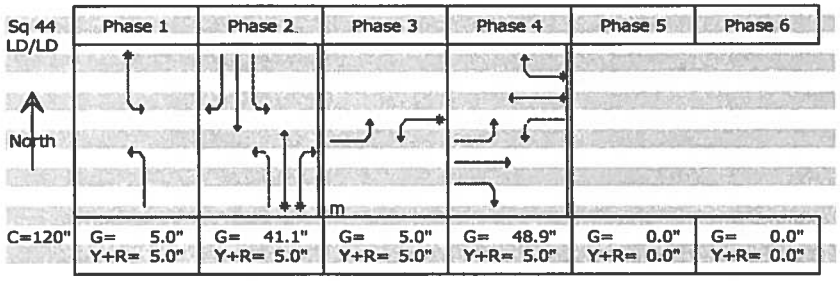
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Alexander Blvd - [1_10PBX.tpc] 19:08:02
2010 PM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 1 - Area Location Type: NONCBD



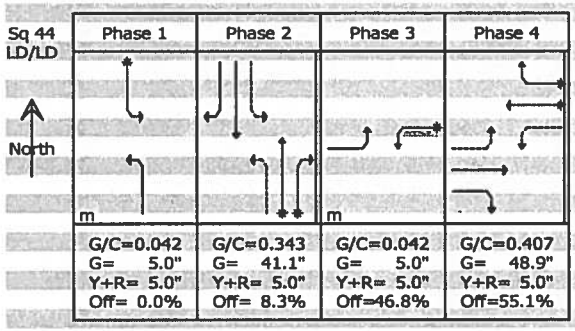
	SB			WB			NB			EB		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.75	.75	.75	.91	.91	.91	.88	.88	.88	.89	.89	.89
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Alexander Blvd - [1_10PBX.tpc] 19:08:02
2010 PM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 1 -
V/C 0.273 (Critical V/C 0.360) Control Delay 24.1 Level of Service C+



C=120 sec G=100.0 sec = 83.3% Y=20.0 sec = 16.7% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								24.9	C+	
RT+TH	24/2	0.079	0.343	1053	1107	132	0.119	27.1	C+	75 ft
LT	12/1	0.000	0.042	376	417	133	0.319	22.6	*C+	140 ft
NB Approach								26.6	C+	
RT+TH	24/2	0.134	0.343	993	1048	288	0.275	28.8	*C	171 ft
LT	12/1	0.000	0.042	475	515	147	0.285	22.4	C+	151 ft
WB Approach								22.8	C+	
RT+TH	24/2	0.159	0.407	1366	1391	419	0.301	24.2	*C+	228 ft
LT	12/1	0.000	0.042	436	468	177	0.378	19.5	*B	176 ft
EB Approach								22.8	C+	
RT+TH	24/2	0.133	0.407	1381	1405	327	0.233	23.4	C+	174 ft
LT	12/1	0.000	0.042	383	416	28	0.067	16.3	B	24 ft

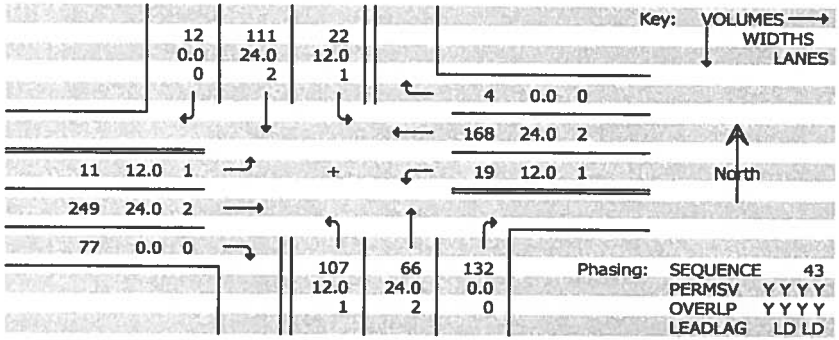
Analysis of Intersection #2

Renaissance Blvd / Culture Dr

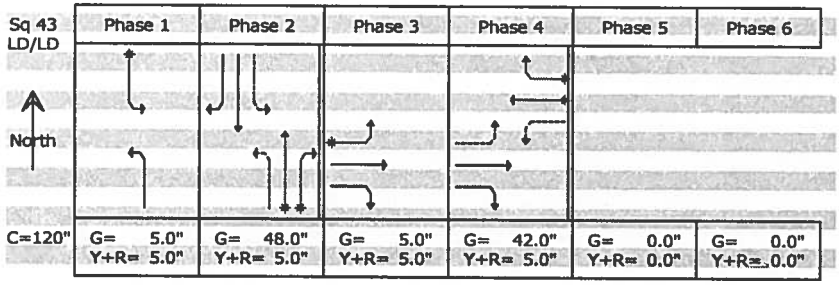
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Culture Dr - [2_10ANX.tpc] 19:09:07
2010 AM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - Area Location Type: NONCBD



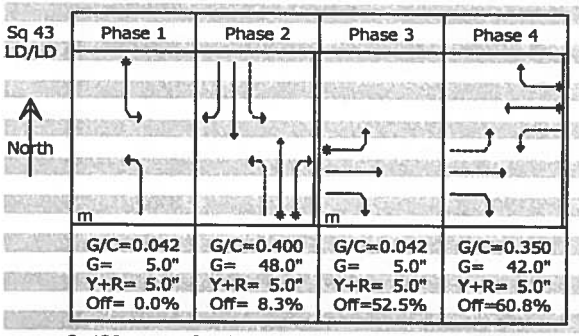
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.75	.75	.75	.77	.77	.77	.81	.81	.81	.82	.82	.82
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Culture Dr - [2_10ANX.tpc] 19:09:07
2010 AM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 -
V/C 0.203 (Critical V/C 0.270) Control Delay 22.8 Level of Service C+



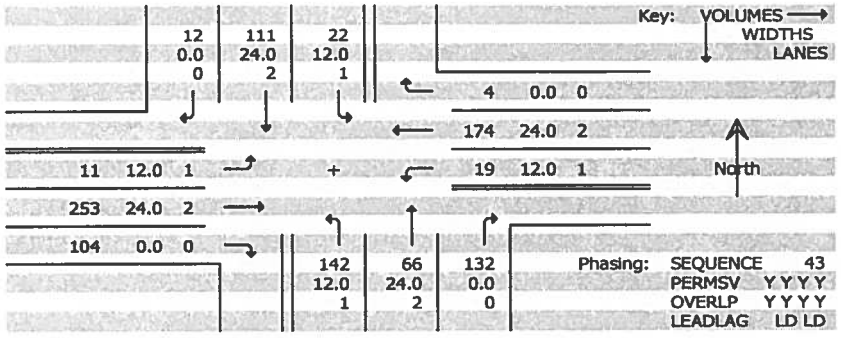
C=120 sec G=100.0 sec = 83.3% Y=20.0 sec = 16.7% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								21.8	C+	
RT+TH	24/2	0.085	0.400	1358	1385	164	0.118	22.7	C+	85 ft
LT	12/1	0.000	0.042	479	511	29	0.057	16.5	*B	25 ft
NB Approach								21.4	C+	
RT+TH	24/2	0.117	0.400	1233	1264	244	0.193	23.5	*C+	130 ft
LT	12/1	0.000	0.042	535	565	132	0.234	17.6	B	122 ft
WB Approach								27.1	C+	
RT+TH	24/2	0.102	0.350	1175	1225	223	0.182	27.2	*C+	127 ft
LT	12/1	0.078	0.350	286	325	25	0.075	26.1	C+	27 ft
EB Approach								21.9	C+	
RT+TH	24/2	0.155	0.433	1455	1468	398	0.271	21.9	C+	207 ft
LT	12/1	0.000	0.042	424	464	13	0.028	19.6	*B	12 ft

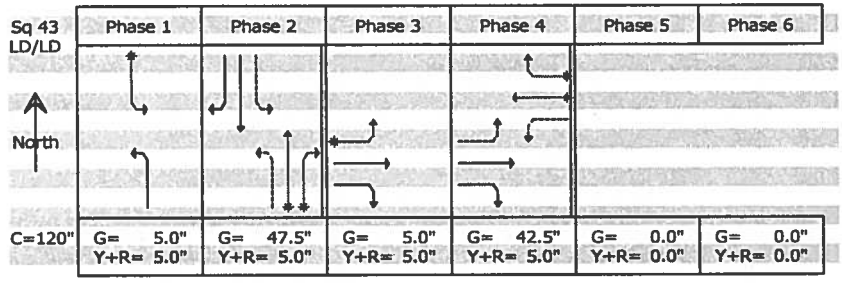
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Culture Dr - [2_10ABX.tpc] 19:10:32
2010 AM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - Area Location Type: NONCBD



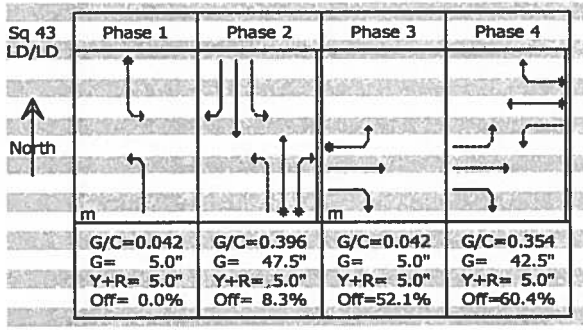
	SB			WB			NB			EB		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.75	.75	.75	.77	.77	.77	.81	.81	.81	.82	.82	.82
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Culture Dr - [2_10ABX.tpc] 19:10:32
2010 AM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 -
V/C 0.226 (Critical V/C 0.287) Control Delay 22.8 Level of Service C+

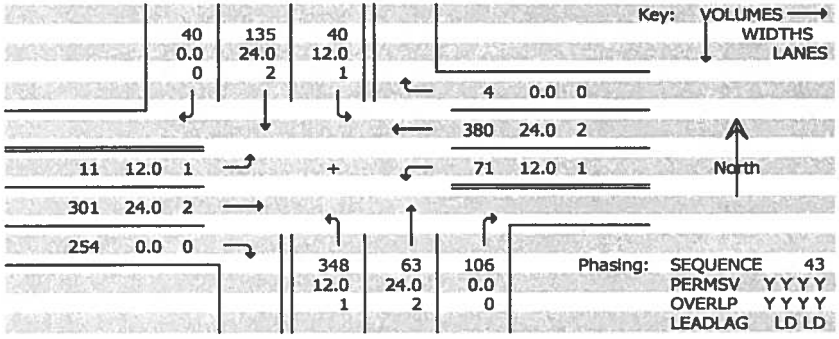


C=120 sec G=100.0 sec = 83.3% Y=20.0 sec = 16.7% Ped= 0.0 sec = 0.0%

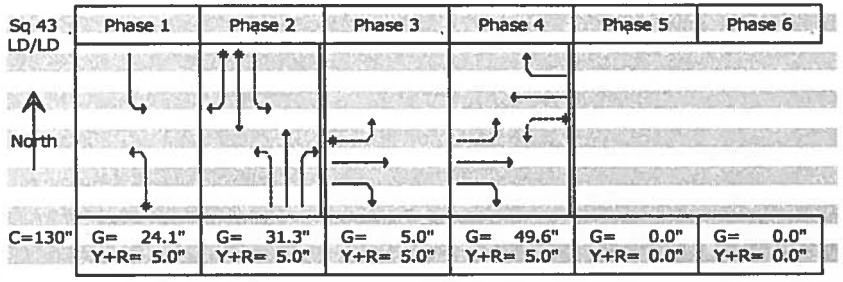
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								22.1	C+	
RT+TH	24/2	0.085	0.396	1341	1370	164	0.120	23.0	C+	86 ft
LT	12/1	0.000	0.042	473	506	29	0.057	16.7	*B	25 ft
NB Approach								21.9	C+	
RT+TH	24/2	0.117	0.396	1219	1251	244	0.195	23.8	*C+	131 ft
LT	12/1	0.000	0.042	529	560	175	0.313	19.2	B	169 ft
WB Approach								26.8	C+	
RT+TH	24/2	0.105	0.354	1192	1240	231	0.186	26.9	*C+	131 ft
LT	12/1	0.080	0.354	279	317	25	0.077	25.8	C+	27 ft
EB Approach								21.8	C+	
RT+TH	24/2	0.166	0.438	1459	1470	436	0.297	21.9	C+	227 ft
LT	12/1	0.000	0.042	426	465	13	0.028	19.3	*B	12 ft

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - Area Location Type: NONCBD



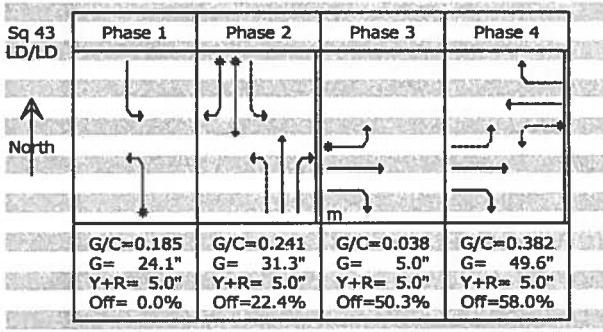
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.80	.80	.80	.82	.82	.82	.94	.94	.94	.88	.88	.88
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Culture Dr - [2_10PNX.tpc] 19:12:30
2010 PM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int:# 2:-
V/C 0.394 (Critical V/C 0.501) Control Delay 28.7 Level of Service C

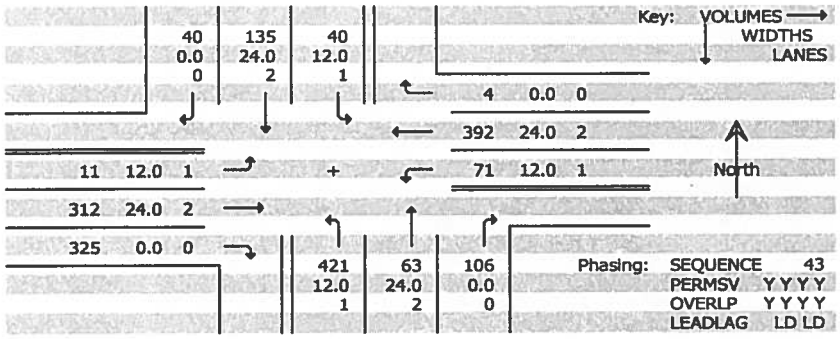


C=130 sec G=110.0 sec = 84.6% Y=20.0 sec = 15.4% Ped= 0.0 sec = 0.0%

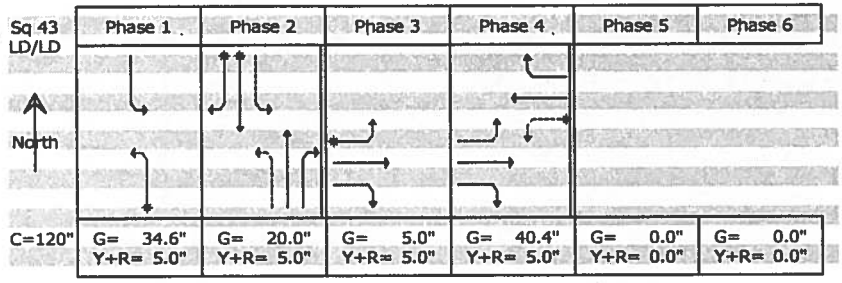
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate ΦD (vph)	Service Rate ΦE	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								36.3	D+	
RT+TH	24/2	0.121	0.241	689	815	219	0.268	40.2	*D+	157 ft
LT	12/1	0.000	0.185	574	604	50	0.083	19.4	B	48 ft
NB Approach								30.7	C	
RT+TH	24/2	0.115	0.241	641	761	180	0.235	39.9	D+	129 ft
LT	12/1	0.093	0.185	553	583	370	0.635	26.2	*C+	464 ft
WB Approach								28.8	C	
RT+TH	24/2	0.180	0.382	1283	1338	468	0.350	28.8	C	288 ft
LT	12/1	0.192	0.382	239	273	87	0.304	28.7	*C	106 ft
EB Approach								23.7	C+	
RT+TH	24/2	0.233	0.459	1481	1500	631	0.421	23.8	C+	362 ft
LT	12/1	0.000	0.038	312	350	13	0.037	19.9	*B	13 ft

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 2 - Area Location Type: NONCBD



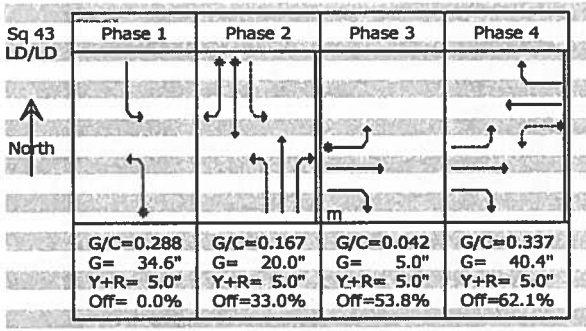
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.80	.80	.80	.82	.82	.82	.94	.94	.94	.88	.88	.88
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Renaissance Blvd / Culture Dr - [2_10PBX.tpc] 19:19:52
2010 PM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 -
V/C 0.483 (Critical V/C 0.621) Control Delay 30.0 Level of Service C



C=120 sec G=100.0 sec = 83.3% Y=20.0 sec = 16.7% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								39.6	D+	
RT+TH	24/2	0.103	0.167	443	549	219	0.388	45.0	*D+	162 ft
LT	12/1	0.000	0.288	682	696	50	0.072	15.8	B	42 ft
NB Approach								29.3	C	
RT+TH	24/2	0.096	0.167	412	512	180	0.340	44.6	D+	132 ft
LT	12/1	0.179	0.288	664	677	448	0.662	23.2	*C+	510 ft
WB Approach								31.0	C	
RT+TH	24/2	0.173	0.337	1127	1182	483	0.409	30.8	C	297 ft
LT	12/1	0.209	0.337	170	198	87	0.408	31.9	*C	109 ft
EB Approach								26.3	C+	
RT+TH	24/2	0.251	0.420	1342	1363	724	0.531	26.4	C+	426 ft
LT	12/1	0.000	0.042	269	303	13	0.042	21.1	*C+	12 ft

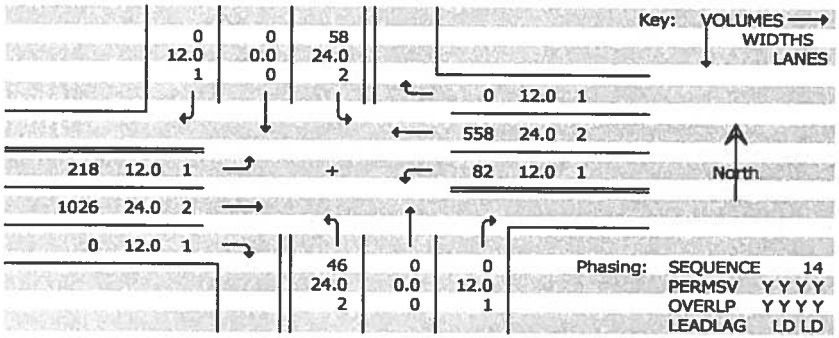
Analysis of Intersection #4

Montano Rd / Renaissance Blvd

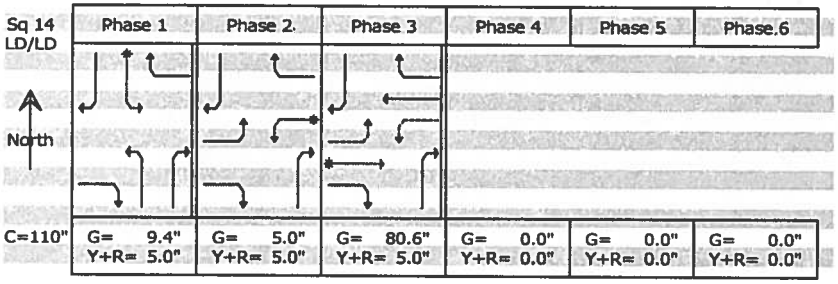
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Montano Rd / Renaissance Blvd - [4_10ANX.tpc] 19:35:11
2010 AM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 4 - Area Location Type: NONCBD



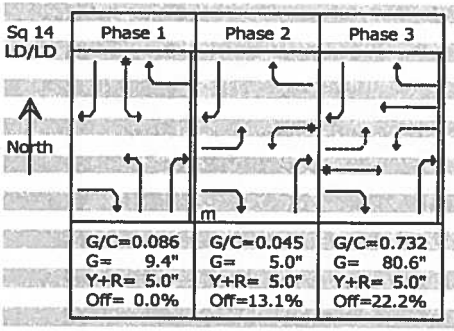
	SB			WB			NB			EB		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.85	.85	.85	.92	.92	.92	.95	.95	.95	.90	.90	.90
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Montano Rd / Renaissance Blvd - [4_10ANX.tpc] 19:35:11
2010 AM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 4 -
V/C 0.357 (Critical V/C 0.452) Control Delay 7.3 Level of Service A



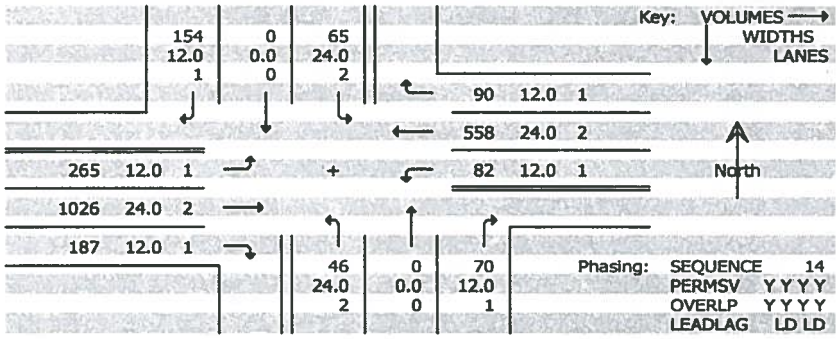
C=110 sec G= 95.0 sec = 86.4% Y=15.0 sec = 13.6% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								47.3	D	
LT	24/2	0.039	0.086	198	266	68	0.233	47.3	*D	49 ft
NB Approach								46.9	D	
LT	24/2	0.032	0.086	198	266	48	0.164	46.9	D	34 ft
WB Approach								4.6	A	
TH	24/2	0.197	0.732	2573	2573	607	0.236	4.8	A	152 ft
LT	12/1	0.000	0.045	377	377	89	0.236	3.3	*A	33 ft
EB Approach								5.4	A	
TH	24/2	0.335	0.732	2573	2573	1140	0.443	6.0	*A	339 ft
LT	12/1	0.000	0.045	642	642	242	0.377	2.6	A	101 ft

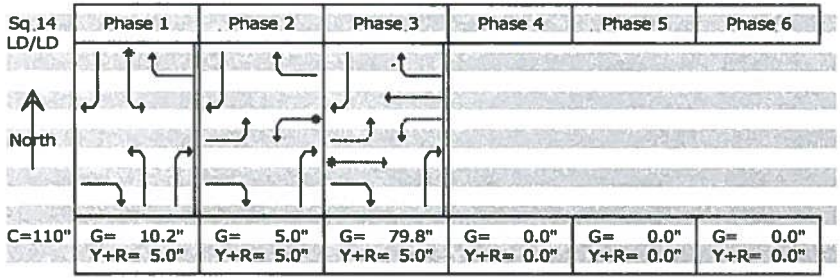
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Montano Rd / Renaissance Blvd - [4_10ABX.tpc] 19:39:03
2010 AM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 4 - Area Location Type: NONCBD



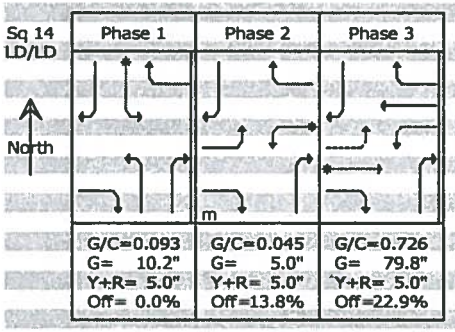
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.85	.85	.85	.92	.92	.92	.95	.95	.95	.90	.90	.90
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Montano Rd / Renaissance Blvd - [4_10ABX.tpc] 19:39:03
2010 AM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 4 -
V/C 0.372 (Critical V/C 0.455) Control Delay 7.6 Level of Service A



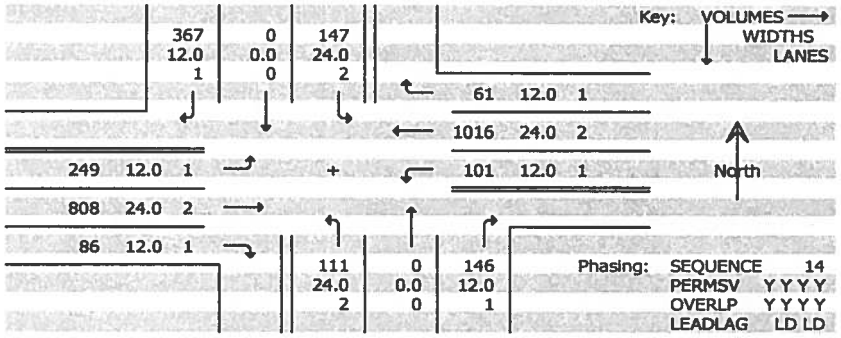
C=110 sec G= 95.0 sec = 86.4% Y=15.0 sec = 13.6% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LS	Queue Model 1
SB Approach								46.7	D	
LT	24/2	0.043	0.093	220	290	76	0.241	46.7	*D	54 ft
NB Approach								46.2	D	
LT	24/2	0.032	0.093	220	290	48	0.152	46.2	D	34 ft
WB Approach								4.9	A	
TH	24/2	0.197	0.726	2549	2549	607	0.238	5.1	A	155 ft
LT	12/1	0.000	0.045	372	372	89	0.239	3.6	*A	34 ft
EB Approach								5.6	A	
TH	24/2	0.335	0.726	2549	2549	1140	0.447	6.3	*A	347 ft
LT	12/1	0.000	0.045	635	635	294	0.463	3.1	A	140 ft

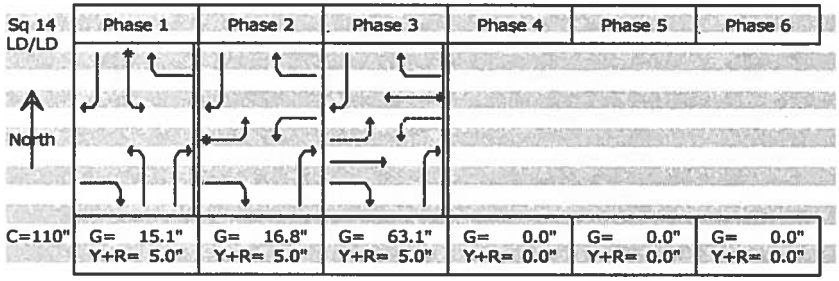
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Montano Rd / Renaissance Blvd - [4_10PNX.tpc] 19:44:53
2010 PM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 4 - Area Location/Type: NONCBD



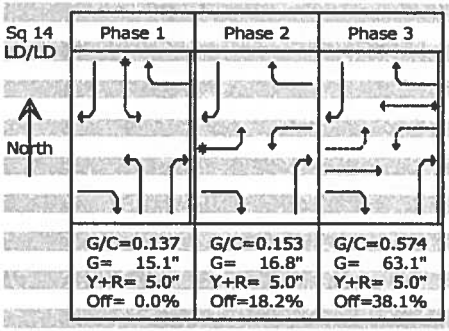
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.75	.75	.75	.83	.83	.83	.75	.75	.75	.80	.80	.80
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Montano Rd / Renaissance Blvd - [4_10PNX.tpc] 19:44:53
2010 PM Peak NOBUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 4 -
V/C 0.543 (Critical V/C 0.647) Control Delay 18.8 Level of Service B



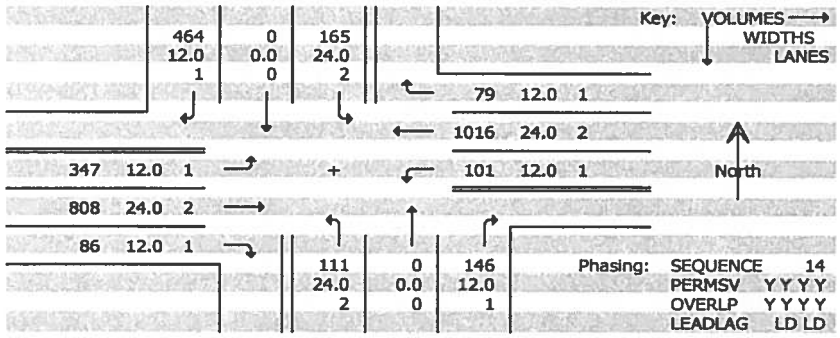
C=110 sec G= 95.0 sec = 86.4% Y=15.0 sec = 13.6% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								44.1	D+	
LT	24/2	0.085	0.137	369	450	196	0.421	44.1	*D+	136 ft
NB Approach								43.2	D+	
LT	24/2	0.069	0.137	369	450	148	0.318	43.2	D+	101 ft
WB Approach								14.9	B+	
TH	24/2	0.357	0.574	2015	2015	1224	0.607	15.9	*B	572 ft
LT	12/1	0.000	0.153	491	499	122	0.244	5.6	A	55 ft
EB Approach								16.2	B	
TH	24/2	0.302	0.574	2015	2015	1010	0.501	14.2	B+	437 ft
LT	12/1	0.095	0.153	408	430	311	0.723	22.6	*C+	261 ft

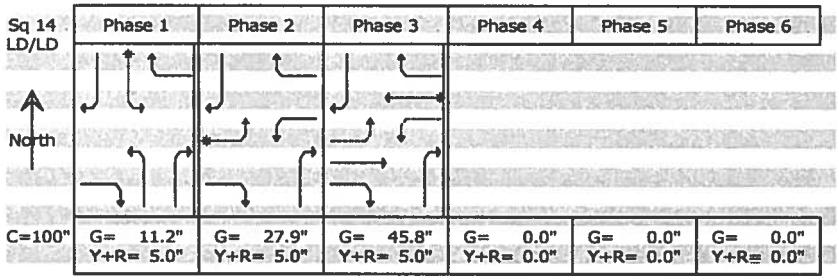
Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Montano Rd / Renaissance Blvd - [4_10PBX.tpc] 19:46:06
2010 PM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - HCM Input Worksheet

Intersection # 4 - Area Location Type: NONCBD



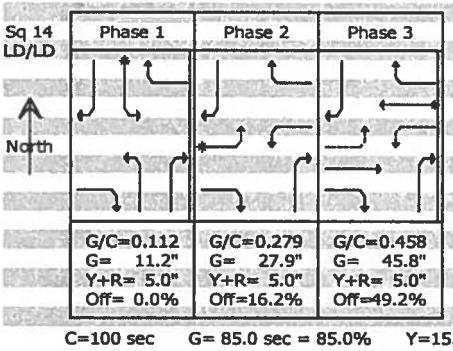
	SB RT	SB TH	SB LT	WB RT	WB TH	WB LT	NB RT	NB TH	NB LT	EB RT	EB TH	EB LT
Heavy veh, %HV	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Pk-hr fact, PHF	.75	.75	.75	.83	.83	.83	.75	.75	.75	.80	.80	.80
Pretimed or Act	A	A	A	A	A	A	A	A	A	A	A	A
Strtup lost, l1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext eff grn, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival typ, AT	3	3	3	3	3	3	3	3	3	3	3	3
Ped vol, vped		0			0			0			0	
Bike vol, vbic		0			0			0			0	
Parking locatns		NO			NO			NO			NO	
Park mnvrs, Nm		0			0			0			0	
Bus stops, NB		0			0			0			0	
Grade, %G		.0			.0			.0			.0	



Renaissance Center (Renaissance Blvd / Alexander Blvd) 01/06/08
Analysis of Montano Rd / Renaissance Blvd - [4_10PBX.tpc] 19:46:06
2010 PM Peak BUILD Conditions

SIGNAL2000/TEAPAC[Ver 2.80.00] - Capacity Analysis Summary

Intersection Averages for Int # 4 -
V/C 0.664 (Critical V/C 0.777) Control Delay 25.7 Level of Service C+



C=100 sec G= 85.0 sec = 85.0% Y=15.0 sec = 15.0% Ped= 0.0 sec = 0.0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @D (vph)	@E	Adj Volume	v/c	HCM Delay	LOS	Queue Model 1
SB Approach								44.3	D+	
LT	24/2	0.086	0.112	307	368	220	0.576	44.3	*D+	148 ft
NB Approach								41.9	D+	
LT	24/2	0.063	0.112	307	368	148	0.387	41.9	D+	96 ft
WB Approach								23.0	C+	
TH	24/2	0.352	0.458	1610	1610	1224	0.760	24.7	*C+	672 ft
LT	12/1	0.004	0.279	627	638	122	0.191	5.9	A	44 ft
EB Approach								23.8	C+	
TH	24/2	0.297	0.458	1610	1610	1010	0.627	21.4	C+	506 ft
LT	12/1	0.215	0.279	553	578	434	0.751	29.4	*C	329 ft

Analysis of Intersection #3

Northern Drive / Union Way

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information | ***Site Information***

Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Northern Drive
Comment	2010 AM Peak Hour NOBUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		20	3	4	36		1		1			
PHF		0.75	0.75	0.75	0.75		0.75		0.75			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		27	4	5	48		1		1			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	2	971	0.002	0	8.7	A	8.7
	2								
	3								A
EB	1								
	2								
	3								
NB		(1)							
SB		(4)	5	1575	0.003	0	7.3	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Northern Drive
Comment	2010 AM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		21	3	4	37		1		1			
PHF		0.75	0.75	0.75	0.75		0.75		0.75			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		28	4	5	49		1		1			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	2	968	0.002	0	8.7	A	8.7
	2								
	3								A
EB	1								
	2								
	3								
NB		①							
SB		④	5	1574	0.003	0	7.3	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*		
Analyst	Nancy	Jurisdiction/Date	City of ABQ	11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way	
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Northern Drive	
Comment	2010 PM Peak Hour NOBUILD Conditions			

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		35	1	1	33		2		7			
PHF		0.75	0.75	0.83	0.83		0.75		0.75			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		47	1	1	40		3		9			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	12	989	0.012	0	8.7	A	8.7
	2								
	3								A
EB	1								
	2								
	3								
NB		①							
SB		④	1	1553	0.001	0	7.3	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*		
Analyst	Nancy	Jurisdiction/Date	City of ABQ	11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way	
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Northern Drive	
Comment	2010 PM Peak Hour BUILD Conditions			

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		37	1	1	35		2		7			
PHF		0.75	0.75	0.83	0.83		0.75		0.75			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		49	1	1	42		3		9			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	12	984	0.012	0	8.7	A	8.7
	2								
	3								A
EB	1								
	2								
	3								
NB		①							
SB		④	1	1549	0.001	0	7.3	A	

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Analysis of Intersection #5

Renaissance Blvd / Union Way

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information | ***Site Information***

Analyst	Nancy	Jurisdiction/Date	City of ABQ 10/10/2007
Agency or Company	Terry Brown, P.E.	Major Street	Renaissance Blvd
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Union Way
Comment	2010 AM Peak Hour NOBUILD Conditions		

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	TR	TR	R	R
Lane 2	T	T	LT	LT
Lane 3	L	L		
Lane 4				
Lane 5				

	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	12	167	4	24	160	1	41	1	46	1	1	9
PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	13	180	4	26	170	1	45	1	50	1	1	12
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	50	944	0.053	0	9.0	A	10.1
	2	LT	46	613	0.075	0	11.3	B	
	3								B
SB	1	R	12	953	0.013	0	8.8	A	9.2
	2	LT	2	571	0.004	0	11.3	B	
	3								A
EB		①	13	1396	0.009	0	7.6	A	
WB		④	26	1381	0.018	0	7.7	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Renaissance Blvd
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Union Way
Comment	2010 AM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	TR			TR			R			R		
Lane 2	T			T			LT			LT		
Lane 3	L			L								
Lane 4												
Lane 5												
	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	68	167	4	24	171	1	41	1	46	8	33	9
PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	73	180	4	26	182	1	45	1	50	11	44	12
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	50	944	0.053	0	9.0	A	11.1
	2	LT	46	475	0.097	0	13.4	B	
	3								B
SB	1	R	12	945	0.013	0	8.9	A	12.7
	2	LT	55	475	0.116	0	13.6	B	
	3								B
EB		①	73	1382	0.053	0	7.8	A	
WB		④	26	1381	0.018	0	7.7	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*		
Analyst	Nancy	Jurisdiction/Date	City of ABQ	10/10/2007
Agency or Company	Terry Brown, P.E.	Major Street	Renaissance Blvd	
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Union Way	
Comment	2010 PM Peak Hour NOBUILD Conditions			

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	TR	TR	R	R
Lane 2	T	T	LT	LT
Lane 3	L	L		
Lane 4				
Lane 5				

	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	9	228	3	39	423	2	55	1	49	12	1	26
PHF	0.95	0.95	0.95	0.88	0.88	0.88	0.83	0.83	0.83	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	9	240	3	44	481	2	66	1	59	16	1	35
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	59	904	0.065	0	9.3	A	11.9
	2	LT	67	454	0.147	1	14.3	B	
	3								B
SB	1	R	35	756	0.046	0	10.0	A	11.7
	2	LT	17	374	0.045	0	15.1	C	
	3								B
EB		①	9	1069	0.009	0	8.4	A	
WB		④	44	1313	0.034	0	7.8	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information | ***Site Information***

Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Renaissance Blvd
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Union Way
Comment	2010 PM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	EB	WB	NB	SB
Lane 1 (curb)	TR	TR	R	R
Lane 2	T	T	LT	LT
Lane 3	L	L		
Lane 4				
Lane 5				

	EB			WB			NB			SB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	126	228	3	39	451	2	55	1	49	33	85	26
PHF	0.95	0.95	0.95	0.88	0.88	0.88	0.83	0.83	0.83	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	133	240	3	44	513	2	66	1	59	44	113	35
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	R	59	904	0.065	0	9.3	A	19.9
	2	LT	67	214	0.313	1	29.3	D	
	3								C
SB	1	R	35	739	0.047	0	10.1	B	28.9
	2	LT	157	280	0.561	3	33.1	D	
	3								D
EB		①	133	1040	0.128	0	9.0	A	
WB		④	44	1313	0.034	0	7.8	A	

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Analysis of Intersection #6

Union Way / Alexander Blvd

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 10/10/2007
Agency or Company	Terry Brown, P.E.	Major Street	Alexander Blvd
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Union Way
Comment	2010 AM Peak Hour NOBUILD Conditions		

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	TR			TR			LTR			LTR		
Lane 2	T			T								
Lane 3	L			L								
Lane 4												
Lane 5												
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	9	46	1	1	76	1	1	1	1	5	1	2
PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	12	61	1	1	101	1	1	1	1	7	1	3
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	3	809	0.004	0	9.5	A	9.5
	2								
	3								A
EB	1	LTR	11	812	0.014	0	9.5	A	9.5
	2								
	3								A
NB		①	12	1480	0.008	0	7.5	A	
SB		④	1	1531	0.001	0	7.4	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information | ***Site Information***

Analyst	Nancy	Jurisdiction/Date	City of ABQ 10/10/2007
Agency or Company	Terry Brown, P.E.	Major Street	Alexander Blvd
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Union Way
Comment	2010 AM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	TR	LTR	LTR
Lane 2	T	T		
Lane 3	L	L		
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	9	47	1	1	77	2	1	1	1	6	1	2
PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	12	63	1	1	103	3	1	1	1	8	1	3
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	3	807	0.004	0	9.5	A	9.5
	2								
	3								A
EB	1	LTR	12	806	0.015	0	9.5	A	9.5
	2								
	3								A
NB		①	12	1476	0.008	0	7.5	A	
SB		④	1	1529	0.001	0	7.4	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 10/10/2007
Agency or Company	Terry Brown, P.E.	Major Street	Alexander Blvd
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Union Way
Comment	2010 PM Peak Hour NOBUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	TR	LTR	LTR
Lane 2	T	T		
Lane 3	L	L		
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	10	38	2	3	85	2	15	1	1	2	1	9
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.75	0.75	0.75	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	13	49	3	4	110	3	20	1	1	3	1	12
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	22	782	0.028	0	9.7	A	9.7
	2								
	3								A
EB	1	LTR	16	914	0.017	0	9.0	A	9.0
	2								
	3								A
NB		①	13	1467	0.009	0	7.5	A	
SB		④	4	1545	0.003	0	7.3	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*		
Analyst	Nancy	Jurisdiction/Date	City of ABQ	10/10/2007
Agency or Company	Terry Brown, P.E.	Major Street	Alexander Blvd	
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Union Way	
Comment	2010 PM Peak Hour BUILD Conditions			

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	TR	LTR	LTR
Lane 2	T	T		
Lane 3	L	L		
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	10	40	2	3	87	4	15	1	1	4	1	9
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.75	0.75	0.75	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	13	52	3	4	113	5	20	1	1	5	1	12
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	22	779	0.028	0	9.8	A	9.8
	2								
	3								A
EB	1	LTR	18	889	0.020	0	9.1	A	9.1
	2								
	3								A
NB		①	13	1460	0.009	0	7.5	A	
SB		④	4	1541	0.003	0	7.3	A	

Analysis of Intersection #7

Driveway 'A' / Alexander Blvd

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information | ***Site Information***

Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Alexander Blvd
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Driveway 'A'
Comment	2010 AM Peak Hour NOBUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	TR	LTR	LTR
Lane 2	T	T		
Lane 3	L	L		
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	7	96	23	2	104	1	25	1	2	1	1	1
PHF	0.82	0.82	0.82	0.75	0.75	0.75	0.75	0.75	0.75	0.85	0.85	0.85
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	9	117	28	3	139	1	33	1	3	1	1	1
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	37	727	0.051	0	10.2	B	10.2
	2								
	3								B
EB	1	LTR	3	745	0.004	0	9.9	A	9.9
	2								
	3								A
NB		①	9	1434	0.006	0	7.5	A	
SB		④	3	1427	0.002	0	7.5	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information | ***Site Information***

Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Alexander Blvd
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Driveway 'A'
Comment	2010 AM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	TR	LTR	LTR
Lane 2	T	T		
Lane 3	L	L		
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	28	96	24	2	104	1	25	1	2	1	1	25
PHF	0.82	0.82	0.82	0.75	0.75	0.75	0.75	0.75	0.75	0.85	0.85	0.85
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	34	117	29	3	139	1	33	1	3	1	1	29
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	37	663	0.056	0	10.8	B	10.8
	2								
	3								B
EB	1	LTR	31	941	0.033	0	9.0	A	9.0
	2								
	3								A
NB		①	34	1434	0.024	0	7.6	A	
SB		④	3	1426	0.002	0	7.5	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*		
Analyst	Nancy	Jurisdiction/Date	City of ABQ	11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Alexander Blvd	
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Driveway 'A'	
Comment	2010 PM Peak Hour NOBUILD Conditions			

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	TR			TR			LTR			LTR		
Lane 2	T			T								
Lane 3	L			L								
Lane 4												
Lane 5												
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	8	66	51	2	87	1	58	1	9	1	1	8
PHF	0.90	0.90	0.90	0.80	0.80	0.80	0.76	0.76	0.76	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	9	73	57	3	109	1	76	1	12	1	1	11
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	89	770	0.116	0	10.3	B	10.3
	2								
	3								B
EB	1	LTR	13	935	0.014	0	8.9	A	8.9
	2								
	3								A
NB		①	9	1471	0.006	0	7.5	A	
SB		④	3	1446	0.002	0	7.5	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*	
Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Alexander Blvd
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Driveway 'A'
Comment	2010 PM Peak Hour BUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	TR	LTR	LTR
Lane 2	T	T		
Lane 3	L	L		
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	52	66	53	2	87	1	58	1	9	2	1	72
PHF	0.90	0.90	0.90	0.80	0.80	0.80	0.76	0.76	0.76	0.75	0.75	0.75
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	58	73	59	3	109	1	76	1	12	3	1	96
Flare storage (# of vehs)												
Median storage (# of vehs)							1			1		

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	89	637	0.140	0	11.6	B	11.6
	2								
	3								B
EB	1	LTR	100	975	0.103	0	9.1	A	9.1
	2								
	3								A
NB		①	58	1471	0.039	0	7.5	A	
SB		④	3	1443	0.002	0	7.5	A	

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Analysis of Intersection #8

Driveway 'B' / Union Way

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information | ***Site Information***

Analyst	Nancy	Jurisdiction/Date	City of ABQ 11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Driveway 'B'
Comment	2010 AM Peak Hour NOBUILD Conditions		

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		20	2	1	36		1		2			
PHF		0.83	0.83	0.75	0.75		0.75		0.75			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		24	2	1	48		1		3			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	4	1014	0.004	0	8.6	A	8.6
	2								
	3								A
EB	1								
	2								
	3								
NB		①							
SB		④	1	1581	0.001	0	7.3	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*		
Analyst	Nancy	Jurisdiction/Date	City of ABQ	11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way	
Analysis Period/Year	AM Peak Hour 2010	Minor Street	Driveway 'B'	
Comment	2010 AM Peak Hour BUILD Conditions			

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		20	30	2	36		22		3			
PHF		0.83	0.83	0.75	0.75		0.75		0.75			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		24	36	3	48		29		4			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	33	914	0.036	0	9.1	A	9.1
	2								
	3								A
EB	1								
	2								
	3								
NB		(1)							
SB		(4)	3	1537	0.002	0	7.3	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information			*Site Information*		
Analyst	Nancy		Jurisdiction/Date	City of ABQ	11/2/2007
Agency or Company	Terry Brown, P.E.		Major Street	Union Way	
Analysis Period/Year	PM Peak Hour	2010	Minor Street	Driveway 'B'	
Comment	2010 PM Peak Hour NOBUILD Conditions				

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		35	2	1	33		5		5			
PHF		0.75	0.75	0.86	0.86		0.75		0.75			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		47	3	1	38		7		7			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	14	960	0.015	0	8.8	A	8.8
	2								
	3								A
EB	1								
	2								
	3								
NB		①							
SB		④	1	1551	0.001	0	7.3	A	

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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		*Site Information*		
Analyst	Nancy	Jurisdiction/Date	City of ABQ	11/2/2007
Agency or Company	Terry Brown, P.E.	Major Street	Union Way	
Analysis Period/Year	PM Peak Hour 2010	Minor Street	Driveway 'B'	
Comment	2010 PM Peak Hour BUILD Conditions			

Input Data

Lane Configuration	NB	SB	WB	EB
Lane 1 (curb)	TR	LT	LR	
Lane 2				
Lane 3				
Lane 4				
Lane 5				

	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		35	61	3	33		62		7			
PHF		0.75	0.75	0.86	0.86		0.75		0.75			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		47	81	3	38		83		9			
Flare storage (# of vehs)												
Median storage (# of vehs)												

Signal upstream of Movement 2 _____ ft Movement 5 _____ ft

Length of study period (h) 0.25

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LR	92	867	0.106	0	9.6	A	9.6
	2								
	3								A
EB	1								
	2								
	3								
NB		①							
SB		④	3	1452	0.002	0	7.5	A	

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